1999 Annual Traffic Report

Washington State Department of Transportation

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Washington State
Department of Transportation

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

INTRODUCTION

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

The Annual Traffic Report contains Annual Average Daily Traffic (AADT) volumes for the years 1996 through 1999. The AADT volumes are included only at locations where actual traffic counts have been conducted in one or more of the last four years. An asterisk placed beside a traffic volume designates an actual traffic count factored to an AADT. All other volumes shown in this report are estimates based on traffic counts made in prior years and factored to an AADT using patterns from the Automated Data Collection Stations. Blanks in the traffic volume portion indicate no available traffic volume data. ***Traffic data for design purposes should be obtained through specific traffic analysis requests.***

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

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

Blank	**= Main line**	**CO**	**= Couplet**
AR	**= Alternate Route**	**SP**	**= Spur**
RL	**= Reversible Lane**	**HL**	**= HOV Lane (Grade Separated)**

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

Traffic volumes on mainline State Routes having couplets are identified by a "C" printed under the column heading 'COUPLET'. In most cases, traffic volumes are directional rather than combined. Couplet sketches are included in the back of the report.

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

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

The leg identification for traffic volume data is found in the locations description. At intersections the leg is defined as before or after, based on the increasing direction of mileposts. This publication reflects the state highway system as it existed as of December 1999.

TRUCK PERCENTAGES

The percentage of trucks in the traffic stream is of major importance for design purposes. Truck percentage data in this report is based on 48 or 72 hour mechanical classification counts at specific locations throughout the state. This data reflects only the percentage of trucks during those periods and should not b construed as an annual truck percentage. Truck percentages are separated into three types: single, double, and triple units. Single units consist of two and three axle trucks and buses. Double units consist of trucks with a trailer. Triple units consist of trucks with trailer combinations. The total truck percentage will not always match the sum of each truck type since percentages are stored in TRIPS rounded to the nearest hundredth. ***Truck traffic data for design purposes should be obtained through specific traffic analysis requests.***

REPORT CONTENTS

A list of Automated Data Collection (ADC) Stations and maps of their locations are included in the foreword of this report. A ten year history of AADTs is provided for all operational ADC sites, Ferry Systems and Toll Crossings. Data collected at these locations are used in the estimation of AADTs from mechanica counts of 48 or 72 hour duration and in the calculation of seasonal traffic variations. Average Weekday conversion factors are included in the report for ADC locations that collected sufficient data in 1999. Also included on the back inside cover of this report is a copy of the 1999 Washington State Traffic Flow Map.

Inquiries relating to traffic should be directed to the Transportation Data Office, area code (360) 753-6234.

DISABILITY STATEMENT

Persons with disabilities may request this information be prepared and supplied alternate formats by calling collect (206) 389-2839. Persons with hearing impairments may call 1-800-833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

JAMES P. TOOHEY
Assistant Secretary
Planning and Programming Service Center

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RURAL SITES

SR	MILE POST	RELATED ROADWAY TYPE	ADC SITE	LOCATION DESCRIPTION
5	44.40		B01	N/O KELSO WEIGH STATION - KELSO
12	12.30		B02	W/O MONTE BRADY LOOP RD WYE CONN
395	27.20		B03	S/O VINEYARD DR - PASCO
90	82.70		B04	W/O CLE ELUM OFF RAMP
12	12.30		P00	EB ONLY JUST W/O BRADY LOOP RD WYE CONN
2	113.10		P01	W/O RED APPLE RD - CASHMERE
97	66.30		P03	S/O PROGRESSIVE ROAD WYE CONN - WAPATO
5	261.33		P04	FERNDALE
12	376.98		P05	W/O TUCANNON RIVER BR - DAYTON
82	48.50		P08	W/O SR 22 - ZILLAH
82	121.20		P09	W/O COFFIN RD - PLYMOUTH
90	218.83		P10	W/O SR 395 I/C - RITZVILLE
97	250.35		P11	N/O COUNTY ROAD NO 1525 - PATEROS
195	6.01		P13	S/O BAUER RD 9440 - COLTON
195	87.70		P15	N/O WASHINGTON RD - SPOKANE
221	13.10		P17	S/O SELLARDS RD - PROSSER
101	324.80		P18	S/O EAGLE CREEK BRIDGE
9	28.75		P21	N/O HIGHLAND DRIVE - ARLINGTON
97	335.30		P22	S/O OLD HIGHWAY ROAD - OROVILLE
97	286.16		P23	S/O SR 20 - OKANOGAN
90	298.40		P24	W/O IDAHO ROAD I/C
21	91.55		P25	N/O PRINCE STREET - WILBUR
395	260.00		P26	N/O COUNTY ROAD - ORIENT
25	97.00		P27	N/O BOSSBURG ROAD - NORTHPORT
2	301.40		P28	S/O NORWOOD ROAD - CHATTAROY
27	77.30		P30	ON SR 27 N/O GIBBS ROAD
395	93.01		P7C	S/O SR90 I/C
5	207.76		R001	N/O LAKE GOODWIN RD I/C - MARYSVILLE
8	20.67		R003	AT SR 101 OXING - OLYMPIA
101	361.37		R003	N/O SR 8 - OLYMPIA
101	361.70		R003	E/O SR 8 - OLYMPIA
12	307.90		R008	E/O SR 730 SPUR - WALLULA
90	254.50		R014	NE/O FISHTRAP ROAD I/C
5	86.32		R019	S/O SR 12 I/C - GRAND MOUND

RURAL SITES

SR	MILE POST	RELATED ROADWAY TYPE	ADC SITE	LOCATION DESCRIPTION
17	30.37		R020	S/O LEE ROAD - OTHELLO
101	281.81		R023	S/O OLD GARDINER ROAD - DISCOVERY BAY
20	191.90		R037	W/O RADER ROAD - WINTHROP
2	50.12		R038	E/O NE OLD CASCADE HIGHWAY - SKYKOMISH
90	33.56		R039	W/O EDGEWICK ROAD I/C - NORTH BEND
12	135.10		R040	E/O TIMBERLINE DR - PACKWOOD
123	3.88		R040	N/O SR 12 - PACKWOOD
97	13.41		R041	N/O STATE FRONTAGE RD
90	136.59		R042	VANTAGE
105	30.73		R043	E/O SR 105 WYE CONN
5	20.71		R045	S/O SR 503 I/C - WOODLAND
2	104.67		R047	W/O SR 97 NEAR PESHASTIN
2	104.87		R047	E/O SR 97 NEAR PESHASTIN
97	178.19		R047	S/O SR 2 - PESHASTIN
82	24.83		R048	NE/O SR 821 I/C - SELAH
101	104.55		R054	S/O HENSEL RD - HUMPTULIPS
90	180.33		R055	E/O SR 17 I/C - MOSES LAKE
970	6.85		R057	W/O TEANAWAY RD
2	80.20		R058	E/O NASON RIDGE ROAD
395	36.24		R061	N/O E ELM RD
395	190.29		R063	S/O SR 292 - LOON LAKE
2	250.50		R064	W/O HARMES RD - DAVENPORT
26	43.06		R066	ON SR 26 E/O SR 17
12	390.66		R067	AT PATAHA CREEK BRIDGE
97	293.33		R068	N/O COPPLE ROAD - OMAK
101	254.45		R069	AT WEIGH STATION-PORT ANGELES
395	234.57		R070	E/O SR 25-KETTLE FALLS
101	203.93		R073	E/O SR 113/BURNT MOUNTAIN ROAD - SAPPHO
101	28.95		R074	N/O SR 4 - JOHNSON’S LANDING
12	77.78		R075	E/O KENNEDY ROAD-SALKUM
14	100.64		R076	W/O SR 14 MARYHILL SPUR - MARYHILL
14	102.27		R077	W/O MARYHILL ROAD-MARYHILL
9	32.98		R083	N/O 269TH PLACE NE-ARLINGTON
97	220.55		R084	N/O BRAYS ROAD - ORONDO

AUTOMATED DATA COLLECTION
STATION LOCATIONS AND DESCRIPTIONS

RURAL SITES

SR	MILE POST	RELATED ROADWAY TYPE	ADC SITE	LOCATION DESCRIPTION
104	13.92		R085	AT HOOD CANAL BRIDGE
82	132.03		R086	S/O SR 14 I/C - PLYMOUTH
2	179.10		S200	E/O J SE - COULEE CITY
24	43.50		S612	AT COLUMBIA RIVER BRIDGE - VERNITA
20	20.02		S706	E/O RHODODENDRON PARK DRIVE - COUPEVILLE
5	269.41		S803	S/O BIRCH BAY/LYNDEN RD I/C - CUSTER
12	185.25		S818	ON SR 12 S/O SR 410 I/C
12	185.62		S818	ON SR 12 EAST OF SR 410
410	116.26		S818	ON SR 410 W/O SR 12
20	304.60		S820	W/O FAIRGROUNDS ROAD-REPUBLIC
18	27.50		S838	S/O SR 90 - ECHO GLEN
504	18.98		S840	KID VALLEY
101	0.46		S841	S/O SR 401 - MEGLER
101	0.47		S841	NW/O SR 401 - MEGLER
401	0.01		S841	NE/O SR 101 - MEGLER
90	47.71		S901	AT TINKHAM ROAD UXING
90	52.24		S902	AT SR 906 OXING
90	63.98		S903	AT CABIN CREEK ROAD UXING

