

State Highway Log

Planning Report
2022

Olympic Region



Washington State Department of Transportation
Multimodal Planning Division

February 17, 2023

Highway Log Users

Re: 2022 State Highway Log

Dear User:

The 2022 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at:
<http://www.adobe.com/acrobat/readstep.html>.

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

The GIS & Roadway Data Branch of the Transportation Data, GIS and Modeling Office (TDGMO) is committed to provide you with quality products while staying within our budget. The technology used to manage the State Highway Log data limits the accessibility of the files provided here. If you have any questions about our electronic versions or would like to request more accessible formats of this data, please contact our roadway data steward at (360) 570-2361, or roadway@wsdot.wa.gov

Sincerely,

Norene Pen
Manager, Transportation Data, GIS & Modeling Office
Multimodal Planning & Data Division

NP/lb
Enclosures

INTRODUCTION

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

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

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

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

NORENE PEN
Manager
Transportation Data, GIS & Modeling
Office
Multimodal Planning & Data Division

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| 1 | 2022 STATE HIGHWAY LOG |

STATE HIGHWAY LOG REFERENCE

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

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

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

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

| | | | |
|-----|-------------------------|---------|---------------------------------------|
| AR* | Alternate Route | CD | Collector Distributor Dec |
| CO* | Couplet | CI | Collector Distributor Inc |
| FD | Frontage Road Dec | LX | Crossroad within Interchange |
| FI | Frontage Road Inc | P1 - P9 | Off Ramp, Inc |
| FS | Ferry Ship (Boat) | Q1 - Q9 | On Ramp, Inc |
| FT | Ferry Terminal | R1 - R9 | Off Ramp, Dec |
| PR | Proposed Route | S1 - S9 | On Ramp, Dec |
| RL* | Reversible Lane | X1 - X9 | Rest Area Ramp, Inc |
| HD* | Grade-Separated HOV-Dec | Y1 - Y9 | Rest Area Ramp, Dec |
| HI* | Grade-Separated HOV-Inc | U1 - U9 | Weigh Station Ramp, Inc |
| SP* | Spur | W1 - W9 | Weigh Station Ramp, Dec |
| TB | Transitional Turnback | ML* | Mainline (Implied RRT—field is blank) |
| TR | Temporary Route | UC | Under Construction |

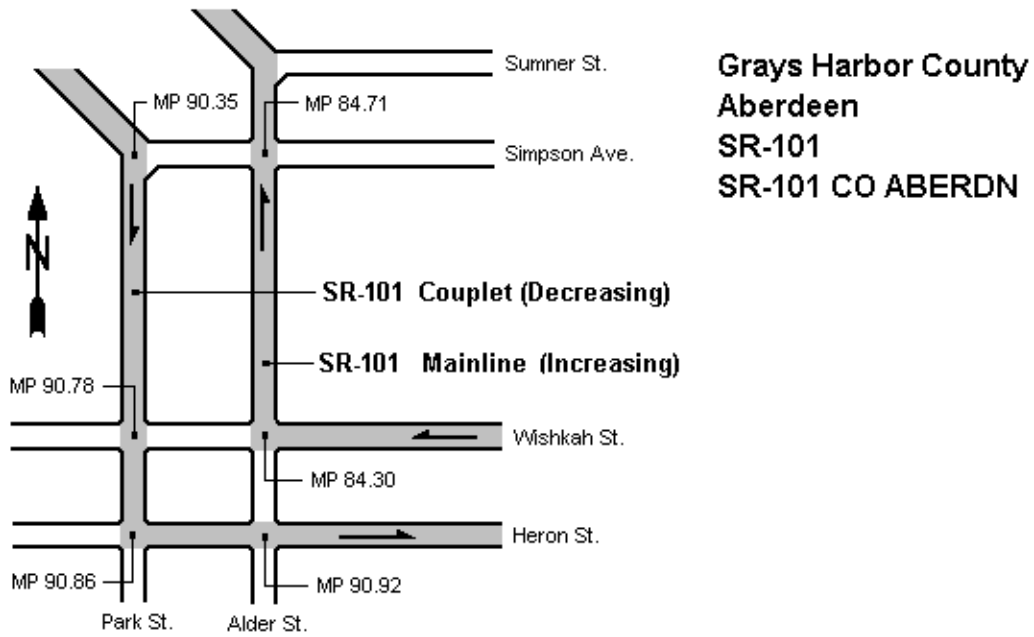
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

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

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

** Alternate Route contains no RRQ

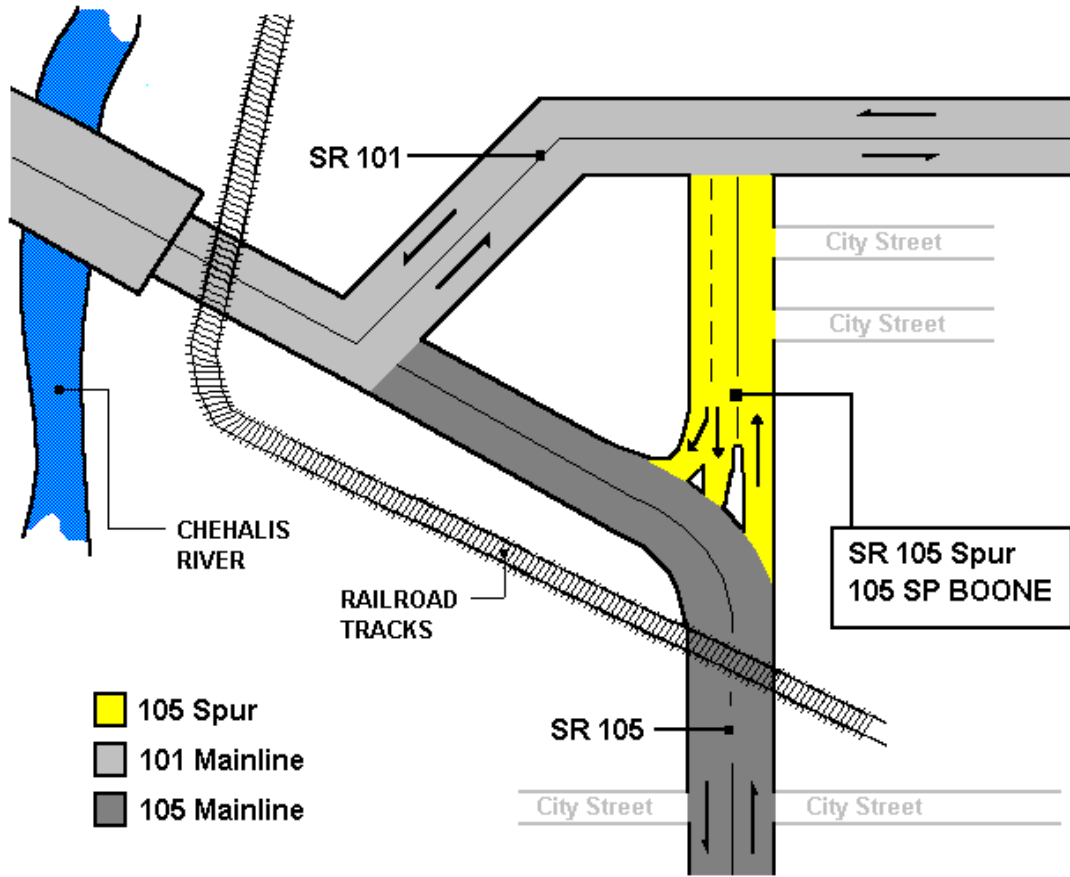
COUPLET EXAMPLE



EXAMPLE: 101 CO ABERDN

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

SPUR EXAMPLE



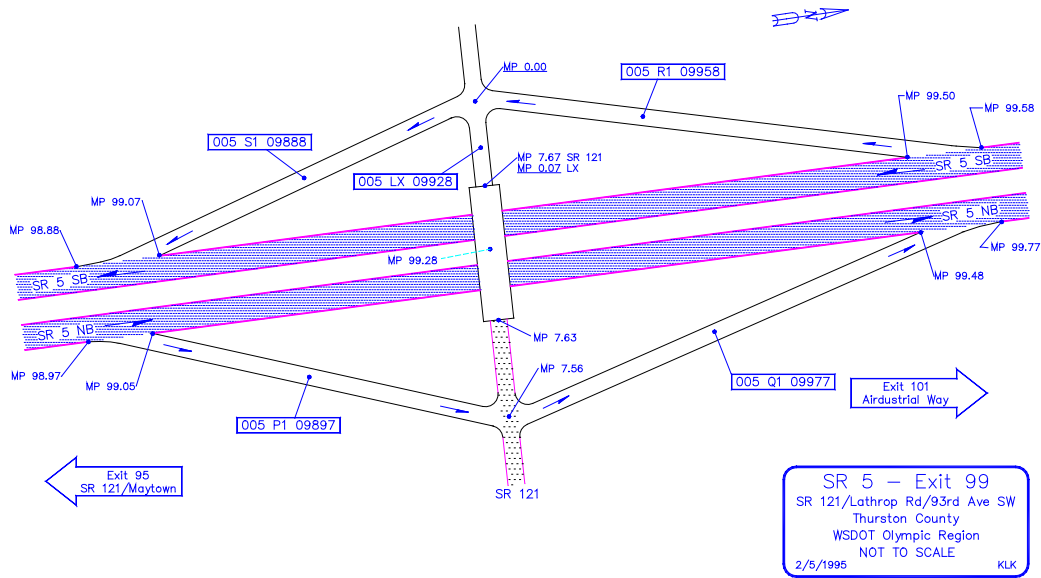
EXAMPLE: 105 SP BOONE

| | | |
|------------|---|---------------------------------|
| Where: 105 | = | SR Number |
| SP | = | RRT for Spur |
| BOONE | = | Name of street where RRT exists |

2) The following RRTs use the Mainline SRMP where the RRT attaches to the Mainline. The begin SRMP for that RRT will be 0.00.

| | | | |
|----|------------------------------|---------|-------------------------|
| CD | Collector Distributor Dec | P1 - P9 | Off Ramp, Inc |
| CI | Collector Distributor Inc | Q1 - Q9 | On Ramp, Inc |
| FD | Frontage Road Dec | R1 - R9 | Off Ramp, Dec |
| FI | Frontage Road Inc | S1 - S9 | On Ramp, Dec |
| LX | Crossroad within Interchange | U1 - U9 | Weigh Station Ramp, Inc |
| HD | Grade-Separated HOV-Dec | W1 - W9 | Weigh Station Ramp, Dec |
| HI | Grade-Separated HOV-Inc | X1 - X9 | Rest Area Ramp, Inc |
| | | Y1 - Y9 | Rest Area Ramp, Dec |

DIAMOND INTERCHANGE EXAMPLE



EXAMPLE: 005 R1 09958

Where: 005 = SR Number
R1 = RRT for decreasing MP direction off-ramp (R ramp)
09958 = Mainline SRMP at beginning of the R ramp where it leaves the mainline

3) The following RRTs use descriptive names such as a city or ship name for the RRQ. The begin SRMP is always a zero value (000.00).

| | |
|----|----------------|
| FS | Ferry Ship |
| FT | Ferry Terminal |

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

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

STATE ROUTE MILEPOST (SRMP)

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

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

STATE ROUTE MILEPOST BACK (B) INDICATOR

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

A back SRMP occurs as a result of:

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

ACCUMULATED ROUTE MILE (ARM)

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

All length measurements are calculated using the ARM value.

LANE MILE

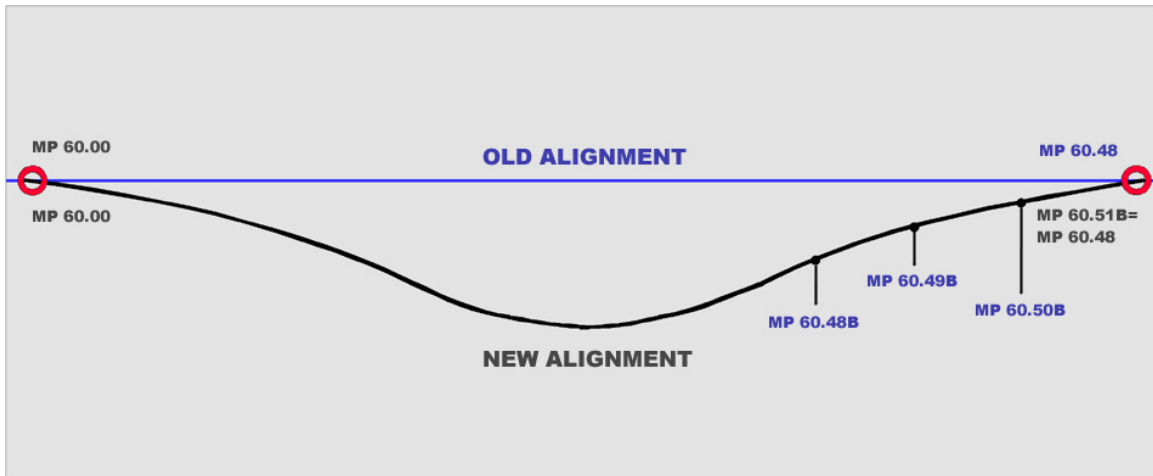
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

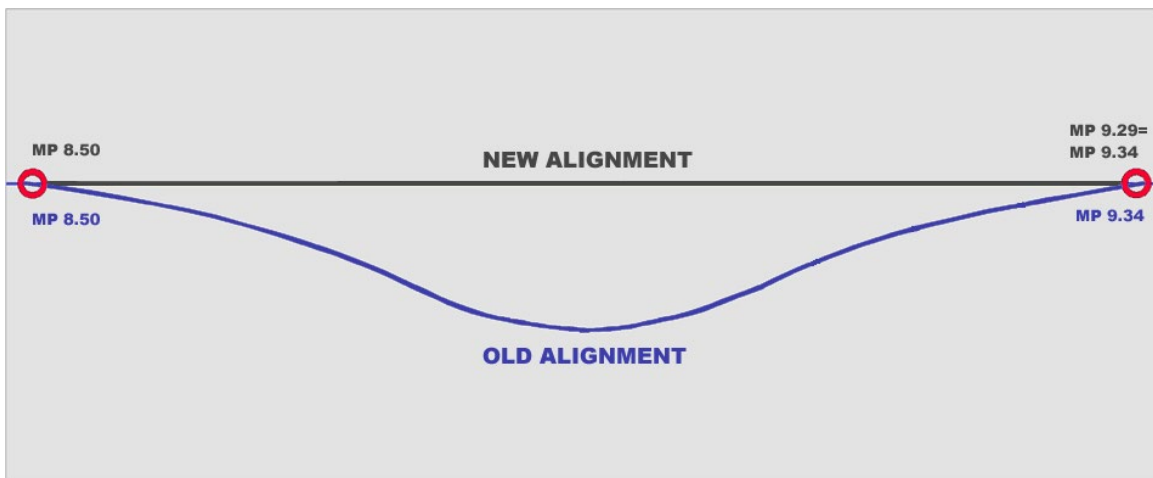
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

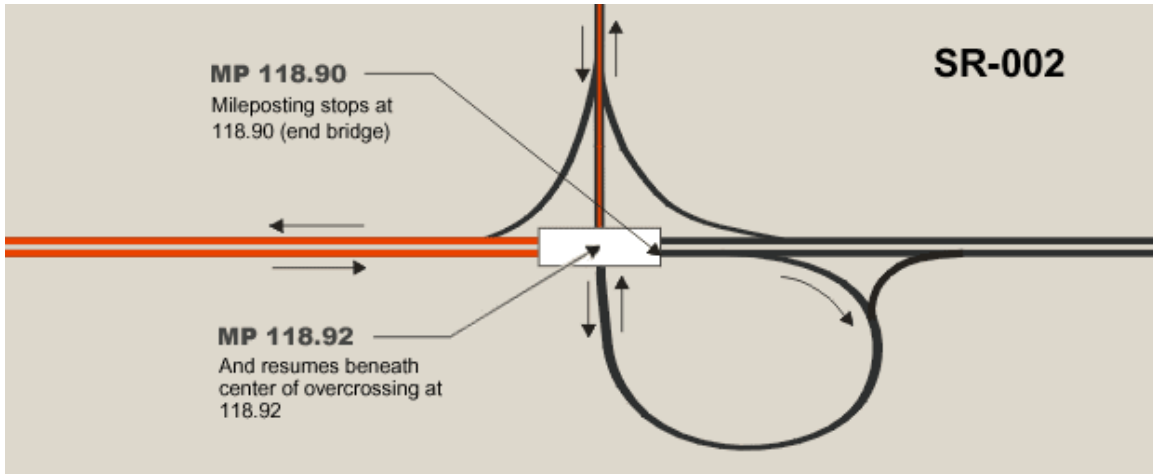
This drawing shows the lengthening of a route due to realignment, creating a back equation



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



This drawing shows a physical gap equation, due to a separation of alignment



COINCIDENT (COINC)

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

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

FEATURE Following is a list of how some of the features are entered in the “feature” column:

| | | |
|------------|------------|------------|
| Beg Bridge | Beg Eq | On Ramp |
| End Bridge | Uxing | Off Ramp |
| Enter Co | Intersectn | RR Xing |
| Beg Street | Misc Featr | Border Sta |
| End Street | Beg Ctlsec | Weigh Sta |
| Beg Tunnel | Flyer Stop | Leave City |
| End Tunnel | Prk & Ride | Toll Booth |
| Enter Dist | Rest Area | Ferry Term |

DIRECTION TO INVENTORY

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

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

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

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

LEFT/RIGHT INDICATOR

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

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

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

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

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

R = RIGHT Represents features located along side the increasing traveled way.

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

DESCRIPTION – DESCRIPTION OF FEATURE

Bridge/UXing/XRoad - OW (Owner Code)

ST = State

CO = County

CT = City

FS = Forest Service

PK = Park Service

RS = Reservation

PV = Private

MY = Military

OT = Other

SO = State/County

SI = State/City

CC = County/City

Bridge/UXing/XRoad - TC (Traffic Control)

SS = Stop Sign

YS = Yield Sign

AF = Amber Flashing

RS = Railroad Signal

OT = Other Traffic Control

NO = No Traffic Control

SZ = School Zone

PC = Pedestrian Control

SG = Stop and Go

FS = Fire Signal

RF = Red Flashing

OF = Officer or Flagman

Bridge/UXing/XRoad - L (Illumination)

Y = Yes

N = No

WIDTH AND SURFACE INFORMATION

DECREAS/DIV (DECREASING/DIVIDED)

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

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

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

S = Shoulder Surface Type

| | | |
|------------------------------|----------------|------------|
| A = Asphalt | B = Bituminous | G = Gravel |
| S = Soil | C = Curb | W = Wall |
| P = Portland Cement Concrete | | O = Other |

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

S = Roadway Surface Type

| | |
|----------------|------------------------------|
| A = Asphalt | P = Portland Cement Concrete |
| B = Bituminous | G = Gravel |
| S = Soil | O = Other |

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

S = Shoulder Surface Type (same as left shoulder surface types).

MEDIAN

WD Median Width

S Median Surface Type

| | |
|----------------|------------------------------|
| S = Soil | G = Gravel |
| O = Other | A = Asphalt |
| B = Bituminous | P = Portland Cement Concrete |

BR Median Barrier Type

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

INCRES/UNDI (INCREASING/UNDIVIDED)

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

LFT SHD W = Width of inside shoulder in increasing direction of the roadway.

S = Shoulder Surface Type

RDY W = Width of roadway in increasing direction of the roadway.

S = Roadway Surface Type

RHT SHD W = Width of outside shoulder in increasing direction of the roadway.

S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

| | | |
|----------|----------------------|-------------------------|
| Climbing | Two Way Turn | High Occupancy Vehicle |
| Bicycle | Reversible | Slow Vehicle Turnout |
| Chain Up | Transit | Truck Climbing Shoulder |
| Holding | Weaving/Speed Change | |

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

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number
SE = Maintenance Section Number

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

STFC State Functional Classification

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

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

Legal Speed

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

TR Terrain - The contour of the roadway as it relates to the frequency and steepness of hills and the effect on truck speed.

L = Level - Trucks maintain speed.
R = Rolling - Trucks slow down frequently.
M = Mountainous - Trucks slow to a crawl frequently.

PK Parking Zone - Type of parking that is permitted on a State Route (cities only).

B = Both sides parking permitted

L = Left side parking only permitted
P = Parking prohibited on both sides
R = Right side parking only permitted
X = Prohibited during peak hours

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

\$ Designates when the previous feature is no longer valid.

INTERSECTION DETAIL

SRMP State Route Milepost at intersection.

B "Back" milepost indicator.

ARM Accumulated route mile at intersection.

TURN LANES

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

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

LGT WD Length (in miles) and width (in feet) will appear in each category of turn and acceleration lanes.

L NEAR Left turn lane in near approach of intersection.
R NEAR Right turn lane in near approach of intersection.
L FAR Left turn lane in far approach of intersection.
R FAR Right turn lane in far approach of intersection.

ACCELERATION LANES

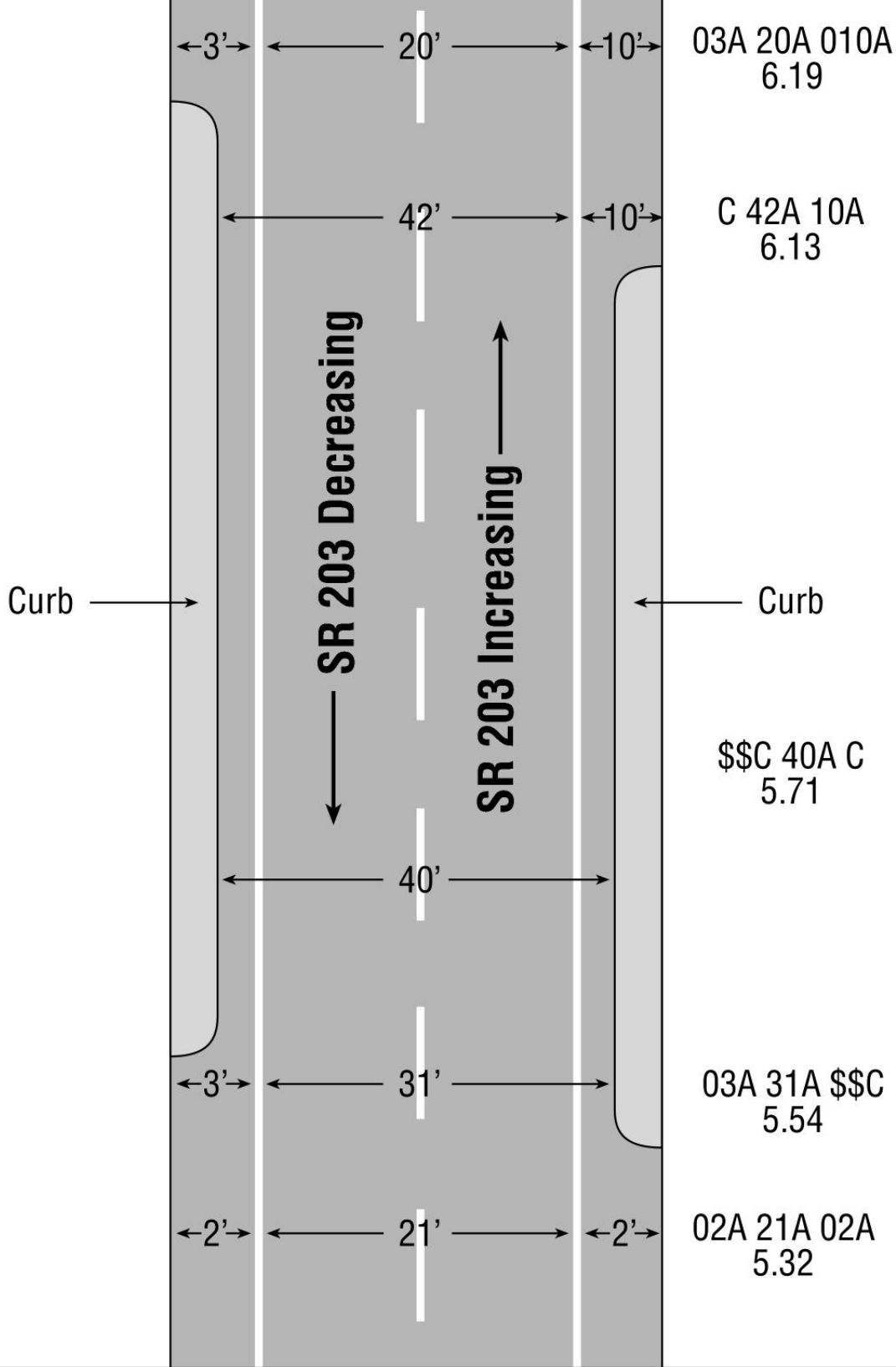
LEFT Left acceleration lane in near approach of intersection.
L CNTR Acceleration lane in near approach of intersection.
R CNTR Acceleration lane in far approach of intersection.
RIGHT Right acceleration lane in far approach of intersection.

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

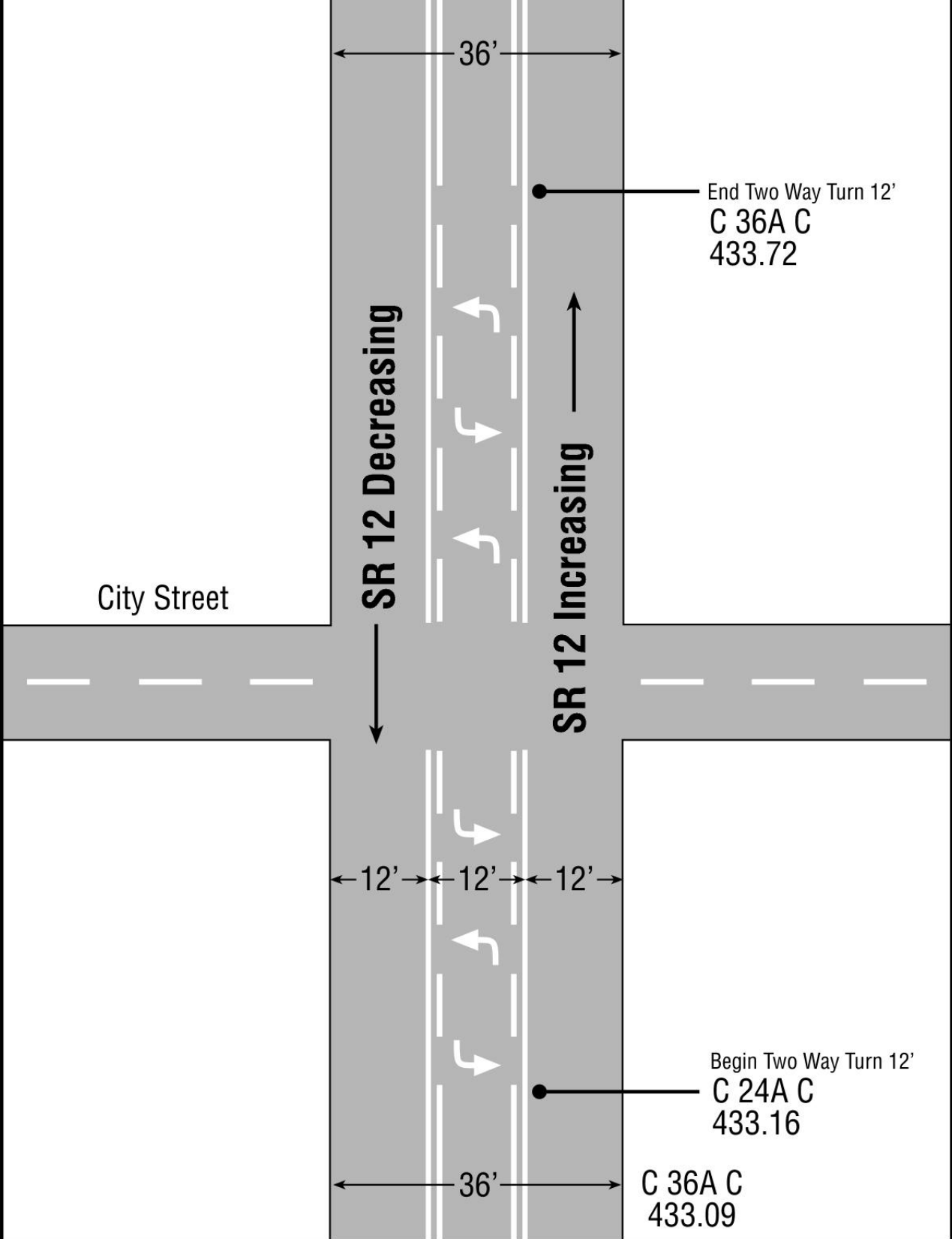
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

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

The following pages contain sketches to better explain how the State Highway Log Planning Report is compiled.



Roadway Measurements with and without curbs - Asphalt Surface
 Refer to SR 203 SRMP 5.32 - 6.19



City Street

SR 12 Decreasing

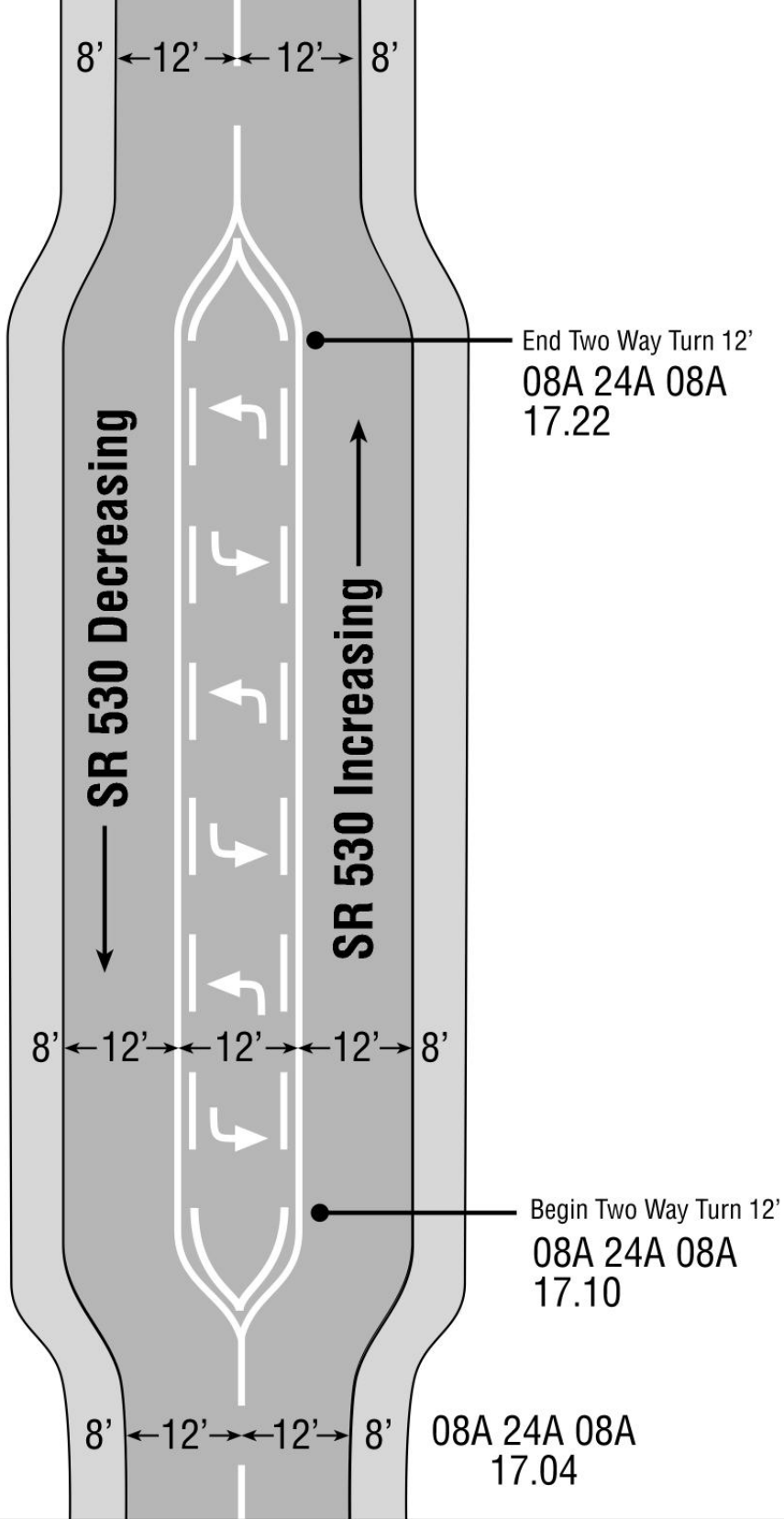
SR 12 Increasing

End Two Way Turn 12'
C 36A C
433.72

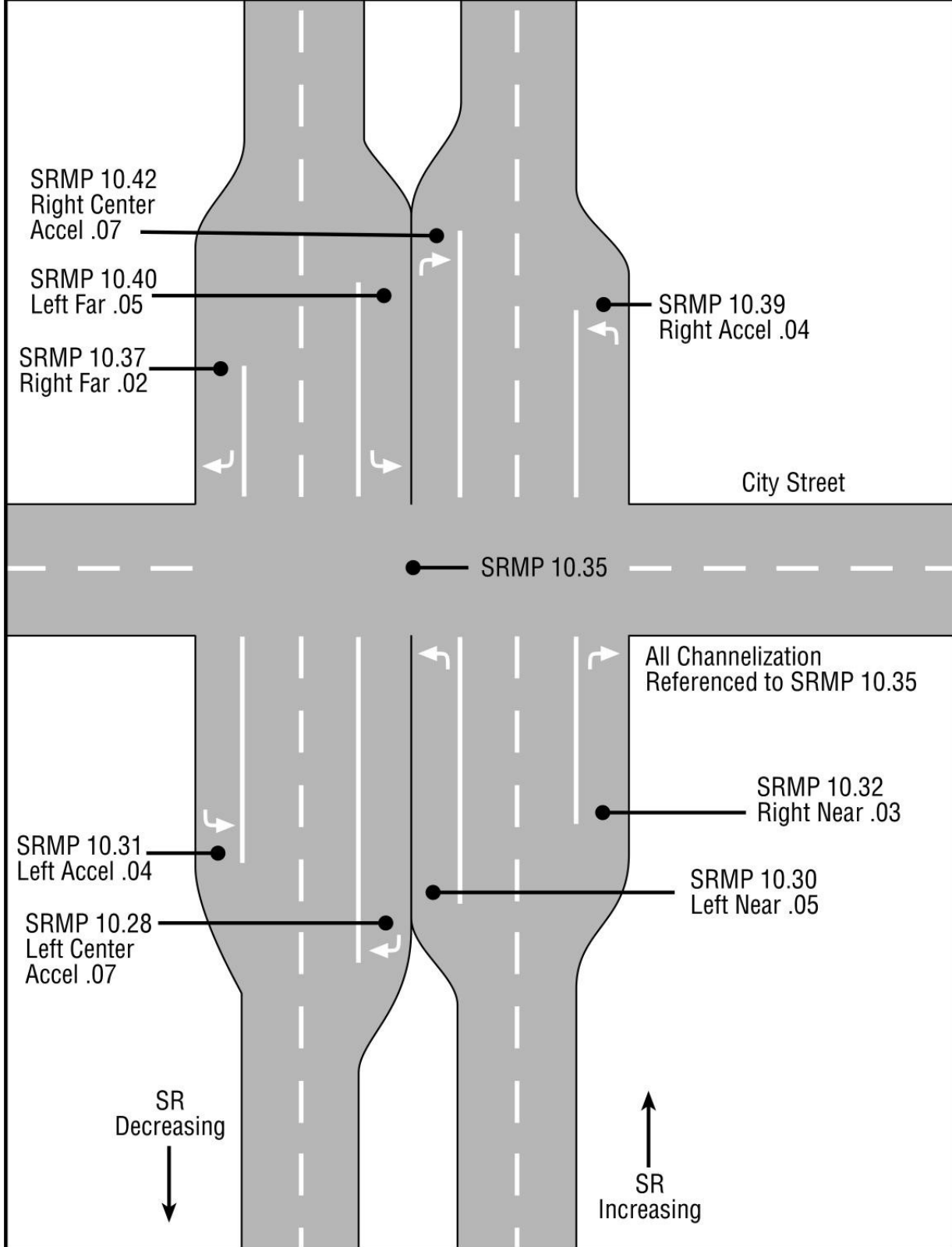
Begin Two Way Turn 12'
C 24A C
433.16

C 36A C
433.09

Two Way Turn (Curb to Curb) Asphalt Surface
Refer to SR 12 SRMP 433.09 - 433.72

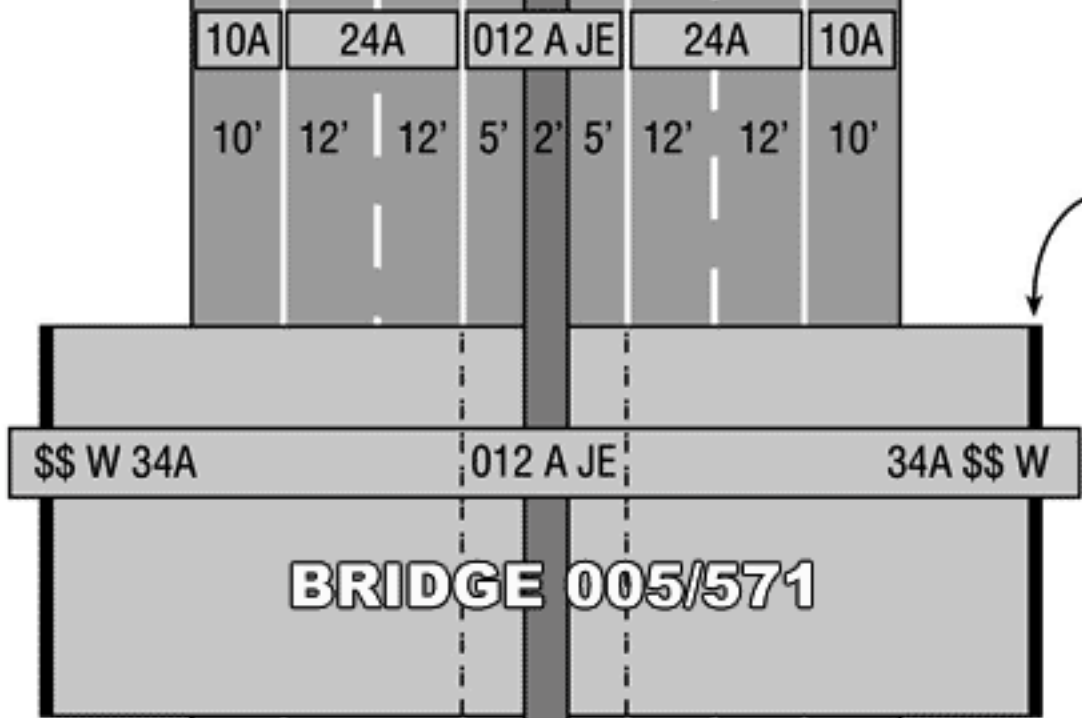


Two Way Turn (with Shoulders) Asphalt Surface
 Refer to SR 530 SRMP 17.04 - 17.30



Intersection Channelization (Turn/Accel Lanes)
Examples of Turn/Acceleration Lanes Located at the Bottom of
State Highway Log Pages

SR 5 Decreasing



227.75

227.73

Jersey Type Barrier

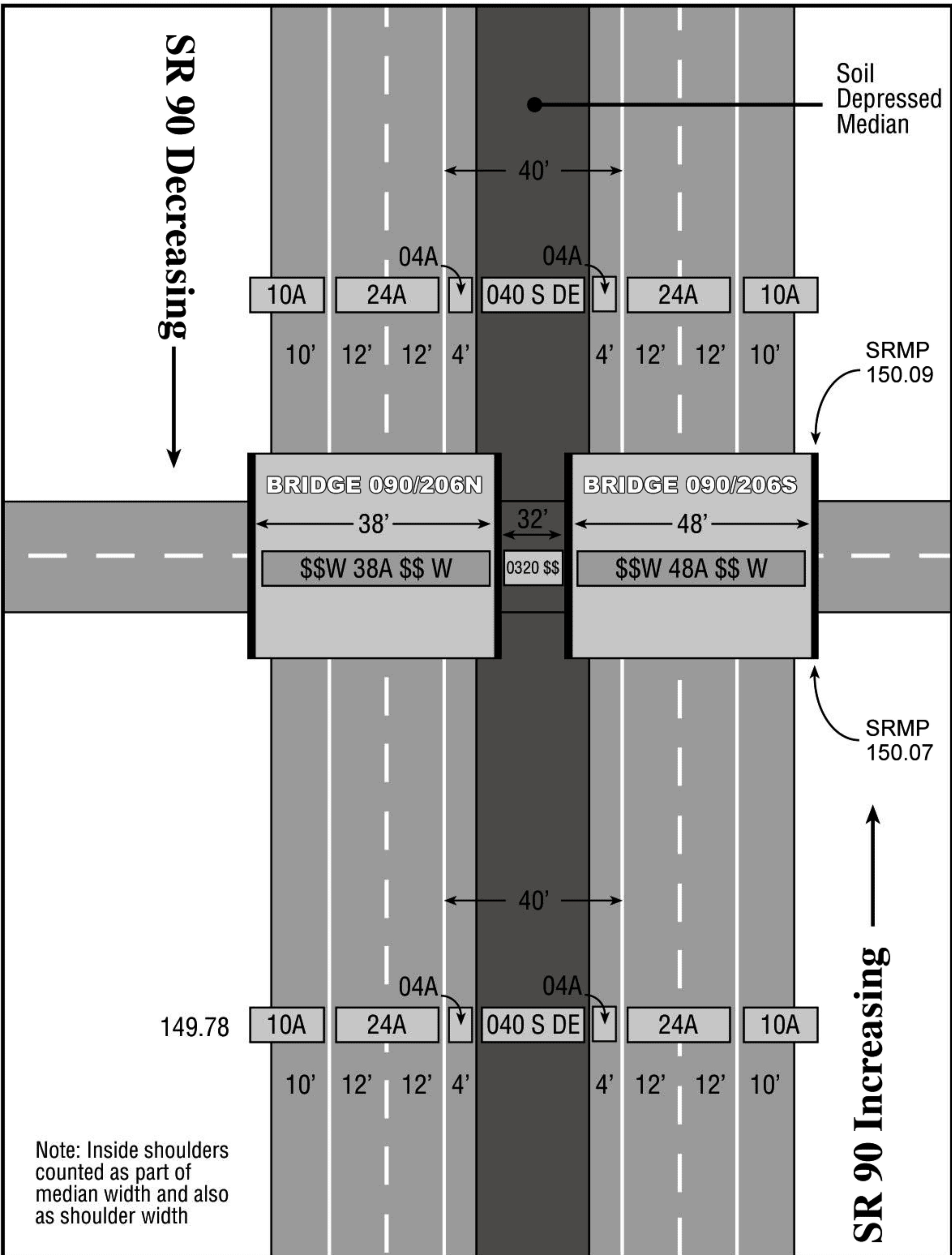
2'

12'

227.08

SR 5 Increasing

Divided Highway Measurements (Asphalt Surface w/Paved Median)
Refer to SR 5 SRMP 227.08 - 227.75



Divided Highway Measurements (Asphalt Surface w/Soil Median)
 Refer to SR 90 SRMP 149.78 - 150.07

**SRMP 7.64
End
Physical Gap**

**SRMP 7.62
Begin
Physical Gap**

BRIDGE 432/008N

BRIDGE 432/008S

Physical Gap = 0.01 mile

Equation: 7.63 = 7.64

SR 432 →
Increasing

↑
SR 432 Increasing

Physical Gap (Roadway Discontinuity)

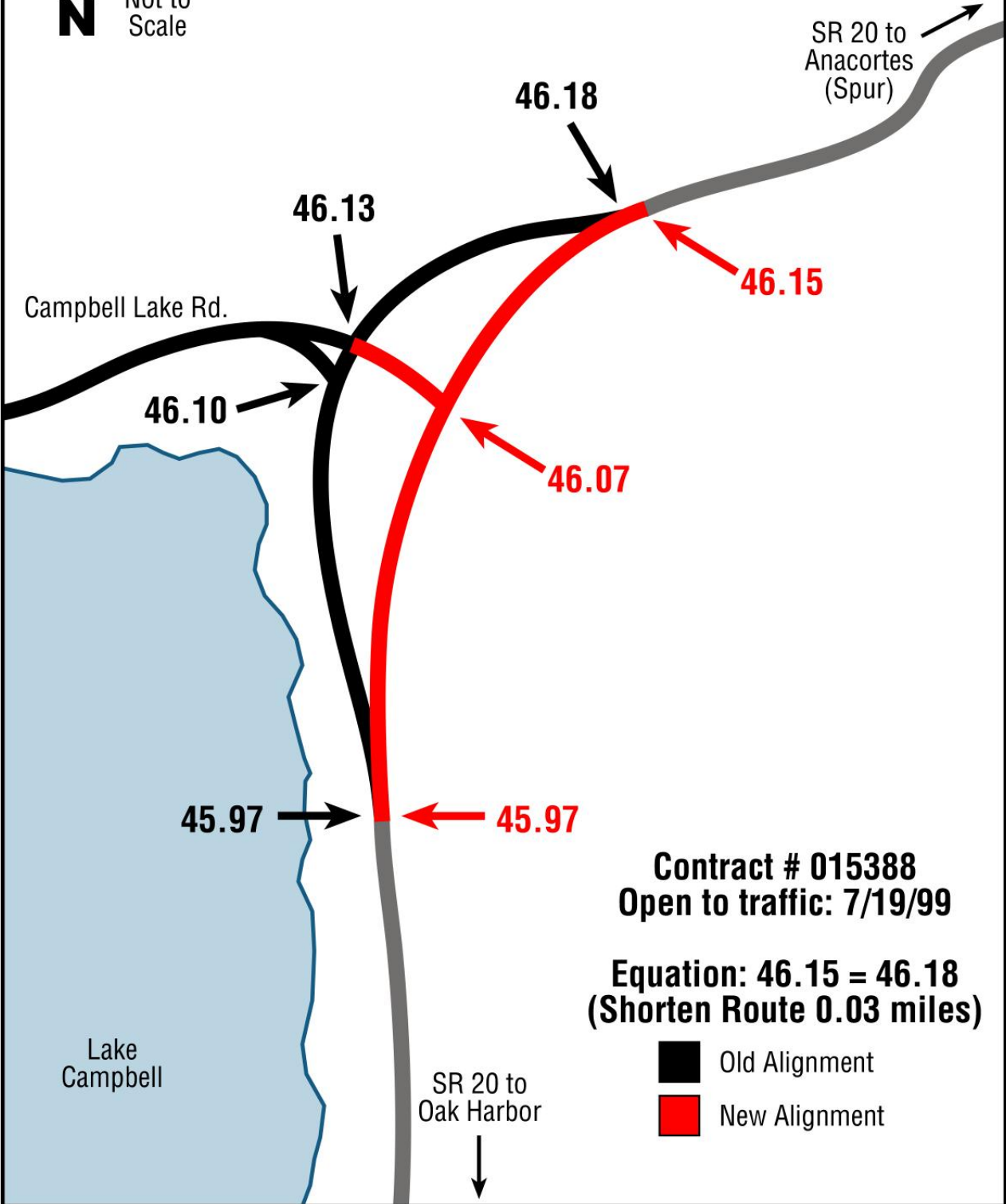
Refer to SR 432 SRMP 7.62 - Vicinity



Coincident Route

Refer to SR 5 SRMP 68.41 - 88.33 and SR 12 46.62 - 66.54

N Not to Scale

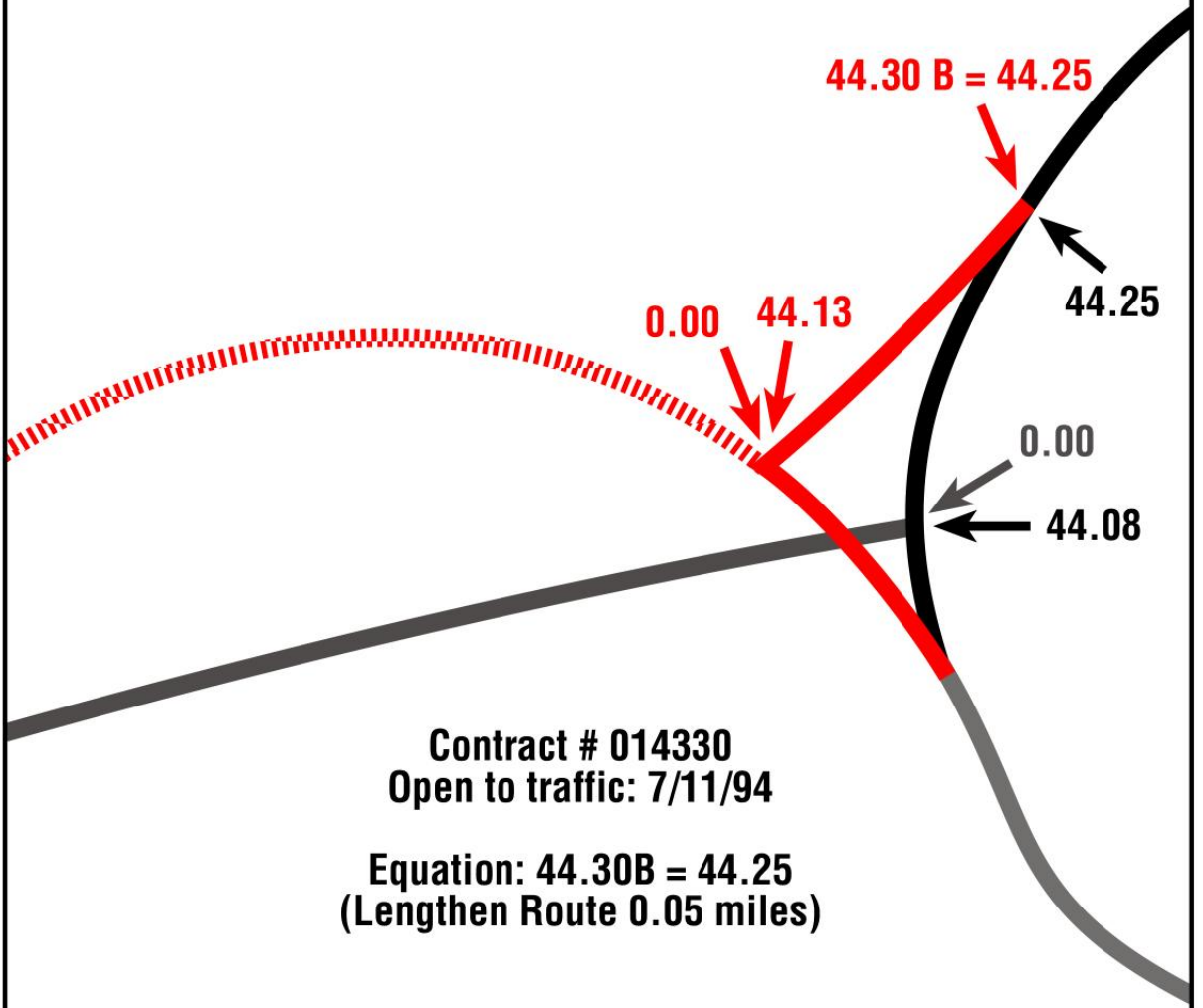


Realignment - Shorten Route

Refer to SR 20 SRMP 45.97 - Vicinity







Not to Scale



Contract # 014330
Open to traffic: 7/11/94

Equation: 44.30B = 44.25
(Lengthen Route 0.05 miles)

-  Old Alignment & Mileage (SR 24)
-  Old Alignment & Mileage (SR 243)
-  New Alignment & Mileage (SR 24)
-  New Alignment & Mileage (SR 243)

Realignment - Lengthen Route

Refer to SR 24 SRMP 44.08 - Vicinity

Olympic Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|-------------|--------------------|--------------|------------|--------|
| 003 | | 0.00 | 60.02 | 59.81 |
| 005 | | 85.51 | 139.50 | 53.90 |
| 005 | HI13358 | 0.00 | 0.28 | 0.28 |
| 005 | HD13393 | 0.00 | 0.28 | 0.28 |
| 007 | | 16.82 | 57.45 | 40.61 |
| 007 | | 57.78 | 58.60 | 0.82 |
| 008 | | 0.00 | 20.67 | 20.67 |
| 012 | | 0.00 | 20.99 | 20.99 |
| 012 | | 21.30 | 46.62 B | 25.32 |
| 012 | COABERDN | 0.33 | 0.68 | 0.35 |
| 016 | | 0.00 B | 29.19 | 27.16 |
| 016 | AR | 9.16 | 9.84 | 0.68 |
| 016 | SPGORST | 28.74 | 29.13 | 0.39 |
| 019 | | 0.00 | 14.09 | 14.09 |
| 020 | | 0.00 | 12.56 | 12.57 |
| 099 | | 0.00 | 6.15 | 2.50 |
| 101 | | 67.18 | 361.40 | 292.75 |
| 101 | | 361.52 | 367.41 | 5.89 |
| 101 | COABERDN | 87.49 | 91.66 | 4.17 |
| 101 | COHERON | 83.75 | 83.88 | 0.13 |
| 101 | COPRTANG | 249.65 | 251.32 | 1.67 |
| 102 | | 0.00 | 2.86 | 2.86 |
| 104 | | 0.20 | 24.53 B | 24.40 |
| 104 | COKNGSTN | 24.53 | 24.86 | 0.33 |
| 105 | | 25.72 | 48.76 | 22.97 |
| 105 | SPBOONE | 48.63 | 48.78 | 0.15 |
| 105 | SPWESTPT | 30.28 | 34.34 | 4.02 |
| 106 | | 0.00 | 20.09 | 20.09 |
| 107 | | 0.00 | 7.97 | 7.93 |
| 108 | | 0.00 | 11.96 | 11.96 |
| 109 | | 0.00 | 40.46 | 40.50 |
| 109 | COHQIAM | 0.14 | 0.29 | 0.15 |
| 109 | SPLONNGR | 1.79 | 3.61 | 1.82 |
| 110 | | 0.00 | 11.10 | 11.10 |
| 110 | SPMORA | 7.80 | 10.47 | 2.67 |
| 112 | | 0.00 | 61.08 | 61.31 |
| 113 | | 0.00 | 9.98 | 9.98 |
| 115 | | 0.00 | 2.28 | 2.28 |
| 116 | | 0.00 | 9.83 | 9.83 |
| 117 | | 0.00 | 1.40 | 1.40 |
| 119 | | 0.00 | 10.93 | 10.93 |
| 121 | | 0.00 | 7.67 | 7.67 |
| 160 | | 0.00 | 7.47 | 7.47 |
| 161 | | 0.00 | 25.83 | 25.83 |
| 161 | | 29.87 | 33.80 | 3.93 |
| 162 | | 0.00 | 19.78 | 17.37 |
| 163 | | 0.00 | 3.37 | 3.37 |
| 165 | | 0.00 | 21.17 | 21.18 |
| 166 | | 0.02 | 5.10 | 5.13 |
| 167 | | 0.00 | 11.17 | 12.41 |

Olympic Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|------------------------|-------------------------------|-------------------------|-----------------------|---------------|
| 300 | | 0.00 | 3.35 | 3.35 |
| 302 | | 0.00 | 16.87 | 16.87 |
| 302 | SPPURDY | 15.85 | 17.13 | 1.28 |
| 303 | | 0.00 B | 9.11 | 9.27 |
| 304 | | 0.00 | 3.51 | 3.14 |
| 304 | COTUNNEL | 3.51 | 3.83 | 0.32 |
| 305 | | 0.02 | 13.52 | 13.50 |
| 307 | | 0.00 | 5.25 | 5.25 |
| 308 | | 0.00 | 3.42 | 3.42 |
| 310 | | 0.00 | 1.84 | 1.84 |
| 410 | | 8.84 | 21.99 | 13.15 |
| 507 | | 5.44 | 43.57 | 38.12 |
| 509 | | 0.00 | 7.85 | 11.04 |
| 510 | | 0.01 | 15.67 | 13.10 |
| 510 | SPYELMLP | 13.53 | 14.70 | 1.17 |
| 512 | | 0.00 | 12.06 | 12.06 |
| 702 | | 0.00 | 9.32 | 9.32 |
| 704 | | 5.29 | 5.92 | 0.63 |
| 705 | | 0.00 | 1.50 | 1.50 |
| 706 | | 0.00 | 13.64 | 13.64 |

Olympic Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|--------|---|--------|----------------|
| 003 | | 22.99 | | 22.96 | 022.96 =022.99 |
| 003 | | 36.79 | | 36.74 | 036.77 =036.79 |
| 003 | | 53.88 | | 53.67 | 053.72 =053.88 |
| 005 | | 117.37 | | 117.43 | 117.36 =117.37 |
| 005 | | 132.80 | | 132.78 | 132.72 =132.80 |
| 007 | | 23.34 | | 23.33 | 023.33 =023.34 |
| 007 | | 27.82 | | 27.80 | 027.81 =027.82 |
| 007 | | 57.78 | | 57.44 | 057.46 =057.78 |
| 012 | | 21.30 | | 21.00 | 021.00 =021.30 |
| 012 | | 46.62 | B | 46.32 | BEGIN BACK |
| 012 | | 46.62 | | 46.35 | 046.65B=046.62 |
| 016 | | 0.00 | B | 0.00 | BEGIN BACK |
| 016 | | 0.00 | | 0.15 | 000.15B=000.00 |
| 016 | | 7.28 | | 5.20 | 005.05 =007.28 |
| 016 | | 27.00 | B | 24.92 | BEGIN BACK |
| 016 | | 27.00 | | 24.97 | 027.05B=027.00 |
| 020 | | 7.85 | B | 7.85 | BEGIN BACK |
| 020 | | 7.85 | | 7.86 | 007.86B=007.85 |
| 099 | | 5.27 | | 1.62 | 001.62 =005.27 |
| 101 | | 80.81 | | 80.46 | 080.73 =080.81 |
| 101 | | 83.68 | B | 83.33 | BEGIN BACK |
| 101 | | 83.68 | | 83.43 | 083.78B=083.68 |
| 101 | | 87.66 | | 87.26 | 087.51 =087.66 |
| 101 | | 91.92 | | 91.50 | 091.90 =091.92 |
| 101 | | 126.58 | B | 126.16 | BEGIN BACK |
| 101 | | 126.58 | | 126.17 | 126.59B=126.58 |
| 101 | | 130.83 | | 130.41 | 130.82 =130.83 |
| 101 | | 152.62 | | 152.12 | 152.54 =152.62 |
| 101 | | 164.92 | | 164.36 | 164.86 =164.92 |
| 101 | | 171.65 | | 171.04 | 171.60 =171.65 |
| 101 | | 174.26 | | 173.63 | 174.24 =174.26 |
| 101 | | 176.57 | B | 175.94 | BEGIN BACK |
| 101 | | 176.57 | | 175.98 | 176.61B=176.57 |
| 101 | | 185.82 | B | 185.23 | BEGIN BACK |
| 101 | | 185.82 | | 185.24 | 185.83B=185.82 |
| 101 | | 228.27 | | 227.55 | 228.13 =228.27 |
| 101 | | 247.56 | B | 246.84 | BEGIN BACK |
| 101 | | 247.56 | | 246.90 | 247.62B=247.56 |
| 101 | | 252.91 | | 252.16 | 252.82 =252.91 |
| 101 | | 253.88 | B | 253.13 | BEGIN BACK |
| 101 | | 253.88 | | 253.14 | 253.89B=253.88 |
| 101 | | 258.12 | | 257.36 | 258.10 =258.12 |
| 101 | | 266.91 | | 265.95 | 266.71 =266.91 |
| 101 | | 314.63 | | 313.66 | 314.62 =314.63 |
| 101 | | 350.12 | | 348.36 | 349.33 =350.12 |
| 101 | | 356.92 | B | 355.16 | BEGIN BACK |
| 101 | | 356.92 | | 355.18 | 356.94B=356.92 |
| 101 | | 361.52 | | 359.67 | 361.41 =361.52 |
| 104 | | 20.63 | B | 20.43 | BEGIN BACK |
| 104 | | 20.63 | | 20.50 | 020.70B=020.63 |
| 104 | | 24.45 | B | 24.32 | BEGIN BACK |

Olympic Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|-------|---|-------|----------------|
| 104 | | 24.45 | | 24.41 | 024.54B=024.45 |
| 105 | | 30.29 | B | 30.17 | BEGIN BACK |
| 105 | | 30.29 | | 30.22 | 030.34B=030.29 |
| 105 | | 41.09 | | 40.90 | 040.97 =041.09 |
| 105 | SPWESTPT | 30.37 | | 0.05 | 030.33 =030.37 |
| 106 | | 7.32 | B | 7.32 | BEGIN BACK |
| 106 | | 7.32 | | 7.37 | 007.37B=007.32 |
| 106 | | 16.02 | | 16.05 | 016.00 =016.02 |
| 106 | | 20.02 | | 20.02 | 019.99 =020.02 |
| 107 | | 0.09 | | 0.06 | 000.06 =000.09 |
| 107 | | 7.86 | | 7.82 | 007.85 =007.86 |
| 109 | | 0.14 | B | 0.14 | BEGIN BACK |
| 109 | | 0.14 | | 0.18 | 000.18B=000.14 |
| 112 | | 9.99 | | 9.97 | 009.97 =009.99 |
| 112 | | 20.55 | | 20.48 | 020.50 =020.55 |
| 112 | | 32.87 | B | 32.80 | BEGIN BACK |
| 112 | | 32.87 | | 32.84 | 032.91B=032.87 |
| 112 | | 36.63 | B | 36.60 | BEGIN BACK |
| 112 | | 36.63 | | 36.93 | 036.96B=036.63 |
| 112 | | 37.05 | B | 37.35 | BEGIN BACK |
| 112 | | 37.05 | | 37.37 | 037.07B=037.05 |
| 112 | | 50.46 | | 50.69 | 050.37 =050.46 |
| 162 | | 3.21 | | 0.83 | 000.83 =003.21 |
| 162 | | 11.84 | | 9.43 | 011.81 =011.84 |
| 165 | | 19.04 | | 19.03 | 019.03 =019.04 |
| 165 | | 19.61 | B | 19.60 | BEGIN BACK |
| 165 | | 19.61 | | 19.62 | 019.63B=019.61 |
| 166 | | 3.94 | B | 3.92 | BEGIN BACK |
| 166 | | 3.94 | | 3.97 | 003.99B=003.94 |
| 167 | | 0.35 | | 0.31 | 000.31 =000.35 |
| 167 | | 5.26 | B | 5.22 | BEGIN BACK |
| 167 | | 5.26 | | 6.50 | 006.54B=005.26 |
| 303 | | 0.00 | B | 0.00 | BEGIN BACK |
| 303 | | 0.00 | | 0.16 | 000.16B=000.00 |
| 304 | | 0.19 | B | 0.19 | BEGIN BACK |
| 304 | | 0.19 | | 0.24 | 000.24B=000.19 |
| 304 | | 1.55 | | 1.54 | 001.49 =001.55 |
| 304 | | 3.46 | | 3.09 | 003.10 =003.46 |
| 507 | | 36.50 | | 36.81 | 036.49 =036.50 |
| 509 | | 3.20 | B | 3.20 | BEGIN BACK |
| 509 | | 3.20 | | 6.39 | 006.39B=003.20 |
| 510 | | 2.62 | | 0.49 | 000.50 =002.62 |
| 510 | | 4.28 | | 1.69 | 003.82 =004.28 |
| 510 | | 13.61 | B | 11.02 | BEGIN BACK |
| 510 | | 13.61 | | 11.05 | 013.64B=013.61 |
| 510 | | 13.65 | | 11.08 | 013.64 =013.65 |

Olympic Region Coincident Route List

| State Route | RRT/RRQ Identifier | SRMP B | MA ARM | BEG MI | END | Coinc State Route | RRT/RRQ Identifier | Coinc SRMP B | Coincident Description |
|-------------|--------------------|--------|--------|--------|------|-------------------|--------------------|--------------|------------------------|
| 005 | | 85.51 | 85.58 | MA | *** | 012 | | 49.44 | 1ST COINCIDENT RT |
| 005 | | 88.36 | 88.43 | MA | END | 012 | | 46.62 | 1ST COINCIDENT RT |
| 012 | | 46.62 | 46.32 | MI | BEG | 005 | | 88.36 | 1ST COINCIDENT RT |
| 012 | | 49.44 | 49.17 | MI | **** | 005 | | 85.51 | 1ST COINCIDENT RT |
| 161 | | 25.83 | 25.83 | MI | BEG | 512 | | 8.74 | 1ST COINCIDENT RT |
| 161 | | 29.15 | 29.15 | MI | END | 512 | | 12.06 | 1ST COINCIDENT RT |
| 161 | | 29.15 | 29.15 | MI | BEG | 167 | | 5.26 | 2ND COINCIDENT RT |
| 161 | | 29.87 | 29.87 | MI | END | 167 | | 5.98 | 1ST COINCIDENT RT |
| 167 | | 5.26 | 6.50 | MA | BEG | 161 | | 29.15 | 1ST COINCIDENT RT |
| 167 | | 5.98 | 7.22 | MA | END | 161 | | 29.87 | 1ST COINCIDENT RT |
| 512 | | 8.74 | 8.74 | MA | BEG | 161 | | 25.83 | 1ST COINCIDENT RT |
| 512 | | 12.06 | 12.06 | MA | END | 161 | | 29.15 | 1ST COINCIDENT RT |

*** Begin of Region but not begin of coincident mileage

**** End of Region but not end of coincident mileage

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP) -HOV, CLIMBING

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | PRIN ARTERIAL | 369.77 | 835.66 | 77.80 | 218.24 | 181.08 | 678.19 | 258.88 | 896.43 | 628.65 | 1,732.09 |
| 3 | MINR ARTERIAL | 165.37 | 332.06 | 22.76 | 47.46 | 42.16 | 86.32 | 64.92 | 133.78 | 230.29 | 465.84 |
| 3 | COLLECTOR | 189.15 | 378.30 | 3.23 | 6.46 | .76 | 1.52 | 3.99 | 7.98 | 193.14 | 386.28 |
| 3 | UNCLASSIFIED | | | | | | | | | | |
| 3 | INTERSTATE | 11.72 | 74.17 | 2.78 | 16.68 | 40.90 | 301.47 | 43.68 | 318.15 | 55.40 | 392.32 |
| DISTRICT SUBTOTAL | | 736.01 | 1,620.19 | 106.57 | 288.84 | 264.90 | 1,067.50 | 371.47 | 1,356.34 | 1,107.48 | 2,976.53 |
| STATE | PRIN ARTERIAL | 369.77 | 835.66 | 77.80 | 218.24 | 181.08 | 678.19 | 258.88 | 896.43 | 628.65 | 1,732.09 |
| STATE | MINR ARTERIAL | 165.37 | 332.06 | 22.76 | 47.46 | 42.16 | 86.32 | 64.92 | 133.78 | 230.29 | 465.84 |
| STATE | COLLECTOR | 189.15 | 378.30 | 3.23 | 6.46 | .76 | 1.52 | 3.99 | 7.98 | 193.14 | 386.28 |
| STATE | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | 11.72 | 74.17 | 2.78 | 16.68 | 40.90 | 301.47 | 43.68 | 318.15 | 55.40 | 392.32 |
| STATE TOTAL | | 736.01 | 1,620.19 | 106.57 | 288.84 | 264.90 | 1,067.50 | 371.47 | 1,356.34 | 1,107.48 | 2,976.53 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3
 ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | PRIN ARTERIAL | | 38.11 | | 35.92 | | 205.42 | | 241.34 | | 279.45 |
| 3 | MINR ARTERIAL | | 7.70 | | 10.74 | | 25.08 | | 35.82 | | 43.52 |
| 3 | COLLECTOR | | 4.17 | | 1.19 | | 3.18 | | 4.37 | | 8.54 |
| 3 | UNCLASSIFIED | | | | | | | | | | |
| 3 | INTERSTATE | | 6.35 | | 2.38 | | 100.63 | | 103.01 | | 109.36 |
| DISTRICT SUBTOTAL | | | 56.33 | | 50.23 | | 334.31 | | 384.54 | | 440.87 |
| STATE | PRIN ARTERIAL | | 38.11 | | 35.92 | | 205.42 | | 241.34 | | 279.45 |
| STATE | MINR ARTERIAL | | 7.70 | | 10.74 | | 25.08 | | 35.82 | | 43.52 |
| STATE | COLLECTOR | | 4.17 | | 1.19 | | 3.18 | | 4.37 | | 8.54 |
| STATE | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | | 6.35 | | 2.38 | | 100.63 | | 103.01 | | 109.36 |
| STATE TOTAL | | | 56.33 | | 50.23 | | 334.31 | | 384.54 | | 440.87 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,
COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | PRIN ARTERIAL | 369.77 | 873.77 | 77.80 | 254.16 | 181.08 | 883.61 | 258.88 | 1,137.77 | 628.65 | 2,011.54 |
| 3 | MINR ARTERIAL | 165.37 | 339.76 | 22.76 | 58.20 | 42.16 | 111.40 | 64.92 | 169.60 | 230.29 | 509.36 |
| 3 | COLLECTOR | 189.15 | 382.47 | 3.23 | 7.65 | .76 | 4.70 | 3.99 | 12.35 | 193.14 | 394.82 |
| 3 | UNCLASSIFIED | | | | | | | | | | |
| 3 | INTERSTATE | 11.72 | 80.52 | 2.78 | 19.06 | 40.90 | 402.10 | 43.68 | 421.16 | 55.40 | 501.68 |
| DISTRICT SUBTOTAL | | 736.01 | 1,676.52 | 106.57 | 339.07 | 264.90 | 1,401.81 | 371.47 | 1,740.88 | 1,107.48 | 3,417.40 |
| STATE | PRIN ARTERIAL | 369.77 | 873.77 | 77.80 | 254.16 | 181.08 | 883.61 | 258.88 | 1,137.77 | 628.65 | 2,011.54 |
| STATE | MINR ARTERIAL | 165.37 | 339.76 | 22.76 | 58.20 | 42.16 | 111.40 | 64.92 | 169.60 | 230.29 | 509.36 |
| STATE | COLLECTOR | 189.15 | 382.47 | 3.23 | 7.65 | .76 | 4.70 | 3.99 | 12.35 | 193.14 | 394.82 |
| STATE | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | 11.72 | 80.52 | 2.78 | 19.06 | 40.90 | 402.10 | 43.68 | 421.16 | 55.40 | 501.68 |
| STATE TOTAL | | 736.01 | 1,676.52 | 106.57 | 339.07 | 264.90 | 1,401.81 | 371.47 | 1,740.88 | 1,107.48 | 3,417.40 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP) -HOV, CLIMBING

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 3 | R1 | .24 | .48 | | | 172.34 | 352.92 | 194.56 | 478.30 | 2.63 | 5.76 | 369.77 | 837.46 |
| 3 | R2 | | | | | 82.39 | 164.78 | 82.42 | 166.16 | .56 | 1.12 | 165.37 | 332.06 |
| 3 | R3 | | | 9.20 | 18.40 | 161.92 | 323.84 | 17.28 | 34.56 | .75 | 1.50 | 189.15 | 378.30 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | 11.61 | 67.84 | .11 | 6.33 | 11.72 | 74.17 |
| 3 | U1 | .10 | .20 | | | 2.05 | 4.10 | 247.09 | 842.23 | 9.64 | 48.10 | 258.88 | 894.63 |
| 3 | U2 | | | | | 2.40 | 4.80 | 61.60 | 127.14 | .92 | 1.84 | 64.92 | 133.78 |
| 3 | U3 | | | | | 3.23 | 6.46 | .76 | 1.52 | | | 3.99 | 7.98 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | | 25.60 | 177.45 | 18.08 | 140.70 | 43.68 | 318.15 |
| DIST RURAL SUBTOTAL | | .24 | .48 | 9.20 | 18.40 | 416.65 | 841.54 | 305.87 | 746.86 | 4.05 | 14.71 | 736.01 | 1,621.99 |
| DIST URBAN SUBTOTAL | | .10 | .20 | | | 7.68 | 15.36 | 335.05 | 1,148.34 | 28.64 | 190.64 | 371.47 | 1,354.54 |
| DISTRICT TOTAL | | .34 | .68 | 9.20 | 18.40 | 424.33 | 856.90 | 640.92 | 1,895.20 | 32.69 | 205.35 | 1,107.48 | 2,976.53 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3
 ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 3 | R1 | | | | | | 4.87 | | 33.23 | | .03 | | 38.13 |
| 3 | R2 | | | | | | 1.25 | | 6.60 | | | | 7.85 |
| 3 | R3 | | | | | | .63 | | 3.45 | | .16 | | 4.24 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | | 6.28 | | .09 | | 6.37 |
| 3 | U1 | | | | | | .41 | | 230.04 | | 11.01 | | 241.46 |
| 3 | U2 | | | | | | .23 | | 33.09 | | 2.01 | | 35.33 |
| 3 | U3 | | | | | | | | 3.86 | | .54 | | 4.40 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | .04 | | 80.76 | | 22.29 | | 103.09 |
| DIST RURAL SUBTOTAL | | | | | | | 6.75 | | 49.56 | | .28 | | 56.59 |
| DIST URBAN SUBTOTAL | | | | | | | .68 | | 347.75 | | 35.85 | | 384.28 |
| DISTRICT TOTAL | | | | | | | 7.43 | | 397.31 | | 36.13 | | 440.87 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY TOTAL LANE/RAMP MILES
 BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,
 COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 3 | R1 | .24 | .48 | | | 172.34 | 357.79 | 194.56 | 511.53 | 2.63 | 5.79 | 369.77 | 875.59 |
| 3 | R2 | | | | | 82.39 | 166.03 | 82.42 | 172.76 | .56 | 1.12 | 165.37 | 339.91 |
| 3 | R3 | | | 9.20 | 18.40 | 161.92 | 324.47 | 17.28 | 38.01 | .75 | 1.66 | 189.15 | 382.54 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | 11.61 | 74.12 | .11 | 6.42 | 11.72 | 80.54 |
| 3 | U1 | .10 | .20 | | | 2.05 | 4.51 | 247.09 | 1,072.27 | 9.64 | 59.11 | 258.88 | 1,136.09 |
| 3 | U2 | | | | | 2.40 | 5.03 | 61.60 | 160.23 | .92 | 3.85 | 64.92 | 169.11 |
| 3 | U3 | | | | | 3.23 | 6.46 | .76 | 5.38 | | .54 | 3.99 | 12.38 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | .04 | 25.60 | 258.21 | 18.08 | 162.99 | 43.68 | 421.24 |
| DIST RURAL SUBTOTAL | | .24 | .48 | 9.20 | 18.40 | 416.65 | 848.29 | 305.87 | 796.42 | 4.05 | 14.99 | 736.01 | 1,678.58 |
| DIST URBAN SUBTOTAL | | .10 | .20 | | | 7.68 | 16.04 | 335.05 | 1,496.09 | 28.64 | 226.49 | 371.47 | 1,738.82 |
| DISTRICT TOTAL | | .34 | .68 | 9.20 | 18.40 | 424.33 | 864.33 | 640.92 | 2,292.51 | 32.69 | 241.48 | 1,107.48 | 3,417.40 |

BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP) -HOV, CLIMBING

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 3 | DS | 98.62 | 333.07 | 54.36 | 178.50 | 147.74 | 729.26 | 202.10 | 907.76 | 300.72 | 1,240.83 |
| 3 | 3R | 463.45 | 939.24 | 49.19 | 104.24 | 83.44 | 270.38 | 132.63 | 374.62 | 596.08 | 1,313.86 |
| 3 | MO | 173.94 | 347.88 | 3.02 | 6.10 | 33.72 | 67.86 | 36.74 | 73.96 | 210.68 | 421.84 |
| DISTRICT SUBTOTAL | | 736.01 | 1,620.19 | 106.57 | 288.84 | 264.90 | 1,067.50 | 371.47 | 1,356.34 | 1,107.48 | 2,976.53 |
| STATE | DS | 98.62 | 333.07 | 54.36 | 178.50 | 147.74 | 729.26 | 202.10 | 907.76 | 300.72 | 1,240.83 |
| STATE | 3R | 463.45 | 939.24 | 49.19 | 104.24 | 83.44 | 270.38 | 132.63 | 374.62 | 596.08 | 1,313.86 |
| STATE | MO | 173.94 | 347.88 | 3.02 | 6.10 | 33.72 | 67.86 | 36.74 | 73.96 | 210.68 | 421.84 |
| STATE TOTAL | | 736.01 | 1,620.19 | 106.57 | 288.84 | 264.90 | 1,067.50 | 371.47 | 1,356.34 | 1,107.48 | 2,976.53 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3
 ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 3 | DS | | 32.05 | | 30.49 | | 261.39 | | 291.88 | | 323.93 |
| 3 | 3R | | 21.80 | | 19.74 | | 69.66 | | 89.40 | | 111.20 |
| 3 | MO | | 2.48 | | | | 3.26 | | 3.26 | | 5.74 |
| DISTRICT SUBTOTAL | | | 56.33 | | 50.23 | | 334.31 | | 384.54 | | 440.87 |
| STATE | DS | | 32.05 | | 30.49 | | 261.39 | | 291.88 | | 323.93 |
| STATE | 3R | | 21.80 | | 19.74 | | 69.66 | | 89.40 | | 111.20 |
| STATE | MO | | 2.48 | | | | 3.26 | | 3.26 | | 5.74 |
| STATE TOTAL | | | 56.33 | | 50.23 | | 334.31 | | 384.54 | | 440.87 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY DISTRICT, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 3 | DS | 98.62 | 365.12 | 54.36 | 208.99 | 147.74 | 990.65 | 202.10 | 1,199.64 | 300.72 | 1,564.76 |
| 3 | 3R | 463.45 | 961.04 | 49.19 | 123.98 | 83.44 | 340.04 | 132.63 | 464.02 | 596.08 | 1,425.06 |
| 3 | MO | 173.94 | 350.36 | 3.02 | 6.10 | 33.72 | 71.12 | 36.74 | 77.22 | 210.68 | 427.58 |
| DISTRICT SUBTOTAL | | 736.01 | 1,676.52 | 106.57 | 339.07 | 264.90 | 1,401.81 | 371.47 | 1,740.88 | 1,107.48 | 3,417.40 |
| STATE | DS | 98.62 | 365.12 | 54.36 | 208.99 | 147.74 | 990.65 | 202.10 | 1,199.64 | 300.72 | 1,564.76 |
| STATE | 3R | 463.45 | 961.04 | 49.19 | 123.98 | 83.44 | 340.04 | 132.63 | 464.02 | 596.08 | 1,425.06 |
| STATE | MO | 173.94 | 350.36 | 3.02 | 6.10 | 33.72 | 71.12 | 36.74 | 77.22 | 210.68 | 427.58 |
| STATE TOTAL | | 736.01 | 1,676.52 | 106.57 | 339.07 | 264.90 | 1,401.81 | 371.47 | 1,740.88 | 1,107.48 | 3,417.40 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 3 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP) -HOV, CLIMBING

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 86.90 | 258.90 | 47.32 | 151.25 | 106.15 | 426.41 | 153.47 | 577.66 | 240.37 | 836.56 |
| PRIN ARTERIAL | 3R | 282.87 | 576.76 | 30.40 | 66.77 | 74.09 | 249.82 | 104.49 | 316.59 | 387.36 | 893.35 |
| PRIN ARTERIAL | MO | | | .08 | .22 | .84 | 1.96 | .92 | 2.18 | .92 | 2.18 |
| PRIN ARTERL SUBTOTAL | | 369.77 | 835.66 | 77.80 | 218.24 | 181.08 | 678.19 | 258.88 | 896.43 | 628.65 | 1,732.09 |
| MINOR ARTERIAL | DS | | | 4.26 | 10.57 | .69 | 1.38 | 4.95 | 11.95 | 4.95 | 11.95 |
| MINOR ARTERIAL | 3R | 165.37 | 332.06 | 18.42 | 36.73 | 9.35 | 20.56 | 27.77 | 57.29 | 193.14 | 389.35 |
| MINOR ARTERIAL | MO | | | .08 | .16 | 32.12 | 64.38 | 32.20 | 64.54 | 32.20 | 64.54 |
| MINOR ARTERL SBTOTAL | | 165.37 | 332.06 | 22.76 | 47.46 | 42.16 | 86.32 | 64.92 | 133.78 | 230.29 | 465.84 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 15.21 | 30.42 | .37 | .74 | | | .37 | .74 | 15.58 | 31.16 |
| COLLECTOR | MO | 173.94 | 347.88 | 2.86 | 5.72 | .76 | 1.52 | 3.62 | 7.24 | 177.56 | 355.12 |
| COLLECTOR SUBTOTAL | | 189.15 | 378.30 | 3.23 | 6.46 | .76 | 1.52 | 3.99 | 7.98 | 193.14 | 386.28 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 11.72 | 74.17 | 2.78 | 16.68 | 40.90 | 301.47 | 43.68 | 318.15 | 55.40 | 392.32 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 11.72 | 74.17 | 2.78 | 16.68 | 40.90 | 301.47 | 43.68 | 318.15 | 55.40 | 392.32 |
| DISTRICT | DS | 98.62 | 333.07 | 54.36 | 178.50 | 147.74 | 729.26 | 202.10 | 907.76 | 300.72 | 1,240.83 |
| DISTRICT | 3R | 463.45 | 939.24 | 49.19 | 104.24 | 83.44 | 270.38 | 132.63 | 374.62 | 596.08 | 1,313.86 |
| DISTRICT | MO | 173.94 | 347.88 | 3.02 | 6.10 | 33.72 | 67.86 | 36.74 | 73.96 | 210.68 | 421.84 |
| DISTRICT TOTAL | | 736.01 | 1,620.19 | 106.57 | 288.84 | 264.90 | 1,067.50 | 371.47 | 1,356.34 | 1,107.48 | 2,976.53 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 3 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3
 ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | | 24.23 | | 24.35 | | 139.27 | | 163.62 | | 187.85 |
| PRIN ARTERIAL | 3R | | 13.88 | | 11.57 | | 66.04 | | 77.61 | | 91.49 |
| PRIN ARTERIAL | MO | | | | | | .11 | | .11 | | .11 |
| PRIN ARTERL SUBTOTAL | | | 38.11 | | 35.92 | | 205.42 | | 241.34 | | 279.45 |
| MINOR ARTERIAL | DS | | | | 2.63 | | 18.63 | | 21.26 | | 21.26 |
| MINOR ARTERIAL | 3R | | 7.70 | | 8.11 | | 3.42 | | 11.53 | | 19.23 |
| MINOR ARTERIAL | MO | | | | | | 3.15 | | 3.15 | | 3.15 |
| MINOR ARTERL SBTOTAL | | | 7.70 | | 10.74 | | 25.20 | | 35.94 | | 43.64 |
| COLLECTOR | DS | | 1.47 | | 1.19 | | 2.86 | | 4.05 | | 5.52 |
| COLLECTOR | 3R | | .22 | | | | .20 | | .20 | | .42 |
| COLLECTOR | MO | | 2.48 | | | | | | | | 2.48 |
| COLLECTOR SUBTOTAL | | | 4.17 | | 1.19 | | 3.06 | | 4.25 | | 8.42 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | | 6.35 | | 2.38 | | 100.63 | | 103.01 | | 109.36 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | | 6.35 | | 2.38 | | 100.63 | | 103.01 | | 109.36 |
| DISTRICT | DS | | 32.05 | | 30.55 | | 261.39 | | 291.94 | | 323.99 |
| DISTRICT | 3R | | 21.80 | | 19.68 | | 69.66 | | 89.34 | | 111.14 |
| DISTRICT | MO | | 2.48 | | | | 3.26 | | 3.26 | | 5.74 |
| DISTRICT TOTAL | | | 56.33 | | 50.23 | | 334.31 | | 384.54 | | 440.87 |

T R I P S S Y S T E M

DISTRICT 3 STATE HIGHWAY TOTAL LANE/RAMP MILES

BY FUNCTION CLASS, LEVEL OF DEVELOPMENT, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 86.90 | 283.13 | 47.32 | 175.60 | 106.15 | 565.68 | 153.47 | 741.28 | 240.37 | 1,024.41 |
| PRIN ARTERIAL | 3R | 282.87 | 590.64 | 30.40 | 78.34 | 74.09 | 315.86 | 104.49 | 394.20 | 387.36 | 984.84 |
| PRIN ARTERIAL | MO | | | .08 | .22 | .84 | 2.07 | .92 | 2.29 | .92 | 2.29 |
| PRIN ARTERL SUBTOTAL | | 369.77 | 873.77 | 77.80 | 254.16 | 181.08 | 883.61 | 258.88 | 1,137.77 | 628.65 | 2,011.54 |
| MINOR ARTERIAL | DS | | | 4.26 | 13.20 | .69 | 20.01 | 4.95 | 33.21 | 4.95 | 33.21 |
| MINOR ARTERIAL | 3R | 165.37 | 339.76 | 18.42 | 44.84 | 9.35 | 23.98 | 27.77 | 68.82 | 193.14 | 408.58 |
| MINOR ARTERIAL | MO | | | .08 | .16 | 32.12 | 67.53 | 32.20 | 67.69 | 32.20 | 67.69 |
| MINOR ARTERL SBTOTAL | | 165.37 | 339.76 | 22.76 | 58.20 | 42.16 | 111.52 | 64.92 | 169.72 | 230.29 | 509.48 |
| COLLECTOR | DS | | 1.47 | | 1.19 | | 2.86 | | 4.05 | | 5.52 |
| COLLECTOR | 3R | 15.21 | 30.64 | .37 | .74 | | .20 | .37 | .94 | 15.58 | 31.58 |
| COLLECTOR | MO | 173.94 | 350.36 | 2.86 | 5.72 | .76 | 1.52 | 3.62 | 7.24 | 177.56 | 357.60 |
| COLLECTOR SUBTOTAL | | 189.15 | 382.47 | 3.23 | 7.65 | .76 | 4.58 | 3.99 | 12.23 | 193.14 | 394.70 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 11.72 | 80.52 | 2.78 | 19.06 | 40.90 | 402.10 | 43.68 | 421.16 | 55.40 | 501.68 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 11.72 | 80.52 | 2.78 | 19.06 | 40.90 | 402.10 | 43.68 | 421.16 | 55.40 | 501.68 |
| DISTRICT | DS | 98.62 | 365.12 | 54.36 | 209.05 | 147.74 | 990.65 | 202.10 | 1,199.70 | 300.72 | 1,564.82 |
| DISTRICT | 3R | 463.45 | 961.04 | 49.19 | 123.92 | 83.44 | 340.04 | 132.63 | 463.96 | 596.08 | 1,425.00 |
| DISTRICT | MO | 173.94 | 350.36 | 3.02 | 6.10 | 33.72 | 71.12 | 36.74 | 77.22 | 210.68 | 427.58 |
| DISTRICT TOTAL | | 736.01 | 1,676.52 | 106.57 | 339.07 | 264.90 | 1,401.81 | 371.47 | 1,740.88 | 1,107.48 | 3,417.40 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 3 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV

SPECIAL USE LANES: (NON RAMP) -HOV, CLIMBING

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | 47.96 | 95.92 | 107.42 | 340.60 | 6.12 | 36.83 | 161.50 | 473.35 |
| 1 | 02 | | | | | | | 15.01 | 90.70 | 11.47 | 87.46 | 26.48 | 178.16 |
| 1 | 03 | | | | | | | 1.15 | 11.94 | | | 1.15 | 11.94 |
| 1 | 05 | | | 9.20 | 18.40 | 5.23 | 10.46 | 104.39 | 372.93 | 7.02 | 39.09 | 125.84 | 440.88 |
| AREA SUBTOTAL | | | | 9.20 | 18.40 | 53.19 | 106.38 | 227.97 | 816.17 | 24.61 | 163.38 | 314.97 | 1,104.33 |
| 2 | 01 | | | | | | | 135.44 | 399.43 | 1.68 | 4.15 | 137.12 | 403.58 |
| 2 | 02 | | | | | 52.54 | 105.38 | 71.61 | 166.79 | .68 | 1.52 | 124.83 | 273.69 |
| 2 | 03 | .24 | .48 | | | | | | | 1.25 | 2.50 | 1.49 | 2.98 |
| AREA SUBTOTAL | | .24 | .48 | | | 52.54 | 105.38 | 207.05 | 566.22 | 3.61 | 8.17 | 263.44 | 680.25 |
| 3 | 01 | | | | | 55.36 | 110.72 | 85.82 | 203.93 | .73 | 1.90 | 141.91 | 316.55 |
| 3 | 02 | | | | | 129.84 | 263.92 | 8.52 | 17.04 | .70 | 1.40 | 139.06 | 282.36 |
| AREA SUBTOTAL | | | | | | 185.20 | 374.64 | 94.34 | 220.97 | 1.43 | 3.30 | 280.97 | 598.91 |
| 4 | 01 | | | | | 26.03 | 52.20 | 65.86 | 193.19 | 1.18 | 3.54 | 93.07 | 248.93 |
| 4 | 02 | .10 | .20 | | | 107.37 | 217.22 | 45.70 | 121.79 | 1.86 | 4.90 | 155.03 | 344.11 |
| AREA SUBTOTAL | | .10 | .20 | | | 133.40 | 269.42 | 111.56 | 314.98 | 3.04 | 8.44 | 248.10 | 593.04 |
| DISTRICT TOTAL | | .34 | .68 | 9.20 | 18.40 | 424.33 | 855.82 | 640.92 | 1,918.34 | 32.69 | 183.29 | 1,107.48 | 2,976.53 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 3 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3
 ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | | .48 | | 73.39 | | 3.50 | | 77.37 |
| 1 | 02 | | | | | | | | 63.78 | | 19.30 | | 83.08 |
| 1 | 05 | | | | | | .04 | | 108.74 | | 11.31 | | 120.09 |
| AREA SUBTOTAL | | | | | | | .52 | | 245.91 | | 34.11 | | 280.54 |
| 2 | 01 | | | | | | | | 82.74 | | .95 | | 83.69 |
| 2 | 02 | | | | | | 1.62 | | 13.65 | | .13 | | 15.40 |
| 2 | 03 | | | | | | | | .04 | | | | .04 |
| AREA SUBTOTAL | | | | | | | 1.62 | | 96.43 | | 1.08 | | 99.13 |
| 3 | 01 | | | | | | .72 | | 28.39 | | .08 | | 29.19 |
| 3 | 02 | | | | | | 2.03 | | 1.58 | | | | 3.61 |
| AREA SUBTOTAL | | | | | | | 2.75 | | 29.97 | | .08 | | 32.80 |
| 4 | 01 | | | | | | .42 | | 11.50 | | .57 | | 12.49 |
| 4 | 02 | | | | | | 2.18 | | 13.35 | | .33 | | 15.86 |
| AREA SUBTOTAL | | | | | | | 2.60 | | 24.85 | | .90 | | 28.35 |
| 5 | 02 | | | | | | | | .02 | | .03 | | .05 |
| AREA SUBTOTAL | | | | | | | | | .02 | | .03 | | .05 |
| DISTRICT TOTAL | | | | | | | 7.49 | | 397.18 | | 36.20 | | 440.87 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY TOTAL LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,
 COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------|---------------------------|------------------------|----------------------------|-------------------------|---------------------------|------------------------|-----------------------------|--------------------------|------------------------------|---------------------------|---------------------------|------------------------|
| STATE TOTAL | | .34 | .68 | 9.20 | 18.40 | 424.33 | 863.31 | 640.92 | 2,315.52 | 32.69 | 219.49 | 1,107.48 | 3,417.40 |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|------|-------|--------|-----|----|----|-----|------|----|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 7A | 24A | 9A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| | | | BEG CTLSEC | | | SR 101/SHELTON TO SR 104 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | CONTROL SECTION 2331 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/429 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | ON RAMP | R | | SR 101 NB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 101 NB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | MISC FEATR | R | | GORE (SR 101 R235023) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | ON RAMP | R | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | | | | | | | | | | 1 | 1 | | | | 7A | 24A | 8A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| 0.15 | 0.15 | | WYE CONN | R | | SE CRAIG RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | INTRSECTN | R | | SE CRAIG RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| 0.58 | 0.58 | | INTRSECTN | L | | VIC KING RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.63 | | | | | | | | | | | 1 | 1 | | | | 5A | 23A | 5A | | | 23 | 2 | 02 | | U1 | | 40 | R | | | |
| 0.70 | 0.70 | | INTRSECTN | R | | MILL CREEK RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 6A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| 0.92 | 0.92 | | BEG BRIDGE | B | | MILL CREEK | | | | | | 1 | 1 | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 02 | | U1 | | 40 | R | | | |
| | | | | | | BRDG NUM 003/002 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | | END BRIDGE | B | | MILL CREEK | | | | | | 1 | 1 | | | | 3A | 24A | 5A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.19 | 1.19 | | MISC FEATR | R | | SGN ENT SHELTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.25 | 1.25 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | U1 | | 40 | R | | | |
| 1.42 | 1.42 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | U1 | | 30 | R | | | |
| 1.49 | 1.49 | | INTRSECTN | L | | ARCADIA AVE | | | | | | CO | SG | Y | 1 | 1 | \$\$C | 38A | 4A | | | 38 | 2 | 02 | | U1 | | 30 | R | | | |
| | | | INTRSECTN | R | | ARCADIA RD | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 1.51 | 1.51 | | WYE CONN | R | | ARCADIA RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | 2A | 12 | | 36 | 2 | 02 | | U1 | | 30 | R | | | |
| 1.58 | 1.58 | | ENTER CITY | | | SHELTON | | | | | | | | | | | C | 24A | 2A | 12 | | 36 | 2 | 02 | 1165 | U1 | | 30 | R | P | * | |
| | | | BEG ST | I | | S OLYMPIC HWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BELLEVUE AVE | | | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.59 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 38A | 2A | \$\$\$ | | 38 | 2 | 02 | 1165 | U1 | | 30 | R | P | * | |
| 1.60 | 1.60 | | | | | | | | | | | | | | | | C | 40A | \$\$C | | | 40 | 2 | 02 | 1165 | U1 | | 30 | R | P | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.06 | 0.06 | | .03 | 12 | | | | | |
| 0.11 | 0.11 | | | | | | | | .02 12 |
| 0.17 | 0.17 | | | | .01 11 | | | .04 12 | |
| 0.70 | 0.70 | | | | .03 12 | | | .03 12 | |
| 1.49 | 1.49 | | .01 | 12 | | .03 | 12 | .03 | 12 |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------------|---|----|--------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|----|----|------|------|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.63 | 1.63 | | INTRSECTN | B | | CASCADE AVE | CT | SG | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 2 | 02 | 1165 | U1 | 30 | R | P | * | | |
| 1.69 | 1.69 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | C | 32A | C | 12 | 44 | 2 | 02 | 1165 | U1 | 30 | R | P | * | | |
| 1.70 | 1.70 | | INTRSECTN | B | | DEARBORN AVE | CT | | Y | 1 | 1 | | | | | | C | 32A | C | 12 | 44 | 2 | 02 | 1165 | U1 | 30 | R | R | * | | |
| 1.75 | 1.75 | | INTRSECTN | B | | ELLINOR AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | C | 40A | C | \$\$\$ | 40 | 2 | 02 | 1165 | U1 | 30 | R | P | * | | |
| | | | INTRSECTN | B | | FAIRMONT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.98 | 1.98 | | BEG SU LN | L | | CLIMBING | | | | | | | | | 12A | | C | 28A | C | 12 | 40 | 2 | 02 | 1165 | U1 | 30 | R | P | * | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.16 | 2.16 | | | | | | | | | | | | | | | | | 1A | 27A | C | 12 | 39 | 2 | 02 | 1165 | U1 | 30 | R | P | * | |
| 2.18 | 2.18 | | END SU LN | L | | CLIMBING | | | | | | | | | 12A | | 4A | 31A | C | \$\$\$ | 31 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| | | | INTRSECTN | R | | DELAWARE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.25 | | INTRSECTN | B | | HARVARD AVE | CT | | Y | 1 | 1 | | | | | | \$\$C | 39A | C | | 39 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| 2.30 | 2.30 | | INTRSECTN | L | | PIONEER WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | 2.31 | | END ST | I | | S OLYMPIC HWY | | | | | | | | | | | C | 47A | 6A | | 47 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| | | | BEG ST | I | | S FIRST ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MILL ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | 2.36 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | C | 36A | 6A | 11 | 47 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| 2.38 | 2.38 | | INTRSECTN | L | | TURNER AVE | CT | | Y | 1 | 1 | | | | | | C | 32A | 5G | 11 | 43 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| 2.39 | 2.39 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | C | 43A | 5G | \$\$\$ | 43 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| 2.44 | 2.44 | | INTRSECTN | L | | PARK ST | CT | | Y | 1 | 1 | | | | | | C | 32A | 6A | | 32 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| | | | RR XING | B | | NUM 856745E GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.45 | 2.45 | | BEG BRIDGE | B | | GOLDSBOROUGH CREEK | ST | | | | | | | | | | C | 24A | \$\$C | | 24 | 2 | 02 | 1165 | U1 | 25 | R | P | * | | |
| | | | BRDG NUM 003/003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | | END BRIDGE | B | | GOLDSBOROUGH CREEK | | | | | | | | | | | C | 44A | C | | 44 | 2 | 02 | 1165 | U1 | 25 | R | B | * | | |
| 2.52 | 2.52 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | C | 32A | C | 12 | 44 | 2 | 02 | 1165 | U1 | 25 | R | B | * | | |
| | | | INTRSECTN | B | | KNEELAND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.59 | 2.59 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | C | 44A | C | \$\$\$ | 44 | 2 | 02 | 1165 | U1 | 25 | R | L | * | | |
| | | | INTRSECTN | B | | GROVE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.62 | 2.62 | | | | | | | | | | | | | | | | | C | 40A | C | | 40 | 2 | 02 | 1165 | U1 | 25 | R | P | * | |
| 2.65 | 2.65 | | INTRSECTN | B | | COTA ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.71 | 2.71 | | END ST | I | | S FIRST ST | | | | | | | | | | | C | 60A | C | | 60 | 2 | 02 | 1165 | U1 | 25 | L | B | * | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.63 | 1.63 | .03 | 12 | | | | | | |
| 1.82 | 1.82 | | | .03 | 12 | | | | |
| 2.31 | 2.31 | | | | | .05 | 11 | | |
| 2.44 | 2.44 | .03 | 11 | | | | | | |
| 2.52 | 2.52 | .02 | 12 | | | | | | |
| 2.59 | 2.59 | | | .02 | 12 | | | | |
| 2.65 | 2.65 | .02 | 12 | | | | | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|------|--------|--------|-------|------|------|----|-------|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | SPEED | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | |
| 7.36 | | 7.36 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 2 | 02 | | R1 | | 50 | R | |
| 7.64 | | 7.64 | | | | | | | | 1 | 1 | | | | | | 8A | 23A | 8A | | | 23 | 2 | 02 | | R1 | | 50 | R | |
| 7.75 | | 7.75 | INTRSECTN | L | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 8.00 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.07 | | 8.07 | INTRSECTN | R | | ECLER RD | CO | | N | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 2 | 02 | | R1 | | 50 | R | |
| 8.33 | | 8.33 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 2 | 02 | | R1 | | 40 | R | |
| 8.36 | | 8.36 | INTRSECTN | L | | NASON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.56 | | 8.56 | BEG BRIDGE | B | | CRANBERRY CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | | 28 | 2 | 02 | | R1 | | 40 | R | |
| | | | | | | BRDG NUM 003/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.58 | | 8.58 | END BRIDGE | B | | CRANBERRY CREEK | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 2 | 02 | | R1 | | 40 | R | |
| 8.76 | | 8.76 | INTRSECTN | L | | E CRANBERRY CREEK RD | CO | | Y | 1 | 1 | | | | | | 3A | 24A | 3A | | | 24 | 2 | 02 | | R1 | | 40 | R | |
| 8.89 | | 8.89 | INTRSECTN | L | | DEER CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.92 | | 8.92 | BEG BRIDGE | B | | DEER CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | | 28 | 2 | 02 | | R1 | | 40 | R | |
| | | | | | | BRDG NUM 003/011 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.93 | | 8.93 | END BRIDGE | B | | DEER CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | 40 | R | |
| 8.98 | | 8.98 | WYE CONN | R | | AGATE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | | 8.99 | INTRSECTN | R | | AGATE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | | 9.01 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | | 9.03 | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 8 | | 32 | 2 | 02 | | R1 | | 40 | R | |
| 9.20 | | 9.20 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | | 8 | | 32 | 2 | 02 | | R1 | | 55 | R | |
| 9.60 | | 9.60 | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 9.63 | | 9.63 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 02 | | R1 | | 55 | R | |
| 10.00 | | 10.00 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.76 | | 10.76 | INTRSECTN | R | | PICKERING RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 11.00 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.32 | | 11.32 | INTRSECTN | L | | ANTHONY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.22 | | 12.22 | INTRSECTN | R | | KRABENHOFT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.71 | | 12.71 | INTRSECTN | R | | ISLAND VIEW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | | 13.00 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | 14.00 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.24 | | 14.24 | INTRSECTN | L | | MASON-BENSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.75 | | 14.75 | INTRSECTN | R | | GRAPEVIEW LOOP RD | CO | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 15.00 | | 15.00 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.40 | | 15.40 | BEG SU LN | L | | SLOW VEHICLE | | 25A | | 1 | 1 | | | | | | \$\$\$ | 24A | 4A | 25 | | 49 | 2 | 02 | | R1 | | 55 | R | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.98 | 8.98 | | | .02 | 12 | | | | |
| 8.99 | 8.99 | | | | | .03 | 12 | | |
| 10.76 | 10.76 | | | .07 | 12 | .03 | 12 | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 15.46 | 15.46 | | END SU LN | L | | SLOW VEHICLE | | | | 25A | | 1 | 1 | | | | 4A | 24A | 4A | \$\$\$ | 24 | 2 | 02 | | R1 | | 55 | R | | | |
| 16.00 | 16.00 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.59 | 16.59 | | INTRSECTN | R | | DAWN DR | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 17.00 | 17.00 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.00 | | MP MARKER | R | | 18 | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 55 | R | | | |
| 19.00 | 19.00 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.00 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.21 | 20.21 | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 35 | R | | | |
| 20.32 | 20.32 | | INTRSECTN | R | | GRAPEVIEW LOOP RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 20.36 | 20.36 | | BEG BRIDGE | B | | SHERWOOD CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 | 2 | 02 | | R1 | | 35 | R | | | |
| | | | | | | BRDG NUM 003/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.39 | 20.39 | | END BRIDGE | B | | SHERWOOD CREEK | | | | | | 1 | 1 | | | | 4A | 22A | 5A | | 22 | 2 | 02 | | R1 | | 35 | R | | | |
| 20.40 | 20.40 | | MISC FEATR | R | | SGN ENT ALLYN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.48 | 20.48 | | INTRSECTN | L | | SHERWOOD CREEK RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 20.83 | 20.83 | | | | | | | | | | | 1 | 1 | | | | 5A | 22A | 5A | | 22 | 2 | 02 | | R1 | | 35 | R | | | |
| 20.93 | 20.93 | | INTRSECTN | L | | LAKELAND DR | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E EVANS ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.00 | 21.00 | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 5A | | 22 | 2 | 02 | | R1 | | 35 | R | | | |
| 21.05 | 21.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.11 | 21.11 | | INTRSECTN | R | | DRUM ST | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 21.24 | 21.24 | | WYE CONN | R | | E NORTH BAY RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 21.28 | 21.28 | | INTRSECTN | R | | E N BAY RD (OLD SR 302) | | | | CO | | Y | 1 | 1 | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 35 | R | | | |
| | | | MISC FEATR | L | | SGN ENT ALLYN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.44 | 21.44 | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 50 | R | | | |
| 21.99 | 21.99 | | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.00 | 22.00 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R1 | | 50 | R | | | |
| 22.03 | 22.03 | | INTRSECTN | R | | OLD SR 3 | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 22.20 | 22.20 | | INTRSECTN | L | | E HOMESTEAD DR | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 22.79 | 22.79 | | INTRSECTN | R | | SHADY VLLY LN (OLD SR 3) | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 22.93 | 22.93 | | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.94 | 22.94 | | INTRSECTN | L | | LAKE DEVEREAUX RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 22.99 | 22.96 | | EQUATION | | | 022.96 =022.99 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.26 | 23.23 | | INTRSECTN | R | | SR 302-VICTOR CUTOFF RD | | | | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 23.64 | 23.61 | | INTRSECTN | R | | NORTH MASON SCHOOL RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 23.81 | 23.78 | | UXING | B | | USG RR | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/017 | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 22.20 | 22.20 | | | | | | | | | | |
| 23.64 | 23.61 | | | | | .03 | 12 | | | .03 | 12 |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|-------|--------|-----|----|----|-----|----|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 23.81 | | 23.78 | RR XING | B | | NUM 96595Y STRUCTURE | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R1 | | 50 | R | |
| 24.00 | | 23.97 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.29 | | 24.26 | INTRSECTN | L | | JUDY LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 24.45 | | 24.42 | MISC FEATR | R | | SGN ENT BELFAIR | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.81 | | 24.78 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 2 | 02 | | R1 | | 50 | R | |
| 24.91 | | 24.88 | INTRSECTN | L | | SR 106 | ST | SG | Y | 1 | 1 | | | | | | 6A | 22A | 4A | | | 22 | 2 | 02 | | R1 | | 35 | R | |
| 24.95 | | 24.92 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 4A | | | 22 | 2 | 01 | | R1 | | 35 | R | |
| 25.00 | | 24.97 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.34 | | 25.31 | | | | | | | | 1 | 1 | | | | | | 5A | 22A | 5A | | | 22 | 2 | 01 | | R1 | | 35 | R | |
| 25.37 | | 25.34 | | | | | | | | 1 | 1 | | | | | | \$\$\$ | 27A | 5A | | | 27 | 2 | 01 | | R1 | | 35 | R | |
| 25.39 | | 25.36 | | | | | | | | 1 | 1 | | | | | | C | 32A | \$\$C | | | 32 | 2 | 01 | | R1 | | 35 | R | |
| 25.42 | | 25.39 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 32A | C | 12 | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 25.43 | | 25.40 | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.44 | | 25.41 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 25.51 | | 25.48 | INTRSECTN | L | | ROESSEL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.52 | | 25.49 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 32A | C | 12 | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 25.66 | | 25.63 | INTRSECTN | R | | BYERLY DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.97 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | | R1 | | 35 | R | | |
| | | | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.01 | | 25.98 | INTRSECTN | R | | NE ROMANCE HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.07 | | 26.04 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 32A | C | 12 | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 26.15 | | 26.12 | ENT/EXIT | R | | CREDIT UNION | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.34 | | 26.31 | INTRSECTN | L | | BELFAIR ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.38 | | 26.35 | INTRSECTN | L | | SR 300 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.48 | | 26.45 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 26.55 | | 26.52 | INTRSECTN | B | | NE CLIFTON LN | CO | SG | Y | 1 | 1 | | | | | | C | 56A | C | | 56 | 2 | 01 | | R1 | | 35 | R | | |
| 26.60 | | 26.57 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 44A | C | 12 | 56 | 2 | 01 | | R1 | | 35 | R | | |
| 26.61 | | 26.58 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.62 | | 26.59 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.66 | | 26.63 | | | | | | | | 1 | 1 | | | | | | C | 32A | C | 12 | 44 | 2 | 01 | | R1 | | 35 | R | | |
| 26.78 | | 26.75 | INTRSECTN | R | | COKELET LN | PV | | Y | 1 | 1 | | | | | | C | 44A | C | 12 | 56 | 2 | 01 | | R1 | | 35 | R | | |
| 26.86 | | 26.83 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 3A | 24A | 3A | \$\$\$ | 24 | 2 | 01 | | R1 | | 35 | R | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 24.91 | | 24.88 | | .03 | 12 | | | | | .05 | 12 |
| 25.51 | | 25.48 | | .06 | 12 | | | | | | |
| 26.01 | | 25.98 | | | | .03 | 12 | | | | |
| 26.15 | | 26.12 | | | | .02 | 12 | | | | |
| 26.55 | | 26.52 | | .04 | 12 | | | .04 | 12 | .07 | 12 |
| 26.62 | | 26.59 | | | | | | .03 | 12 | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|-------------|---|----|-----------------------|-----|-----|--------------|---------|-----|--------|--------|--------|------|---------------------------|------|-------|--------|-------|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT | | RHT | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 26.86 | 26.83 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 2 | 01 | | R1 | | 35 | R | | | |
| 26.93 | 26.90 | | BEG SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 3A | 24A | 3A | 12 | 36 | 2 | 01 | | R1 | | 35 | R | | | |
| 27.00 | 26.97 | | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.10 | 27.07 | | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | 12 | 36 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.38 | 27.35 | | UXING | B | | USG RR | | | | 1 | 1 | | | | | | 8A | 24A | 3A | 12 | 36 | 2 | 01 | | R1 | | 50 | R | | | |
| | | | | | | BRDG NUM 003/021 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 96598U STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.53 | 27.50 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 3A | 24 | 48 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.56 | 27.53 | | WYE CONN | L | | NE PENINSULA PL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.57 | 27.54 | | INTRSECTN | L | | NE PENINSULA PL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.66 | 27.63 | | END SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.82 | 27.79 | | INTRSECTN | L | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 27.87 | 27.84 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | 8A | 12A | 12A | UP | \$\$\$ | 12A | 8A | \$\$\$ | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.91 | 27.88 | | | | | | | | | 1 | 1 | \$\$\$ | 13A | 12P | CU | | 12A | 8A | | | 25 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.93 | 27.90 | | | | | | | | | 1 | 1 | C | 13A | 12P | CU | | 14A | \$\$C | | | 27 | 2 | 01 | | R1 | | 50 | R | | | |
| 27.96 | 27.93 | | ROUNDAABOUT | B | | LOG YARD RD EB | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.97 | 27.94 | | ROUNDAABOUT | B | | LOG YARD RD WB | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.00 | 27.97 | | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.01 | 27.98 | | | | | | | | | 1 | 1 | 8A | 12A | 12A | UP | | 12A | 8A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 28.11 | 28.08 | | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$ | 5A | 22A | 5A | | | 22 | 2 | 01 | | R1 | | 50 | R | | | |
| 28.20 | 28.17 | | MISC FEATR | R | | SGN ENT KITSAP COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT MASON COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.23 | 28.20 | | END CTLSEC | | | CONTROL SECTION 2331 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | MASON | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 26.86 | 26.83 | | .08 12 | .03 12 | | | | | |
| 27.57 | 27.54 | | | | .08 12 | | | | |
| 27.82 | 27.79 | | | | .08 12 | | | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------------------------------|---|----|--|-----|-----|------------|---------|-----|---------|-----|-----|--------|---------------------------|--------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 34.14 | 34.11 | | BEG SU LN INTRSECTN ENT/EXIT | C | | TWO WAY TURN R W PLEASANT ST L BUSINESS | 11A | | | 1 | 1 | | | | | | 6A | 22A | 6A | 11 | 33 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.17 | 34.14 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 5A | 11 | 33 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.18 | 34.15 | | OFF RAMP | R | | SR 16 SPGORST (SPUR) | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.21 | 34.18 | | MISC FEATR | R | | GORE (P103418) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.22 | 34.19 | | INTRSECTN | L | | FRONE DR | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.23 | 34.20 | | END SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 33A | 5A | \$\$\$ | 33 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.26 | 34.23 | | INTRSECTN INTRSECTN | R L | | SR 16 SPGORST (SPUR) SAM CHRISTOPHERSON AVE W | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.27 | 34.24 | | OFF RAMP | R | | SR 16 EB | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.31 | 34.28 | | | | | | | | | 1 | 1 | 6A | 14A | | 8A | CU | \$\$\$ | 14A | 9A | | 28 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.36 | 34.33 | | MISC FEATR | R | | GORE (P103427) | | | | 1 | 1 | 6A | 14A | | 8A | JE | W | 28A | \$\$W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.41 | 34.38 | | BEG BRIDGE I | | | SR 16 BRDG NUM 003/103N-N | | | | 1 | 1 | 7A | 14A | 2A | 60 | \$\$ | W | 28P | W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.45 | 34.42 | | | | | | | | | 1 | 1 | 8A | 14A | 5A | 60 | | W | 28P | W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.46 | 34.43 | | INTRSECTN | LC | | U-TURN ACCESS | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.48 | 34.45 | | | | | | | | | 1 | 1 | 8A | 14A | 5A | 60 | | W | 22P | W | | 36 | 2 | 01 | | U1 | | 40 | R | | | | | | |
| 34.50 | 34.47 | | | | | | | | | 1 | 1 | 8A | 14A | 5A | 60 | | W | 22P | W | | 36 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.51 | 34.48 | | INTRSECTN | LC | | SR 16 E BND | | | | Y | 3 | 1 | 3A | 33A | \$\$\$ | 60 | | W | 22P | W | 55 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.56 | 34.53 | | BEG BRIDGE D | | | GORST CREEK BRDG NUM 003/104 | | | | 3 | 1 | \$\$\$W | 38A | W | 60 | | W | 22P | W | | 60 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.57 | 34.54 | | END BRIDGE D | | | GORST CREEK | | | | 3 | 1 | 3A | 33A | \$ | 60 | | W | 22P | W | | 55 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.58 | 34.55 | | | | | | | | | 3 | 1 | 3A | 33A | | 60 | | W | 28P | W | | 61 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.62 | 34.59 | | | | | | | | | 3 | 1 | 3A | 33A | | 60 | | W | 28A | W | | 61 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.67 | 34.64 | | END BRIDGE I | | | SR 16 | | | | 3 | 3 | 3A | 33A | | 6A | JE | \$ | 50A | 10A | | 83 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.76 | 34.73 | | INTRSECTN | RC | | SR 16 | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.81 | 34.78 | | EXIT TO | L | | W BELFAIR VALLEY RD | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.87 | 34.84 | | UXING | B | | USG RR BRDG NUM 003/105 | | | | 2 | 2 | 3A | 24A | | 6A | JE | | 24A | 10A | | 48 | 2 | 01 | | U1 | | 40 | L | | | | | | |
| 34.97 | 34.94 | | RR XING | B | | NUM 96608X STRUCTURE | | | | 2 | 2 | 8A | 24A | | 6A | JE | | 24A | 6A | | 48 | 2 | 01 | | U1 | | 50 | L | | | | | | |
| 34.98 | 34.95 | | MISC FEATR | L | | SGN ENT GORST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | 34.97 | | MP MARKER | B | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 34.14 | 34.11 | | .03 | 11 | | | | | | |
| 34.26 | 34.23 | | .02 | 11 | | .03 | 11 | | | |
| 34.76 | 34.73 | | | | | | | .05 | 12 | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 48.52 | | 48.47 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 48S | BE | 3A | 24A | 10A | | 48 | 2 | 01 | | U1 | | 60 | R | | | | |
| 48.53 | | 48.48 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 48S | CA | 3A | 24A | 10A | | 48 | 2 | 01 | | U1 | | 60 | R | | | | |
| 48.55 | | 48.50 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | U1 | | 60 | R | | | | |
| 48.70 | | 48.65 | MISC FEATR | L | | GORE (R104881) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.75 | | 48.70 | MISC FEATR | R | | GORE (Q104901) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.81 | | 48.76 | OFF RAMP | L | | LUOTO RD | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 49.00 | | 48.95 | MP MARKER | B | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.01 | | 48.96 | ON RAMP | R | | SR 308 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | | 49.95 | MP MARKER | B | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.31 | | 50.26 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.34 | | 50.29 | UXING | B | | SHERMAN HILL RD | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/142 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | | 50.95 | MP MARKER | B | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.77 | | 51.72 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.82 | | 51.77 | ON RAMP | L | | FINN HILL RD | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 51.92 | | 51.87 | OFF RAMP | R | | FINN HILL RD | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 52.00 | | 51.95 | MP MARKER | B | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.07 | | 52.02 | MISC FEATR | R | | GORE (P105192) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.11 | | 52.06 | MISC FEATR | L | | GORE (S105182) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.27 | | 52.22 | UXING | B | | FINN HILL RD | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/145 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.37 | | 52.32 | ENTER CITY | | | POULSBO | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| 52.40 | | 52.35 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| 52.41 | | 52.36 | OFF RAMP | R | | SR 305 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 52.55 | | 52.50 | MISC FEATR | R | | GORE (P105241) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.57 | | 52.52 | ON RAMP | L | | SR 305 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 52.74 | | 52.69 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 38S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| 52.75 | | 52.70 | BEG BRIDGE | I | | SR 305 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/150E | | | | | | | | | | | | | | | 100 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| | | | BEG BRIDGE | D | | SR 305 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/150W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.78 | | 52.73 | END BRIDGE | I | | SR 305 | | | | 2 | 2 | 10A | 24A | 4A | 38S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| | | | END BRIDGE | D | | SR 305 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.79 | | 52.74 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| 52.86 | | 52.81 | MISC FEATR | L | | GORE (S505257) | | | | 2 | 1 | 10A | 24A | 4A | 38S | CA | 15A | 12A | 11A | | 36 | 2 | 01 | 1010 | U1 | | 60 | R | P | | | |
| 52.97 | | 52.92 | MISC FEATR | R | | GORE (Q105328) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | | 52.95 | MP MARKER | B | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.06 | | 53.01 | MISC FEATR | L | | GORE (R105321) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.07 | | 53.02 | LEAVE CITY | | | POULSBO | | | | 2 | 1 | 10A | 24A | 4A | 38S | CA | 15A | 12A | 11A | | 36 | 2 | 01 | \$\$\$\$ | U1 | | 60 | R | \$ | | | |
| 53.09 | | 53.04 | | | | | | | | 2 | 1 | 10A | 24A | 4A | 38S | CA | 15A | 12A | 11A | | 36 | 2 | 01 | | U1 | | 50 | R | | | | |
| 53.12 | | 53.07 | MED XING | C | | OFFICIAL | | | | 1 | 1 | 8A | 12A | 15A | 38S | DE | 15A | 12A | 11A | | 24 | 2 | 01 | | U1 | | 50 | R | | | | |
| 53.21 | | 53.16 | OFF RAMP | L | | SR 305 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 53.23 | | 53.18 | | | | | | | | 1 | 1 | 10A | 12A | 4A | 60S | DE | 4A | 12A | 10A | | 24 | 2 | 01 | | U1 | | 50 | R | | | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-----------|---|----|--------------------|-----|-----|------------|---------|-----|--------|--------|--------|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 53.28 | | 53.23 | ON RAMP | R | | SR 305 | ST | Y | 1 | 1 | | 10A | 12A | 4A | 60S | DE | 4A | 12A | 10A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 53.45 | | 53.40 | | | | | | | 1 | 1 | | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 10A | 24A | 10A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 53.56 | | 53.51 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 53.60 | | 53.55 | INTRSECTN | L | | THOMPSON RD NW | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.71 | | 53.66 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 53.88 | | 53.67 | EQUATION | | | 053.72 =053.88 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | | 53.79 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.19 | | 53.98 | INTRSECTN | L | | EQUESTRIAN DR NW | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.26 | | 54.05 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 54.66 | | 54.45 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 54.76 | | 54.55 | INTRSECTN | L | | PIONEER HILL RD NW | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BEAVER RIDGE LN | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.86 | | 54.65 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 55.00 | | 54.79 | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.29 | | 55.08 | INTRSECTN | L | | DENTON RD NW | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.51 | | 55.30 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 55.92 | | 55.71 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | |
| 56.00 | | 55.79 | MP MARKER | R | | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.03 | | 55.82 | INTRSECTN | L | | PIONEER WAY NW | CO | SG | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| | | | INTRSECTN | R | | TYTLER RD NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 56.06 | | 55.85 | EXIT TO | R | | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.07 | | 55.86 | ENT FROM | R | | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.53 | | 56.32 | | | | | | | 1 | 1 | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 56.80 | | 56.59 | INTRSECTN | L | | LOFALL RD NE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.96 | | 56.75 | | | | | | | 1 | 1 | | | | | | | 10A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 57.00 | | 56.79 | MP MARKER | R | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.03 | | 56.82 | INTRSECTN | L | | PARK ST NE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.06 | | 56.85 | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 57.09 | | 56.88 | INTRSECTN | L | | KINMAN RD NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BIG VALLEY RD NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 53.60 | | 53.55 | .07 | 12 | | | | | | |
| 54.19 | | 53.98 | .03 | 12 | | | | | | |
| 54.76 | | 54.55 | .03 | 12 | | .03 | 12 | | | |
| 56.03 | | 55.82 | .03 | 12 | .02 | 12 | .03 | 12 | | |
| 56.06 | | 55.85 | | | .01 | 12 | | | | |
| 56.80 | | 56.59 | .03 | 11 | | | | | | |
| 57.03 | | 56.82 | .03 | 12 | | | | | | |
| 57.09 | | 56.88 | .02 | 12 | | .04 | 12 | | | |

SR 003 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|------|-----|-------|-----|----|----|-----|----|----|----|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 57.13 | | 56.92 | | | | | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | | |
| 57.46 | | 57.25 | INTRSECTN | L | | FALKNER RD NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.92 | | 57.71 | INTRSECTN | L | | FALKNER RD NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.94 | | 57.73 | INTRSECTN | R | | SCENIC DR NE | CO | | N | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | | 50 | R | | | | |
| 58.00 | | 57.79 | MP MARKER | R | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.13 | | 57.92 | INTRSECTN | L | | SUNSET WAY NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.30 | | 58.09 | INTRSECTN | R | | SCENIC DR NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.31 | | 58.10 | INTRSECTN | L | | SCENIC DR NE | CO | | N | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | | | |
| 59.00 | | 58.79 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.37 | | 59.16 | INTRSECTN | L | | BALTIC LN NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.48 | | 59.27 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 45 | R | | | | |
| 59.73 | | 59.52 | INTRSECTN | R | | BABCOCK ST NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.74 | | 59.53 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 45 | R | | | | |
| 59.84 | | 59.63 | INTRSECTN | L | | S BRIDGE WAY NE | CO | | N | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | R1 | | 45 | R | | | | |
| 59.97 | | 59.76 | WYE CONN | L | | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 59.79 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.02 | | 59.81 | INTRSECTN | L | | SR 104 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1801 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 57.46 | 57.25 | .03 | 12 | | | | | | |
| 59.97 | 59.76 | | | | | .06 | 12 | | |
| 60.02 | 59.81 | .05 | 12 | | | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|--------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-------|------|---------------------------|------|------|-------|-----|-------|----|-----|-----|----|------|----|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 120.15 | | 120.21 | | | | | | | | | | 3 | 3 | 10A | 36A | | 24A | JE | | 36A | 10A | | 72 | 1 | 02 | | U5 | 60 | R | | | | |
| 120.22 | | 120.28 | BEG SU LN | RC | | HIGH OCCUPANCY VEHICL11A | | | | | | 3 | 3 | 10A | 36A | | 16A | JE | | 33A | 10A | 11 | 80 | 1 | 02 | | U5 | 60 | R | | | | |
| 120.49 | | 120.55 | OFF RAMP | R | | NBCD LANE | ST | | Y | | | 4 | 3 | 10A | 48A | | 16A | JE | | 33A | 10A | 11 | 92 | 1 | 02 | | U5 | 60 | R | | | | |
| 120.61 | | 120.67 | MISC FEATR | R | | GORE (CI12049) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.63 | | 120.69 | MISC FEATR | L | | GORE (CD12139) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.71 | | 120.77 | BEG SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | | | 3 | 3 | 10A | 36A | | 16A | JE | | 33A | 10A | 23 | 92 | 1 | 02 | | U5 | 60 | R | | | | |
| 120.87 | | 120.93 | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | | | 3 | 3 | \$\$C | 41A | C | 36O | \$\$ | C | 41A | \$\$C | 22 | 104 | 1 | 02 | | U5 | 60 | R | | | | |
| | | | BEG BRIDGE I | | | 41ST DIVISION DR | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/411E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | 41ST DIVISION DR | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/411W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.90 | | 120.96 | END BRIDGE I | | | 41ST DIVISION DR | | | | | | 3 | 3 | 10A | 33A | \$ | 18A | JE | \$ | 33A | 10A | 22 | 88 | 1 | 02 | | U5 | 60 | R | | | | |
| | | | END BRIDGE D | | | 41ST DIVISION DR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.00 | | 121.06 | MP MARKER | R | | 121 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.12 | | 121.18 | MISC FEATR | R | | GORE (CI12049) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.23 | | 121.29 | MISC FEATR | L | | GORE (CD12139) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.29 | | 121.35 | | | | | | | | | | 3 | 3 | 10A | 33A | | 16A | JE | | 33A | 10A | 22 | 88 | 1 | 02 | | U5 | 60 | R | | | | |
| 121.37 | | 121.43 | ON RAMP | R | | NBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.39 | | 121.45 | BEG SU LN | L | | WEAVING/SPEED CHANGE 11A | | | | | | 3 | 3 | 10A | 33A | | 16A | JE | | 33A | 10A | 33 | 99 | 1 | 02 | | U5 | 60 | R | | | | |
| | | | OFF RAMP | L | | SBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.50 | | 121.56 | | | | | | | | | | 3 | 3 | 10A | 33A | | 24A | JE | | 33A | 10A | 33 | 99 | 1 | 02 | | U5 | 60 | R | | | | |
| 122.00 | | 122.06 | MP MARKER | R | | 122 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.17 | | 122.23 | | | | | | | | | | 3 | 3 | 10A | 33A | | 12A | JE | | 33A | 10A | 33 | 99 | 1 | 02 | | U5 | 60 | R | | | | |
| 122.34 | | 122.40 | OFF RAMP | R | | BERKELEY ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.35 | | 122.41 | END SU LN | L | | WEAVING/SPEED CHANGE 11A | | | | | | 3 | 3 | 10A | 33A | | 12A | JE | | 33A | 10A | 22 | 88 | 1 | 02 | | U5 | 60 | R | | | | |
| | | | ON RAMP | L | | SBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.49 | | 122.55 | MISC FEATR | L | | GORE (CD12397) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.52 | | 122.58 | MISC FEATR | R | | GORE (P112234) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.57 | | 122.63 | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12A | | | | | | 3 | 3 | 11A | 36A | | 20A | JE | | 36A | 13A | 24 | 96 | 1 | 02 | | U5 | 60 | R | | | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.66 | | 122.72 | UXING | B | | BERKELEY ST | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/413 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.67 | | 122.73 | ENTER CITY | | | LAKWOOD | | | | | | 3 | 3 | 11A | 36A | | 20A | JE | | 36A | 13A | 24 | 96 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| 122.70 | | 122.76 | MISC FEATR | R | | SGN ENT LAKWOOD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.83 | | 122.89 | MISC FEATR | R | | GORE (Q112295) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.87 | | 122.93 | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL11A | | | | | | 3 | 3 | 11A | 36A | | 16A | JE | | 33A | 13A | 23 | 92 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| 122.93 | | 122.99 | | | | | | | | | | 3 | 3 | 11A | 36A | | 16A | JE | | 33A | 10A | 23 | 92 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| 122.95 | | 123.01 | BEG SU LN | R | | WEAVING/SPEED CHANGE 11A | | | | | | 3 | 3 | 11A | 36A | | 10A | JE | | 33A | 10A | 34 | 103 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| | | | ON RAMP | R | | BERKELEY ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.99 | | 123.05 | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | | | 3 | 3 | 11A | 36A | | 10A | JE | | 33A | 10A | 33 | 102 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| 123.00 | | 123.06 | MP MARKER | R | | 123 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 123.05 | | 123.11 | | | | | | | | | | 3 | 3 | 11A | 33A | | 10A | JE | | 33A | 10A | 33 | 99 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |
| 123.18 | | 123.24 | | | | | | | | | | 4 | 3 | 10A | 44A | | 10A | JE | | 33A | 10A | 33 | 110 | 1 | 02 | 0665 | U5 | 60 | R | P | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-----------------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|-----|-----|-----|------|------|------|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 133.70 | | 133.68 | BEG BRIDGE | D | | SR 705/TE RR BRDG NUM 005/445W | ST | | | 4 | 4 | \$ | W | 62P | | 16A | JE | | 48P | 10A | | 110 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 133.71 | | 133.69 | BEG BRIDGE | I | | SR 705/TE RR BRDG NUM 005/445E | ST | | | 4 | 4 | | W | 62P | W | 160 | \$ | | W | 70P | \$ | W | 132 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| 133.72 | | 133.70 | RR XING | B | | NUM 0000000 STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.85 | | 133.83 | END BRIDGE | D | | SR 705/TE RR | | | | 4 | 4 | 10A | 48P | | \$ | 160 | | | W | 70P | W | | 118 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| 133.86 | | 133.84 | END BRIDGE | I | | SR 705/TE RR | | | | 4 | 4 | 10A | 48P | | | 16A | JE | | \$ | 48P | 10A | | 96 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | BEG SU LN | | RC | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | | RC | HOV SEPARATED (HI13358) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 133.93 | | 133.91 | BEG SU LN | | LC | HIGH OCCUPANCY VEHICL12P | | | | 4 | 4 | 10A | 48P | | | 16A | JE | | 48P | 10A | | 24 | 120 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | OFF RAMP | | LC | HOV SEPARATED (HD13393) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 133.96 | | 133.94 | MISC FEATR | | R | GORE (Q113407) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.00 | | 133.98 | MP MARKER | | R | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.01 | | 133.99 | UXING | | B | MCKINLEY WAY BRDG NUM 005/448 | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.03 | | 134.01 | MISC FEATR | | L | GORE (R113425) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.07 | | 134.05 | BEG SU LN | | R | WEAVING/SPEED CHANGE 24P | | | | 4 | 4 | 10A | 48P | | | 16A | JE | | 48P | 10A | | 48 | 144 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | ON RAMP | | R | SR 705-SR 7-PACIFIC AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 134.25 | | 134.23 | BEG SU LN | | L | WEAVING/SPEED CHANGE 12A | | | | 4 | 4 | 10A | 48P | | | 16A | JE | | 48P | 10A | | 60 | 156 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | OFF RAMP | | L | SR 705-SR 7 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 134.27 | | 134.25 | CHG SU LN | | LC | HIGH OCCUPANCY VEHICL11P | | | | 4 | 4 | 10A | 44P | | | 16A | JE | | 48P | 10A | | 59 | 151 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| 134.29 | | 134.27 | CHG SU LN | | RC | HIGH OCCUPANCY VEHICL11A | | | | 4 | 4 | 10A | 44P | | | 16A | JE | | 45P | 10A | | 58 | 147 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| 134.40 | | 134.38 | | | | | | | | 4 | 4 | 10A | 45P | | | 16A | JE | | 45P | 10A | | 58 | 148 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| 134.54 | | 134.52 | CHG SU LN | | R | WEAVING/SPEED CHANGE 12P | | | | 4 | 4 | 10A | 45P | | | 16A | JE | | 45P | 10A | | 46 | 136 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | OFF RAMP | | R | PORTLAND AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 134.55 | | 134.53 | ON RAMP | | L | PORTLAND AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 134.60 | | 134.58 | UXING | | B | EAST L ST BRDG NUM 005/451 | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.64 | | 134.62 | CHG SU LN | | R | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | | L | GORE (S113455) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.70 | | 134.68 | MISC FEATR | | R | GORE (P113454) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.84 | | 134.82 | END SU LN | | R | WEAVING/SPEED CHANGE 12A | | | | 4 | 4 | 10A | 45P | | | 16A | JE | | 45P | 10A | | 34 | 124 | 1 | 05 | 1280 | U5 | | 60 | R | P | |
| | | | OFF RAMP | | R | SR 167 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 134.87 | | 134.85 | CHG SU LN | | L | WEAVING/SPEED CHANGE 12P | | | | 4 | 4 | \$ | W | 65P | W | 160 | \$ | | W | 64P | \$ | W | 34 | 163 | 1 | 05 | 1280 | U5 | | 60 | R | P |
| | | | BEG BRIDGE | | I | PORTLAND AVE BRDG NUM 005/452E | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | | D | PORTLAND AVE BRDG NUM 005/452W | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.91 | | 134.89 | END BRIDGE | | I | PORTLAND AVE | | | | 4 | 4 | 10A | 45A | | | \$ | 16A | JE | \$ | 48P | 2P | | 34 | 127 | 1 | 05 | 1280 | U5 | | 60 | R | P |
| | | | END BRIDGE | | D | PORTLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | | L | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | | LC | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.93 | | 134.91 | CHG SU LN | | RC | HIGH OCCUPANCY VEHICL12A | | | | 4 | 4 | 10A | 45A | | | 16A | JE | | 48P | 2P | | 35 | 128 | 1 | 05 | 1280 | U5 | | 60 | R | P | |

SR 005 MAINLINE

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| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-------|-----|--------|------|---------------------------|------|-----|-------|-----|-------|----|-----|-----|----|------|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 134.97 | | 134.95 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 4 | 4 | 10A | 45A | | | 16A | JE | | | 48P | 2P | 35 | 128 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| 134.99 | | 134.97 | ON RAMP | L | | SR 167 | ST | Y | | | | | | | | | | | | 48P | 2P | 23 | 116 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| 135.00 | | 134.98 | MISC FEATR | R | | GORE (P113484) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.02 | | 135.00 | MP MARKER | R | | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.03 | | 135.01 | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11P | | | | 4 | 4 | \$\$W | 69P | | | 16A | JE | | | 70P | \$\$W | 23 | 162 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | RR XING | B | | NUM 85711E STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 167 EB | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/453 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.06 | | 135.04 | END BRIDGE | B | | SR 167 EB | | | | 4 | 4 | 10A | 45A | | | 16A | JE | | | 48A | 10A | 23 | 116 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.12 | | 135.10 | MISC FEATR | L | | GORE (S113499) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.21 | | 135.19 | MISC FEATR | R | | GORE (Q113534) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.23 | | 135.21 | MISC FEATR | L | | GORE (R113539) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.28 | | 135.26 | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11P | | | | 4 | 4 | \$\$W | 51P | W | 160 | \$\$ | | | | 48A | 10A | 23 | 122 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | BEG BRIDGE | D | | PUYALLUP RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/456W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.30 | | 135.28 | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | 4 | 4 | W | 51P | W | 160 | | | | W | 86P | \$\$W | 23 | 160 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | BEG BRIDGE | I | | PUYALLUP RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/456E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.33 | | 135.31 | RR XING | D | | NUM 808590K STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | I | | NUM 808589R STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.34 | | 135.32 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12P | | | | 4 | 4 | W | 51P | W | 160 | | | | W | 74P | W | 35 | 160 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | ON RAMP | R | | SR 167 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.39 | | 135.37 | BEG SU LN | L | | WEAVING/SPEED CHANGE 11P | | | | 4 | 4 | W | 51P | W | 160 | | | | W | 74P | W | 46 | 171 | 1 | 05 | 1280 | U5 | 60 | R | P | | |
| | | | OFF RAMP | L | | SR 167 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.44 | | 135.42 | LEAVE CITY | | | TACOMA | | | | 4 | 4 | W | 51P | W | 160 | | | | W | 74P | W | 46 | 171 | 1 | 05 | 0450 | U5 | 60 | R | P | | |
| | | | ENTER CITY | | | FIFE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.50 | | 135.48 | RR XING | D | | NUM 906446M STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | I | | NUM 906445F STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.58 | | 135.56 | END BRIDGE | D | | PUYALLUP RIVER | | | | 4 | 4 | 4A | 45A | 4A | 160 | | | | W | 74P | W | 46 | 165 | 1 | 05 | 0450 | U5 | 60 | R | P | | |
| | | | CHG SU LN | L | | WEAVING/SPEED CHANGE 11A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.59 | | 135.57 | END BRIDGE | I | | PUYALLUP RIVER | | | | 4 | 4 | 4A | 45A | \$\$\$ | 24A | JE | | | \$ | 48A | 10A | 46 | 139 | 1 | 05 | 0450 | U5 | 60 | R | P | | |
| | | | CHG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.64 | | 135.62 | END SU LN | L | | WEAVING/SPEED CHANGE 11A | | | | 4 | 4 | 4A | 45A | | | 24A | JE | | | 48A | 10A | 35 | 128 | 1 | 05 | 0450 | U5 | 60 | R | P | | |
| | | | ON RAMP | L | | PORT OF TACOMA RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT TACOMA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.77 | | 135.75 | MISC FEATR | L | | GORE (S113564) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.85 | | 135.83 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 4 | 4 | 4A | 45A | | | 24A | JE | | | 48A | 10A | 23 | 116 | 1 | 05 | 0450 | U5 | 60 | R | P | | |
| | | | OFF RAMP | R | | PORT OF TACOMA RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.92 | | 135.90 | | | | | | | | 4 | 4 | 4A | 48A | | | 24A | JE | | | 48A | 10A | 23 | 119 | 1 | 05 | 0450 | U5 | 60 | R | P | | |

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DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|-------|------------|---------|---|----|-------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 41.14 | 41.12 | END BRIDGE | B | | | MUCK CREEK | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | R1 | | 55 | R | | | | |
| 41.17 | 41.15 | WYE CONN | L | | | WEILER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.18 | 41.16 | INTRSECTN | L | | | WEILER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.19 | 41.17 | WYE CONN | L | | | WEILER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.39 | 41.37 | | | | | | | | | 1 | 1 | | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | | R1 | | 55 | R | | | | |
| 41.49 | 41.47 | INTRSECTN | R | | | 268TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.55 | 41.53 | INTRSECTN | L | | | 267TH ST E | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 41.98 | 41.96 | MP MARKER | R | | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.00 | 41.98 | | | | | | | | | 1 | 1 | | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | | U1 | | 55 | R | | | | |
| 42.01 | 41.99 | INTRSECTN | B | | | 260TH ST E | CO | SG | Y | 1 | 1 | | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | | U1 | | 50 | R | | | | |
| 42.08 | 42.06 | MISC FEATR | R | | | SGN ENT ELK PLAIN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.40 | 42.38 | INTRSECTN | L | | | 255TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 42.41 | 42.39 | WYE CONN | L | | | 255TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 42.58 | 42.56 | INTRSECTN | L | | | 252ND ST | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 42.64 | 42.62 | INTRSECTN | R | | | 251ST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 42.84 | 42.82 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 01 | | U1 | | 50 | R | | | | |
| 42.98 | 42.96 | BEG SU LN | C | | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 24A | 8A | 12 | 36 | 1 | 01 | | U1 | | 50 | R | | | | |
| | | INTRSECTN | R | | | 246TH ST CT E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.02 | 43.00 | MP MARKER | R | | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.06 | 43.04 | INTRSECTN | L | | | 245TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.22 | 43.20 | END SU LN | C | | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 1 | 01 | | U1 | | 50 | R | | | | |
| 43.27 | 43.25 | INTRSECTN | L | | | 243RD ST CT E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.28 | 43.26 | WYE CONN | L | | | 243RD ST CT E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.37 | 43.35 | WYE CONN | L | | | 241ST ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.38 | 43.36 | INTRSECTN | L | | | 241ST ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.39 | 43.37 | WYE CONN | L | | | 241ST ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 43.42 | 43.40 | | | | | | | | | 1 | 1 | | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | | U1 | | 50 | R | | | | |
| 43.46 | 43.44 | INTRSECTN | R | | | 240TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | 43.98 | MP MARKER | R | | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.04 | 44.02 | INTRSECTN | R | | | 232ND ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 41.18 | 41.16 | | .04 | 12 | | | | | | |
| 41.19 | 41.17 | | | | | | | | | .02 12 |
| 42.01 | 41.99 | | .03 | 12 | .05 | 12 | .04 | 12 | .07 | 12 |
| 42.40 | 42.38 | | .06 | 12 | | | | | | |
| 42.41 | 42.39 | | | | | | | | | .10 12 |
| 43.27 | 43.25 | | .03 | 12 | | | | | | |
| 43.28 | 43.26 | | | | | | | | | .01 12 |
| 43.39 | 43.37 | | | | | | | | | .02 12 |
| 44.04 | 44.02 | | | | .08 | 12 | | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|--------|-----|-----|----|----|-----|----|----|----|----|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 44.06 | | 44.04 | | | | | | | | | | | | | | | 7A | 23A | 7A | | | 23 | 1 | 01 | | U1 | | | 50 | R | | |
| 44.16 | | 44.14 | OFF RAMP | R | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.26 | | 44.24 | MISC FEATR | R | | GORE (U104416) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.37 | | 44.35 | WEIGH STA | R | | NUMBER 16 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.43 | | 44.41 | MISC FEATR | R | | GORE (U104416) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.44 | | 44.42 | ON RAMP | R | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.47 | | 44.45 | | | | | | | | | | | | | | | 5A | 24A | 5A | | | 24 | 1 | 01 | | U1 | | | 50 | R | | |
| 44.58 | | 44.56 | | | | | | | | | | | | | | | 5A | 44A | 7A | | | 44 | 1 | 01 | | U1 | | | 50 | R | | |
| 44.64 | | 44.62 | INTRSECTN | R | | 224TH ST E | CO | SG | Y | 2 | 2 | | | | | 7A | 56A | 7A | | | 56 | 1 | 01 | | U1 | | | 50 | R | | | |
| 44.71 | | 44.69 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 50 | R | | | |
| 44.72 | | 44.70 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.79 | | 44.77 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.87 | | 44.85 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | | 56 | 1 | 01 | | U1 | | | 50 | R | | | |
| | | | INTRSECTN | R | | 22ND AVE E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 44.94 | | 44.92 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 50 | R | | | |
| 45.00 | | 44.98 | MP MARKER | B | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.56 | | 45.54 | UXING | B | | CW RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | BRDG NUM 007/116 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NUM 396695G STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.70 | | 45.68 | | | | | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 40 | R | | | |
| 45.79 | | 45.77 | | | | | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 40 | L | | | |
| 45.92 | | 45.90 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | | 56 | 1 | 01 | | U1 | | | 40 | L | | | |
| | | | INTRSECTN | R | | 208TH ST E | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 45.98 | | 45.96 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 40 | L | | | |
| 46.00 | | 45.98 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.16 | | 46.14 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 46.20 | | 46.18 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | | 56 | 1 | 01 | | U1 | | | 40 | L | | | |
| 46.25 | | 46.23 | INTRSECTN | L | | 205TH ST CT E | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 204TH ST E | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 46.32 | | 46.30 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | | 56 | 1 | 01 | | U1 | | | 40 | L | | | |
| 46.33 | | 46.31 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 44.64 | 44.62 | | | .04 | 12 | | | | |
| 44.72 | 44.70 | | | .02 | 12 | | | | |
| 44.79 | 44.77 | | | .02 | 12 | | | | |
| 44.87 | 44.85 | | | .04 | 12 | | | | |
| 45.92 | 45.90 | | | .03 | 12 | | | | |
| 46.16 | 46.14 | | | .02 | 12 | | | | |
| 46.25 | 46.23 | .03 | 12 | | | .03 | 12 | | |
| 46.33 | 46.31 | | | .04 | 12 | | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 46.35 | 46.33 | | ENT FROM | R | | BUSINESS | PV | | Y | 2 | 2 | | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| 46.40 | 46.38 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.46 | 46.44 | | WYE CONN | L | | 8TH AVE E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.47 | 46.45 | | INTRSECTN | B | | 8TH AVE E | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.48 | 46.46 | | WYE CONN | R | | 8TH AVE E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.53 | 46.51 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| 46.66 | 46.64 | | END SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| 46.72 | 46.70 | | INTRSECTN | B | | FIELD RD E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.79 | 46.77 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| 46.93 | 46.91 | | END SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| | | | INTRSECTN | R | | B ST E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PIRNIE RD E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | 46.98 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | | 40 | L | | | | |
| | | | MP MARKER | L | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.30 | 47.28 | | BEG ST | I | | PACIFIC AVE | | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | | 40 | L | | * | | |
| | | | ENT/EXIT | L | | PARK AND RIDE LOT | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.32 | 47.30 | | END SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 | 01 | | U1 | | 40 | L | | * | | |
| 47.38 | 47.36 | | INTRSECTN | L | | SR 507 | | | ST | SG | Y | 2 | 2 | | | | 7A | 56A | 7A | | 56 | 1 | 05 | | U1 | | 40 | L | | * | | |
| 47.40 | 47.38 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 05 | | U1 | | 40 | L | | * | | |
| 47.42 | 47.40 | | WYE CONN | L | | SR 507 | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.43 | 47.41 | | BEG SU LN | L | | BICYCLE | 05A | | | | 2 | 2 | | | | | 7A | 44A | \$\$C | 22 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |
| | | | BEG SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.48 | 47.46 | | | | | | | | | | 2 | 2 | | | | | 6A | 44A | C | 22 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |
| 47.55 | 47.53 | | END SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 6A | 56A | C | 10 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |
| | | | MISC FEATR | B | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.58 | 47.56 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 6A | 44A | C | 22 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |
| | | | INTRSECTN | R | | 188TH ST S | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.79 | 47.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.81 | 47.79 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.82 | 47.80 | | END SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 6A | 56A | C | 10 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |
| 47.83 | 47.81 | | INTRSECTN | R | | 184TH ST S | | | CO | PC | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.88 | 47.86 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | 2 | 2 | | | | | 6A | 44A | C | 22 | 66 | 1 | 05 | | U1 | | 40 | L | | * | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 46.47 | 46.45 | | | .03 | 12 | .03 | 12 | .04 | 12 | | |
| 46.72 | 46.70 | | | .03 | 12 | .03 | 12 | | | | |
| 46.93 | 46.91 | | | | | .03 | 12 | | | | |
| 47.38 | 47.36 | | | .03 | 12 | | | | | | |
| 47.83 | 47.81 | | | | | .03 | 12 | | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 48.99 | | 48.97 | MP MARKER | R | | 49 | | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.01 | | 48.99 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | U1 | 35 | L | * | | |
| 49.03 | | 49.01 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.06 | | 49.04 | INTRSECTN | B | | 165TH ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.13 | | 49.11 | INTRSECTN | B | | 163RD ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.19 | | 49.17 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.20 | | 49.18 | INTRSECTN | B | | 162ND ST S | CO | | PC Y | | | | | | | | | | | | | | | | | | | | | |
| 49.21 | | 49.19 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.27 | | 49.25 | INTRSECTN | B | | 161ST ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.34 | | 49.32 | INTRSECTN | B | | 160TH ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.37 | | 49.35 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.38 | | 49.36 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.39 | | 49.37 | INTRSECTN | R | | 159TH ST S | CO | | SG Y | | | | | | | | | | | | | | | | | | | | | |
| 49.41 | | 49.39 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.44 | | 49.42 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.61 | | 49.59 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.63 | | 49.61 | INTRSECTN | R | | 155TH ST S | CO | | PC Y | | | | | | | | | | | | | | | | | | | | | |
| 49.65 | | 49.63 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.68 | | 49.66 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.69 | | 49.67 | INTRSECTN | L | | 154TH ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.78 | | 49.76 | INTRSECTN | R | | 153RD ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.80 | | 49.78 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 49.85 | | 49.83 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.88 | | 49.86 | INTRSECTN | B | | MILITARY RD | CO | | SG Y | | | | | | | | | | | | | | | | | | | | | |
| 49.90 | | 49.88 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.97 | | 49.95 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 50.00 | | 49.98 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.05 | | 50.03 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| | | | INTRSECTN | B | | 149TH ST S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 50.10 | | 50.08 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 50.16 | | 50.14 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | | |
| 50.19 | | 50.17 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.21 | | 50.19 | INTRSECTN | B | | 146TH ST S | CO | | SG Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 49.39 | | 49.37 | | | | .03 | 12 | | | | |
| 49.63 | | 49.61 | | | | .02 | 12 | | | | |
| 49.88 | | 49.86 | | .06 | 12 | .06 | 12 | .04 | 12 | | |
| 50.05 | | 50.03 | | | | .02 | 12 | | | | |
| 50.21 | | 50.19 | | .03 | 12 | .03 | 12 | | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-------|-----|----|----|-----|----|---|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 50.23 | | 50.21 | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | | | | C 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.27 | | 50.25 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.35 | | 50.33 | MISC FEATR | L | | SGN ENT SPANAWAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.40 | | 50.38 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.41 | | 50.39 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.42 | | 50.40 | INTRSECTN | R | | 143RD ST S | | | | CO | PC | Y | | | | | | | | | | | | | | | | | | | |
| 50.43 | | 50.41 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.44 | | 50.42 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.61 | | 50.59 | INTRSECTN | B | | 140TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 50.64 | | 50.62 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.69 | | 50.67 | INTRSECTN | B | | 138TH ST S | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 50.75 | | 50.73 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.76 | | 50.74 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.83 | | 50.81 | INTRSECTN | B | | 136TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 50.88 | | 50.86 | INTRSECTN | L | | 135TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 50.94 | | 50.92 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.96 | | 50.94 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| 50.97 | | 50.95 | INTRSECTN | B | | 134TH ST S | | | | CO | PC | Y | | | | | | | | | | | | | | | | | | | |
| 50.98 | | 50.96 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | | 50.97 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.04 | | 51.02 | INTRSECTN | B | | 133RD ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.09 | | 51.07 | BEG BRIDGE | B | | CLOVER CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 007/119 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.10 | | 51.08 | END BRIDGE | B | | CLOVER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.11 | | 51.09 | INTRSECTN | R | | 132ND ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.19 | | 51.17 | INTRSECTN | B | | 131ST ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.21 | | 51.19 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 56A | C | 10 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| | | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.26 | | 51.24 | INTRSECTN | B | | TULE LK RD | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 51.30 | | 51.28 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C 44A | C | 22 | 66 | 1 | 05 | | U1 | 35 | L | * | |
| | | | INTRSECTN | R | | 129TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.32 | | 51.30 | INTRSECTN | L | | 129TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.36 | | 51.34 | INTRSECTN | L | | 128TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.42 | | 51.40 | INTRSECTN | B | | 127TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 51.47 | | 51.45 | INTRSECTN | L | | 126TH ST S | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 50.69 | | 50.67 | | .03 | 12 | | | .03 | 12 | | |
| 51.26 | | 51.24 | | .03 | 12 | | | .03 | 12 | | |