URBAN SITES

SR	MILE POST	RELATED ROADWAY TYPE	ADC SITE	LOCATION DESCRIPTION
405	9.15		D1	AT 112TH AVE SE UXING
520	4.00		D10	W/O 76TH AVE NE UXING
16	1.10		D11	E/O UNION AVE OXING - FIRCREST
18	12.55		D12	AT 180TH AVE SE UXING - KENT
518	0.35		D13	E/O SR 509 I/C - BURIEN
509	26.37		D14	N/O SR 518 I/C
5	153.50		D2	S/O SR 518/SR 405 I/C - TUKWILA
512	1.53		D3	W/O SR 7 I/C PARKLAND
14	11.90		P06	E/O ALPINE RD - CAMAS
14	17.70		P07	E/O 32ND ST - WASHOUGAL
5	184.44		P1	S/O 164TH ST SW/EVERETT

URBAN SITES

SR	MILE POST	RELATED ROADWAY TYPE	ADC SITE	LOCATION DESCRIPTION
522	13.30		P19	W/O SR 9 I/C - WOODINVILLE
18	5.26		P20	E/O SR 164 I/C - AUBURN
82	34.02		P29	N/O SR 24 - YAKIMA
5	176.72		P3	AT NE 185TH ST UXING
5	106.70		P4	AT BOULEVARD ROAD UXING - OLYMPIA
5	0.00	P100199	P5	ON/OFF RAMPS AT SR500-39TH ST-VANCOUVER
5	1.98		P5	S/O SR 500/39TH ST. I/C
5	2.25		P5	AT SR 500 WB UXING - VANCOUVER
167	23.70		P6	ON SR 167 N/O S212TH ST I/C
2	289.79		R021	E/O WALTON AVENUE - SPOKANE
5	131.18		R034	AT 48TH ST UXING - TACOMA
90	285.00		R036	ON SR 90 W/O 3RD AVE - SPOKANE
16	8.43		R044	NW/O TACOMA NARROWS BR - TACOMA
5	167.26	RL005EXP	R046	SR 5 REVERSIBLE N/O MERCER STREET ON RAMP
3	44.33		R050	N/O NEWBERRY HILL I/C - SILVERDALE
205	29.09		R051	N/O MILL PLAIN ROAD I/C - VANCOUVER
2	0.26		R052	E/O SR 5 I/C - EVERETT
2	119.77		R053	E/O SR 97 AR I/C (OLDS BRIDGE) - WENATCHE
97	201.40	AR	R059	S/O ROCKY REACH DAM ROAD
5	111.01		R060	W/O SR 510 I/C - LACEY
240	37.53		R062	NW/O OLD SR 12 I/C - RICHLAND
4	55.14		R078	E/O FALL CREEK ROAD-STELLA
182	6.34		R081	AT COLUMBIA RIVER BRIDGE - PASCO
5	193.29		R082	S/O PACIFIC AVE I/C - EVERETT
285	0.21		S103	AT COLUMBIA RIV BR - WENATCHEE
433	0.70		S503	AT COLUMBIA RIVER BR - LONGVIEW
5	148.07		S809	S/O SR 516 I/C - MIDWAY
405	6.51		S821	ON SR 405 AT NE 30TH STREET UXING
405	28.99		S824	N/O DAMSON ROAD I/C - BOTHELL
90	14.65		S825	W/O SR 900 I/C - ISSAQUAH
5	136.80		S837	S/O SR 99 I/C - FIFE
599	1.40		S839	E/O SR 99 I/C - TUKWILA

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

RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
B01	BOTHWAYS				37617	40154	*	44085	*	*	
	NORTHBOUND				18627	19663		21582			
	SOUTHBOUND				19039	20664		22228			23785
B02	BOTHWAYS				17021	17465	18352	18281	18553	18696	19223
	EASTBOUND				8557	8784	9257	9215	9332	9424	9660
	WESTBOUND				8464	8681	9095	9066	9216	9272	9563
B03	BOTHWAYS			8029	8334	9005	9527	9882	10879	11384	11684
	NORTHBOUND			4046	3972	4459	4779	4943	5438	5709	5843
	SOUTHBOUND			3983	3956	4450	4748	4939	5441	5675	5819
B04	BOTHWAYS			20213	21065	22482	*	*	23602	24271	23951
	EASTBOUND			10153	10660	11606			11885	12133	12070
	WESTBOUND			10061	10405	11549			11717	12138	11881
P01	BOTHWAYS				17036	16871	18546	17853	18566	18707	*
	EASTBOUND				8464	8379	9240	8932	9320	9389	
	WESTBOUND				8572	8493	9306	8921	9245	9320	
P03	BOTHWAYS				9366	9192	9381	9494	9097	9888	10380
	NORTHBOUND				4704	4595	4723	4791	4590	4980	5229
	SOUTHBOUND				4663	4521	4658	4713	4507	4909	5151
P04	BOTHWAYS				35461	36297	36536	37137	38067	37647	*
	NORTHBOUND				17628	18007	18128	18335	18749	18675	
	SOUTHBOUND				17833	18291	18493	18802	19322	18994	
P05	BOTHWAYS			2130	2169	2312	2366	2161	2270	2167	*
	EASTBOUND			1094	1143	1171	1179	1064	1153	1090	
	WESTBOUND			1035	1083	1192	1190	1096	1118	1077	
P08	BOTHWAYS				17485	18452	19313	18802	*	21028	21883
	EASTBOUND				9106	9476	9681	9437		10561	10821
	WESTBOUND				8656	9228	9632	9343		10467	11062
P09	BOTHWAYS				10532	11196	11503	11366	12337		14066
	EASTBOUND				5806	5909	5807	5764	6240	6665	7168
	WESTBOUND				5352	5622	5696	5602	6097		6889
P10	BOTHWAYS			7520	7807	8229	8502	8276	8597	8773	9107
	EASTBOUND			3716	3883	4072	4221	4106	4253	4346	4517
	WESTBOUND			3804	3948	4162	4285	4170	4343	4427	4581
P11	BOTHWAYS				3276	3519	3844	3834	3824	3795	3840
	NORTHBOUND				1704	1759	1921	1918	1915	1893	1917
	SOUTHBOUND				1706	1761	1923	1916	1910	1905	1924

* NOT AVAILABLE

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RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
P13	BOTHWAYS				3866	4198	4396	4281	4477	4376	
	NORTHBOUND				1894	2056	2143	2095	2195	2154	
	SOUTHBOUND				1972	2142	2227	2186	2280	2222	2199
P14	BOTHWAYS				2325	2477	2601	2595	2713	2803	2701
	NORTHBOUND				1168	1249	1305	1297	1351	1399	1339
	SOUTHBOUND				1156	1228	1296	1295	1362	1404	1362
P15	BOTHWAYS				7189	7698	8000	*	8086	8405	8371
	NORTHBOUND				3605	3853	4024		4064	4233	4214
	SOUTHBOUND				3584	3805	3978		4019	4172	4157
P17	BOTHWAYS				1127	1270	1351	1314	1490	1588	1790
	NORTHBOUND				569	656	698	690	785	840	947
	SOUTHBOUND				538	615	654	624	705	748	842
P18	BOTHWAYS				2313	2369	2350	2405	2489	2527	*
	NORTHBOUND				1081	1164	1176	1202	1233	1255	
	SOUTHBOUND				1142	1206	1174	1203	1256	1272	
P21	BOTHWAYS				5680	5989	6323	6303	7411	8377	9210
	NORTHBOUND				2915	3088	3312	3261	3812	4343	4807
	SOUTHBOUND				2765	2897	3012	3043	3599	4034	4403
P22	BOTHWAYS				3211	2779	2686	2775	2742	2393	
	NORTHBOUND				1621	1391	1329	1370	1357	1180	
	SOUTHBOUND				1590	1388	1357	1404	1385	1213	1195
P23	BOTHWAYS				3241	3267	3562	3686	3822	3764	3849
	NORTHBOUND				1601	1626	1773	1837	1909	1875	1917
	SOUTHBOUND				1640	1641	1789	1850	1913	1888	1932
P24	BOTHWAYS					33215	37366	38025	39563	41533	41649
	EASTBOUND					16690	18760	19024	19792	20806	20887
	WESTBOUND					16525	18606	19000	19771	20727	20814
P25	BOTHWAYS				355	365	397	386	391	390	417
	NORTHBOUND				171	176	192	186	186	188	200
	SOUTHBOUND				184	187	205	200	205	202	216
P26	BOTHWAYS				737	680	710	725	734	720	728
	NORTHBOUND				372	343	356	362	365	361	364
	SOUTHBOUND				366	337	354	362	369	359	364
P27	BOTHWAYS				465	480	445	*	352	457	413
	NORTHBOUND				238	239	227		165	224	198
	SOUTHBOUND				228	242	223		186	233	215 *