SR 008 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-------|-----|-------|---------------------------|------|-------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | 0385 | U1 | | 60 | R | P | | |
| | | | ENTER CITY | | | SR 12/ELMA TO SR 101/OLY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | ELMA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | CONTROL SECTION 1408 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BEGIN AT BR 012/60N EPS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0385 | U1 | | 60 | R | P | | |
| 0.11 | 0.11 | | MISC FEATR | L | | GORE (R100016) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (SR 12 Q102134) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | OFF RAMP | L | | SR 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | | ON RAMP | R | | SR 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.48 | | LEAVE CITY | | | ELMA | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | \$\$\$\$ | U1 | | 60 | R | \$ | | |
| | | | MISC FEATR | L | | SGN ENT ELMA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.86 | 0.86 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | R | | | |
| 0.89 | 0.89 | | INTRSECTN | R | | S UNION RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FAIRGROUNDS RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | R | | | |
| 1.00 | 1.00 | | MP MARKER | B | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.08 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | R | | | |
| 1.10 | 1.10 | | BEG BRIDGE | I | | CLOQUALLAM CREEK | | | | 2 | 2 | \$\$C | 30A | \$\$C | 320 | \$\$ | \$\$C | 30A | \$\$C | | 60 | 4 | 01 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 008/007S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | CLOQUALLAM CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 008/007N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | | END BRIDGE | I | | CLOQUALLAM CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| | | | END BRIDGE | D | | CLOQUALLAM CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 1.57 | 1.57 | | OFF RAMP | R | | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | | MISC FEATR | R | | GORE (X100157) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.91 | 1.91 | | REST AREA | R | | CLOQUALLAM CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CS 0000 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.05 | 2.05 | | MISC FEATR | R | | GORE (X100157) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.32 | 2.32 | | ON RAMP | R | | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 2.42 | 2.42 | | INTRSECTN | B | | HEISE RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 3.00 | 3.00 | | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.42 | 2.42 | | | | | | | | |
| | | | | | .10 | | | | .13 |

SR 008 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-------|-----|-------|---------------------------|------|-------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 3.04 | | 3.04 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| 4.01 | | 4.01 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.11 | | 4.11 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| 4.13 | | 4.13 | BEG BRIDGE | I | | E FORK WILDCAT CREEK | ST | | | 2 | 2 | \$\$C | 30P | \$\$C | 32O | \$\$ | \$\$C | 30P | \$\$C | | 60 | 4 | 01 | | R1 | | 60 | R | | | | |
| | | | BEG BRIDGE | D | | E FORK WILDCAT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.15 | | 4.15 | END BRIDGE | I | | E FORK WILDCAT CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| | | | END BRIDGE | D | | E FORK WILDCAT CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.17 | | 4.17 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| 4.42 | | 4.42 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| 4.46 | | 4.46 | INTRSECTN | R | | MCKNIGHT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | | 4.48 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| 5.00 | | 5.00 | BEG BRIDGE | I | | MIDDLE FORK WILDCAT CRK | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 32O | \$\$ | \$\$W | 38P | \$\$W | | 76 | 4 | 01 | | R1 | | 60 | R | | | | |
| | | | BEG BRIDGE | D | | MIDDLE FORK WILDCAT CRK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | | 5.01 | MP MARKER | B | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | | 5.02 | END BRIDGE | I | | MIDDLE FORK WILDCAT CRK | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | |
| | | | END BRIDGE | D | | MIDDLE FORK WILDCAT CRK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | ENTER CITY | | | MCCLEARY | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| | | | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | | 6.01 | MISC FEATR | R | | SGN ENT MCCLEARY | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 6.03 | | 6.03 | INTRSECTN | L | | SR 108 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | | 6.05 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 6.30 | | 6.30 | BEG BRIDGE | I | | E FORK WILDCAT CREEK | ST | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | \$\$W | 38P | \$\$W | | 62 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| | | | BEG BRIDGE | D | | E FORK WILDCAT CREEK | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 32O | \$\$ | | W | 38P | W | 76 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 6.31 | | 6.31 | BEG BRIDGE | D | | E FORK WILDCAT CREEK | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 32O | \$\$ | | W | 38P | W | 76 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 6.33 | | 6.33 | END BRIDGE | I | | E FORK WILDCAT CREEK | | | | 2 | 2 | | W | 38P | W | 40S | CA | 4A | 24A | 10A | 62 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 6.34 | | 6.34 | END BRIDGE | D | | E FORK WILDCAT CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0728 | R1 | | 60 | R | P | | | |
| 7.00 | | 7.00 | MP MARKER | B | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.12 | | 7.12 | ON RAMP | L | | MOX CHEHALIS RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.32 | | 7.32 | OFF RAMP | R | | MOX CHEHALIS RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.39 | | 7.39 | UXING | B | | MOX CHEHALIS RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.03 | | 6.03 | | .08 | 13 | | | | | | |

SR 008 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|------|------|-------|------|---|----|----------|-------|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | | USE | | TOT | | MTCE | | CITY | | ST | | LEGAL | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 7.39 | | 7.39 | | | | BRDG NUM 008/015 | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0728 | R1 | | 60 | R | P | | |
| 7.48 | | 7.48 | MISC FEATR | L | | GORE (S500712) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P500732) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.51 | | 7.51 | LEAVE CITY | | | MCCLEARY | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | \$\$\$\$ | R1 | | 60 | R | \$ | | |
| 7.60 | | 7.60 | MISC FEATR | L | | GORE (R100775) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.66 | | 7.66 | MISC FEATR | R | | GORE (Q100797) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.75 | | 7.75 | OFF RAMP | L | | MOX CHEHALIS RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.97 | | 7.97 | ON RAMP | R | | MOX CHEHALIS RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 8.00 | MP MARKER | B | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | | 8.01 | MISC FEATR | L | | SGN ENT MCCLEARY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.98 | | 8.98 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 9.00 | | 9.00 | INTRSECTN | B | | MOX CHEHALIS RD E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | | 9.01 | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | | 9.02 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 9.60 | | 9.60 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 9.82 | | 9.82 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | |
| 10.00 | | 10.00 | MP MARKER | B | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.54 | | 10.54 | END CTLSEC | | | CONTROL SECTION 1408 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | GRAYS HARBOR | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.00 | 9.00 | .03 | 12 | | | | | | |

SR 008 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-------|-----|-------|------|---------------------------|-------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 16.85 | | 16.85 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 17.00 | | 17.00 | MP MARKER | B | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | | 17.01 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 17.10 | | 17.10 | EXIT TO | R | | WINSLOW DR SW | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.53 | | 17.53 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 17.56 | | 17.56 | INTRSECTN | L | | WILSON RD NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WINSLOW DR SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.57 | | 17.57 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 17.72 | | 17.72 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 17.84 | | 17.84 | EXIT TO | L | | WILSON RD NW | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | | 18.00 | MP MARKER | B | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.61 | | 18.61 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | GR | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 19.01 | | 19.01 | MP MARKER | B | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.20 | | 19.20 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 19.73 | | 19.73 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 19.88 | | 19.88 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 19.91 | | 19.91 | INTRSECTN | L | | OLD OLYMPIC HWY NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD OLYMPIC HWY SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.94 | | 19.94 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 20.00 | | 20.00 | MP MARKER | B | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.38 | | 20.38 | INTRSECTN | L | | SHAKER CHURCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.59 | | 20.59 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 20.63 | | 20.63 | BEG BRIDGE | I | | SR 101 | ST | | | 2 | 2 | \$\$W | 31P | \$\$W | 320 | \$\$ | \$\$W | 31P | \$\$W | | 62 | 4 | 01 | | U1 | | 60 | R | | | | | |
| | | | | | | BRDG NUM 008/104S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SR 101 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 008/104N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.67 | | 20.67 | END BRIDGE | I | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END BRIDGE | D | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3404 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.91 | | 19.91 | | | | .04 | 12 | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|--------|-----|---|----|------|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | | | | | | | C | 46A | C | | 46 | 4 | 02 | 0005 | U1 | 30 | L | R | * | | | |
| | | | ENTER CITY | | | SR 101/ABERDEEN TO IDAHO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | ABERDEEN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E HERON ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 101 NB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COABERDN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | | | | | | | | 2 | | | | | | | C | 46A | C | | 46 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.06 | 0.06 | | INTRSECTN | B | | S F ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | BEG BRIDGE | I | | WISHKAH RIVER | | | | 2 | | | | | | | C | 280 | C | | 28 | 4 | 02 | 0005 | U1 | 20 | L | P | * | | | |
| | | | | | | BRDG NUM 012/012S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | END BRIDGE | I | | WISHKAH RIVER | | | | 2 | | | | | | | C | 36A | 8A | | 36 | 4 | 02 | 0005 | U1 | 20 | L | R | * | | | |
| 0.15 | 0.15 | | | | | | | | | 2 | | | | | | | C | 36A | 8A | | 36 | 4 | 02 | 0005 | U1 | 30 | L | R | * | | | |
| 0.16 | 0.16 | | INTRSECTN | L | | S KANSAS ST | | | | | | | | | | | C | 36A | 16A | | 36 | 4 | 02 | 0005 | U1 | 30 | L | R | * | | | |
| 0.22 | 0.22 | | INTRSECTN | L | | S HARBOR ST | | | | | | | | | | | C | 26A | \$\$C | | 26 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.23 | 0.23 | | END ST | I | | E HERON ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | HORNSBY WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E HERON ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.30 | | WYE CONN | L | | E WISHKAH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.33 | 0.33 | | END ST | I | | HORNSBY WAY | | | | 2 | 2 | | | | | | C | 63A | 8A | | 63 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| | | | BEG ST | I | | E WISHKAH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | S NEWELL ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COABERDN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | | | | | | | | 2 | 2 | | | | | | C | 63A | 1A | | 63 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.39 | 0.39 | | INTRSECTN | B | | S CHEHALIS ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.41 | | | | | | | | | 2 | 2 | | | | | | C | 63A | 2A | | 63 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.42 | 0.42 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 51A | 2A | 12 | 63 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.50 | 0.50 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 63A | 2A | \$\$\$ | 63 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.54 | 0.54 | | INTRSECTN | L | | S TYLER ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | WISHKAH MALL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | | INTRSECTN | B | | S FLEET ST | | | | | | | | | | | C | 68A | 3A | | 68 | 4 | 02 | 0005 | U1 | 30 | L | P | * | | | |
| 0.64 | 0.64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.67 | 0.67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.39 | 0.39 | | | .02 | 12 | | | | |
| 0.54 | 0.54 | .02 | 12 | .02 | 12 | | | | |
| 0.60 | 0.60 | .02 | 12 | .05 | 12 | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|------------------|-----|-----|------------|---------|-----|-----|-----|--------|--------|------|---------------------------|------|--------|-----|--------|----|----|-----|--------|------|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.70 | | 0.70 | | | | | | | | 2 | 2 | 4A | 22A | | 10A | JE | | | | 24A | 6A | 46 | 4 | 02 | 0005 | U1 | 30 | L | P | * | |
| 0.76 | | 0.76 | | | | | | | | 2 | 2 | 4A | 22A | | 6A | JE | | | | 24A | 6A | 46 | 4 | 02 | 0005 | U1 | 30 | L | P | * | |
| 0.83 | | 0.83 | | | | | | | | 2 | 2 | 4A | 22A | | 6A | JE | | | | 24A | 6A | 46 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 0.95 | | 0.95 | | | | | | | | 2 | 2 | 4A | 22A | | 6A | JE | | | | 24A | 20A | 46 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | | 1.09 | BEG BRIDGE | B | | ABERDEEN VIADUCT | | | | ST | | 2 | 2 | \$\$W | 28A | | 6A | JE | | 30A | \$\$W | 58 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| | | | | | | BRDG NUM 012/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | | 1.12 | END BRIDGE | B | | ABERDEEN VIADUCT | | | | | | 2 | 2 | 5A | 22A | | 6A | JE | | 24A | 9A | 46 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.15 | | 1.15 | EXIT TO | R | | VIEWPOINT | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 1.18 | | 1.18 | | | | | | | | | | 2 | 2 | 5A | 22A | | 6A | JE | | 24A | 2A | 46 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.20 | | 1.20 | | | | | | | | | | 2 | 2 | 5A | 22A | | 6A | JE | | 24A | 7A | 46 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.26 | | 1.26 | ENT FROM | R | | VIEWPOINT | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 1.36 | | 1.36 | | | | | | | | | | 2 | 2 | 7A | 24A | | 6A | JE | | 24A | 7A | 48 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.56 | | 1.56 | END ST | I | | E WISHKAH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | WISHKAH BLVD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | | 1.65 | | | | | | | | | | 2 | 2 | 7A | 24A | | 6A | JE | | 38A | \$\$C | 62 | 4 | 02 | 0005 | U1 | 45 | L | P | * | |
| 1.71 | | 1.71 | | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 7A | 66A | C | 66 | 4 | 02 | 0005 | U1 | 45 | L | P | * |
| 1.74 | | 1.74 | INTRSECTN | R | | SARGENT BLVD | | | | CT | SG | Y | 2 | 2 | | | | | 7A | 66A | 5A | 66 | 4 | 02 | 0005 | U1 | 45 | L | B | * | |
| 1.76 | | 1.76 | LEAVE CITY | | | ABERDEEN | | | | | | 2 | 2 | | | | | | 7A | 66A | 5A | 66 | 4 | 02 | \$\$\$ | U1 | 45 | L | \$ | * | |
| 1.77 | | 1.77 | END ST | I | | WISHKAH BLVD | | | | | | 2 | 2 | | | | | | 7A | 66A | 5A | 66 | 4 | 02 | | U1 | 45 | L | | \$ | |
| | | | MISC FEATR | L | | SGN ENT ABERDEEN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | | 1.79 | | | | | | | | | | 2 | 2 | | | | | | 6A | 66A | \$\$C | 66 | 4 | 02 | | U1 | 45 | L | | | |
| 1.83 | | 1.83 | BEG SU LN | C | | TWO WAY TURN | | | | 16A | | 2 | 2 | | | | | 6A | 52A | C | 16 | 68 | 4 | 02 | | U1 | 45 | L | | | |
| 1.84 | | 1.84 | | | | | | | | | | 2 | 2 | | | | | 6A | 52A | C | 16 | 68 | 4 | 02 | | U1 | 45 | R | | | |
| 1.93 | | 1.93 | INTRSECTN | L | | COPLAND RD | | | | CO | N | 2 | 2 | | | | | 6A | 48A | 5A | 16 | 64 | 4 | 02 | | U1 | 45 | R | | | |
| 1.99 | | 1.99 | END SU LN | C | | TWO WAY TURN | | | | 16A | | 2 | 2 | | | | | 6A | 48A | 5A | \$\$\$ | 48 | 4 | 02 | | U1 | 45 | R | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | | 2.04 | | | | | | | | | | 2 | 2 | 6A | 24A | | 6A | JE | \$\$\$ | 24A | 6A | 48 | 4 | 02 | | U1 | 45 | R | | | |
| 2.62 | | 2.62 | INTRSECTN | L | | EDGEWOOD RD | | | | CO | N | 2 | 2 | 6A | 24A | | 6A | JE | | 24A | 6A | 48 | 4 | 02 | | U1 | 50 | R | | | |
| 2.87 | | 2.87 | | | | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | 48 | 4 | 02 | | U1 | 50 | R | | | |
| 2.93 | | 2.93 | INTRSECTN | L | | ABERDEEN LAKE RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | | 3.01 | | | | | | | | | | 2 | 2 | 6A | 24A | | 6A | JE | | 24A | 6A | 48 | 4 | 02 | | U1 | 50 | R | | | |
| 3.41 | | 3.41 | | | | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | 48 | 4 | 02 | | U1 | 50 | R | | | |
| 3.49 | | 3.49 | INTRSECTN | R | | CENTRAL PARK DR | | | | CO | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.74 | | 1.74 | | | .07 | 12 | | | .14 | 12 |
| 2.93 | | 2.93 | .03 | 11 | | | | | .02 | 11 |
| 3.49 | | 3.49 | | | .07 | 12 | | | .08 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 3.50 | 3.50 | | EXIT TO | L | | ABERDEEN LAKE RD | CO | Y | 2 | 2 | | 6A | 24A | | | 6A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 3.55 | 3.55 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | JE | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 3.85 | 3.85 | | INTRSECTN | R | | BOBBY JOHNSON LN*MA 4 HQ | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.31 | 4.31 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 4.39 | 4.39 | | INTRSECTN | R | | LINKSHIRE DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LINKSHIRE TER | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.45 | 4.45 | | INTRSECTN | L | | BONNIE VIEW DR | CO | Y | 2 | 2 | | 6A | 24A | | | 6A | JE | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 4.52 | 4.52 | | INTRSECTN | L | | YORK DR | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.54 | | INTRSECTN | L | | SCHRADER LN | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.64 | 4.64 | | MISC FEATR | R | | SGN ENT CENTRAL PARK | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.71 | 4.71 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 4.80 | 4.80 | | INTRSECTN | R | | KARJALA RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | 4.85 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | JE | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 4.93 | 4.93 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | | INTRSECTN | R | | SOLKI RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | 5.06 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | JE | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 5.42 | 5.42 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 5.50 | 5.50 | | INTRSECTN | R | | PIONEER RD | CO | AF | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.60 | 5.60 | | INTRSECTN | L | | REYNVAAN DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.72 | 5.72 | | INTRSECTN | L | | HIRSCHBECK HEIGHTS RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.82 | 5.82 | | | | | | | | 2 | 2 | | 6A | 24A | | | 6A | JE | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 5.98 | 5.98 | | | | | | | | 2 | 2 | | 6A | 24A | | | 13A | UP | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.07 | | INTRSECTN | R | | HILL RD | CO | AF | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.13 | 6.13 | | INTRSECTN | L | | N BANK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.20 | 6.20 | | | | | | | | 2 | 2 | | 8A | 24A | | | 13A | JE | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 50 | R | |
| 6.29 | 6.29 | | | | | | | | 2 | 2 | | 8A | 24A | | | 13A | UP | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 50 | R | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 3.85 | 3.85 | | | .03 | 12 | | | | | |
| 4.39 | 4.39 | .03 | 13 | .04 | 12 | .04 | 13 | | | |
| 4.80 | 4.80 | | | .06 | 12 | .04 | 12 | | .02 | 12 |
| 5.01 | 5.01 | | | .03 | 12 | .03 | 12 | | .02 | 12 |
| 5.50 | 5.50 | | | .07 | 12 | .03 | 12 | | .02 | 12 |
| 5.60 | 5.60 | .03 | 12 | | | | | | .02 | 12 |
| 5.72 | 5.72 | .03 | 12 | | | | | | .02 | 12 |
| 6.07 | 6.07 | | | .08 | 12 | .03 | 12 | | .02 | 12 |
| 6.13 | 6.13 | .02 | 12 | | | | | | .02 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|------------|---------|--------|--------|-----|-----|---------------------------|------|------|-----|-------|-----|-------|----|-----|-----|----|----|----|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 6.37 | 6.37 | | MISC FEATR | L | | SGN ENT CENTRAL PARK | | | | 2 | 2 | 8A | 24A | | | 13A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 50 | R | | |
| 6.38 | 6.38 | | INTRSECTN | R | | DEER PARK DR | CO | Y | | 2 | 2 | 8A | 24A | | | 10A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 50 | R | | |
| 6.44 | 6.44 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | JE | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 50 | R | | |
| 6.47 | 6.47 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | JE | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 6.57 | 6.57 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 6.67 | 6.67 | | INTRSECTN | R | | BRYRWOOD DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.74 | 6.74 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | JE | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 6.98 | 6.98 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 7.00 | 7.00 | | MP MARKER | B | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | 7.04 | | INTRSECTN | R | | ALDERBROOK DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.11 | 7.11 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | JE | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 7.74 | 7.74 | | | | | | | | | 2 | 2 | 8A | 24A | | | 10A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 7.81 | 7.81 | | INTRSECTN | B | | CLEMONS RD | CO | SG | Y | 2 | 2 | 8A | 24A | | | 12A | UP | | | 24A | 8A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 8.00 | 8.00 | | MP MARKER | B | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.07 | 8.07 | | | | | | | | | 2 | 2 | 6A | 24A | | | 12A | UP | | | 24A | 6A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 8.12 | 8.12 | | | | | | | | | 2 | 2 | 4A | 24A | | | 12A | UP | | | 24A | 4A | | 48 | 4 | 02 | | U1 | | 55 | R | | |
| 8.15 | 8.15 | | | | | | | | | 2 | 2 | 4A | 24A | | | 12A | UP | | | 24A | 4A | | 48 | 4 | 02 | | R1 | | 55 | R | | |
| 8.16 | 8.16 | | INTRSECTN | L | | W WYNOOCHEE RD | CO | Y | 2 | 2 | \$\$\$ | \$\$\$ | | | \$\$\$ | \$\$ | 4A | 48A | 4A | | | 4A | 48A | 4A | | 48 | 4 | 02 | | R1 | 55 | R |
| | | | INTRSECTN | R | | ALDER GROVE DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.33 | 8.33 | | BEG BRIDGE | B | | WYNOOCHEE RIVER | ST | | | 2 | 2 | | | | | | | | \$\$C | 44A | \$\$C | | 44 | 4 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 012/025 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.39 | 8.39 | | END BRIDGE | B | | WYNOOCHEE RIVER | | | | 2 | 2 | | | | | | | | 8A | 48A | 7A | | 48 | 4 | 02 | | R1 | | 55 | R | | |
| 8.42 | 8.42 | | | | | | | | | 2 | 2 | | | | | | | | 8A | 48A | 7A | | 48 | 4 | 02 | | R1 | | 60 | R | | |
| 8.93 | 8.93 | | ON RAMP | L | | DEVONSHIRE RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 9.07 | | BEG BRIDGE | B | | UNNAMED TRIBUTARY | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/026.5C | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | 9.08 | | END BRIDGE | B | | UNNAMED TRIBUTARY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | 9.13 | | OFF RAMP | R | | DEVONSHIRE RD | ST | Y | 2 | 2 | 8A | 24A | 4A | 38S | CA | 4A | 24A | 7A | | | | 48 | 4 | 02 | | R1 | | 60 | R | | | |
| 9.24 | 9.24 | | MISC FEATR | R | | GORE (P100913) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.25 | 9.25 | | MISC FEATR | L | | GORE (S100893) | | | | 2 | 2 | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | | 48 | 4 | 02 | | R1 | | 60 | R | | | |
| 9.37 | 9.37 | | MISC FEATR | R | | GORE (Q500961) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.39 | 9.39 | | MISC FEATR | L | | GORE (R100952) | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.38 | 6.38 | | | | | .03 | 12 | | | .02 | 12 |
| 6.67 | 6.67 | | | | | .07 | 12 | | | .02 | 12 |
| 7.04 | 7.04 | | | | | | | | | .02 | 12 |
| 7.81 | 7.81 | | | .04 | 12 | .09 | 12 | | | .08 | 12 |
| 8.16 | 8.16 | | | .03 | 12 | | | | | .03 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|----------|----|----|----|----|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 9.41 | 9.41 | | UXING | B | | DEVONSHIRE RD | ST | | 2 | 2 | | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | R | | | | | |
| | | | | | | BRDG NUM 012/028 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.52 | 9.52 | | OFF RAMP | L | | DEVONSHIRE RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | | MISC FEATR | R | | SGN ENT MONTESANO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.61 | 9.61 | | ON RAMP | R | | DEVONSHIRE RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.64 | 9.64 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 38S | BE | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | R | | | | | |
| 9.65 | 9.65 | | BEG BRIDGE | I | | SYLVIA CREEK/NP | ST | | 2 | 2 | | \$C | 33P | \$C | 400 | \$ | \$C | 33P | \$C | | 66 | 4 | 02 | | U1 | | 60 | R | | | | | |
| | | | | | | BRDG NUM 012/031S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 96676Y STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SYLVIA CREEK/NP RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/031N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.86 | 9.86 | | END BRIDGE | I | | SYLVIA CREEK/NP | | | 2 | 2 | | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | R | | | | | |
| | | | END BRIDGE | D | | SYLVIA CREEK/NP RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.88 | 9.88 | | ON RAMP | L | | SR 107 | ST | | Y | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | R | | | | |
| 10.00 | 10.00 | | MP MARKER | B | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.05 | 10.05 | | ENTER CITY | | | MONTESANO | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | 0795 | U1 | | 60 | R | P | | | | |
| | | | OFF RAMP | R | | SR 107 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.10 | 10.10 | | MISC FEATR | R | | GORE (P101005) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | 10.15 | | MISC FEATR | L | | GORE (S100988) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.23 | 10.23 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 02 | 0795 | U1 | | 60 | R | P | | | | |
| 10.24 | 10.24 | | BEG BRIDGE | I | | SR 107 | ST | | 2 | 2 | | \$C | 33P | \$C | 400 | \$ | \$C | 33P | \$C | | 66 | 4 | 02 | 0795 | U1 | | 60 | R | P | | | | |
| | | | | | | BRDG NUM 012/034S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SR 107 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/034N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.62 | 10.62 | | END BRIDGE | I | | SR 107 | | | 2 | 2 | | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 02 | 0795 | U1 | | 60 | L | P | | | | |
| | | | END BRIDGE | D | | SR 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.64 | 10.64 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | 0795 | U1 | | 60 | L | P | | | | |
| 10.68 | 10.68 | | MISC FEATR | R | | GORE (Q101085) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R101077) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.77 | 10.77 | | OFF RAMP | L | | SR 107 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.85 | 10.85 | | ON RAMP | R | | SR 107 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | | MP MARKER | B | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.20 | 11.20 | | MISC FEATR | L | | SGN ENT MONTESANO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | 11.21 | | LEAVE CITY | | | MONTESANO | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | \$\$\$\$ | U1 | | 60 | L | \$ | | | | |
| 11.50 | 11.50 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | FARM ACCESS ROAD OXING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.99 | 11.99 | | MP MARKER | B | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.36 | 12.36 | | BEG BRIDGE | B | | UNNAMED CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/047.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.37 | 12.37 | | END BRIDGE | B | | UNNAMED CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.46 | 12.46 | | WYE CONN | R | | MONTE BRADY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.51 | 12.51 | | INTRSECTN | B | | MONTE BRADY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL -----TURN LANES----- -----ACCELERATION LANES-----

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 12.55 | | 12.55 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | L | | | | | | | | | |
| 12.57 | | 12.57 | WYE CONN | L | | MONTE BRADY RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.87 | | 12.87 | ON RAMP | L | | WEIGH STATION | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | WEIGH STATION | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.95 | | 12.95 | MISC FEATR | R | | GORE (U101287) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | | 13.00 | MP MARKER | B | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | | 13.05 | WEIGH STA | R | | NUMBER 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.09 | | 13.09 | MISC FEATR | L | | GORE (W101339) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.16 | | 13.16 | MISC FEATR | R | | GORE (U101287) | | | | 2 | 2 | 10A | 24A | 9A | 40S | CA | 9A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | L | | | | | | | | | |
| 13.20 | | 13.20 | WEIGH STA | L | | NUMBER 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.31 | | 13.31 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.33 | | 13.33 | MISC FEATR | L | | GORE (W101339) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.38 | | 13.38 | ON RAMP | R | | WEIGH STATION | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.39 | | 13.39 | OFF RAMP | L | | WEIGH STATION | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.42 | | 13.42 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | | 60 | L | | | | | | | | | |
| 13.99 | | 13.99 | MP MARKER | B | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.76 | | 14.76 | INTRSECTN | B | | MONTE BRADY RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.95 | | 14.95 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| 15.01 | | 15.01 | MP MARKER | B | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.35 | | 15.35 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| 15.37 | | 15.37 | BEG BRIDGE | I | | SATSOP RIV OFLW NO 3 | ST | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| | | | | | | BRDG NUM 012/048S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SATSOP RIV OFLW NO 3 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/048N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.41 | | 15.41 | END BRIDGE | I | | SATSOP RIV OFLW NO 3 | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| | | | END BRIDGE | D | | SATSOP RIV OFLW NO 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.43 | | 15.43 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| 15.46 | | 15.46 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.55 | | 15.55 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| 15.57 | | 15.57 | BEG BRIDGE | I | | SATSOP RIV OFLW NO 2 | ST | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| | | | | | | BRDG NUM 012/049S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SATSOP RIV OFLW NO 2 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/049N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.61 | | 15.61 | END BRIDGE | I | | SATSOP RIV OFLW NO 2 | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |
| | | | END BRIDGE | D | | SATSOP RIV OFLW NO 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.63 | | 15.63 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | U1 | | 60 | L | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.76 | | 14.76 | | .07 | 12 | .03 | 12 | | | .13 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|----|-------------|---|-----|---|--------|-----|--------|------|---------------------------|--------|-----|--------|-----|-----|----|----|-----|----|----|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | TOT | | LEGAL | | T P S | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT RHT | | LFT RHT | | USE | | RDY | | SPEED | | R K T | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | SHD RDY SHD | | SHD RDY SHD | | LNS | | RDY | | D IB | | A SE NBR FC | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 15.66 | | 15.66 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| 15.68 | | 15.68 | BEG BRIDGE | I | | SATSOP RIV OFLW NO 1 | ST | | | 2 | 2 | \$\$\$ | 30A | \$\$\$ | 400 | \$\$ | \$\$\$ | 30A | \$\$\$ | | | 60 | 4 | 01 | | U1 | 60 | L | | | | | | |
| | | | BEG BRIDGE | D | | SATSOP RIV OFLW NO 1 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/050S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/050N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.71 | | 15.71 | END BRIDGE | I | | SATSOP RIV OFLW NO 1 | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| | | | END BRIDGE | D | | SATSOP RIV OFLW NO 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.73 | | 15.73 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| 15.77 | | 15.77 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| 15.79 | | 15.79 | BEG BRIDGE | I | | SATSOP RIVER | ST | | | 2 | 2 | \$\$\$ | 30P | \$\$\$ | 400 | \$\$ | \$\$\$ | 30P | \$\$\$ | | | 60 | 4 | 01 | | U1 | 60 | L | | | | | | |
| | | | BEG BRIDGE | D | | SATSOP RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/051S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/051N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.87 | | 15.87 | END BRIDGE | I | | SATSOP RIVER | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| | | | END BRIDGE | D | | SATSOP RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.89 | | 15.89 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| 15.96 | | 15.96 | INTRSECTN | R | | KEYS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.02 | | 16.02 | MP MARKER | B | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.38 | | 16.38 | INTRSECTN | L | | FOURTH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KEYS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.39 | | 16.39 | WYE CONN | R | | KEYS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.63 | | 16.63 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 4 | 01 | | R1 | 60 | L | | | | | | |
| 16.86 | | 16.86 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | R1 | 60 | L | | | | | | |
| 16.87 | | 16.87 | BEG BRIDGE | I | | NEWMAN CREEK | ST | | | 2 | 2 | \$\$\$ | 36A | \$\$\$ | 400 | \$\$ | \$\$\$ | 36A | \$\$\$ | | | 72 | 4 | 01 | | R1 | 60 | L | | | | | | |
| | | | BEG BRIDGE | D | | NEWMAN CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/053S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/053N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.88 | | 16.88 | END BRIDGE | I | | NEWMAN CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 4 | 01 | | R1 | 60 | L | | | | | | |
| | | | END BRIDGE | D | | NEWMAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.89 | | 16.89 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 4 | 01 | | R1 | 60 | L | | | | | | |
| 17.01 | | 17.01 | MP MARKER | B | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.01 | | 18.01 | MP MARKER | B | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.09 | | 18.09 | WYE CONN | L | | SCHOUWEILER RD | CO | | Y | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 4 | 01 | | U1 | 60 | L | | | | | | |
| 18.11 | | 18.11 | INTRSECTN | B | | SCHOUWEILER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | |
|-------|--|-------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|-----|-----|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | | | |
| 16.38 | | 16.38 | | .06 | 12 | | .07 | 14 | | .20 | 14 | .13 | 12 | |
| 18.09 | | 18.09 | | | | | | | .22 | 12 | | | | |
| 18.11 | | 18.11 | | .05 | 12 | | .03 | 12 | | .10 | 12 | | .24 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------|-----|-----|------------|---------|-----|--------|--------|-----|---------------------------|--------|------|-----|-------|-------|-------|-------|--------|-----|----|----|----|----|----|----|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 38.84 | | 38.54 | ENTER CO | | | THURSTON | | | | 1 | 1 | 5A | 11A | | | 18P | CU | | | 11A | 5A | | | 22 | 4 | 01 | | R1 | | 55 | L | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3403 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.85 | | 38.55 | ROUNDABOUT | R | | ANDERSON RD SW NB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.90 | | 38.60 | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | | \$\$\$ | \$\$ | | | 5A | 22A | 5A | | | 22 | 4 | 01 | | R1 | | 55 | L | |
| 38.96 | | 38.66 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 39.01 | | 38.71 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.19 | | 38.89 | BEG BRIDGE | B | | OVERFLOW CHANNEL | ST | | | 1 | 1 | | | | | | | | \$\$W | 38A | \$\$W | | | 38 | 4 | 01 | | R1 | | 55 | L | | |
| | | | | | | BRDG NUM 012/102 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.22 | | 38.92 | END BRIDGE | B | | OVERFLOW CHANNEL | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 39.85 | | 39.55 | INTRSECTN | B | | MOON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.86 | | 39.56 | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | | | | \$\$W | 36A | \$\$W | | | 36 | 4 | 01 | | R1 | | 55 | L | |
| | | | | | | BRDG NUM 012/104C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.87 | | 39.57 | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 40.00 | | 39.70 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.30 | | 40.00 | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | | | | \$\$W | 36A | \$\$W | | | 36 | 4 | 01 | | R1 | | 55 | L | |
| | | | | | | BRDG NUM 012/106 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.31 | | 40.01 | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 40.86 | | 40.56 | INTRSECTN | B | | FORSTROM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | | 40.70 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.40 | | 41.10 | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | | | | \$\$W | 36A | \$\$W | | | 36 | 4 | 01 | | R1 | | 55 | L | |
| | | | | | | BRDG NUM 012/108 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.41 | | 41.11 | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 41.63 | | 41.33 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | R1 | | 30 | L | |
| 41.71 | | 41.41 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | U1 | | 30 | L | |
| 41.73 | | 41.43 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | 4A | 24A | 4A | 12 | | 36 | 4 | 01 | | U1 | | 30 | L | |
| 41.74 | | 41.44 | ENT/EXIT | R | | BAILEY'S IGA | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.82 | | 41.52 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | 4A | 36A | 4A | \$\$\$ | | 36 | 4 | 01 | | U1 | | 30 | L | |
| 41.88 | | 41.58 | INTRSECTN | L | | ALBANY ST (OLD SR 121) | CO | SG | Y | 1 | 1 | | | | | | | | | \$\$C | 70A | \$\$C | | | 70 | 4 | 01 | | U1 | | 30 | L | |
| | | | INTRSECTN | R | | ALBANY ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.93 | | 41.63 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | C | 58A | C | 12 | | 70 | 4 | 01 | | U1 | | 30 | L | |
| 41.95 | | 41.65 | INTRSECTN | B | | BEND RD | CO | | Y | 1 | 1 | | | | | | | | | 10A | 24A | 10A | 12 | | 36 | 4 | 01 | | U1 | | 30 | L | |
| 41.96 | | 41.66 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | 10A | 24A | 10A | \$\$\$ | | 24 | 4 | 01 | | U1 | | 30 | L | |
| 42.01 | | 41.71 | INTRSECTN | L | | CORVALLIS ST SW | CO | | Y | 1 | 1 | | | | | | | | | 4A | 24A | 12A | | | 24 | 4 | 01 | | U1 | | 30 | L | |
| 42.02 | | 41.72 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.07 | | 41.77 | INTRSECTN | B | | DALLAS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.19 | | 41.89 | INTRSECTN | R | | FOSTER ST | CO | | Y | 1 | 1 | | | | | | | | | 4A | 24A | 10A | | | 24 | 4 | 01 | | U1 | | 30 | L | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 39.85 | | 39.55 | | .03 | 12 | | | .03 | 12 | | |
| 41.88 | | 41.58 | | .03 | 12 | | | .03 | 12 | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|-----------------------------------|----|-------------|-----|-----|------------|---------|-----|-----|------|---------------------------|-------|------|-------|-----|-------|----|----|-----|----|----|----|----|---|---|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 42.25 | | 41.95 | INTRSECTN | B | | GRESHAM ST SW | CO | Y | 1 | 1 | | | | | | | 4A | 24A | 10A | | | 24 | 4 | 01 | | U1 | | 30 | L | |
| 42.33 | | 42.03 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 10A | | | 24 | 4 | 01 | | U1 | | 55 | L | |
| 42.34 | | 42.04 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | U1 | | 55 | L | |
| 42.40 | | 42.10 | INTRSECTN | R | | PAULSON ST SW | CO | | N | | | | | | | | | | | | | | | | | U1 | | | | |
| 42.41 | | 42.11 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | | U1 | | 45 | L | |
| 42.53 | | 42.23 | INTRSECTN | R | | LARRY'S LN | PV | Y | 1 | 1 | | | | | | 9A | 24A | 9A | | | 24 | 4 | 01 | | U1 | | 45 | L | | |
| 42.70 | | 42.40 | INTRSECTN | R | | NICODY LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 42.85 | | 42.55 | INTRSECTN | L | | 183RD AVE SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 42.89 | | 42.59 | INTRSECTN | R | | ROSEBURG ST SW | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 42.90 | | 42.60 | | | | | | | | 1 | 1 | | | | | | 9A | 24A | 9A | | | 24 | 4 | 01 | | R1 | | 45 | L | |
| 42.95 | | 42.65 | | | | | | | | 1 | 1 | | | | | | 9A | 24A | 9A | | | 24 | 4 | 01 | | R1 | | 50 | L | |
| 42.98 | | 42.68 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 4 | 01 | | R1 | | 50 | L | |
| 43.00 | | 42.70 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.20 | | 42.90 | INTRSECTN | R | | HILT ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 43.37 | | 43.07 | BEG BRIDGE | B | | SCATTER CREEK BRDG NUM 012/111 | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | 24 | 4 | 01 | | R1 | | 50 | L | |
| 43.38 | | 43.08 | END BRIDGE | B | | SCATTER CREEK | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 4 | 01 | | R1 | | 50 | L | |
| 43.49 | | 43.19 | INTRSECTN | R | | DENMARK ST SW | CO | | Y | | | | | | | | 5A | 24A | 5A | | | 24 | 4 | 01 | | U1 | | 50 | L | |
| 43.95 | | 43.65 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 4 | 01 | | U1 | | 50 | L | |
| 43.96 | | 43.66 | INTRSECTN | R | | HUNTINGTON ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | | 43.70 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.27 | | 43.97 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | U1 | | 50 | L | |
| 44.42 | | 44.12 | INTRSECTN | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | JOSELYN ST SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.66 | | 44.36 | INTRSECTN | R | | OLD HWY 9 SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.92 | | 44.62 | RR XING | B | | NUM 92568N STRUCTURE | | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | | 28 | 4 | 01 | | U1 | | 50 | L | |
| | | | BEG BRIDGE | B | | BN RR BRDG NUM 012/114 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 44.97 | | 44.67 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | U1 | | 50 | L | |
| 44.98 | | 44.68 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.20 | | 44.90 | INTRSECTN | B | | PECAN ST SW | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.98 | | 45.68 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- | |
| 42.53 | | 42.23 | | | | .03 | 12 | | | .03 | 12 | |
| 42.85 | | 42.55 | | .05 | 12 | | | | | | .07 | 12 |
| 42.89 | | 42.59 | | | | | | | | | .02 | 12 |
| 44.42 | | 44.12 | | .03 | 11 | | | | | | .03 | 12 |
| 44.66 | | 44.36 | | | | .06 | 12 | | | | .03 | 12 |
| 45.20 | | 44.90 | | .03 | 12 | | | | | | .04 | 12 |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|--------------------------|------|--------|--------|--------|--------|--------|----|----|-----|----|------|----|------|----|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 46.12 | | 45.82 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | U1 | | 40 | L | | | | | | | |
| 46.33 | | 46.03 | BEG SU LN | R | | BICYCLE | | | | 05A | | | | | | | 8A | 24A | 8A | | 5 | 29 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| 46.37 | | 46.07 | BEG SU LN | L | | BICYCLE | | | | 05A | | | | | | | \$\$\$ | 74A | \$\$\$ | | 10 | 84 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | INTRSECTN | L | | ELDERBERRY ST | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD HWY 99 | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.47 | | 46.17 | | | | | | | | | | | | | | | C | 74A | C | | 10 | 84 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| 46.52 | | 46.22 | CHG SU LN | R | | BICYCLE | | | | 05P | | | | | | | W | 73P | W | | 10 | 83 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | CHG SU LN | L | | BICYCLE | | | | 05P | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 396762Y STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | CMSTP&P RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.54 | | 46.24 | END BRIDGE | B | | CMSTP&P RR | | | | | | | | | | | C | 73A | C | | 10 | 83 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | CHG SU LN | L | | BICYCLE | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | BICYCLE | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.56 | | 46.26 | OFF RAMP | R | | SR 5 SB | | | | | | ST | SG | Y | | | C | 61A | C | | 10 | 71 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | ON RAMP | L | | SR 5 SB | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.59 | | 46.29 | CHG SU LN | R | | BICYCLE | | | | 05P | | | | | | | W | 61P | W | | 10 | 71 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | CHG SU LN | L | | BICYCLE | | | | 05P | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.61 | | 46.31 | END SU LN | R | | BICYCLE | | | | 05P | | | | | | | W | 61P | W | \$\$\$ | | 61 | 4 | 01 | | U1 | | 40 | L | | | | | | |
| | | | END SU LN | L | | BICYCLE | | | | 05P | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.62B | | 46.32 | END BRIDGE | B | | SR 5 | | | | | | | | | | | \$ | \$\$\$ | \$ | | \$\$\$ | | 4 | 01 | | \$\$ | | \$\$ | \$ | | | | | | |
| | | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG COINCI | | | SR 005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.62 | | 46.35 | EQUATION | | | 046.65B=046.62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.44 | | 49.17 | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 46.37 | | 46.07 | | .12 | 13 | | | .10 | 26 | .10 | 12 |
| 46.56 | | 46.26 | | | | .07 | 12 | .05 | 13 | | |

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------------|---------|---|----|-------------|-----|-----|--------------|---------|-----|--------|-----|------|------|---------------------------|-------|-------|-------|-----|-----|------|------|-----|----|----|----|---|---|---|--|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 3.29 | 3.44 | MISC FEATR | R | GORE (P100312) | | | 2 | 2 | 10A | 24A | | | | 24A | JE | | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| 3.46 | 3.61 | MISC FEATR | L | GORE (R100360) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.48 | 3.63 | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12P | | | 2 | 2 | \$\$W | 46P | | W | 20 | \$\$ | | W | 47P | \$\$W | 24 | 117 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | I | 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/030E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/030W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.52 | 3.67 | END BRIDGE | I | 6TH AVE | | | 2 | 2 | 10A | 24A | | \$ | 24A | JE | | \$ | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| | | END BRIDGE | D | 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | 3.75 | OFF RAMP | L | PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.62 | 3.77 | | | | | | 2 | 2 | 10W | 24A | | | 24A | JE | | | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| 3.63 | 3.78 | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12P | | | 2 | 2 | \$\$W | 46P | | W | 20 | \$\$ | | W | 47P | \$\$W | 24 | 117 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | I | SR 163-PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/031E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SR 163-PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/031W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.68 | 3.83 | END BRIDGE | I | SR 163-PEARL ST | | | 2 | 2 | 10A | 24A | | \$ | 24A | JE | | \$ | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| | | END BRIDGE | D | SR 163-PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.83 | 3.98 | MISC FEATR | R | GORE (Q100395) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.95 | 4.10 | ON RAMP | R | SR 163-PEARL ST | | | | Y | 2 | 3 | 10A | 24A | | 24A | JE | | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| 4.00 | 4.15 | MP MARKER | B | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.15 | 4.30 | ON RAMP | L | JACKSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.38 | 4.53 | OFF RAMP | R | JACKSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.41 | 4.56 | UXING | B | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/040P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.47 | 4.62 | MISC FEATR | R | GORE (P100438) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | 4.63 | MISC FEATR | L | GORE (S100415) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.59 | 4.74 | MISC FEATR | R | GORE (Q500490) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.62 | 4.77 | | | | | | 2 | 3 | 10A | 24A | | 4A | 36S | JE | | 4A | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| 4.67 | 4.82 | UXING | B | JACKSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.83 | 4.98 | | | | | | 2 | 3 | 10A | 24A | | \$\$\$ | 36A | JE | | \$\$\$ | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |
| 4.90 | 5.05 | ON RAMP | R | JACKSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (R100504) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.15 | MP MARKER | B | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.17 | | | | | | 2 | 3 | 10A | 24A | | | 36A | JE | | 36A | \$\$C | 24 | 84 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | | |
| 5.04 | 5.19 | OFF RAMP | L | JACKSON AVE | | | | Y | 3 | 3 | 10A | 36A | | 36A | JE | | 36A | C | 24 | 96 | 1 | 02 | 1280 | U1 | | 60 | R | P | | | | | | | | | |

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|----------|---|----|-------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|----|----|-----|----|----|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | LEGAL | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 18.10 | | 16.02 | LEAVE CO | | | PIERCE | | | | | | 2 | 2 | 10A | 24A | 4A | 54S | CA | 4A | 24A | 10A | 48 | 2 | 01 | | U1 | | | 60 | R |

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|---------|-----|--------|---------------------------|------|--------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 26.54 | | 24.46 | MISC FEATR | R | | GORE (P102641) | | | | 2 | 2 | 10A | 24A | 6A | 60S | DE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 26.64 | | 24.56 | | | | | | | | 2 | 2 | 10A | 24A | 8A | 60S | DE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 26.65 | | 24.57 | MISC FEATR | L | | GORE (R502678) | | | | 2 | 2 | 10A | 24A | 8A | 60S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 26.69 | | 24.61 | BEG BRIDGE | I | | CLIFTON/TREMONT RD | ST | | | 2 | 2 | \$\$\$W | 34P | \$\$\$ | 520 | \$\$ | \$\$\$ | 38P | \$\$W | | 72 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| | | | BEG BRIDGE | D | | CLIFTON/TREMONT RD | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/204.5E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/204.5W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.72 | | 24.64 | END BRIDGE | I | | CLIFTON/TREMONT RD | | | | 2 | 2 | 10A | 24A | 6A | 60S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| | | | END BRIDGE | D | | CLIFTON/TREMONT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.75 | | 24.67 | | | | | | | | 2 | 2 | 10A | 24A | 6A | 60S | DE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 26.78 | | 24.70 | OFF RAMP | L | | CLIFTON RD-TREMONT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.80 | | 24.72 | MISC FEATR | R | | GORE (Q102705) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.83 | | 24.75 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 38S | DE | 4A | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 26.94 | | 24.86 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.96 | | 24.88 | | | | | | | | 2 | 2 | 10A | 24A | \$\$\$ | 36A | JE | \$\$\$ | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 27.00B | | 24.92 | BEG EQ | | | BEGIN BACK | | | | 2 | 2 | 10A | 24A | | 16A | JE | | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 27.02B | | 24.94 | | | | | | | | 2 | 2 | 10A | 24A | | 8A | JE | | 24A | 10A | | 48 | 2 | 01 | 1000 | U1 | | 60 | R | P | | |
| 27.00 | | 24.97 | EQUATION | | | 027.05B=027.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | B | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.05 | | 25.02 | ON RAMP | R | | CLIFTON RD-TREMONT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.10 | | 25.07 | LEAVE CITY | | | PORT ORCHARD | | | | 2 | 2 | 10A | 24A | | 8A | JE | | 24A | 10A | | 48 | 2 | 01 | \$\$\$\$ | U1 | | 60 | R | \$ | | |
| 27.81 | | 25.78 | BEG BRIDGE | I | | SR 166 | ST | | | 2 | 2 | 10A | 24A | 4A | 2000 | \$\$ | C | 28P | \$\$C | | 52 | 2 | 01 | | U1 | | 60 | R | | | |
| | | | | | | BRDG NUM 016/205 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.86 | | 25.83 | END BRIDGE | I | | SR 166 | | | | 2 | 2 | 10A | 24A | 4A | 300S | GR | 4A | 24A | 8A | | 48 | 2 | 01 | | U1 | | 60 | R | | | |
| 28.00 | | 25.97 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.02 | | 25.99 | BEG BRIDGE | D | | ANDERSON CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/206.55 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.03 | | 26.00 | END BRIDGE | D | | ANDERSON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | L | | ANDERSON HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.04 | | 26.01 | BEG BRIDGE | I | | ANDERSON CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/206.45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.05 | | 26.02 | END BRIDGE | I | | ANDERSON CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | UP | 4A | 24A | 8A | | 48 | 2 | 01 | | U1 | | 60 | R | | | |
| | | | EXIT TO | L | | ANDERSON HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.12 | | 26.09 | ENTER CITY | | | BREMERTON | | | | 2 | 2 | 10A | 24A | 4A | 40S | UP | 4A | 24A | 8A | | 48 | 2 | 01 | 0115 | U1 | | 60 | R | P | | |
| 28.16 | | 26.13 | INTRSECTN | C | | SR 166 | ST | | Y | 3 | 3 | 6A | 33A | \$\$\$ | 6A | JE | \$\$\$ | 33A | 6A | | 66 | 2 | 01 | 0115 | U1 | | 60 | R | P | | |
| 28.43 | | 26.40 | LEAVE CITY | | | BREMERTON | | | | 3 | 3 | 6A | 33A | | 6A | JE | | 33A | 6A | | 66 | 2 | 01 | \$\$\$\$ | U1 | | 60 | R | \$ | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.03 | | 26.00 | | | | | | .04 | 12 | | |
| 28.05 | | 26.02 | | | | | .08 | 12 | | | |

SR 016 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------|-----|-----|--------------|---------|--------|--------|-----|--------|---------------------------|------|--------|-----|-------|--------|-----|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 28.44 | | 26.41 | | | | | | | | 3 | 3 | 6A | 33A | | 6A | JE | | | 33A | 6A | | 66 | 2 | 01 | | U1 | | 60 | | R | |
| 28.56 | | 26.53 | | | | | | | | 3 | 3 | 6A | 33A | | 6A | JE | | | 33A | 6A | | 66 | 2 | 01 | | U1 | | 40 | | R | |
| 28.68 | | 26.65 | MISC FEATR | R | | SGN ENT GORST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.74 | | 26.71 | INTRSECTN | RC | | SR 16 SPGORST (SPUR) | ST | Y | 3 | 3 | 6A | 33A | | 37A | UP | | | 33A | 6A | | 66 | 2 | 01 | | U1 | | 40 | | R | | |
| 28.78 | | 26.75 | INTRSECTN | L | | SR 16 SPGORST (SPUR) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.82 | | 26.79 | BEG SU LN | C | | TWO WAY TURN | | | 3 | 3 | \$\$\$ | \$\$\$ | | \$\$\$ | UP | | 6A | 66A | 6A | 32 | 98 | 2 | 01 | | U1 | | 40 | | R | | |
| 28.84 | | 26.81 | END SU LN | C | | TWO WAY TURN | | | 3 | 3 | 6A | 33A | | 20A | UP | | \$\$\$ | 33A | 6A | \$\$\$ | 66 | 2 | 01 | | U1 | | 40 | | R | | |
| 28.85 | | 26.82 | UXING | D | | SR 16 SPUR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/208N-S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.86 | | 26.83 | BEG SU LN | C | | TWO WAY TURN | | | 3 | 3 | \$\$\$ | \$\$\$ | | \$\$\$ | UP | | 6A | 66A | 6A | 20 | 86 | 2 | 01 | | U1 | | 40 | | R | | |
| 28.88 | | 26.85 | INTRSECTN | L | | E BND SR 16 SPUR | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.90 | | 26.87 | OFF RAMP | L | | SR 16 SPGORST | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.96 | | 26.93 | END SU LN | C | | TWO WAY TURN | | | 3 | 3 | 6A | 33A | | 20A | UP | | \$\$\$ | 33A | 6A | \$\$\$ | 66 | 2 | 01 | | U1 | | 40 | | R | | |
| 28.98 | | 26.95 | | | | | | | 3 | 3 | 2A | 33A | | 80A | UP | | | 33A | 10A | | 66 | 2 | 01 | | U1 | | 40 | | R | | |
| 29.00 | | 26.97 | MP MARKER | B | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | RC | | U-TURN ACCESS | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 3 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.03 | | 27.00 | UXING | D | | SR 3 NB | ST | | \$ | 3 | \$\$\$ | \$\$\$ | | \$\$\$ | UP | | | 33A | 10A | | 33 | 2 | 01 | | U1 | | 40 | | R | | |
| | | | | | | BRDG NUM 003/103N-N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S BND SR 3 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.05 | | 27.02 | INTRSECTN | RC | | CONNECTION TO SR 16 EB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.06 | | 27.03 | UXING | I | | SR 3 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/103N-N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.09 | | 27.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.19 | | 27.16 | INTRSECTN | R | | SR 3 | ST | Y | | | | | | | | | | | | | 22 | 2 | 01 | | U1 | | 40 | | R | | |
| | | | END CTLSEC | | | CONTROL SECTION 1806 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 29.00 | | 26.97 | | .02 | 11 | | | .04 | 11 | | |

SR 016 SPUR
 GORST

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------------|----------------------|---|----------------------|-------------|-----|-----|--------------|---------|-----|-----|-----|--------|-------|---------------------------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 28.74 | 0.00 | BEG ROUTE | GORST | | | | | | | | | | | | | | W | 28A | W | | 28 | 2 | 01 | | U1 | | 40 | R | | | | | | | |
| | | | SR 16 TO SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CONTROL SECTION 1816 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 16 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.78 | 0.04 | INTRSECTN | LC | | SR 16 | EB | ST | | Y | 1 | 1 | 6A | 14A | 3A | 90 | | W | 28A | W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | | |
| 28.79 | 0.05 | BEG BRIDGE | I | | SR 16 | | ST | | | 1 | 1 | 6A | 14A | 3A | 90 | | W | 28P | W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | | |
| | | | BRDG NUM 016/208N-S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.90 | 0.16 | INTRSECTN | LC | | CONNECTION TO SR 16 | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.94 | 0.20 | END BRIDGE | I | | SR 16 | | | | | 1 | 1 | 6A | 14A | 3A | 90 | | W | 28A | W | | 42 | 2 | 01 | | U1 | | 40 | R | | | | | | | |
| 28.96 | 0.22 | INTRSECTN | L | | FEIGLEY ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.99 | 0.25 | MISC FEATR | R | | GORE (016R102890) | | | | | 1 | 1 | 4A | 14A | \$\$\$ | 9A UP | | \$ | 14A | 6A | | 28 | 2 | 01 | | U1 | | 40 | R | | | | | | | |
| 29.09 | 0.35 | ON RAMP | L | | SR 3 NB | | ST | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | | SR 16 | | ST | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.12 | 0.38 | MISC FEATR | L | | GORE (003P103418) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.13 | 0.39 | INTRSECTN | B | | SR 3 | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | | CONTROL SECTION 1816 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | | GORST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 29.13 | 0.39 | .03 | 11 | | | | | | |

SR 019 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-----------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|-----|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 9.46 | | 9.46 | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 3 | 01 | | R2 | 35 | L | | * | | | |
| 9.50 | | 9.50 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R2 | 35 | L | | * | | | |
| 9.54 | | 9.54 | INTRSECTN | L | | WEST VALLEY RD | CO | | AF | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.55 | | 9.55 | WYE CONN | L | | WEST VALLEY RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.60 | | 9.60 | INTRSECTN | R | | FERN WAY | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.62 | | 9.62 | ENT/EXIT | L | | CHIMACUM CO PARK | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.68 | | 9.68 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 9.87 | | 9.87 | INTRSECTN | R | | H J CARROLL PARK RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 10.00 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.05 | | 10.05 | INTRSECTN | L | | ANDERSON LK RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | | 10.16 | INTRSECTN | R | | NIP LEE RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.45 | | 10.45 | INTRSECTN | L | | OLD NIP LEE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.47 | | 10.47 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | | R2 | 40 | L | | * | | | |
| | | | INTRSECTN | R | | HILDA ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.53 | | 10.53 | INTRSECTN | L | | LILLIAN ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.67 | | 10.67 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 10.68 | | 10.68 | INTRSECTN | L | | CHARLES ST | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 116-NESS CORNER RD | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.75 | | 10.75 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 10.82 | | 10.82 | INTRSECTN | R | | MARGARET WAY | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.87 | | 10.87 | INTRSECTN | R | | BELLE ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.93 | | 10.93 | INTRSECTN | R | | COLWELL ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 11.00 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.09 | | 11.09 | INTRSECTN | L | | KENNEDY RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.30 | | 11.30 | INTRSECTN | L | | W FOSTER ST | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.45 | | 11.45 | INTRSECTN | R | | W PATISON ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.59 | | 11.59 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 11.61 | | 11.61 | INTRSECTN | R | | IRONDALE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.70 | | 11.70 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 11.80 | | 11.80 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | | R2 | 40 | L | | * | | | |
| 11.89 | | 11.89 | END ST | I | | RHODY DR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | AIRPORT CUTOFF RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 4 CORNERS RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.54 | | 9.54 | .04 | 12 | | | | | | |
| 10.68 | | 10.68 | | | .03 | 12 | | | | |
| 11.61 | | 11.61 | | | .06 | 12 | | | | |
| 11.89 | | 11.89 | .05 | 13 | | | | .03 | 13 | |

SR 019 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|-----|----|----|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 12.43 | 12.43 | | INTRSECTN | R | | PROSPECT AVE | CO | Y | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R2 | 40 | L | | | * | | | |
| 12.54 | 12.54 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R2 | 40 | L | | | * | | | |
| 12.66 | 12.66 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | | R2 | 50 | L | | | * | | | |
| 12.95 | 12.95 | | INTRSECTN | L | | AIRPORT RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WOODLAND DR | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 13.00 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.60 | 13.60 | | INTRSECTN | L | | THEATER RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.87 | 13.87 | | INTRSECTN | R | | PARKRIDGE DR | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.03 | 14.03 | | INTRSECTN | L | | THEATER RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.09 | 14.09 | | END ST | I | | AIRPORT CUTOFF RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 20 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1607 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.43 | 12.43 | | | .03 | 11 | | | .03 | 11 |
| 14.09 | 14.09 | .03 | 12 | | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|--------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 3 | 01 | | R1 | | 50 | R | | | |
| | | | BEG CTLSEC | | | SR 101 TO SR 2/NEWPORT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 1605 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | BEG BRIDGE | B | | SNOW CREEK | | | | | | | | | | | \$\$C | 34A | \$\$C | | | 34 | 3 | 01 | | R1 | | 50 | R | | | |
| | | | BRDG NUM | | | 020/007 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | END BRIDGE | B | | SNOW CREEK | | | | | | | | | | | 2A | 22A | 2A | | | 22 | 3 | 01 | | R1 | | 50 | R | | | |
| 0.09 | 0.09 | | WYE CONN | R | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | INTRSECTN | L | | FAIRMONT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | | INTRSECTN | R | | MOA HILL RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | WYE CONN | L | | FAIRMONT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | | INTRSECTN | L | | FAIRMONT HILL RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.84 | | INTRSECTN | R | | EAGLEMOUNT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.23 | | BEG BRIDGE | B | | EAGLEMOUNT HALF | | | | | | | | | | | \$\$C | 26A | \$\$\$ | | | 26 | 3 | 01 | | R1 | | 50 | R | | | |
| | | | BRDG NUM | | | 020/011 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.24 | 2.24 | | END BRIDGE | B | | EAGLEMOUNT HALF | | | | | | | | | | | 2A | 22A | 2A | | | 22 | 3 | 01 | | R1 | | 50 | R | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.68 | 3.68 | | INTRSECTN | R | | ANDERSON LAKE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.94 | 3.94 | | INTRSECTN | L | | WOODMAN RD | | | | | | | | | | | 3A | 22A | 3A | | | 22 | 3 | 01 | | R1 | | 50 | R | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.63 | 4.63 | | | | | | | | | | | | | | | | 4A | 22A | 4A | | | 22 | 3 | 01 | | R1 | | 50 | R | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | 6.05 | | INTRSECTN | R | | PVT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | 6.22 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.24 | 6.24 | | WYE CONN | R | | 4 CORNERS RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.25 | 6.25 | | INTRSECTN | L | | DISCOVERY RD | | | | | | | | | | | 3A | 22A | 3A | | | 22 | 3 | 01 | | R1 | | 50 | R | | | |
| | | | INTRSECTN | R | | 4 CORNERS RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.27 | 6.27 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.66 | 7.66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.79 | 7.79 | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | | R1 | | 50 | R | | | |
| | | | INTRSECTN | R | | SR 19-AIRPORT CUTOFF RD | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | | R1 | | 50 | L | | | |
| 7.85B | 7.85 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.24 | 6.24 | | | .03 | 11 | | | | |
| 7.79 | 7.79 | | | .03 | 14 | .04 | 12 | .10 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|--------|-----|--------|--------|-----|----|----|-----|------|----|----|----|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 7.85 | | 7.86 | EQUATION | | | 007.86B=007.85 | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | | R1 | | 50 | R | | | | | | | |
| 7.92 | | 7.93 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 3 | 01 | | R1 | | 50 | R | | | | | | | |
| 8.00 | | 8.01 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.26 | | 8.27 | INTRSECTN | R | | OLD FORT TOWNSEND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.28 | | 8.29 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 3 | 01 | | U1 | | 50 | R | | | | | | | |
| 8.60 | | 8.61 | INTRSECTN | R | | SETON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.64 | | 8.65 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.97 | | 8.98 | INTRSECTN | R | | FREDERICKS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W FREDERICKS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 9.01 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | | 9.08 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | | 9.17 | BEG BRIDGE B | | | OLD CMSTP&P RR | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 3 | 01 | | U1 | | 50 | R | | | | | | | |
| | | | | | | BRDG NUM 020/015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | | 9.21 | END BRIDGE B | | | OLD CMSTP&P RR | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | | U1 | | 50 | R | | | | | | | |
| 9.57 | | 9.58 | INTRSECTN | L | | JACOB MILLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.78 | | 9.79 | ENTER CITY | | | PORT TOWNSEND | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 3 | 01 | 1005 | U1 | | 40 | R | B | | | | | | |
| 9.81 | | 9.82 | INTRSECTN | L | | DISCOVERY RD | CT | | SG | Y | 1 | 1 | | | | | 7A | 24A | 7A | | | 24 | 3 | 01 | 1005 | U1 | | 40 | R | B | | | | | | |
| | | | INTRSECTN | R | | MILL RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.84 | | 9.85 | BEG SU LN | L | | BICYCLE | 06A | | | 1 | 1 | | | | | | \$\$\$ | 24A | 7A | 6 | | 30 | 3 | 01 | 1005 | U1 | | 40 | R | B | | | | | | |
| 9.86 | | 9.87 | BEG SU LN | R | | BICYCLE | 06A | | | 1 | 1 | | | | | | | 24A | \$\$\$ | 12 | | 36 | 3 | 01 | 1005 | U1 | | 40 | R | B | | | | | | |
| 9.89 | | 9.90 | MISC FEATR | R | | SGN ENT PT TOWNSEND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.93 | | 9.94 | | | | | | | | 1 | 1 | | | | | | | 24A | | 12 | | 36 | 3 | 01 | 1005 | U1 | | 40 | R | P | | | | | | |
| 10.01 | | 10.02 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.12 | | 10.13 | | | | | | | | 1 | 1 | | | | | | | 24A | | 12 | | 36 | 3 | 01 | 1005 | U1 | | 30 | R | P | | | | | | |
| 10.20 | | 10.21 | END SU LN | L | | BICYCLE | 06A | | | 1 | 1 | | C | 12A | | 12S | CU | 12A | C | \$\$\$ | | 24 | 3 | 01 | 1005 | U1 | | 30 | R | P | | | | | | |
| | | | END SU LN | R | | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.24 | | 10.25 | ROUNDAABOUT | B | | HOWARD ST SB | | | | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.25 | | 10.26 | ROUNDAABOUT | B | | HOWARD ST NB | | | | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | | 10.28 | BEG SU LN | R | | BICYCLE | 06A | | | 1 | 1 | | C | 12A | | 12S | CU | 12A | C | 12 | | 36 | 3 | 01 | 1005 | U1 | | 30 | R | P | | | | | | |
| | | | BEG SU LN | L | | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.30 | | 10.31 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.34 | | 10.35 | INTRSECTN | B | | CLIFF ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.26 | | 8.27 | | | | .03 | 12 | | | .04 | 12 |
| 8.60 | | 8.61 | | | | .03 | 12 | | | .04 | 12 |
| 8.97 | | 8.98 | | .03 | 12 | .03 | 12 | | | | |
| 9.57 | | 9.58 | | .03 | 12 | | | | | .03 | 12 |
| 9.81 | | 9.82 | | .03 | 12 | .03 | 12 | | | | |
| 10.34 | | 10.35 | | .02 | 12 | | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|-------------|---|----|-----------------|-----|-----|--------------|---------|-----|-----|--------|-----|---------------------------|------|------|-----|--------|-----|-----|----|------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 10.37 | 10.38 | | MISC FEATR | L | | BUS PULLOUT | | | | 1 | 1 | C | 12A | | 12S | CU | 12A | C | 12 | 36 | 3 | 01 | 1005 | U1 | | 30 | R | P | | |
| 10.42 | 10.43 | | INTRSECTN | R | | ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.47 | 10.48 | | BEG ST | I | | SIMS WAY | | | | 1 | 1 | C | 12A | | 12S | CU | 12A | C | 12 | 36 | 3 | 01 | 1005 | U1 | | 30 | R | P | * | |
| | | | INTRSECTN | B | | MCPHERSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.49 | 10.50 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.50 | 10.51 | | END SU LN | R | | BICYCLE | | | | 1 | 1 | C | 12A | | 12S | CU | 12A | C | \$\$\$ | 24 | 3 | 01 | 1005 | U1 | | 30 | R | P | * | |
| | | | END SU LN | L | | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | | |
| 10.52 | 10.53 | | ROUNDAABOUT | B | | THOMAS ST SB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.54 | 10.55 | | ROUNDAABOUT | B | | THOMAS ST NB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.57 | 10.58 | | BEG SU LN | R | | BICYCLE | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$ | \$\$ | 24A | \$ | 12 | 36 | 3 | 01 | 1005 | U1 | | 30 | R | P | * | |
| | | | BEG SU LN | L | | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | | |
| 10.58 | 10.59 | | INTRSECTN | B | | LOGAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.69 | 10.70 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 24A | C | 24 | 48 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| 10.73 | 10.74 | | INTRSECTN | B | | HANCOCK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.78 | 10.79 | | INTRSECTN | R | | SHERMAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.80 | 10.81 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.82 | 10.83 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 36A | C | 12 | 48 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| | | | INTRSECTN | L | | HENDRICKS ST | CT | PC | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.84 | 10.85 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 24A | C | 24 | 48 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.87 | 10.88 | | CHG SU LN | R | | BICYCLE | | | | 1 | 1 | | | | | | C | 24A | C | 28 | 52 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| | | | CHG SU LN | L | | BICYCLE | 08A | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GRANT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.89 | 10.90 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 24A | C | 16 | 40 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| 10.93 | 10.94 | | INTRSECTN | B | | SHERIDAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.98 | 10.99 | | INTRSECTN | R | | CLEVELAND ST | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.01 | | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.03 | 11.04 | | INTRSECTN | R | | WILSON ST | CT | | N | 1 | 1 | | | | | | \$ | 24A | \$ | 16 | 40 | 3 | 01 | 1005 | U1 | | 30 | R | P | * |
| 11.35 | 11.36 | | INTRSECTN | L | | HILL ST | CT | | N | 1 | 1 | | | | | | 24A | | 16 | 40 | 3 | 01 | 1005 | U1 | | 30 | R | B | * | |
| 11.40 | 11.41 | | INTRSECTN | L | | 10TH ST | CT | | N | 1 | 1 | | | | | | 24A | | 16 | 40 | 3 | 01 | 1005 | U1 | | 30 | R | R | * | |
| 11.45 | 11.46 | | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.51 | 11.52 | | INTRSECTN | B | | HAINES PL | CT | SG | Y | 1 | 1 | | | | | | 24A | | 16 | 40 | 3 | 01 | 1005 | U1 | | 30 | R | B | * | |
| 11.66 | 11.67 | | INTRSECTN | L | | 12TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.42 | 10.43 | | | | | .02 | 12 | | | | |
| 10.47 | 10.48 | | | .02 | 11 | .02 | 11 | | | | |
| 10.93 | 10.94 | | | .02 | 12 | .02 | 12 | | | | |
| 11.45 | 11.46 | | | | | | | .05 | 12 | | |
| 11.51 | 11.52 | | | .03 | 12 | .02 | 12 | .03 | 12 | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|-------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|--------|-----|------|---------------------------|------|-----|-------|-----|-----|--------|----|-----|------|----------|------|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.90 | 0.90 | | WYE CONN | R | | WAPATO WAY E | CT | Y | 2 | 2 | | C | 24A | | | 8P | CU | | 24A | C | | 48 | 1 | 05 | 0450 | U1 | | 35 | L | P | | |
| | | | MISC FEATR | L | | SGN ENT FIFE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | | ROUNDAABOUT | R | | WAPATO WAY E EB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 0.95 | | ROUNDAABOUT | R | | WAPATO WAY E WB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.97 | 0.97 | | BEG SU LN | L | | BICYCLE | | | 2 | 2 | | C | 24A | | | 8P | CU | | 24A | C | 5 | 53 | 1 | 05 | 0450 | U1 | | 35 | L | P | | |
| | | | WYE CONN | R | | WAPATO WAY E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | LEAVE CITY | | | FIFE | | | 2 | 2 | | \$ | \$\$\$ | | | \$\$\$ | \$\$ | | C | 48A | C | 10 | 58 | 1 | 05 | \$\$\$\$ | U1 | | 35 | L | \$ | |
| | | | BEG SU LN | R | | BICYCLE | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.05 | | END SU LN | L | | BICYCLE | | | 2 | 2 | | | | | | | | | C | 54A | C | \$\$\$ | 54 | 1 | 05 | | U1 | | 35 | L | | |
| | | | END SU LN | R | | BICYCLE | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | HYLEBOS CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/422 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | | END BRIDGE | B | | HYLEBOS CREEK | | | 2 | 2 | | | | | | | | | 7A | 47A | 8A | | 47 | 1 | 05 | | U1 | | 35 | L | | |
| 1.15 | 1.15 | | | | | | | | 2 | 2 | | | | | | | | | | 5A | 47A | 8A | | 47 | 1 | 05 | | U1 | | 35 | L | |
| 1.18 | 1.18 | | ENTER CITY | | | MILTON | | | 2 | 2 | | | | | | | | | | 5A | 47A | 8A | | 47 | 1 | 05 | 0785 | U1 | | 45 | R | P |
| | | | INTRSECTN | L | | FIFE HEIGHTS DR | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.19 | 1.19 | | MISC FEATR | R | | SGN ENT MILTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.27 | 1.62 | | EQUATION | | | 001.62 =005.27 | | | 2 | 2 | | | | | | | | | | 8A | 46A | 8A | | 46 | 1 | 05 | 0785 | U1 | | 45 | R | P |
| | | | INTRSECTN | R | | PORTER WAY (OLD SR 514) | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PORTER WAY | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.33 | 1.68 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | 0785 | U1 | | 45 | R | P | |
| 5.54 | 1.89 | | INTRSECTN | L | | 70TH AVE E | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.61 | 1.96 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | | | 6A | 56A | 6A | \$\$\$ | 56 | 1 | 05 | 0785 | U1 | | 45 | R | P | |
| | | | INTRSECTN | R | | BIRCH ST | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.62 | 1.97 | | MISC FEATR | L | | SGN ENT MILTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.64 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.65 | 2.00 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | 0785 | U1 | | 45 | R | P | |
| 5.96 | 2.31 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | | | 6A | 56A | 6A | \$\$\$ | 56 | 1 | 05 | 0785 | U1 | | 45 | R | P | |
| | | | INTRSECTN | R | | JOHNSON RD NE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 2.37 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | 0785 | U1 | | 45 | R | P | |
| 6.15 | 2.50 | | BEG ST | I | | PACIFIC HWY S | | | 2 | 2 | | | | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | 0785 | U1 | | 50 | R | P | |
| | | | MISC FEATR | L | | SGN ENT PIERCE CO | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.97 | 0.97 | | | | | | | | .03 12 |
| 1.18 | 1.18 | .03 | 12 | | | | | | |
| 5.27 | 1.62 | .02 | 12 | | .03 | 12 | | | |
| 5.61 | 1.96 | | | | .03 | 12 | | | |
| 5.96 | 2.31 | | | | .03 | 12 | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|------|-------------------------|---|----|---------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 6.15 | | 2.50 | MISC FEATR END SECTN | R | | SGN ENT KING COUNTY | | | | | | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | 0785 | U1 | | 50 | R | P | * |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|--------|-----|--------|--------|-----|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 67.18 | 66.91 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| | | | BEG CTLSEC | | | OREGON ST LN TO SR 5/OLY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | CONTROL SECTION 1401 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT PACIFIC COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.81 | 67.54 | | BEG BRIDGE | B | | SALMON CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | | 36 | 4 | 01 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.83 | 67.56 | | END BRIDGE | B | | SALMON CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 68.01 | 67.74 | | MP MARKER | R | | 68 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68.96 | 68.69 | | BEG BRIDGE | B | | SALMON CREEK TRIBUTARY | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/103.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68.97 | 68.70 | | END BRIDGE | B | | SALMON CREEK TRIBUTARY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | 68.73 | | MP MARKER | R | | 69 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | 69.73 | | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.03 | 70.76 | | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.55 | 71.28 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 72.05 | 71.78 | | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.15 | 71.88 | | BEG SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 24B | \$\$\$ | 10 | | 34 | 4 | 01 | | R1 | | 55 | R | | |
| 72.52 | 72.25 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | | 10 | | 34 | 4 | 01 | | R1 | | 55 | R | | |
| 72.60 | 72.33 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | | 10 | | 34 | 4 | 01 | | R1 | | 55 | R | | |
| 72.62 | 72.35 | | END SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 24B | 10A | \$\$\$ | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 72.90 | 72.63 | | | | | | | | | 1 | 1 | | | | | | 10A | 24B | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 73.00 | 72.73 | | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.06 | 72.79 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 73.12 | 72.85 | | BEG SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | \$\$\$ | 24B | 8A | 10 | | 34 | 4 | 01 | | R1 | | 55 | R | | |
| 73.74 | 73.47 | | END SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 24B | 8A | \$\$\$ | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 74.01 | 73.74 | | MP MARKER | L | | 74 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LUND RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 74.37 | 74.10 | | INTRSECTN | R | | NORTH RIVER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 74.46 | 74.19 | | BEG BRIDGE | B | | NORTH RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 36P | \$\$W | | | 36 | 4 | 01 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/105 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.55 | 74.28 | | END BRIDGE | B | | NORTH RIVER | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 74.74 | 74.47 | | | | | | | | | 1 | 1 | | | | | | 3A | 24B | 3A | | | 24 | 4 | 01 | | R1 | | 55 | R | | |
| 74.78 | 74.51 | | MISC FEATR | R | | SGN ENT ARTIC | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.80 | 74.53 | | WYE CONN | R | | ARTIC RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 75.00 | 74.73 | | INTRSECTN | R | | ARTIC RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 75.03 | 74.76 | | MP MARKER | R | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 74.37 | 74.10 | | | .02 | 12 | | | .03 | 12 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 75.25 | | 74.98 | | | | | | | | 1 | 1 | | | | | | 3A | 24B | 3A | | 24 | 4 | 01 | | R1 | | 55 | R | | | | | | |
| 76.02 | | 75.75 | MP MARKER | R | | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.22 | | 75.95 | MISC FEATR | L | | SGN ENT ARTIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.67 | | 76.40 | WEIGH STA | R | | NUMBER 12 | | | | 1 | 1 | | | | | | 3A | 24B | 8A | | 24 | 4 | 01 | | R1 | | 55 | R | | | | | | |
| 76.79 | | 76.52 | | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | 24 | 4 | 01 | | R1 | | 55 | R | | | | | | |
| 76.81 | | 76.54 | | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | 24 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 76.94 | | 76.67 | WYE CONN | R | | SR 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.96 | | 76.69 | INTRSECTN | R | | SR 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.99 | | 76.72 | BEG SU LN | R | | CLIMBING | | | | | | | | | | | 6A | 24B | 6A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| | | | MP MARKER | R | | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.07 | | 76.80 | | | | | | | | 1 | 1 | | | | | | 3A | 24B | 3A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 77.13 | | 76.86 | CHG SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | 3A | 24A | 3A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 77.86 | | 77.59 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.01 | | 77.74 | MP MARKER | R | | 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.21 | | 77.94 | END SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.39 | | 78.12 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.47 | | 78.20 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.60 | | 78.33 | BEG SU LN | L | | CLIMBING | | | | 1 | 1 | | | | | | 3A | 24A | 3A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.76 | | 78.49 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.84 | | 78.57 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 13A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.86 | | 78.59 | | | | | | | | 1 | 1 | | | | | | 13A | 24A | 13A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.97 | | 78.70 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 13A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 78.99 | | 78.72 | MP MARKER | R | | 79 | | | | 1 | 1 | | | | | | 8A | 24A | 12A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 79.03 | | 78.76 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | | R1 | | 50 | R | | | | | | |
| 79.97 | | 79.70 | MP MARKER | R | | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.39 | | 80.12 | ENTER CITY | | | COSMOPOLIS | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | 0270 | U1 | | 50 | R | | | | | | |
| 80.40 | | 80.13 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | 0270 | U1 | | 35 | R | P | | | | | |
| 80.42 | | 80.15 | MISC FEATR | R | | SGN ENT COSMOPOLIS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.52 | | 80.25 | END SU LN | L | | CLIMBING | | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | 0270 | U1 | | 35 | R | P | | | | | |
| 80.60 | | 80.33 | INTRSECTN | R | | BLUE SLOUGH RD | | | | CT | Y | 1 | 1 | | | | 10A | 24A | 10A | | 24 | 4 | 01 | 0270 | U1 | | 35 | R | P | | | | | |
| | | | INTRSECTN | L | | E SECOND ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 80.65 | | 80.38 | | | | | | | | 1 | 1 | | | | | | 10A | 26A | 10A | | 26 | 4 | 01 | 0270 | U1 | | 35 | R | P | | | | | |
| 80.81 | | 80.46 | EQUATION | | | 080.73 =080.81 | | | | 1 | 1 | | | | | | 10A | 26A | 10A | | 26 | 4 | 01 | 0270 | U1 | | 35 | L | P | | | | | |
| 80.98 | | 80.63 | BEG ST | I | | E FIRST ST | | | | 1 | 1 | | | | | | \$\$C | 48A | \$\$C | | 48 | 4 | 01 | 0270 | U1 | | 30 | L | B | * | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 76.94 | 76.67 | | .06 | 12 | | | | | |
| 76.96 | 76.69 | | | .04 | 13 | | .03 | 13 | |
| 80.60 | 80.33 | | | .04 | 12 | | .03 | 12 | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|----------------|----|-------------|-----|-----|------------|------|-----|-----|---------------------------|-----|---------|-----|-----|-----|-----|-----|------|------|----|-------|---|----|------|----|--|----|---|---|---|--|--|--|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | RDY | SHD | W/S | W/S | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WD | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | | | | |
| 84.30 | | 84.05 | END ST | I | | W WISHKAH ST | | | | | 2 | | | | | | | | | | C | 40A | | C | | 40 | 4 | 01 | 0005 | U1 | | 30 | L | B | * | | | | |
| | | | BEG ST | I | | S ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W WISHKAH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.37 | | 84.12 | END ST | I | | S ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | W ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | W MARKET ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.43 | | 84.18 | INTRSECTN | B | | W FIRST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.50 | | 84.25 | INTRSECTN | B | | W SECOND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.57 | | 84.32 | INTRSECTN | B | | W THIRD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.64 | | 84.39 | INTRSECTN | B | | W FOURTH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.71 | | 84.46 | INTRSECTN | B | | SIMPSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.76 | | 84.51 | END ST | I | | W ALDER ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | SUMNER AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | N ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.84 | | 84.59 | INTRSECTN | B | | N WILLIAMS ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.89 | | 84.64 | INTRSECTN | B | | N THORNTON ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.95 | | 84.70 | INTRSECTN | B | | N JEFFERIES ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.01 | | 84.76 | MP MARKER | R | | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.02 | | 84.77 | INTRSECTN | B | | N SCAMMEL ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.08 | | 84.83 | INTRSECTN | B | | MARTIN ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.14 | | 84.89 | INTRSECTN | B | | CONGER ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.21 | | 84.96 | INTRSECTN | B | | RICE ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.27 | | 85.02 | INTRSECTN | B | | HAIGHT ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.34 | | 85.09 | INTRSECTN | B | | DUFFY ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.40 | | 85.15 | INTRSECTN | B | | WOODING ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.47 | | 85.22 | INTRSECTN | B | | MAPLE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.54 | | 85.29 | INTRSECTN | B | | WILLOW ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.61 | | 85.36 | INTRSECTN | B | | OAK ST | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.67 | | 85.42 | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.78 | | 85.53 | LEAVE CITY | | | ABERDEEN | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | HOQUIAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | MYRTLE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.86 | | 85.61 | INTRSECTN | B | | 31ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.96 | | 85.71 | INTRSECTN | B | | 30TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.00 | | 85.75 | MP MARKER | R | | 86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.06 | | 85.81 | INTRSECTN | B | | 29TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 85.61 | | 85.36 | | | | .07 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|----|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 86.16 | 85.91 | | INTRSECTN | B | | 28TH ST | CT | Y | 2 | | | | | | | | C | 40A | C | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | B | * | | |
| 86.28 | 86.03 | | INTRSECTN | B | | 27TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.40 | 86.15 | | INTRSECTN | B | | ONTARIO ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.49 | 86.24 | | INTRSECTN | B | | 25TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.60 | 86.35 | | INTRSECTN | B | | 24TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.67 | 86.42 | | INTRSECTN | B | | 23RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 86.75 | 86.50 | | INTRSECTN | B | | 22ND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.76 | 86.51 | | | | | | | | 2 | | | | | | | | C | 40A | C | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | R | * | | |
| 86.81 | 86.56 | | INTRSECTN | B | | 21ST ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.89 | 86.64 | | END ST | I | | SUMNER AVE | | | 3 | | | | | | | | C | 40A | C | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | P | * | | |
| | | | BEG ST | I | | RIVERSIDE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 20TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.03 | 86.78 | | INTRSECTN | R | | 19TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.09 | 86.84 | | INTRSECTN | R | | 18TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.16 | 86.91 | | | | | | | | 2 | | | | | | | | C | 40A | C | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | P | * | | |
| 87.21 | 86.96 | | EXIT TO | R | | 16TH ST | CT | Y | 2 | | | | | | | | C | 40A | \$ | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | P | * | | |
| 87.22 | 86.97 | | ENT FROM | R | | 16TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.26 | 87.01 | | INTRSECTN | R | | 15TH ST | CT | Y | 2 | | | | | | | | C | 40A | 6A | | 40 | 4 | 01 | 0560 | U1 | | 30 | L | L | * | | |
| 87.31 | 87.06 | | END ST | I | | RIVERSIDE AVE | | | 2 | | | | | | | | C | 28P | \$\$C | | 28 | 4 | 01 | 0560 | U1 | | 25 | L | P | \$ | | |
| | | | BEG BRIDGE | I | | HOQUIAM RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/125E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.40 | 87.15 | | END BRIDGE | I | | HOQUIAM RIVER | | | 2 | | | | | | | | C | 33A | C | | 33 | 4 | 01 | 0560 | U1 | | 25 | L | L | | | |
| 87.41 | 87.16 | | BEG ST | I | | LEVEE ST | | | 2 | | | | | | | | C | 33A | C | | 33 | 4 | 01 | 0560 | U1 | | 30 | L | L | * | | |
| | | | INTRSECTN | L | | LEVEE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.42 | 87.17 | | WYE CONN | L | | LEVEE ST | CT | Y | 2 | | | | | | | | 4A | 33A | C | | 33 | 4 | 01 | 0560 | U1 | | 30 | L | L | * | | |
| 87.47 | 87.22 | | WYE CONN | L | | SR 101 COUPLT | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.49 | 87.24 | | INTRSECTN | L | | SR 101 COABERDN (COUPLT) | ST | SG | Y | 1 | 1 | | | | | | \$\$C | 48A | C | | 48 | 4 | 01 | 0560 | U1 | | 30 | L | P | * | | |
| | | | MISC FEATR | D | | COUPLT - COABERDN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.66 | 87.26 | | END ST | I | | LEVEE ST | | | 2 | 1 | | | | | | | C | 33A | C | 11 | 44 | 4 | 01 | 0560 | U1 | | 30 | L | P | * | | |
| | | | EQUATION | | | 087.51 =087.66 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | LINCOLN ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 109 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.72 | 87.32 | | INTRSECTN | B | | KARR AVE | CT | Y | 1 | 1 | | | | | | | C | 33A | C | 11 | 44 | 4 | 02 | 0560 | U1 | | 30 | L | B | * | | |
| 87.79 | 87.39 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 4 | 02 | 0560 | U1 | | 30 | L | B | * | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 87.21 | 86.96 | | | .05 | 12 | | | | |
| 87.22 | 86.97 | | | | | | | .01 | 12 |
| 87.66 | 87.26 | .04 | 11 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 87.79 | 87.39 | | INTRSECTN | B | | EKLUND AVE | CT | Y | 1 | 1 | | | | | | | C | 44A | C | | 44 | 4 | 02 | 0560 | U1 | | 30 | L | B | * | |
| 87.85 | 87.45 | | INTRSECTN | B | | CHENAULT AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.89 | 87.49 | | INTRSECTN | L | | BLUFF AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.91 | 87.51 | | INTRSECTN | R | | WHEELER AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.93 | 87.53 | | INTRSECTN | L | | BLUFF ALLEY | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.96 | 87.56 | | INTRSECTN | L | | HILL AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 87.97 | 87.57 | | INTRSECTN | L | | EMERALD CT | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WASHINGTON AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.04 | 87.64 | | INTRSECTN | R | | SOULE AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.07 | 87.67 | | INTRSECTN | L | | GRAND AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.10 | 87.70 | | INTRSECTN | R | | ARNOLD AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.16 | 87.76 | | INTRSECTN | R | | RAMER AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.23 | 87.83 | | INTRSECTN | R | | SMITH AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.29 | 87.89 | | INTRSECTN | R | | MILL AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.36 | 87.96 | | INTRSECTN | B | | DION AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 88.41 | 88.01 | | INTRSECTN | B | | WOOD AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.47 | 88.07 | | END ST | I | | LINCOLN ST | | | | 1 | 1 | | | | | | C | 44A | C | | 44 | 4 | 02 | 0560 | U1 | | 30 | L | B | \$ | |
| 88.48 | 88.08 | | BEG ST | I | | PERRY ST | | | | 1 | 1 | | | | | | C | 44A | C | | 44 | 4 | 02 | 0560 | U1 | | 30 | L | P | * | |
| | | | INTRSECTN | R | | PERRY AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | LINCOLN ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.56 | 88.16 | | INTRSECTN | B | | LAUREL ST | CT | Y | 1 | 1 | | | | | | | C | 44A | C | | 44 | 4 | 02 | 0560 | U1 | | 30 | L | B | * | |
| 88.64 | 88.24 | | INTRSECTN | B | | MARION ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.73 | 88.33 | | INTRSECTN | B | | MINOR ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.76 | 88.36 | | INTRSECTN | R | | BURNS ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.82 | 88.42 | | | | | | | | | 1 | 1 | | | | | | C | 34A | 10A | | 34 | 4 | 02 | 0560 | U1 | | 30 | L | B | * | |
| 88.87 | 88.47 | | END ST | I | | PERRY ST | | | | 1 | 1 | | | | | | 11A | 27A | 14A | | 27 | 4 | 02 | 0560 | U1 | | 30 | L | P | \$ | |
| | | | INTRSECTN | B | | QUEEN AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 88.94 | 88.54 | | BEG BRIDGE | B | | LITTLE HOQUIAM RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 52A | \$\$W | | 52 | 4 | 02 | 0560 | U1 | | 30 | L | P | | |
| | | | | | | BRDG NUM 101/130 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 88.99 | 88.59 | | END BRIDGE | B | | LITTLE HOQUIAM RIVER | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 02 | 0560 | U1 | | 30 | L | P | | |
| 89.00 | 88.60 | | MP MARKER | R | | 89 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.02 | 88.62 | | INTRSECTN | L | | SR 109 SPLONNGR (SPUR) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 89.06 | 88.66 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 02 | 0560 | U1 | | 50 | R | P | | |
| 89.12 | 88.72 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | 0560 | U1 | | 50 | R | P | | |
| 89.16 | 88.76 | | MISC FEATR | L | | SGN ENT HOQUIAM | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 87.79 | 87.39 | | | .02 | 11 | | | | |
| 88.48 | 88.08 | | | .03 | 12 | | | | |
| 89.02 | 88.62 | .03 | 12 | | | | | .04 | 12 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 89.24 | 88.84 | | INTRSECTN | L | | SANITARY LAND FILL | CT | N | 1 | 1 | | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | 0560 | U1 | | 50 | R | P | |
| 89.40 | 89.00 | | LEAVE CITY | | | HOQUIAM | | | 1 | 1 | | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | \$\$\$\$ | U1 | | 50 | R | \$ | |
| 89.66 | 89.26 | | INTRSECTN | R | | LUMBER MILL LN | PV | | | N | | | | | | | | | | | | | | | | | | | | |
| 90.01 | 89.61 | | MP MARKER | R | | 90 | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.02 | 89.62 | | INTRSECTN | R | | FAIRFIELD ACRES DR | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 90.31 | 89.91 | | INTRSECTN | R | | OLD STATE 9 RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 90.60 | 90.20 | | ENT FROM | L | | WEIGH STATION | ST | | | N | | | | | | | | | | | | | | | | | | | | |
| 90.68 | 90.28 | | WEIGH STA | L | | NUMBER 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.72 | 90.32 | | INTRSECTN | R | | OLD STATE 9 RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | WEIGH STATION | ST | | | N | | | | | | | | | | | | | | | | | | | | |
| 90.75 | 90.35 | | | | | | | | | 1 | 1 | | | | | | 10A | 24B | 8A | | 24 | 4 | 02 | | U1 | | 50 | R | | |
| 90.98 | 90.58 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | U1 | | 50 | R | | |
| 91.00 | 90.60 | | MP MARKER | R | | 91 | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.07 | 90.67 | | ENTER CITY | | | HOQUIAM | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | 0560 | U1 | | 50 | R | | |
| 91.17 | 90.77 | | LEAVE CITY | | | HOQUIAM | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | \$\$\$\$ | R1 | | 50 | R | | |
| 91.21 | 90.81 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | R1 | | 50 | R | P | |
| 91.33 | 90.93 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | R1 | | 50 | R | \$ | |
| 91.80 | 91.40 | | | | | | | | | 1 | 1 | | | | | | 7A | 24B | 8A | | 24 | 4 | 02 | | R1 | | 50 | R | | |
| 91.87 | 91.47 | | BEG BRIDGE | B | | BERNARD CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 44A | \$\$W | | 44 | 4 | 02 | | R1 | | 50 | R | | |
| | | | | | | BRDG NUM 101/132 | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.89 | 91.49 | | END BRIDGE | B | | BERNARD CREEK | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | R1 | | 50 | R | | |
| 91.92 | 91.50 | | EQUATION | | | 091.90 =091.92 | | | | 1 | 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | | R1 | | 50 | R | | |
| | | | INTRSECTN | L | | OCEAN BEACH RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 91.94 | 91.52 | | WYE CONN | L | | OCEAN BEACH RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 92.00 | 91.58 | | MP MARKER | R | | 92 | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.49 | 92.07 | | | | | | | | | 1 | 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | | R1 | | 60 | R | | |
| 93.00 | 92.58 | | MP MARKER | R | | 93 | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.27 | 92.85 | | BEG BRIDGE | B | | W FK HOQUIAM RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 42B | \$\$W | | 42 | 4 | 02 | | R1 | | 60 | R | | |
| | | | | | | BRDG NUM 101/134 | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.30 | 92.88 | | END BRIDGE | B | | W FK HOQUIAM RIVER | | | | 1 | 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | | R1 | | 60 | R | | |
| 93.75 | 93.33 | | INTRSECTN | L | | DEKAY RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 93.93 | 93.51 | | INTRSECTN | R | | EGGE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 93.97 | 93.55 | | INTRSECTN | L | | NEW LONDON RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 89.24 | 88.84 | | | .04 | 13 | | | | | .02 | 13 |
| 89.66 | 89.26 | | | | | .09 | 13 | | | .05 | 13 |
| 91.92 | 91.50 | | | .04 | 12 | | | | | .04 | 12 |
| 91.94 | 91.52 | | | | | | .01 | 12 | | | |
| 93.75 | 93.33 | | | .04 | 12 | | | | | .03 | 12 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-------|-----|-------|--------|-----|----|----|----|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 126.91 | 126.50 | | MISC FEATR | L | | SGN ENT AMANDA PARK | | | | 1 | 1 | | | | | | | | | 4B | 23B | 4B | 12 | 35 | 4 | 02 | | R1 | | 45 | R | |
| 126.99 | 126.58 | | MP MARKER | R | | 127 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 127.01 | 126.60 | | BEG SU LN | C | | TWO WAY TURN | | 12B | | 1 | 1 | | | | | | | | | 4B | 23B | 4B | 24 | 47 | 4 | 02 | | R1 | | 45 | R | |
| | | | EXIT TO | R | | HIGH SCHOOL | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 127.11 | 126.70 | | END SU LN | C | | TWO WAY TURN | | 12B | | 1 | 1 | | | | | | | | | 4B | 23B | 4B | 12 | 35 | 4 | 02 | | R1 | | 45 | R | |
| | | | ENT FROM | R | | HIGH SCHOOL | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 127.22 | 126.81 | | END SU LN | R | | CLIMBING | | 12B | | 1 | 1 | | | | | | | | | 4B | 23B | 4B | \$\$\$ | 23 | 4 | 02 | | R1 | | 45 | R | |
| 127.23 | 126.82 | | | | | | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 45 | R | |
| 127.26 | 126.85 | | | | | | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |
| 127.99 | 127.58 | | MP MARKER | R | | 128 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.63 | 128.22 | | ENT/EXIT | L | | DOT MAINTENANCE YARD | | | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NORTHSHORE RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 128.93 | 128.52 | | MISC FEATR | L | | QUINAULT INDIAN RES BNDY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.99 | 128.58 | | MP MARKER | R | | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.19 | 128.78 | | INTRSECTN | R | | HAAS RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 129.23 | 128.82 | | BEG BRIDGE | B | | PRAIRIE CREEK | | | ST | | | 1 | 1 | | | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | | R1 | | 60 | R | |
| | | | BRDG NUM | | | 101/162 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.25 | 128.84 | | END BRIDGE | B | | PRAIRIE CREEK | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |
| 129.98 | 129.57 | | BEG BRIDGE | B | | MILBURN CREEK | | | ST | | | 1 | 1 | | | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | | R1 | | 60 | R | |
| | | | BRDG NUM | | | 101/164 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.99 | 129.58 | | END BRIDGE | B | | MILBURN CREEK | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |
| 130.00 | 129.59 | | MP MARKER | R | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 130.73 | 130.32 | | INTRSECTN | R | | PRAIRIE CREEK RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 130.74 | 130.33 | | BEG BRIDGE | B | | DRY CREEK | | | ST | | | 1 | 1 | | | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | | R1 | | 60 | R | |
| | | | BRDG NUM | | | 101/167 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 130.75 | 130.34 | | END BRIDGE | B | | DRY CREEK | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |
| 130.83 | 130.41 | | EQUATION | | | 130.82 =130.83 | | | | 1 | 1 | | | | | | | | | 3B | 23B | 3B | | 23 | 4 | 02 | | R1 | | 60 | R | |
| 130.99 | 130.57 | | MP MARKER | R | | 131 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.99 | 131.57 | | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.57 | 132.15 | | BEG BRIDGE | B | | TEN O CLOCK CREEK | | | ST | | | 1 | 1 | | | | | | | \$\$C | 38B | \$\$C | | 38 | 4 | 02 | | R1 | | 60 | R | |
| | | | BRDG NUM | | | 101/169 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.59 | 132.17 | | END BRIDGE | B | | TEN O CLOCK CREEK | | | | 1 | 1 | | | | | | | | | 3B | 23B | 3B | | 23 | 4 | 02 | | R1 | | 60 | R | |
| 132.95 | 132.53 | | | | | | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |
| 132.99 | 132.57 | | BEG BRIDGE | B | | DRY CREEK | | | ST | | | 1 | 1 | | | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | | R1 | | 60 | R | |
| | | | BRDG NUM | | | 101/170 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.00 | 132.58 | | END BRIDGE | B | | DRY CREEK | | | | 1 | 1 | | | | | | | | | 4B | 24B | 4B | | 24 | 4 | 02 | | R1 | | 60 | R | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 127.01 | 126.60 | | | | | .01 | 15 | | | | |
| 128.63 | 128.22 | | | .03 | 12 | | | .03 | 12 | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 151.43 | | 151.01 | ENTER CO | | | JEFFERSON | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT GRAYS HARBOR CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT JEFFERSON COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 151.55 | | 151.13 | MISC FEATR | B | | 24K COUNTY BOUNDARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 151.58 | | 151.16 | | | | | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| 151.70 | | 151.28 | INTRSECTN | R | | INDIAN SER RD-OLD ALIGN | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 151.98 | | 151.56 | MP MARKER | R | | 152 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.00 | | 151.58 | BEG BRIDGE | B | | QUEETS RIVER | | ST | | | | | | | | | \$W | 36P | \$W | | | 36 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| | | | | | | BRDG NUM 101/204 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.20 | | 151.78 | END BRIDGE | B | | QUEETS RIVER | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| 152.41 | | 151.99 | | | | | | | | | | | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| 152.62 | | 152.12 | EQUATION | | | 152.54 =152.62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.72 | | 152.22 | | | | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| 153.00 | | 152.50 | MP MARKER | R | | 153 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.00 | | 153.50 | MP MARKER | R | | 154 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.18 | | 153.68 | MISC FEATR | R | | SGN ENT OLYMPIC NATL PRK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 155.04 | | 154.54 | MP MARKER | R | | 155 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.00 | | 155.50 | | | | | | | | | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | | | | |
| 156.03 | | 155.53 | MP MARKER | R | | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.80 | | 156.30 | | | | | | | | | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | | 45 | R | | | | | | |
| 156.84 | | 156.34 | MISC FEATR | R | | SGN ENT KALALOCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.93 | | 156.43 | ENT/EXIT | R | | KALALOCH RANGER STATION | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.99 | | 156.49 | ENT/EXIT | R | | KALALOCH RANGER STATION | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.00 | | 156.50 | MP MARKER | R | | 157 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.17 | | 156.67 | ENT/EXIT | L | | KALALOCH LODGE | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.37 | | 156.87 | BEG BRIDGE | B | | KALALOCH CREEK | | ST | | | | | | | | | \$C | 24A | \$C | | | 24 | 3 | 02 | | R1 | | 45 | R | | | | | | |
| | | | | | | BRDG NUM 101/207 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.40 | | 156.90 | END BRIDGE | B | | KALALOCH CREEK | | | | | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | | 45 | R | | | | | | |
| 157.69 | | 157.19 | ENT/EXIT | L | | KALALOCH CAMPGROUND | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.95 | | 157.45 | | | | | | | | | | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R1 | | 55 | R | | | | | | |
| 158.00 | | 157.50 | MP MARKER | R | | 158 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 158.35 | | 157.85 | MISC FEATR | L | | SGN ENT KALALOCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.00 | | 158.50 | MP MARKER | R | | 159 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 151.70 | 151.28 | | | .03 | 11 | | | .03 | 11 |
| 156.99 | 156.49 | | | .03 | 11 | | | .02 | 11 |
| 157.17 | 156.67 | .10 | 11 | | | | | .02 | 11 |
| 157.69 | 157.19 | .02 | 11 | | | | | .02 | 11 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-------|-----|-------|--------|-----|----|----|----|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 170.45 | | 169.89 | | | | BRDG NUM 101/214 | | | | 1 | 1 | | | | | | | | | W | 32P | W | | 32 | 3 | 02 | | R1 | | 55 | R |
| 170.49 | | 169.93 | END BRIDGE | B | | NOLAN CREEK | | | | 1 | 1 | | | | | | | | | 4A | 24B | 4A | | 24 | 3 | 02 | | R1 | | 55 | R |
| 170.52 | | 169.96 | ENT/EXIT | L | | HOH RIVER ACCESS | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 170.98 | | 170.42 | MP MARKER | R | | 171 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.65 | | 171.04 | EQUATION | | | 171.60 =171.65 | | | | 1 | 1 | | | | | | | | | 3B | 22B | 3B | | 22 | 3 | 02 | | R1 | | 55 | R |
| 172.00 | | 171.39 | MP MARKER | R | | 172 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 173.00 | | 172.39 | MP MARKER | R | | 173 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 173.72 | | 173.11 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 24B | 4A | | 24 | 3 | 02 | | R1 | | 55 | R |
| 173.97 | | 173.36 | BEG BRIDGE | B | | LOST CREEK | ST | | | 1 | 1 | | | | | | | | | \$\$W | 36P | \$\$W | | 36 | 3 | 02 | | R1 | | 55 | R |
| | | | | | | BRDG NUM 101/215 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.02 | | 173.41 | END BRIDGE | B | | LOST CREEK | | | | 1 | 1 | | | | | | | | | 4A | 24B | 4A | | 24 | 3 | 02 | | R1 | | 55 | R |
| | | | MP MARKER | R | | 174 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.10 | | 173.49 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 22B | 4A | | 22 | 3 | 02 | | R1 | | 55 | R |
| 174.26 | | 173.63 | EQUATION | | | 174.24 =174.26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.58 | | 173.95 | | | | | | | | 1 | 1 | | | | | | | | | 3A | 22B | 3A | | 22 | 3 | 02 | | R1 | | 55 | R |
| 175.00 | | 174.37 | MP MARKER | R | | 175 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 175.46 | | 174.83 | BEG BRIDGE | B | | UNNAMED TRIB TO HOH RIV | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/216.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 175.47 | | 174.84 | END BRIDGE | B | | UNNAMED TRIB TO HOH RIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.00 | | 175.37 | MP MARKER | R | | 176 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.01 | | 175.38 | INTRSECTN | R | | HOH MAINLINE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 176.42 | | 175.79 | INTRSECTN | R | | CLEARWATER HONOR CAMP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 176.57B | | 175.94 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.57 | | 175.98 | EQUATION | | | 176.61B=176.57 | | | | 1 | 1 | | | | | | | | | \$\$C | 20P | \$\$C | | 20 | 3 | 02 | | R1 | | 55 | R |
| | | | BEG BRIDGE | B | | HOH RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/217 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.67 | | 176.08 | END BRIDGE | B | | HOH RIVER | | | | 1 | 1 | | | | | | | | | 3A | 22B | 3A | | 22 | 3 | 02 | | R1 | | 55 | R |
| 176.77 | | 176.18 | BEG SU LN | R | | CLIMBING | 11B | | | 1 | 1 | | | | | | | | | 3A | 22B | 3A | 11 | 33 | 3 | 02 | | R1 | | 55 | R |
| 177.00 | | 176.41 | MP MARKER | R | | 177 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.33 | | 176.74 | INTRSECTN | L | | OIL CITY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 177.90 | | 177.31 | END SU LN | R | | CLIMBING | 11B | | | 1 | 1 | | | | | | | | | 3A | 22B | 3A | \$\$\$ | 22 | 3 | 02 | | R1 | | 55 | R |
| 178.00 | | 177.41 | MP MARKER | R | | 178 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 178.49 | | 177.90 | INTRSECTN | R | | UPPER HOH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 179.00 | | 178.41 | MP MARKER | R | | 179 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 180.00 | | 179.41 | MP MARKER | R | | 180 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 181.00 | | 180.41 | MP MARKER | R | | 181 | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 176.01 | | 175.38 | | | | .02 | 11 | | | | .08 | 11 |
| 178.49 | | 177.90 | | | | .03 | 11 | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 184.62 | 184.03 | | ENTER CO | | | CLALLAM | | | | 1 | 1 | | | | | | 3A | 22B | 3A | | 22 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0501 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT CLALLAM COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT JEFFERSON COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.00 | 184.41 | | MP MARKER | R | | 185 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.06 | 184.47 | | INTRSECTN | R | | KALLMAN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PVT RD | | | | PV | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.34 | 184.75 | | | | | | | | | | | 1 | 1 | | | | 6A | 24B | 6A | | 24 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| 185.46 | 184.87 | | INTRSECTN | L | | SMITH RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.58 | 184.99 | | BEG BRIDGE B | | | BOGACHIEL RIVER | | | | ST | | 1 | 1 | | | | \$\$W | 36P | \$\$W | | 36 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| | | | BRDG NUM 101/302 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.65 | 185.06 | | END BRIDGE B | | | BOGACHIEL RIVER | | | | | | 1 | 1 | | | | 6A | 24B | 6A | | 24 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| 185.82B | 185.23 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.82 | 185.24 | | EQUATION | | | 185.83B=185.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.97 | 185.39 | | INTRSECTN | R | | UNDI RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BOGACHIEL STATE PARK | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.99 | 185.41 | | MP MARKER | R | | 186 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 186.08 | 185.50 | | | | | | | | | | | 1 | 1 | | | | 3A | 22B | 3A | | 22 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| 186.49 | 185.91 | | INTRSECTN | L | | FUHRMAN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 187.00 | 186.42 | | MP MARKER | R | | 187 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.00 | 187.42 | | MP MARKER | R | | 188 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.99 | 188.41 | | MP MARKER | R | | 189 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.30 | 188.72 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | | 55 | R | | | | | | | |
| 189.37 | 188.79 | | INTRSECTN | L | | MANSFIELD RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.69 | 189.11 | | ENTER CITY | | | FORKS | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 3 | 02 | 0465 | R1 | | 55 | R | P | | | | | | |
| 189.73 | 189.15 | | MISC FEATR | R | | SGN ENT FORKS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.91 | 189.33 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 55 | R | P | | | | | | |
| 189.99 | 189.41 | | MP MARKER | R | | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.02 | 189.44 | | INTRSECTN | L | | RUSSELL RD | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.03 | 189.45 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 45 | R | P | | | | | | |
| 190.67 | 190.09 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 30 | R | P | | | | | | |
| 190.69 | 190.11 | | BEG BRIDGE B | | | MILL CREEK | | | | ST | | 1 | 1 | | | | \$\$W | 36A | \$\$W | | 36 | 3 | 02 | 0465 | R1 | | 30 | R | P | | | | | | |
| | | | BRDG NUM 101/304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.70 | 190.12 | | END BRIDGE B | | | MILL CREEK | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 30 | R | P | | | | | | |
| 190.90 | 190.32 | | INTRSECTN | R | | SPORTSMANS CLUB RD | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| ----- | ----- | ----- | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 185.46 | 184.87 | | .02 | 12 | | | | | .03 | 12 |
| 185.97 | 185.39 | | .03 | 12 | | .03 | 12 | | | |
| 190.02 | 189.44 | | .02 | 12 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|---|--------|-----------|---|----|-----------------|----|-------------|-----|-----|------------|---------|-----|-----|------|---------------------------|-------|------|-------|--------|-------|---|----|------|----|---|----|---|---|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 190.92 | | 190.34 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 30 | R | P | | |
| 190.93 | | 190.35 | | | | | | | | 1 | 1 | | | | | | \$\$C | 26A | 7A | | 26 | 3 | 02 | 0465 | R1 | | 30 | R | P | | |
| 190.98 | | 190.40 | INTRSECTN | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.00 | | 190.42 | MP MARKER | R | | 191 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 191.06 | | 190.48 | INTRSECTN | R | | FERNHILL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.13 | | 190.55 | BEG ST | I | | S FORKS AVE | | | 1 | 1 | | | | | | | C | 26A | 6A | | 26 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| | | | INTRSECTN | L | | G ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.15 | | 190.57 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 26A | 6A | 12 | 38 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 191.18 | | 190.60 | | | | | | | | 1 | 1 | | | | | | C | 26A | \$\$C | 12 | 38 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 191.26 | | 190.68 | INTRSECTN | R | | E ST E | CT | | Y | 1 | 1 | | | | | | C | 34A | C | 12 | 46 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| | | | INTRSECTN | L | | E ST W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.33 | | 190.75 | | | | | | | | 1 | 1 | | | | | | C | 30A | C | 12 | 42 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 191.40 | | 190.82 | INTRSECTN | L | | C ST W | CT | | Y | 1 | 1 | | | | | | C | 38A | C | 12 | 50 | 3 | 02 | 0465 | R1 | | 30 | R | B | * | |
| | | | INTRSECTN | R | | C ST E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.46 | | 190.88 | INTRSECTN | L | | W BOGACHIEL WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E BOGACHIEL WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.53 | | 190.95 | INTRSECTN | L | | A ST W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | A ST E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.55 | | 190.97 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 50A | C | \$\$\$ | 50 | 3 | 02 | 0465 | R1 | | 30 | R | B | * | |
| 191.58 | | 191.00 | END ST | I | | S FORKS AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | N FORKS AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DIVISION ST W | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | DIVISION ST E | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 191.62 | | 191.04 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 38A | C | 12 | 50 | 3 | 02 | 0465 | R1 | | 30 | R | B | * | |
| 191.64 | | 191.06 | INTRSECTN | R | | CALAWAH WAY | CT | | FS | Y | 1 | 1 | | | | | C | 38A | C | 12 | 50 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | FS | Y | | | | | | | | | | | | | | | | | | | | | |
| 191.66 | | 191.08 | INTRSECTN | L | | WOOD AVE NW | CT | | Y | 1 | 1 | | | | | | 6A | 26A | C | 12 | 38 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| | | | INTRSECTN | L | | SOL DUC WAY NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.73 | | 191.15 | INTRSECTN | L | | CAMPBELL ST NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 191.79 | | 191.21 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 6A | 38A | C | \$\$\$ | 38 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 191.81 | | 191.23 | | | | | | | | 1 | 1 | | | | | | 6A | 36A | 6A | | 36 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 191.83 | | 191.25 | INTRSECTN | R | | TILlicUM LN | CT | | Y | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 192.00 | | 191.42 | | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | 24 | 3 | 02 | 0465 | R1 | | 30 | R | P | * | |
| 192.02 | | 191.44 | MP MARKER | R | | 192 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 192.07 | | 191.49 | INTRSECTN | R | | JOHNSON RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 191.58 | 191.00 | .02 | 12 | | | .03 | 12 | | |
| 191.64 | 191.06 | .02 | 12 | | | .02 | 12 | | |
| 191.83 | 191.25 | | | .02 | 14 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 197.07 | | 196.49 | | | | BRDG NUM 101/311C | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | | | |
| 197.08 | | 196.50 | END BRIDGE | B | | SWANSON CREEK | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | | | |
| 197.16 | | 196.58 | INTRSECTN | R | | MAXFIELD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 197.43 | | 196.85 | INTRSECTN | R | | SALMON DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 198.01 | | 197.43 | MP MARKER | R | | 198 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198.14 | | 197.56 | INTRSECTN | L | | OLYMPIC NATIONAL PARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 198.49 | | 197.91 | BEG BRIDGE | B | | LAKE CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 3 | 02 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 101/312 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198.52 | | 197.94 | END BRIDGE | B | | LAKE CREEK | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | | | |
| 198.71 | | 198.13 | INTRSECTN | R | | BEDROCK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 198.99 | | 198.41 | MP MARKER | R | | 199 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 199.76 | | 199.18 | | | | | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | | 50 | R | | | |
| 199.86 | | 199.28 | INTRSECTN | L | | LAKE CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 200.01 | | 199.43 | MP MARKER | R | | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200.19 | | 199.61 | INTRSECTN | L | | PRICE-LOUSHIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 200.30 | | 199.72 | INTRSECTN | L | | TAYLOR ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 200.40 | | 199.82 | INTRSECTN | L | | WEST LAKE PLEASANT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 200.68 | | 200.10 | | | | | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | | | |
| 200.87 | | 200.29 | INTRSECTN | L | | LAKE PLEASANT PARK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 201.01 | | 200.43 | MP MARKER | R | | 201 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 201.43 | | 200.85 | INTRSECTN | R | | CONLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 201.86 | | 201.28 | INTRSECTN | L | | BEAVER AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 202.00 | | 201.42 | INTRSECTN | L | | E LAKE PLEASANT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 202.01 | | 201.43 | MP MARKER | R | | 202 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202.04 | | 201.46 | INTRSECTN | R | | STORMAN NORMAN RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 202.65 | | 202.07 | INTRSECTN | L | | MAGNOLIA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 203.01 | | 202.43 | MP MARKER | R | | 203 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.15 | | 202.57 | BEG BRIDGE | B | | SOL DUC RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | 24 | 3 | 02 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 101/314 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.21 | | 202.63 | END BRIDGE | B | | SOL DUC RIVER | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | | | |
| 203.51 | | 202.93 | INTRSECTN | L | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MARY CLARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 203.57 | | 202.99 | MISC FEATR | R | | SGN ENT SAPPHO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.66 | | 203.08 | BEG BRIDGE | B | | SOL DUC RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | 24 | 3 | 02 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 101/316 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.71 | | 203.13 | END BRIDGE | B | | SOL DUC RIVER | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | | 24 | 3 | 02 | | R1 | | 60 | R | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 198.71 | | 198.13 | | | | .05 | 14 | | | | |
| 200.40 | | 199.82 | | .03 | 10 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 203.72 | | 203.14 | | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 203.76 | | 203.18 | INTRSECTN | L | | RIXON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.86 | | 203.28 | INTRSECTN | L | | SR 113-BURNT MTN RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.94 | | 203.36 | ENT/EXIT | L | | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.00 | | 203.42 | MP MARKER | R | | 204 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.30 | | 203.72 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 204.31 | | 203.73 | MISC FEATR | L | | SGN ENT SAPPHO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.99 | | 204.41 | MP MARKER | R | | 205 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.98 | | 205.40 | INTRSECTN | L | | BEAR CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.00 | | 205.42 | MP MARKER | R | | 206 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.01 | | 205.43 | BEG BRIDGE | B | | BEAR CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 26A | \$\$C | | 26 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| | | | | | | BRDG NUM 101/318 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.10 | | 205.52 | END BRIDGE | B | | BEAR CREEK | | | 1 | 1 | | | | | | | 5A | 24B | 5A | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 206.33 | | 205.75 | INTRSECTN | R | | HILLSTROM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.00 | | 206.42 | MP MARKER | R | | 207 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.00 | | 207.42 | MP MARKER | R | | 208 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.13 | | 207.55 | INTRSECTN | L | | WEST TWIN RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.00 | | 208.42 | MP MARKER | R | | 209 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.18 | | 208.60 | MISC FEATR | R | | SGN ENT OLYMPIC NAT FOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.43 | | 208.85 | INTRSECTN | L | | WISEN CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.00 | | 209.42 | MP MARKER | R | | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.70 | | 210.12 | BEG SU LN | R | | SLOW VEHICLE | | 10A | | 1 | 1 | | | | | | 5A | 24B | \$\$\$ | 10 | 34 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 210.83 | | 210.25 | END SU LN | R | | SLOW VEHICLE | | 10A | | 1 | 1 | | | | | | 5A | 24B | 5A | \$\$\$ | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 210.99 | | 210.41 | MP MARKER | R | | 211 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.12 | | 210.54 | INTRSECTN | R | | RIVERSIDE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.28 | | 210.70 | INTRSECTN | R | | RIVERSIDE RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.39 | | 210.81 | INTRSECTN | L | | W SNIDER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.55 | | 210.97 | BEG BRIDGE | B | | SOL DUC RIVER | ST | | 1 | 1 | | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| | | | | | | BRDG NUM 101/320 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.61 | | 211.03 | END BRIDGE | B | | SOL DUC RIVER | | | 1 | 1 | | | | | | | 5A | 24B | 5A | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| 211.83 | | 211.25 | ENT/EXIT | L | | KLAWOWYA CAMPGROUND | FS | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.88 | | 211.30 | INTRSECTN | R | | COOPER RANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.99 | | 211.41 | MP MARKER | R | | 212 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 212.46 | | 211.88 | BEG BRIDGE | B | | SOL DUC RIVER | ST | | 1 | 1 | | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |
| | | | | | | BRDG NUM 101/322 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 212.52 | | 211.94 | END BRIDGE | B | | SOL DUC RIVER | | | 1 | 1 | | | | | | | 9A | 23B | 11A | | 23 | 3 | 02 | | R1 | | 60 | | R | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 203.86 | | 203.28 | | .03 | 12 | | | | | | |
| 211.39 | | 210.81 | | .04 | 13 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|-------|--------|-----|----|----|-----|----|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 212.64 | | 212.06 | | | | | | | | 1 | 1 | | | | | | 5A | 23B | 11A | | | 23 | 3 | 02 | | R1 | | 60 | R | |
| 213.00 | | 212.42 | MP MARKER | R | | 213 | | | | | | | | | | | | | | | | | | | | | | | | |
| 213.01 | | 212.43 | INTRSECTN | L | | E SNIDER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 213.11 | | 212.53 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 213.99 | | 213.41 | MP MARKER | R | | 214 | | | | | | | | | | | | | | | | | | | | | | | | |
| 214.68 | | 214.10 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 10A | | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 214.95 | | 214.37 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 215.01 | | 214.43 | MP MARKER | R | | 215 | | | | | | | | | | | | | | | | | | | | | | | | |
| 215.25 | | 214.67 | INTRSECTN | L | | HECKEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 215.26 | | 214.68 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 12A | | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 215.38 | | 214.80 | | | | | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 215.99 | | 215.41 | MP MARKER | R | | 216 | | | | | | | | | | | | | | | | | | | | | | | | |
| 216.37 | | 215.79 | INTRSECTN | R | | FS RD #2918 | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 216.99 | | 216.41 | MP MARKER | R | | 217 | | | | | | | | | | | | | | | | | | | | | | | | |
| 217.15 | | 216.57 | BEG SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | \$\$\$ | 24B | 5A | 12 | | 36 | 3 | 02 | | R1 | | 60 | R | |
| 217.26 | | 216.68 | END SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 5A | 24B | 5A | \$\$\$ | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 217.65 | | 217.07 | BEG SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | \$\$\$ | 24B | 5A | 12 | | 36 | 3 | 02 | | R1 | | 60 | R | |
| 217.75 | | 217.17 | END SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 5A | 24B | 5A | \$\$\$ | | 24 | 3 | 02 | | R1 | | 60 | R | |
| 217.99 | | 217.41 | MP MARKER | R | | 218 | | | | | | | | | | | | | | | | | | | | | | | | |
| 218.24 | | 217.66 | BEG SU LN | R | | CLIMBING | | 11B | | 1 | 1 | | | | | | 5A | 24B | 5A | 11 | | 35 | 3 | 02 | | R1 | | 60 | R | |
| 219.00 | | 218.42 | MP MARKER | R | | 219 | | | | | | | | | | | | | | | | | | | | | | | | |
| 219.09 | | 218.51 | BEG SU LN | L | | CLIMBING | | 11B | | 1 | 1 | | | | | | 5A | 24B | 5A | 22 | | 46 | 3 | 02 | | R1 | | 60 | R | |
| 219.12 | | 218.54 | END SU LN | R | | CLIMBING | | 11B | | 1 | 1 | | | | | | 5A | 24B | 5A | 11 | | 35 | 3 | 02 | | R1 | | 60 | R | |
| 219.20 | | 218.62 | WYE CONN | R | | SOL DUC HOT SPRINGS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 219.21 | | 218.63 | INTRSECTN | R | | SOL DUC HOT SPRINGS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 219.22 | | 218.64 | BEG SU LN | L | | SLOW VEHICLE | | 14B | | 1 | 1 | | | | | | \$\$\$ | 24B | 5A | 25 | | 49 | 3 | 02 | | R1 | | 60 | R | |
| 219.32 | | 218.74 | END SU LN | L | | SLOW VEHICLE | | 14B | | 1 | 1 | | | | | | 5A | 24B | 5A | 11 | | 35 | 3 | 02 | | R1 | | 60 | R | |
| 219.70 | | 219.12 | | | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | 11 | | 35 | 3 | 02 | | R1 | | 60 | R | |
| 219.99 | | 219.41 | MP MARKER | R | | 220 | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.65 | | 220.07 | | | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | 11 | | 35 | 3 | 02 | | R1 | | 45 | R | |
| 220.71 | | 220.13 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | 11 | | 33 | 3 | 02 | | R1 | | 45 | R | |
| 220.92 | | 220.34 | INTRSECTN | L | | CAMP DAVID JR RD | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 220.97 | | 220.39 | MP MARKER | R | | 221 | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.05 | | 220.47 | END SU LN | L | | CLIMBING | | 11B | | 1 | 1 | | | | | | 3B | 22B | 3B | \$\$\$ | | 22 | 3 | 02 | | R1 | | 45 | R | |
| 221.56 | | 220.98 | BEG SU LN | L | | SLOW VEHICLE | | 14B | | 1 | 1 | | | | | | \$\$\$ | 22B | 3B | 14 | | 36 | 3 | 02 | | R1 | | 45 | R | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 219.20 | | 218.62 | | | .02 | 12 | | | | | |
| 219.21 | | 218.63 | | | .04 | 10 | | .02 | 10 | .05 | 11 |
| 220.92 | | 220.34 | .02 | 13 | | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|--------|---|--------|--------------|---|----|-------------------------|----|-------------|-----|-----|------------|-----|-----|-----|-----|-----|---------------------------|------|----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | RDY | SHD | W/S | W/S | W/S | WD/S | BR | W/S | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 231.31 | | 230.59 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 231.33 | | 230.61 | BEG SU LN | R | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 231.34 | | 230.62 | BEG SU LN | L | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 231.36 | | 230.64 | END SU LN | L | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 231.43 | | 230.71 | END SU LN | R | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 231.93 | | 231.21 | INTRSECTN | R | | FISHER COVE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EAST BEACH RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 232.00 | | 231.28 | MP MARKER | R | | 232 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 232.57 | | 231.85 | INTRSECTN | R | | LK SUTHERLAND RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 233.00 | | 232.28 | MP MARKER | R | | 233 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 234.00 | | 233.28 | MP MARKER | R | | 234 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 234.62 | | 233.90 | BEG BRIDGE B | | | INDIAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/330 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 234.64 | | 233.92 | END BRIDGE B | | | INDIAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 234.70 | | 233.98 | INTRSECTN | R | | SOUTH SHORE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 235.00 | | 234.28 | MP MARKER | R | | 235 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 235.15 | | 234.43 | INTRSECTN | L | | OLYMPIC NATIONAL FOREST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 236.00 | | 235.28 | MP MARKER | R | | 236 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 236.85 | | 236.13 | OFF RAMP | R | | WEIGH STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 236.94 | | 236.22 | MISC FEATR | R | | GORE (U123685) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.00 | | 236.28 | MP MARKER | R | | 237 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.17 | | 236.45 | WEIGH STA | R | | NUMBER 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.27 | | 236.55 | MISC FEATR | R | | GORE (U123685) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.53 | | 236.81 | ON RAMP | R | | WEIGH STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.55 | | 236.83 | BEG BRIDGE B | | | INDIAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/332 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.57 | | 236.85 | END BRIDGE B | | | INDIAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 238.00 | | 237.28 | MP MARKER | R | | 238 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 238.30 | | 237.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 238.72 | | 238.00 | INTRSECTN | R | | HERRICK RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.00 | | 238.28 | MP MARKER | R | | 239 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.24 | | 238.52 | INTRSECTN | L | | LAKE ALDWELL RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.42 | | 238.70 | BEG BRIDGE B | | | ELWHA RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/334 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.50 | | 238.78 | END BRIDGE B | | | ELWHA RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.53 | | 238.81 | INTRSECTN | R | | OLYMPIC HOT SPRINGS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.69 | | 238.97 | BEG SU LN | R | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 239.53 | | 238.81 | | | | .04 | 11 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|---|--------|------------|---|----|--------------------------|----|-------------|-----|-----|------------|---------|-----|-----|------|---------------------------|-------|------|-------|--------|-------|---|----|------|----|----------|----|----|---|----|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 245.13 | | 244.41 | INTRSECTN | L | | AIRPORT RD | | | CT | Y | 1 | 1 | | | | | 4A | 36A | 4A | | 36 | 3 | 01 | 0990 | U1 | | 50 | R | P | | |
| 245.14 | | 244.42 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | | 50 | R | P | | |
| 245.38 | | 244.66 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | | 45 | R | P | | |
| 245.54 | | 244.82 | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 4A | 36A | 4A | \$\$\$ | 36 | 3 | 01 | 0990 | U1 | | 45 | R | P | | |
| 245.60 | | 244.88 | INTRSECTN | R | | BENSON RD | | | CT | Y | 2 | 1 | | | | | 4A | 48A | 4A | | 48 | 3 | 01 | 0990 | U1 | | 45 | R | P | | |
| | | | INTRSECTN | L | | PVT RD | | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 245.66 | | 244.94 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 1 | | | | | 4A | 36A | 4A | 12 | 48 | 3 | 01 | 0990 | U1 | | 45 | R | P | | |
| 245.73 | | 245.01 | INTRSECTN | L | | BEAN RD | | | CT | N | | | | | | | | | | | | | | | | | | | | | |
| 245.83 | | 245.11 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 245.87 | | 245.15 | INTRSECTN | L | | FAIRMOUNT AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GAKIN RD | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 245.98 | | 245.26 | INTRSECTN | L | | EUCLID AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD JOE RD | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 246.00 | | 245.28 | MP MARKER | R | | 246 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.07 | | 245.35 | ON RAMP | L | | SR 117-TUMWATER TRUCK RD | ST | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | | 45 | R | P | | |
| 246.09 | | 245.37 | INTRSECTN | R | | DOYLE RD | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | SR 117 ON RAMP | | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 246.10 | | 245.38 | LEAVE CITY | | | PORT ANGELES | | | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | \$\$\$\$ | | 45 | R | \$ | |
| | | | OFF RAMP | R | | SR 117-TUMWATER TRUCK RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (S124607) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.15 | | 245.43 | MISC FEATR | R | | GORE (P124610) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.16 | | 245.44 | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 3 | 01 | | U1 | | 45 | R | | | |
| 246.25 | | 245.53 | UXING | B | | SR 117 | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 117/001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.32 | | 245.60 | INTRSECTN | L | | NICHOLAS RD | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 246.64 | | 245.92 | UXING | B | | BLACK DIAMOND RD | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 101/340 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.73 | | 246.01 | INTRSECTN | L | | S PINE ST | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 246.74 | | 246.02 | ENTER CITY | | | PORT ANGELES | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 0990 | U1 | | 35 | R | P | | |
| 246.94 | | 246.22 | | | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 0990 | U1 | | 25 | R | P | | |
| 246.96 | | 246.24 | BEG ST | I | | W LAURIDSEN BLVD | | | | | 1 | 1 | | | | | \$\$C | 50A | \$\$C | | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * | |
| | | | INTRSECTN | R | | OAK ST | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W 15TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 246.99 | | 246.27 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | C | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * | |
| 247.01 | | 246.29 | INTRSECTN | L | | OAK ST | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 245.13 | 244.41 | .03 | 12 | | | | | | .09 12 |
| 245.60 | 244.88 | .03 | 12 | | .03 12 | | | | |
| 246.96 | 246.24 | .02 | 12 | | .02 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|--------|-----|-----------|---|----|------------------|-----|-----|--------------|-----|-----|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|------|------|------|----|----|----|---|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | SPEED | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | D | IB | R | P | S | |
| 247.07 | 246.35 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| | | | INTRSECTN | R | | S LAUREL ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.09 | 246.37 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| 247.12 | 246.40 | | END ST | I | | W LAURIDSEN BLVD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E LAURIDSEN BLVD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S LAUREL ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.17 | 246.45 | | INTRSECTN | R | | S LINCOLN ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.18 | 246.46 | | WYE CONN | R | | E LAURIDSEN BLVD | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.19 | 246.47 | | END ST | I | | E LAURIDSEN BLVD | | | | | | 1 | 1 | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | \$ |
| | | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E LAURIDSEN BLVD | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 247.20 | 246.48 | | WYE CONN | R | | E LAURIDSEN BLVD | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.28 | 246.56 | | BEG ST | I | | LINCOLN ST | | | | | | 1 | 1 | | | | C | 42A | C | | 42 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| | | | INTRSECTN | L | | E 13TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.35 | 246.63 | | INTRSECTN | B | | E 12TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.42 | 246.70 | | INTRSECTN | B | | E 11TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.49 | 246.77 | | INTRSECTN | B | | E 10TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.56B | 246.84 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | E 9TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.56 | 246.90 | | EQUATION | | | 247.62B=247.56 | | | | | | 1 | 1 | | | | C | 50A | C | | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| | | | INTRSECTN | B | | EIGHTH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 247.60 | 246.94 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | 1 | 1 | | | | C | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| 247.63 | 246.97 | | INTRSECTN | B | | E 7TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.70 | 247.04 | | INTRSECTN | B | | E 6TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.74 | 247.08 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | 1 | 1 | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| 247.77 | 247.11 | | INTRSECTN | B | | E 5TH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 247.81 | 247.15 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | 1 | 1 | | | | C | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| 247.84 | 247.18 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | 1 | 1 | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| | | | INTRSECTN | B | | E 4TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 247.87 | 247.21 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | 1 | 1 | | | | C | 38A | C | 12 | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * |
| 247.91 | 247.25 | | INTRSECTN | B | | E 3RD ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 247.07 | 246.35 | | | | .02 | 12 | | | | |
| 247.17 | 246.45 | | | .02 | 10 | | | | | |
| 247.18 | 246.46 | | | .01 | 14 | | | | | |
| 247.19 | 246.47 | | | | .02 | 12 | | | | |
| 247.56 | 246.90 | | .03 | 12 | | .03 | 12 | | | |
| 247.77 | 247.11 | | .02 | 12 | | .02 | 12 | | | |
| 247.84 | 247.18 | | | | .02 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|--|---|----|---|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 247.98 | 247.32 | | END SU LN INTRSECTN | C | | TWO WAY TURN E 2ND ST | 12A | | 1 | 1 | | | | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | 0990 | U1 | | 25 | R | B | * | |
| 248.02 | 247.36 | | BEG ST | I | | E FIRST ST | | | 1 | 1 | | | | | | | C | 50A | C | | 50 | 3 | 01 | 0990 | U1 | | 25 | R | L | * | |
| 248.06 | 247.40 | | END ST BEG ST INTRSECTN INTRSECTN MISC FEATR | I | | LINCOLN ST E FIRST ST E 1ST ST SR 101 COPRTANG (COUPLT) COUPLT - COPRTANG | | | \$ | 2 | | | | | | | C | 52A | C | | 52 | 3 | 01 | 0990 | U1 | | 35 | R | B | * | |
| 248.15 | 247.49 | | INTRSECTN INTRSECTN | L | | N CHASE ST S CHASE ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.25 | 247.59 | | INTRSECTN INTRSECTN | L | | N PEABODY ST S PEABODY ST | | | CT | | SG | Y | | | | | CT | | SG | Y | | | | | | | | | | | |
| 248.35 | 247.69 | | INTRSECTN INTRSECTN | L | | N VINE ST S VINE ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.45 | 247.79 | | INTRSECTN INTRSECTN | R | | S ALBERT ST N ALBERT ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.55 | 247.89 | | INTRSECTN INTRSECTN | R | | S EUNICE ST N EUNICE ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.64 | 247.98 | | INTRSECTN INTRSECTN | L | | N FRANCIS ST S FRANCIS ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.75 | 248.09 | | INTRSECTN | B | | RACE ST | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 248.84 | 248.18 | | INTRSECTN INTRSECTN | L | | N WASHINGTON ST S WASHINGTON ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 248.94 | 248.28 | | INTRSECTN INTRSECTN | L | | N CHAMBERS ST S CHAMBERS ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 249.04 | 248.38 | | INTRSECTN INTRSECTN | L | | N JONES ST S JONES ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 249.14 | 248.48 | | INTRSECTN INTRSECTN | R | | S LIBERTY ST N LIBERTY ST | | | CT | | Y | | | | | | CT | | Y | | | | | | | | | | | | |
| 249.25 | 248.59 | | INTRSECTN INTRSECTN | R | | S ENNIS ST N ENNIS ST | | | CT | | SG | Y | | | | | CT | | SG | Y | | | | | | | | | | | |
| 249.35 | 248.69 | | INTRSECTN MISC FEATR | L | | N ALDER ST BEG L&R TURN LANES | | | CT | | Y | 2 | | | | | C | 62A | C | | 62 | 3 | 01 | 0990 | U1 | | 35 | R | P | * | |
| 249.54 | 248.88 | | END ST | I | | E FIRST ST | | | | 2 | | | | | | | C | 62A | C | | 62 | 3 | 01 | 0990 | U1 | | 35 | R | P | \$ | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 247.98 | 247.32 | | | .02 | 12 | | | | |
| 248.25 | 247.59 | .03 | 12 | .02 | 12 | | | | |
| 248.75 | 248.09 | .03 | 12 | .03 | 12 | | | | |
| 249.25 | 248.59 | .02 | 12 | .02 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|--------------------|-----|-----|------------|---------|-----|--------|--------|--------|------|---------------------------|--------|------|--------|-----|-------|----|----|-----|----|----|----|----|---|----|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 252.13 | 251.47 | | INTRSECTN | R | | COTTONWOOD LN | PV | Y | 2 | 2 | | | | | | | 8A | 48A | 8A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | | | |
| 252.16 | 251.50 | | BEG BRIDGE | B | | MORSE CREEK | ST | | 2 | 2 | | | | | | | \$\$\$ | 78P | \$\$\$ | | | 78 | 3 | 01 | | U1 | | 40 | R | | | | | | |
| | | | | | | BRDG NUM 101/350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.20 | 251.54 | | END BRIDGE | B | | MORSE CREEK | | | 2 | 2 | | | | | | | 8A | 46A | 8A | | | 46 | 3 | 01 | | U1 | | 40 | R | | | | | | |
| 252.26 | 251.60 | | INTRSECTN | L | | STRAIT VIEW DR | CO | Y | | | | | | | | | 10S | CU | \$\$\$ | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | |
| 252.32 | 251.66 | | | | | | | | 2 | 2 | | 8A | 24A | | | | 10S | CU | | 22A | 5A | | | 44 | 3 | 01 | | U1 | | 40 | R | | | | |
| 252.42 | 251.76 | | | | | | | | 2 | 2 | | \$\$\$ | \$\$\$ | | | | \$\$\$ | \$\$ | 8A | 46A | 8A | | | 46 | 3 | 01 | | U1 | | 40 | R | | | | |
| 252.62 | 251.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.75 | 252.09 | | EXIT TO | L | | VIEW POINT | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.78 | 252.12 | | BEG BRIDGE | B | | DEER PARK LP | ST | | 2 | 2 | | W | 44A | | | | 12A | UP | \$\$\$ | 34A | \$\$W | | | 78 | 3 | 01 | | U1 | | 40 | R | | | | |
| | | | | | | BRDG NUM 101/351 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.79 | 252.13 | | END BRIDGE | B | | DEER PARK LP | | | 2 | 2 | | 8A | 24A | | | | 12A | UP | | 24A | 10A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | |
| 252.91 | 252.16 | | EQUATION | | | 252.82 =252.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.93 | 252.18 | | ENT FROM | L | | DEER PARK LP | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.94 | 252.19 | | EXIT TO | L | | DEER PARK LP | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.00 | 252.25 | | MP MARKER | R | | 253 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.04 | 252.29 | | | | | | | | 2 | 2 | | 8A | 24A | | | | 12A | UP | | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | |
| 253.10 | 252.35 | | EXIT TO | R | | DEER PARK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.11 | 252.36 | | ENT FROM | R | | DEER PARK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.20 | 252.45 | | | | | | | | 2 | 2 | | 8A | 24A | | | | 15A | UP | | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | |
| 253.31 | 252.56 | | | | | | | | 2 | 2 | | 8A | 24A | 6A | | | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 40 | R | | | | |
| 253.35 | 252.60 | | | | | | | | 2 | 2 | | 8A | 24A | 6A | | | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 253.42 | 252.67 | | ENT FROM | L | | WB 101 U TURN RT | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.44 | 252.69 | | INTRSECTN | C | | MEDIAN XROAD | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | WB 101 U TURN RT | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.46 | 252.71 | | INTRSECTN | C | | MEDIAN RD | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | R | | EB 101 U TURN RT | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.48 | 252.73 | | ENT FROM | R | | EB 101 U TURN RT | ST | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.84 | 253.09 | | BEG BRIDGE | B | | BAGLEY CREEK | ST | | 2 | 2 | | \$\$W | 47P | \$\$\$ | | | 14P | UP | \$\$\$ | 47P | \$\$W | | | 94 | 3 | 01 | | U1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 101/351.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.86 | 253.11 | | END BRIDGE | B | | BAGLEY CREEK | | | 2 | 2 | | 8A | 24A | 6A | | | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 252.13 | 251.47 | | | .04 | 12 | | .02 | 12 | |
| 252.26 | 251.60 | .06 | 12 | | | | | .05 | 12 |
| 252.93 | 252.18 | | | | | .09 | 12 | | |
| 252.94 | 252.19 | | | | .07 | 12 | | | |
| 253.10 | 252.35 | | .06 | 12 | | | | | |
| 253.44 | 252.69 | .03 | 15 | | | | | | |
| 253.46 | 252.71 | | | .03 | 15 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|-------------------|-----|-----|------------|-----|-----|-----|-----|-----|------|---------------------------|-----|-----|-----|-----|-----|------|------|-----|-------|----|----|----|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 253.88B | 253.13 | | BEG EQ | | | BEGIN BACK | | | | 2 | 2 | 8A | 24A | 6A | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | | | | |
| 253.88 | 253.14 | | EQUATION | | | 253.89B=253.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S BAGLEY CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | N BAGLEY CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.00 | 253.26 | | MP MARKER | B | | 254 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.13 | 253.39 | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SHORT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LAKE FARM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.19 | 253.45 | | | | | | | | | 2 | 2 | 8A | 24A | 6A | 35S | GR | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | | | | |
| 254.34 | 253.60 | | ON RAMP | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.46 | 253.72 | | | | | | | | | 2 | 2 | 8A | 24A | 6A | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | | | | |
| 254.48 | 253.74 | | MISC FEATR | L | | GORE (W125478) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.50 | 253.76 | | | | | | | | | 2 | 2 | 8A | 24A | 6A | 35S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 254.51 | 253.77 | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SUTTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.58 | 253.84 | | WEIGH STA | L | | NUMBER 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.67 | 253.93 | | MISC FEATR | L | | GORE (W125478) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.78 | 254.04 | | OFF RAMP | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 254.86 | 254.12 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 255.00 | 254.26 | | MP MARKER | B | | 255 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.10 | 254.36 | | WYE CONN | R | | O'BRIEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.11 | 254.37 | | INTRSECTN | L | | OLD OLYMPIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | O'BRIEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.12 | 254.38 | | WYE CONN | R | | O'BRIEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.17 | 254.43 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.28 | 254.54 | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | OLD OLYMPIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.29 | 254.55 | | WYE CONN | L | | OLD OLYMPIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 253.88 | 253.14 | | .03 | 15 | | | | | | | |
| 254.13 | 253.39 | | .03 | 15 | | | | | | | |
| 254.51 | 253.77 | | | | .03 | 15 | | | | | |
| 255.10 | 254.36 | | | .09 | 12 | | | | | | |
| 255.11 | 254.37 | | .04 | 13 | | | .11 | 12 | .11 | 13 | |
| 255.12 | 254.38 | | | | | | | | | .17 | 12 |
| 255.28 | 254.54 | | .08 | 12 | | | | | | | |
| 255.29 | 254.55 | | | | | .02 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------|-----|-----|------------|---------|-----|---------|-----|---------|------|---------------------------|---------|-----|---------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 255.30 | | 254.56 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | DE | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 255.64 | | 254.90 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OCTANE LN | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SIEBERT CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.98 | | 255.24 | MP MARKER | B | | 256 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.99 | | 255.25 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | GR | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.04 | | 255.30 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | JE | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.09 | | 255.35 | BEG BRIDGE | I | | SIEBERT CREEK | ST | | Y | 2 | 2 | 10A | 24A | 4A | 350 | \$\$ | \$\$\$W | 38P | \$\$\$W | | 62 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| | | | | | | BRDG NUM 101/352E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.14 | | 255.40 | BEG BRIDGE | D | | SIEBERT CREEK | ST | | Y | 2 | 2 | \$\$\$W | 36P | \$\$\$W | 350 | | | W | 38P | W | 74 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| | | | | | | BRDG NUM 101/352W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.17 | | 255.43 | END BRIDGE | D | | SIEBERT CREEK | | | | 2 | 2 | 10A | 24A | 4A | 350 | | | W | 38P | W | 62 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.21 | | 255.47 | END BRIDGE | I | | SIEBERT CREEK | | | | 2 | 2 | 10A | 24A | 4A | 35S | JE | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.27 | | 255.53 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | GR | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.32 | | 255.58 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 35S | DE | 4A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.40 | | 255.66 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BLUE MOUNTAIN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LEWIS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.44 | | 255.70 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.48 | | 255.74 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.63 | | 255.89 | | | | | | | | 2 | 2 | 4A | 24A | \$\$\$ | 4A | UP | \$\$\$ | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.76 | | 256.02 | | | | | | | | 2 | 2 | 4A | 23A | | 4A | UP | | 23A | 7A | | 46 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.91 | | 256.17 | | | | | | | | 2 | 2 | 5A | 24A | | 4A | UP | | 24A | 5A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 256.93 | | 256.19 | | | | | | | | 2 | 2 | 5A | 24A | | 4A | UP | | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 257.00 | | 256.26 | MP MARKER | R | | 257 | | | | 2 | 2 | 8A | 24A | | 20A | UP | | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 257.13 | | 256.39 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | 2 | 2 | 8A | 24A | 4A | 44S | DE | 6A | 24A | 10A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| | | | INTRSECTN | L | | SHORE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.15 | | 256.41 | | | | | | | | 2 | 2 | 8A | 24A | 4A | 44S | DE | 6A | 24A | 8A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 257.29 | | 256.55 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.50 | | 256.76 | | | | | | | | 2 | 2 | 8A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | 48 | 3 | 01 | | R1 | | 55 | | R | | | | | |
| 257.58 | | 256.84 | ENT FROM | L | | WB 101 U TURN RT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.60 | | 256.86 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | WB 101 U TURN RT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.74 | | 257.00 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| ----- | ----- | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 255.64 | 254.90 | .02 | 12 | | | | | .03 | 12 |
| 256.40 | 255.66 | .03 | 13 | .10 | 12 | | | .03 | 12 |
| 257.13 | 256.39 | .03 | 13 | | | | | | |
| 257.60 | 256.86 | .03 | 13 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|-------------------|----|-----|---|------------|---|-------|-----|-------|------|---------------------------|-------|-----|-------|------|-----|------|----|-----|----|-------|----|----|---|---|--|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | | INCRS/UNDI | | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | | RHT | | LFT | | RHT | | USE | | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | | SHD | | RDY | | SHD | | RDY | | LNS | | RDY | | MTCE | | CITY | | ST | | SPEED | | T | | P | | S | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 257.74 | 257.00 | | EXIT TO | R | | EB 101 U TURN RT | ST | Y | 2 | 2 | | 8A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 257.76 | 257.02 | | ENT FROM | R | | EB 101 U TURN RT | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.80 | 257.06 | | | | | | | | 2 | 2 | | 8A | 24A | 4A | 44S | GR | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 258.00 | 257.26 | | MP MARKER | B | | 258 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.03 | 257.29 | | | | | | | | 2 | 2 | | 8A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 258.12 | 257.36 | | EQUATION | | | 258.10 =258.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | R | | S BARR RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | N BARR RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.13 | 257.37 | | ENT FROM | R | | S BARR RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.15 | 257.39 | | | | | | | | 2 | 2 | | 8A | 24A | 4A | 44S | BE | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 258.20 | 257.44 | | BEG BRIDGE | I | | MCDONALD CREEK | ST | | 2 | 2 | | \$\$W | 38P | \$\$W | 44O | \$\$ | \$\$W | 38P | \$\$W | | | 76 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| | | | BEG BRIDGE | D | | MCDONALD CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | BRDG NUM 101/354W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.26 | 257.50 | | END BRIDGE | I | | MCDONALD CREEK | | | 2 | 2 | | 8A | 24A | 4A | 44S | GR | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| | | | END BRIDGE | D | | MCDONALD CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.30 | 257.54 | | EXIT TO | R | | SHERBURNE RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.31 | 257.55 | | ENT FROM | R | | SHERBURNE RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.43 | 257.67 | | | | | | | | 2 | 2 | | 8A | 24A | 4A | 44S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 258.54 | 257.78 | | ENT FROM | L | | WB 101 U TURN RT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.56 | 257.80 | | EXIT TO | L | | WB 101 U TURN RT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.63 | 257.87 | | EXIT TO | R | | EB 101 U TURN RT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.66 | 257.90 | | ENT FROM | R | | EB 101 U TURN RT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.79 | 258.03 | | | | | | | | 2 | 2 | | 8A | 24A | 4A | 44S | GR | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 259.00 | 258.24 | | MP MARKER | C | | 259 | | | 2 | 2 | | 8A | 24A | 4A | 44S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | | | | |
| 259.16 | 258.40 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.17 | 258.41 | | ENT FROM | L | | DRYKE RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.18 | 258.42 | | EXIT TO | L | | DRYKE RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | R | | PIERSON RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 257.74 | 257.00 | | | | | | | | |
| 258.12 | 257.36 | .03 | 13 | | | | | | |
| 258.30 | 257.54 | | | .02 | 12 | | | | |
| 258.56 | 257.80 | .03 | 13 | | | | | | |
| 258.63 | 257.87 | | | | | .05 | 13 | | |
| 259.18 | 258.42 | .11 | 13 | | | .11 | 13 | .10 | 12 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|---------------------|-----|-----|------------|---------|-----|--------|--------|--------|--------|---------------------------|--------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 259.21 | 258.45 | | ENT FROM | R | | PIERSON RD | CO | Y | 2 | 2 | | 8A | 24A | 4A | 44S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | |
| 259.30 | 258.54 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 44S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | |
| 259.45 | 258.69 | | ENT FROM | L | | WB 101 U TURN RT | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.48 | 258.72 | | INTRSECTN | C | | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | WB 101 U TURN RT | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.61 | 258.85 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | R1 | | 55 | R | | | | |
| 259.68 | 258.92 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.79 | 259.03 | | BEG BRIDGE | B | | WEST OWL CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/354.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.80 | 259.04 | | END BRIDGE | B | | WEST OWL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.84 | 259.08 | | BEG BRIDGE | B | | EAST OWL CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/354.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.85 | 259.09 | | END BRIDGE | B | | EAST OWL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.86 | 259.10 | | BEG BRIDGE | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/354.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.87 | 259.11 | | END BRIDGE | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.90 | 259.14 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.92 | 259.16 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.95 | 259.19 | | ENT FROM | L | | KITCHEN-DICK RD | CO | Y | 2 | 2 | | 10A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| | | | EXIT TO | R | | KIRK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.96 | 259.20 | | ENT FROM | R | | KIRK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | KITCHEN-DICK RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.00 | 259.24 | | MP MARKER | B | | 260 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.06 | 259.30 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 44S | DE | 4A | 24A | 5A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.12 | 259.36 | | | | | | | | 2 | 2 | | 10A | 24A | 4A | 44S | DE | 4A | 24A | 4A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.17 | 259.41 | | | | | | | | 2 | 2 | | 10A | 24A | \$\$\$ | 4A | UP | \$\$\$ | 24A | 4A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.22 | 259.46 | | | | | | | | 2 | 2 | | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 10A | 48A | 4A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.37 | 259.61 | | | | | | | | 2 | 2 | | | | | | | 4A | 48A | 4A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.41 | 259.65 | | | | | | | | 2 | 2 | | | | | | | 8A | 48A | 8A | | | 48 | 3 | 01 | | U1 | | 55 | R | | | | |
| 260.47 | 259.71 | | INTRSECTN | L | | N BOYCE RD | CO | N | 2 | 2 | | 8A | 24A | | 14A | UP | \$\$\$ | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 45 | R | | | | |
| | | | INTRSECTN | R | | S BOYCE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.73 | 259.97 | | INTRSECTN | L | | JOSLIN RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.93 | 260.17 | | BEG BRIDGE | B | | MATRIOTTI CREEK | ST | | 2 | 2 | | 8A | 24A | 4A | 28S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | | 45 | R | | | | |
| | | | | | | BRDG NUM 101/355C | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 259.48 | 258.72 | .03 | 13 | | | | | | |
| 259.95 | 259.19 | | | .10 | 13 | | | | |
| 259.96 | 259.20 | .10 | 13 | | | .09 | 12 | | |
| 260.73 | 259.97 | .03 | 14 | | | | | .07 | 14 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|---------|-----|--------|------|---------------------------|--------|-----|---------|--------|-----|----|----|-----|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 260.94 | 260.18 | | END BRIDGE | B | | MATRIOTTI CREEK | | | | 2 | 2 | 8A | 24A | 4A | 28S | DE | 4A | 24A | 8A | | | 48 | 3 | 01 | | U1 | 45 | R | | |
| 261.00 | 260.24 | | MP MARKER | R | | 261 | | | | 2 | 2 | 8A | 24A | 4A | 28S | DE | 4A | 24A | 4A | | | 48 | 3 | 01 | | U1 | 45 | R | | |
| 261.09 | 260.33 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 261.10 | 260.34 | | | | | | | | | 2 | 2 | 8A | 24A | 4A | 28S | DE | 4A | 40A | \$\$\$C | | | 64 | 3 | 01 | | U1 | 45 | R | | |
| 261.18 | 260.42 | | | | | | | | | 2 | 2 | 8A | 24A | \$\$\$ | 14A | UP | \$\$\$ | 40A | C | | | 64 | 3 | 01 | | U1 | 45 | R | | |
| 261.25 | 260.49 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | \$\$\$C | 32A | | 14A | UP | | 32A | C | 12 | 76 | 3 | 01 | | U1 | 45 | R | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CARLSBORG RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | HOOKE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 261.31 | 260.55 | | | | | | | | | 2 | 2 | C | 32A | 4A | 28S | DE | 4A | 32A | C | 12 | 76 | 3 | 01 | | U1 | 45 | R | | | |
| 261.45 | 260.69 | | | | | | | | | 2 | 2 | C | 32A | \$\$\$ | 14A | UP | \$\$\$ | 32A | C | 12 | 76 | 3 | 01 | | U1 | 45 | R | | | |
| 261.51 | 260.75 | | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | C | 32A | | 14A | UP | | 24A | 8A | \$\$\$ | 56 | 3 | 01 | | U1 | 45 | R | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PARKWOOD BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 261.57 | 260.81 | | | | | | | | | 2 | 2 | C | 32A | 4A | 28S | DE | 4A | 24A | 8A | | | 56 | 3 | 01 | | U1 | 45 | R | | |
| 261.81 | 261.05 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.96 | 261.20 | | | | | | | | | 2 | 2 | C | 32A | \$\$\$ | 14A | UP | \$\$\$ | 24A | 8A | | | 56 | 3 | 01 | | U1 | 45 | R | | |
| 261.99 | 261.23 | | MP MARKER | R | | 262 | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.02 | 261.26 | | INTRSECTN | L | | GILBERT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TAYLOR CUTOFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 262.15 | 261.39 | | | | | | | | | 2 | 2 | C | 32A | | 10A | JE | | 24A | 8A | | | 56 | 3 | 01 | | U1 | 45 | R | | |
| 262.20 | 261.44 | | | | | | | | | 2 | 2 | C | 32A | | 10A | JE | | 24A | 8A | | | 56 | 3 | 01 | | U1 | 55 | R | | |
| 262.23 | 261.47 | | | | | | | | | 2 | 2 | C | 32A | | 10A | JE | | 24A | 8A | | | 56 | 3 | 01 | | U1 | 55 | L | | |
| 262.26 | 261.50 | | BEG BRIDGE | B | | DUNGENESS RIVER | ST | | | 2 | 2 | W | 33P | | 10P | WA | | 33P | \$\$W | | | 66 | 3 | 01 | | U1 | 55 | L | | |
| | | | BRDG NUM | | | 101/356 | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.33 | 261.57 | | END BRIDGE | B | | DUNGENESS RIVER | | | | 2 | 2 | 10A | 24A | 4A | 20S | JE | 4A | 24A | 10A | | | 48 | 3 | 01 | | U1 | 55 | L | | |
| 262.34 | 261.58 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 20S | UP | 4A | 24A | 10A | | | 48 | 3 | 01 | | U1 | 55 | L | | |
| 262.37 | 261.61 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 20S | DE | 4A | 24A | 10A | | | 48 | 3 | 01 | | U1 | 55 | L | | |
| 262.67 | 261.91 | | MISC FEATR | R | | SGN ENT SEQUIM | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.72 | 261.96 | | OFF RAMP | R | | RIVER RD | ST | | Y | 1 | 1 | 10A | 12A | 4A | 20S | DE | 4A | 12A | 10A | | | 24 | 3 | 01 | | U1 | 55 | L | | |
| | | | ON RAMP | L | | RIVER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 262.76 | 262.00 | | MISC FEATR | L | | GORE (S126272) | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 261.09 | 260.33 | | | | | .09 | 12 | | | | |
| 261.25 | 260.49 | | | .03 | 14 | .13 | 12 | .03 | 14 | .23 | 12 |
| 261.51 | 260.75 | | | .03 | 14 | | | .03 | 14 | .08 | 14 |
| 262.02 | 261.26 | | | .03 | 14 | | | .03 | 14 | .07 | 14 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------|-----|-----|------------|---------|-----|--------|--------|--------|--------|---------------------------|--------|-----|-------|-----|-----|----|----|-----|------|----|----|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 262.77 | | 262.01 | ENTER CITY | | | SEQUIM | | | | 1 | 1 | 10A | 12A | 4A | 20S | DE | 4A | 12A | 10A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 262.81 | | 262.05 | MISC FEATR | R | | GORE (P126272) | | | | 1 | 1 | 6A | 12A | \$\$\$ | 20A | UP | \$\$\$ | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 262.86 | | 262.10 | | | | | | | | 1 | 1 | 6A | 12A | | 10A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.00 | | 262.24 | MP MARKER | R | | 263 | | | | 1 | 1 | 6A | 12A | | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.05 | | 262.29 | UXING | B | | RIVER RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/358 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.23 | | 262.47 | MISC FEATR | R | | GORE (Q126351) | | | | 1 | 1 | 6A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.45 | | 262.69 | MISC FEATR | L | | GORE (R126359) | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.51 | | 262.75 | ON RAMP | R | | RIVER RD | | | | Y | 1 | 1 | 8A | 12A | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.59 | | 262.83 | OFF RAMP | L | | RIVER RD | | | | Y | 1 | 1 | 6A | 12A | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.73 | | 262.97 | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 24A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 263.80 | | 263.04 | UXING | B | | 7TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/360 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.00 | | 263.24 | MP MARKER | R | | 264 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.06 | | 263.30 | | | | | | | | 1 | 1 | 6A | 12A | | 4A | UP | \$\$\$ | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 264.19 | | 263.43 | ON RAMP | L | | SEQUIM AVE | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 264.26 | | 263.50 | OFF RAMP | R | | SEQUIM AVE | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 264.30 | | 263.54 | UXING | B | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/362 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.41 | | 263.65 | MISC FEATR | R | | GORE (P126426) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.47 | | 263.71 | MISC FEATR | L | | GORE (S126419) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.56 | | 263.80 | UXING | B | | SEQUIM AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/364 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.73 | | 263.97 | MISC FEATR | L | | GORE (R126488) | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 264.74 | | 263.98 | MISC FEATR | R | | GORE (Q126500) | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 264.82 | | 264.06 | LEAVE CITY | | | SEQUIM | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | \$ | |
| 264.88 | | 264.12 | OFF RAMP | L | | SEQUIM AVE | | | | Y | 1 | 1 | 6A | 12A | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | | U1 | | 55 | L | | |
| 264.94 | | 264.18 | ENTER CITY | | | SEQUIM | | | | 1 | 1 | 6A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 264.99 | | 264.23 | MP MARKER | R | | 265 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 265.00 | | 264.24 | ON RAMP | R | | SEQUIM AVE | | | | Y | 1 | 1 | 6A | 12A | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 265.14 | | 264.38 | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 24A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 265.81 | | 265.05 | | | | | | | | 1 | 1 | 6A | 12A | | 4A | UP | \$\$\$ | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 265.98 | | 265.22 | MP MARKER | R | | 266 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.10 | | 265.34 | BEG BRIDGE | B | | SIMDARS RD | | | | 1 | 1 | \$\$W | 18P | | 4P | UP | | 18P | \$\$W | | | 36 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| | | | | | | BRDG NUM 101/366 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.13 | | 265.37 | END BRIDGE | B | | SIMDARS RD | | | | 1 | 1 | 6A | 12A | | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 266.33 | | 265.57 | MISC FEATR | L | | GORE (R126647) | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 266.35 | | 265.59 | MISC FEATR | R | | GORE (Q126664) | | | | 1 | 1 | 8A | 12A | | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 266.47 | | 265.71 | OFF RAMP | L | | SIMDARS RD | | | | Y | 1 | 1 | 6A | 12A | 4A | UP | | 12A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 266.64 | | 265.88 | ON RAMP | R | | SIMDARS RD | | | | Y | 1 | 1 | 6A | 12A | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 55 | L | P | |
| 266.65 | | 265.89 | | | | | | | | 1 | 1 | 6A | 12A | | 4A | UP | | 12A | 6A | | | 24 | 3 | 01 | 1160 | U1 | | 50 | L | P | |
| 266.91 | | 265.95 | EQUATION | | | 266.71 =266.91 | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 24A | 8A | | | 24 | 3 | 01 | 1160 | U1 | | 50 | L | P | |
| 267.03 | | 266.07 | INTRSECTN | R | | HAPPY VALLEY RD | | | | CT | | N | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL -----TURN LANES----- -----ACCELERATION LANES-----