NOT AVAILABLE

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

RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
P28	BOTHWAYS				14519	15073	15439	15445	15981	16446	16975
	EASTBOUND				7262	7444	7716	7715	7979	8190	8442
	WESTBOUND				7258	7470	7723	7730	8002	8242	8533
P30	BOTHWAYS							4751	*	5470	5647
	NORTHBOUND							2359		2715	2798
	SOUTHBOUND							2393		2755	2849
P7C	BOTHWAYS										6164
	NORTHBOUND										3116
	SOUTHBOUND										3047
R001	BOTHWAYS	51517	54592	57002	58548	*	*	62420	67845	72243	73052
	NORTHBOUND	25867	27345	28692				31612	34170	35722	36298
	SOUTHBOUND	25650	27247	28309	29037			30695	33603	36585	36754
R003	MUD BAY-NORTH LEG	18645	19948	21400	22581	23530	24304	25254	25661	26328	26620
	NORTHBOUND	9408	10049	10799	11425		12331	12787	13074	13361	13550
	SOUTHBOUND	9238	9900	10601	11157		11978	12435	12590	12971	13041
R003	MUD BAY-EAST LEG	31299	33355	35419	36800	38317	39104	40036	40449	41925	42351
	EASTBOUND	15588	16590	17653	18310		19442	19889	20104	20758	21121
	WESTBOUND	15711	16764	17767	18530		19663	20147	20345	21100	21172
R003	MUD BAY-WEST LEG	12627	13405	14020	14254	14770	14800	14815	14984	15492	15818
	EASTBOUND	6351	6691	7052	7173		7468	7454	7582	7812	7928
	WESTBOUND	6276	6714	6968	7105		7332	7360	7411	7680	7891
R008	BOTHWAYS	4436	4619	4885	*	*	5348	5145	5405	5491	5531
	EASTBOUND	2191	2277	2416			2665	2562	2693	2726	2750
	WESTBOUND	2245	2342	2469			2689	2583	2712	2766	2783
R014	BOTHWAYS	10891	11446	11949	12343	12262	*	12677	13586	14252	14885
	NORTHEAST BND	5385	5661	5984		6222		6232	6722	7058	7418
	SOUTHWEST BND	5506	5785	5965		6101		6445	6864	7194	7484
R019	BOTHWAYS	40035	42651	44688	46361	48364	49505	49214	50782	51607	*
	NORTHBOUND	20112	21402	22345	23418		25300	24908	25374	25842	
	SOUTHBOUND	19923	21249	22343	22943		24234	24303	25408	25769	
R020	BOTHWAYS	3645	3703	3949	*	4425	*	*	*	4901	4988
	NORTHBOUND	1809	1839	1954						2441	2486
	SOUTHBOUND	1836	1863	1995						2461	2502
R023	BOTHWAYS	8217	8882	9266	9260	9574	9969	9753	9623	10170	10315
	NORTHEAST BND	4105	4437	4628	4633		4974	4897	4860	5137	5172
	SOUTHWEST BND	4113	4445	4638	4627		5003	4873	4774	5054	5143

· NOT AVAILABLE

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T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
RURAL STATIONS

RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
R037	BOTHWAYS	1172	*	*	*	*	1381	1341	1404	1547	*
	EASTBOUND	595					702	682	699	785	
	WESTBOUND	576					681	659	704	763	
R038	BOTHWAYS	4259	4526	4626	4720	4743	4558	4651	4720	4882	4889
	EASTBOUND	2116	2255	2312	2352		2260	2316	2335	2436	2453
	WESTBOUND	2143	2271	2314	2368		2298	2333	2385	2446	2437
R039	BOTHWAYS		23559	24954	25933	26669	28218	27900	29252	30137	30553
	EASTBOUND		11791	12472			14133	13977	14634	15114	15330
	WESTBOUND		11768	12482			14085	13908	14566	15023	15223
R040	PACKWOOD-NORTH LEG	883	859	*	*	*	*	*	*	*	*
**	NORTHBOUND	434	415								
	SOUTHBOUND	449	444								
R040	PACKWOOD-WEST LEG	1744	1864	2053	*	2029	*	*	1666	1800	1747
	EASTBOUND	869	922	1016					795	877	864
	WESTBOUND	875	942	1036					854	937	883
R041	NORTHBOUND	1698	1744	1894	1935	2009	2001	1902	*	*	2229
		3414	3500	3799	3903	4025	4020	3834			
	SOUTHBOUND	1716	1756	1904	1967	2016	2015	1932			
R042	BOTHWAYS	10482	11110	11543	11683	12344	12502	11906	12488	13023	12772
	EASTBOUND	5193	5506	5728	5806		6197	5904	6252	6537	6404
	WESTBOUND	5289	5604	5815	5877		6290	6002	6236	6486	6369
R043	BOTHWAYS	4329	4485	4690	*	5110	5359	5322	*	*	5417
	EASTBOUND	2173	2247	2346			2684	2667			2640
	WESTBOUND	2155	2237	2344			2678	2658			2776
R045	BOTHWAYS	41354	43731	45184	46307	49010	50708	*	*	*	*
	NORTHBOUND	20836	22033	22747		24788	25848				
	SOUTHBOUND	20518	21698	22437		24302	25014				
R047	BOTHWAYS	11235	11887	12293	*	12795	13400	13025	13440	13580	
	EASTBOUND	5605	5973	6186			6736	6736	6736	6829	7191
	WESTBOUND	5586	5914	6107			6678	6487	6683	6751	
R047	PESHASTIN-SOUTH LEG	3844	4070	4259	*	*	4513	4141	4444	4631	4797
	NORTHBOUND	1953	2071	2169			2274	2077	2225	2432	2434
	SOUTHBOUND	1890	1999	2089			2252	2064	2219	2293	2362
R047	PESHASTIN-WEST LEG	8654	9214	9442	9704	9840	10336	10054	10418	10352	10359
	EASTBOUND	4330	4612	4727		4922	5160	5076	5199	5204	5157
	WESTBOUND	4324	4602	4714		4917	5176	5024	5227	5147	5203

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** BASED ON NUMBER OF DAYS PASS OPEN

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R048	BOTHWAYS	10603	11268	11756	12159	12792	13250	13047	13440	13932	14355
	NORTHBOUND	5343	5672	5922	6106		6664	6563	6746	6984	7210
	SOUTHBOUND	5260	5596	5834	6053		6587	6477	6694	6948	7145
R054	BOTHWAYS	2682	2733	2815	2697	2605	2714	*	*	2594	2549
	NORTHBOUND	1358	1377	1417	1358	1308	1369			1258	1254
	SOUTHBOUND	1324	1356	1398	1339	1297	1347			1338	1295
R055	BOTHWAYS	7894	8389	8563	8506	8948	8841	8835	9184	9446	9681
	EASTBOUND	3858	4101	4200	4205		4297	4294	4493	4665	4778
	WESTBOUND	4036	4288	4363	4336		4544	4535	4691	4781	4903
R057	BOTHWAYS	2890	3046	3225	*	*	3385	*	3447	3638	3683
	EASTBOUND	1448	1528	1616			1707		1718	1815	1845
	WESTBOUND	1443	1518	1609			1677		1730	1823	1840
R058	BOTHWAYS	3381	3750	3796	3900	*	*	3637	3538	3611	3893
	EASTBOUND	1686	1870	1908				1806	1773	1811	1953
	WESTBOUND	1695	1880	1889				1831	1765	1800	1940
R061	SOUTHBOUND	3132	3326	3486			3672	*	*	5170	5266
		6334	6656	7153	7558	7678	7762			10363	
	NORTHBOUND	3203	3330	3668			4072			5192	
R063	BOTHWAYS	6114	6553	6958	*	*	*	*	8380	8111	8238
	NORTHBOUND	3076	3299	3508					4188	4086	4151
	SOUTHBOUND	3038	3254	3450					4193	4025	4087
R064	BOTHWAYS	2338	2486	2544			2661	2527	2659	2707	2683
	EASTBOUND	1177	1252	1280			1338	1271	1340	1353	1350
	WESTBOUND	1161	1233	1263			1326	1253	1318	1357	1333
R066	BOTHWAYS	1657	1666	1683	1791	*	*	1782	1936	*	2076
	EASTBOUND	826	824	842				887	961		1028
	WESTBOUND	831	842	841				895	975		1049
R067	BOTHWAYS	1858	1935	2023	2078	2145	2211	2019	2099	2159	2109
	EASTBOUND	935	970	1018	1044	1082	1115	1017	1058	1077	1063
	WESTBOUND	923	965	1005	1034	1063	1095	1002	1051	1081	1046
R068	BOTHWAYS	4413	4505	4696	5162	*	*	*	5738	5655	
	NORTHBOUND	2170	2212	2307	2539				2829	2826	2556
	SOUTHBOUND	2243	2293	2389	2623				2910	2832	
R069	BOTHWAYS	16165	17257	17964	18728	19419	20049	20048	20711	20960	21157
	EASTBOUND	8057	8614	8966			10010	10015	10361	10405	10504
	WESTBOUND	8108	8643	8998			10038	10033	10350	10597	10655