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|----------|----|---|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 267.10 | 266.14 | | MP MARKER | R | | 267 | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | 1160 | U1 | | 50 | L | P | |
| 267.21 | 266.25 | | INTRSECTN | L | | WHITEFEATHER WAY | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 267.43 | 266.47 | | INTRSECTN | R | | PALO ALTO RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 267.74 | 266.78 | | LEAVE CITY | | | SEQUIM | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | \$\$\$\$ | R1 | | 50 | L | \$ | |
| 267.76 | 266.80 | | MISC FEATR | L | | SGN ENT SEQUIM | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.01 | 267.05 | | MP MARKER | R | | 268 | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.46 | 267.50 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | | R1 | | 50 | L | | |
| 268.52 | 267.56 | | INTRSECTN | L | | W SEQUIM BAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 268.57 | 267.61 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | | R1 | | 50 | L | | |
| 268.63 | 267.67 | | INTRSECTN | L | | BARKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 269.00 | 268.04 | | MP MARKER | R | | 269 | | | | | | | | | | | | | | | | | | | | | | | | |
| 269.06 | 268.10 | | ENT/EXIT | L | | SEQUIM BAY STATE PARK | ST | | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 50 | R | | |
| 269.21 | 268.25 | | INTRSECTN | R | | LOUELLA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 269.65 | 268.69 | | INTRSECTN | L | | SCHOOL HOUSE POINT LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 270.00 | 269.04 | | MP MARKER | R | | 270 | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.35 | 269.39 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 45 | R | | |
| 270.59 | 269.63 | | INTRSECTN | L | | OLD BLYN HWY | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 270.76 | 269.80 | | ENT/EXIT | R | | SEVEN CEDARS CASINO | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 270.87 | 269.91 | | BEG BRIDGE | B | | JIMMYCOMELATELY CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 48A | \$\$W | | 48 | 3 | 01 | | R1 | | 45 | R | | |
| | | | | | | BRDG NUM 101/370 | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.89 | 269.93 | | END BRIDGE | B | | JIMMYCOMELATELY CREEK | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 45 | R | | |
| 270.99 | 270.03 | | INTRSECTN | R | | SOPHUS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 271.00 | 270.04 | | MP MARKER | R | | 271 | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.16 | 270.20 | | MISC FEATR | R | | SGN ENT BLYN | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.22 | 270.26 | | INTRSECTN | R | | WOODS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BLYN KING | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 271.51 | 270.55 | | INTRSECTN | R | | ZACCARDO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 271.53 | 270.57 | | INTRSECTN | R | | CHICKEN COOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 271.55 | 270.59 | | WYE CONN | R | | CHICKEN COOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT BLYN | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.70 | 270.74 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| 272.01 | 271.05 | | MP MARKER | R | | 272 | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.27 | 271.31 | | INTRSECTN | L | | BLYN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 267.21 | 266.25 | | | .04 | 12 | | | | | .03 | 12 | |
| 269.06 | 268.10 | | | .03 | 12 | | .04 | 12 | | .04 | 12 | |
| 270.76 | 269.80 | | | | | .06 | 12 | .04 | 12 | | .06 | 12 |
| 270.99 | 270.03 | | | | | .07 | 12 | .06 | 12 | | .03 | 12 |
| 271.22 | 270.26 | | | .03 | 12 | | .03 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|--------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 272.33 | | 271.37 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| 272.45 | | 271.49 | | | | | | | | 2 | 1 | | | | | | 8A | 36A | 8A | | 36 | 3 | 01 | | R1 | | 55 | R | | |
| 272.52 | | 271.56 | | | | | | | | 2 | 2 | | | | | | 8A | 48A | 8A | | 48 | 3 | 01 | | R1 | | 55 | R | | |
| 272.77 | | 271.81 | | | | | | | | 1 | 2 | | | | | | 8A | 36A | 8A | | 36 | 3 | 01 | | R1 | | 55 | R | | |
| 272.82 | | 271.86 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R1 | | 55 | R | | |
| 272.89 | | 271.93 | BEG SU LN | L | | SLOW VEHICLE | | | 12A | 1 | 1 | | | | | | \$\$\$ | 24A | 8A | 12 | 36 | 3 | 01 | | R1 | | 55 | R | | |
| 272.90 | | 271.94 | BEG SU LN | R | | SLOW VEHICLE | | | 12A | 1 | 1 | | | | | | | 24A | \$\$\$ | 24 | 48 | 3 | 01 | | R1 | | 55 | R | | |
| 273.00 | | 272.04 | MP MARKER | R | | 273 | | | | | | | | | | | | | | | | | | | | | | | | |
| 273.01 | | 272.05 | INTRSECTN | L | | OLD BLYN HWY | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 273.09 | | 272.13 | END SU LN | L | | SLOW VEHICLE | | | 12A | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | | R1 | | 55 | R | | |
| | | | END SU LN | R | | SLOW VEHICLE | | | 12A | | | | | | | | | | | | | | | | | | | | | |
| 273.55 | | 272.59 | INTRSECTN | L | | PIERCE RD | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 274.00 | | 273.04 | MP MARKER | R | | 274 | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.08 | | 273.12 | INTRSECTN | L | | KNAPP RD | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GUILLES RD | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 274.58 | | 273.62 | INTRSECTN | L | | DIAMOND PT RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHICKEN COOP RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 274.64 | | 273.68 | MISC FEATR | R | | SGN ENT JEFFERSON COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT CLALLAM COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.65 | | 273.69 | END CTLSEC | | | CONTROL SECTION 0501 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | CLALLAM | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 274.58 | 273.62 | .03 | 12 | | | .03 | 12 | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|-----------------------|-----|-----|------------|-----|-----|-----|-----|-----|-----|-----|---------------------------|-------|-------|-----|-----|-----|-----|-----|------|------|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | SPEED | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | RDY | SHD | W/S | W/S | W/S | WD/S | BR | W/S | RDY | SHD | LNS | RDY | MTCE | CITY | ST | D | IB | T | P | S | | | |
| 274.65 | 273.69 | | ENTER CO | | | JEFFERSON | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1603 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.66 | 273.70 | | INTRSECTN | L | | OLD GARDINER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.68 | 273.72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.74 | 273.78 | | BEG SU LN | R | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.00 | 274.04 | | MP MARKER | R | | 275 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.33 | 274.37 | | END SU LN | R | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.47 | 274.51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.52 | 274.56 | | MISC FEATR | R | | SGN ENT GARDINER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.75 | 274.79 | | INTRSECTN | L | | OLD GARDINER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.81 | 274.85 | | INTRSECTN | L | | OLD GARDINER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276.01 | 275.05 | | MP MARKER | R | | 276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276.15 | 275.19 | | INTRSECTN | L | | GARDINER BEACH RD | CO | | | N | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GARDINER CEMETERY RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276.35 | 275.39 | | MISC FEATR | L | | SGN ENT GARDINER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276.64 | 275.68 | | INTRSECTN | R | | VIEW RIDGE DR | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276.88 | 275.92 | | INTRSECTN | L | | PVT RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.00 | 276.04 | | MP MARKER | R | | 277 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.00 | 277.04 | | MP MARKER | R | | 278 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.26 | 277.30 | | INTRSECTN | L | | OLD GARDINER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.56 | 277.60 | | BEG SU LN | L | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.63 | 277.67 | | END SU LN | L | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.01 | 278.05 | | MP MARKER | R | | 279 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.65 | 278.69 | | BEG SU LN | R | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.71 | 278.75 | | END SU LN | R | | SLOW VEHICLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.81 | 278.85 | | INTRSECTN | L | | BRODERS RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.01 | 279.05 | | MP MARKER | R | | 280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.40 | 279.44 | | INTRSECTN | L | | ORCAS DR | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | HOLLAND DR | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.01 | 280.05 | | MP MARKER | R | | 281 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.52 | 280.56 | | INTRSECTN | L | | OLD GARDINER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.56 | 280.60 | | MISC FEATR | R | | SGN ENT DISCOVERY BAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.60 | 280.64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.01 | 281.05 | | MP MARKER | R | | 282 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.05 | 281.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.27 | 281.31 | | INTRSECTN | R | | STORE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|--------|--------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| ----- | ----- | ----- | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 274.66 | 273.70 | | .02 | 12 | | | | | | |
| 276.88 | 275.92 | | .03 | 10 | | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|---|--------|--------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|--------------------------|-------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 294.40 | | 293.44 | INTRSECTN | R | | WASHINGTON ST | CO | | Y | 1 | 1 | | | | | | 3A | 24B | 3A | | 24 | 3 | 01 | | R1 | | 30 | R | | |
| 294.59 | | 293.63 | INTRSECTN | L | | CENTER RD | CO | | Y | 1 | 1 | | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R1 | | 30 | R | | |
| 294.60 | | 293.64 | BEG SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | 2A | 24B | 2A | 12 | 36 | 2 | 02 | | R1 | | 30 | R | | |
| 294.62 | | 293.66 | WYE CONN | L | | CENTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.63 | | 293.67 | INTRSECTN | R | | BOWEN ST | CO | | Y | 1 | 1 | | | | | | 5A | 24B | 12A | 12 | 36 | 2 | 02 | | R1 | | 30 | R | | |
| 294.69 | | 293.73 | INTRSECTN | R | | HERBERT ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.74 | | 293.78 | INTRSECTN | R | | E ROSE ST | CO | | Y | 1 | 1 | | | | | | 5A | 24B | 3A | 12 | 36 | 2 | 02 | | R1 | | 30 | R | | |
| | | | INTRSECTN | L | | W ROSE ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.77 | | 293.81 | INTRSECTN | L | | RODGERS ST | CO | | N | 1 | 1 | | | | | | 4A | 27B | \$\$C | 12 | 39 | 2 | 02 | | R1 | | 30 | R | | |
| 294.78 | | 293.82 | INTRSECTN | R | | OLD CHURCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 294.85 | | 293.89 | INTRSECTN | L | | LINGER-LONGER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.87 | | 293.91 | INTRSECTN | R | | ROBERTS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.89 | | 293.93 | END SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | 4A | 39B | C | \$\$\$ | 39 | 2 | 02 | | R1 | | 30 | R | | |
| 294.90 | | 293.94 | INTRSECTN | R | | WASHINGTON ST | CO | | N | 1 | 1 | | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R1 | | 30 | R | | |
| 294.94 | | 293.98 | ENT/EXIT | R | | JEFFERSON COUNTY PARK | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 294.99 | | 294.03 | MP MARKER | R | | 295 | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.00 | | 294.04 | INTRSECTN | R | | QUILCENE PARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 295.01 | | 294.05 | | | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 295.02 | | 294.06 | INTRSECTN | L | | MAPLE GROVE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 295.08 | | 294.12 | MISC FEATR | L | | SGN ENT QUILCENE | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.29 | | 294.33 | INTRSECTN | R | | COUNTY DISPOSAL | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 295.59 | | 294.63 | INTRSECTN | R | | DEEMA SMAKMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 295.78 | | 294.82 | INTRSECTN | L | | GLEN LOGIE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 295.89 | | 294.93 | INTRSECTN | R | | PETE BECK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 296.00 | | 295.04 | MP MARKER | R | | 296 | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.10 | | 295.14 | INTRSECTN | R | | PENNY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 296.29 | | 295.33 | INTRSECTN | L | | DUTCH LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 296.32 | | 295.36 | | | | | | | | | 1 | 1 | | | | | 3A | 24B | 11A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 296.34 | | 295.38 | BEG SU LN | R | | SLOW VEHICLE | | | | | 1 | 1 | | | | | 3A | 24B | \$\$\$ | 12 | 36 | 2 | 02 | | R1 | | 55 | R | | |
| 296.48 | | 295.52 | END SU LN | R | | SLOW VEHICLE | | | | | 1 | 1 | | | | | 3A | 24B | 3A | \$\$\$ | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 296.62 | | 295.66 | INTRSECTN | R | | QUIL-FISH HATCHERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 296.65 | | 295.69 | BEG BRIDGE B | | | BIG QUILCENE RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24P | \$\$C | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/256 | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.69 | | 295.73 | END BRIDGE B | | | BIG QUILCENE RIVER | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 296.86 | | 295.90 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 10A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 296.98 | | 296.02 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 8A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 297.00 | | 296.04 | MP MARKER | R | | 297 | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 294.59 | | 293.63 | | .03 | 12 | | | | | | |
| 294.90 | | 293.94 | | | | .03 | 12 | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|----------------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 314.63 | 313.66 | | ENTER CO EQUATION | | | MASON | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| | | | BEG CTLSEC | | | 314.62 =314.63 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CONTROL SECTION 2301 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314.93 | 313.96 | | INTRSECTN | L | | WEBSTER LN | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 315.04 | 314.07 | | MP MARKER | R | | 315 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 315.15 | 314.18 | | INTRSECTN | L | | TRITON HEAD DR | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 315.26 | 314.29 | | BEG SU LN | R | | SLOW VEHICLE | | | 15A | | | 1 | 1 | | | | 3A | 22A | \$\$\$ | 15 | 37 | 2 | 02 | | R1 | | 50 | R | | | | |
| | | | INTRSECTN | R | | BEACON POINT DR | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 315.33 | 314.36 | | END SU LN | R | | SLOW VEHICLE | | | 15A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 316.00 | 315.03 | | MP MARKER | R | | 316 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316.53 | 315.56 | | BEG SU LN | L | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | \$\$\$ | 22A | 3A | 10 | 32 | 2 | 02 | | R1 | | 50 | R | | | | |
| 316.60 | 315.63 | | END SU LN | L | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.00 | 316.03 | | BEG SU LN | L | | SLOW VEHICLE | | | 08A | | | 1 | 1 | | | | \$\$\$ | 22A | 3A | 8 | 30 | 2 | 02 | | R1 | | 50 | R | | | | |
| | | | MP MARKER | R | | 317 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317.07 | 316.10 | | END SU LN | L | | SLOW VEHICLE | | | 08A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.09 | 316.12 | | BEG SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | \$\$\$ | 10 | 32 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.18 | 316.21 | | END SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.76 | 316.79 | | BEG SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | \$\$\$ | 22A | 3A | 12 | 34 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.85 | 316.88 | | END SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 317.90 | 316.93 | | INTRSECTN | R | | HAMMA HAMMA REC AREA | RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | |
| 318.00 | 317.03 | | MP MARKER | L | | 318 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318.46 | 317.49 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 50 | R | | | | |
| 318.52 | 317.55 | | BEG BRIDGE | B | | WAKETICKEH CREEK | | | | ST | | 1 | 1 | | | | \$\$W | 37A | \$\$W | | 37 | 2 | 02 | | R1 | | 50 | R | | | | |
| | | | BRDG NUM 101/402 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318.53 | 317.56 | | END BRIDGE | B | | WAKETICKEH CREEK | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 50 | R | | | | |
| 318.60 | 317.63 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 | 02 | | R1 | | 50 | R | | | | |
| 319.00 | 318.03 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 | 02 | | R1 | | 40 | R | | | | |
| 319.01 | 318.04 | | MP MARKER | R | | 319 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.02 | 318.05 | | MISC FEATR | R | | SGN ENT ELDON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.56 | 318.59 | | BEG SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | \$\$\$ | 10 | 32 | 2 | 02 | | R1 | | 40 | R | | | | |
| | | | INTRSECTN | R | | N LON WEBB RD | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 319.63 | 318.66 | | END SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 40 | R | | | | |
| 319.71 | 318.74 | | BEG BRIDGE | B | | HAMMA HAMMA SLOUGH | | | | ST | | 1 | 1 | | | | \$\$C | 20A | \$\$C | | 20 | 2 | 02 | | R1 | | 40 | R | | | | |
| | | | BRDG NUM 101/403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.74 | 318.77 | | END BRIDGE | B | | HAMMA HAMMA SLOUGH | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 | 02 | | R1 | | 40 | R | | | | |
| 319.94 | 318.97 | | BEG BRIDGE | B | | HAMMA HAMMA RIVER | | | | ST | | 1 | 1 | | | | \$\$C | 20A | \$\$C | | 20 | 2 | 02 | | R1 | | 40 | R | | | | |
| | | | BRDG NUM 101/404 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.97 | 319.00 | | END BRIDGE | B | | HAMMA HAMMA RIVER | | | | | | 1 | 1 | | | | 10A | 22A | 10A | | 22 | 2 | 02 | | R1 | | 40 | R | | | | |
| 320.01 | 319.04 | | MP MARKER | R | | 320 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 320.14 | 319.17 | | BEG SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 10A | 22A | \$\$\$ | 10 | 32 | 2 | 02 | | R1 | | 40 | R | | | | |
| 320.25 | 319.28 | | MISC FEATR | L | | SGN ENT ELDON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 320.29 | 319.32 | | END SU LN | R | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 02 | | R1 | | 40 | R | | | | |
| 320.36 | 319.39 | | BEG SU LN | L | | SLOW VEHICLE | | | 10A | | | 1 | 1 | | | | \$\$\$ | 22A | 3A | 10 | 32 | 2 | 02 | | R1 | | 40 | R | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------------------|-----------------|----|---|-----------------|---|-----|---------|-----|------|----|---------------------------|-----|-------|--------|-----|------|------|-----|-------|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 332.87 | | 331.90 | END SU LN | L | | SLOW VEHICLE | | | | | | | | | | | 2A | 24B | 2A | \$\$\$ | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 333.01 | | 332.04 | MP MARKER | R | | 333 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.10 | | 332.13 | BEG SU LN | L | | SLOW VEHICLE | | | | | | | | | | | \$\$\$ | 24B | 2A | 14 | 38 | 2 | 02 | | R1 | | 45 | R | | | |
| 333.15 | | 332.18 | END SU LN | L | | SLOW VEHICLE | | | | | | | | | | | 2A | 24B | 2A | \$\$\$ | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 333.30 | | 332.33 | | | | | | | | | | | | | | | 2A | 24A | 2A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 333.57 | | 332.60 | MISC FEATR | R | | SGN ENT POTLATCH | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.75 | | 332.78 | INTRSECTN | L | | POTLATCH RD | CO | | N | 1 | 1 | | | | | | 10A | 24B | 2A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 333.86 | | 332.89 | | | | | | | | | | | | | | | 2A | 24B | 2A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 334.00 | | 333.03 | MP MARKER | R | | 334 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.01 | | 333.04 | INTRSECTN | L | | POTLATCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BPA SUBSTATION RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 334.07 | | 333.10 | MISC FEATR | R | | SGN ENT SKOKOMISH RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.10 | | 333.13 | MISC FEATR | L | | SGN ENT POTLATCH | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.13 | | 333.16 | INTRSECTN | R | | POWERHOUSE RD | PV | | Y | 1 | 1 | | | | | | 3A | 22B | 3A | | 22 | 2 | 02 | | R1 | | 45 | R | | | |
| 334.48 | | 333.51 | BEG BRIDGE | B | | CUSHMAN PROJECT BRDG NUM 101/415 | ST | | | 1 | 1 | | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 334.50 | | 333.53 | END BRIDGE | B | | CUSHMAN PROJECT | | | | | | | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 334.54 | | 333.57 | ENT/EXIT | L | | PUBLIC FISHING | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 334.98 | | 334.01 | | | | | | | | | | | | | | | 4A | 24B | 4A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 335.01 | | 334.04 | MP MARKER | R | | 335 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 335.07 | | 334.10 | ENT/EXIT | B | | POTLATCH STATE PARK | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 335.10 | | 334.13 | | | | | | | | | | | | | | | 6A | 24B | 6A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 335.16 | | 334.19 | | | | | | | | | | | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 335.43 | | 334.46 | BEG SU LN | L | | SLOW VEHICLE | | | | | | | | | | | \$\$\$ | 24B | 3A | 16 | 40 | 2 | 02 | | R1 | | 45 | R | | | |
| 335.50 | | 334.53 | END SU LN | L | | SLOW VEHICLE | | | | | | | | | | | 3A | 24B | 3A | \$\$\$ | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 336.02 | | 335.05 | MP MARKER | R | | 336 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 336.05 | | 335.08 | INTRSECTN | R | | VALLEY DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 336.18 | | 335.21 | INTRSECTN | R | | MINERVA TERRACE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 336.39 | | 335.42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 336.48 | | 335.51 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 24B | 8A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 336.53 | | 335.56 | INTRSECTN | L | | RESERVATION RD | CO | | Y | | | | | | | | 4A | 24B | 6A | 12 | 36 | 2 | 02 | | R1 | | 45 | R | | | |
| 336.78 | | 335.81 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 4A | 24B | 6A | \$\$\$ | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 336.87 | | 335.90 | | | | | | | | | | | | | | | 4A | 24B | 4A | | 24 | 2 | 02 | | R1 | | 45 | R | | | |
| 337.00 | | 336.03 | MP MARKER | L | | 337 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 106 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 337.08 | | 336.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 335.07 | | 334.10 | | .03 | 12 | | .03 | 12 | | | |
| 337.00 | | 336.03 | | .04 | 12 | | | | .04 | 12 | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 337.20 | | 336.23 | | | | | | | | 1 | 1 | | | | | | 7A | 24B | 6A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 337.22 | | 336.25 | | | | | | | | 1 | 1 | | | | | | 6A | 22B | 4A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 337.67 | | 336.70 | | | | | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 338.00 | | 337.03 | MP MARKER | R | | 338 | | | | | | | | | | | | | | | | | | | | | | | | |
| 338.23 | | 337.26 | INTRSECTN | R | | SUNNYSIDE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 338.35 | | 337.38 | INTRSECTN | B | | SKOKOMISH RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 338.59 | | 337.62 | BEG BRIDGE | B | | SKOKOMISH RIVER SLOUGH | ST | | | 1 | 1 | | | | | | \$\$W | 38B | \$\$W | | 38 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/417 | | | | | | | | | | | | | | | | | | | | | | | | |
| 338.62 | | 337.65 | END BRIDGE | B | | SKOKOMISH RIVER SLOUGH | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 338.77 | | 337.80 | BEG BRIDGE | B | | SKOKOMISH RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/418 | | | | | | | | | | | | | | | | | | | | | | | | |
| 338.85 | | 337.88 | END BRIDGE | B | | SKOKOMISH RIVER | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 339.00 | | 338.03 | MP MARKER | R | | 339 | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 339.08 | | 338.11 | INTRSECTN | L | | BOURGAULT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 339.10 | | 338.13 | INTRSECTN | R | | BOURGAULT RD W | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 339.12 | | 338.15 | BEG BRIDGE | B | | WEAVER CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 40A | \$\$C | | 40 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/419 | | | | | | | | | | | | | | | | | | | | | | | | |
| 339.14 | | 338.17 | END BRIDGE | B | | WEAVER CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 339.28 | | 338.31 | BEG BRIDGE | B | | PURDY CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 101/420 | | | | | | | | | | | | | | | | | | | | | | | | |
| 339.35 | | 338.38 | END BRIDGE | B | | PURDY CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 339.47 | | 338.50 | INTRSECTN | L | | PURDY CUTOFF RD | CO | | Y | 1 | 1 | | | | | | 2A | 22A | 7A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| | | | | | | INTRSECTN | R | | | CO | Y | | | | | | | | | | | | | | | | | | | |
| 339.48 | | 338.51 | | | | SKOKOMISH VALLEY RD | CO | | Y | 1 | 1 | | | | | | 3A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 339.49 | | 338.52 | WYE CONN | L | | PURDY CUTOFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 339.54 | | 338.57 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 4A | | 23 | 2 | 02 | | R1 | | 55 | R | | |
| 339.55 | | 338.58 | BEG SU LN | R | | SLOW VEHICLE | 14A | | | 1 | 1 | | | | | | 3A | 23A | \$\$\$ | 14 | 37 | 2 | 02 | | R1 | | 55 | R | | |
| 339.65 | | 338.68 | END SU LN | R | | SLOW VEHICLE | 14A | | | 1 | 1 | | | | | | 3A | 22A | 9A | \$\$\$ | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 339.71 | | 338.74 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 4A | | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 339.81 | | 338.84 | BEG SU LN | R | | SLOW VEHICLE | 14A | | | 1 | 1 | | | | | | 3A | 22A | \$\$\$ | 14 | 36 | 2 | 02 | | R1 | | 55 | R | | |
| 339.91 | | 338.94 | END SU LN | R | | SLOW VEHICLE | 14A | | | 1 | 1 | | | | | | 3A | 22A | 4A | \$\$\$ | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 340.00 | | 339.03 | MP MARKER | R | | 340 | | | | | | | | | | | | | | | | | | | | | | | | |
| 340.39 | | 339.42 | INTRSECTN | L | | E EAGLE POINT DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 340.42 | | 339.45 | BEG SU LN | R | | SLOW VEHICLE | 46A | | | 1 | 1 | | | | | | 3A | 22A | \$\$\$ | 46 | 68 | 2 | 02 | | R1 | | 55 | R | | |
| 340.52 | | 339.55 | END SU LN | R | | SLOW VEHICLE | 46A | | | 1 | 1 | | | | | | 3A | 22A | 4A | \$\$\$ | 22 | 2 | 02 | | R1 | | 55 | R | | |
| 340.60 | | 339.63 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 2 | 02 | | R1 | | 55 | R | | |
| 341.00 | | 340.03 | MP MARKER | R | | 341 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 339.47 | | 338.50 | | .04 | 12 | | | .03 | 11 | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|-------------------|---|----|----------------------|-----|-----|--------------|---------|-----|-------|-----|-------|------|---------------------------|-------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 356.92 | 355.18 | | ENTER CO EQUATION | | | THURSTON | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BEG CTLSEC | | | 356.94B=356.92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 357.00 | 355.26 | | MP MARKER | B | | CONTROL SECTION 3405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 357.05 | 355.31 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 357.07 | 355.33 | | INTRSECTN | R | | OLD OLYMPIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 357.09 | 355.35 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 357.80 | 356.06 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 357.89 | 356.15 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 357.99 | 356.25 | | MP MARKER | B | | 358 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 358.08 | 356.34 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 358.10 | 356.36 | | INTRSECTN | L | | HOLIDAY VALLEY DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 358.12 | 356.38 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 359.00 | 357.26 | | MP MARKER | B | | 359 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.05 | 357.31 | | INTRSECTN | L | | OYSTER BAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD 101 HWY NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.55 | 357.81 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.57 | 357.83 | | UXING | B | | STEAMBOAT ISLAND RD | ST | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| | | | | | | BRDG NUM 101/501 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.58 | 357.84 | | BEG BRIDGE | I | | SCHNEIDER CREEK | ST | | | 2 | 2 | \$\$W | 37P | \$\$W | 40O | \$\$ | \$\$W | 37P | \$\$W | | | 74 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| | | | | | | BRDG NUM 101/502E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SCHNEIDER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/502W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.59 | 357.85 | | END BRIDGE | I | | SCHNEIDER CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | 48 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| | | | END BRIDGE | D | | SCHNEIDER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.60 | 357.86 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | 48 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| 359.80 | 358.06 | | ENT FROM | L | | STEAMBOAT ISLAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.81 | 358.07 | | EXIT TO | R | | OLD HWY 101 NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.82 | 358.08 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 12A | | | 48 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| 359.83 | 358.09 | | ENT FROM | R | | OLD HWY 101 NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | STEAMBOAT ISLAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.88 | 358.14 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 12A | | | 48 | 2 | 02 | | U1 | | 60 | R | | | | | | |
| 360.00 | 358.26 | | MP MARKER | B | | 360 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 359.05 | 357.31 | | .10 | 12 | | | | | |
| 359.80 | 358.06 | | | | | .13 | 12 | | |
| 359.83 | 358.09 | | | | .09 | 12 | | | .14 |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-----|-----|--------------|---------|-----|--------|--------|--------|--------|---------------------------|--------|--------|--------|-----|--------|----|------|-----|----|------|----|------|---|----|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 360.03 | | 358.29 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | 48 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 360.27 | | 358.53 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 360.54 | | 358.80 | INTRSECTN | R | | HERITAGE ST NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 360.57 | | 358.83 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | 48 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 360.96 | | 359.22 | INTRSECTN | R | | SHAKER CHURCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.01 | | 359.27 | MP MARKER | B | | 361 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.12 | | 359.38 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 361.25 | | 359.51 | | | | | | | | 2 | 1 | 10A | 24A | 4A | 40S | CA | 4A | 16A | 10A | | 40 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 361.29 | | 359.55 | | | | | | | | 2 | 1 | 10A | 24A | 4A | 40S | DE | 4A | 16A | 10A | | 40 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 361.36 | | 359.62 | | | | | | | | 1 | 1 | 10A | 14A | 4A | 50S | GR | 4A | 14A | 10A | | 28 | 2 | 02 | | | U1 | | 60 | | R | | | | |
| 361.38 | | 359.64 | UXING | I | | SR 8 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 008/104N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.40 | | 359.66 | END CTLSEC | | | CONTROL SECTION 3405 | | | | \$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ | \$\$ | | | \$\$ | | \$\$ | | \$ | | | | |
| | | | BEG PH GP | | | BEGIN PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | I | | SR 8 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 008/104S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.52 | | 359.67 | EQUATION | | | 361.41 =361.52 | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | | U1 | | 60 | | R | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | BR 008104 E PAVT S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.59 | | 359.74 | MISC FEATR | L | | GORE (R136166) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.66 | | 359.81 | OFF RAMP | L | | SR 101 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.67 | | 359.82 | MISC FEATR | R | | GORE (Q136181) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.81 | | 359.96 | ON RAMP | R | | SR 101 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.00 | | 360.15 | MP MARKER | B | | 362 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.09 | | 360.24 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | | | U1 | | 60 | | R | | | | |
| 362.11 | | 360.26 | BEG BRIDGE | I | | PERRY CREEK | ST | | | 2 | 2 | \$\$W | 31P | \$\$W | 400 | \$\$ | \$\$W | 31P | \$\$W | | 62 | 1 | 01 | | | U1 | | 60 | | R | | | | |
| | | | | | | BRDG NUM 101/506E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | PERRY CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/506W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.13 | | 360.28 | END BRIDGE | I | | PERRY CREEK | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | | | U1 | | 60 | | R | | | | |
| | | | END BRIDGE | D | | PERRY CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.15 | | 360.30 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 01 | | | U1 | | 60 | | R | | | | |
| 362.23 | | 360.38 | ON RAMP | L | | 2ND AVE SW | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.26 | | 360.41 | OFF RAMP | R | | 2ND AVE SW | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.38 | | 360.53 | MISC FEATR | R | | GORE (P136226) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.50 | | 360.65 | MISC FEATR | L | | GORE (S136223) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.51 | | 360.66 | MISC FEATR | R | | GORE (Q536279) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.59 | | 360.74 | UXING | B | | 2ND AVE SW | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/507 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.72 | | 360.87 | MISC FEATR | L | | GORE (R136283) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.79 | | 360.94 | ON RAMP | R | | 2ND AVE SW | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 362.82 | | 360.97 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | | | U1 | | 60 | | R | | | | |
| 362.83 | | 360.98 | BEG BRIDGE | I | | MUD BAY | ST | | | 2 | 2 | \$\$C | 28P | \$\$C | 400 | \$\$ | \$\$C | 28P | \$\$C | | 56 | 1 | 01 | | | U1 | | 60 | | R | | | | |

SR 101 COUPLET U.S. ROUTE - USSH COUNTY CLALLAM DOT DISTRICT 3
PRTANG

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|------|------|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 249.65 | 0.00 | | BEG ROUTE | | | PRTANG | | | | | 2 | | | | | | C | 27A | C | | 27 | 3 | 01 | 0990 | U1 | | 35 | R | P | | | | |
| | | | ENTER CITY | | | MP 249.65 TO E FIRST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | PORT ANGELES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | CONTROL SECTION 0501 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BEG WB CPLT SRMP 249.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 249.68 | 0.03 | | WYE CONN | L | | SR 101 E BND | ST | | Y | | 3 | | | | | | C | 49A | C | | 49 | 3 | 01 | 0990 | U1 | | 35 | R | P | | | | |
| 249.71 | 0.06 | | EXIT TO | R | | ENNIS CREEK RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 249.73 | 0.08 | | ENT FROM | R | | ENNIS CREEK RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 249.74 | 0.09 | | | | | | | | | | 2 | | | | | | | C | 49A | C | | 49 | 3 | 01 | 0990 | U1 | | 35 | R | P | | | |
| 249.77 | 0.12 | | BEG ST | I | | E FRONT ST | | | | | 2 | | | | | | | C | 49A | C | | 49 | 3 | 01 | 0990 | U1 | | 35 | R | P | * | | |
| | | | INTRSECTN | L | | N PENN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 249.88 | 0.23 | | | | | | | | | | 2 | | | | | | | C | 41A | C | | 41 | 3 | 01 | 0990 | U1 | | 35 | R | P | * | | |
| 249.97 | 0.32 | | INTRSECTN | L | | N ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.05 | 0.40 | | INTRSECTN | B | | N ENNIS ST | CT | SG | Y | | 2 | | | | | | | C | 41A | C | | 41 | 3 | 01 | 0990 | U1 | | 35 | R | X | * | | |
| 250.08 | 0.43 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.16 | 0.51 | | INTRSECTN | B | | N LIBERTY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.26 | 0.61 | | INTRSECTN | B | | N JONES ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.36 | 0.71 | | INTRSECTN | B | | N CHAMBERS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.46 | 0.81 | | INTRSECTN | B | | N WASHINGTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.55 | 0.90 | | INTRSECTN | B | | N RACE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.66 | 1.01 | | INTRSECTN | B | | N FRANCIS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.75 | 1.10 | | INTRSECTN | B | | N EUNICE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.85 | 1.20 | | INTRSECTN | B | | N ALBERT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 250.95 | 1.30 | | INTRSECTN | B | | N VINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 251.05 | 1.40 | | INTRSECTN | L | | N PEABODY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 251.25 | 1.60 | | END ST | I | | E FRONT ST | | | | | 1 | 1 | | | | | | C | 50A | C | | 50 | 3 | 01 | 0990 | U1 | | 35 | R | P | * | | |
| | | | BEG ST | I | | N LINCOLN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | N LINCOLN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E FRONT ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 251.32 | 1.67 | | END ST | I | | N LINCOLN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 101 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E FIRST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0501 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | PRTANG | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 250.05 | 0.40 | .02 | 10 | | | | | | |
| 250.55 | 0.90 | .03 | 10 | | | | | | |
| 251.25 | 1.60 | | | .02 | 12 | | | | |
| 251.32 | 1.67 | .03 | 12 | | | | | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|--------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|--------|--------|--------|---------------------------|------|-------|-------|--------|--------|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.20 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 2 | 8A | 14A | 4A | 260S | DE | C | 30A | C | | 44 | 3 | 01 | | R1 | | 60 | | R | | |
| | | | BEG CTLSEC | | | SR 101 TO SR 522/L F PRK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE I | | | CONTROL SECTION 1630 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 104/001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.05 | | END BRIDGE I | | | SR 101 | | | | 1 | 1 | 8A | 14A | 4A | 190S | DE | 4A | 11A | 8A | | 25 | 3 | 01 | | R1 | | 60 | | R | | |
| | | | BEG SU LN | R | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.21 | | INTRSECTN | L | | SR 104 W BND | | | | Y | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 8A | 22A | 8A | 11 | 33 | 3 | 01 | | R1 | | 60 | | R | |
| 1.00 | 0.80 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.80 | | END SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 01 | | R1 | | 60 | | R | |
| | | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 2.83 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | 3.81 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.34 | 4.14 | | ON/OFF RMP | L | | CENTER RD | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.38 | 4.18 | | BEG BRIDGE B | | | CENTER RD | | | | 1 | 1 | | | | | | | \$\$C | 38A | \$\$C | | 38 | 3 | 01 | | R1 | | 60 | | R | |
| | | | | | | BRDG NUM 104/002 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.39 | 4.19 | | END BRIDGE B | | | CENTER RD | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 3 | 01 | | R1 | | 60 | | R | |
| 4.63 | 4.43 | | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | | 8A | 22A | \$\$\$ | 8 | 30 | 3 | 01 | | R1 | | 60 | | R | |
| 5.00 | 4.80 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.38 | 5.18 | | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 01 | | R1 | | 60 | | R | |
| 6.00 | 5.80 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | 5.90 | | INTRSECTN | B | | SANDY SHORE RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 6.81 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 7.81 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | 7.84 | | BEG SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | | 8A | 22A | \$\$\$ | 8 | 30 | 3 | 01 | | R1 | | 60 | | R | |
| 8.52 | 8.32 | | END SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 01 | | R1 | | 60 | | R | |
| | | | INTRSECTN | R | | WAHL LAKE RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | 8.66 | | WYE CONN | L | | SR 19-BEAVER VALLEY RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.87 | 8.67 | | INTRSECTN | L | | SR 19-BEAVER VALLEY RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 8.80 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.85 | 9.65 | | INTRSECTN | B | | PVT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 9.80 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.84 | 10.64 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 10.96 | 10.76 | | WYE CONN | R | | SOUTH POINT RD | | | | | | | | | | | | 9A | 24A | 9A | | 24 | 3 | 01 | | R1 | | 60 | | R | |
| 11.00 | 10.80 | | MP MARKER | L | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SOUTH POINT RD | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 8.52 | 8.32 | | | | | .03 | 13 | .05 | 13 | | .33 | 13 |
| 8.87 | 8.67 | | | .03 | 12 | | | .12 | 12 | | .12 | 12 |
| 11.00 | 10.80 | | | | | .04 | 12 | | | .04 | 12 | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|--------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|--------------------------|-------|-----|-------|--------|-----|----|----|-----|----|----|----|----|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 11.01 | 10.81 | | WYE CONN | R | | SOUTH POINT RD | CO | Y | 1 | 1 | | | | | | | 9A | 24A | 9A | | 24 | 3 | 01 | | R1 | | 60 | R | | | | |
| 11.46 | 11.26 | | INTRSECTN | L | | TEAL LAKE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.47 | 11.27 | | INTRSECTN | R | | SHINE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 11.80 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.82 | 12.62 | | INTRSECTN | L | | GARTEN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 12.80 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.17 | 12.97 | | BEG SU LN | L | | CLIMBING | | | | 12A | | | | | | | 9A | 24A | 9A | 12 | 36 | 3 | 01 | | R1 | | 60 | R | | | | |
| 13.58 | 13.38 | | | | | | | | | | | | | | | | 9A | 24A | 9A | 12 | 36 | 3 | 01 | | R1 | | 40 | R | | | | |
| 13.76 | 13.56 | | INTRSECTN | L | | PARADISE BAY RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SHINE RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.88 | 13.68 | | END SU LN | L | | CLIMBING | | | | 12A | | | | | | | 9A | 24A | 9A | \$\$\$ | 24 | 3 | 01 | | R1 | | 40 | R | | | | |
| 13.91 | 13.71 | | MISC FEATR | R | | SGN ENT KITSAP COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.93 | 13.73 | | BEG BRIDGE B | | | HOOD CANAL WEST APPROACH | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 03 | | R1 | | 40 | R | | | | |
| | | | | | | BRDG NUM 104/004.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.96 | 13.76 | | | | | | | | | | | | | | | | | W | 400 | W | | 40 | 2 | 03 | | R1 | | 40 | R | | | |
| 14.02 | 13.82 | | END BRIDGE B | B | | HOOD CANAL WEST APPROACH | | | | 1 | 1 | | | | | | | W | 40P | W | | 40 | 2 | 03 | | R1 | | 40 | R | | | |
| | | | BEG BRIDGE B | B | | HOOD CANAL WEST HALF | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 104/005.1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.03 | 13.83 | | | | | | | | | | | | | | | | | W | 40P | W | | 40 | 2 | 03 | | R1 | | 40 | L | | | |
| 14.57 | 14.37 | | ENT/EXIT | L | | BRIDGE MAINTENANCE ACCES | OT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.58 | 14.38 | | | | | | | | | | | | | | | | | | W | 400 | W | | 40 | 2 | 03 | | R1 | | 40 | L | | |
| 14.64 | 14.44 | | | | | | | | | | | | | | | | | | W | 40P | W | | 40 | 2 | 03 | | R1 | | 40 | L | | |
| 14.67 | 14.47 | | END CTLSEC | | | CONTROL SECTION 1630 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | JEFFERSON | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.76 | 13.56 | .03 | 12 | .03 | 12 | .03 | 12 | .03 | 12 |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|---------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|--------|-----|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 20.63 | | 20.50 | EQUATION | | | 020.70B=020.63 | | | | 1 | 1 | | | | | | 7A | 24A | 6A | | | 24 | 2 | 01 | | U1 | | 45 | R | | | |
| 20.76 | | 20.63 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | U1 | | 45 | R | | | |
| 20.88 | | 20.75 | INTRSECTN | R | | RITTER LN NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 20.93 | | 20.80 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.50 | | 21.37 | INTRSECTN | R | | HIGHLAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 21.62 | | 21.49 | INTRSECTN | L | | GOLDEN GATE AVE NE | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 21.74 | | 21.61 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | R1 | | 45 | R | | | |
| 22.00 | | 21.87 | INTRSECTN | R | | MILLER BAY RD | CO | SG | Y | 1 | 1 | | | | | | 4A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 45 | R | | | |
| | | | INTRSECTN | L | | HANSVILLE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.01 | | 21.88 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.06 | | 21.93 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.07 | | 21.94 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.08 | | 21.95 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.09 | | 21.96 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.11 | | 21.98 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | R1 | | 45 | R | | | |
| 22.40 | | 22.27 | BEG BRIDGE B | | | GROVERS CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 104/008.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.41 | | 22.28 | END BRIDGE B | | | GROVERS CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.49 | | 22.36 | INTRSECTN | L | | BALMORAL PL NE | CO | | N | 1 | 1 | | | | | | 6A | 22A | 8A | | | 22 | 2 | 01 | | R1 | | 45 | R | | | |
| 22.70 | | 22.57 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 11A | | | 22 | 2 | 01 | | R1 | | 45 | R | | | |
| 22.96 | | 22.83 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 11A | | | 22 | 2 | 01 | | U1 | | 45 | R | | | |
| 23.00 | | 22.87 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.04 | | 22.91 | BEG SU LN | R | | HOLDING | | | 11A | 1 | 1 | | | | | | 6A | 22A | \$\$\$ | 11 | 33 | 2 | 01 | | U1 | | 45 | R | | | | |
| 23.06 | | 22.93 | WYE CONN | L | | PARCELLS RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.08 | | 22.95 | INTRSECTN | L | | PARCELLS RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.09 | | 22.96 | WYE CONN | R | | BARBER CUTOFF RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.10 | | 22.97 | WYE CONN | L | | PARCELLS RD NE | CO | | Y | 1 | 1 | | | | | | 5A | 22A | | 11 | 33 | 2 | 01 | | U1 | | 45 | R | | | | |
| 23.11 | | 22.98 | INTRSECTN | R | | BARBER CUTOFF RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.12 | | 22.99 | WYE CONN | R | | BARBER CUTOFF RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.59 | | 23.46 | | | | | | | | 1 | 1 | | | | | | 5A | 22A | | 11 | 33 | 2 | 01 | | U1 | | 25 | R | | | | |
| 23.66 | | 23.53 | MISC FEATR | R | | SGN ENT KINGSTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.89 | | 23.76 | INTRSECTN | L | | LINDVOG RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 21.50 | | 21.37 | | | | .04 | 12 | | | | |
| 22.00 | | 21.87 | | .05 | 12 | .04 | 12 | .07 | 12 | | |
| 22.07 | | 21.94 | | | | | | .03 | 12 | | |
| 22.08 | | 21.95 | | | | .01 | 12 | | | | |
| 23.08 | | 22.95 | | .03 | 12 | | | | | | |
| 23.11 | | 22.98 | | | | .03 | 12 | | | | |
| 23.89 | | 23.76 | | .03 | 12 | .03 | 12 | | | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|--------|-------|--------|--------|----|--------|-----|----|---|------|----|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 23.90 | | 23.77 | CHG SU LN | R | | HOLDING | | | | | | | | | | | 6A | 23A | | 9 | 32 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 23.94 | | 23.81 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 6A | 23A | | 21 | 44 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.00 | | 23.87 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.06 | | 23.93 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 6A | 34A | | 9 | 43 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.10 | | 23.97 | INTRSECTN | B | | BANNISTER ST NE | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.14 | | 24.01 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 6A | 22A | | 20 | 42 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.16 | | 24.03 | INTRSECTN | L | | NE E 2ND ST | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.18 | | 24.05 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 6A | 34A | C | 9 | 43 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.23 | | 24.10 | INTRSECTN | L | | ILLINOIS AVE NE | | | CO | | Y | \$ | 1 | | | | 6A | 34A | C | 9 | 43 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| | | | INTRSECTN | L | | SR 104 COKNGSTN (COUPLT) | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - COKNGSTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.25 | | 24.12 | | | | | | | | | | | | | | | 6A | 34A | C | 9 | 43 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.27 | | 24.14 | INTRSECTN | R | | NE MAINE AVE | | | CO | | Y | | | | | | 6A | 34A | C | 9 | 43 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.32 | | 24.19 | END SU LN | R | | HOLDING | | | | | | | | | | | \$\$C | 52A | C | \$\$\$ | 52 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| | | | INTRSECTN | R | | NE W KINGSTON RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | IOWA AVE NE | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.39 | | 24.26 | INTRSECTN | B | | OHIO AVE NE | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.43 | | 24.30 | INTRSECTN | B | | WASHINGTON BLVD NE | | | CO | | Y | 2 | | | | | C | 48A | C | | 48 | 2 | 01 | | U1 | | 25 | R | | | | | | | | |
| 24.44 | | 24.31 | MISC FEATR | L | | SGN ENT KINGSTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.45B | | 24.32 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TOLL BOOTH | B | | KNGSTON FERRY TOLL BOOTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.53B | | 24.40 | BEG FER ZN | | | BEGIN FERRY ZONE | | | | | | | | | | | \$ | \$\$\$ | \$ | | \$\$\$ | \$ | \$\$\$ | | R1 | | \$\$ | \$ | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1842 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 104 COKNGSTN (COUPLT) | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - COKNGSTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | KINGSTON FERRY LANDING | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OWNER WSF | | | | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | IN FER ZN | | | IN FERRY ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.45 | | 24.41 | FERRY TERM | B | | EDMONDS FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END FER ZN | | | END FERRY ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 24.10 | 23.97 | .03 | 11 | | | | | .03 | 11 |
| 24.23 | 24.10 | .03 | 11 | | | | | | |
| 24.43 | 24.30 | .04 | 11 | | | | | | |

SR 105 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|----------------------|---|----|---------------------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 30.72 | 30.65 | | WYE CONN ENT/EXIT | L | | MONTESANO ST S BUSINESS | CO | Y | 1 | 1 | | | | | | | 6A | 24A | 6A | | 24 | 4 | 02 | | R2 | | 40 | L | | | | | | | |
| 30.77 | 30.70 | | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | | R2 | | 40 | L | | | | | | | |
| 30.80 | 30.73 | | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 30.99 | 30.92 | | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.82 | 31.75 | | INTRSECTN | L | | OYSTER PL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.90 | 31.83 | | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 32.00 | 31.93 | | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.08 | 32.01 | | BEG BRIDGE | B | | ELK RIVER BRDG NUM 105/104 | ST | | 1 | 1 | | | | | | | \$\$C | 26P | \$\$C | | 26 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 32.33 | 32.26 | | END BRIDGE | B | | ELK RIVER | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 32.46 | 32.39 | | MISC FEATR | R | | SGN ENT BAY CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.57 | 32.50 | | INTRSECTN | R | | WHALEBONE WAY | CO | N | 1 | 1 | | | | | | | 6A | 22B | 6A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 32.61 | 32.54 | | INTRSECTN | L | | BAY VIEW RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.80 | 32.73 | | | | | | | | | | | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 33.00 | 32.93 | | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.24 | 33.17 | | MISC FEATR | L | | SGN ENT BAY CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.27 | 33.20 | | ENT/EXIT | R | | SOLID WASTE DISPOSAL | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.72 | 33.65 | | INTRSECTN | L | | PIRATES WAY | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | 33.93 | | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.05 | 33.98 | | INTRSECTN | L | | FAIRMOUNT AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.21 | 34.14 | | INTRSECTN | L | | BAY VIEW RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | EUCLID RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.72 | 34.65 | | BEG BRIDGE | B | | DRAINAGE DITCH BRDG NUM 105/105.25 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.73 | 34.66 | | END BRIDGE | B | | DRAINAGE DITCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | 34.93 | | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.03 | 34.96 | | INTRSECTN | R | | OCOSTA SIXTH ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.33 | 35.26 | | BEG BRIDGE | B | | DRAINAGE DITCH BRDG NUM 105/106.25 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.34 | 35.27 | | END BRIDGE | B | | DRAINAGE DITCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.39 | 35.32 | | INTRSECTN | L | | OCOSTA MYRTLE ST N | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OCOSTA MYRTLE ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.55 | 35.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.86 | 35.79 | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | 6A | 22B | 6A | | 22 | 4 | 02 | | R2 | | 55 | L | | | | | | | |
| 35.89 | 35.82 | | INTRSECTN | L | | PVT RD | PV | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.96 | 35.89 | | INTRSECTN | R | | PLUM ST | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 30.72 | 30.65 | | | .01 | 12 | | | | | | |

SR 105 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 36.00 | | 35.93 | MP MARKER | R | | 36 | | | | | 1 | 1 | | | | | 6A | 22B | 6A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 36.45 | | 36.38 | | | | | | | | | 1 | 1 | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 36.49 | | 36.42 | INTRSECTN | L | | ASTORIA LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 36.63 | | 36.56 | WYE CONN | R | | JOHNS RIVER BR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 36.69 | | 36.62 | INTRSECTN | R | | JOHNS RIVER BR RD | CO | | N | 1 | 1 | | | | | | 8A | 22B | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 37.00 | | 36.93 | MP MARKER | B | | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.03 | | 36.96 | MISC FEATR | R | | SGN ENT MARKHAM | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.07 | | 37.00 | INTRSECTN | R | | JOHNS RIVER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.23 | | 37.16 | BEG BRIDGE | B | | JOHNS RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | | R2 | | 55 | L | | |
| | | | | | | BRDG NUM 105/108 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.34 | | 37.27 | END BRIDGE | B | | JOHNS RIVER | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 37.43 | | 37.36 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.76 | | 37.69 | MISC FEATR | B | | CATTLE OXING | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 37.93 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | OLD WESTPORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 38.15 | | 38.08 | MISC FEATR | L | | SGN ENT MARKHAM | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.31 | | 38.24 | BEG SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22B | \$\$\$ | 10 | 32 | 4 | 02 | | R2 | | 55 | L | | |
| 38.44 | | 38.37 | INTRSECTN | L | | RUSTEMEYER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 38.68 | | 38.61 | END SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22B | 8A | \$\$\$ | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 39.00 | | 38.93 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.10 | | 39.03 | INTRSECTN | L | | SOUTH ARBOR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 39.39 | | 39.32 | BEG SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | \$\$\$ | 22B | 8A | 10 | 32 | 4 | 02 | | R2 | | 55 | L | | |
| 39.61 | | 39.54 | END SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22B | 8A | \$\$\$ | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 39.69 | | 39.62 | BEG BRIDGE | B | | O'LEARY CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | | R2 | | 55 | L | | |
| | | | | | | BRDG NUM 105/110 | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.71 | | 39.64 | END BRIDGE | B | | O'LEARY CREEK | | | | 1 | 1 | | | | | | 8A | 22B | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 39.72 | | 39.65 | BEG SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22B | \$\$\$ | 10 | 32 | 4 | 02 | | R2 | | 55 | L | | |
| 39.93 | | 39.86 | END SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22B | 8A | \$\$\$ | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 40.00 | | 39.93 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.28 | | 40.21 | INTRSECTN | B | | OLEARY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 40.80 | | 40.73 | | | | | | | | 1 | 1 | | | | | | 2A | 22B | 8A | | 22 | 4 | 02 | | R2 | | 55 | L | | |
| 40.87 | | 40.80 | INTRSECTN | L | | GRAY LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLEARY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 41.09 | | 40.90 | EQUATION | | | 040.97 =041.09 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 37.07 | | 37.00 | | .02 | 12 | | | .03 | 12 | | |
| 40.87 | | 40.80 | | | | .04 | 14 | | | | |

SR 105 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 47.23 | | 47.04 | INTRSECTN | L | | HARDING RD | CT | | Y | 1 | 1 | | | | | | 5A | 22B | 5A | | 22 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| | | | INTRSECTN | R | | BIGELOW DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 47.24 | | 47.05 | MISC FEATR | R | | SGN ENT ABERDEEN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.29 | | 47.10 | INTRSECTN | L | | COOLIDGE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 47.39 | | 47.20 | INTRSECTN | L | | TAFT RD | CT | | Y | 1 | 1 | | | | | | 6A | 22B | 10A | | 22 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| 47.51 | | 47.32 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 6A | 24B | 10A | 11 | 35 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| 47.62 | | 47.43 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 6A | 22B | 10A | \$\$\$ | 22 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| 47.64 | | 47.45 | END ST | I | | WESTPORT RD | | | | 1 | 2 | | | | | | 8A | 44A | 8A | | 44 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| | | | BEG ST | I | | S BOONE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | EDWARD P SMITH DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 47.83 | | 47.64 | | | | | | | | 2 | 2 | | | | | | 8A | 60A | 8A | | 60 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| 47.88 | | 47.69 | INTRSECTN | B | | W HUNTLEY ST | CT | SG | Y | 2 | 2 | | | | | | \$\$C | 68A | 8A | | 68 | 4 | 02 | 0005 | U2 | | 35 | L | P | * | |
| 47.98 | | 47.79 | ENT/EXIT | L | | SOUTH SHORE MALL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.03 | | 47.84 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.13 | | 47.94 | INTRSECTN | R | | W HARRIMAN ST | CT | SG | Y | 2 | 2 | | | | | | C | 60A | \$\$C | | 60 | 4 | 02 | 0005 | U2 | | 35 | L | B | * | |
| | | | ENT/EXIT | L | | SOUTH SHORE MALL | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.18 | | 47.99 | INTRSECTN | B | | FORDNEY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.20 | | 48.01 | | | | | | | | 2 | 2 | | | | | | C | 60A | C | | 60 | 4 | 02 | 0005 | U2 | | 30 | L | B | * | |
| 48.24 | | 48.05 | INTRSECTN | L | | LINDSTROM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.29 | | 48.10 | INTRSECTN | B | | STOCKWELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.33 | | 48.14 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.35 | | 48.16 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 49A | C | 11 | 60 | 4 | 02 | 0005 | U2 | | 30 | L | B | * | |
| | | | INTRSECTN | L | | MCFARLANE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.41 | | 48.22 | INTRSECTN | L | | W SCHLEY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.43 | | 48.24 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 02 | 0005 | U2 | | 30 | L | B | * | |
| 48.48 | | 48.29 | INTRSECTN | B | | W PERRY ST | CT | | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 4 | 02 | 0005 | U2 | | 30 | L | P | * | |
| 48.51 | | 48.32 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.53 | | 48.34 | INTRSECTN | B | | CUSHING ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 47.64 | 47.45 | | | .02 | 13 | .06 | 11 | | |
| 47.88 | 47.69 | .04 | 11 | | | .05 | 11 | | |
| 47.98 | 47.79 | .03 | 11 | | | | | .02 | 11 |
| 48.13 | 47.94 | .04 | 11 | | | .02 | 11 | | |
| 48.18 | 47.99 | .02 | 11 | | | .03 | 11 | | |
| 48.24 | 48.05 | .02 | 11 | | | | | | |
| 48.29 | 48.10 | .03 | 11 | | | .02 | 11 | | |
| 48.35 | 48.16 | .02 | 11 | | | | | | |
| 48.48 | 48.29 | .03 | 11 | | | .02 | 11 | | |
| 48.53 | 48.34 | .02 | 11 | | | .02 | 11 | | |

SR 105 SPUR
WESTPT

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|------|-----|------------|---|----|----------------|-----|-------------|---|------------|---|---------|-----|------|------|---------------------------|-------|-------|-------|--------|-----|----|----|-----|------|----|----|----|---|---|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | LEGAL | | T P S | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | LFT RHT | | LFT RHT | | USE TOT | | MTCE | | CITY | | ST | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 32.62 | 2.30 | | BEG ST | I | | N MONTESANO ST | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 4 | 02 | 1420 | R3 | | 30 | L | B | * | |
| | | | INTRSECTN | R | S | MONTESANO ST | CT | RF | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.69 | 2.37 | | INTRSECTN | L | W | SEATTLE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.74 | 2.42 | | INTRSECTN | R | E | TACOMA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | TACOMA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.81 | 2.49 | | INTRSECTN | R | E | SPOKANE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | SPOKANE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.87 | 2.55 | | INTRSECTN | L | W | PACIFIC AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | E | PACIFIC AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.93 | 2.61 | | INTRSECTN | R | E | SPRAGUE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | SPRAGUE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 2.68 | | MP MARKER | R | 33 | S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | OREGON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.08 | 2.76 | | INTRSECTN | R | E | WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.09 | 2.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.25 | 2.93 | | INTRSECTN | R | E | ELIZABETH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | ELIZABETH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 33.32 | 3.00 | | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 4 | 02 | 1420 | R3 | | 35 | L | B | * | |
| 33.75 | 3.43 | | BEG SU LN | L | | BICYCLE | 05A | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | 23 | | 47 | 4 | 02 | 1420 | R3 | | 35 | L | P | * | |
| | | | BEG SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | 13A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | W | WILSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | E | WILSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.91 | 3.59 | | END SU LN | C | | TWO WAY TURN | 13A | | | 1 | 1 | | | | | | C | 37A | C | 10 | | 47 | 4 | 02 | 1420 | R3 | | 35 | L | P | * | |
| | | | INTRSECTN | L | E | WILSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.97 | 3.65 | | INTRSECTN | R | E | PATTERSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | 3.68 | | MP MARKER | R | 34 | S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.05 | 3.73 | | | | | | | | | 1 | 1 | | | | | | C | 24A | C | 10 | | 34 | 4 | 02 | 1420 | R3 | | 35 | L | P | * | |
| 34.11 | 3.79 | | INTRSECTN | R | E | BAY AVE | CT | | Y | 1 | 1 | | | | | | C | 24A | C | 10 | | 34 | 4 | 02 | 1420 | R3 | | 25 | L | P | * | |
| 34.17 | 3.85 | | END ST | I | | N MONTESANO ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E DOCK ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.22 | 3.90 | | INTRSECTN | B | | HARMS ST | CT | | Y | 1 | 1 | | | | | | C | 48A | C | 10 | | 58 | 4 | 02 | 1420 | R3 | | 25 | L | B | * | |
| 34.29 | 3.97 | | INTRSECTN | B | | N NYHUS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.34 | 4.02 | | END ST | I | | E DOCK ST | | | | 1 | 1 | | | | | | C | 48A | C | \$\$\$ | | 48 | 4 | 02 | 1420 | R3 | | 25 | L | B | * | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 32.62 | 2.30 | | | .02 | 11 | | | | | .02 | 11 |
| 33.75 | 3.43 | | .04 | 13 | | | | | | | |
| 33.97 | 3.65 | | | | .03 | 13 | | | | | |

SR 106 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 16.02 | 16.05 | | EQUATION | | | 016.00 =016.02 | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | 22 | 2 | 02 | | R3 | | 40 | R | | | | | | | |
| 16.05 | 16.08 | | INTRSECTN | R | | E TRAILS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 17.03 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.71 | 17.74 | | INTRSECTN | R | | E CEDAR ST | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.03 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.89 | 18.92 | | INTRSECTN | R | | E ALDERWOOD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.03 | 19.06 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.90 | 19.93 | | | | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 2 | 02 | | R3 | | 40 | L | | | | | | | |
| 19.96 | 19.99 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R3 | | 40 | L | | | | | | | |
| 20.02 | 20.02 | | EQUATION | | | 019.99 =020.02 | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | R3 | | 40 | L | | | | | | | |
| 20.03 | 20.03 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.09 | 20.09 | | INTRSECTN | B | | SR 3 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 20.09 | 20.09 | | | .03 | 12 | | | | |

SR 107 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R2 | | 55 | R | | | |
| | | | BEG CTLSEC | | | SR 101 TO SR 12/MONTE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 101 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | WYE CONN | R | | SR 101 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | WYE CONN | L | | SR 101 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | ENT/EXIT | R | | PARK AND RIDE LOT | | | | ST | N | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.06 | | EQUATION | | | 000.06 =000.09 | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R2 | | 55 | R | | | |
| 1.00 | 0.97 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.47 | | | | | | | | | | | 1 | 1 | | | | 5A | 24A | 5A | | 24 | 4 | 01 | | R2 | | 55 | R | | | |
| 1.79 | 1.76 | | INTRSECTN | R | | LEMPIE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.97 | | MP MARKER | R | | 2 | | | | | | 1 | 1 | | | | 2A | 24A | 2A | | 24 | 4 | 01 | | R2 | | 55 | R | | | |
| 2.96 | 2.93 | | INTRSECTN | L | | BLUE SLOUGH RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.96 | | WYE CONN | L | | BLUE SLOUGH RD | | | | CO | N | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 4 | 01 | | R2 | | 55 | R | | | |
| 3.00 | 2.97 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.03 | 4.00 | | MP MARKER | R | | 4 | | | | | | 1 | 1 | | | | 5A | 22A | 5A | | 22 | 4 | 01 | | R2 | | 55 | R | | | |
| 4.13 | 4.10 | | INTRSECTN | L | | PREACHERS SLOUGH RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 4.57 | | | | | | | | | | | 1 | 1 | | | | 3A | 23A | 3A | | 23 | 4 | 01 | | R2 | | 55 | R | | | |
| 4.65 | 4.62 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R2 | | 55 | R | | | |
| 4.75 | 4.72 | | | | | | | | | | | 1 | 1 | | | | 3A | 23A | 3A | | 23 | 4 | 01 | | R2 | | 55 | R | | | |
| 5.03 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.27 | 5.24 | | INTRSECTN | R | | CO RD #61510-SOUTH ST | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 5.30 | 5.27 | | INTRSECTN | L | | MELBOURNE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 5.45 | 5.42 | | INTRSECTN | R | | MUDGETT MT RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 5.69 | 5.66 | | INTRSECTN | R | | WADE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 5.78 | 5.75 | | INTRSECTN | L | | MELBOURNE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 5.97 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.18 | 6.15 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 10A | | 22 | 4 | 01 | | R2 | | 55 | R | | | |
| 6.50 | 6.47 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 10A | | 22 | 4 | 01 | | R2 | | 40 | R | | | |
| 6.65 | 6.62 | | | | | | | | | | | 1 | 1 | | | | 6A | 22A | 6A | | 22 | 4 | 01 | | R2 | | 40 | R | | | |
| 6.76 | 6.73 | | INTRSECTN | R | | MINKLER RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S MONTE RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | |
| 6.82 | 6.79 | | BEG BRIDGE | B | | CHEHALIS RIVER | | | | ST | | 1 | 1 | | | | \$\$C | 30P | \$\$C | | 30 | 4 | 01 | | R2 | | 40 | R | | | |
| | | | | | | BRDG NUM 107/004 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.95 | 6.92 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 6.97 | | | | | | | | | | | 1 | 1 | | | | C | 30P | C | | 30 | 4 | 01 | | U2 | | 40 | R | | | |
| 7.03 | 7.00 | | ENTER CITY | | | MONTESANO | | | | | | 1 | 1 | | | | C | 30P | C | | 30 | 4 | 01 | 0795 | U2 | | 40 | R | P | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.76 | 6.73 | .04 | 12 | .02 | 12 | | | | |

SR 108 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|---|----|-----------|----|----|----|----|---|----|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 26A | 6A | | 26 | 4 | 01 | 0728 | R2 | | 25 | L | P | | | |
| | | | ENTER CITY | | | SR 8/MCCLEARY TO SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | MCCLEARY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | MP MARKER | R | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | | | | | | | | | | 1 | 1 | | | | 6A | 26A | 6A | | 26 | 4 | 01 | 0728 | R2 | | 40 | L | P | | | |
| 0.11 | 0.11 | | BEG ST | I | | W SIMPSON AVE | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | 22 | 4 | 01 | 0728 | R2 | | 40 | L | P | * | | |
| | | | INTRSECTN | L | | ELMA-MCCLEARY RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 4 | 01 | 0728 | R2 | | 40 | L | B | * | | |
| 0.50 | 0.50 | | BEG BRIDGE | B | | WILDCAT CREEK | | | | | | 1 | 1 | | | | \$\$C | 28A | \$\$C | | 28 | 4 | 01 | 0728 | R2 | | 30 | L | P | * | | |
| | | | BRDG NUM | | | 108/004 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | END BRIDGE | B | | WILDCAT CREEK | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 0.63 | 0.63 | | INTRSECTN | R | | S 10TH ST | | | | | | Y | 1 | 1 | | | 7A | 33A | \$\$C | | 33 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 0.66 | 0.66 | | INTRSECTN | L | | N 10TH ST | | | | | | Y | 1 | 1 | | | \$\$C | 40A | C | | 40 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 0.70 | 0.70 | | INTRSECTN | B | | S 9TH ST | | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.77 | 0.77 | | INTRSECTN | B | | S 8TH ST | | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | | INTRSECTN | B | | S 7TH ST | | | | | | Y | 1 | 1 | | | 7A | 33A | C | | 33 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 0.91 | 0.91 | | INTRSECTN | R | | S 6TH ST | | | | | | Y | 1 | 1 | | | 10A | 32A | C | | 32 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| | | | ENT/EXIT | L | | SIMPSON MILL | | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | INTRSECTN | R | | S 5TH ST | | | | | | Y | 1 | 1 | | | \$\$C | 42A | C | | 42 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 1.06 | 1.06 | | INTRSECTN | R | | S 4TH ST | | | | | | Y | 1 | 1 | | | C | 58A | C | | 58 | 4 | 01 | 0728 | R2 | | 30 | L | B | * | | |
| 1.11 | 1.11 | | END ST | I | | W SIMPSON AVE | | | | | | 1 | 1 | | | | 7A | 60A | C | | 60 | 4 | 01 | 0728 | R2 | | 30 | L | R | * | | |
| | | | BEG ST | I | | SUMMIT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SUMMIT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W SIMPSON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | | | | | | | | | | | 1 | 1 | | | | 7A | 40B | C | | 40 | 4 | 01 | 0728 | R2 | | 30 | L | R | * | | |
| 1.21 | 1.21 | | INTRSECTN | R | | VETERANS WAY | | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | | | | | | | | | | 1 | 1 | | | | 7A | 22B | 3A | | 22 | 4 | 01 | 0728 | R2 | | 30 | L | P | * | | |
| 1.38 | 1.38 | | INTRSECTN | R | | E BECK ST | | | | | | Y | 1 | 1 | | | 5A | 22B | 1B | | 22 | 4 | 01 | 0728 | R2 | | 30 | L | P | * | | |
| 1.92 | 1.92 | | INTRSECTN | R | | WILDCAT DR | | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.95 | 1.95 | | | | | | | | | | | 1 | 1 | | | | 8A | 22B | 8B | | 22 | 4 | 01 | 0728 | R2 | | 30 | L | P | * | | |
| 1.98 | 1.98 | | END ST | I | | SUMMIT RD | | | | | | 1 | 1 | | | | 8A | 22B | 8A | | 22 | 4 | 01 | 0728 | R2 | | 50 | L | B | \$ | | |
| | | | INTRSECTN | L | | SUMMIT RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | MISC FEATR | L | | SGN ENT MCCLEARY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.21 | 2.21 | | LEAVE CITY | | | MCCLEARY | | | | | | 1 | 1 | | | | 8A | 22B | 8A | | 22 | 4 | 01 | \$\$\$ R2 | | 50 | L | \$ | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|--|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|--|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 1.11 | 1.11 | | | | .02 | 16 | .02 | 10 | | | | |