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R070	BOTHWAYS	5870	6100	6372	*	*	*	*	7557	*	*
	EASTBOUND	2915	3025	3158					3756		
	WESTBOUND	2955	3075	3214					3801		
R073	BOTHWAYS	3485	3100	2852	2698	2724	2771	2784	*	2633	2566
	EASTBOUND	1753	1563	1433		1358	1383	1386		1310	1283
	WESTBOUND	1732	1537	1419		1366	1387	1398		1323	1285
R074	BOTHWAYS	2065	2186	2326	2319	2381	2371	2417	2439	2439	*
	NORTHBOUND	1057	1118	1169			1193	1221	1224	1229	
	SOUTHBOUND	1008	1068	1157			1174	1194	1214	1210	
R075	BOTHWAYS	4971	5150	5505	5597	5765	5953	5834	5854	6128	*
	EASTBOUND	2496	2593	2786	2827		2999	2946	2935	3063	
	WESTBOUND	2475	2557	2719	2770		2952	2897	2919	3064	
R076	BOTHWAYS	1359	1389	1430	*	*	1546	1547	1809	1801	1914
	EASTBOUND	679	694	710			762	759	888	887	932
	WESTBOUND	680	695	720			785	788	923	919	982
R077	BOTHWAYS	1404	1468	1553	*	*	1833	1801	*	*	2309
	EASTBOUND	697	729	770			880	863			1125
	WESTBOUND	707	739	783			955	937	1041		1185
R083	BOTHWAYS	1185	1308	1481	1461	1492	1489	1487	1568	1666	1698
	NORTHBOUND	586	643	725			739	732	773	829	848
	SOUTHBOUND	599	665	756			751	755	795	837	848
R084	BOTHWAYS	2776	2887	3357	3587	*	*	*	3502	*	3849
	NORTHBOUND	1364	1425	1668					1725		1958
	SOUTHBOUND	1412	1463	1689					1777		1891
R085	BOTHWAYS	11424	12269	13072	13327	13828	14268	14145	14957	15222	15965
	EASTBOUND	5705	6123	6521	6321	6944	7196	7094	7487	7636	8001
	WESTBOUND	5719	6145	6551		6885	7072	7065	7467	7585	7964
R086	BOTHWAYS	9708	10198	10867	11337	12165	12770	12661	*	14516	15315
	NORTHBOUND	4778	5019	5361	5595		6349	6292		7237	7642
	SOUTHBOUND	4929	5180	5506	5708		6405	6360		7279	7673
S200	BOTHWAYS				676	665	692	636	667	680	705
	EASTBOUND				334		340	313	330	334	347
	WESTBOUND				342		352	323	337	345	359
S612	BOTHWAYS	2678	2770	2894	3022	3319	3296	3117	*	3245	3243
	NORTHBOUND	1408	1462	1518	1592		1735	1638		1624	1615
	SOUTHBOUND	1270	1308	1376	1429		1569	1482		1621	1628

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S706	BOTHWAYS	5165	5508	5732	*	6337	6745	6923	7275	7583	7628
	EASTBOUND	2623	2802	2945		3212	3401	3492	3669	3818	3802
	WESTBOUND	2541	2706	2787		3124	3344	3431	3606	3765	3824
S803	BOTHWAYS	21637	22925	23805	23565	23511	*	24218	*	*	25146
	NORTHBOUND	10740	11411	11848	11734			12089			12517
	SOUTHBOUND	10896	11514	11956	11831			12140			12629
S818	NACHES JUNCTION-EAST LEG									4197	4341
	EASTBOUND									2062	2145
	WESTBOUND									2135	2196
S818	NACHES JUNCTION-SOUTH LEG	2038	2166	2268	*	*	2243	*	*	2303	2249
	NORTHBOUND	1019	1085	1132			1091			1131	1118
	SOUTHBOUND	1019	1081	1136			1150			1172	1130
S818	NACHES JUNCTION-WEST LEG	2048	2226	2314	*	*	*	*	*	2218	2268
	EASTBOUND	1016	1103	1146						1108	1149
	WESTBOUND	1032	1123	1167						1110	1123
S819	BOTHWAYS	3344	3495	3679	3890	4140	4021	*	4146	4219	4341
	NORTHBOUND	1702	1765	1857	1946		2044		2119	2142	2206
	SOUTHBOUND	1642	1729	1822	1944		1978		2027	2078	2135
S820	BOTHWAYS	2467	2519	2660	2675	2883	2799	2763	2798	2583	*
	EASTBOUND	1244	1281	1351	1361	1464	1432	1414	1418	1314	
	WESTBOUND	1224	1238	1308	1315	1419	1367	1350	1380	1269	
S826	BOTHWAYS	27595	29369	30688	31071	32967	34030	*	*	41370	43795
	EASTBOUND	13635	14694	15263	15418		17040			20503	22043
	WESTBOUND	13960	14675	15425	15737		17091			20764	21735
S838	BOTHWAYS			10632	*	11628	11860	*	*	15203	16983
	NORTHBOUND			5291			5889			7623	8494
	SOUTHBOUND			5341			5971			7575	8490
S840	BOTHWAYS				1336	*	*	1144	1314	*	1128
	EASTBOUND				667			571	654		565
	WESTBOUND				669			573	660		564
S841	MEGLER BRIDGE-NORTHEAST L						2194	2175	2265	2284	*
	NORTHEAST BND						1081	1073	1114	1128	
	SOUTHWEST BND						1113	1103	1152	1156	
S841	MEGLER BRIDGE-SOUTH LEG						5989	6384	*	*	*
	NORTHBOUND						2972	3150			
	SOUTHBOUND						3017	3194			

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S841 MEGLER BRIDGE-NORTHWEST L							5071	5073	5197	*
SOUTHEAST BND							2483	2495	2559	
NORTHWEST BND							2581	2578	2629	
S901 BOTHWAYS							24493	25349	25657	
EASTBOUND							12283	12744	13125	13349
WESTBOUND							12001	12455	12756	
S902 BOTHWAYS							20541	*	22436	*
EASTBOUND							10193		11376	
WESTBOUND							10429		10999	
S903 BOTHWAYS										24241
EASTBOUND										12154
WESTBOUND										12087

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RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
D1	BOTHWAYS			113971	112561	116096	122641	122297	*	*	*
	NORTHBOUND			58913	57086	58727	62113	61523			
	SOUTHBOUND			55459	55508	57369	60618	60823			
D10	BOTHWAYS			99356	96505	96705	99551	98611	102374	103404	*
	EASTBOUND			49565	43546	47756	49264	48737	50706	51228	
	WESTBOUND			49791	49136	49001	50241	49834	51616	52176	
D11	BOTHWAYS				85402	89460	91051	91715	92388	93610	95013
	EASTBOUND				43859	46052	46835	47189	47869	48578	49473
	WESTBOUND				41543	43408	44216	44334	44539	45032	45548
D12	BOTHWAYS			16030	16014	16982	17303	17570	*	*	22342
	EASTBOUND			8002	7919	8495	8627	8726			11109
	WESTBOUND			8028	7891	8487	8677	8794			11234
D13	BOTHWAYS				48140	48885	51693	52138	54271	55603	57323
	EASTBOUND				23809	24220	25508	25722	27132	27499	28039
	WESTBOUND				23682	24665	26184	26417	27138	28104	29284
D14	BOTHWAYS				46694	46093	47026	49010	51315	52054	55549
	NORTHBOUND				22934	22795	23739	24175	24546	25103	27433
	SOUTHBOUND				23492	23300	23732	24835	26769	26951	28116
D3	BOTHWAYS				67501	71356	71210	72772	75201	78532	81672
	EASTBOUND				33523	34910	34857	35547	36987	38819	40419
	WESTBOUND				34011	36477	36353	37225	38203	39779	41185
P06	BOTHWAYS				23334	25586	26676	27508	28583	29619	29922
	EASTBOUND				11363	12456	13021	13438	13945	14408	14698
	WESTBOUND				12082	13130	13655	14071	14589	15216	15507
P07	BOTHWAYS			4861	5035	5441	5615	6014	6260	6329	6212
	EASTBOUND			2315	2375	2583	2682	2892	3017	3010	3000
	WESTBOUND			2546	2607	2858	2932	3122	3243	3321	3212
P1	BOTHWAYS							149329	*	*	158146
	NORTHBOUND							73843			78584
	SOUTHBOUND							75104			79534
P19	BOTHWAYS			30392	31186	32468	33379	33803	34599	35214	35572
	EASTBOUND			14896	15139	15806	16254	16375	16619	16957	17006
	WESTBOUND			15496	15867	16662	17125	17428	17980	18258	18567
P20	BOTHWAYS				33587	35204	35655	37028	38945	41532	43518
	EASTBOUND				16801	17615	17720	18293	19296	20491	21562
	WESTBOUND				16786	17589	18003	18735	19649	21041	21939

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P29	BOTHWAYS				33989	36301	37259	36207	39759	40165	*
	EASTBOUND				17089	18186	18658	18018	19901	20026	
	WESTBOUND				16900	18115	18600	18184	19857	20139	
P3	BOTHWAYS			160844	164008	165861	165608	168767	176631	180522	182567
	NORTHBOUND			80612	82206	82250	81596	83970	89284	90932	91560
	SOUTHBOUND			80293	82432	83873	84067	84824	87777	89718	91016
P4	BOTHWAYS				109700	114496	116848	118777	121768	*	127304
	NORTHBOUND				55302	57241	58281	59445	60910		63904
	SOUTHBOUND				55233	57239	58353	59325	60940		63264
P5	BOTHWAYS					99778	102648	105071	*	*	113398
	NORTHBOUND					49051	50182	51409			56381
	SOUTHBOUND					50541	52482	53661			57033
P6	BOTHWAYS							94856	98949	100858	106323
	NORTHBOUND							47182	49180	50531	53284
	SOUTHBOUND							47429	49651	50226	53070
R021	BOTHWAYS	31025	30977	31852	32867	33271	*	*	*	41563	45502
	NORTHBOUND	16025	15969	16400	16831	17193				21344	23483
	SOUTHBOUND	15000	15008	15452	16036	16093				20219	21962
R034	BOTHWAYS	150372	157798	164692	163673	163664	166834	166736	173383	176278	182605
	NORTHBOUND	75450	79161	82298	81345	81555	82971	82792	85894	87159	90304
	SOUTHBOUND	74922	78638	82394	82365	82707	83673	83863	87322	89159	92298
R036	BOTHWAYS	72775	76510	81242	83214	84622	*	90039	94134	*	*
	EASTBOUND	36355	38260	40598	41633			45221	47254		
	WESTBOUND	36420	38250	40644	41433			44835	46905		
R044	BOTHWAYS	66573	70112	74342	75337	75731	78945	78935	81548	*	*
	SOUTHEAST BND	32928	34639	36780			39497	39519	40848		
	NORTHWEST BND	33645	35472	37562			39413	39454	40703		
R050	BOTHWAYS	24955	27043	28771	29370	30363	31950	32386	33816	34862	37855
	NORTHBOUND	12559	13672	14591	14841	15297	16081	16247	16945	17473	18936
	SOUTHBOUND	12396	13371	14180	14529	15066	15794	16142	16863	17390	18919
R051	BOTHWAYS	62561	64849	67671	70887	76360	80468	86253	92726	*	97030
	NORTHBOUND	31462	32682	34096			40657	43458	46263		48229
	SOUTHBOUND	31100	32167	33575			39816	42732	46463		48881
R052	BOTHWAYS	49700	52617	53938	54288	56306	54625	58281	*	*	*
	EASTBOUND	24470	26032	26652	26813	27812	27734	28593			
	WESTBOUND	25230	26585	27286	27590	28522	26903	29698			

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R053	BOTHWAYS	12236	13041	13308	14743	15438	16552	16865	17982		
	EASTBOUND	6208	6652	6812	7548		8511	8670	9255		
	WESTBOUND	6028	6389	6495	7195		8060	8192	8726		
R059	BOTHWAYS	4859	*	5193	5323	6093	6332	6224	6366	6453	6570
	NORTHBOUND	2454		2605	2678	3060	3166	3127	3195	3249	3315
	SOUTHBOUND	2405		2587	2645	3033	3166	3097	3171	3203	3265
R060	BOTHWAYS	34567	*	*	40206		42265				47065
	EASTBOUND	69310			81624	83956	85832				
	WESTBOUND	34743			41379		43670				
R062	BOTHWAYS	36806	38619	40894	43014	46924	46896	45609	47479	47138	
	NORTHBOUND	18438	19349	20496			23388	22643	23521	23286	
	SOUTHBOUND	18368	19270	20399			23504	22966	23958	23851	26984
R078	BOTHWAYS	3653	3994	4472	4485	4631	4759	4792	5272	5285	5375
	EASTBOUND	1805	1982	2216	2214	2286	2351	2381	2635	2640	2699
	WESTBOUND	1848	2012	2256	2273	2346	2412	2404	2636	2646	2676
R081	BOTHWAYS	16194	17118	18342	19629	21654	23085	24451	25096	*	29614
	EASTBOUND	8144	8589	9226	9843	10822	11692	12333	12552		14679
	WESTBOUND	8050	8529	9116	9787	10841	11418	12168	12570		15001
R082	BOTHWAYS		121119	126065	131857	135191	134823	139434	*	*	
	NORTHBOUND		59876	62333			68482	70494			
	SOUTHBOUND		61243	63733			66737	68987			
S103	BOTHWAYS	40755	41285	43154	42714	43840	44204	43801	43461	44734	*
	EASTBOUND	20387	20566	21442	21210	21760	21921	21708	21553	22220	
	WESTBOUND	20368	20720	21712	21499	22080	22288	22093	21908	22514	
S503	BOTHWAYS	17480	18291	17624	17871	18583	19328	19752	20297	20276	20897
	NORTHBOUND	8848	9246	8927			9804	10023	10220	10241	10560
	SOUTHBOUND	8632	9045	8697			9524	9729	10039	10035	10339
S809	BOTHWAYS	146523	153210	158794	159553	162736	168062	*	*	*	
	NORTHBOUND	72369	75603	78891	79173		84367				92883
	SOUTHBOUND	74154	77608	79903	80584		83448				
S822	BOTHWAYS								167665	*	*
	NORTHBOUND								83457		
	SOUTHBOUND								84208		
S824	BOTHWAYS	73322	76633	80288	82776	83454	*	83862	87810	89001	*
	NORTHBOUND	36319	38004	39741	40998	41391		41967	43762	44553	
	SOUTHBOUND	37003	38629	40547	41778	42150		42164	44047	44448	

* NOT AVAILABLE

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URBAN STATIONS

RECORDER NUMBER		1990 AADT	1991 AADT	1992 AADT	1993 AADT	1994 AADT	1995 AADT	1996 AADT	1997 AADT	1998 AADT	1999 AADT
S825	BOTHWAYS	66660	71535	75003	78006	81691	87472	89091	94158	98774	101203
	EASTBOUND	33143	35747	37101	38639	40670	43507	44139	46891	49130	50289
	WESTBOUND	33518	35789	37901	39367	41021	44030	44849	47237	49644	50912
S837	BOTHWAYS	137511	143409	149864	151189	154182	155467	155974	*	*	
	NORTHBOUND	69127	71998	74964		77664	77279	76524			84343
	SOUTHBOUND	68385	71411	74899		76518	77924	79432			
S839	BOTHWAYS				32982	32679	30018	31063	32738	34291	36255
	EASTBOUND				15803	15875	14893	15166	16345	17090	18664
	WESTBOUND				17178	16804	15099	15885	16382	17201	17601

* NOT AVAILABLE

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AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 1999
RURAL STATIONS