SR 109 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|--------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|--------|--------|-----|---|----|----------|----|---|----|---|----|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 1.10 | | 1.14 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0560 | U2 | | 30 | L | P | * | |
| 1.25 | | 1.29 | ENT/EXIT | R | | HOQUIAM HIGH SCHOOL | CT | | N | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0560 | U2 | | 50 | L | P | * | |
| 1.28 | | 1.32 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0560 | U2 | | 50 | L | P | * | |
| 1.49 | | 1.53 | END ST | I | | W EMERSON AVE | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0560 | U2 | | 50 | L | P | \$ | |
| | | | INTRSECTN | L | | PAULSON RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.72 | | 1.76 | MISC FEATR | L | | SGN ENT HOQUIAM | | | | | | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | 0560 | U2 | | 50 | R | P | | |
| 1.76 | | 1.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | | 1.83 | INTRSECTN | R | | SR 109 SPLONNGR (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | | 2.03 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | | 2.23 | MISC FEATR | L | | SGN ENT HOQUIAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | | 3.07 | INTRSECTN | R | | GRAYS HARBOR BLVD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | | 3.08 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | | 3.24 | | | | | | | | | | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | 0560 | U2 | | 40 | R | P | | |
| 3.25 | | 3.29 | LEAVE CITY | | | HOQUIAM | | | | | | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | \$\$\$\$ | R2 | | 40 | R | P | | |
| 3.30 | | 3.34 | | | | | | | | | | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | | R2 | | 40 | R | \$ | | |
| 3.48 | | 3.52 | INTRSECTN | R | | HARBORVIEW CT | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.67 | | 3.71 | INTRSECTN | R | | BROADWAY HILL RD | CO | | N | 1 | 1 | | | | | | 3A | 22A | 8A | | 22 | 4 | 02 | | R2 | | 40 | R | | | |
| 3.89 | | 3.93 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | | R2 | | 40 | R | | | |
| 3.97 | | 4.01 | INTRSECTN | L | | BRECKENRIDGE DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.04 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.40 | | 4.44 | INTRSECTN | R | | VALLEY RD | CO | | N | 1 | 1 | | | | | | 1A | 22A | 1A | | 22 | 4 | 02 | | R2 | | 40 | R | | | |
| 4.99 | | 5.03 | MP MARKER | R | | 5 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R2 | | 40 | R | | | |
| 5.00 | | 5.04 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R2 | | 50 | R | | | |
| 5.05 | | 5.09 | BEG SU LN | R | | SLOW VEHICLE | | 15B | | 1 | 1 | | | | | | 4A | 24A | \$\$\$ | 15 | 39 | 4 | 02 | | R2 | | 50 | R | | | |
| 5.26 | | 5.30 | END SU LN | R | | SLOW VEHICLE | | 15B | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | R | | | |
| 5.77 | | 5.81 | INTRSECTN | L | | GRASS CREEK LOOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.99 | | 6.03 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.04 | INTRSECTN | L | | GRASS CREEK LOOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.30 | | 6.34 | INTRSECTN | R | | GRASS CREEK ST | CO | | N | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 4 | 02 | | R2 | | 50 | R | | | |
| 6.45 | | 6.49 | BEG BRIDGE B | | | GRASS CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 4 | 02 | | R2 | | 50 | R | | | |
| | | | | | | BRDG NUM 109/006 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.25 | | 1.29 | | | .03 | 12 | | | | |
| 1.49 | | 1.53 | .04 | 12 | | | | | .02 | 12 |
| 1.79 | | 1.83 | | | .03 | 12 | | | .09 | 12 |
| 3.48 | | 3.52 | | | .02 | 12 | | | | |
| 3.67 | | 3.71 | | | .02 | 11 | | | .02 | 11 |
| 3.97 | | 4.01 | .03 | 11 | | | | | .02 | 11 |
| 4.40 | | 4.44 | | | .02 | 11 | | | | |

SR 109 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 15.85 | 15.89 | | INTRSECTN | R | | PVT RD | PV | Y | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 4 | 02 | | R2 | | 45 | R | | |
| 15.91 | 15.95 | | BEG SU LN | C | | TWO WAY TURN | 14A | | 1 | 1 | | | | | | | 8A | 24A | 8A | 14 | 38 | 4 | 02 | | R2 | | 45 | R | | |
| 16.00 | 16.04 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.02 | 16.06 | | CHG SU LN | C | | TWO WAY TURN | 14B | | 1 | 1 | | | | | | | 8A | 24B | 8A | 14 | 38 | 4 | 02 | | R2 | | 45 | R | | |
| 16.08 | 16.12 | | END SU LN | C | | TWO WAY TURN | 14B | | 1 | 1 | | | | | | | 8A | 24B | 8A | \$\$\$ | 24 | 4 | 02 | | R2 | | 45 | R | | |
| 16.11 | 16.15 | | INTRSECTN | L | | SR 115 | ST | Y | 1 | 1 | | | | | | | 8A | 24B | 8A | | 24 | 4 | 02 | | R3 | | 45 | R | | |
| 16.18 | 16.22 | | | | | | | | 1 | 1 | | | | | | | 1B | 22B | 2B | | 22 | 4 | 02 | | R3 | | 45 | R | | |
| 16.42 | 16.46 | | | | | | | | 1 | 1 | | | | | | | 1B | 22B | 2B | | 22 | 4 | 02 | | R3 | | 55 | R | | |
| 16.95 | 16.99 | | BEG BRIDGE | B | | CONNER CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | | R3 | | 55 | R | | |
| | | | | | | BRDG NUM 109/014 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.98 | 17.02 | | END BRIDGE | B | | CONNER CREEK | | | 1 | 1 | | | | | | | 2A | 22B | 2A | | 22 | 4 | 02 | | R3 | | 55 | R | | |
| 17.00 | 17.04 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.30 | 17.34 | | | | | | | | 1 | 1 | | | | | | | 2A | 22B | 2A | | 22 | 4 | 02 | | R3 | | 35 | R | | |
| 17.41 | 17.45 | | MISC FEATR | R | | SGN ENT OCEAN CITY | | | 1 | 1 | | | | | | | 1A | 22B | 1A | | 22 | 4 | 02 | | R3 | | 35 | R | | |
| 17.66 | 17.70 | | INTRSECTN | R | | ROOSEVELT AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 17.93 | 17.97 | | INTRSECTN | R | | SURF AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 17.99 | 18.03 | | INTRSECTN | R | | FIRST AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.04 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.04 | 18.08 | | INTRSECTN | L | | PACIFIC BLVD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SECOND AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.08 | 18.12 | | INTRSECTN | R | | LONETREE RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.14 | 18.18 | | INTRSECTN | L | | THIRD AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.21 | 18.25 | | INTRSECTN | B | | FOURTH AVE | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.39 | 18.43 | | INTRSECTN | B | | FIFTH AVE | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.53 | 18.57 | | MISC FEATR | L | | SGN ENT OCEAN CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.76 | 18.80 | | | | | | | | 1 | 1 | | | | | | | 1A | 22B | 1A | | 22 | 4 | 02 | | R3 | | 50 | R | | |
| 19.00 | 19.04 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.26 | 19.30 | | INTRSECTN | L | | CHABOT RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.96 | 20.00 | | | | | | | | 1 | 1 | | | | | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 50 | R | | |
| 20.00 | 20.04 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.69 | 20.73 | | MISC FEATR | R | | SGN ENT COPALIS BEACH | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.71 | 20.75 | | INTRSECTN | L | | LAKESIDE DR | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.80 | 20.84 | | | | | | | | 1 | 1 | | | | | | | 1B | 22B | 1B | | 22 | 4 | 02 | | R3 | | 30 | R | | |
| 20.87 | 20.91 | | INTRSECTN | L | | HEATH RD | CO | Y | 1 | 1 | | | | | | | 8B | 22B | 2B | | 22 | 4 | 02 | | R3 | | 30 | R | | |
| 20.94 | 20.98 | | INTRSECTN | R | | HOQUIAM ST | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.98 | 21.02 | | INTRSECTN | R | | ABERDEEN ST | CO | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 15.85 | 15.89 | | | .06 | 14 | .03 | 12 | .03 | 14 | | | |
| 16.11 | 16.15 | | | .02 | 14 | | | | | .05 | 13 | |
| | | | | | | | | | | | .02 | 13 |

SR 109 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|---------------------------|-----|-------|-------|-----|-------|----|-----|----|----|----|----|----|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 30.00 | | 30.04 | MP MARKER | R | | 30 | | | | | 1 | 1 | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 40 | R | |
| 30.09 | | 30.13 | INTRSECTN | B | | FIRST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.21 | | 30.25 | INTRSECTN | R | | FIRST ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.25 | | 30.29 | MISC FEATR | L | | SGN ENT PACIFIC BEACH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.34 | | 30.38 | MISC FEATR | R | | SGN ENT MOCLIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.50 | | 30.54 | | | | | | | | | 1 | 1 | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 30 | R | |
| 30.68 | | 30.72 | INTRSECTN | L | | SUNSET ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.00 | | 31.04 | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.15 | | 31.19 | INTRSECTN | R | | EASTERN WAY | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.27 | | 31.31 | INTRSECTN | R | | NORTHERN WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.38 | | 31.42 | INTRSECTN | R | | OTIS AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.50 | | 31.54 | BEG BRIDGE | B | | MOCLIPS RIVER | ST | | | 1 | 1 | | | | | | | | | \$\$C | 26B | \$\$C | | | | 26 | 4 | 02 | | R3 | | 30 | R | |
| | | | | | | BRDG NUM 109/023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.53 | | 31.57 | END BRIDGE | B | | MOCLIPS RIVER | | | | 1 | 1 | | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 30 | R | |
| 31.61 | | 31.65 | INTRSECTN | L | | SECOND ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.70 | | 31.74 | INTRSECTN | L | | SMITH LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.76 | | 31.80 | | | | | | | | 1 | 1 | | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 50 | R | |
| 31.99 | | 32.03 | MISC FEATR | L | | SGN ENT MOCLIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 32.04 | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.22 | | 32.26 | MISC FEATR | R | | QUINULT INDIAN RES BNDY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.41 | | 32.45 | INTRSECTN | R | | MOCLIPS-OLYMPIC HWY | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.99 | | 33.03 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.99 | | 34.03 | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | | 35.04 | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.17 | | 35.21 | BEG BRIDGE | B | | WRECK CREEK | ST | | | 1 | 1 | | | | | | | | | \$\$C | 26P | \$\$C | | | | 26 | 4 | 02 | | R3 | | 50 | R | |
| | | | | | | BRDG NUM 109/025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.20 | | 35.24 | END BRIDGE | B | | WRECK CREEK | | | | 1 | 1 | | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 50 | R | |
| 35.99 | | 36.03 | INTRSECTN | R | | CANYON WAY | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | | 36.04 | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.93 | | 36.97 | INTRSECTN | L | | GRENVILLE WAY | RS | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.00 | | 37.04 | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 38.04 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.00 | | 39.04 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.47 | | 39.51 | INTRSECTN | R | | CAPOEMAN DR | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.51 | | 39.55 | | | | | | | | | 1 | 1 | | | | | | | | | 1B | 22B | 1B | | | | 22 | 4 | 02 | | R3 | | 25 | R |
| 39.53 | | 39.57 | | | | | | | | | 1 | 1 | | | | | | | | | 3B | 22B | 3B | | | | 22 | 4 | 02 | | R3 | | 25 | R |
| 39.76 | | 39.80 | INTRSECTN | L | | 5TH AVE | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 31.61 | | 31.65 | | | | | | | | | |
| 39.76 | | 39.80 | | .03 | 12 | | | | | .03 | 12 |

SR 109 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|-----|------|------|-----|-------|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 39.88 | | 39.92 | INTRSECTN | R | | AA-LIS DR | RS | | Y | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R3 | | 25 | R | | | |
| 40.12 | | 40.16 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.37 | | 40.41 | | | | | | | | 1 | 1 | | | | | | 3A | 22B | 3A | | | 22 | 4 | 02 | | R3 | | 25 | R | | | |
| 40.41 | | 40.45 | INTRSECTN | B | | CUITAN ST | RS | | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 40.46 | | 40.50 | MISC FEATR | B | | QUINAULT RIVER BR SPS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1433 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 39.88 | | 39.92 | | | | .04 | 12 | | | .03 | 12 |

SR 109 SPUR
LONNGR

STATE ROUTE - SRSH COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|------|----|----|---|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.79 | 0.00 | | BEG ROUTE | | | LONNGR | | | | | | | | | | | 8P | 24P | 8P | | | 24 | 4 | 02 | 0560 | U2 | | | 25 | L | B |
| | | | ENTER CITY | | | SR 109 TO SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | HOQUIAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 1443 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.98 | 0.19 | | | | | SR 109 | | | | | | | | | | | 8A | 24B | 8A | | | 24 | 4 | 02 | 0560 | U2 | | | 25 | L | B |
| 2.00 | 0.21 | | MP MARKER | R | | 2 S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 0.39 | | MISC FEATR | R | | SGN ENT HOQUIAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 0.44 | | BEG BRIDGE | B | | LITTLE HOQUIAM RIVER | | | | ST | | | | | | | \$W | 40P | \$W | | | 40 | 4 | 02 | 0560 | U2 | | | 25 | L | B |
| | | | | | | BRDG NUM 109/003SP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 0.71 | | END BRIDGE | B | | LITTLE HOQUIAM RIVER | | | | | | | | | | | 8A | 24B | 8A | | | 24 | 4 | 02 | 0560 | U2 | | | 25 | L | B |
| 3.00 | 1.21 | | MP MARKER | R | | 3 S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | C | | GAME OXING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.61 | 1.82 | | INTRSECTN | B | | SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1443 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | LONNGR | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.79 | 0.00 | | | | | | | | |
| 3.61 | 1.82 | .04 | 12 | | | | | | |

SR 110 MAINLINE

STATE ROUTE - SRSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-------------------------|----|-----|--------------|----|-----|-----|-----|-----|---------------------------|------|----|-------|-----|-------|-------|-----|-----|---|----|----------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | RDY | W/S | W/S | WD/S | BR | W/S | RDY | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | | 3B | 22B | | 3B | | 22 | 3 | 02 | 0465 | R3 | | 50 | L | P | * | |
| | | | ENTER CITY | | | 101 TO OLYMPIC PK BNDRY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | FORKS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | LAPUSH RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 101 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | LEAVE CITY | | | FORKS | | | | 1 | 1 | | | | | | | 3B | 22B | | 3B | | 22 | 3 | 02 | \$\$\$\$ | R3 | | 50 | L | \$ | * | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | | INTRSECTN | R | | QUILLAYUTE RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | 3.31 | | | | | | | | | 1 | 1 | | | | | | | 2B | 22B | | 2B | | 22 | 3 | 02 | | R3 | | 50 | L | | * | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | | INTRSECTN | B | | GOODMAN MAINLINE RD | | | | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.55 | 5.55 | | INTRSECTN | L | | WILSON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 6.89 | | INTRSECTN | L | | PVT RD | | | | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.54 | 7.54 | | INTRSECTN | R | | THREE RIVERS RD | | | | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.55 | 7.55 | | | | | | | | | 1 | 1 | | | | | | | 2B | 22B | | 2B | | 22 | 3 | 02 | | R3 | | 35 | L | | * | |
| 7.80 | 7.80 | | INTRSECTN | R | | SR 110 SPMORA (SPUR) | | | | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.95 | 7.95 | | INTRSECTN | L | | BALLARD RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.05 | 8.05 | | | | | | | | | 1 | 1 | | | | | | | 2B | 22B | | 2B | | 22 | 3 | 02 | | R3 | | 50 | L | | * | |
| 8.27 | 8.27 | | INTRSECTN | L | | OLD LAPUSH RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.56 | 8.56 | | INTRSECTN | L | | ERICKSON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.64 | 8.64 | | BEG BRIDGE | B | | BOGACHIEL RIVER | | | | ST | | 1 | 1 | | | | | \$\$C | 26P | | \$\$C | | 26 | 3 | 02 | | R3 | | 50 | L | | * | |
| | | | | | | BRDG NUM 110/015 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.70 | 8.70 | | END BRIDGE | B | | BOGACHIEL RIVER | | | | 1 | 1 | | | | | | | 2B | 22B | | 2B | | 22 | 3 | 02 | | R3 | | 50 | L | | * | |
| 8.79 | 8.79 | | INTRSECTN | R | | HERMISON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.00 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.10 | 11.10 | | END ST | I | | LAPUSH RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | OLYMPIC NATL PARK BNDRY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0508 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.09 | 3.09 | | | | | .04 | 11 | | | | |

SR 110 MAINLINE

STATE ROUTE - SRSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-----|---------|---|----|-------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

11.10 11.10 END ROUTE

SR 112 MAINLINE

STATE ROUTE - SRSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|----|----|-----|----|----|----|----|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 16.86 | | 16.84 | | | | | | | | 1 | 1 | | | | | | 10A | 24B | 10A | | | 24 | 3 | 02 | | R3 | | 25 | R | | |
| 16.88 | | 16.86 | INTRSECTN | R | | 5TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.93 | | 16.91 | INTRSECTN | R | | 6TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.96 | | 16.94 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 02 | | R3 | | 25 | R | | |
| 16.98 | | 16.96 | INTRSECTN | L | | MURPHY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 7TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | | 16.98 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | | 17.02 | INTRSECTN | R | | 8TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 17.08 | | 17.06 | MISC FEATR | L | | SGN ENT CLALLAM BAY | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 02 | | R3 | | 25 | R | | |
| 17.16 | | 17.14 | INTRSECTN | R | | WEEL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EAGLE CREST WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 17.26 | | 17.24 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 17.94 | | 17.92 | BEG BRIDGE | B | | CLALLAM RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 32B | \$\$C | | | 32 | 3 | 02 | | R3 | | 50 | R | | |
| | | | | | | BRDG NUM 112/017 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.98 | | 17.96 | END BRIDGE | B | | CLALLAM RIVER | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 18.00 | | 17.98 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.52 | | 18.50 | BEG BRIDGE | B | | CLALLAM RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 32A | \$\$C | | | 32 | 3 | 02 | | R3 | | 50 | R | | |
| | | | | | | BRDG NUM 112/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.56 | | 18.54 | END BRIDGE | B | | CLALLAM RIVER | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 18.65 | | 18.63 | INTRSECTN | R | | CHARLIE CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | | 18.98 | MP MARKER | R | | 19 | | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 3 | 02 | | R3 | | 50 | R | | |
| | | | BEG BRIDGE | B | | CLALLAM RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 112/020 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.02 | | 19.00 | END BRIDGE | B | | CLALLAM RIVER | | | | 1 | 1 | | | | | | 10A | 24B | 10A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 19.19 | | 19.17 | | | | | | | | 1 | 1 | | | | | | | 2B | 23B | 2B | | | 23 | 3 | 02 | | R3 | | 50 | R | |
| 19.50 | | 19.48 | | | | | | | | 1 | 1 | | | | | | | 4B | 24B | 4B | | | 24 | 3 | 02 | | R3 | | 50 | R | |
| 19.95 | | 19.93 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.55 | | 20.48 | EQUATION | | | 020.50 =020.55 | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 21.00 | | 20.93 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.89 | | 21.82 | BEG BRIDGE | B | | GREEN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | | 26 | 3 | 02 | | R3 | | 50 | R | | |
| | | | | | | BRDG NUM 112/022 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.91 | | 21.84 | END BRIDGE | B | | GREEN CREEK | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 22.00 | | 21.93 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.54 | | 22.47 | BEG BRIDGE | B | | GREEN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | | 26 | 3 | 02 | | R3 | | 50 | R | | |
| | | | | | | BRDG NUM 112/023 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.55 | | 22.48 | END BRIDGE | B | | GREEN CREEK | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |
| 22.95 | | 22.88 | | | | | | | | 1 | 1 | | | | | | 6A | 24B | 6A | | | 24 | 3 | 02 | | R3 | | 50 | R | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 17.16 | | 17.14 | | .03 | 12 | | | .03 | 12 | | |

SR 112 MAINLINE

STATE ROUTE - SRSH

COUNTY CLALLAM

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|------|---------------------------|------|------|------|-------|-----|----|----|-----|----|----|----|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 32.87 | | 32.84 | EQUATION | | | 032.91B=032.87 | | | | 1 | 1 | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 40 | R | | | | |
| 33.00 | | 32.97 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.20 | | 33.17 | BEG BRIDGE | B | | JOE CREEK | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 112/030.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.21 | | 33.18 | END BRIDGE | B | | JOE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.50 | | 33.47 | | | | | | | | 1 | 1 | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 45 | R | | | | |
| 33.98 | | 33.95 | INTRSECTN | R | | GIBSON RD | | | | | | | | | CO | | | | | | | | | | | | | | | | | |
| 34.00 | | 33.97 | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.66 | | 34.63 | BEG BRIDGE | B | | DEEP CREEK | | | | 1 | 1 | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 112/031 | | | | | | | | | | \$SW | 37A | \$SW | | | 37 | 3 | 02 | | R3 | | 45 | R | | | | |
| 34.69 | | 34.66 | END BRIDGE | B | | DEEP CREEK | | | | 1 | 1 | | | | | 2A | 24B | 2A | | | 24 | 3 | 02 | | R3 | | 45 | R | | | | |
| 35.00 | | 34.97 | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.71 | | 35.68 | | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | | 24 | 3 | 02 | | R3 | | 45 | R | | | | |
| 35.98 | | 35.95 | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.38 | | 36.35 | | | | | | | | 1 | 1 | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | R3 | | 45 | R | | | | |
| 36.42 | | 36.39 | | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | | 24 | 3 | 02 | | R3 | | 45 | R | | | | |
| 36.63B | | 36.60 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.63 | | 36.93 | EQUATION | | | 036.96B=036.63 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.76 | | 37.06 | | | | | | | | 1 | 1 | | | | | 2A | 29B | 2A | | | 29 | 3 | 02 | | R3 | | 45 | R | | | | |
| 37.05B | | 37.35 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.05 | | 37.37 | EQUATION | | | 037.07B=037.05 | | | | 1 | 1 | | | | | 3A | 22B | 3A | | | 22 | 3 | 02 | | R3 | | 45 | R | | | | |
| 38.00 | | 38.32 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.23 | | 38.55 | | | | | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 3 | 02 | | R3 | | 45 | R | | | | |
| 38.55 | | 38.87 | BEG BRIDGE | B | | WEST TWIN RIVER | | | | 1 | 1 | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 112/034 | | | | | | | | | | \$SC | 26B | \$SC | | | 26 | 3 | 02 | | R3 | | 45 | R | | | | |
| 38.58 | | 38.90 | END BRIDGE | B | | WEST TWIN RIVER | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 3 | 02 | | R3 | | 45 | R | | | | |
| 38.76 | | 39.08 | | | | | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 3 | 01 | | R3 | | 45 | R | | | | |
| 38.93 | | 39.25 | INTRSECTN | R | | BEAR CRK-W TWIN RIVER RD | | | | | | | | | PV | | | | | | | | | | | | | | | | | |
| 38.96 | | 39.28 | BEG BRIDGE | B | | EAST TWIN RIVER | | | | 1 | 1 | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 112/035 | | | | | | | | | | \$SC | 26B | \$SC | | | 26 | 3 | 01 | | R3 | | 45 | R | | | | |
| 38.99 | | 39.31 | END BRIDGE | B | | EAST TWIN RIVER | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 45 | R | | | | |
| 39.00 | | 39.32 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.00 | | 40.32 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.17 | | 40.49 | | | | | | | | 1 | 1 | | | | | 2B | 22A | 2B | | | 22 | 3 | 01 | | R3 | | 45 | R | | | | |
| 40.33 | | 40.65 | | | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 45 | R | | | | |
| 41.00 | | 41.32 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.07 | | 41.39 | | | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 50 | R | | | | |
| 42.00 | | 42.32 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.57 | | 42.89 | INTRSECTN | R | | EAST TWIN RIVER RD | | | | | | | | | CO | | | | | | | | | | | | | | | | | |
| 43.00 | | 43.32 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | | 44.32 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.00 | | 45.32 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.66 | | 45.98 | | | | | | | | 1 | 1 | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R3 | | 50 | R | | | | |

SR 115 MAINLINE

STATE ROUTE - SRSH

COUNTY GRAYS HARBOR

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|----|-----|--------------|---|-----|-----|-----|-----|------|--------------------------|-----|------|-----|-------|-----|---|----|-----|----|-------|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | MTCE | | CITY | ST | LEGAL | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | T | P | S | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | U3 | | 30 | L | | | |
| | | | BEG CTLSEC | | | OCEAN SHORES TO SR 109 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CONTROL SECTION 1439 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | INTRSECTN | R | | POINT BROWN AVE S BND | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | INTRSECTN | R | | POINT BROWN AVE N BND | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | INTRSECTN | L | | OYEHUT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | | INTRSECTN | R | | DAMON RD | CO | N | 1 | 1 | | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | R3 | | 30 | L | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | R3 | | 50 | L | | | |
| 1.36 | 1.36 | | ENT/EXIT | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | | ENT/EXIT | L | | OCEAN CITY STATE PARK | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | ENT/EXIT | L | | QUINAULT RESORT | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | INTRSECTN | R | | SHAMROCK WAY | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | | INTRSECTN | R | | PATRICK WAY | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.28 | 2.28 | | INTRSECTN | B | | SR 109 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1439 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.36 | 1.36 | | .03 | 12 | | | | | .03 | 12 |
| 1.82 | 1.82 | | .04 | 13 | | .05 | 12 | | .05 | 13 |
| 2.28 | 2.28 | | .02 | 10 | | | | | | |

SR 116 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 42A | C | | 42 | 3 | 01 | | R3 | | 40 | R | * | | |
| | | | BEG CTLSEC | | | SR 19 TO FORT FLAGLER PK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NESS CORNER RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 19 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | | | | | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R3 | | 40 | R | * | | |
| 0.12 | 0.12 | | INTRSECTN | L | | HUNT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | INTRSECTN | R | | SHOTWELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | INTRSECTN | R | | CHIMACUM CREEK DR | CO | | Y | 1 | 1 | | | | | | \$\$C | 36B | \$\$C | | 36 | 3 | 01 | | R3 | | 40 | R | * | | |
| | | | ENT/EXIT | L | | CHIMACUM PRIMARY SCHOOL | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.42 | 0.42 | | | | | | | | | 1 | 1 | | | | | | 7B | 31B | C | | 31 | 3 | 01 | | R3 | | 40 | R | * | | |
| 0.47 | 0.47 | | INTRSECTN | L | | CEDAR AVE | CO | | Y | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R3 | | 40 | R | * | | |
| 0.73 | 0.73 | | MISC FEATR | R | | SGN ENT PORT HADLOCK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | INTRSECTN | L | | D ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | INTRSECTN | R | | CHRISTNEY RD | CO | | N | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R3 | | 25 | R | * | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MASONIC HALL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | BEG SU LN | C | | TWO WAY TURN | | | | 13A | | 1 | 1 | | | | \$\$C | 27A | \$\$C | 13 | 40 | 3 | 01 | | R3 | | 25 | R | * | | |
| 1.07 | 1.07 | | END SU LN | C | | TWO WAY TURN | | | | 13A | | 1 | 1 | | | | C | 40A | C | \$\$\$ | 40 | 3 | 01 | | R3 | | 25 | R | * | | |
| 1.10 | 1.10 | | WYE CONN | R | | CHIMACUM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.11 | | END ST | I | | NESS CORNER RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | OAK BAY RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHIMACUM RD | CO | | RF | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | IRONDALE RD | CO | | RF | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | 1.12 | | WYE CONN | L | | IRONDALE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | BEG SU LN | C | | TWO WAY TURN | | | | 13A | | 1 | 1 | | | | C | 27A | C | 13 | 40 | 3 | 01 | | R3 | | 25 | R | * | | |
| 1.20 | 1.20 | | END SU LN | C | | TWO WAY TURN | | | | 13A | | 1 | 1 | | | | 4A | 27A | 3A | \$\$\$ | 27 | 3 | 01 | | R3 | | 25 | R | * | | |
| | | | INTRSECTN | R | | ANN KIVLEY DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 01 | | R3 | | 25 | R | * | | |
| 1.33 | 1.33 | | INTRSECTN | L | | LOWER HADLOCK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 01 | | R3 | | 40 | R | * | | |
| 1.40 | 1.40 | | MISC FEATR | L | | SGN ENT HADLOCK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.81 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | | R3 | | 40 | R | * | | |
| 1.90 | 1.90 | | INTRSECTN | L | | HADLOCK BAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | | END ST | I | | OAK BAY RD | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .04 | 10 | | | | |
| 1.11 | 1.11 | .02 | 12 | .03 | 12 | | | | |
| 1.90 | 1.90 | .03 | 12 | | | | | | |

SR 116 MAINLINE

STATE ROUTE - SRSH

COUNTY JEFFERSON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|----|-----|------------|---|-----|-----|-----|-----|---------------------------|------|------|------|-----|-------|-----|-------|-----|-----|-----|-----|---|----|-----|----|----|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | RDY | SHD | W/S | W/S | WD/S | BR | W/S | RDY | SHD | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 1.99 | 1.99 | | BEG ST | I | | FLAGLER RD | | | | 1 | 1 | | | | | | | | | 8A | 24A | 8A | | | | 24 | 3 | 01 | | | R3 | | 40 | R | | * | |
| | | | INTRSECTN | R | | OAK BAY RD | CO | RF | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | WYE CONN | R | | OAK BAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.07 | | | | | | | | | 1 | 1 | | | | | | | | | 3A | 22A | 3A | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 2.20 | 2.20 | | INTRSECTN | R | | S OLD FLAGLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.39 | 2.39 | | INTRSECTN | L | | OLD FERRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.57 | 2.57 | | INTRSECTN | L | | LAUREL ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.67 | 2.67 | | BEG BRIDGE | B | | PORTAGE CANAL | ST | | | 1 | 1 | | | | | | | | | \$\$C | 22P | \$\$C | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| | | | | | | BRDG NUM 116/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | 2.80 | | END BRIDGE | B | | PORTAGE CANAL | | | | 1 | 1 | | | | | | | | | 3G | 21B | 3G | | | | 21 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 2.84 | 2.84 | | INTRSECTN | L | | NAVAL UNDERSEA ENG STA | MY | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 2.86 | | ENT/EXIT | R | | JEFFERSON CO PARK | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.92 | 2.92 | | INTRSECTN | L | | NAVAL UNDERSEA ENG STA | MY | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.45 | 3.45 | | INTRSECTN | R | | INDIAN ISLAND PARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.70 | 3.70 | | | | | | | | | 1 | 1 | | | | | | | | | 3G | 22B | 3G | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.55 | 4.55 | | | | | | | | | 1 | 1 | | | | | | | | | 4A | 22B | 4A | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 4.64 | 4.64 | | BEG BRIDGE | B | | KILISUT HARBOR | ST | | | 1 | 1 | | | | | | | | | \$\$W | 30P | \$\$W | | | | 30 | 3 | 01 | | | R3 | | 40 | R | | * | |
| | | | | | | BRDG NUM 116/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | 4.72 | | END BRIDGE | B | | KILISUT HARBOR | | | | 1 | 1 | | | | | | | | | 4A | 22B | 4A | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 4.79 | 4.79 | | INTRSECTN | R | | ROBBINS RD | CO | | N | 1 | 1 | | | | | | | | | 3G | 22B | 3G | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 4.83 | 4.83 | | WYE CONN | R | | ROBBINS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.50 | 5.50 | | INTRSECTN | R | | GARDEN CLUB RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | | INTRSECTN | R | | STRAWBERRY LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.92 | 5.92 | | | | | | | | | 1 | 1 | | | | | | | | | 4G | 22B | 4G | | | | 22 | 3 | 01 | | | R3 | | 40 | R | | * | |
| 5.99 | 5.99 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.17 | 6.17 | | INTRSECTN | R | | MEADE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.30 | 6.30 | | INTRSECTN | L | | SMITH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | 6.57 | | INTRSECTN | L | | GRIFFITH PT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.95 | 6.95 | | MISC FEATR | R | | SGN ENT NORDLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | 7.20 | | INTRSECTN | R | | BEVERIDGE LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.56 | 7.56 | | MISC FEATR | L | | SGN ENT NORDLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.99 | 1.99 | | | .04 | 12 | | | .03 | 12 | | |

SR 119 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 4A | 23B | 15A | | 23 | 2 | 02 | | R3 | | 35 | R | * | |
| | | | BEG CTLSEC | | | SR 101 TO LAKE CUSHMAN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 2311 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | LAKE CUSHMAN RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 101 | | | | | | ST | SS | Y | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | | | | | | | | | | 1 | 1 | | | | 8G | 23B | 15A | | 23 | 2 | 02 | | R3 | | 35 | R | * | |
| 0.08 | 0.08 | | | | | | | | | | | 1 | 1 | | | | 8G | 23B | 8G | | 23 | 2 | 02 | | R3 | | 35 | R | * | |
| 0.14 | 0.14 | | INTRSECTN | R | N | FINCH CREEK RD | CO | | N | 1 | 1 | | | | | | 4G | 23B | 8G | | 23 | 2 | 02 | | R3 | | 35 | R | * | |
| 0.83 | 0.83 | | INTRSECTN | L | N | SCHOOLHOUSE HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | | INTRSECTN | L | | SUNCREST DR | PV | | N | 1 | 1 | | | | | | 4G | 23B | 8G | | 23 | 2 | 02 | | R3 | | 45 | R | * | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | | | | | | | | | | | 1 | 1 | | | | 6G | 22B | 6G | | 22 | 2 | 02 | | R3 | | 45 | R | * | |
| 1.43 | 1.43 | | | | | | | | | | | 1 | 1 | | | | 4G | 22B | 4G | | 22 | 2 | 02 | | R3 | | 45 | R | * | |
| 1.71 | 1.71 | | INTRSECTN | R | | FOOTHILLS PARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.58 | | INTRSECTN | L | | CUSHMAN POTLATCH RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.65 | | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | ENT/EXIT | L | | LAKE CUSHMAN GOLF COURSE | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.46 | 3.46 | | | | | | | | | | | 1 | 1 | | | | 4G | 22B | 4G | | 22 | 2 | 02 | | R3 | | 35 | R | * | |
| 3.67 | 3.67 | | INTRSECTN | R | | DOW MT RD | PV | | N | 1 | 1 | | | | | | 4G | 21B | 4G | | 21 | 2 | 02 | | R3 | | 35 | R | * | |
| | | | INTRSECTN | L | | DUCKABUSH WAY | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.97 | 3.97 | | INTRSECTN | L | | LAKE CUSHMAN DAM RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.54 | | INTRSECTN | L | | CUSHMAN COVE VILLAGE | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 4.60 | | INTRSECTN | L | | LK CUSHMAN REC AREA | PV | | Y | 1 | 1 | | | | | | 2G | 20B | 2G | | 20 | 2 | 02 | | R3 | | 35 | R | * | |
| 4.98 | 4.98 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.49 | 5.49 | | INTRSECTN | L | | MARINE VIEW DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | 1 | 1 | | | | 2G | 22B | 2G | | 22 | 2 | 02 | | R3 | | 35 | R | * | |
| 6.10 | 6.10 | | INTRSECTN | L | | N LOOKOUT PL | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | 6.57 | | INTRSECTN | L | | WYNOOCHEE DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | 6.61 | | INTRSECTN | R | | DOW MOUNTAIN DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.76 | | INTRSECTN | L | | WYNOOCHEE DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.88 | 6.88 | | INTRSECTN | R | | DOW MOUNTAIN DR | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.97 | 6.97 | | ENT/EXIT | L | | COMMUNITY PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 6.99 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.15 | 7.15 | | EXIT TO | L | | LAKE CUSHMAN REC AREA | PV | | Y | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 2 | 02 | | R3 | | 35 | R | * | |
| 7.24 | 7.24 | | | | | | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | 22 | 2 | 02 | | R3 | | 50 | R | * | |
| 7.83 | 7.83 | | EXIT TO | L | | UPPER CAMP AREA | PV | | N | 1 | 1 | | | | | | 4G | 22B | 4G | | 22 | 2 | 02 | | R3 | | 50 | R | * | |
| 8.00 | 8.00 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.97 | 8.97 | | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.28 | 9.28 | | END ST | I | | LAKE CUSHMAN RD | | | | | | 1 | 1 | | | | 7G | 22B | 6G | | 22 | 2 | 02 | | R3 | | 50 | R | * | |

SR 160 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|------|------|----|----|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | W | 55P | W | | 55 | 2 | 01 | 1000 | U1 | | 35 | R | P | * | | | | |
| | | | ENTER CITY | | | SR 16 TO FERRY DOCK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | PORT ORCHARD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 1808 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SEDGWICK RD SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 160/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | END BRIDGE | B | | SR 16 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 1000 | U1 | | 35 | R | P | * | | | | |
| 0.09 | 0.09 | | OFF RAMP | L | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | WYE CONN | R | | BRAVO TERRACE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | INTRSECTN | R | | BRAVO TERRACE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.31 | 0.31 | | | | | | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | 1000 | U1 | | 35 | R | P | * | | | |
| 0.33 | 0.33 | | MISC FEATR | L | | SGN ENT PORT ORCHARD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | INTRSECTN | B | | GEIGER RD SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.69 | 0.69 | | INTRSECTN | L | | RAMSEY RD SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | | INTRSECTN | B | | BETHEL RD SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.88 | 0.88 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | 0.91 | | EXIT TO | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | | ENT FROM | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.07 | 1.07 | | LEAVE CITY | | | PORT ORCHARD | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | INTRSECTN | R | | ESTONIA CT SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | OKANOGAN DR SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | INTRSECTN | R | | KERRY LN SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.27 | 1.27 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.32 | 1.32 | | INTRSECTN | B | | CONVERSE AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.09 | 0.09 | .06 | 12 | | | | | | |
| 0.15 | 0.15 | | | .01 | 12 | | | | |
| 0.16 | 0.16 | | | | | .05 | 12 | | |
| 0.82 | 0.82 | .07 | 12 | .02 | 12 | .03 | 12 | .02 | 12 |
| 0.91 | 0.91 | | | .05 | 12 | | | | |
| 1.00 | 1.00 | | | .09 | 12 | | | | |
| 1.15 | 1.15 | .03 | 12 | | | .03 | 12 | | |
| 1.32 | 1.32 | .03 | 12 | | | .03 | 12 | | |

SR 160 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|---------|-----|-----|---|----|-----|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 3.82 | | 3.82 | | | | BRDG NUM 160/010 | | | | 1 | 1 | | | | | | C | 29A | C | | 29 | 2 | 01 | | R2 | | 45 | R | * | | |
| 3.83 | | 3.83 | END BRIDGE | B | | CURLY CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * | | |
| 3.97 | | 3.97 | MP MARKER | | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.59 | | 4.59 | INTRSECTN | | R | ANDERBAR RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.84 | | 4.84 | INTRSECTN | | R | BANNER RD SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.96 | | 4.96 | INTRSECTN | | L | BANNER RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.97 | | 4.97 | MP MARKER | | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.03 | | 5.03 | INTRSECTN | | R | AMBERLY PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | | 5.09 | INTRSECTN | | L | ARVICK RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | | 5.18 | INTRSECTN | | L | WESTWAY DRIVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.21 | | 5.21 | INTRSECTN | | R | HOSKINS HILL RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.30 | | 5.30 | INTRSECTN | | L | EASTWAY DR SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.45 | | 5.45 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * | | |
| 5.55 | | 5.55 | ENT/EXIT | | L | SEDGWICK JR HIGH SCHOOL | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.58 | | 5.58 | INTRSECTN | | R | PETERSON RD SE | CO | | N | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * | | |
| 5.84 | | 5.84 | INTRSECTN | | L | HARPER HILL RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | | 6.07 | INTRSECTN | | L | COTTONWOOD DR SE | CO | | N | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 35 | R | * | | |
| 6.22 | | 6.22 | ENT FROM | | R | PARK AND RIDE LOT | ST | | N | 1 | 1 | | | | | | 4A | 24A | 10A | | 24 | 2 | 01 | | R2 | | 35 | R | * | | |
| 6.27 | | 6.27 | EXIT TO | | R | PARK AND RIDE LOT | ST | | N | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 35 | R | * | | |
| 6.34 | | 6.34 | INTRSECTN | | B | WILSON CREEK RD SE | CO | | N | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 2 | 01 | | R2 | | 35 | R | * | | |
| 6.49 | | 6.49 | INTRSECTN | | L | SIANA PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | | 6.66 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 2 | 01 | | U2 | | 35 | R | * | | |
| 7.00 | | 7.00 | MP MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.26 | | 7.26 | INTRSECTN | | R | RIDGE CREST WAY SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.30 | | 7.30 | END ST | | I | SEDGWICK RD SE | | | | 1 | 1 | | | | | | 5A | 24A | \$\$\$C | | 24 | 2 | 01 | | U2 | | 40 | R | \$ | | |
| | | | INTRSECTN | | L | OLD SR 160 | CO | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.32 | | 7.32 | INTRSECTN | | L | ROCKY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | | 7.34 | INTRSECTN | | L | SEBRING DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.44 | | | | | | | | 1 | 1 | | | | | | 5A | 36A | C | | 36 | 2 | 01 | | U2 | | 40 | R | | | |
| 7.47 | | 7.47 | FERRY TERM | | L | SOUTHWORTH FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | CONTROL SECTION 1808 | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.55 | 5.55 | .03 | 12 | | | | | | |

SR 161 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|----|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 3G | 22B | 3G | | 22 | 1 | 01 | | R2 | | 50 | R | | | | |
| | | | BEG CTLSEC | | | SR 7 TO SR 18/FEDRL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 2745 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.74 | 1.74 | | | | | | | | | | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | | R2 | | 50 | R | | | | |
| 1.84 | 1.84 | | BEG BRIDGE | B | | LITTLE MASHELL RIVER | | | | | | | | | | | \$\$W | 28P | \$\$W | | 28 | 1 | 01 | | R2 | | 50 | R | | | | |
| | | | BRDG NUM | | | 161/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | 1.86 | | END BRIDGE | B | | LITTLE MASHELL RIVER | | | | | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | | R2 | | 50 | R | | | | |
| 1.98 | 1.98 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.21 | 2.21 | | ENTER CITY | | | EATONVILLE | | | | | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | 0360 | R2 | | 50 | R | P | | | |
| 2.30 | 2.30 | | MISC FEATR | R | | SGN ENT EATONVILLE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | | | | | | | | | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | 0360 | R2 | | 30 | R | P | | | |
| 2.50 | 2.50 | | BEG BRIDGE | B | | MASHEL RIVER | | | | | | | | | | | \$\$W | 33P | \$\$W | | 33 | 1 | 01 | 0360 | R2 | | 30 | R | P | | | |
| | | | BRDG NUM | | | 161/002 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.53 | 2.53 | | END BRIDGE | B | | MASHEL RIVER | | | | | | | | | | | 2A | 24A | 2A | | 24 | 1 | 01 | 0360 | R2 | | 30 | R | P | | | |
| 2.69 | 2.69 | | BEG ST | I | | MASHELL AVE S | | | | | | | | | | | \$\$C | 42A | \$\$C | | 42 | 1 | 01 | 0360 | R2 | | 25 | R | P | * | | |
| | | | INTRSECTN | R | | ALDER ST E | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.73 | 2.73 | | INTRSECTN | R | | OAK ST E | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.87 | 2.87 | | END ST | I | | MASHELL AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | LARSON ST E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MASHELL AVE S | | | | CT | SS | Y | | | | | | | | | | | | | | | | | | | | |
| 2.93 | 2.93 | | END ST | I | | LARSON ST E | | | | | | | | | | | C | 44A | C | | 44 | 1 | 01 | 0360 | R2 | | 25 | R | P | * | | |
| | | | BEG ST | I | | WASHINGTON AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WASHINGTON AVE S | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | | | | | | | | | | | | | | | C | 44A | C | | 44 | 1 | 01 | 0360 | R2 | | 25 | R | B | * | | |
| 2.97 | 2.97 | | MP MARKER | L | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | 3.02 | | INTRSECTN | B | | CENTER ST E | | | | CT | RF | Y | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | | INTRSECTN | B | | CARTER ST E | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.31 | 3.31 | | END ST | I | | WASHINGTON AVE S | | | | | | | | | | | 7B | 23B | 7B | | 23 | 1 | 01 | 0360 | R2 | | 25 | R | P | \$ | | |
| | | | INTRSECTN | B | | LYNCH CREEK RD E | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.39 | | INTRSECTN | L | | MASHELL AVE S | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 3.41 | | | | | | | | | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | 0360 | R2 | | 25 | R | P | | | |
| 3.46 | 3.46 | | | | | | | | | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | 0360 | R2 | | 40 | R | P | | | |
| 3.61 | 3.61 | | LEAVE CITY | | | EATONVILLE | | | | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | \$\$\$\$ | R2 | | 40 | R | \$ | | | |
| 3.85 | 3.85 | | | | | | | | | | | | | | | | 4B | 24B | 4B | | 24 | 1 | 01 | | R2 | | 40 | R | | | | |
| 3.98 | 3.98 | | MP MARKER | L | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.99 | 3.99 | | INTRSECTN | L | | OHOP VALLEY EXTENSION RD | CO | | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.02 | 4.02 | | INTRSECTN | R | | SKI PARK RD | CO | | | Y | 1 | 1 | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | | R2 | | 40 | R | | | | |
| 4.03 | 4.03 | | ENTER CITY | | | EATONVILLE | | | | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | 0360 | R2 | | 40 | R | P | | | |
| 4.07 | 4.07 | | INTRSECTN | R | | OHOP CREEK DR N | | | | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 4.26 | 4.26 | | LEAVE CITY | | | EATONVILLE | | | | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | \$\$\$\$ | R2 | | 40 | R | \$ | | | |
| 4.27 | 4.27 | | BEG BRIDGE | B | | OHOP CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 30B | \$\$C | | 30 | 1 | 01 | | R2 | | 40 | R | | | | |

SR 161 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 4.27 | | 4.27 | | | | BRDG NUM 161/003 | | | | 1 | 1 | | | | | | C | 30B | C | | 30 | 1 | 01 | | R2 | | 40 | R | | |
| 4.28 | | 4.28 | END BRIDGE | B | | OHOP CREEK | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | | R2 | | 40 | R | | |
| 4.32 | | 4.32 | INTRSECTN | | R | ORVILLE RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.37 | | 4.37 | | | | | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | | R2 | | 50 | R | | |
| 4.97 | | 4.97 | MP MARKER | | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.45 | | 5.45 | INTRSECTN | | L | OHOP VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.62 | | 5.62 | INTRSECTN | | R | CAMPBELL LN E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.89 | | 5.89 | ENT/EXIT | | R | SCENIC VIEWPOINT | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.92 | | 5.92 | ENT/EXIT | | R | SCENIC VIEWPOINT | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.98 | | 5.98 | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | BLAU RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | | 6.10 | INTRSECTN | | L | EATONVILLE CUTOFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | | 6.16 | | | | | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | | R2 | | 55 | R | | |
| 6.66 | | 6.66 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R2 | | 55 | R | | |
| 6.98 | | 6.98 | MP MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.73 | | 7.73 | INTRSECTN | | L | 381ST ST E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.98 | | 7.98 | MP MARKER | | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.10 | | 8.10 | INTRSECTN | | R | 376TH ST E | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 8.68 | | 8.68 | INTRSECTN | | L | JENSEN RD E | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | | 8.75 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 1 | 01 | | R2 | | 55 | R | | |
| 8.81 | | 8.81 | INTRSECTN | | R | TREK DR E | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.93 | | 8.93 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 01 | | R2 | | 55 | R | | |
| 8.98 | | 8.98 | MP MARKER | | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | | 9.01 | INTRSECTN | | R | CLEAR LAKE RD S | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | | 9.06 | INTRSECTN | | R | W CLEAR LAKE RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.29 | | 9.29 | INTRSECTN | | R | W CLEAR LAKE RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.50 | | 9.50 | INTRSECTN | | R | CLEAR LAKE N RD E | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.78 | | 9.78 | INTRSECTN | | L | 352ND ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | 9.98 | MP MARKER | | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.07 | | 10.07 | INTRSECTN | | R | THOMAS RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | | 10.15 | BEG BRIDGE | B | | TANWAX CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 161/006C | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | | 10.16 | END BRIDGE | B | | TANWAX CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.25 | | 10.25 | INTRSECTN | | R | TANWAX DR E | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.98 | | 10.98 | MP MARKER | | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | | 11.04 | INTRSECTN | | L | WEBSTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.10 | | 6.10 | | .03 | 12 | | | | | .02 | 12 |
| 8.81 | | 8.81 | | | | .03 | 12 | | | .02 | 12 |

SR 161 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|--------|-----|----|----|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 21.88 | 21.88 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | | | | C | 58A | C | 12 | 70 | 1 | 05 | | U1 | 45 | R | * |
| 21.98 | 21.98 | | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | 22.15 | | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | | | | C | 70A | C | \$\$\$ | 70 | 1 | 05 | | U1 | 45 | R | * |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.20 | 22.20 | | INTRSECTN | B | | 160TH ST E | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 22.23 | 22.23 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.24 | 22.24 | | ENT FROM | L | | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.26 | 22.26 | | EXIT TO | L | | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.29 | 22.29 | | EXIT TO | R | | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.30 | 22.30 | | ENT FROM | R | | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.32 | 22.32 | | INTRSECTN | L | | 158TH ST E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.33 | 22.33 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 58A | C | 12 | 70 | 1 | 05 | | U1 | 45 | R | * |
| 22.41 | 22.41 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 70A | C | \$\$\$ | 70 | 1 | 05 | | U1 | 45 | R | * |
| 22.43 | 22.43 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.46 | 22.46 | | INTRSECTN | B | | 156TH ST E | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 22.48 | 22.48 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.50 | 22.50 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 58A | C | 12 | 70 | 1 | 05 | | U1 | 45 | R | * |
| 22.61 | 22.61 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 70A | C | \$\$\$ | 70 | 1 | 05 | | U1 | 45 | R | * |
| 22.62 | 22.62 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.71 | 22.71 | | INTRSECTN | B | | 152ND ST E | | | CO | SG | Y | 2 | 2 | | | | | | | C | 66A | C | | 66 | 1 | 05 | | U1 | 40 | R | * |
| 22.73 | 22.73 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.77 | 22.77 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 54A | C | 12 | 66 | 1 | 05 | | U1 | 40 | R | * |
| 22.84 | 22.84 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 66A | C | \$\$\$ | 66 | 1 | 05 | | U1 | 40 | R | * |
| 22.89 | 22.89 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 54A | C | 12 | 66 | 1 | 05 | | U1 | 40 | R | * |
| | | | INTRSECTN | B | | 149TH ST E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.91 | 22.91 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.98 | 22.98 | | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.01 | 23.01 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 66A | C | \$\$\$ | 66 | 1 | 05 | | U1 | 40 | R | * |
| 23.02 | 23.02 | | INTRSECTN | R | | 147TH ST E | | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.08 | 23.08 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | | | | | | | C | 54A | C | 12 | 66 | 1 | 05 | | U1 | 40 | R | * |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 22.20 | 22.20 | | .04 | 12 | .04 | 12 | .06 | 12 | | |
| 22.26 | 22.26 | | | | | .03 | 12 | | | |
| 22.29 | 22.29 | | | .01 | 12 | | | | | |
| 22.32 | 22.32 | | .03 | 12 | | | | | | |
| 22.46 | 22.46 | | .03 | 12 | .08 | 12 | .03 | 12 | | |
| 22.71 | 22.71 | | .07 | 12 | .02 | 14 | .03 | 12 | | |
| 22.89 | 22.89 | | .03 | 12 | | | | | | |
| 23.02 | 23.02 | | | | .03 | 12 | | | | |

SR 162 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|--------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|------|-----|-------|-----|----|----|-----|----|----|----|----|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 7.43 | | 5.05 | | | | | | | | | | | | | | | 3A | 24A | 3A | | | 24 | 1 | 05 | | U2 | | 50 | L | | | | | |
| 7.54 | | 5.16 | INTRSECTN | R | | 149TH ST CT E | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | | 5.63 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.03 | | 5.65 | MISC FEATR | R | | SGN ENT ORTING | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.06 | | 5.68 | ENTER CITY | | | ORTING | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.11 | | 5.73 | INTRSECTN | B | | WILLIAMS BLVD N | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.18 | | 5.80 | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 8.30 | | 5.92 | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 8.35 | | 5.97 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.37 | | 5.99 | WYE CONN | R | | LANE BLVD NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | LANE ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.38 | | 6.00 | INTRSECTN | R | | LANE BLVD NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LANE ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.39 | | 6.01 | WYE CONN | L | | LANE ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | LANE BLVD NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.77 | | 6.39 | INTRSECTN | R | | OLD PIONEER WAY NW | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 8.83 | | 6.45 | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 8.88 | | 6.50 | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 8.93 | | 6.55 | INTRSECTN | R | | WHITEHAWK BLVD NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 6.62 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | | 6.82 | EXIT TO | R | | SHOPPING CENTER | PV | SG | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | ORTING HIGH SCHOOL | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.23 | | 6.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.29 | | 6.91 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.30 | | 6.92 | ENT/EXIT | L | | ORTING HIGH SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 7.54 | 5.16 | | | .02 | 11 | | | | | |
| 8.11 | 5.73 | .07 | 12 | .05 | 12 | .04 | 12 | .06 | 12 | |
| 8.37 | 5.99 | | | .07 | 12 | | | | | |
| 8.38 | 6.00 | .04 | 12 | | | .05 | 12 | | | |
| 8.39 | 6.01 | | | | | | | .08 | 12 | |
| 8.77 | 6.39 | | | .03 | 11 | .03 | 11 | | .04 | 12 |
| 8.93 | 6.55 | | | .07 | 11 | .03 | 12 | | .02 | 12 |
| 9.20 | 6.82 | .02 | 12 | .06 | 14 | .03 | 12 | | | |
| 9.29 | 6.91 | | | .04 | 12 | | | | | |
| 9.30 | 6.92 | .03 | 12 | | | | | | | |

SR 163 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|-------------------------|-----|-------------|-----|-----|-------------|-----|-----|--------|------|---------------------------|-------|-----|-----|-------|--------|--------|----|------|------|-------|----|----|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | | | D | LR | UXING | NBR | LFT | RHT | LFT | RHT | USE | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -XROAD- | | MEDIAN- | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | : : | | OW TC L | | WD/S BR | | | SHD RDY SHD | | | LNS | RDY | A | SE | NBR | FC | SPEED | D | IB | R | K | T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | C | 58A | C | | 58 | 1 | 02 | 1280 | U1 | | 35 | L | P | * | | |
| | | | ENTER CITY | | | SR 16 UX TO FERRY TERM. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | TACOMA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 16 EB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/031W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | UXING | B | | SR 16 WB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/031E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | OFF RAMP | L | | SR 16 WB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 16 FI00348 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | | WYE CONN | L | | SR 16 WB RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | | | | | | | | 2 | 2 | | | | | | C | 72A | C | | 72 | 1 | 02 | 1280 | U1 | | 35 | L | P | * | | |
| 0.20 | 0.20 | | INTRSECTN | B | | N 11TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 60A | C | 12 | 72 | 1 | 02 | 1280 | U1 | | 35 | L | P | * | | |
| 0.31 | 0.31 | | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | C | 24A | | 16S | CU | \$ | 24A | C | \$\$\$ | 48 | 1 | 02 | 1280 | U1 | | 35 | L | P | * | |
| 0.38 | 0.38 | | | | | | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C | 72A | C | | 72 | 1 | 02 | 1280 | U1 | | 35 | L | P | * |
| 0.39 | 0.39 | | INTRSECTN | R | | N 14TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.43 | 0.43 | | INTRSECTN | L | | HIGHLANDS PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | | | | | | | | 2 | 2 | | C | 24A | | 16S | CU | \$ | 24A | C | | 48 | 1 | 02 | 1280 | U1 | | 35 | L | P | * | |
| 0.58 | 0.58 | | INTRSECTN | C | | MED XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | N 18TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.69 | 0.69 | | INTRSECTN | R | | N 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WESTGATE BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C | 48A | C | 12 | 60 | 1 | 02 | 1280 | U1 | | 35 | L | P | * |
| 0.93 | 0.93 | | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | | C | 60A | C | \$\$\$ | 60 | 1 | 02 | 1280 | U1 | | 35 | L | P | * |
| 0.97 | 0.97 | | INTRSECTN | B | | N 26TH ST | | | | | | | | | | | | | C | 60A | C | | 60 | 1 | 02 | 1280 | U1 | | 35 | R | P | * |
| 1.01 | 1.01 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | | C | 48A | C | 12 | 60 | 1 | 02 | 1280 | U1 | | 35 | R | P | * |
| 1.04 | 1.04 | | ENT/EXIT | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.08 | 0.08 | | .06 | 24 | | | | | | |
| 0.09 | 0.09 | | | | | | | | .04 | 12 |
| 0.20 | 0.20 | | .04 | 12 | .05 | 14 | .03 | 12 | | |
| 0.39 | 0.39 | | | | | | | | .01 | 12 |
| 0.43 | 0.43 | | .03 | 11 | | | | | .01 | 12 |
| 0.58 | 0.58 | | | | | .02 | 14 | | | |
| 0.69 | 0.69 | | .04 | 13 | | .04 | 13 | | | |
| 0.97 | 0.97 | | .03 | 12 | | .03 | 12 | | | |
| 1.04 | 1.04 | | | | .03 | 10 | | | | |

SR 163 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------|-----|-----|------------|---------|-----|-----|--------|-----|--------|---------------------------|------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 1.10 | 1.10 | | INTRSECTN | L | N | 28TH ST | CT | Y | 2 | 2 | | | | | | | C | 48A | C | 12 | 60 | 1 | 02 | 1280 | U1 | | 35 | R | P | * | | | | |
| 1.11 | 1.11 | | ENT/EXIT | R | | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 60A | C | \$\$\$ | 60 | 1 | 02 | 1280 | U1 | | 35 | R | P | * | | | | |
| | | | INTRSECTN | R | N | 30TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | | | | | | | 2 | 2 | | C | 24A | | 16S | CU | \$ | 24A | C | | 48 | 1 | 02 | 1280 | U1 | | 35 | R | P | * | | | | |
| 1.32 | 1.32 | | INTRSECTN | L | N | 31ST ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | APARTMENTS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | | INTRSECTN | R | N | 33RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | 1.57 | | INTRSECTN | B | N | 35TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.70 | 1.70 | | INTRSECTN | B | N | 37TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | 1.87 | | INTRSECTN | R | N | 39TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 46A | C | 16 | 62 | 1 | 02 | 1280 | U1 | | 35 | R | P | * | | | | |
| 2.08 | 2.08 | | CHG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 46A | C | 10 | 56 | 1 | 02 | 1280 | U1 | | 30 | R | P | * | | | | |
| | | | INTRSECTN | B | N | 42ND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | 2.14 | | INTRSECTN | R | N | 43RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | INTRSECTN | R | N | 44TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 56A | C | \$\$\$ | 56 | 1 | 02 | 1280 | U1 | | 30 | R | P | * | | | | |
| | | | INTRSECTN | B | N | 45TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.33 | | INTRSECTN | B | N | 46TH ST | CT | SG | Y | 2 | 2 | | | | | | C | 56P | C | | 56 | 1 | 02 | 1280 | U1 | | 30 | R | P | * | | | | |
| 2.39 | 2.39 | | INTRSECTN | R | N | 47TH ST | CT | Y | 1 | 1 | | | | | | | C | 48P | C | | 48 | 1 | 02 | 1280 | U1 | | 30 | R | X | * | | | | |
| 2.44 | 2.44 | | INTRSECTN | R | | SEAVIEW ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | INTRSECTN | B | N | 48TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.55 | 2.55 | | INTRSECTN | R | | RUBY ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.58 | | INTRSECTN | L | N | 49TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT RUSTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.11 | 1.11 | | | | .03 | 10 | | | | |
| 1.17 | 1.17 | | | | | | .05 | 11 | | |
| 1.32 | 1.32 | | .03 | 14 | | | .03 | 12 | | |
| 1.44 | 1.44 | | | | | | .03 | 11 | | |
| 1.57 | 1.57 | | .03 | 12 | | | .03 | 12 | | |
| 1.70 | 1.70 | | .04 | 12 | | | .03 | 12 | | |
| 2.26 | 2.26 | | | | | | .02 | 10 | | |
| 2.33 | 2.33 | | .03 | 10 | | | .03 | 10 | | |

SR 163 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|-------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|--------|-----|---------------------------|------|------|-----|-------|--------|-----|----|----|------|------|----|----|----|---|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 2.61 | 2.61 | | INTRSECTN | R | N | 49TH ST | CT | Y | 1 | 1 | | | | | | | C | 48P | C | | 48 | 1 | 02 | 1280 | U1 | | 30 | R | X | * | |
| 2.64 | 2.64 | | INTRSECTN | R | | RUST WAY N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.70 | | INTRSECTN | B | N | 50TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.83 | 2.83 | | INTRSECTN | B | N | 51ST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | | LEAVE CITY | | | TACOMA | | | | 1 | 1 | | | | | | | C | 48P | C | | 48 | 1 | 02 | 1130 | U1 | | 30 | R | X | * |
| | | | ENTER CITY | | | RUSTON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 2.91 | | INTRSECTN | R | N | 52ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | INTRSECTN | R | N | 53RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | 3.04 | | | | | | | | | 1 | 1 | | | | | | | C | 48A | C | | 48 | 1 | 02 | 1130 | U1 | | 30 | R | P | * |
| 3.05 | 3.05 | | INTRSECTN | L | | PARK WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.06 | | | | | | | | | 1 | 1 | C | 14A | | 8P | CU | | \$ | 14A | C | | 28 | 1 | 02 | 1130 | U1 | | 30 | R | P | * |
| 3.08 | 3.08 | | LEAVE CITY | | | RUSTON | | | | 1 | 1 | C | 14A | | 8P | CU | | | 14A | C | | 28 | 1 | 02 | 1280 | U2 | | 25 | R | P | \$ |
| | | | END ST | I | | PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | TACOMA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | | ROUNDAABOUT | R | | BOAT LAUNCH ACCESS EB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | FIVE MILE DR EB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | | ROUNDAABOUT | L | | FIVE MILE DR NB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | R | | BOAT LAUNCH ACCESS WB | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.12 | | | | | | | | | 1 | 1 | C | 18A | | 22S | CU | | 14A | C | | 32 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.15 | 3.15 | | | | | | | | | 1 | 2 | C | 18A | | 22S | CU | | 22A | C | | 40 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.16 | 3.16 | | BEG SU LN | L | | BICYCLE | | | | 1 | 2 | C | 12A | | 22S | CU | | 22A | C | 6 | 40 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.20 | 3.20 | | BEG SU LN | R | | HOLDING | | | | 1 | 1 | C | 12A | | 22S | CU | | 13A | C | 17 | 42 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.21 | 3.21 | | END SU LN | L | | BICYCLE | | | | 1 | 1 | C | 15A | | 22S | CU | | 13A | C | 11 | 39 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.22 | 3.22 | | TOLL BOOTH | RC | | PT DEF FERRY TOLL BOOTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.23 | 3.23 | | | | | | | | | 1 | 1 | C | 15A | | 22S | CU | | 24A | C | 11 | 50 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.24 | 3.24 | | CHG SU LN | R | | HOLDING | | | | 1 | 1 | C | 15A | | 22S | CU | | 24A | C | 40 | 79 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| 3.25 | 3.25 | | INTRSECTN | L | | KITAKYUSHU ST | CT | | Y | 1 | 1 | C | 15A | | 5S | CU | | 24A | C | 40 | 79 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| | | | EXIT TO | R | | BOAT LAUNCH HOLDING LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MED XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.27 | 3.27 | | | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C | 26A | C | 40 | 66 | 1 | 02 | 1280 | U2 | | 25 | R | P | |
| 3.28 | 3.28 | | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 163/025P | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.34 | 3.34 | | END SU LN | R | | HOLDING | | | | 1 | 1 | | | | | | 8A | 20A | 8A | \$\$\$ | 20 | 1 | 02 | 1280 | U2 | | 25 | R | P | | |
| | | | INTRSECTN | B | | WATERFRONT DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.37 | 3.37 | | FERRY TERM | B | | POINT DEFIANCE LANDING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.83 | 2.83 | | | .02 | 10 | | | .03 | 10 | | |

SR 165 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|---|-------|------------|---|----|----------------------|----|-------------|-----|-----|--------------|---------|-----|-----|------|---------------------------|-------|------|-------|-----|-------|---|----|------|----|---|----|---|---|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 18.76 | | 18.76 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 05 | | U2 | | 35 | R | | | |
| 18.79 | | 18.79 | BEG BRIDGE | B | | S PRAIRIE CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 36P | \$\$W | | 36 | 1 | 05 | | U2 | | 35 | R | | | |
| 18.90 | | 18.90 | END BRIDGE | B | | S PRAIRIE CREEK | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 05 | | U2 | | 35 | R | | | |
| 19.00 | | 19.00 | MP MARKER | L | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.02 | | 19.02 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 05 | | U2 | | 50 | R | | | |
| 19.04 | | 19.03 | EQUATION | | | 019.03 =019.04 | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 1 | 05 | | U2 | | 50 | R | | | |
| 19.06 | | 19.05 | MISC FEATR | L | | SGN ENT BURNETT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.45 | | 19.44 | INTRSECTN | L | | FETTIG RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 131ST ST E | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.57 | | 19.56 | INTRSECTN | L | | SR 162 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.58 | | 19.57 | WYE CONN | L | | SR 162 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.61B | | 19.60 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.61 | | 19.62 | EQUATION | | | 019.63B=019.61 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.73 | | 19.74 | INTRSECTN | R | | 128TH ST E | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.92 | | 19.93 | INTRSECTN | R | | 126TH ST E | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | | 20.01 | MP MARKER | L | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.25 | | 20.26 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | | U2 | | 50 | R | | | |
| 20.55 | | 20.56 | INTRSECTN | L | | BORELL RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.56 | | 20.57 | INTRSECTN | R | | BORELL RD S | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.74 | | 20.75 | ENTER CITY | | | BUCKLEY | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | 0130 | U2 | | 50 | L | P | | |
| 20.95 | | 20.96 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.96 | | 20.97 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | 0130 | U2 | | 35 | L | P | | |
| 21.00 | | 21.01 | MISC FEATR | R | | SGN ENT BUCKLEY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.06 | | 21.07 | INTRSECTN | L | | 112TH ST E | CT | SS | Y | 1 | 1 | | | | | | \$\$C | 46A | \$\$C | | 46 | 1 | 05 | 0130 | U2 | | 35 | L | P | | |
| | | | INTRSECTN | R | | RYAN RD | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.17 | | 21.18 | END CTLSEC | | | CONTROL SECTION 2738 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 410 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 21.06 | | 21.07 | | .04 | 12 | | | .03 | 12 | | |
| 21.17 | | 21.18 | | .06 | 12 | | | | | | |

SR 166 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|----|-----|--------------|---|-----|--------|--------|-----|--------|---------------------------|-----|------|-----|-------|-----|-------|----|-------|----|----|------|------|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | | TOT | | MTCE | | CITY | | ST | | LEGAL | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | | | | |
| 0.02 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | 12A | 12A | | 6A | JE | | | | 12A | 12A | | | 24 | 2 | 01 | 0115 | U1 | | 45 | R | P | | |
| | | | ENTER CITY | | | SR 16 TO PRT ORCHARD ECL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BREMERTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 1807 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.02 | | | | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.04 | | LEAVE CITY | | | BREMERTON | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | | | 12A | 30A | 12A | | | 30 | 2 | 01 | 0115 | U1 | | 45 | R | P | |
| 0.14 | 0.12 | | BEG BRIDGE | B | | ANDERSON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 166/002.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.13 | | END BRIDGE | B | | ANDERSON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.17 | | ENT FROM | L | | U TURN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.19 | | EXIT TO | L | | U TURN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.35 | 0.33 | | UXING | B | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/205 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.42 | 0.40 | | | | | | | | | 1 | 1 | | | | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | | U1 | | 45 | R | | |
| 0.57 | 0.55 | | ENTER CITY | | | PORT ORCHARD | | | | 1 | 1 | | | | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | 1000 | U1 | | 45 | R | P | |
| | | | MISC FEATR | R | | SGN ENT PORT ORCHARD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 0.98 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 1.99 | | MP MARKER | R | | 2 | | | | 1 | 1 | | | | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | 1000 | U1 | | 35 | R | P | |
| 2.03 | 2.01 | | INTRSECTN | R | | WILKINS PL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.09 | 2.07 | | INTRSECTN | R | | CASECO LN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.16 | 2.14 | | INTRSECTN | R | | WILKINS DR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.24 | 2.22 | | INTRSECTN | R | | SHORT AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.30 | 2.28 | | INTRSECTN | R | | GRANT AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.36 | | | | | | | | | 1 | 1 | | | | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | 1000 | U1 | | 25 | R | P | |
| 2.54 | 2.52 | | INTRSECTN | R | | PORT ORCHARD BLVD | | | | Y | 1 | 1 | | | | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | 1000 | U1 | | 25 | R | B | |
| 2.57 | 2.55 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | 3A | 22A | 3A | 12 | | 34 | 2 | 01 | 1000 | U1 | | 25 | R | P | |
| | | | INTRSECTN | R | | DEKALB ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.62 | 2.60 | | INTRSECTN | R | | KITSAP ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.64 | | INTRSECTN | R | | CLINE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.68 | | BEG ST | I | | BAY ST | | | | | | | | | | | | | | 3A | 25A | \$\$C | 12 | | 37 | 2 | 01 | 1000 | U1 | | 25 | R | P | |
| | | | INTRSECTN | R | | BANK ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | 2.73 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | 2.76 | | INTRSECTN | L | | ORCHARD ST | | | | | | | | | | | | | | \$\$C | 56A | C | | | 56 | 2 | 01 | 1000 | U1 | | 25 | R | B | |
| 2.82 | 2.80 | | INTRSECTN | B | | FREDERICK AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.21 | 0.19 | | .02 | 13 | | | | | | |
| 2.54 | 2.52 | | | | .02 | 12 | | | | |
| 2.78 | 2.76 | | .02 | 12 | | | | | | |
| 2.82 | 2.80 | | .02 | 12 | | | | | | |

SR 166 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 4.86 | 4.89 | | INTRSECTN | R | | PAYSENO LN | CT | | N | 1 | 2 | | | | | | C | 33A | 3A | 15 | 48 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| 4.89 | 4.92 | | END SU LN | L | | WEAVING/SPEED CHANGE 15A | | | | | 1 | 2 | | | | | C | 33A | 3A | \$\$\$ | 33 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| | | | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.91 | 4.94 | | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.97 | 5.00 | | | | | | | | | | 1 | 1 | | | | | C | 22A | 8A | | 22 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| 5.03 | 5.06 | | BEG SU LN | C | | TWO WAY TURN 11A | | | | | 1 | 1 | | | | | C | 22A | 8A | 11 | 33 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| 5.04 | 5.07 | | WYE CONN | R | | HARRISON AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | 5.09 | | INTRSECTN | R | | HARRISON AVE SE | CT | | Y | 1 | 1 | | | | | | 3A | 22A | 3A | 11 | 33 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| 5.08 | 5.11 | | MISC FEATR | L | | SGN ENT PORT ORCHARD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.12 | | INTRSECTN | L | | WHITTIER AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | 5.13 | | END ST | I | | MILE HILL DR | | | | | 1 | 1 | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | 1000 | U2 | | 35 | R | P | * | | |
| | | | END SU LN | C | | TWO WAY TURN 11A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1807 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.91 | 4.94 | | | | | | | .04 | 15 |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|---------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 1.03 | 0.99 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 30TH AVE E | | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.06 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 11 | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 1.19 | 1.15 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 31ST AVE CT E | | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 1.25 | 1.21 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 11 | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 1.70 | 1.66 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | GRATZER RD | | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 1.76 | 1.72 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 11 | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 2.00 | 1.96 | | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.34 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | GAY RD | | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.40 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 11 | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 2.48 | 2.44 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 50TH AVE E | | | | | CO | N | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.50 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 11 | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 2.87 | 2.83 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | 6A | 55A | 6A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 40TH ST E | | | | | CO | FS | Y | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 56TH AVE E | | | | | CO | FS | Y | | | | | | | | | | | | | | | | | |
| 2.93 | 2.89 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | | U1 | | 50 | L | * | |
| 2.99 | 2.95 | | | | | | | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | | 50 | L | * | |
| 3.00 | 2.96 | | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 3.24 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 55A | 8A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 44TH ST E | | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 3.34 | 3.30 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | | 50 | L | * | |
| 3.39 | 3.35 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 55A | 8A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| | | | INTRSECTN | R | | 62ND AVE E | | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.49 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | | 50 | L | * | |
| 3.60 | 3.56 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 55A | 8A | \$\$\$ | 55 | 1 | 05 | | U1 | | 50 | L | * | |
| 3.66 | 3.62 | | INTRSECTN | R | | 48TH ST E | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.03 | 0.99 | | | | .03 | 11 | | | | |
| 1.19 | 1.15 | | | | .03 | 11 | | | | |
| 1.70 | 1.66 | | | | .03 | 11 | | | | |
| 2.38 | 2.34 | | | | .03 | 11 | | | | |
| 2.48 | 2.44 | | | | .03 | 11 | | | | |
| 2.87 | 2.83 | | | | .03 | 11 | | | | |
| 3.28 | 3.24 | | | | .03 | 12 | | | | |
| 3.39 | 3.35 | | | | .03 | 12 | | | | |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|---|----|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 3.66 | 3.62 | | INTRSECTN | B | | 66TH AVE E | CO | SG | Y | 2 | 2 | | | | | | 8A | 55A | 8A | | 55 | 1 | 05 | | U1 | 50 | L | | * | |
| 3.69 | 3.65 | | BEG BRIDGE | B | | CLARK CREEK | ST | | | 2 | 2 | | | | | | \$\$C | 69A | \$\$C | | 69 | 1 | 05 | | U1 | 50 | L | | * | |
| | | | | | | BRDG NUM 167/016 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.72 | 3.68 | | END BRIDGE | B | | CLARK CREEK | | | | 2 | 2 | | | | | | 8A | 55A | 8A | | 55 | 1 | 05 | | U1 | 50 | L | | * | |
| 3.74 | 3.70 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | 50 | L | | * | |
| 3.92 | 3.88 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.99 | 3.95 | | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.13 | 4.09 | | INTRSECTN | R | | 72ND AVE E | | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 4.14 | 4.10 | | | | | | | | | 2 | 2 | | | | | | 8A | 50A | \$\$C | 12 | 62 | 1 | 05 | | U1 | 50 | L | | * | |
| 4.35 | 4.31 | | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 62A | C | \$\$\$ | 62 | 1 | 05 | | U1 | 50 | L | | * | |
| | | | INTRSECTN | R | | 76TH AVE E | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.36 | 4.32 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.41 | 4.37 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 50A | C | 12 | 62 | 1 | 05 | | U1 | 50 | L | | * | |
| 4.48 | 4.44 | | | | | | | | | 2 | 2 | | | | | | 8A | 50A | C | 12 | 62 | 1 | 05 | | U1 | 45 | L | | * | |
| 4.56 | 4.52 | | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 62A | C | \$\$\$ | 62 | 1 | 05 | | U1 | 45 | L | | * | |
| | | | INTRSECTN | R | | 78TH AVE E | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.62 | 4.58 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 50A | C | 12 | 62 | 1 | 05 | | U1 | 45 | L | | * | |
| 4.65 | 4.61 | | WEIGH STA | L | | NUMBER 09 | | | | 2 | 2 | | | | | | 6A | 50A | C | 12 | 62 | 1 | 05 | | U1 | 45 | L | | * | |
| 4.68 | 4.64 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.76 | 4.72 | | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 5A | 55A | 2A | \$\$\$ | 55 | 1 | 05 | | U1 | 45 | L | | * | |
| 4.77 | 4.73 | | ENTER CITY | | | PUYALLUP | | | | 2 | 2 | | | | | | 5A | 55A | 2A | | 55 | 1 | 05 | 1030 | U1 | 45 | L | P | * | |
| | | | INTRSECTN | R | | 20TH ST NW | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.80 | 4.76 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | 5A | 44A | 2A | 11 | 55 | 1 | 05 | 1030 | U1 | 45 | L | P | * | |
| 4.88 | 4.84 | | END SU LN | C | | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | 5A | 55A | 2A | \$\$\$ | 55 | 1 | 05 | 1030 | U1 | 45 | L | P | * | |
| 4.89 | 4.85 | | INTRSECTN | R | | 18TH ST NW | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.93 | 4.89 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | 5A | 44A | 2A | 11 | 55 | 1 | 05 | 1030 | U1 | 45 | L | P | * | |
| 5.01 | 4.97 | | MP MARKER | B | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.15 | 5.11 | | END SU LN | C | | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | 5A | 55A | 2A | \$\$\$ | 55 | 1 | 05 | 1030 | U1 | 45 | L | P | * | |
| 5.16 | 5.12 | | INTRSECTN | R | | 87TH AVE E-15TH ST NW | | CT | | Y | 2 | 2 | | | | | 5A | 55A | \$\$C | | 55 | 1 | 05 | 1030 | U1 | 35 | L | P | * | |
| 5.21 | 5.17 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | 5A | 44A | C | 11 | 55 | 1 | 05 | 1030 | U1 | 35 | L | P | * | |
| 5.23 | 5.19 | | MISC FEATR | R | | SGN ENT PUYALLUP | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.26B | 5.22 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.66 | 3.62 | .03 | 12 | | | | | | |
| 4.35 | 4.31 | | | .03 | 12 | | | | |
| 4.56 | 4.52 | | | .02 | 12 | | | | |
| 4.77 | 4.73 | | | .02 | 12 | | | | |
| 4.89 | 4.85 | | | .02 | 11 | | | | |
| 5.16 | 5.12 | | | .03 | 11 | | | | |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-------------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-------|-------|-------|---------------------------|-------|------|-------|-------|-------|-------|----|----|------|------|------|------|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 7.17 | | 8.41 | | | | VALLEY AVE | | | | 2 | 2 | 10A | 24A | 6A | 84S | GR | 10A | 24A | 10A | | 48 | 1 | 05 | | U1 | | 60 | L | | | | | |
| 7.19 | | 8.43 | BEG BRIDGE | D | | BRDG NUM 167/032W | | | | 2 | 2 | \$\$C | 38P | \$\$C | 84S | GR | 10A | 24A | 10A | | 62 | 1 | 05 | | U1 | | 60 | L | | | | | |
| 7.21 | | 8.45 | MISC FEATR | R | | GORE (Q100749) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.22 | | 8.46 | BEG BRIDGE | I | | VALLEY AVE | | | | 2 | 2 | | W 38P | | W | 84O | \$\$ | \$\$W | 50P | \$\$W | | 88 | 1 | 05 | | U1 | | 60 | L | | | | |
| | | | RR XING | B | | NUM 396602K STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.38 | | 8.62 | END BRIDGE | D | | VALLEY AVE | | | | 2 | 2 | 10A | 24A | 6A | 84S | GR | | W 50P | | W | | 74 | 1 | 05 | 1270 | U1 | | 60 | L | P | | | |
| | | | ENTER CITY | | | SUMNER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.40 | | 8.64 | END BRIDGE | I | | VALLEY AVE | | | | 2 | 2 | 10A | 24A | 4A | 84S | GR | 10A | 24A | 8A | | 48 | 1 | 05 | 1270 | U1 | | 60 | L | P | | | | |
| 7.49 | | 8.73 | ON RAMP | R | | SR 410 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.56 | | 8.80 | BEG BRIDGE | I | | W VALLEY HWY | | | | ST | | 2 | 2 | \$\$C | 38P | \$\$C | 84O | \$\$ | \$\$W | 38P | \$\$W | | 76 | 1 | 05 | 1270 | U1 | | 60 | L | P | | |
| | | | BRDG NUM 167/034E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | W VALLEY HWY | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 167/034W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.62 | | 8.86 | END BRIDGE | I | | W VALLEY HWY | | | | 2 | 2 | 10A | 24A | 4A | 84S | CA | 10A | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | | 60 | L | P | | | | |
| | | | END BRIDGE | D | | W VALLEY HWY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.50 | | 9.74 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 10.24 | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | | 10.30 | ON RAMP | L | | W VALLEY HWY | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | | 10.32 | MISC FEATR | L | | SGN ENT SUMNER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.32 | | 10.56 | OFF RAMP | R | | 24TH ST E | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | | 10.59 | MISC FEATR | L | | GORE (S100906) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.46 | | 10.70 | MISC FEATR | R | | GORE (P100932) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.50 | | 10.74 | MISC FEATR | L | | GORE (R100963) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.63 | | 10.87 | OFF RAMP | L | | W VALLEY HWY | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.64 | | 10.88 | UXING | B | | 24TH ST E | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 167/038 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | | 11.11 | MISC FEATR | R | | GORE (Q101014) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | 11.22 | BEG BRIDGE | B | | SOATON CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 167/039C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.99 | | 11.23 | END BRIDGE | B | | SOATON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | | 11.25 | MP MARKER | B | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.14 | | 11.38 | LEAVE CITY | | | SUMNER | | | | 2 | 2 | 10A | 24A | 4A | 84S | CA | 10A | 24A | 10A | | 48 | 1 | 05 | 0950 | U1 | | 60 | L | P | | | | |
| | | | ENTER CITY | | | PACIFIC | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | 24TH ST E | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.24 | | 11.48 | ON RAMP | L | | 8TH ST E | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.39 | | 11.63 | OFF RAMP | R | | 8TH ST E | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.50 | | 11.74 | MISC FEATR | R | | GORE (P101039) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.51 | | 11.75 | MISC FEATR | L | | GORE (S101024) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.66 | | 11.90 | BEG BRIDGE | I | | 8TH ST E | | | | ST | | 2 | 2 | 8A | 24A | 4A | 84S | CA | \$\$W | 38P | \$\$W | | 62 | 1 | 05 | 0950 | U1 | | 60 | L | P | | |
| | | | BRDG NUM 167/040E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.67 | | 11.91 | BEG BRIDGE | D | | 8TH ST E | | | | ST | | 2 | 2 | \$\$W | 38P | \$\$W | 84O | \$\$ | | W 38P | | W | | 76 | 1 | 05 | 0950 | U1 | | 60 | L | P | |

SR 300 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R3 | | 35 | L | | |
| | | | BEG CTLSEC | | | BELFAIR ST PK TO SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | CONTROL SECTION 2333 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BELFAIR STATE PK BNDRY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | | | | | | | | 1 | 1 | | | | | | 3B | 22A | 3B | | | 22 | 2 | 01 | | R3 | | 35 | L | | |
| 0.23 | 0.23 | | ENT/EXIT | R | | BELFAIR STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.26 | | INTRSECTN | L | | MISSION CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | BEG BRIDGE | B | | MISSION CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 01 | | R3 | | 35 | L | | |
| | | | | | | BRDG NUM 300/001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | | END BRIDGE | B | | MISSION CREEK | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R3 | | 35 | L | | |
| 0.34 | 0.34 | | INTRSECTN | R | | GLADWIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 0.35 | 0.35 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R3 | | 45 | L | | |
| 0.89 | 0.89 | | INTRSECTN | L | | LARSON LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE LORNALEE WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.07 | 1.07 | | INTRSECTN | R | | GLADWIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.25 | | WYE CONN | L | | SAND HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | INTRSECTN | L | | SAND HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.71 | 2.71 | | MISC FEATR | R | | SGN ENT BELFAIR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | 2.80 | | | | | | | | | 1 | 1 | | | | | | 3B | 22A | 3B | | | 22 | 2 | 01 | | R3 | | 45 | L | | |
| 2.84 | 2.84 | | BEG BRIDGE | B | | UNION RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 01 | | R3 | | 30 | L | | |
| | | | | | | BRDG NUM 300/003 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | | END BRIDGE | B | | UNION RIVER | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R3 | | 30 | L | | |
| 3.02 | 3.02 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 3A | 22A | 3A | 12 | | 34 | 2 | 01 | | R3 | | 30 | L | | |
| 3.10 | 3.10 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | 12 | | 38 | 2 | 01 | | R3 | | 30 | L | | |
| 3.12 | 3.12 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.14 | 3.14 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 26A | C | \$\$\$ | | 26 | 2 | 01 | | R3 | | 30 | L | | |
| 3.16 | 3.16 | | | | | | | | | 1 | 1 | | | | | | 3A | 38A | C | | | 38 | 2 | 01 | | R3 | | 30 | L | | |
| 3.17 | 3.17 | | WYE CONN | R | | SR 300 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | | INTRSECTN | L | | OLD BELFAIR HWY | CO | SS | Y | 1 | 1 | | | | | | 3A | 37A | C | | | 37 | 2 | 01 | | R3 | | 25 | L | | |
| | | | INTRSECTN | L | | NE CLIFTON LN | CO | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 300 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.19 | 3.19 | | | | | | | | | 1 | 1 | | | | | | 3A | 25A | C | | | 25 | 2 | 01 | | R3 | | 25 | L | | |
| 3.20 | 3.20 | | | | | | | | | 1 | 1 | | | | | | 3A | 25A | C | 12 | | 37 | 2 | 01 | | R3 | | 25 | L | | |
| 3.22 | 3.22 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 3A | 25A | C | 12 | | 37 | 2 | 01 | | R3 | | 25 | L | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.27 | 2.27 | | | | | | | | | .06 | 11 |
| 3.18 | 3.18 | | | .02 | 12 | | | .03 | 12 | | |

SR 300 MAINLINE

STATE ROUTE - SRSH

COUNTY MASON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 3.23 | 3.23 | | ENT/EXIT | R | | SHOPPING CENTER | PV | Y | 1 | 1 | | | | | | | 3A | 25A | C | 12 | 37 | 2 | 01 | | R3 | | 25 | L | | | | | | |
| 3.24 | 3.24 | | INTRSECTN | L | | PVT RD | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 3.28 | | | | | | | | 1 | 1 | | | | | | | \$C | 27A | C | 12 | 39 | 2 | 01 | | R3 | | 25 | L | | | | | | |
| 3.29 | 3.29 | | END SU LN | C | | TWO WAY TURN | | | 1 | 1 | 12A | | | | | | C | 39A | C | \$\$\$ | 39 | 2 | 01 | | R3 | | 25 | L | | | | | | |
| 3.30 | 3.30 | | ENT/EXIT | R | | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.35 | 3.35 | | INTRSECTN | B | | SR 3 | ST | RF | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2333 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.35 | 3.35 | .03 | 13 | | | | | | |

SR 302 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------------------|---|----|--------------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 5.01 | 5.01 | | ENTER CO BEG CTLSEC | | | PIERCE CONTROL SECTION 2739 | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 40 | R | | | | | |
| 5.42 | 5.42 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 45 | R | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.32 | | INTRSECTN | L | | ROCKY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.14 | 7.14 | | INTRSECTN | R | | BLISS-COCHRANE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.65 | 7.65 | | WYE CONN | R | | WRIGHT BLISS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.69 | 7.69 | | BEG ST | I | | ELGIN CLIFTON RD KPN | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 45 | R | | | * | | |
| | | | INTRSECTN | L | | WRIGHT BLISS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WRIGHT BLISS RD(OLD 302) | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.21 | 8.21 | | INTRSECTN | R | | 128TH ST KPN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.31 | 8.31 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.38 | 8.38 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.49 | 8.49 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.60 | 8.60 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.65 | 8.65 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.69 | 8.69 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 8.80 | 8.80 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 9.00 | 9.00 | | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | 9.01 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 9.04 | 9.04 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R2 | | 45 | R | | * | | | |
| 9.32 | 9.32 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.33 | 9.33 | | INTRSECTN | B | | 150TH AVE KPN | CO | | N | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.56 | 9.56 | | INTRSECTN | L | | 146TH AVE KPN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.63 | 9.63 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.68 | 9.68 | | INTRSECTN | R | | 144TH RD | PV | | Y | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.77 | 9.77 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.82 | 9.82 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 9.95 | 9.95 | | INTRSECTN | L | | 140TH AVE KPN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 9.96 | | INTRSECTN | R | | 140TH AVE KPN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.00 | | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 10.01 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.09 | 10.09 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.10 | 10.10 | | INTRSECTN | L | | 138TH AVE KPN | CO | | Y | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.24 | 10.24 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.28 | 10.28 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.36 | 10.36 | | INTRSECTN | B | | 134TH AVE KPN | CO | | N | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.55 | 10.55 | | WYE CONN | L | | SR 302 | ST | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | | U1 | | 45 | R | | * | | | |
| 10.57 | 10.57 | | END ST | I | | ELGIN CLIFTON RD KPN | | | | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 45 | R | | \$ | | | |
| | | | INTRSECTN | R | | KPN HWY (OLD SR 302) | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.60 | 10.60 | | WYE CONN | L | | SR 302 | ST | | Y | 1 | 1 | | | | | | 3A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 45 | R | | | | | |

INTERSECTION DETAIL -----TURN LANES----- -----ACCELERATION LANES-----

SR 302 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 10.64 | | 10.64 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 45 | R | | | |
| 10.68 | | 10.68 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | | |
| 11.06 | | 11.06 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.29 | | 11.29 | BEG BRIDGE | B | | MINTER CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 30P | \$\$W | | 30 | 2 | 01 | | U1 | | 45 | R | | | |
| | | | | | | BRDG NUM 302/102 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.32 | | 11.32 | END BRIDGE | B | | MINTER CREEK | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 45 | R | | | |
| 11.43 | | 11.43 | BEG BRIDGE | B | | LITTLE MINTER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 302/103.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.44 | | 11.44 | END BRIDGE | B | | LITTLE MINTER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.49 | | 11.49 | BEG BRIDGE | B | | LITTLE MINTER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 302/103.75 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.50 | | 11.50 | END BRIDGE | B | | LITTLE MINTER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.58 | | 11.58 | INTRSECTN | B | | 118TH AVE NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.60 | | 11.60 | WYE CONN | L | | 118TH AVE NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.64 | | 11.64 | BEG SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 22A | 3A | 11 | 33 | 2 | 01 | | U1 | | 45 | R | | | |
| 11.73 | | 11.73 | END SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | | U1 | | 45 | R | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.43 | | 12.43 | INTRSECTN | L | | 144TH ST | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 12.89 | | 12.89 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 40 | R | | | |
| 12.92 | | 12.92 | | | | | | | | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 40 | R | | | |
| 12.94 | | 12.94 | INTRSECTN | R | | CREVISTON DR NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | | 13.00 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 2 | 01 | | U1 | | 40 | R | | | |
| | | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.08 | | 13.08 | INTRSECTN | R | | 97TH AVE NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.20 | | 13.20 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 5A | 22A | 5A | \$\$\$ | 22 | 2 | 01 | | U1 | | 40 | R | | | |
| 13.25 | | 13.25 | INTRSECTN | L | | 94TH AVE NW | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | LAKE KATHRYN LN | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.35 | | 13.35 | INTRSECTN | R | | 92ND AVE NW | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.43 | | 13.43 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 40 | R | | | |
| 13.84 | | 13.84 | INTRSECTN | L | | GOLDMAN DR NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.97 | | 13.97 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.05 | | 14.05 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 40 | R | | | |
| 14.17 | | 14.17 | INTRSECTN | R | | DANFORTH DR NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 11.58 | | 11.58 | | .02 | 11 | | | .03 | 12 | | |
| 12.94 | | 12.94 | | | | .03 | 12 | | | | |
| 13.25 | | 13.25 | | .03 | 12 | .03 | 12 | .03 | 12 | .02 | 12 |
| 13.35 | | 13.35 | | | | .03 | 12 | .03 | 12 | | |
| 13.84 | | 13.84 | | .03 | 12 | | | | | | |

SR 302 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|----------|---------------------------|--------|--------|--------|-------|-----|-----|----|------|-----|----|------|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 14.17 | 14.17 | | INTRSECTN | L | | EMERALD DR NW | PV | Y | 1 | 1 | | | | | | | 4A | 22A | 5A | | 22 | 2 | 01 | | U1 | | 40 | R | | |
| 14.30 | 14.30 | | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | | 40 | R | | |
| 14.60 | 14.60 | | INTRSECTN | R | | 131ST ST NW | PV | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EMERALD DR NW | PV | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.73 | 14.73 | | INTRSECTN | L | | 82ND AVE NW | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 14.95 | 14.95 | | INTRSECTN | L | | GOLDMAN DR NW | CO | Y | 1 | 1 | | | | | | | 4A | 22A | 8A | | 22 | 2 | 01 | | U1 | | 40 | R | | |
| 14.98 | 14.98 | | INTRSECTN | L | | GOODRICH CT NW | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 15.00 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.03 | 15.03 | | INTRSECTN | L | | GOODRICH DR NW | CO | PC | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.67 | 15.67 | | MISC FEATR | R | | SGN ENT PURDY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT WAUNA | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.69 | 15.69 | | BEG BRIDGE | B | | PURDY CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 20P | \$\$C | | 20 | 2 | 01 | | U1 | | 40 | R | | |
| | | | | | | BRDG NUM 302/105 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.79 | 15.79 | | END BRIDGE | B | | PURDY CREEK | | | 1 | 1 | | | | | | | 8A | 24A | 9A | | 24 | 2 | 01 | | U1 | | 40 | R | | |
| 15.83 | 15.83 | | WYE CONN | R | | SR 302 | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.84 | 15.84 | | WYE CONN | L | | SR 302 SPUR | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.85 | 15.85 | | BEG ST | I | | PURDY DR | | | 1 | 1 | | | | | | | 11A | 24A | 5A | | 24 | 2 | 01 | | U1 | | 40 | R | * | |
| | | | INTRSECTN | L | | SR 302 SPPURDY (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.87 | 15.87 | | WYE CONN | R | | SR 302 | ST | Y | 1 | 2 | | | | | | | 11A | 36A | 3A | | 36 | 2 | 01 | | U1 | | 40 | R | * | |
| 15.93 | 15.93 | | | | | | | | 1 | 2 | | | | | | | 6A | 36A | 3A | | 36 | 2 | 01 | | U1 | | 40 | R | * | |
| 16.00 | 16.00 | | MP MARKER | R | | 16 | | | 1 | 2 | | | | | | | 6A | 36A | 3A | | 36 | 2 | 01 | | U1 | | 50 | R | * | |
| 16.04 | 16.04 | | INTRSECTN | L | | GOODNOUGH DR NW | CO | Y | 1 | 2 | | | | | | | 7A | 36A | 3A | | 36 | 2 | 01 | | U1 | | 50 | R | * | |
| 16.47 | 16.47 | | | | | | | | 1 | 2 | | | | | | | 12A | 36A | 3A | | 36 | 2 | 01 | | U1 | | 50 | R | * | |
| 16.51 | 16.51 | | ENT/EXIT | R | | PARK AND RIDE LOT | ST | Y | 1 | 2 | | | | | | | 10A | 36A | 10A | | 36 | 2 | 01 | | U1 | | 50 | R | * | |
| 16.57 | 16.57 | | ENT/EXIT | R | | PARK AND RIDE LOT | ST | Y | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | U1 | | 50 | R | * | |
| 16.60 | 16.60 | | END ST | I | | PURDY DR | | | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | U1 | | 50 | R | \$ | |
| | | | INTRSECTN | R | | BURNHAM DR NW | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | GOODNOUGH DR NW | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.61 | 16.61 | | MISC FEATR | L | | SGN ENT PURDY | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.63 | 16.63 | | ENTER CITY | | | GIG HARBOR | | | 1 | 1 | 10A | 12A | | 10A | UP | \$\$\$ | 12A | 10A | | 24 | 2 | 01 | 0490 | U1 | | 50 | R | P | | |
| 16.65 | 16.65 | | | | | | | | 1 | 1 | 10A | 12A | | 10A | UP | | 12A | 10A | | 24 | 2 | 01 | 0490 | U1 | | 45 | R | P | | |
| 16.72 | 16.72 | | MISC FEATR | I | | SR 16 EB RAMP AHEAD | | | 1 | \$ | 9A | 14A | 5A | \$\$\$\$ | \$\$ | | \$\$\$ | \$\$\$ | | 14 | 2 | 01 | 0490 | U1 | 45 | \$\$ | R | P | | |
| 16.85 | 16.85 | | UXING | D | | SR 16 EB | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 016/150W | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.17 | 14.17 | .03 | 12 | | | | | | |
| 15.85 | 15.85 | | | | | | | | |
| 16.51 | 16.51 | | | | | | | | |
| 16.60 | 16.60 | .03 | 12 | .03 | 12 | | | .03 | 12 |

SR 302 SPUR
PURDY

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|------|-------|--------|-----|----|----|-----|----|----|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT | | RHT | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 15.85 | 0.00 | | BEG ROUTE | | | PURDY | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | U1 | 40 | R | * | | |
| | | | BEG CTLSEC | | | SR 302 TO SR 16 OXING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | PURDY DR | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 302 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 15.88 | 0.03 | | WYE CONN | L | | SR 302 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 15.93 | 0.08 | | INTRSECTN | R | | PURDY LN NW | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 16.01 | 0.16 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.04 | 0.19 | | | | | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U1 | 40 | R | * | | |
| 16.14 | 0.29 | | INTRSECTN | B | | 144TH ST NW | | | | CO | SG | Y | 1 | 1 | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | 40 | R | * | | |
| 16.19 | 0.34 | | BEG SU LN | C | | TWO WAY TURN | | | 14A | | | 1 | 1 | | | | 6A | 24A | 6A | 14 | | 38 | 2 | 01 | | U1 | 40 | R | * | | |
| 16.26 | 0.41 | | ENT/EXIT | R | | PARK AND RIDE LOT | | | | ST | N | | | | | | | | | | | | | | | | | | | | |
| 16.32 | 0.47 | | END SU LN | C | | TWO WAY TURN | | | 14A | | | 1 | 1 | | | | 6A | 24A | 6A | \$\$\$ | | 24 | 2 | 01 | | U1 | 40 | R | * | | |
| 16.35 | 0.50 | | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | 50 | R | * | | |
| 16.38 | 0.53 | | | | | | | | | | | 1 | 1 | | | | 10B | 24A | 10B | | | 24 | 2 | 01 | | U1 | 50 | R | * | | |
| 16.78 | 0.93 | | END ST | I | | PURDY DR | | | | | | 1 | 1 | | | | 10B | 24A | 10B | | | 24 | 2 | 01 | | U1 | 50 | R | \$ | | |
| | | | INTRSECTN | B | | 154TH ST NW | | | | CO | Y | | | | | | | | | | | | | | | | | | | | |
| 16.83 | 0.98 | | MISC FEATR | L | | SGN ENT PURDY | | | | | | 1 | 1 | | | | 10A | 36A | 10A | | | 36 | 2 | 01 | | U1 | 50 | R | | | |
| 16.85 | 1.00 | | | | | | | | | | | 1 | 1 | | | | 8A | 36A | 8A | | | 36 | 2 | 01 | | U1 | 50 | R | | | |
| 16.91 | 1.06 | | ON RAMP | L | | SR 16 SB | | | | ST | Y | \$ | 1 | | | | 4A | 14A | 8A | | | 14 | 2 | 01 | | U1 | 50 | R | | | |
| 17.00 | 1.15 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.08 | 1.23 | | BEG BRIDGE | I | | SR 16 | | | | ST | | | 1 | | | | \$\$W | 26P | \$\$W | | | 26 | 2 | 01 | | U1 | 50 | R | | | |
| | | | | | | BRDG NUM 302/003SP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.13 | 1.28 | | END BRIDGE | I | | SR 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | SR 16 NB RAMP AHEAD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2755 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | PURDY | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.14 | 0.29 | .03 | 12 | .03 | 12 | | | | |
| 16.78 | 0.93 | .04 | 12 | .04 | 12 | | | | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|-----|----|----|------|----|---|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 1 | C | 24A | | | 8P | CU | | | 14A | C | | | 38 | 2 | 01 | 0115 | U1 | | | 25 | R | P | * | | |
| | | | ENTER CITY | | | SR 304 BREMERTON TO SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG EQ | | | BREMERTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 1830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | WARREN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05B | 0.05 | | INTRSECTN | B | | SR 304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11B | 0.11 | | INTRSECTN | B | | 4TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12B | 0.12 | | INTRSECTN | B | | 5TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.16 | | EQUATION | | | 000.16B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 6TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.18 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.20 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.22 | | INTRSECTN | R | | DR ML KING WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.25 | | INTRSECTN | L | | 8TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.29 | | INTRSECTN | R | | 8TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.33 | | INTRSECTN | L | | 9TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.35 | | INTRSECTN | R | | 10TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.42 | | INTRSECTN | B | | 11TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.48 | | INTRSECTN | R | | 12TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.53 | | INTRSECTN | B | | 13TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.65 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.66 | | INTRSECTN | R | | 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.74 | | INTRSECTN | L | | 16TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 0.75 | | WYE CONN | L | | 16TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.62 | 0.78 | | INTRSECTN | R | | 17TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.79 | | WYE CONN | R | | 17TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.82 | | END ST | I | | WARREN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WARREN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|-----|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | | |
| 0.00B | 0.00 | | | | | | | | | | | |
| 0.00 | 0.16 | | .03 | 10 | .02 | 11 | | | | .02 | 11 | |
| 0.26 | 0.42 | | .02 | 11 | | | | | | .04 | 11 | |
| 0.58 | 0.74 | | .02 | 11 | | | | | | | | |
| 0.59 | 0.75 | | | | | | | | | | .02 | 11 |
| 0.62 | 0.78 | | | | | .03 | 11 | | | | | |
| 0.63 | 0.79 | | | | | | | | | | .03 | 10 |
| 0.66 | 0.82 | | | | | | | | | .05 | 12 | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.68 | | 0.84 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.73 | | 0.89 | BEG BRIDGE | B | | PORT WASHINGTON NARROWS | ST | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | | 1.22 | END BRIDGE | B | | PORT WASHINGTON NARROWS | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | | 1.28 | ON RAMP | L | | CALLAHAN DR | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | | 1.32 | OFF RAMP | R | | CLARE AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | | 1.36 | MISC FEATR | L | | GORE (S100112) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | | 1.37 | MISC FEATR | R | | GORE (P100116) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | | 1.38 | OFF RAMP | R | | CALLAHAN DR | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | | 1.40 | MISC FEATR | R | | GORE (P100122) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | | 1.42 | BEG BRIDGE | B | | CALLAHAN DR | ST | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.27 | | 1.43 | END BRIDGE | B | | CALLAHAN DR | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | | 1.49 | MISC FEATR | R | | GORE (Q100135) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | | 1.51 | BEG SU LN | R | | WEAVING/SPEED CHANGE 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | CALLAHAN DR | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R100141) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.41 | | 1.57 | OFF RAMP | L | | CALLAHAN DR | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.43 | | 1.59 | END SU LN | R | | WEAVING/SPEED CHANGE 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | | 1.62 | BEG ST | I | | WHEATON WAY | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD SR 303 SPUR MANETT | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SHERIDAN RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | | 1.68 | BEG SU LN | C | | TWO WAY TURN 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.56 | | 1.72 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | | 1.73 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.67 | | 1.83 | INTRSECTN | R | | SPRUCE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | | 1.91 | INTRSECTN | L | | DIBB ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | | 2.06 | END SU LN | C | | TWO WAY TURN 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.93 | | 2.09 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | | 2.13 | INTRSECTN | R | | SYLVAN WAY (OLD SR 306) | CT | SG | Y | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SYLVAN WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | | 2.18 | BEG SU LN | C | | TWO WAY TURN 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | | 2.26 | END SU LN | C | | TWO WAY TURN 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | | 2.29 | BEG SU LN | C | | TWO WAY TURN 11A | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.46 | 1.62 | .06 | 11 | .03 | 11 | .02 | 11 | | |
| 1.56 | 1.72 | | | .01 | 11 | | | | |
| 1.67 | 1.83 | | | .01 | 11 | | | | |
| 1.97 | 2.13 | .03 | 11 | .03 | 11 | .03 | 11 | | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|-------|--------|-----|----|----|----------|----|----|---|----|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 2.13 | 2.29 | | INTRSECTN | L | | PEARL ST | | | | CT | | 2 | 2 | | | | | | | C | 44A | C | 11 | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.22 | 2.38 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 2 | 2 | | | | | | | C | 55A | C | \$\$\$ | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.23 | 2.39 | | INTRSECTN | R | | IVY RD | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.42 | | INTRSECTN | L | | HANFORD AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.43 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | | | 2 | 2 | | | | | | | C | 44A | C | 11 | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.36 | 2.52 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.37 | 2.53 | | INTRSECTN | L | | E BROAD ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.59 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 2 | 2 | | | | | | | C | 55A | C | \$\$\$ | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.45 | 2.61 | | INTRSECTN | R | | HOLLIS ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | SHOPPING CENTER | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | 2.63 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | | | 2 | 2 | | | | | | | C | 44A | C | 11 | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.60 | 2.76 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.72 | 2.88 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 2 | 2 | | | | | | | C | 55A | C | \$\$\$ | 55 | 2 | 01 | 0115 | U1 | 30 | R | P | * | |
| 2.75 | 2.91 | | LEAVE CITY | | | BREMERTON | | | | | | 2 | 2 | | | | | | | 8A | 48A | 8A | | 48 | 2 | 01 | \$\$\$\$ | U1 | 30 | R | \$ | \$ | |
| | | | END ST | I | | WHEATON WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | NE RIDDELL RD | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | 2.96 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | 2 | 2 | | | | | | | 8A | 48A | 8A | 12 | 60 | 2 | 01 | | U1 | 30 | R | | | |
| 2.85 | 3.01 | | | | | | | | | | | 2 | 2 | | | | | | | 8A | 56A | \$\$C | 12 | 68 | 2 | 01 | | U1 | 30 | R | | | |
| 2.90 | 3.06 | | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.92 | 3.08 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | 2 | 2 | | | | | | | 8A | 68A | C | \$\$\$ | 68 | 2 | 01 | | U1 | 30 | R | | | |
| | | | ENT/EXIT | L | | BUSINESS | | | | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 3.13 | | WYE CONN | L | | NE FURNEYS LN | | | | CO | | Y | 2 | 2 | | | | | | 8A | 68A | C | | 68 | 2 | 01 | | U1 | 40 | R | | | |
| 2.98 | 3.14 | | INTRSECTN | B | | NE FURNEYS LN | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.16 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.22 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | 2 | 2 | | | | | | | 8A | 56A | C | 12 | 68 | 2 | 01 | | U1 | 40 | R | | | |
| 3.14 | 3.30 | | INTRSECTN | B | | NE FRANKLIN AVE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | 3.36 | | INTRSECTN | L | | NE VENA AVE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | R | | BUSINESS | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.13 | 2.29 | .01 | 11 | | | | | | |
| 2.23 | 2.39 | | | .01 | 11 | | | | |
| 2.26 | 2.42 | .01 | 11 | | | | | | |
| 2.45 | 2.61 | .02 | 11 | .02 | 11 | | | | |
| 2.75 | 2.91 | .03 | 11 | .03 | 12 | .05 | 12 | | |
| 2.90 | 3.06 | | | .04 | 15 | | | | |
| 2.92 | 3.08 | | | | | .05 | 12 | | |
| 2.98 | 3.14 | .03 | 12 | .03 | 12 | .03 | 12 | .03 | 12 |
| 3.14 | 3.30 | | | .02 | 12 | | | | |
| 3.20 | 3.36 | | | .03 | 12 | | | | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|------------|---------|---|----|-------------|-----|-----|--------------|---------|-----|--------|--------|-----|---------------------------|------|--------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 3.21 | 3.37 | END SU LN | C | TWO WAY TURN | | 12A | | | | 2 | 2 | | | | | | 8A | 68A | C | \$\$\$ | 68 | 2 | 01 | | U1 | | 40 | R | | | | |
| | | ENT FROM | R | BUSINESS | | | | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.26 | 3.42 | INTRSECTN | B | FUSON RD NE | | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 3.34 | 3.50 | BEG SU LN | C | TWO WAY TURN | | 12A | | | | 2 | 2 | | | | | | 8A | 56A | C | 12 | 68 | 2 | 01 | | U1 | | 40 | R | | | | |
| 3.38 | 3.54 | INTRSECTN | L | DAWN RD | | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.44 | 3.60 | | | | | | | | | 2 | 2 | | | | | | 8A | 56A | 8A | 12 | 68 | 2 | 01 | | U1 | | 40 | R | | | | |
| 3.50 | 3.66 | END SU LN | C | TWO WAY TURN | | 12A | | | | 2 | 2 | 7A | 24A | | 12A | JE | \$\$\$ | 24A | 7A | \$\$\$ | 48 | 2 | 01 | | U1 | | 40 | R | | | | |
| 3.63 | 3.79 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 60A | 8A | | 60 | 2 | 01 | | U1 | | 40 | R | | | | |
| 3.66 | 3.82 | ENT/EXIT | L | BUSINESS | | | | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 3.71 | 3.87 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.75 | 3.91 | INTRSECTN | B | MC WILLIAMS RD | | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 3.77 | 3.93 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.85 | 4.01 | ENT/EXIT | L | SHOPPING CENTER | | | | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 3.90 | 4.06 | | | | | | | | | 2 | 2 | 7A | 24A | | 12A | JE | \$\$\$ | 24A | 7A | | 48 | 2 | 01 | | U1 | | 40 | R | | | | |
| 3.95 | 4.11 | ENT/EXIT | L | SHOPPING CENTER | | | | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.16 | MP MARKER | B | 4 | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 60A | 8A | | 60 | 2 | 01 | | U1 | | 40 | R | | | | |
| 4.01 | 4.17 | INTRSECTN | L | PVT RD | | | | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.26 | INTRSECTN | R | BENTLEY DR NE | | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | BUSINESS | | | | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.15 | 4.31 | | | | | | | | | 2 | 2 | 7A | 24A | | 12A | JE | \$\$\$ | 24A | 7A | | 48 | 2 | 01 | | U1 | | 40 | R | | | | |
| 4.22 | 4.38 | INTRSECTN | L | ECHO DR NE | | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 4.38 | 4.54 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 60A | 8A | | 60 | 2 | 01 | | U1 | | 40 | R | | | | |
| 4.46 | 4.62 | ENT/EXIT | L | BUSINESS | | | | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 4.50 | 4.66 | INTRSECTN | L | FAIRGROUNDS RD | | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | JOHN CARLSON RD | | | | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.58 | 4.74 | ENT/EXIT | L | BUSINESS | | | | | | | PV | | N | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.26 | 3.42 | .03 | 12 | .03 | 12 | .05 | 12 | | |
| 3.66 | 3.82 | | | | | .04 | 12 | | |
| 3.75 | 3.91 | .10 | 12 | .04 | 12 | .11 | 12 | .05 | 12 |
| 3.85 | 4.01 | | | | | .01 | 12 | | |
| 3.95 | 4.11 | | | | | .01 | 12 | | |
| 4.01 | 4.17 | | | | | .03 | 12 | | |
| 4.10 | 4.26 | .08 | 12 | | | .03 | 12 | .08 | 12 |
| 4.46 | 4.62 | | | | | .02 | 16 | | |
| 4.50 | 4.66 | .10 | 12 | | | .07 | 12 | | |
| 4.58 | 4.74 | | | | | .01 | 12 | | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|---------------------|-----|-----|------------|---------|-----|--------|--------|-----|--------|--------|---------------------------|-------|--------|--------|-----|--------|----|-----|----|---|----|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | SPEED | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | T P S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 4.60 | | 4.76 | | | | | | | | 2 | 2 | 7A | 24A | | 12A | JE | \$\$\$ | 24A | 7A | | 48 | 2 | 01 | | U1 | | 40 | R | | | | |
| 4.67 | | 4.83 | | | | | | | | 2 | 2 | 7A | 24A | | 12A | JE | | 24A | 7A | | 48 | 2 | 01 | | U1 | | 45 | R | | | | |
| 4.72 | | 4.88 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 60A | 8A | 12 | 72 | 2 | 01 | | U1 | | 45 | R | | | | |
| 4.75 | | 4.91 | INTRSECTN | R | | WINTERS RD NE | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.97 | | 5.13 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.00 | | 5.16 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | CHURCH | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | | 5.17 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 60A | 8A | 12 | 72 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.24 | | 5.40 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.25 | | 5.41 | INTRSECTN | R | | WM E SUTTON RD NE | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.28 | | 5.44 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 48A | 8A | 12 | 60 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.41 | | 5.57 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.43 | | 5.59 | INTRSECTN | R | | BROWNSVILLE HWY | | CO | SG | Y | 2 | 2 | | | | | 10A | 60A | 10A | | 60 | 2 | 01 | | U1 | | 45 | R | | | | |
| 5.48 | | 5.64 | | | | | | | | | | | | | | | 10A | 60A | 10A | | 60 | 2 | 01 | | U1 | | 50 | R | | | | |
| 5.50 | | 5.66 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 10A | 48A | 10A | 12 | 60 | 2 | 01 | | U1 | | 50 | R | | | | |
| 5.70 | | 5.86 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 10A | 60A | 10A | \$\$\$ | 60 | 2 | 01 | | U1 | | 50 | R | | | | |
| 5.74 | | 5.90 | INTRSECTN | L | | OLD MILITARY RD NE | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.75 | | 5.91 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 10A | 48A | 10A | 12 | 60 | 2 | 01 | | U1 | | 50 | R | | | | |
| 5.84 | | 6.00 | INTRSECTN | R | | GLUDS POND RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.16 | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | | 6.22 | INTRSECTN | L | | RADCLIFF RD NE | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.45 | | 6.61 | END SU LN | C | | TWO WAY TURN | | | 12A | | | 2 | 2 | 8A | 24A | | 12A | JE | \$\$\$ | 24A | 8A | \$\$\$ | 48 | 2 | 01 | | U1 | | 50 | R | | |
| 6.46 | | 6.62 | OFF RAMP | R | | CENTRAL VALLEY RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.50 | | 6.66 | ON RAMP | L | | CENTRAL VALLEY RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.55 | | 6.71 | MISC FEATR | L | | GORE (R500666) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | | 6.73 | UXING | B | | CENTRAL VALLEY RD | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/025 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.58 | | 6.74 | MISC FEATR | R | | GORE (P500646) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | | 6.82 | OFF RAMP | L | | CENTRAL VALLEY RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.67 | | 6.83 | MISC FEATR | R | | GORE (Q100681) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.81 | | 6.97 | ON RAMP | R | | CENTRAL VALLEY RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.83 | | 6.99 | | | | | | | | 2 | 2 | 8A | 24A | | 12A | JE | | 24A | 8A | | 48 | 2 | 01 | | U1 | | 55 | R | | | | |
| 6.91 | | 7.07 | BEG BRIDGE | B | | BARKER CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/027.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.00 | 5.16 | | | .01 | 14 | | | | |
| 5.25 | 5.41 | | | | .02 | 12 | | | |
| 5.43 | 5.59 | | | .06 | 12 | .04 | 12 | | |
| 5.74 | 5.90 | .03 | 12 | | | | | | |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------|-----|-----|------------|---------|-----|--------|--------|--------|--------|---------------------------|--------|-----|-------|--------|-----|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 6.92 | 7.08 | | END BRIDGE | B | | BARKER CREEK | | | 2 | 2 | | 8A | 24A | | 12A | JE | | | 24A | 8A | | 48 | 2 | 01 | | U1 | | 55 | R | | | |
| 7.00 | 7.16 | | MP MARKER | B | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.08 | 7.24 | | EXIT TO | R | | NELS NELSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.26 | | ENT FROM | R | | NELS NELSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.18 | 7.34 | | BEG SU LN | R | | CLIMBING | 12A | | | 2 | 2 | 8A | 24A | | 12A | JE | | | 24A | 8A | 12 | 60 | 2 | 01 | | U1 | | 55 | R | | | |
| 7.21 | 7.37 | | ON RAMP | L | | RIDGETOP BLVD | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.25 | 7.41 | | MED XING | C | | OFFICIAL | | | | 2 | 2 | 8A | 24A | 4A | 28S | CA | 4A | 24A | 8A | 12 | 60 | 2 | 01 | | U1 | | 55 | R | | | | |
| 7.47 | 7.63 | | OFF RAMP | R | | RIDGETOP BLVD | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.50 | 7.66 | | BEG SU LN | L | | CLIMBING | 12A | | | 2 | 2 | 8A | 24A | 4A | 28S | CA | 4A | 24A | 8A | 24 | 72 | 2 | 01 | | U1 | | 55 | R | | | | |
| 7.54 | 7.70 | | MISC FEATR | L | | GORE (S100721) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.57 | 7.73 | | MISC FEATR | R | | GORE (P100747) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.64 | 7.80 | | | | | | | | | 2 | 2 | 8A | 24A | 4A | 28S | BE | 4A | 24A | 8A | 24 | 72 | 2 | 01 | | U1 | | 55 | R | | | | |
| 7.66 | 7.82 | | CHG SU LN | L | | CLIMBING | 12P | | | 2 | 2 | \$\$W | 48P | \$\$W | 280 | \$\$ | \$\$W | 48P | \$\$W | 24 | 120 | 2 | 01 | | U1 | | 55 | R | | | | |
| | | | CHG SU LN | R | | CLIMBING | 12P | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | RIDGETOP BLVD | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/030E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | RIDGETOP BLVD | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/030W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.68 | 7.84 | | END BRIDGE | I | | RIDGETOP BLVD | | | | 2 | 2 | 8A | 24A | 4A | 28S | GR | 4A | 24A | 8A | 24 | 72 | 2 | 01 | | U1 | | 55 | R | | | | |
| | | | END BRIDGE | D | | RIDGETOP BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | L | | CLIMBING | 12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | CLIMBING | 12P | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.77 | 7.93 | | MISC FEATR | L | | GORE (R100787) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (Q100799) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | 8.03 | | OFF RAMP | L | | RIDGETOP BLVD | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 8.15 | | ON RAMP | R | | RIDGETOP BLVD | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.16 | | MP MARKER | B | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.20 | 8.36 | | | | | | | | | 2 | 2 | 8A | 24A | \$\$\$ | 6A | JE | \$\$\$ | 24A | 8A | 12 | 60 | 2 | 01 | | U1 | | 55 | R | | | | |
| 8.25 | 8.41 | | END SU LN | L | | CLIMBING | 12A | | | 2 | 2 | 8A | 24A | | 6A | JE | | 24A | 8A | \$\$\$ | 48 | 2 | 01 | | U1 | | 55 | R | | | | |
| | | | ON RAMP | L | | SILVERDALE WAY | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.28 | 8.44 | | OFF RAMP | R | | SILVERDALE WAY | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.38 | 8.54 | | MISC FEATR | R | | GORE (P100828) | | | | 2 | 2 | 8A | 24A | | 6A | JE | | 24A | 8A | | 48 | 2 | 01 | | U1 | | 35 | R | | | | |
| 8.39 | 8.55 | | MISC FEATR | L | | GORE (S100825) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.44 | 8.60 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 48A | 8A | | 48 | 2 | 01 | | U1 | | 35 | R | | | | |
| 8.47 | 8.63 | | BEG BRIDGE | B | | SILVERDALE WAY | | | ST | 2 | 2 | | | | | | \$\$W | 64P | \$\$W | | 64 | 2 | 01 | | U1 | | 35 | R | | | | |
| | | | | | | BRDG NUM 303/035 | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.08 | 7.24 | | | .02 | 12 | | | | |
| 7.10 | 7.26 | | | | | | | .08 | 12 |

SR 303 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|------|-------|--------|-----|----|----|-----|----|----|----|----|---|---|--|--|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 8.49 | 8.65 | | END BRIDGE | B | | SILVERDALE WAY | | | | 2 | 2 | | | | | | 8A | 48A | 8A | | | 48 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| | | | OFF RAMP | R | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 3 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.66 | 8.82 | | MISC FEATR | R | | GORE (SR 3 Q104624) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (SR 3 P104559) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.68 | 8.84 | | WYE CONN | R | | SR 3 OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.69 | 8.85 | | BEG BRIDGE | B | | SR 3 | | | | 2 | 2 | | | | | | \$\$W | 92P | \$\$W | | | 92 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| | | | | | | BRDG NUM 303/040 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.72 | 8.88 | | ON RAMP | R | | SR 3 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.73 | 8.89 | | END BRIDGE | B | | SR 3 | | | | 2 | 2 | | | | | | 8A | 56A | 8A | | | 56 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| 8.74 | 8.90 | | WYE CONN | R | | SR 3 ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 3 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.76 | 8.92 | | WYE CONN | L | | SR 3 OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | 9.02 | | BEG SU LN | R | | BICYCLE | | | | 05A | | | | | | | 8A | 56A | 4A | | 5 | 61 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| 8.90 | 9.06 | | BEG SU LN | L | | BICYCLE | | | | 05A | | | | | | | \$\$C | 70A | \$\$C | | 10 | 80 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| | | | INTRSECTN | R | | NW GREAVES WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.92 | 9.08 | | WYE CONN | R | | NW GREAVES WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.95 | 9.11 | | OFF RAMP | R | | SR 3 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | 9.17 | | MISC FEATR | R | | GORE (SR 3 S104515) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 9.23 | | END SU LN | R | | BICYCLE | | | | 05A | | | | | | | C | 51A | C | \$\$\$ | | 51 | 2 | 01 | | U1 | | 35 | R | | | | | | | | | |
| | | | END SU LN | L | | BICYCLE | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 303/042 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.11 | 9.27 | | END BRIDGE | B | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.68 | 8.84 | | | | | .13 | 24 | | | | |
| 8.74 | 8.90 | | | .11 | 24 | | | | | | |
| 8.76 | 8.92 | | | | | | | .07 | 14 | | |
| 8.90 | 9.06 | | | | | .04 | 12 | .07 | 12 | | |

SR 304 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|--------------|---|----|--------------------------|-----|-----|------------|---------|-----|--------|--------|--------|--------|---------------------------|--------|-----|-------|--------|-----|----|----|------|----|----|------|-------|---|----|-----|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | W | 38P | | W | 1000 | | | | 4A | 24A | 8A | | 62 | 2 | 01 | | U1 | | 45 | L | | |
| | | | BEG CTLSEC | | | SR 3/BREM TO FERRY DOCK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR I | | | CONTROL SECTION 1803 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 304/001W-S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | END BRIDGE D | | | SR 3 | | | | 2 | 2 | 11A | 24A | 6A | 1000 | | | | | 4A | 24A | 8A | | 48 | 2 | 01 | | U1 | | 45 | L | | |
| 0.12 | 0.12 | | MISC FEATR L | | | GORE (SR 3 Q103668) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19B | 0.19 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.24 | | EQUATION | | | 000.24B=000.19 | | | | 2 | 2 | 8A | 24A | \$\$\$ | 10S | CU | \$\$\$ | 24A | 8A | 11 | 59 | 2 | 01 | | U1 | | 45 | L | | | | | |
| | | | BEG SU LN | | LC | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | | L | SR 3 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.68 | | END SU LN | | LC | HIGH OCCUPANCY VEHICL11A | | | | 2 | 3 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 56A | 8A | 11 | 67 | 2 | 01 | | U1 | | 45 | L | | | | | |
| 0.72 | 0.77 | | EXIT TO | | R | SHIPYARD | | | | 3 | 3 | | | | | | \$\$C | 76A | \$\$C | \$\$\$ | 76 | 2 | 01 | | U1 | | 45 | L | | | | | |
| 0.73 | 0.78 | | INTRSECTN | | L | CHARLESTON BEACH RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.79 | | BEG SU LN | | L | BICYCLE | | | | 3 | 3 | | | | | | | | | C | 66A | C | 10 | 76 | 2 | 01 | | U1 | | 45 | L | | |
| | | | BEG SU LN | | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | | R | SHIPYARD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.75 | 0.80 | | ENTER CITY | | | BREMERTON | | | | 3 | 3 | | | | | | | | | C | 66A | C | 10 | 76 | 2 | 01 | 0115 | U1 | | 30 | R P | | |
| 0.77 | 0.82 | | MISC FEATR R | | | SGN ENT BREMERTON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | 0.83 | | BEG SU LN | | LC | HIGH OCCUPANCY VEHICL12A | | | | 2 | 3 | C | 24A | | 10S | CU | C | 36A | C | 22 | 82 | 2 | 01 | 0115 | U1 | | 30 | R P | | | | | |
| 0.96 | 1.01 | | BEG ST | | I | S CAMBRIAN ST | | | | 2 | 3 | C | 24A | | 10S | CU | C | 36A | C | 22 | 82 | 2 | 01 | 0115 | U1 | | 30 | R L * | | | | | |
| 1.05 | 1.10 | | BEG ST | | I | S CAMBRIAN ST | | | | 2 | 2 | C | 24A | | 10S | CU | C | 24A | C | 22 | 70 | 2 | 01 | 0115 | U1 | | 30 | R L * | | | | | |
| 1.11 | 1.16 | | END ST | | I | S CAMBRIAN ST | | | | 2 | 2 | C | 24A | | 10S | CU | C | 24A | C | 22 | 70 | 2 | 01 | 0115 | U1 | | 30 | R P * | | | | | |
| | | | BEG ST | | I | CHARLESTON BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | | R | FARRAGUT ST (OLD SR 304) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.20 | | END SU LN | | LC | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | C | 24A | | 10S | CU | C | 24A | C | 10 | 58 | 2 | 01 | 0115 | U1 | | 30 | R P * | | | | | |
| | | | INTRSECTN | | R | FARRAGUT ST (OLD SR 304) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | CAMBRIAN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.22 | | WYE CONN | | R | FARRAGUT ST (OLD SR 304) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.28 | | EXIT TO | | L | RODGERS ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.43 | 1.48 | | END ST | | I | CHARLESTON BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.72 | 0.77 | | | .05 | 11 | | | | |
| 0.73 | 0.78 | .04 | 11 | | | | | | |
| 1.11 | 1.16 | | | .06 | 11 | | | | |
| 1.15 | 1.20 | .04 | 11 | | | .03 | 11 | | |
| 1.23 | 1.28 | | | | | | | .03 | 12 |

SR 304 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|--------|-----|--------|------|------|---------------------------|-------|--------|-----|----|----|------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | SPEED | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.43 | 1.48 | | BEG ST | I | | CALLOW AVE | | | | 2 | 2 | C | 24A | | 10S | CU | C | 24A | C | 10 | 58 | 2 | 01 | 0115 | U1 | | 30 | R | P | * | |
| | | | INTRSECTN | R | | CALLOW AVE (OLD SR 304) | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.54 | | EQUATION | | | 001.49 =001.55 | | | | 2 | 2 | C | 24A | | 10S | CU | C | 24A | C | 10 | 58 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| | | | INTRSECTN | B | | 1ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.56 | 1.55 | | END SU LN | L | | BICYCLE | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 48A | C | 11 | 59 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| | | | END SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.63 | 1.62 | | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| 1.66 | 1.65 | | WYE CONN | R | | SR 304 | ST | | Y | 2 | 1 | | | | | | C | 59A | C | | 59 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| 1.67 | 1.66 | | END ST | I | | CALLOW AVE | | | | 2 | 1 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| | | | BEG ST | I | | BURWELL ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 310-N CALLOW AVE | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BURWELL ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.68 | 1.67 | | WYE CONN | R | | SR 304 | ST | | Y | 2 | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| 1.72 | 1.71 | | INTRSECTN | B | | MONTGOMERY AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.76 | | INTRSECTN | R | | RAINIER AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.80 | | INTRSECTN | L | | BRYAN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.83 | 1.82 | | INTRSECTN | R | | BLOOMINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | 1.85 | | INTRSECTN | L | | OLYMPIC AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.88 | 1.87 | | INTRSECTN | L | | OLYMPIC PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLYMPIC AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.94 | 1.93 | | INTRSECTN | R | | ARVON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.99 | | INTRSECTN | B | | NAVAL AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.12 | 2.11 | | INTRSECTN | B | | HEWITT AVE | CT | | Y | 1 | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0115 | U1 | | 25 | R | L | * | |
| 2.25 | 2.24 | | INTRSECTN | B | | HIGH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.32 | | INTRSECTN | B | | ANOKA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.42 | 2.41 | | INTRSECTN | B | | STATE AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.49 | | INTRSECTN | B | | CHESTER AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.63 | 2.62 | | INTRSECTN | R | | WARREN AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 303 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.64 | | | | | | | | | 2 | 2 | | | | | | | C | 44A | C | | 44 | 2 | 01 | 0115 | U1 | | 25 | R | L | * |
| 2.75 | 2.74 | | INTRSECTN | L | | PARK AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.79 | 2.78 | | INTRSECTN | L | | SR 304 COTUNNEL (COUPLT) | ST | SG | Y | 1 | 2 | C | 17A | C | 300 | | C | 22A | C | | 39 | 2 | 01 | 0115 | U1 | | 25 | R | L | * | |
| | | | INTRSECTN | L | | SR 304 DECREASING | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 2.85 | | INTRSECTN | L | | SR 304 DECREASING | ST | | Y | 1 | 2 | \$ | \$\$\$ | \$ | \$\$\$ | | C | 42A | C | | 42 | 2 | 01 | 0115 | U1 | | 25 | R | L | * | |
| 2.91 | 2.90 | | END ST | I | | BURWELL ST | | | | \$ | 2 | | | | | | C | 26A | C | 12 | 38 | 2 | 01 | 0115 | U1 | | 25 | R | B | * | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.00 | 1.99 | | | .02 | 10 | | | | | | |
| 2.63 | 2.62 | | | | | .03 | 10 | | | .02 | 11 |

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|-------|--------|--------|----|----|-----|------|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.02 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 2 | | | | | | C | 45A | | C | | 45 | 2 | 01 | 0058 | U1 | | 30 | R | P | * | | |
| | | | ENTER CITY | | | WINSLOW FERRY DK TO SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BAINBRIDGE ISLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | OLYMPIC DR SE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | FERRY GATE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | R | | WINSLOW FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.08 | | ENT/EXIT | R | | FERRY WALK-ON PARKING | ST | | Y | 2 | 2 | | | | | | C | 48A | | C | | 48 | 2 | 01 | 0058 | U1 | | 30 | R | P | * | | |
| | | | MISC FEATR | L | | TOLL BOOTH-ENT HOLD AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.11 | | INTRSECTN | L | | HARBORVIEW DR | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.20 | | BEG SU LN | R | | CLIMBING | | | | 11A | | | | | | | 2A | 24A | | 2A | 22 | 46 | 2 | 01 | 0058 | U1 | | 30 | R | P | * | | |
| | | | BEG SU LN | L | | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | WINSLOW WAY | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.33 | 0.31 | | | | | | | | | | | | | | | | \$\$\$ | 24A | | 2A | 22 | 46 | 2 | 01 | 0058 | U1 | | 30 | R | P | * | | |
| 0.45 | 0.43 | | | | | | | | | | | | | | | | | 24A | | 2A | 22 | 46 | 2 | 01 | 0058 | U1 | | 40 | R | P | * | | |
| 0.60 | 0.58 | | EXIT TO | R | | NE VINEYARD LN | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.59 | | ENT FROM | R | | NE VINEYARD LN | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.68 | | | | | | | | | | | | | | | | | 24A | | 4A | 22 | 46 | 2 | 01 | 0058 | U1 | | 40 | R | P | * | | |
| 0.84 | 0.82 | | END SU LN | L | | HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | 8A | 24A | | 4A | 11 | 35 | 2 | 01 | 0058 | U1 | | 40 | R | P | * | | |
| 0.98 | 0.96 | | END ST | I | | OLYMPIC DR SE | | | | | | | | | | | 8A | 24A | | 4A | 11 | 35 | 2 | 01 | 0058 | U1 | | 40 | R | P | * | | |
| | | | INTRSECTN | B | | HIGH SCHOOL RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 0.98 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.04 | | END SU LN | R | | CLIMBING | | | | 11A | | | | | | | 8A | 24A | | 4A | \$\$\$ | 24 | 2 | 01 | 0058 | U1 | | 40 | R | P | | | |
| 1.09 | 1.07 | | | | | | | | | | | | | | | | 8A | 24A | | 4A | | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | | |
| 1.11 | 1.09 | | | | | | | | | | | | | | | | 8A | 24A | | 8A | | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | | |
| 1.64 | 1.62 | | INTRSECTN | B | | MADISON AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.98 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | 2.29 | | INTRSECTN | R | | MANITOU BEACH RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SPORTSMAN CLUB RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.41 | 2.39 | | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | | | | | | | | 8A | 24A | | \$\$\$ | 8 | 32 | 2 | 01 | 0058 | U1 | | 50 | R | P | | | |
| 2.90 | 2.88 | | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | | | | | | | | 8A | 24A | | 8A | \$\$\$ | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | | |
| 3.00 | 2.98 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.10 | | INTRSECTN | L | | KOURA RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| ----- | ----- | ----- | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.60 | 0.58 | | | .05 | 12 | | | | | |
| 0.98 | 0.96 | | .03 | 12 | | .03 | 12 | .03 | 12 | |
| 1.64 | 1.62 | | .03 | 12 | | .03 | 12 | .12 | 12 | |
| 2.31 | 2.29 | | .02 | 12 | .15 | 12 | .04 | 12 | .04 | 12 |
| 3.12 | 3.10 | | .03 | 12 | | | | | .03 | 12 |

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|--------|-----|--------|--------|-----|---|----|----------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 3.15 | | 3.13 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 3.40 | | 3.38 | INTRSECTN | R | | MORGAN RD | CT | | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.67 | | 3.65 | INTRSECTN | B | | LOVGREEN RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 3.98 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.20 | | 4.18 | BEG SU LN | R | | BICYCLE | | | 05A | | | 1 | 1 | | | | 8A | 24A | 8A | 5 | 29 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 4.27 | | 4.25 | WYE CONN | R | | E DAY RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.28 | | 4.26 | END SU LN | R | | BICYCLE | | | 05A | | | 1 | 1 | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| | | | INTRSECTN | L | | W DAY RD | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E DAY RD | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.29 | | 4.27 | WYE CONN | L | | W DAY RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | | 4.58 | BEG SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | \$\$\$ | 24A | 8A | 8 | 32 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 5.00 | | 4.98 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.11 | | 5.09 | END SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 5.22 | | 5.20 | INTRSECTN | B | | HIDDEN COVE RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.32 | | 5.30 | INTRSECTN | R | | MANUAL RD | CT | | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.37 | | 5.35 | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | 8A | 24A | \$\$\$ | 8 | 32 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 5.75 | | 5.73 | INTRSECTN | L | | SEABOLD CHURCH RD | CT | | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.85 | | 5.83 | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 0058 | U1 | | 50 | R | P | | |
| 6.01 | | 5.99 | INTRSECTN | L | | SEABOLD RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W PORT MADISON RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | | 6.00 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.20 | | 6.18 | INTRSECTN | R | | AGATEWOOD RD NE | CT | | | Y | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | 0058 | U1 | | 45 | R | P | | |
| 6.37 | | 6.35 | INTRSECTN | L | | NE ADAS WILL LN | PV | | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.39 | | 6.37 | BEG SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | \$\$\$ | 22A | 4A | 8 | 30 | 2 | 01 | 0058 | U1 | | 45 | R | P | | |
| 6.67 | | 6.65 | END SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | | | 1 | 1 | | | | 4A | 22A | 4A | \$\$\$ | 22 | 2 | 01 | 0058 | U1 | | 45 | R | P | | |
| | | | INTRSECTN | R | | REITAN RD | CT | | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.82 | | 6.80 | LEAVE CITY | | | BAINBRIDGE ISLAND | | | | | | 1 | 1 | | | | \$\$C | 26P | \$\$C | | 26 | 2 | 01 | \$\$\$\$ | U1 | | 45 | R | \$ | | |
| | | | END CTLSEC | | | CONTROL SECTION 1831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1835 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.67 | 3.65 | .03 | 12 | .03 | 12 | | | | |
| 4.27 | 4.25 | | | .07 | 12 | | | | |
| 4.28 | 4.26 | .03 | 12 | .02 | 12 | | | | |
| 5.22 | 5.20 | .03 | 12 | .03 | 12 | | | | |
| 5.32 | 5.30 | | | .03 | 12 | | | | |
| 6.01 | 5.99 | .03 | 12 | .03 | 12 | | | | |
| 6.20 | 6.18 | | | .02 | 11 | | .01 | 11 | |
| 6.37 | 6.35 | .03 | 11 | | | | | | |
| 6.67 | 6.65 | | | .02 | 11 | | | | |

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|----------|---------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 6.82 | 6.80 | BEG | BRIDGE | B | | AGATE PASS | ST | | | 1 | 1 | | | | | | C | 26P | C | | 26 | 2 | 01 | | U1 | | 45 | R | | | |
| | | | | | | BRDG NUM 305/010 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.05 | 7.03 | END | BRIDGE | B | | AGATE PASS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U1 | | 45 | R | | | |
| | | END | CTLSEC | | | CONTROL SECTION 1835 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG | CTLSEC | | | CONTROL SECTION 1833 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MP | MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.09 | 7.07 | ENT | FROM | L | | CLEARWATER CASINO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.11 | 7.09 | EXIT | TO | L | | CLEARWATER CASINO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.14 | 7.12 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 49A | 8A | | 49 | 2 | 01 | | U1 | | 45 | R | | | |
| 7.16 | 7.14 | WYE | CONN | R | | SUQUAMISH WAY NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.17 | 7.15 | MISC | FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.18 | 7.16 | | | | | | | | | 1 | 1 | | | | | | C | 49A | 8A | | 49 | 2 | 01 | | R1 | | 45 | R | | | |
| 7.19 | 7.17 | INTR | SECTN | B | | SUQUAMISH WAY NE | CO | SG | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | | 45 | R | | | |
| 7.33 | 7.31 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 7.48 | 7.46 | INTR | SECTN | R | | LAURA LOOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 7.53 | 7.51 | BEG | SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | | 50 | R | | | |
| 7.63 | 7.61 | INTR | SECTN | L | | SANDY HOOK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | R | | MINI MART | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.80 | 7.78 | END | SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| | | INTR | SECTN | R | | CANDY LOOP RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.93 | 7.91 | ENT/EXIT | | L | | MINI MART | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 7.98 | MP | MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.28 | 8.26 | BEG | SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | | 50 | R | | | |
| 8.35 | 8.33 | INTR | SECTN | L | | GEORGE LN NE | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.47 | 8.45 | END | SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 8.67 | 8.65 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | R1 | | 50 | R | | | |
| 8.80 | 8.78 | INTR | SECTN | R | | TOTTEN RD NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTR | SECTN | L | | LEMOLO SHORE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.97 | 8.95 | INTR | SECTN | R | | CREATIVE DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.11 | 7.09 | | | | | | | | |
| 7.16 | 7.14 | | | | | | | | .05 13 |
| 7.19 | 7.17 | .03 | 12 | | | | | | |
| 7.48 | 7.46 | | | | | | | | .08 12 |
| 7.80 | 7.78 | | | | | | | | .03 12 |
| 7.93 | 7.91 | .04 | 12 | | | | | | .04 12 |
| 8.35 | 8.33 | | | | | | | | .03 12 |
| 8.80 | 8.78 | .03 | 12 | | | | | | .03 12 |
| 8.97 | 8.95 | | | .02 | 12 | | | .03 | 12 |

SR 305 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 11.76 | | 11.74 | | | | | | | | | | | | | | | 6A | 24A | 8A | 24 | 48 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| 11.83 | | 11.81 | EXIT TO | L | | TRANSIT AREA | CT | | N | 1 | 1 | | | | | | 8A | 24A | 8A | 24 | 48 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| 12.00 | | 11.98 | INTRSECTN | B | | NE LIBERTY RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 12.03 | | 12.01 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.21 | | 12.19 | CHG SU LN | R | | HIGH OCCUPANCY VEHICL13A | | | | 1 | 1 | | | | | | 8A | 26A | 8A | 26 | 52 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| | | | CHG SU LN | L | | HIGH OCCUPANCY VEHICL13A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.34 | | 12.32 | INTRSECTN | B | | NE FOREST ROCK LN | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 12.44 | | 12.42 | CHG SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | 1 | 1 | | | | | | 8A | 24A | 8A | 24 | 48 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| | | | CHG SU LN | L | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.82 | | 12.80 | INTRSECTN | R | | SR 307-BOND RD NE | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BOND RD NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | | 12.98 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.08 | | 13.06 | MISC FEATR | L | | SGN ENT POULSBO | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.18 | | 13.16 | END SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| | | | END SU LN | L | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.31 | | 13.29 | INTRSECTN | B | | OLD SR 3-VIKING WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.34 | | 13.32 | | | | | | | | 2 | 2 | | | | | | 8A | 60A | 8A | | 60 | 2 | 01 | 1010 | U1 | | 40 | R | P | | |
| 13.43 | | 13.41 | WYE CONN | L | | ON RAMP | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.45 | | 13.43 | ON RAMP | L | | SR 3 N BND | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 3 N BND | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.51 | | 13.49 | UXING | B | | SR 3 N BND | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/150E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.52 | | 13.50 | UXING | B | | SR 3 S BND | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/150W | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1833 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.00 | | 11.98 | | .05 | 12 | .04 | 12 | .05 | 12 | | |
| 12.34 | | 12.32 | | .05 | 13 | .10 | 13 | .05 | 12 | | |
| 12.82 | | 12.80 | | .10 | 12 | .06 | 12 | .14 | 24 | | |
| 13.31 | | 13.29 | | .06 | 12 | | | .04 | 12 | .06 | 12 |
| 13.45 | | 13.43 | | | | | | .04 | 12 | | |

SR 307 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|--------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 2A | 28A | 8A | | 28 | 2 | 01 | 1010 | U1 | | 35 | R | P | * | |
| | | | ENTER CITY | | | SR 305 TO SR 104 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | POULSBO | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | BOND RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 305 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | INTRSECTN | R | | NE BERNT RD | | | | CT | | N | 1 | 1 | | | 8A | 26A | 8A | | 26 | 2 | 01 | 1010 | U1 | | 35 | R | P | * | |
| 0.09 | 0.09 | | | | | | | | | | | | 1 | 1 | | | 8A | 26A | 8A | | 26 | 2 | 01 | 1010 | U1 | | 35 | R | \$ | * | |
| 0.10 | 0.10 | | LEAVE CITY | | | POULSBO | | | | | | | 1 | 1 | | | 8A | 26A | 8A | | 26 | 2 | 01 | \$\$\$ | R1 | | 35 | R | | * | |
| 0.19 | 0.19 | | | | | | | | | | | | 1 | 1 | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R1 | | 35 | R | | * | |
| 0.40 | 0.40 | | INTRSECTN | R | | LITTLE VALLEY RD NE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BIG VALLEY RD NE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | BEG BRIDGE | B | | DOGFISH CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 307/002.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | END BRIDGE | B | | DOGFISH CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | | | | | | | | | | | 1 | 1 | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R1 | | 50 | R | | * | |
| 1.58 | 1.58 | | INTRSECTN | L | | FOSS RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PUGH RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | | | | | | | | | | | | 1 | 1 | | | 7A | 22A | 7A | | 22 | 2 | 01 | | R1 | | 50 | R | | * | |
| 1.93 | 1.93 | | INTRSECTN | L | | FOSS RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | | INTRSECTN | R | | NE GUNDERSON RD | | | | CO | | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | STOTTLEMEYER RD | | | | CO | | SG | Y | | | | | | | | | | | | | | | | | | |
| 2.80 | 2.80 | | INTRSECTN | R | | NE ROVA RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | | INTRSECTN | B | | NE SAWDUST HILL RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.14 | 4.14 | | INTRSECTN | L | | STOTTLEMEYER RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.21 | 4.21 | | INTRSECTN | R | | NE MINDER RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.51 | 4.51 | | EXIT TO | R | | PORT GAMBLE RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.52 | 4.52 | | ENT FROM | R | | PORT GAMBLE RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.54 | | ENT FROM | L | | PORT GAMBLE RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.55 | 4.55 | | EXIT TO | L | | PORT GAMBLE RD NE | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|-------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| ----- | ----- | ----- | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 0.00 | 0.00 | | | | .07 | 14 | | | | .09 | 14 |
| 0.40 | 0.40 | | .02 | 10 | | .02 | 10 | | | | |
| 1.58 | 1.58 | | .03 | 11 | | .03 | 11 | | | | |
| 2.43 | 2.43 | | .03 | 11 | .10 | 12 | | | .03 | 11 | |

SR 307 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 5.11 | 5.11 | | INTRSECTN | R | | NE MINDER RD | CO | | N | 1 | 1 | | | | | | 7A | 22A | 7A | | 22 | 2 | 01 | | R1 | | 50 | R | * | | |
| 5.20 | 5.20 | | | | | | | | | 1 | 1 | | | | | | 4A | 34A | 6A | | 34 | 2 | 01 | | R1 | | 50 | R | * | | |
| 5.25 | 5.25 | | END ST | I | | BOND RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 104 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1837 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.25 | 5.25 | .03 | 12 | | | | | | |

SR 308 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 2 | | | | | | 10A | 36A | 10A | | | 36 | 2 | 01 | | U2 | | 50 | R | | |
| | | | BEG CTLSEC | | | SR 3 TO NAVAL RES BDRY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | CONTROL SECTION 1810 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 3 SB | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | UXING | B | | BRDG NUM 003/140W | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | N-W RAMP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/140N-W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | UXING | B | | SR 3 NB | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 003/140E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | | ON RAMP | R | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | WYE CONN | L | | SR 3 OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | | | | | | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | U2 | | 50 | R | | |
| 0.45 | 0.45 | | INTRSECTN | B | | VINCENT RD NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | | INTRSECTN | L | | COX AVE NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | INTRSECTN | L | | VIKING WAY NW | | | | | | | | | | | 10A | 24A | 10A | | | 24 | 2 | 01 | | U2 | | 40 | R | | |
| | | | INTRSECTN | R | | SILVERDALE WAY NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | EXIT TO | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.29 | 1.29 | | ENT FROM | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | U2 | | 40 | R | | |
| 1.52 | 1.52 | | WYE CONN | R | | CENTRAL VALLEY RD NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.53 | 1.53 | | INTRSECTN | L | | SCANDIA RD NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CENTRAL VALLEY RD NW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | | INTRSECTN | L | | VIRGINIA LOOP RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.41 | 2.41 | | INTRSECTN | R | | NORBUT LN NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.82 | 2.82 | | INTRSECTN | R | | HAWK AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.84 | 2.84 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | U2 | | 35 | R | | |
| 2.89 | 2.89 | | INTRSECTN | R | | TAGHOLM RD NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.09 | 0.09 | | .05 | 14 | | | | | | |
| 0.10 | 0.10 | | | | | .04 | 12 | | | |
| 0.45 | 0.45 | | .04 | 14 | | .03 | 14 | | | |
| 1.01 | 1.01 | | .03 | 14 | | | | | | |
| 1.24 | 1.24 | | .03 | 14 | .01 | 12 | .03 | 14 | .03 | 12 |
| 1.28 | 1.28 | | | | .02 | 12 | | | | |
| 1.52 | 1.52 | | | | .02 | 12 | | | | |

SR 308 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 3.00 | 3.00 | | INTRSECTN | R | | BROWNSVILLE HWY NE | CO | N | 1 | 1 | | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U2 | | 35 | R | | | | |
| 3.01 | 3.01 | | WYE CONN | R | | BROWNSVILLE HWY NE | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | 3.04 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | U2 | | 35 | R | | | | |
| 3.06 | 3.06 | | BEG BRIDGE | B | | DOGFISH BAY | ST | | 1 | 1 | | | | | | | \$\$W | 36A | \$\$W | | 36 | 2 | 01 | | U2 | | 35 | R | | | | |
| | | | | | | BRDG NUM 308/051 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | | END BRIDGE | B | | DOGFISH BAY | | | 1 | 1 | | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U2 | | 35 | R | | | | |
| 3.17 | 3.17 | | WYE CONN | R | | NAVAL UNDERSEA MUSEUM | MY | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | | INTRSECTN | R | | NAVAL UNDERSEA MUSEUM | MY | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.24 | | | | | | | | 1 | 1 | | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | U2 | | 25 | R | | | | |
| 3.27 | 3.27 | | INTRSECTN | L | | HARVARD AVE NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.35 | 3.35 | | INTRSECTN | L | | POULSBO AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.36 | 3.36 | | INTRSECTN | B | | WASHINGTON AVE NE | CO | | Y | 1 | 1 | | | | | | 10A | 22A | 2A | | 22 | 2 | 01 | | U2 | | 25 | R | | | | |
| 3.42 | 3.42 | | MISC FEATR | B | | NAVAL RESERVATION BNDRY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1810 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.18 | 3.18 | | | .02 | 11 | | | .02 | 11 |

SR 310 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|----------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|--------|-----|----|----|------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.74 | 0.74 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 70A | C | 12 | 82 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 0.78 | 0.78 | | WYE CONN | R | | NATIONAL AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | ENT/EXIT | L | | BUSINESS | | | | PV | SG | Y | 2 | 2 | | | C | 56A | C | 12 | 68 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| | | | INTRSECTN | R | | NATIONAL AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 0.85 | 0.85 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | C | 24 | 68 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 0.88 | 0.88 | | | | | | | | | 2 | 2 | | | | | | | C | 54A | C | 24 | 78 | 2 | 01 | 0115 | U1 | | 35 | R | P | * |
| 0.93 | 0.93 | | | | | | | | | 2 | 2 | | | | | | | C | 58A | C | 24 | 82 | 2 | 01 | 0115 | U1 | | 35 | R | P | * |
| 0.99 | 0.99 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 70A | C | 12 | 82 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.04 | 1.04 | | INTRSECTN | R | | ADELE AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MARINE DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.08 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 58A | C | 24 | 82 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.13 | 1.13 | | INTRSECTN | L | | MORGAN NW RD | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.27 | 1.27 | | INTRSECTN | R | | WILBERT AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | INTRSECTN | L | | CORBET DR | | | | CT | | Y | 2 | 2 | | | C | 42A | C | 24 | 66 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.29 | 1.29 | | INTRSECTN | L | | 13TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | | END SU LN | R | | BICYCLE | 06A | | | 2 | 2 | | | | | | C | 48A | C | 18 | 66 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.35 | 1.35 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | 6 | 66 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.37 | 1.37 | | END SU LN | L | | BICYCLE | 06A | | | 2 | 2 | | | | | | C | 66A | C | \$\$\$ | 66 | 2 | 01 | 0115 | U1 | | 35 | R | P | * | |
| 1.39 | 1.39 | | | | | | | | | 2 | 2 | | | | | | | C | 68A | C | | 68 | 2 | 01 | 0115 | U1 | | 35 | R | P | * |
| 1.41 | 1.41 | | INTRSECTN | R | | 11TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | | INTRSECTN | L | | 11TH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.56 | 1.56 | | INTRSECTN | R | | N CAMBRIAN AVE | | | | CT | | Y | 2 | 2 | | | C | 68A | C | | 68 | 2 | 01 | 0115 | U1 | | 25 | R | P | * | |
| 1.66 | 1.66 | | INTRSECTN | B | | WYCOFF AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | | END ST | I | | KITSAP WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 6TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 6TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | | END ST | I | | 6TH ST | | | | | | | 1 | 1 | | | C | 44P | C | | 44 | 2 | 01 | 0115 | U1 | | 25 | L | P | * | |
| | | | BEG ST | I | | CALLOW AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CALLOW AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.78 | 0.78 | | | .02 | 11 | | | | | |
| 0.80 | 0.80 | | .03 | 12 | | .02 | 12 | | | |
| 1.04 | 1.04 | | .04 | 12 | .03 | 11 | .03 | 12 | .04 | 11 |
| 1.13 | 1.13 | | | | | | | | .01 | 11 |
| 1.27 | 1.27 | | | .03 | 11 | | | | | |
| 1.44 | 1.44 | | .06 | 23 | | | | | | |
| 1.56 | 1.56 | | | | | .03 | 12 | | .02 | 12 |
| 1.66 | 1.66 | | .04 | 12 | .03 | 12 | .01 | 12 | | |