MONTH	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR
	B02		B03		B04		P03		P08		P10		P11	
JANUARY	14940	1.29	8518	1.37	13012	1.84	9427	1.10	18666	1.17	4914	1.85	2746	1.40
FEBRUARY	15946	1.21	9112	1.28	12754	1.88	9716	1.07	19018	1.15	5288	1.72	2865	1.34
MARCH	17426	1.10	10748	1.09	16180	1.48	10181	1.02	20269	1.08	6421	1.42	3195	1.20
APRIL	18547	1.04	11141	1.05	19040	1.26	10492	.99	21833	1.00	7808	1.17	3729	1.03
MAY	18488	1.04	11401	1.02	20365	1.18	10846	.96	22263	.98	7908	1.15	3848	1.00
JUNE	19600	.98	12482	.94	19177	1.25	11417	.91	23792	.92	9381	.97	4198	.91
JULY	21409	.90	13287	.88	22547	1.06	11500	.90	24163	.91	10950	.83	4823	.80
AUGUST	22658	.85	13664	.86	20882	1.15	11552	.90	22912	.96	11115	.82	4717	.81
SEPTEMBER	18371	1.05	12395	.94	23415	1.02	11371	.91	22178	.99	8995	1.01	3837	1.00
OCTOBER	18559	1.04	11398	1.03	20505	1.17	11075	.94	24012	.91	7463	1.22	3106	1.24
NOVEMBER	17539	1.10	10570	1.11	20105	1.19	10248	1.01	22506	.97	7678	1.19	3271	1.17
DECEMBER	18060	1.06	10071	1.16	17820	1.34	10078	1.03	20463	1.07	6640	1.37	3329	1.15
AADT	19223		11684		23951		10380		21883		9107		3840	
	P14		P15		P17		P21		P23		P24		P25	
JANUARY	2467	1.09	7527	1.11	1577	1.14	8420	1.09	3217	1.20	35501	1.17	331	1.26
FEBRUARY	2379	1.14	7449	1.12	1867	.96	8396	1.10	3388	1.14	35947	1.16	357	1.17
MARCH	2609	1.04	8193	1.02	1841	.97	8937	1.03	3609	1.07	38453	1.08	357	1.17
APRIL	2809	.96	8496	.99	1810	.99	8792	1.05	3995	.96	36376	1.14	408	1.02
MAY	2826	.96	8503	.98	1829	.98	8868	1.04	4063	.95	42968	.97	463	.90
JUNE	2835	.95	8631	.97	2120	.84	9262	.99	4262	.90	44811	.93	458	.91
JULY	2930	.92	8741	.96	2249	.80	10247	.90	4494	.86	51312	.81	512	.81
AUGUST	2796	.97	8703	.96	2316	.77	10400	.89	4430	.87	50941	.82	516	.81
SEPTEMBER	2585	1.04	8377	1.00	2446	.73	10894	.85	4265	.90	44760	.93	443	.94
OCTOBER	2556	1.06	8410	1.00	2458	.73	10862	.85	4197	.92	41562	1.00	485	.86
NOVEMBER	2572	1.05	8235	1.02	1980	.90	10354	.89	3658	1.05	39015	1.07	405	1.03
DECEMBER	2491	1.08	7858	1.07	1682	1.06	9989	.92	3530	1.09	41101	1.01	374	1.11
AADT	2701		8371		1790		9210		3849		41649		417	
	P26		P27		P28		P30		P7C		R001		R003 N	
JANUARY	588	1.24	376	1.10	14486	1.17	4758	1.19	4105	1.50	69582	1.05	26223	1.02
FEBRUARY	708	1.03	429	.96	14590	1.16	4757	1.19	4183	1.47	64261	1.14	25304	1.05
MARCH	699	1.04	445	.93	15953	1.06	5130	1.10	5167	1.19	68602	1.06	26825	.99
APRIL	716	1.02	445	.93	17775	.95	5475	1.03	5711	1.08	74073	.99	27532	.97
MAY	746	.98	420	.98	18654	.91	6044	.93	5640	1.09	72443	1.01	28228	.94
JUNE	744	.98	431	.96	18816	.90	5910	.96	6429	.96	75369	.97	29213	.91
JULY	875	.83	518	.80	19391	.88	5982	.94	7372	.84	70584	1.03	30378	.88
AUGUST	924	.79	565	.73	19453	.87	6245	.90	7614	.81	70542	1.04	30318	.88
SEPTEMBER	759	.96	484	.85	18294	.93	6168	.92	6278	.98	75783	.96	29670	.90
OCTOBER	719	1.01	373	1.11	17759	.96	5956	.95	5718	1.08	71469	1.02	28824	.92
NOVEMBER	604	1.21	347	1.19	16943	1.00	5327	1.06	5649	1.09	71388	1.02	26196	1.02
DECEMBER	602	1.21	248	1.67	16387	1.04	5059	1.12	5313	1.16	71259	1.03	26956	.99
AADT	728		413		16975		5647		6164		73052		26620	

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RURAL STATIONS

MONTH	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR
	R003 E		R003 W		R008		R014		R020		R023		R038	
JANUARY	39150	1.08	12928	1.22	4458	1.24	8957	1.66	4289	1.16	7587	1.36	3292	1.49
FEBRUARY	38060	1.11	12651	1.25	4613	1.20	9493	1.57	4588	1.09	7560	1.36	2706	1.81
MARCH	40677	1.04	13852	1.14	4945	1.12	11215	1.33	4914	1.02	8346	1.24	2564	1.91
APRIL	42379	1.00	14848	1.07	5173	1.07	12980	1.15	5163	.97	9291	1.11	2692	1.82
MAY	42933	.99	14705	1.08	5192	1.07	13195	1.13	5169	.96	9533	1.08	2522	1.94
JUNE	45123	.94	15910	.99	5490	1.01	15779	.94	5422	.92	10438	.99	3381	1.45
JULY	47838	.89	17460	.91	6263	.88	17874	.83	5485	.91	12120	.85	4427	1.10
AUGUST	48198	.88	17745	.89	6192	.89	18035	.83	5839	.85	12795	.81	4703	1.04
SEPTEMBER	45441	.93	15771	1.00	5943	.93	14820	1.00	5978	.83	10802	.95	3572	1.37
OCTOBER	41281	1.03	14791	1.07	5479	1.01	12802	1.16	5600	.89	9222	1.12	2960	1.65
NOVEMBER	40250	1.05	14054	1.13	5454	1.01	13374	1.11	4821	1.03	8920	1.16	2321	2.11
DECEMBER	41391	1.02	14435	1.10	5215	1.06	11756	1.27	4574	1.09	8767	1.18	4505	1.09
AADT	42351		15818		5531		14885		4988		10315		4889	
	R039		R040 W		R042		R043		R047 S		R047 W		R048	
JANUARY	17273	1.77	624	2.80	6697	1.91	4980	1.09	2381	2.01	7408	1.40	10531	1.36
FEBRUARY	17890	1.71	717	2.44	7092	1.80	4202	1.29	2353	2.04	7532	1.38	9930	1.45
MARCH	21586	1.42	942	1.85	8535	1.50	4906	1.10	2850	1.68	8185	1.27	11714	1.23
APRIL	23797	1.28	961	1.82	9891	1.29	5243	1.03	3706	1.29	9688	1.07	13205	1.09
MAY	25293	1.21	1045	1.67	10386	1.23	5219	1.04	4014	1.20	10318	1.00	12879	1.11
JUNE	29069	1.05	1581	1.10	12100	1.06	5531	.98	4717	1.02	10305	1.01	14992	.96
JULY	32779	.93	2248	.78	14507	.88	6160	.88	5601	.86	13534	.77	15656	.92
AUGUST	27028	1.13	2483	.70	14702	.87	6456	.84	5161	.93	12873	.80	15340	.94
SEPTEMBER	26533	1.15	1892	.92	11573	1.10	5863	.92	4797	1.00	11880	.87	14482	.99
OCTOBER	23453	1.30	1247	1.40	10316	1.24	5293	1.02	4524	1.06	9132	1.13	13617	1.05
NOVEMBER	22520	1.36	942	1.85	10134	1.26	4853	1.12	3580	1.34	9067	1.14	13012	1.10
DECEMBER	20615	1.48	902	1.94	8996	1.42	5203	1.04	3102	1.55	9324	1.11	11330	1.27
AADT	30553		1747		12772		5417		4797		10359		14355	
	R054		R055		R057		R058		R063		R064		R066	
JANUARY	2242	1.14	5581	1.73	1713	2.15	1280	3.04	6493	1.27	1871	1.43	1178	1.76
FEBRUARY	2165	1.18	5981	1.62	1665	2.21	1360	2.86	6764	1.22	2023	1.33	1246	1.67
MARCH	2424	1.05	7157	1.35	1992	1.85	1638	2.38	7676	1.07	2260	1.19	1630	1.27
APRIL	2465	1.03	8340	1.16	2589	1.42	2247	1.73	7926	1.04	2612	1.03	1784	1.16
MAY	2470	1.03	8596	1.13	2853	1.29	2433	1.60	8200	1.00	2704	.99	1929	1.08
JUNE	2746	.93	10334	.94	3431	1.07	3245	1.20	8751	.94	3028	.89	1928	1.08
JULY	3068	.83	11956	.81	4225	.87	4057	.96	9315	.88	3244	.83	2092	.99
AUGUST	3213	.79	12061	.80	4292	.86	4157	.94	9411	.88	3377	.79	2474	.84
SEPTEMBER	2877	.89	9853	.98	3423	1.08	3293	1.18	8456	.97	2899	.93	2107	.99
OCTOBER	2660	.96	8383	1.15	3135	1.17	2716	1.43	8242	1.00	2620	1.02	2039	1.02
NOVEMBER	2427	1.05	8278	1.17	2674	1.38	2004	1.94	7753	1.06	2385	1.12	1730	1.20
DECEMBER	2279	1.12	7353	1.32	2355	1.56	2401	1.62	7497	1.10	2243	1.20	1463	1.42
AADT	2549		9681		3683		3893		8238		2683		2076	