SR 310 MAINLINE

STATE ROUTE - SRSH

COUNTY KITSAP

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|------|----|-------|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | T | P | S | | |
| 1.71 | 1.71 | | INTRSECTN | L | | 6TH ST | CT | SG | Y | 1 | 1 | | | | | | C | 44P | C | | 44 | 2 | 01 | 0115 | U1 | 25 | L | P | * | | |
| 1.73 | 1.73 | | | | | | | | | 1 | 1 | | | | | | C | 44P | C | | 44 | 2 | 01 | 0115 | U1 | 25 | L | B | * | | |
| 1.77 | 1.77 | | MISC FEATR | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.81 | | | | | | | | | 1 | 1 | | | | | | C | 44P | C | | 44 | 2 | 01 | 0115 | U1 | 25 | L | L | * | | |
| 1.84 | 1.84 | | END ST | I | | CALLOW AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BURWELL ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 304-BURWELL ST | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1811 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.71 | 1.71 | | .02 | 12 | | .02 | 12 | | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|------|------------|---------|---------------------|----|-------------|---|-----|---------|-------------|-----|------------|-----|------|--------|-------|---------------------------|-----|-------|----|----|----------|----|----|---|----|
| | | | | | | | :DIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR : : | | -BRIDGE | DECREAS/DIV | | INCRS/UNDI | | SPC | TOT | LEGAL | | T | P | S | | | | | | |
| | | | | | | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | FC | D | IB | R | K | T | | | |
| | | | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | | | | | | | | |
| 10.27 | 1.43 | MISC FEATR | L | GORE (S101012) | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | 55 | L | P |
| 10.40 | 1.56 | LEAVE CITY | | SUMNER | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | \$\$\$\$ | U1 | 55 | L | \$ |
| | | UXING | B | SR 162 | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 162/002 | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 1.58 | MISC FEATR | L | SGN ENT SUMNER | | | | | | | | | | | | | | | | | | | | | | |
| 10.52 | 1.68 | MISC FEATR | R | GORE (Q101079) | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 8A | | 48 | 1 | 05 | | U1 | 55 | L | |
| | | MISC FEATR | L | GORE (R101065) | | | | | | | | | | | | | | | | | | | | | | |
| 10.65 | 1.81 | OFF RAMP | L | SR 162 | | | ST | | | | | | | | | | | | | | | | | | | |
| 10.79 | 1.95 | ON RAMP | R | SR 162 | | | ST | | | | | | | | | | | | | | | | | | | |
| 10.86 | 2.02 | | | | | | | 2 | 2 | 10A | 24A | 8A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | | U1 | 55 | L | |
| 10.93 | 2.09 | ENTER CITY | | SUMNER | | | | 2 | 2 | 10A | 24A | 8A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | 55 | L | P |
| 11.00 | 2.16 | MP MARKER | B | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.07 | 2.23 | ON RAMP | L | 166TH AVE E | | | ST | | | | | | | | | | | | | | | | | | | |
| 11.27 | 2.43 | OFF RAMP | R | 166TH AVE E | | | ST | | | | | | | | | | | | | | | | | | | |
| 11.37 | 2.53 | MISC FEATR | L | GORE (S101107) | | | | | | | | | | | | | | | | | | | | | | |
| 11.38 | 2.54 | MISC FEATR | R | GORE (P101127) | | | | | | | | | | | | | | | | | | | | | | |
| 11.40 | 2.56 | | | | | | | 2 | 2 | 10A | 24A | 8A | 40S | GR | 4A | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | 55 | L | P |
| 11.46 | 2.62 | BEG BRIDGE | I | 166TH AVE E | | | ST | 2 | 2 | \$\$\$ | 32A | \$\$\$ | 400 | \$\$ | \$\$W | 38P | \$\$W | | 70 | 1 | 05 | 1270 | U1 | 55 | L | P |
| | | | | BRDG NUM 410/039S | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | 166TH AVE E | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 410/039N | | | | | | | | | | | | | | | | | | | | | | |
| 11.48 | 2.64 | END BRIDGE | I | 166TH AVE E | | | | 2 | 2 | C | 38A | C | 40S | DE | 4A | 24A | 10A | | 62 | 1 | 05 | 1270 | U1 | 55 | L | P |
| 11.49 | 2.65 | END BRIDGE | D | 166TH AVE E | | | | 2 | 2 | 10A | 24A | 8A | 40S | GR | 4A | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | 55 | R | P |
| 11.60 | 2.76 | | | | | | | 2 | 2 | 10A | 24A | \$\$\$ | 10A | JE | \$\$\$ | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | 55 | R | P |
| 11.61 | 2.77 | MISC FEATR | L | GORE (R101167) | | | | | | | | | | | | | | | | | | | | | | |
| 11.62 | 2.78 | MISC FEATR | R | GORE (Q101192) | | | | | | | | | | | | | | | | | | | | | | |
| 11.67 | 2.83 | OFF RAMP | L | 166TH AVE E | | | ST | | | | | | | | | | | | | | | | | | | |
| 11.82 | 2.98 | LEAVE CITY | | SUMNER | | | | 2 | 2 | 10A | 24A | | 10A | JE | | 24A | 10A | | 48 | 1 | 05 | \$\$\$\$ | U1 | 55 | R | \$ |
| 11.92 | 3.08 | ON RAMP | R | 166TH AVE E | | | ST | | | | | | | | | | | | | | | | | | | |
| 11.95 | 3.11 | | | | | | | 2 | 2 | 8A | 22A | | 10A | JE | | 22A | 8A | | 44 | 1 | 05 | | U1 | 55 | R | |
| 12.02 | 3.18 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | |
| 12.22 | 3.38 | INTRSECTN | R | 171ST AVE E | | | CO | | | | | | | | | | | | | | | | | | | |
| 12.24 | 3.40 | WYE CONN | R | 171ST AVE E | | | CO | | | | | | | | | | | | | | | | | | | |
| 12.72 | 3.88 | ENTER CITY | | BONNEY LAKE | | | | 2 | 2 | 8A | 22A | | 10A | JE | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | 55 | R | P |
| 12.74 | 3.90 | | | | | | | 2 | 2 | 8A | 22A | | 8A | JE | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | 55 | R | P |
| 12.87 | 4.03 | MISC FEATR | R | SGN ENT BONNEY LAKE | | | | | | | | | | | | | | | | | | | | | | |
| 12.94 | 4.10 | | | | | | | 2 | 2 | 8A | 22A | | 8A | JE | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | 40 | R | P |
| 13.00 | 4.16 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| SRMP | B | ARM | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|-------|------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|----|-----|-----|----|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | | | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 12.24 | 3.40 | | | | | | | | | | | | | .04 | 12 |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|------------------------|-----|-----|------------|---------|-----|--------|--------|-----|---------------------------|------|--------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 13.02 | | 4.18 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 8A | 55A | 8A | | 55 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.08 | | 4.24 | WYE CONN | L | | MYERS RD E | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.11 | | 4.27 | INTRSECTN | L | | MYERS RD E | CT | | Y | 2 | 2 | 8A | 22A | | 10A | UP | \$\$\$ | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.13 | | 4.29 | WYE CONN | L | | MYERS RD E | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.27 | | 4.43 | | | | | | | | 2 | 2 | 8A | 22A | | 1A | CU | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.29 | | 4.45 | | | | | | | | 2 | 2 | \$\$C | 24A | | 1A | CU | | 22A | 8A | | 46 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.37 | | 4.53 | INTRSECTN | R | | 181ST AVE E | CT | SG | Y | 2 | 2 | C | 24A | | 1A | CU | | 28A | \$\$C | | 52 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| | | | INTRSECTN | L | | VETERANS MEMORIAL DR E | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.38 | | 4.54 | WYE CONN | L | | VETERANS MEMORIAL DR E | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.46 | | 4.62 | | | | | | | | 2 | 2 | C | 28A | | 12S | CU | | 38A | C | | 66 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.50 | | 4.66 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.55 | | 4.71 | | | | | | | | 2 | 2 | C | 28A | | 1A | CU | | 38A | C | | 66 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.57 | | 4.73 | WYE CONN | L | | MAIN ST E | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.60 | | 4.76 | INTRSECTN | R | | SKY ISLAND DR E | CT | SG | Y | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 62A | C | | 62 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| | | | INTRSECTN | L | | MAIN ST E | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.62 | | 4.78 | WYE CONN | R | | SKY ISLAND DR E | CT | | Y | 2 | 2 | | | | | | C | 62A | 8A | | 62 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.65 | | 4.81 | | | | | | | | 2 | 2 | C | 32A | | 10A | UP | \$ | 22A | 8A | | 54 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.67 | | 4.83 | | | | | | | | 2 | 2 | C | 32A | | 14A | JE | | 22A | 8A | | 54 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 13.89 | | 5.05 | BEG BRIDGE | I | | ANGELINE RD | ST | | | 2 | 2 | W | 32P | | 14P | JE | | 30P | \$\$W | | 62 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| | | | BEG BRIDGE | D | | BRDG NUM 410/042S | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | ANGELINE RD | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | BRDG NUM 410/042N | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.91 | | 5.07 | END BRIDGE | I | | ANGELINE RD | | | | 2 | 2 | C | 30A | | 14A | JE | | 22A | 8A | | 52 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| | | | END BRIDGE | D | | ANGELINE RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | 5.16 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.02 | | 5.18 | | | | | | | | 2 | 2 | C | 30A | | 10A | JE | | 22A | 8A | | 52 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 14.09 | | 5.25 | | | | | | | | 2 | 2 | C | 30A | | 10A | UP | | 22A | 8A | | 52 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 14.10 | | 5.26 | | | | | | | | 2 | 2 | 8A | 22A | | 10A | UP | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 14.13 | | 5.29 | | | | | | | | 2 | 2 | 8A | 22A | | 12A | UP | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 14.16 | | 5.32 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.18 | | 5.34 | | | | | | | | 2 | 2 | \$\$C | 36A | | 12A | UP | | 22A | 8A | | 58 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 14.19 | | 5.35 | WYE CONN | R | | 192ND AVE E | CT | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.11 | | 4.27 | | .05 | 12 | | | | | | |
| 13.13 | | 4.29 | | | | | | | | .07 | 12 |
| 13.37 | | 4.53 | | .12 | 24 | | | .04 | 12 | | |
| 13.38 | | 4.54 | | | | | | | | .03 | 12 |
| 13.50 | | 4.66 | | | | .03 | 12 | | | | |
| 13.60 | | 4.76 | | .03 | 12 | .10 | 12 | .03 | 12 | .04 | 12 |
| 14.19 | | 5.35 | | | | .06 | 12 | | | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------|-----|-----|------------|---------|-----|--------|--------|-----|--------|---------------------------|------|--------|-------|-----|-----|----|------|------|------|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 15.40 | | 6.56 | | | | | | | | 2 | 3 | C | 26A | | 12A | UP | | 34A | 8A | | 60 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 15.52 | | 6.68 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | 48 | 1 | 05 | 0105 | U1 | | 40 | R | P | |
| 15.53 | | 6.69 | | | | | | | | 2 | 2 | C | 26A | | 12A | UP | | 22A | 8A | | | | | | | | | | | |
| 15.54 | | 6.70 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.60 | | 6.76 | INTRSECTN | B | | 214TH AVE E | CT | SG | Y | 2 | 2 | C | 28A | | 12A | UP | | 28A | \$\$C | | 56 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 15.62 | | 6.78 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.66 | | 6.82 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.67 | | 6.83 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.69 | | 6.85 | | | | | | | | 2 | 2 | C | 28A | | 12S | CU | | 28A | C | | 56 | 1 | 05 | 0105 | U1 | | 40 | R | B | |
| 15.71 | | 6.87 | INTRSECTN | R | | 216TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.73 | | 6.89 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.74 | | 6.90 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.77 | | 6.93 | | | | | | | | 2 | 2 | C | 28A | | 12S | CU | | 28A | C | | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 15.82 | | 6.98 | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C | 68A | C | | 68 | 1 | 05 | 0105 | U1 | | 45 | R | B |
| 15.89 | | 7.05 | ENT/EXIT | L | | BUSINESS | PV | | Y | 2 | 2 | C | 28A | | 12S | CU | | \$ | 28A | C | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 15.93 | | 7.09 | INTRSECTN | R | | 219TH AVE CT E | CT | | Y | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | 6A | 56A | 6A | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.00 | | 7.16 | MP MARKER | B | | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | | 7.17 | | | | | | | | 2 | 2 | 6A | 22A | | 12S | CU | | \$\$\$ | 22A | 6A | 44 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.04 | | 7.20 | | | | | | | | 2 | 2 | 6A | 22A | | 12A | JE | | 22A | 6A | 44 | 1 | 05 | 0105 | U1 | | 45 | R | B | | |
| 16.05 | | 7.21 | INTRSECTN | R | | 221ST AVE E | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 16.40 | | 7.56 | | | | | | | | 2 | 2 | 6A | 22A | | 12S | CU | | 22A | 6A | 44 | 1 | 05 | 0105 | U1 | | 45 | R | B | | |
| 16.46 | | 7.62 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 6A | 56A | 6A | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.54 | | 7.70 | INTRSECTN | L | | PVT RD | PV | | Y | 2 | 2 | 6A | 22A | | 12S | CU | | \$\$\$ | 22A | 6A | 44 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.56 | | 7.72 | INTRSECTN | R | | 229TH AVE E | CT | | Y | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 6A | 56A | 6A | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.63 | | 7.79 | | | | | | | | 2 | 2 | 6A | 22A | | 12S | CU | | \$\$\$ | 22A | 6A | 44 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.71 | | 7.87 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 6A | 56A | 6A | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.81 | | 7.97 | INTRSECTN | L | | 233RD AVE E | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 234TH AVE E | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.82 | | 7.98 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 15.54 | 6.70 | | | | | | | | |
| 15.60 | 6.76 | .04 | 12 | .07 | 12 | .05 | 12 | .04 | 12 |
| 15.67 | 6.83 | | | | | | | | |
| 15.74 | 6.90 | | | | | | | | |
| 15.89 | 7.05 | .03 | 12 | | | | | | |
| 15.93 | 7.09 | | | | | .03 | 12 | | |
| 16.54 | 7.70 | .03 | 12 | | | | | | |
| 16.56 | 7.72 | | | | | .03 | 12 | | |
| 16.81 | 7.97 | .06 | 12 | .07 | 12 | .06 | 12 | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|---------------------------|-------|--------|-----|-----|----|----|------|----------|----|----|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | SPEED | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | T P S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 16.84 | | 8.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.86 | | 8.02 | EXIT TO | R | | 234TH AVE CT E | CT | | Y | | | | | | | | 6A | 56A | 6A | | | 56 | 1 | 05 | 0105 | U1 | | 45 | R | B | |
| 16.87 | | 8.03 | ENT FROM | R | | 234TH AVE CT E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.90 | | 8.06 | LEAVE CITY | | | BONNEY LAKE | | | | | | | | | | | 6A | 56A | 6A | | | 56 | 1 | 05 | \$\$\$\$ | U1 | | 45 | R | \$ | |
| 16.97 | | 8.13 | | | | | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 05 | | U1 | | 45 | R | | |
| 17.00 | | 8.16 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CO RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 17.10 | | 8.26 | | | | | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 05 | | U1 | | 55 | R | | |
| 18.02 | | 9.18 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.07 | | 9.23 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.10 | | 9.26 | INTRSECTN | B | | 254TH AVE E | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.15 | | 9.31 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.37 | | 9.53 | ON RAMP | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.38 | | 9.54 | MISC FEATR | L | | GORE (W101857) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.45 | | 9.61 | WEIGH STA | L | | NUMBER 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.53 | | 9.69 | MISC FEATR | L | | GORE (W101857) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.57 | | 9.73 | OFF RAMP | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.61 | | 9.77 | INTRSECTN | L | | 262ND AVE E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.63 | | 9.79 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.01 | | 10.17 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.43 | | 10.59 | | | | | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 05 | | U1 | | 35 | R | | |
| 19.58 | | 10.74 | MISC FEATR | R | | SGN ENT BUCKLEY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.60 | | 10.76 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.63 | | 10.79 | ENTER CITY | | | BUCKLEY | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 05 | 0130 | U1 | | 35 | R | B | |
| | | | INTRSECTN | B | | MUNDY LOSS RD E | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.66 | | 10.82 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.01 | | 11.17 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.40 | | 11.56 | INTRSECTN | L | | HINKLEMAN EXTENSION RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.49 | | 11.65 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B | |
| 20.54 | | 11.70 | ENT FROM | L | | CHAMBERLAIN RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.55 | | 11.71 | EXIT TO | L | | CHAMBERLAIN RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.57 | | 11.73 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | 8A | 24A | 8A | 12 | | 36 | 1 | 05 | 0130 | U1 | | 35 | R | B | | |
| 20.66 | | 11.82 | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B | | |
| | | | ENT/EXIT | L | | SHOPPING CENTER | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.72 | | 11.88 | INTRSECTN | R | | SR 165 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | SG | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.63 | | 10.79 | | .04 | 12 | .04 | 12 | .04 | 12 | | |
| 20.72 | | 11.88 | | .04 | 12 | .08 | 12 | .06 | 12 | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|-----|-------|------|-------|-------|-----|----|----|-----|------|----|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 20.73 | | 11.89 | | | | | | | | | | | | | | | 10A | 24A | 10A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B |
| 20.86 | | 12.02 | INTRSECTN | L | | JEFFERSON AVE | CT | | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B |
| 20.95 | | 12.11 | INTRSECTN | L | | 3RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | JEFFERSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.00 | | 12.16 | | | | | | | | | | | | | | | 4A | 37A | 4A | | | 37 | 1 | 05 | 0130 | U1 | | 35 | R | B |
| 21.01 | | 12.17 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.05 | | 12.21 | WYE CONN | L | | MASON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.06 | | 12.22 | INTRSECTN | L | | MASON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.14 | | 12.30 | INTRSECTN | B | | MAIN ST | CT | SG | Y | 1 | 1 | | | | | | 9A | 24A | 9A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B |
| 21.40 | | 12.56 | WYE CONN | L | | PARK AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.41 | | 12.57 | INTRSECTN | B | | PARK AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.42 | | 12.58 | WYE CONN | R | | PARK AVE | CT | | Y | 1 | 1 | | | | | | 8A | 24A | 9A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | B |
| 21.52 | | 12.68 | INTRSECTN | R | | CEMETERY RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 21.79 | | 12.95 | INTRSECTN | R | | CEMETERY RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 21.80 | | 12.96 | BEG BRIDGE | B | | PSPL CO CANAL | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | | 28 | 1 | 05 | 0130 | U1 | | 35 | R | P |
| | | | | | | BRDG NUM 410/048 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.82 | | 12.98 | END BRIDGE | B | | PSPL CO CANAL | | | | 1 | 1 | | | | | | 8A | 24A | 9A | | | 24 | 1 | 05 | 0130 | U1 | | 35 | R | P |
| 21.84 | | 13.00 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 9A | | | 24 | 1 | 05 | 0130 | U1 | | 40 | R | P |
| 21.99 | | 13.15 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | WHITE RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 410/101 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 20.86 | 12.02 | .03 | 12 | | | | | | |
| 21.06 | 12.22 | .02 | 13 | | | | | | |
| 21.14 | 12.30 | .07 | 12 | | .04 | 12 | | | |
| 21.41 | 12.57 | .03 | 12 | .03 | 12 | .01 | 12 | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|-----|-------|------|-------|-------|-----|----|----|-----|----------|----|----|----|---|----|----|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT | | RHT | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 5.44 | 5.76 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 1B | 24B | 1B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| | | | BEG CTLSEC | | | SR 5/CENTRALIA TO SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | CONTROL SECTION 3430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT THURSTON COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | 6.20 | | | | | | | | | 1 | 1 | | | | | | 1B | 24B | 4B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 5.98 | 6.30 | | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 6.00 | 6.32 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | 6.42 | | BEG BRIDGE | B | | SKOOKUMCHUCK RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 32B | \$\$C | | | 32 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| | | | | | | BRDG NUM 507/102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.13 | 6.45 | | END BRIDGE | B | | SKOOKUMCHUCK RIVER | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 6.18 | 6.50 | | INTRSECTN | L | | TROY DR SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.64 | | | | | | | | | 1 | 1 | | | | | | 3B | 24B | 3B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 6.64 | 6.96 | | INTRSECTN | L | | FLUMERFELT RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | O'CONNOR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.86 | 7.18 | | INTRSECTN | R | | CONNOR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 7.31 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.45 | 7.77 | | | | | | | | | 1 | 1 | | | | | | 1B | 24B | 1B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 7.50 | 7.82 | | | | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | | 22 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 8.00 | 8.32 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.25 | 8.57 | | | | | | | | | 1 | 1 | | | | | | 3B | 24B | 3B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 8.78 | 9.10 | | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | | R3 | | 50 | L | | | | | | |
| 8.99 | 9.31 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.48 | 9.80 | | ENTER CITY | | | BUCODA | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | 0135 | R3 | | 35 | L | P | | | | | |
| 9.50 | 9.82 | | MISC FEATR | R | | SGN ENT BUCODA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.76 | 10.08 | | BEG ST | I | | S FRONT ST | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | 0135 | R3 | | 35 | L | P | * | | | | |
| | | | INTRSECTN | L | | W NINTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.88 | 10.20 | | INTRSECTN | L | | W SEVENTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 10.28 | | END ST | I | | S FRONT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | N SUMNER ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W SIXTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.99 | 10.31 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | 10.48 | | END ST | I | | N SUMNER ST | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | 0135 | R3 | | 35 | L | P | \$ | | | | |
| | | | INTRSECTN | L | | W THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.26 | 10.58 | | MISC FEATR | L | | SGN ENT BUCODA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 10.59 | | LEAVE CITY | | | BUCODA | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | \$\$\$\$ | R3 | | 55 | L | \$ | | | | | |
| 10.45 | 10.77 | | | | | | | | | 1 | 1 | | | | | | 6B | 24B | 6B | | | 24 | 1 | 01 | | R3 | | 55 | L | | | | | | |
| 10.99 | 11.31 | | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.41 | 11.73 | | INTRSECTN | B | | 184TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.88 | 12.20 | | INTRSECTN | L | | 180TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 12.32 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.40 | 12.72 | | INTRSECTN | L | | 174TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.47 | 12.79 | | | | | | | | | 1 | 1 | | | | | | 3B | 24B | 3B | | | 24 | 1 | 01 | | R3 | | 55 | L | | | | | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|----------|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 29.24 | 29.56 | | INTRSECTN | L | | CREEK ST | CT | SG | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| | | | INTRSECTN | R | | BALD HILLS RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.29 | 29.61 | | BEG SU LN | C | | TWO WAY TURN | | | | 11A | | | | | | | 4A | 22A | 4A | 11 | 33 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 29.33 | 29.65 | | END SU LN | C | | TWO WAY TURN | | | | 11A | | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 29.34 | 29.66 | | ENT FROM | L | | NE 106TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.35 | 29.67 | | EXIT TO | L | | NE 106TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.41 | 29.73 | | BEG BRIDGE | B | | YELM CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 36A | \$\$W | | 36 | 1 | 01 | 1495 | U2 | | 45 | L | P | | |
| | | | | | | BRDG NUM 507/124 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.42 | 29.74 | | END BRIDGE | B | | YELM CREEK | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | | 45 | L | P | | |
| 29.59 | 29.91 | | INTRSECTN | L | | GROVE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.72 | 30.04 | | BEG SU LN | L | | BICYCLE | | | | 05A | | | | | | | \$\$C | 34A | 4A | 5 | 39 | 1 | 01 | 1495 | U2 | | 45 | L | P | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.80 | 30.12 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 22A | 4A | 17 | 39 | 1 | 01 | 1495 | U2 | | 45 | L | P | | |
| 29.87 | 30.19 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 29.88 | 30.20 | | LEAVE CITY | | | YELM | | | | | | | | | | | C | 22A | 4A | 17 | 39 | 1 | 01 | \$\$\$U2 | | 45 | L | \$ | | | |
| 29.90 | 30.22 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 24A | 6A | 5 | 29 | 1 | 01 | | U2 | | 45 | L | | | |
| | | | MISC FEATR | L | | SGN ENT YELM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.94 | 30.26 | | END SU LN | L | | BICYCLE | | | | 05A | | | | | | | 6A | 24A | 6A | \$\$\$ | 24 | 1 | 01 | | U2 | | 45 | L | | | |
| 29.97 | 30.29 | | INTRSECTN | L | | OLD MCKENNA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | 30.32 | | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.05 | 30.37 | | RR XING | B | | NUM 396724P STRUCTURE | | | | 1 | 1 | | | | | | \$\$W | 36P | \$\$W | | 36 | 1 | 01 | | U2 | | 45 | L | | | |
| | | | BEG BRIDGE | B | | CHEHALIS WESTERN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 507/126 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.08 | 30.40 | | END BRIDGE | B | | CHEHALIS WESTERN RR | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | | U2 | | 45 | L | | | |
| 30.21 | 30.53 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | U2 | | 45 | L | | | |
| 30.33 | 30.65 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | U2 | | 35 | L | | | |
| 30.49 | 30.81 | | WYE CONN | R | | VAIL RD SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 30.50 | 30.82 | | INTRSECTN | R | | VAIL RD SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 30.51 | 30.83 | | BEG BRIDGE | B | | CENTRALIA POWER CANAL | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 507/126.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.52 | 30.84 | | END BRIDGE | B | | CENTRALIA POWER CANAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.55 | 30.87 | | BEG SU LN | C | | TWO WAY TURN | | | | 11A | | | | | | | 4A | 22A | 4A | 11 | 33 | 1 | 01 | | U2 | | 35 | L | | | |
| 30.65 | 30.97 | | CHG SU LN | C | | TWO WAY TURN | | | | 11P | | | | | | | \$\$W | 25P | \$\$C | 11 | 36 | 1 | 01 | | U2 | | 35 | L | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 29.24 | 29.56 | | | .03 | 12 | .02 | 12 | .03 | 12 | .01 | 12 |
| 29.72 | 30.04 | | | .05 | 12 | | | | | .08 | 12 |
| 29.87 | 30.19 | | | | | | | | | .07 | 12 |
| 30.49 | 30.81 | | | | | .05 | 12 | | | | |
| 30.50 | 30.82 | | | | | | | .03 | 12 | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|----|----|-----|----------|----|----|----|---|----|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 35.00 | | 35.32 | MP MARKER | R | | 35 | | | | | | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | 1125 | U2 | | 40 | L | P | |
| 35.19 | | 35.51 | INTRSECTN | R | | 288TH ST S | CT | | Y | 1 | 1 | | | | | | 5A | 22A | 5A | | | 22 | 1 | 01 | 1125 | U2 | | 30 | L | B | |
| 35.56 | | 35.88 | | | | | | | | | | | | | | | 5A | 27A | \$\$C | | | 27 | 1 | 01 | 1125 | U2 | | 30 | L | B | |
| 35.60 | | 35.92 | BEG ST | I | | MCNAUGHT ST | | | | | | | | | | | 5A | 38A | C | | | 38 | 1 | 01 | 1125 | U2 | | 30 | L | B | * |
| | | | INTRSECTN | B | | FOURTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.64 | | 35.96 | | | | | | | | | | | | | | | 8A | 38A | C | | | 38 | 1 | 01 | 1125 | U2 | | 30 | L | B | * |
| 35.66 | | 35.98 | INTRSECTN | R | | THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.72 | | 36.04 | INTRSECTN | R | | SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.78 | | 36.10 | INTRSECTN | R | | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.83 | | 36.15 | END ST | I | | MCNAUGHT ST | | | | 1 | 1 | | | | | | 2A | 28A | C | | | 28 | 1 | 01 | 1125 | U2 | | 30 | L | P | * |
| | | | BEG ST | I | | WATER ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WATER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.88 | | 36.20 | INTRSECTN | R | | PETERSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.94 | | 36.26 | INTRSECTN | R | | 280TH ST S | CT | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | 1125 | U2 | | 30 | L | P | * |
| | | | INTRSECTN | B | | LYLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 35.97 | | 36.29 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | 1125 | U2 | | 45 | L | P | * |
| 35.98 | | 36.30 | END ST | I | | WATER ST | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | 1125 | U2 | | 45 | L | P | \$ |
| 36.00 | | 36.32 | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.22 | | 36.54 | LEAVE CITY | | | ROY | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | \$\$\$\$ | U2 | | 45 | L | \$ | |
| | | | MISC FEATR | L | | SGN ENT ROY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.27 | | 36.59 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | | R2 | | 45 | L | | |
| 36.35 | | 36.67 | BEG BRIDGE | B | | LACAMAS CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 34A | \$\$W | | | 34 | 1 | 01 | | R2 | | 45 | L | | |
| | | | | | | BRDG NUM 507/204 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.36 | | 36.68 | END BRIDGE | B | | LACAMAS CREEK | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 1 | 01 | | R2 | | 45 | L | | |
| 36.50 | | 36.81 | EQUATION | | | 036.49 =036.50 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | | 36 | 1 | 01 | | R2 | | 45 | L | | |
| | | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.54 | | 36.85 | BEG SU LN | L | | WEAVING/SPEED CHANGE 13A | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 25 | | 49 | 1 | 01 | | R2 | | 45 | L | | |
| | | | RR XING | B | | NUM 396708F GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.55 | | 36.86 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 13 | | 37 | 1 | 01 | | R2 | | 45 | L | | |
| 36.59 | | 36.90 | END SU LN | L | | WEAVING/SPEED CHANGE 13A | | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | | 24 | 1 | 01 | | R2 | | 45 | L | | |
| 36.72 | | 37.03 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R2 | | 55 | L | | |
| 37.00 | | 37.31 | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 38.31 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.49 | | 38.80 | BEG BRIDGE | B | | MUCK CREEK OVERFLOW | ST | | | 1 | 1 | | | | | | \$\$C | 40A | \$\$C | | | 40 | 1 | 01 | | R2 | | 55 | L | | |
| | | | | | | BRDG NUM 507/207 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.50 | | 38.81 | END BRIDGE | B | | MUCK CREEK OVERFLOW | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R2 | | 55 | L | | |
| 38.95 | | 39.26 | BEG BRIDGE | B | | MUCK CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | | 26 | 1 | 01 | | R2 | | 55 | L | | |
| | | | | | | BRDG NUM 507/208 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.96 | | 39.27 | END BRIDGE | B | | MUCK CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R2 | | 55 | L | | |
| 39.01 | | 39.32 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.04 | | 39.35 | ENT/EXIT | B | | FT LEWIS ACCESS RD | MY | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.59 | | 39.90 | INTRSECTN | B | | EAST GATE RD | MY | | SG | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL -----TURN LANES----- -----ACCELERATION LANES-----
L NEAR R NEAR L FAR R FAR LEFT-- L-CNTR R-CNTR RIGHT--

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|--------------------------|------|-----|-------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 39.60 | | 39.91 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R2 | | 55 | L | | | | | | | | |
| 39.97 | | 40.28 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | | 41.31 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.74 | | 42.05 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 24 | 48 | 1 | 01 | | R2 | | 55 | L | | | | | | | | |
| | | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.76 | | 42.07 | RR XING | B | | NUM 396698C GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.79 | | 42.10 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 01 | | R2 | | 55 | L | | | | | | | | |
| | | | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.00 | | 42.31 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.29 | | 42.60 | INTRSECTN | R | | 8TH AVE S | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.45 | | 42.76 | INTRSECTN | R | | 208TH ST E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.00 | | 43.31 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.49 | | 43.80 | ENT/EXIT | R | | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.50 | | 43.81 | WYE CONN | L | | SR 7 | ST | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | U2 | | 55 | L | | | | | | | | |
| 43.57 | | 43.88 | INTRSECTN | B | | SR 7 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2731 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 42.29 | 42.60 | | | .05 | 12 | | | | |
| 42.45 | 42.76 | | .02 | 12 | .03 | 11 | | | |
| 43.57 | 43.88 | .05 | 13 | | | | | | |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-------|-----|-----|------|---------------------------|------|------|-----|-------|-----|----|----|-----|------|----|----|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | W | 99P | W | | | 99 | 1 | 05 | 1280 | U1 | | 25 | L | P | | | | | |
| | | | ENTER CITY | | | SR 705/TACOMA TO SR 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | TACOMA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 000000 STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 705-BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/004 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | OFF RAMP | R | | SR 705 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 705 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | ON RAMP | R | | SR 705 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 705 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | WYE CONN | R | | SR 705 NB ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | SR 705 NB OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | END BRIDGE | B | | SR 705-BN RR | | | | 2 | 2 | | | | | | W | 99P | W | | | 99 | 1 | 05 | 1280 | U1 | | 60 | L | P | * | | | | |
| | | | BEG ST | I | | S 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | THEA FOSS WATERWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | | | | | | | | 2 | 2 | W | 32P | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | | | | | | | | 2 | 2 | W | 32P | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | | END BRIDGE | B | | THEA FOSS WATERWAY | | | | 2 | 2 | 8A | 24A | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | S 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | ON RAMP | L | | PORTLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.71 | 0.71 | | OFF RAMP | R | | PORTLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | | RR XING | B | | NUM 000000 STRUCTURE | | | | 2 | 2 | \$\$W | 32P | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | PORTLAND AVE*PUYALLUP RV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | MISC FEATR | L | | GORE (S100051) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | | MISC FEATR | R | | GORE (P100071) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | MP MARKER | B | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.47 | 1.47 | | END BRIDGE | B | | PORTLAND AVE*PUYALLUP RV | | | | 2 | 2 | 8A | 24A | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | E 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EAST WEST RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | | BEG BRIDGE | B | | MILWAUKEE WAY | | | | 2 | 2 | \$\$W | 32P | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.01 | 0.01 | | | | .10 | 24 | | | | |
| 0.02 | 0.02 | | .02 | 12 | | | | | | |
| 0.05 | 0.05 | | | | .06 | 12 | | | | .06 |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------|-----|-----|-----|--------------|-----|--------|--------|--------|----------|---------------------------|-------|-----|--------|--------|-----|---|----|------|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | | INCREAS/UNDI | | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 1.66 | 1.66 | | END BRIDGE | B | | MILWAUKEE WAY | | | | 2 | 2 | 8A | 24A | | | 10A | JE | | | 24A | 8A | | 48 | 1 | 05 | 1280 | U1 | | 60 | L | P | * |
| | | | ON RAMP | L | | PORT OF TACOMA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | | OFF RAMP | R | | NBCD | ST | | Y | 2 | 2 | 8A | 24A | | | 14A | JE | | | 24A | 8A | | 48 | 1 | 05 | 1280 | U1 | | 60 | L | P | * |
| 1.85 | 1.85 | | MISC FEATR | R | | GORE (CI00168) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.94 | 1.94 | | MISC FEATR | L | | GORE (S100166) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.35 | 2.35 | | UXING | B | | PORT OF TACOMA RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/015 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | MISC FEATR | R | | GORE (CI00168) | | | | 2 | 2 | 8A | 24A | | | 14A | JE | | | 24A | 8A | | 48 | 1 | 05 | 1280 | U1 | | 50 | L | P | * |
| 2.52 | 2.52 | | | | | | | | | 2 | 2 | 8A | 24A | 4A | 180S | \$\$ | 4A | 24A | 8A | | | | 48 | 1 | 05 | 1280 | U1 | | 50 | L | P | * |
| 2.61 | 2.61 | | RR XING | D | | NUM 917941G GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.66 | | BEG SU LN | R | | BICYCLE | 08A | | | 2 | 2 | 8A | 24A | 4A | 180S | | 4A | 24A | \$\$\$ | 8 | 56 | 1 | 05 | 1280 | U1 | | 50 | L | P | * | | |
| | | | ON RAMP | R | | NBCD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | I | | NUM 867860S GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | 2.69 | | MISC FEATR | L | | GORE (R100280) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.79 | 2.79 | | BEG SU LN | L | | BICYCLE | 05A | | | 2 | 2 | 8A | 24A | 4A | 180S | | 4A | 24A | | 13 | 61 | 1 | 05 | 1280 | U1 | | 50 | L | P | * | | |
| 2.80 | 2.80 | | OFF RAMP | L | | PORT OF TACOMA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.94 | 2.94 | | INTRSECTN | B | | ALEXANDER AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.96 | 2.96 | | CHG SU LN | R | | BICYCLE | 08P | | | 2 | 2 | 8A | 24A | 4A | 180S | | \$\$W | 32P | W | 13 | 69 | 1 | 05 | 1280 | U1 | | 50 | L | P | * | | |
| | | | BEG BRIDGE | I | | WAPATO CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 509/017 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | | END BRIDGE | I | | WAPATO CREEK | | | | 2 | 2 | 8A | 24A | 4A | 180S | | 4A | 24A | \$ | 13 | 61 | 1 | 05 | 1280 | U1 | | 50 | L | P | * | | |
| | | | CHG SU LN | R | | BICYCLE | 08A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.20B | 3.20 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.76B | 3.76 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | | 8A | 60A | | 13 | 73 | 1 | 05 | 1280 | U1 | | 50 | L | P | * | | |
| 3.88B | 3.88 | | END ST | I | | EAST WEST RD | | | | 2 | 2 | | | | | | \$\$C | 70A | C | \$\$\$ | 70 | 1 | 05 | 1280 | U1 | | 40 | L | P | * | | |
| | | | END SU LN | L | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | BICYCLE | 08A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | TAYLOR WAY | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.99B | 3.99 | | | | | | | | | 2 | 2 | | | | | | C | 48A | C | | 48 | 1 | 05 | 1280 | U1 | | 40 | L | P | * | | |
| 4.02B | 4.02 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.05B | 4.05 | | BEG BRIDGE | B | | HYLEBOS CREEK | ST | | | 2 | 2 | | | | | | C | 48P | C | | 48 | 1 | 05 | 1280 | U1 | | 40 | L | P | * | | |
| | | | | | | BRDG NUM 509/020 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.07B | 4.07 | | END BRIDGE | B | | HYLEBOS CREEK | | | | 2 | 2 | | | | | | C | 60A | C | | 60 | 1 | 05 | 1280 | U1 | | 40 | L | P | * | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.94 | 2.94 | | | .05 | 12 | | | .03 | 12 | | |
| 3.88B | 3.88 | | | .07 | 12 | | | .03 | 12 | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|---------------------|-----|-----|--------------|---------|-----|-----|--------|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|----|------|------|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.01 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 3 | 2 | W | 40P | | | 16P | JE | | | 40P | W | 10 | 90 | 1 | 01 | 0643 | U1 | | 35 | L | P | | | |
| | | | ENTER CITY | | | SR 5 TO SR 507/YELM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | LACEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | RC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | LC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 510/001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.04 | | END BRIDGE | B | | SR 5 | | | | 3 | 2 | C | 42A | | | 16A | CU | | | 28A | C | 10 | 80 | 1 | 01 | 0643 | U1 | | 35 | L | P | | | |
| | | | CHG SU LN | RC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | LC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.06 | | ON RAMP | R | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.08 | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | RC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | LC | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.10 | | WYE CONN | R | | SR 5 NB RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | SR 5 NB RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.12 | | | | | | | | | 2 | 2 | C | 26A | | | 16A | CU | | | 26A | C | 10 | 62 | 1 | 01 | 0643 | U1 | | 35 | L | P | | | |
| 0.18 | 0.17 | | INTRSECTN | B | | QUINAULT DR NE | | | | 2 | 2 | \$ | \$\$\$ | | | \$\$\$ | \$\$ | | | C | 60A | C | 10 | 70 | 1 | 01 | 0643 | U1 | | 35 | L | P | | |
| 0.26 | 0.25 | | ENT/EXIT | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | L | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.26 | | EXIT TO | L | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.36 | | ENT/EXIT | B | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.43 | 0.42 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.43 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.47 | | WYE CONN | L | | MARTIN WAY SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.62 | 0.49 | | EQUATION | | | 000.50 =002.62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | MARTIN WAY SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.64 | 0.51 | | WYE CONN | R | | MARTIN WAY SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.07 | 0.06 | .06 | 12 | | | | | | |
| 0.11 | 0.10 | | | | | | | | .06 12 |
| 0.18 | 0.17 | .06 | 12 | .06 | 12 | .04 | 12 | | |
| 0.27 | 0.26 | | | | | | | | .02 12 |
| 0.37 | 0.36 | .06 | 12 | | | .03 | 12 | | |
| 2.62 | 0.49 | .03 | 12 | .07 | 12 | .03 | 12 | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|-------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----------|------|---------------------------|--------------|--------|--------|-----|-----|----|-----------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 2.66 | 0.53 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | N | 2 | 2 | | | | | | C | 60A | C | 10 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 2.68 | 0.55 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 48A | C | 22 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 2.72 | 0.59 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 0.73 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 60A | C | 10 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 2.93 | 0.80 | | INTRSECTN | L | | SE 3RD AVE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 3RD AVE SE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.98 | 0.85 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 48A | C | 22 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 3.00 | 0.87 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.25 | 1.12 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 60A | C | 10 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 3.31 | 1.18 | | INTRSECTN | B | | STEILACOOM RD SE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 3.37 | 1.24 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 48A | C | 22 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 3.40 | 1.27 | | ENT/EXIT | L | | REGIONAL ATHLETIC FIELDS | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 1.28 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | C 24A | | 12P | CU | \$ 24A | C | 10 | 58 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 3.47 | 1.34 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | \$ \$\$\$ | | | \$\$\$ \$ \$ | C 48A | C | 22 | 70 | 1 | 01 | 0643 | U1 | 35 | L | P | | |
| 3.57 | 1.44 | | LEAVE CITY | | | LACEY | | | | | 2 | 2 | | | | | C 48A | C | 22 | 70 | 1 | 01 | \$\$\$ \$ | U1 | 35 | L | \$ | | | |
| | | | INTRSECTN | L | | 8TH AVE SE | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 3.77 | 1.64 | | END SU LN | R | | BICYCLE | | 05A | | | 2 | 2 | | | | | C 48A | C | 12 | 60 | 1 | 01 | | U1 | 35 | L | | | | |
| | | | END SU LN | L | | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 9TH AVE SE | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 1.65 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C 48A | C | \$\$\$ | 48 | 1 | 01 | | U1 | 35 | L | | | | |
| 4.28 | 1.69 | | EQUATION | | | 003.82 =004.28 | | | | | 2 | 2 | | C 24A | | 18P | CU | \$ 24A | C | | 48 | 1 | 01 | | U2 | 45 | R | | | |
| 4.29 | 1.70 | | ROUNDAABOUT | R | | PACIFIC AVE WB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 4.30 | 1.71 | | ROUNDAABOUT | R | | MARVIN RD SB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | R | | PACIFIC AVE EB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 4.31 | 1.72 | | ROUNDAABOUT | R | | MARVIN RD NB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 4.33 | 1.74 | | | | | | | | | | 2 | 2 | | \$ \$\$\$ | | \$\$\$ \$ \$ | 8A 48A | 8A | | 48 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.35 | 1.76 | | | | | | | | | | 1 | 1 | | | | | 8A 22A | 8A | | 22 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.51 | 1.92 | | INTRSECTN | L | | SITKA ST SE | CO | | | N | 1 | 1 | | | | | 8A 22A | 4A | | 22 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.61 | 2.02 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A 22A | 4A | 12 | 34 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.67 | 2.08 | | WYE CONN | R | | 15TH AVE SE | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.68 | 2.09 | | INTRSECTN | R | | 15TH AVE SE | CO | | | Y | 1 | 1 | | | | | 8A 22A | 8A | 12 | 34 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.71 | 2.12 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A 22A | 8A | \$\$\$ | 22 | 1 | 01 | | U2 | 45 | R | | | | |
| 4.98 | 2.39 | | INTRSECTN | L | | CHATHAM DR | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 2.41 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A 22A | 8A | 12 | 34 | 1 | 01 | | U2 | 45 | R | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|---------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT-- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.93 | 0.80 | | .04 | 12 | | | .03 | 12 | | |
| 3.31 | 1.18 | | .03 | 12 | | | .03 | 12 | | |
| 4.67 | 2.08 | | | | .06 | 12 | | | | |
| 4.98 | 2.39 | | .04 | 12 | | | | | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-------|-----|------|---------------------------|-------|-----|-------|--------|-----|----|--------|-----|----|---|----|---|----|---|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 5.00 | | 2.41 | MP MARKER | R | | 5 | | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | | U2 | | 45 | R | | | | | |
| 5.01 | | 2.42 | INTRSECTN | R | | PACIFIC RIDGE DR SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | | 2.50 | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 1 | 01 | | U2 | | 45 | R | | | | | |
| 5.29 | | 2.70 | | | | | | | | | | | | | | | 8A | 24A | 4A | | 24 | 1 | 01 | | U2 | | 45 | R | | | | | |
| 5.38 | | 2.79 | INTRSECTN | L | | ROCKCRESS DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MCALLISTER CT SE | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.47 | | 2.88 | | | | | | | | | | | | | | | 7A | 22A | 7A | | 22 | 1 | 01 | | U2 | | 45 | R | | | | | |
| 5.67 | | 3.08 | | | | | | | | | | | | | | | 7A | 22A | 7A | | 22 | 1 | 01 | | U2 | | 50 | R | | | | | |
| 6.01 | | 3.42 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.26 | | 3.67 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | U2 | | 50 | R | | | | | |
| 6.30 | | 3.71 | WYE CONN | L | | OLD PACIFIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.35 | | 3.76 | INTRSECTN | L | | OLD PACIFIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.48 | | 3.89 | RR XING | B | | NUM 85242F STRUCTURE | | | | | | | | | | | \$\$C | 32A | \$\$C | | 32 | 1 | 01 | | U2 | | 50 | R | | | | | |
| | | | BEG BRIDGE | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 510/009 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.51 | | 3.92 | END BRIDGE | B | | BN RR | | | | | | | | | | | 4A | 23A | 4A | | 23 | 1 | 01 | | U2 | | 50 | R | | | | | |
| 6.63 | | 4.04 | RR XING | B | | NUM 85767Y STRUCTURE | | | | | | | | | | | \$\$C | 32A | \$\$C | | 32 | 1 | 01 | | U2 | | 50 | R | | | | | |
| | | | BEG BRIDGE | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 510/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.67 | | 4.08 | END BRIDGE | B | | BN RR | | | | | | | | | | | 3A | 24A | 3A | | 24 | 1 | 01 | | U2 | | 50 | R | | | | | |
| 6.84 | | 4.25 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | U2 | | 50 | R | | | | | |
| 6.89 | | 4.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.93 | | 4.34 | WYE CONN | R | | MERIDIAN RD SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.94 | | 4.35 | ROUNDAABOUT | R | | MERIDIAN RD SE SB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.96 | | 4.37 | ROUNDAABOUT | R | | MERIDIAN RD SE NB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | | 4.42 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | | 4.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.22 | | 4.63 | INTRSECTN | B | | 35TH LN SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.64 | | 5.05 | INTRSECTN | R | | MULLEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.84 | | 5.25 | INTRSECTN | R | | THORNTON RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | | 5.42 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.85 | | 6.26 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | U2 | | 40 | R | | | | | |
| 8.88 | | 6.29 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | U2 | | 40 | R | | | | | |
| 8.94 | | 6.35 | | | | | | | | | | | | | | | 4A | 33A | 4A | | 33 | 1 | 01 | | U2 | | 40 | R | | | | | |
| 8.96 | | 6.37 | | | | | | | | | | | | | | | 2 | 1 | C 24A | | 12P | CU | \$\$\$ | 12A | 4A | | 36 | 1 | 01 | | U2 | 40 | R |
| 8.97 | | 6.38 | INTRSECTN | R | | PVT RD | PV | | Y | 2 | 2 | | C 24A | | 12P | CU | | 24A | 4A | | 48 | 1 | 01 | | U2 | | 40 | R | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.38 | | 2.79 | | .03 | 12 | | | | | | |
| 6.35 | | 3.76 | | .03 | 11 | | | | | | |
| 7.22 | | 4.63 | | | | .02 | 12 | | .05 | 14 | |
| 8.97 | | 6.38 | | | | .02 | 12 | | | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|--------|-----|------|---------------------------|------|--------|-------|--------|--------|----|----|-----|----|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 9.00 | | 6.41 | | | | | | | | 2 | 2 | C | 24A | | | 12P | CU | | 24A | \$\$C | | 48 | 1 | 01 | | U2 | | 40 | R | | | |
| 9.01 | | 6.42 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.04 | | 6.45 | ROUNDAABOUT | L | | RESERVATION RD SE SB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | | 6.47 | ROUNDAABOUT | L | | RESERVATION RD SE NB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | | 6.51 | | | | | | | | 2 | 2 | \$ | \$\$\$ | | | \$\$\$ | \$\$ | 4A | 46A | 4A | | 46 | 1 | 01 | | U2 | | 40 | R | | | |
| 9.22 | | 6.63 | | | | | | | | 2 | 2 | C | 24A | | | 12P | CU | \$\$\$ | 24A | \$\$C | | 48 | 1 | 01 | | U2 | | 40 | R | | | |
| 9.26 | | 6.67 | ROUNDAABOUT | R | | YELM HWY SE WB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | PVT RD WB | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.28 | | 6.69 | ROUNDAABOUT | R | | YELM HWY SE EB | CO | YS | Y | 2 | 2 | C | 24A | | | 12P | CU | | 24A | C | | 48 | 1 | 01 | | R2 | | 40 | R | | | |
| | | | ROUNDAABOUT | L | | PVT RD EB | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.29 | | 6.70 | WYE CONN | R | | YELM HWY SE | CO | | Y | 2 | 2 | C | 24A | | | 12P | CU | | 24A | 4A | | 48 | 1 | 01 | | R2 | | 40 | R | | | |
| 9.34 | | 6.75 | | | | | | | | 1 | 2 | C | 12A | | | 12P | CU | | 24A | 4A | | 36 | 1 | 01 | | R2 | | 40 | R | | | |
| 9.35 | | 6.76 | | | | | | | | 1 | 2 | \$ | \$\$\$ | | | \$\$\$ | \$\$ | 4A | 33A | 4A | | 33 | 1 | 01 | | R2 | | 40 | R | | | |
| 9.40 | | 6.81 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | 40 | R | | | |
| 9.44 | | 6.85 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | 40 | L | | | |
| 9.70 | | 7.11 | INTRSECTN | R | | FT LEWIS MILITARY RD | MY | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | 7.39 | BEG SU LN | R | | BICYCLE | | 06A | | 2 | 2 | | | | | | | \$\$\$ | 48A | \$\$\$ | 12 | 60 | 1 | 01 | | R2 | | 40 | L | | | |
| | | | BEG SU LN | L | | BICYCLE | | 06A | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.99 | | 7.40 | MISC FEATR | R | | SGN ENT NISQUALLY RES | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 7.41 | MP MARKER | R | | 10 | | | | 2 | 2 | | | | | | | | 48A | | 12 | 60 | 1 | 01 | | R2 | | 35 | L | | | |
| 10.02 | | 7.43 | INTRSECTN | R | | ELDERS LN SE | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MUCK CREEK DR SE | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.21 | | 7.62 | INTRSECTN | L | | SHE-NAH-NUM DR SE | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BILLY GOAT HILL RD SE | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.30 | | 7.71 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.32 | | 7.73 | INTRSECTN | B | | RED WIND RD | RS | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.34 | | 7.75 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.48 | | 7.89 | WYE CONN | L | | BILLY FRANK JR BLVD | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.49 | | 7.90 | INTRSECTN | L | | BILLY FRANK JR BLVD | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.55 | | 7.96 | END SU LN | R | | BICYCLE | | 06A | | 1 | 1 | | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | | R2 | | 35 | L | | | |
| | | | END SU LN | L | | BICYCLE | | 06A | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.74 | | 8.15 | INTRSECTN | L | | CHURCH KALAMA RD | RS | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.94 | | 8.35 | MISC FEATR | L | | SGN ENT NISQUALLY RES | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | 50 | L | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.29 | 6.70 | | | | | | | | .05 11 |
| 10.02 | 7.43 | .03 | 12 | | | | | | |
| 10.21 | 7.62 | .03 | 12 | | | | | | |
| 10.32 | 7.73 | .05 | 12 | | | | | | |
| 10.49 | 7.90 | .03 | 12 | | | | | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|-------|-----|-------------|---|----|--------------------------|-----|-------------|-----|--------------|-----|---------|--------|-----|---------------------------|-------|--------|-------|------|--------|-------|----|------|-----|----|----|----|---|---|---|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 11.00 | 8.41 | | MP MARKER | R | 11 | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | 50 | L | | |
| 11.79 | 9.20 | | INTRSECTN | B | | JBLM MILITARY RD | MY | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 9.41 | | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.75 | 10.16 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | 35 | L | | |
| 12.90 | 10.31 | | ENT/EXIT | R | | SOUTHWORTH ELEM SCHOOL | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 10.41 | | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.12 | 10.53 | | INTRSECTN | L | | POWERHOUSE LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 13.47 | 10.88 | | | | | | | | | 1 | 1 | 4A | 12A | | 24S | CU | \$\$\$ | 12A | 4A | | 24 | 1 | 01 | | R2 | | 35 | L | | |
| 13.50 | 10.91 | | WYE CONN | R | | SR 510 | ST | | Y | 1 | 1 | 4A | 12A | | 24S | CU | | 12A | 4A | | 24 | 1 | 01 | | U2 | | 35 | L | | |
| 13.52 | 10.93 | | ROUNDAABOUT | L | | MUD RUN RD SB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 13.53 | 10.94 | | ROUNDAABOUT | L | | MUD RUN RD NB | CO | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | SR 510 SPYELMLP (SPUR)NB | ST | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 13.54 | 10.95 | | WYE CONN | R | | SR 510 | ST | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | SR 510 SPYELMLP (SPUR)SB | ST | | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 13.55 | 10.96 | | BEG SU LN | C | | TWO WAY TURN | 14A | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 4A | 22A | 4A | 14 | 36 | 1 | 01 | | U2 | | 35 | L | | |
| 13.61B | 11.02 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.61 | 11.05 | | EQUATION | | | 013.64B=013.61 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.65 | 11.08 | | EQUATION | | | 013.64 =013.65 | | | | 1 | 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | | U2 | | 35 | L | | |
| | | | END SU LN | C | | TWO WAY TURN | 14A | | | | | | | | | | | | | | | | | | | | | | | |
| 13.92 | 11.35 | | INTRSECTN | R | | 89TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 14.03 | 11.46 | | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.40 | 11.83 | | INTRSECTN | L | | BURNETT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.41 | 11.84 | | ENTER CITY | C | | YELM | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 14.44 | 11.87 | | MISC FEATR | R | | SGN ENT YELM | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.49 | 11.92 | | BEG SU LN | L | | BICYCLE | 05A | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | 10 | 34 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| | | | BEG SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 93RD AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.53 | 11.96 | | BEG SU LN | C | | TWO WAY TURN | 14A | | | 1 | 1 | | | | | C | 24A | C | 24 | 48 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 14.54 | 11.97 | | INTRSECTN | L | | SUNRISE VISTA RD SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.61 | 12.04 | | ENT FROM | R | | YELM HIGH SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.66 | 12.09 | | END SU LN | C | | TWO WAY TURN | 14A | | | 1 | 1 | | | | | C | 24A | C | 10 | 34 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 14.72 | 12.15 | | WYE CONN | L | | MOUNTAIN VIEW RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.73 | 12.16 | | INTRSECTN | L | | MOUNTAIN VIEW RD | CT | | Y | 1 | 1 | | | | | C | 22A | C | 10 | 32 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|--|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 12.90 | 10.31 | | | | | .04 | 12 | | .05 | 12 | |
| 13.50 | 10.91 | | | .08 | 13 | | | | | | |
| 13.54 | 10.95 | | | | | | | | | .08 | 13 |
| 14.49 | 11.92 | | | | | .03 | 12 | | | | |
| 14.61 | 12.04 | | | | | .04 | 10 | | | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|-----------|---|----|--------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 14.73 | 12.16 | | ENT/EXIT | R | | YELM HIGH SCHOOL | CT | | Y | 1 | 1 | | | | | | C | 22A | C | 10 | 32 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 14.78 | 12.21 | | BEG SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 22A | C | 24 | 46 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 14.97 | 12.40 | | END SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 22A | C | 10 | 32 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 15.00 | 12.43 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.02 | 12.45 | | INTRSECTN | L | | KILLION RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TAHOMA BLVD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.07 | 12.50 | | BEG SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 22A | C | 24 | 46 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 15.15 | 12.58 | | END SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 22A | C | 10 | 32 | 1 | 01 | 1495 | U2 | | 35 | L | P | | |
| 15.20 | 12.63 | | END SU LN | L | | BICYCLE | | | | | 1 | 1 | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| | | | END SU LN | R | | BICYCLE | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | YELM AVE WEST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CULLENS ST NW | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BERRY VALLEY RD SE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | 12.67 | | BEG SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | 4A | 22A | 4A | 12 | 34 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| 15.28 | 12.71 | | END SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | 4A | 24A | \$\$C | \$\$\$ | 24 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| | | | INTRSECTN | R | | SW LONGMIRE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NW LONGMIRE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.30 | 12.73 | | ENT/EXIT | R | | CAR WASH | PV | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.37 | 12.80 | | INTRSECTN | R | | SW SOLBERG ST | CT | | | Y | 1 | 1 | | | | | 2A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| | | | INTRSECTN | L | | SOLBERG ST NW | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.42 | 12.85 | | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| 15.45 | 12.88 | | INTRSECTN | R | | SW RICE ST | CT | | | Y | 1 | 1 | | | | | \$\$C | 32A | 4A | | 32 | 1 | 01 | 1495 | U2 | | 25 | L | B | * | |
| 15.52 | 12.95 | | | | | | | | | | 1 | 1 | | | | | C | 22A | 10A | | 22 | 1 | 01 | 1495 | U2 | | 25 | L | B | * | |
| 15.55 | 12.98 | | BEG SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 32A | \$\$C | 12 | 44 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| | | | INTRSECTN | R | | EDWARDS ST SW | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EDWARDS ST NW | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.60 | 13.03 | | INTRSECTN | L | | NW RAILROAD ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SW RAILROAD ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.65 | 13.08 | | END SU LN | C | | TWO WAY TURN | | | | | 1 | 1 | | | | | C | 59A | C | \$\$\$ | 59 | 1 | 01 | 1495 | U2 | | 25 | L | P | * | |
| 15.67 | 13.10 | | END ST | I | | YELM AVE WEST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FIRST ST | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 507 | ST | | | SG | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.73 | 12.16 | .03 | 12 | | | | | | |
| 15.02 | 12.45 | .03 | 12 | .03 | 12 | | | | |
| 15.20 | 12.63 | .03 | 12 | | | | | | |
| 15.28 | 12.71 | | | | .04 | 12 | | | |
| 15.30 | 12.73 | | | | | | | | .02 11 |
| 15.37 | 12.80 | .02 | 12 | | | | | | |
| 15.67 | 13.10 | .03 | 13 | .02 | 12 | | | | |

SR 510 MAINLINE

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-------------------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|-----|------|------|-----|-------|-----|----|----|-----|------|----|----|----|---|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 15.67 | | 13.10 | END CTLSEC END ROUTE | | | CONTROL SECTION 3433 | | | | 1 | 1 | | | | | | C | 59A | | C | | 59 | 1 | 01 | 1495 | U2 | | 25 | L | P | \$ |

SR 510 SPUR
YELMLP

STATE ROUTE - SRSH

COUNTY THURSTON

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|--------|--------|---------------------------|--------|------|-----|-------|-----|----|----|-----|----|-------|---|----|----------|----|----|----|----|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | D | IB | R | K | T | | | | |
| 13.53 | | 0.00 | BEG ROUTE | | | YELMLP | | | | 1 | 1 | 4A | 12A | | | 20S | CU | | | 12A | 4A | | | | | 24 | 1 | 01 | | | U2 | | 40 | L | |
| | | | BEG CTLSEC | | | SR 510 TO CULLENS RD SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDABOUT | B | | CONTROL SECTION 3434 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDABOUT | L | | SR 510 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDABOUT | | | MUD RUN RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.61 | | 0.08 | | | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 4A | 22A | 4A | | | | 22 | 1 | 01 | | | U2 | | 40 | L | |
| 13.85 | | 0.32 | ENTER CITY | | | YELM | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 01 | 1495 | U2 | | 40 | L | P | |
| 13.87 | | 0.34 | INTRSECTN | R | | BURNETT RD | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.99 | | 0.46 | LEAVE CITY | | | YELM | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 01 | \$\$\$\$ | U2 | | 40 | L | \$ | |
| 14.14 | | 0.61 | ENTER CITY | | | YELM | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 01 | 1495 | U2 | | 40 | L | P | |
| 14.17 | | 0.64 | LEAVE CITY | | | YELM | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 01 | \$\$\$\$ | U2 | | 40 | L | \$ | |
| 14.43 | | 0.90 | ENTER CITY | | | YELM | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 01 | 1495 | U2 | | 40 | L | P | |
| | | | WYE CONN | R | | KILLION RD SE | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.44 | | 0.91 | INTRSECTN | B | | KILLION RD SE | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.70 | | 1.17 | INTRSECTN | B | | CULLENS RD SE | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | PROPOSED SPUR AHEAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3434 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | YELMLP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.87 | 0.34 | | | .03 | 12 | | | | |
| 14.43 | 0.90 | | | .08 | 12 | | | | |
| 14.44 | 0.91 | .04 | 12 | .04 | 12 | .02 | 12 | | |
| 14.70 | 1.17 | | | .10 | 12 | | | | |

SR 512 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|--------|----|----|-----|------|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 3 | 3 | C | 38P | | 4P | JE | | | 38P | C | | 76 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| | | | ENTER CITY | | | SR 5 TO SR 167/PUYALLUP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | LAKESWOOD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | END BRIDGE | B | | SR 5 | | | | 3 | 3 | 10A | 36A | | 4A | JE | | | 36A | 10A | | 72 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| | | | ON RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | MISC FEATR | R | | GORE (SR 5 Q512746) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | | MISC FEATR | L | | GORE (SR 5 P512754) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | MISC FEATR | L | | GORE (SR 5 Q112774) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (SR 5 P112730) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 4A | JE | | | 36A | 10A | 12 | 84 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| | | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 4A | JE | | | 36A | 10A | 24 | 96 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| | | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | | | | | | | | 3 | 3 | 10A | 36A | | 16A | JE | | | 36A | 10A | 24 | 96 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| 0.61 | 0.61 | | LEAVE CITY | | | LAKESWOOD | | | | 3 | 3 | 10A | 36A | | 16A | JE | | | 36A | 10A | 24 | 96 | 1 | 05 | 0665 | U1 | 45 | 60 | L | P | |
| 0.62 | 0.62 | | UXING | B | | E STEELE ST SB | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/003W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.63 | | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 16A | JE | | | 36A | 10A | 12 | 84 | 1 | 05 | | U1 | 45 | 60 | L | | |
| | | | UXING | B | | E STEELE ST NB | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/003E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | STEELE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 16A | JE | | | 36A | 10A | \$\$\$ | 72 | 1 | 05 | | U1 | 45 | 60 | L | | |
| | | | OFF RAMP | R | | STEELE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | | MISC FEATR | L | | GORE (S500063) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.68 | | MISC FEATR | R | | GORE (P500064) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | 0.78 | | MISC FEATR | L | | GORE (R100087) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.81 | 0.81 | | MISC FEATR | R | | GORE (Q100100) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.87 | 0.87 | | OFF RAMP | L | | STEELE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | | | | | | | | | 3 | 3 | 10A | 36A | | 16A | JE | | | 36A | 10A | | 72 | 1 | 05 | | U1 | 60 | L | | | |
| 1.00 | 1.00 | | MP MARKER | B | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | STEELE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.22 | | UXING | B | | AINSWORTH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/005 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.63 | 1.63 | | OFF RAMP | R | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | ON RAMP | L | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | BEG BRIDGE | B | | PARK AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/006 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | END BRIDGE | B | | PARK AVE | | | | 3 | 2 | 10A | 36A | | 16A | JE | | | 24A | 10A | | 60 | 1 | 05 | | U1 | 60 | L | | | |

SR 512 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|------|------|-----|-------|-----|---|----|-----|----|----|----|----|---|----|--|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 2.03 | | 2.03 | MISC FEATR | L | | GORE (S100175) | | | | 3 | 2 | 10A | 36A | | | 16A | JE | | | 24A | 10A | | | | | 60 | 1 | 05 | | U1 | | 60 | L | | | |
| 2.08 | | 2.08 | MISC FEATR | R | | GORE (P100163) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.22 | | 2.22 | UXING | B | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 007/122 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | | 2.23 | ON RAMP | L | | 108TH ST S | | | | | | | | | | 16A | JE | | | 24A | 10A | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| 2.32 | | 2.32 | MISC FEATR | L | | GORE (S500223) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | | 2.38 | MISC FEATR | R | | GORE (Q100254) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | | 2.43 | MISC FEATR | L | | GORE (R100252) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | | 2.48 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| 2.52 | | 2.52 | OFF RAMP | L | | 108TH ST S | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | | 2.54 | ON RAMP | R | | SR 7 | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | | 3.07 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| 3.09 | | 3.09 | BEG BRIDGE | I | | GOLDEN GIVEN RD E | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| | | | | | | BRDG NUM 512/010S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | GOLDEN GIVEN RD E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/010N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.12 | | 3.12 | END BRIDGE | I | | GOLDEN GIVEN RD E | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| | | | END BRIDGE | D | | GOLDEN GIVEN RD E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.14 | | 3.14 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| 3.46 | | 3.46 | ON RAMP | L | | PORTLAND AVE | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.51 | | 3.51 | UXING | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | PORTLAND AVE | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.56 | | 3.56 | UXING | B | | CW RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 396678R STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 396679X STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | | 3.58 | MISC FEATR | R | | GORE (P100351) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | | 3.60 | MISC FEATR | L | | GORE (S100346) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.71 | | 3.71 | UXING | B | | PORTLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.84 | | 3.84 | MISC FEATR | L | | GORE (R100394) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (Q100413) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.94 | | 3.94 | OFF RAMP | L | | PORTLAND AVE | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.13 | | 4.13 | ON RAMP | R | | PORTLAND AVE | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.33 | | 4.33 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |
| 4.35 | | 4.35 | BEG BRIDGE | I | | WALLER RD | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 76 | 1 | 05 | | U1 | | 60 | L | | | |
| | | | | | | BRDG NUM 512/015S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | WALLER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 512/015N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.38 | | 4.38 | END BRIDGE | I | | WALLER RD | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | | | | | | 48 | 1 | 05 | | U1 | | 60 | L | | | |

SR 704 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|----|----|----|---|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 5.29 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 3 | 8A | 12A | | | 16A | CU | | | 36A | 8A | | | 48 | 1 | 05 | | | U1 | | 40 | L | |
| | | | BEG CTLSEC | | | SPANAWAY LOOP RD TO SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CONTROL SECTION 2770 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.51 | 0.22 | | | | | | | | | | | 2 | 3 | 20A | 24A | | 16A | CU | | | 36A | 8A | | | 60 | 1 | 05 | | | U1 | | 40 | L |
| 5.78 | 0.49 | | | | | | | | | | | 2 | 2 | 20A | 24A | | 16A | CU | | | 24A | 8A | | | 48 | 1 | 05 | | | U1 | | 40 | L |
| 5.80 | 0.51 | | | | | | | | | | | 2 | 2 | 8A | 24A | | 4A | CU | | | 24A | 8A | | | 48 | 1 | 05 | | | U1 | | 40 | L |
| 5.89 | 0.60 | | WYE CONN | R | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.92 | 0.63 | | INTRSECTN | B | | SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2770 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.29 | 0.00 | | | | | | | | |
| 5.89 | 0.60 | | | .11 | 24 | | | | .22 12 |
| 5.92 | 0.63 | .11 | 12 | | | | | | |

SR 705 MAINLINE

INTERSTATE - ISSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|------|------------|-----------------------|---|----|-----------------------------|-----|-----|--------------|---------|-----|-------|-----|-------|---------------------------|------|------|-----|-------|-----|-----|-----|----|-----|------|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | BEG ROUTE | MAIN ROUTE | | | SR 5 TO SCHUSTER PARKWAY | | | | 3 | 1 | 8A | 36A | 8A | 3000 | | C | 24A | C | | | 60 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | ENTER CITY | TACOMA | | | CONTROL SECTION 2758 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | CONTROL SECTION 2758 | | | SR 5 GRADE SEPARATED HOV ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | BRDG NUM 005/445HOV | B | | END OF SR 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | END OF SR 7 | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | UXING | SR 5 SB | B | | SR 5 SB | ST | | | 3 | 2 | 8A | 36A | 8A | 3000 | | W | 52A | W | | | 88 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | ON RAMP | BRDG NUM 005/445W | RC | | SR 5 N BND | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | GORE (SR 5 P213316) | RC | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | UXING | S-S RAMP | D | | S-S RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | BRDG NUM 705/006W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | BEG BRIDGE | CHEHALIS WESTERN RR | I | | CHEHALIS WESTERN RR | ST | | | 3 | 2 | 8A | 36A | 8A | 2500 | | W | 52P | W | | | 88 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | OFF RAMP | BRDG NUM 705/006N-N | R | | E 26TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | NUM 396644W STRUCTURE | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | ON RAMP | S 26TH ST*S 27TH ST | L | | S 26TH ST*S 27TH ST | ST | | Y | 2 | 2 | 8A | 24A | 8A | 2500 | | W | 52P | W | | | 76 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.13 | 0.13 | MISC FEATR | GORE (S100010) | L | | | | | | 2 | 2 | 10A | 24A | 4A | 2000 | | W | 52P | W | | | 76 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.15 | 0.15 | MISC FEATR | GORE (P100006) | R | | | | | | 2 | 2 | 10A | 24A | 4A | 2000 | | W | 38P | W | | | 62 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.16 | 0.16 | MISC FEATR | GORE (P100006) | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | BEG BRIDGE | BRIDGE | D | | BRIDGE | ST | | | 2 | 2 | \$\$W | 43P | \$\$W | 2000 | | W | 38P | W | | | 81 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | MISC FEATR | BRDG NUM 705/006S-N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | UXING | S-N RAMP | I | | S-N RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | BRDG NUM 705/006E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | END BRIDGE | BRIDGE | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | MISC FEATR | GORE (SR 5 S113320) | LC | | | | | | 3 | 2 | W | 54P | W | 500 | | W | 38P | W | | | 92 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.26 | 0.26 | OFF RAMP | SR 5 S BND | LC | | SR 5 S BND | ST | | Y | 3 | 1 | W | 54P | W | 500 | | W | 38P | W | | | 92 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.34 | 0.34 | END BRIDGE | CHEHALIS WESTERN RR | I | | CHEHALIS WESTERN RR | | | | 3 | 1 | W | 54P | W | 250 | | W | 72P | W | | | 126 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | MISC FEATR | GORE (SR 5 R113425) | RC | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | ON RAMP | SR 5 S BND | RC | | SR 5 S BND | ST | | Y | 3 | 3 | W | 54P | W | 250 | | W | 72P | W | | | 126 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.48 | 0.48 | OFF RAMP | SR 509 | R | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | OFF RAMP | SR 509 | R | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | ON RAMP | SR 509*S 21ST ST | L | | SR 509*S 21ST ST | ST | | Y | 2 | 3 | W | 54P | W | 250 | | W | 52P | W | | | 106 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.59 | 0.59 | MISC FEATR | GORE (P100049) | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.62 | 0.62 | MISC FEATR | NPS BRIDGE #705/006W | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | MISC FEATR | NPS BRIDGE #706/006E | I | | | | | | 2 | 3 | W | 40P | W | 250 | | W | 52P | W | | | 92 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | MISC FEATR | GORE (S100050) | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | UXING | SR 509 | B | | SR 509 | ST | | | 2 | 1 | W | 40P | W | 90 | | \$ | 34P | W | | | 74 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| | | OFF RAMP | BRDG NUM 509/004 | RC | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | PACIFIC AVE*15TH ST | RC | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | MISC FEATR | GORE (P100072) | RC | | | | | | 2 | 1 | W | 40P | W | 590 | | W | 27P | W | | | 67 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |
| 0.84 | 0.84 | MISC FEATR | GORE (Q100099) | R | | | | | | 2 | 1 | W | 40P | W | 590 | | W | 56P | W | | | 96 | 1 | 05 | 1280 | U5 | | 60 | R | P | | |

SR 706 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 3

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|--------|-----|--------|--------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | | 30 | L | | | | | | | |
| | | | BEG CTLSEC | | | SR 7/ELBE TO MT RAINIER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 7 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | INTRSECTN | L | | 182ND AVE CT E | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | | | | | | | | | | 1 | 1 | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 0.24 | 0.24 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | 10 | 32 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 0.26 | 0.26 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | 20 | 42 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 0.27 | 0.27 | | RR XING | B | | NUM 397178W GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.30 | | END SU LN | R | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | 10 | 32 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 0.33 | 0.33 | | END SU LN | L | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | \$\$\$ | 22 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 0.36 | 0.36 | | MISC FEATR | L | | SGN ENT ELBE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 1.03 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | 20 | 42 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| | | | BEG SU LN | L | | WEAVING/SPEED CHANGE 10B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.49 | 2.49 | | RR XING | B | | NUM 397189J GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.52 | | END SU LN | R | | WEAVING/SPEED CHANGE 10B | | | | | | 1 | 1 | | | | 5A | 22B | 5A | \$\$\$ | 22 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| | | | END SU LN | L | | WEAVING/SPEED CHANGE 10B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.55 | 2.55 | | BEG BRIDGE | B | | RELIEF CROSSING | | | | ST | | 1 | 1 | | | | \$\$C | 32A | \$\$C | | 32 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| | | | | | | BRDG NUM 706/003.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | END BRIDGE | B | | RELIEF CROSSING | | | | | | 1 | 1 | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | | 55 | L | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.53 | | INTRSECTN | B | | 238TH AVE E | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.95 | 5.95 | | | | | | | | | | | 1 | 1 | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | | 50 | L | | | | | | | |
| 5.99 | 5.99 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.12 | 6.12 | | INTRSECTN | L | | 278TH AVE E | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | RR XING (VACATED) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.36 | 6.36 | | INTRSECTN | R | | 282ND AVE E | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.56 | 6.56 | | INTRSECTN | R | | 553RD ST | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.67 | 6.67 | | BEG SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | 5A | 22B | \$\$\$ | 12 | 34 | 1 | 01 | | R2 | | 50 | L | | | | | | | |
| 6.71 | 6.71 | | BEG SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | \$\$\$ | 22B | | 24 | 46 | 1 | 01 | | R2 | | 50 | L | | | | | | | |
| 6.83 | 6.83 | | END SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | | 22B | 5A | 12 | 34 | 1 | 01 | | R2 | | 50 | L | | | | | | | |
| 6.92 | 6.92 | | END SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | 1 | | | | 5A | 22B | 5A | \$\$\$ | 22 | 1 | 01 | | R2 | | 50 | L | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .04 | 11 | | | | |
| 3.53 | 3.53 | .03 | 13 | .03 | 13 | | | | |