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MONTH	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR
	R067		R069		R073		R076		R077		R083		R084	
JANUARY	1335	1.58	19308	1.10	2064	1.24	1491	1.28	2091	1.10	1363	1.25	2715	1.42
FEBRUARY	1437	1.47	19329	1.09	1972	1.30	1593	1.20	2237	1.03	1330	1.28	2873	1.34
MARCH	1720	1.23	20546	1.03	2323	1.10	1750	1.09	2464	.94	1418	1.20	3788	1.02
APRIL	1859	1.13	21848	.97	2245	1.14	1934	.99	2628	.88	1650	1.03	3806	1.01
MAY	1911	1.10	22688	.93	2572	1.00	1994	.96	2592	.89	1662	1.02	3640	1.06
JUNE	2164	.97	23411	.90	2984	.86	2142	.89	2605	.89	1945	.87	3952	.97
JULY	2487	.85	24961	.85	3584	.72	2284	.84	2780	.83	1949	.87	4194	.92
AUGUST	2365	.89	25269	.84	3838	.67	2274	.84	2869	.80	1674	1.01	3901	.99
SEPTEMBER	2084	1.01	23535	.90	2401	1.07	2258	.85	2769	.83	1690	1.00	3803	1.01
OCTOBER	1942	1.09	21851	.97	2299	1.12	1925	.99	2401	.96	1531	1.11	3912	.98
NOVEMBER	1847	1.14	20556	1.03	2114	1.21	1615	1.19	2296	1.01	1434	1.18	3236	1.19
DECEMBER	1633	1.29	21255	1.00	2103	1.22	1468	1.30	2212	1.04	1358	1.25	3184	1.21
AADT	2109		21157		2566		1914		2309		1698		3849	
	R085		R086		S612		S706		S803		S818 E		S818 S	
JANUARY	12022	1.33	11900	1.29	2187	1.48	7193	1.06	19650	1.28	2231	1.95	979	2.30
FEBRUARY	12151	1.31	12272	1.25	2377	1.36	7353	1.04	19075	1.32	2269	1.91	1040	2.16
MARCH	13917	1.15	14216	1.08	2643	1.23	7671	.99	22566	1.11	2361	1.84	1014	2.22
APRIL	15249	1.05	14899	1.03	2947	1.10	8101	.94	23556	1.07	2786	1.56	1270	1.77
MAY	15631	1.02	15089	1.01	2945	1.10	8195	.93	23366	1.08	3229	1.34	1514	1.49
JUNE	16047	.99	17060	.90	3055	1.06	8443	.90	24785	1.01	3960	1.10	2157	1.04
JULY	18044	.88	17774	.86	3352	.97	8996	.85	27576	.91	5319	.82	2678	.84
AUGUST	16356	.98	18037	.85	3388	.96	8916	.86	28385	.89	5443	.80	2701	.83
SEPTEMBER	16010	1.00	16778	.91	3597	.90	8238	.93	24680	1.02	4594	.94	2159	1.04
OCTOBER	14224	1.12	16372	.94	3520	.92	7633	1.00	22306	1.13	3859	1.12	1675	1.34
NOVEMBER	13927	1.15	14892	1.03	2785	1.16	7241	1.05	21999	1.14	3280	1.32	1360	1.65
DECEMBER	14501	1.10	13634	1.12	2520	1.29	7391	1.03	22790	1.10	2727	1.59	1220	1.84
AADT	15965		15315		3243		7628		25146		4341		2249	
	S818 W		S819		S826		S838		S840		S903			
JANUARY	1337	1.70	4100	1.06	36096	1.21	12752	1.33	277	4.07	12240	1.98		
FEBRUARY	1346	1.68	4533	.96	34668	1.26	12320	1.38	529	2.13	11925	2.03		
MARCH	1471	1.54	4241	1.02	38470	1.14	14374	1.18	374	3.02	15328	1.58		
APRIL	1683	1.35	4508	.96	40306	1.09	15612	1.09	560	2.01	17241	1.41		
MAY	1878	1.21	4587	.95	41802	1.05	16274	1.04	750	1.50	24335	1.00		
JUNE	2074	1.09	4763	.91	45587	.96	20517	.83	1349	.84	22819	1.06		
JULY	2926	.78	4848	.90	47649	.92	20175	.84	2011	.56	25882	.94		
AUGUST	2847	.80	4774	.91	48456	.90	19890	.85	2033	.55	26705	.91		
SEPTEMBER	2391	.95	4821	.90	44584	.98	18023	.94	1616	.70	22018	1.10		
OCTOBER	2166	1.05	4674	.93	41451	1.06	16801	1.01	775	1.46	19414	1.25		
NOVEMBER	2103	1.08	4387	.99	39908	1.10	15843	1.07	409	2.76	19416	1.25		
DECEMBER	1596	1.42	4390	.99	41019	1.07	15269	1.11	371	3.04	16917	1.43		
AADT	2268		4341		43795		16983		1128		24241			

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MONTH	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR
	D11		D12		D13		D14		D3		P06		P07	
JANUARY	91786	1.04	20215	1.11	55879	1.03	56819	.98	82961	.98	30866	.97	5306	1.17
FEBRUARY	90556	1.05	18781	1.19	56446	1.02	56778	.98	81941	1.00	30861	.97	5407	1.15
MARCH	95346	1.00	20617	1.08	59153	.97	59518	.93	86351	.95	32202	.93	5858	1.06
APRIL	98458	.97	21996	1.02	60347	.95	60657	.92	86698	.94	33014	.91	6294	.99
MAY	100435	.95	22838	.98	61269	.94	61483	.90	87101	.94	33596	.89	6367	.98
JUNE	101358	.94	24050	.93	62622	.92	63344	.88	88951	.92	34197	.87	6775	.92
JULY	102148	.93	25723	.87	63616	.90	63733	.87	90110	.91	34238	.87	6880	.90
AUGUST	102952	.92	25389	.88	62933	.91	63934	.87	88779	.92	33794	.89	6367	.98
SEPTEMBER	100007	.95	23924	.93	62016	.92	64416	.86	91095	.90	32184	.93	5820	1.07
OCTOBER	96600	.98	22879	.98	59540	.96	62937	.88	86398	.95	33012	.91	6151	1.01
NOVEMBER	92165	1.03	21825	1.02	57687	.99	60332	.92	82656	.99	31166	.96	5687	1.09
DECEMBER	94610	1.00	21548	1.04	63108	.91	62068	.89	86951	.94	32941	.91	5592	1.11
AADT	95013		22342		57323		55549		81672		29922		6212	
	P1		P19		P20		P3		P4		P5		P6	
JANUARY	148394	1.07	35075	1.01	40394	1.08	179114	1.02	121226	1.05	117511	.96	108280	.98
FEBRUARY	151375	1.04	35335	1.01	38955	1.12	182212	1.00	121144	1.05	117970	.96	110786	.96
MARCH	155984	1.01	37035	.96	41531	1.05	190134	.96	128735	.99	122927	.92	110839	.96
APRIL	158746	1.00	37890	.94	43626	1.00	195980	.93	132042	.96	124602	.91	114670	.93
MAY	158211	1.00	38057	.93	44694	.97	194621	.94	132452	.96	123155	.92	115228	.92
JUNE	178141	.89	38336	.93	46246	.94	197136	.93	138090	.92	124969	.91	117069	.91
JULY	182931	.86	39055	.91	48258	.90	201572	.91	142643	.89	120053	.94	118979	.89
AUGUST	184782	.86	38896	.91	47709	.91	199368	.92	142512	.89	116632	.97	118096	.90
SEPTEMBER	176554	.90	38443	.93	46326	.94	193356	.94	137271	.93	119133	.95	118099	.90
OCTOBER	177119	.89	36333	.98	44676	.97	188343	.97	131307	.97	122464	.93	113822	.93
NOVEMBER	164951	.96	34869	1.02	43093	1.01	180050	1.01	125620	1.01	116867	.97	109270	.97
DECEMBER	169279	.93	36879	.96	43288	1.01	186270	.98	130970	.97	121338	.93	111666	.95
AADT	158146		35572		43518		182567		127304		113398		106323	
	R021		R034		R050		R051		R059		R078		R081	
JANUARY	41154	1.11	178559	1.02	36615	1.03	93433	1.04	4797	1.37	4624	1.16	31459	.94
FEBRUARY	42824	1.06	180062	1.01	36361	1.04	94669	1.02	4946	1.33	4450	1.21	33233	.89
MARCH	46196	.98	186609	.98	38876	.97	99279	.98	5404	1.22	4961	1.08	33182	.89
APRIL	45907	.99	191539	.95	40540	.93	101206	.96	6707	.98	5308	1.01	32360	.92
MAY	46158	.99	191799	.95	42579	.89	102241	.95	6877	.96	5290	1.02	33794	.88
JUNE	49010	.93	197786	.92	43277	.87	105988	.92	7245	.91	5619	.96	32568	.91
JULY	49943	.91	200136	.91	42742	.89	108377	.90	8394	.78	6341	.85	32662	.91
AUGUST	49937	.91	194174	.94	42884	.88	106378	.91	8718	.75	6139	.88	31857	.93
SEPTEMBER	47486	.96	193586	.94	41646	.91	105302	.92	7195	.91	5809	.93	33040	.90
OCTOBER	45936	.99	186141	.98	40649	.93	102470	.95	6397	1.03	5179	1.04	32834	.90
NOVEMBER	43955	1.04	179202	1.02	38543	.98	99522	.97	5433	1.21	5320	1.01	29877	.99
DECEMBER	48149	.95	185982	.98	40622	.93	105402	.92	5423	1.21	5184	1.04	29428	1.01
AADT	45502		182605		37855		97030		6570		5375		29614	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION RECORDERS
CONVERSION FACTORS: AVERAGE WEEKDAY (AWD) TO ANNUAL AVERAGE DAILY TRAFFIC (AADT) - 1999
URBAN STATIONS

MONTH	AWD	FACTOR	AWD	FACTOR	AWD	FACTOR
	S503		S825		S839	
JANUARY	18664	1.12	98677	1.03	42740	.85
FEBRUARY	18953	1.10	97745	1.04	42746	.85
MARCH	20348	1.03	102558	.99	44449	.82
APRIL	21687	.96	106145	.95	44426	.82
MAY	22483	.93	109607	.92	44828	.81
JUNE	23510	.89	111289	.91	44306	.82
JULY	23749	.88	115263	.88	43833	.83
AUGUST	23395	.89	114781	.88	43407	.84
SEPTEMBER	22297	.94	111165	.91	43806	.83
OCTOBER	20494	1.02	108237	.94	43736	.83
NOVEMBER	19651	1.06	103078	.98	41152	.88
DECEMBER	20464	1.02	106838	.95	41593	.87
AADT	20897		101203		36255	

FERRY SYSTEMS OPERATED IN WASHINGTON STATE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
ANACORTES - SAN JUAN ISLAND FERRY	1492	1652	1734	1894	1925	2015	2007	1906	1920	1995
ANACORTES - SIDNEY FERRY	134	147	139	134	117	122	113	111	98	109
ANDERSON ISLAND FERRY	132	280	300	325	355	412	421	493	475	509
EDMONDS - KINGSTON FERRY	4502	4807	5049	5243	5531	5238	5693	5809	6093	6499
KELLER FERRY	194	197	206	205	218	215	194	193	193	205
LUMMI ISLAND FERRY	265	303	339	330	364	365	341	341	369	384
MUKILTEO - CLINTON FERRY	5173	5440	5697	5886	6037	6284	6363	6517	6409	6325
POINT DEFIANCE - TAHLEQUAH FERRY	910	1025	1073	1169	1203	1239	1265	1319	1355	1397
PORT TOWNSEND - KEYSTONE FERRY	939	1002	1007	1018	1050	973	1066	1017	1071	1063
SEATTLE - BREMERTON FERRY	1749	1818	1829	1858	1970	2068	2077	2065	1959	2004
SEATTLE - BAINBRIDGE ISLAND FERRY	5450	5770	5876	5918	6027	6285	6312	6216	6034	6591
SOUTHWORTH - FAUNTLEROY - VASHON FERRY	4386	4660	4824	4697	4936	5071	4929	5200	5242	5192

COLUMBIA RIVER CROSSINGS	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
CASCADE LOCKS (BRIDGE OF THE GODS)	2400	2550	2450	2700	2750	3000	3020	3100	3136	3078
HOOD RIVER BRIDGE	6500	6300	7000	7300	7500	7500	7300	7300	7500	7700
PUGET ISLAND FERRY - WESTPORT FERRY	151	306	288	291	298	315	358	342	322	316

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.
ADAMS	R	114.48	139,139.7	.00	.0	86.21	24,001.1	46.65	195,829.5	247.34	358,970.3
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	114.48	139,139.7	.00	.0	86.21	24,001.1	46.65	195,829.5	247.34	358,970.3
ASOTIN	R	10.62	8,101.5	38.59	10,740.7	.00	.0	.00	.0	49.21	18,842.2
	U	1.57	6,249.1	4.60	10,261.8	.00	.0	.00	.0	6.17	16,510.9
	TOTAL	12.19	14,350.6	43.19	21,002.6	.00	.0	.00	.0	55.38	35,353.2
BENTON	R	.13	278.9	73.70	59,701.2	38.05	32,924.3	58.07	259,530.4	169.95	352,434.7
	U	18.77	180,990.0	12.62	24,920.7	5.58	12,768.7	5.20	39,909.6	42.17	258,589.1
	TOTAL	18.90	181,268.9	86.32	84,621.8	43.63	45,693.0	63.27	299,440.0	212.12	611,023.7
CHELAN	R	85.50	196,890.1	43.03	69,737.5	30.33	33,887.8	.00	.0	158.86	300,515.4
	U	9.80	75,741.0	2.06	8,179.8	.00	.0	.00	.0	11.86	83,920.8
	TOTAL	95.30	272,631.1	45.09	77,917.3	30.33	33,887.8	.00	.0	170.72	384,436.2
CLALLAM	R	81.53	209,626.0	.00	.0	85.09	59,078.7	.00	.0	166.62	268,704.7
	U	9.80	57,520.4	1.40	1,818.4	.00	.0	.00	.0	11.20	59,338.7
	TOTAL	91.33	267,146.4	1.40	1,818.4	85.09	59,078.7	.00	.0	177.82	328,043.4
CLARK	R	13.96	66,605.8	19.73	37,401.3	18.20	23,340.4	9.23	191,470.0	61.12	318,817.5
	U	34.73	374,012.8	3.02	1,772.5	2.58	6,354.3	22.12	633,607.4	62.45	1,015,746.9
	TOTAL	48.69	440,618.5	22.75	39,173.8	20.78	29,694.6	31.35	825,077.4	123.57	1,334,564.4
COLUMBIA	R	29.02	29,898.7	.00	.0	15.02	2,373.8	.00	.0	44.04	32,272.5
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	29.02	29,898.7	.00	.0	15.02	2,373.8	.00	.0	44.04	32,272.5
COWLITZ	R	9.32	15,402.6	26.51	24,117.4	65.98	67,770.2	28.15	483,323.1	129.96	590,613.3
	U	14.29	103,859.3	6.36	16,621.4	4.10	18,773.2	8.27	147,055.8	33.02	286,309.7
	TOTAL	23.61	119,261.9	32.87	40,738.8	70.08	86,543.4	36.42	630,378.9	162.98	876,922.9
DOUGLAS	R	106.89	127,315.2	51.58	13,354.8	47.05	11,993.9	.00	.0	205.52	152,663.9
	U	9.50	45,225.4	.00	.0	.00	.0	.00	.0	9.50	45,225.4
	TOTAL	116.39	172,540.6	51.58	13,354.8	47.05	11,993.9	.00	.0	215.02	197,889.3
FERRY	R	28.65	13,511.6	44.82	17,041.1	82.12	23,756.3	.00	.0	155.59	54,309.0
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	28.65	13,511.6	44.82	17,041.1	82.12	23,756.3	.00	.0	155.59	54,309.0
FRANKLIN	R	49.91	133,817.7	.00	.0	66.87	14,647.0	.00	.0	116.78	148,464.7
	U	11.44	62,817.3	.00	.0	.00	.0	9.15	86,439.2	20.59	149,256.5
	TOTAL	61.35	196,635.0	.00	.0	66.87	14,647.0	9.15	86,439.2	137.37	297,721.2
GARFIELD	R	43.18	30,672.8	.00	.0	.00	.0	.00	.0	43.18	30,672.8
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	43.18	30,672.8	.00	.0	.00	.0	.00	.0	43.18	30,672.8

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.
GRANT	R	86.33	115,227.1	156.57	142,607.2	51.04	17,085.9	49.39	187,742.4	343.33	462,662.7
	U	7.43	33,022.8	9.34	29,523.1	.00	.0	5.07	23,631.4	21.84	86,177.3
	TOTAL	93.76	148,249.9	165.91	172,130.3	51.04	17,085.9	54.46	211,373.8	365.17	548,840.0
GRAYS HARBOR	R	113.91	255,687.6	45.13	81,318.0	30.67	28,472.9	.00	.0	189.71	365,478.6
	U	20.23	103,770.9	8.22	17,221.9	.00	.0	.00	.0	28.45	120,992.8
	TOTAL	134.14	359,458.6	53.35	98,539.9	30.67	28,472.9	.00	.0	218.16	486,471.4
ISLAND	R	45.94	146,824.9	.00	.0	2.91	16,754.2	.00	.0	48.85	163,579.1
	U	5.00	32,463.1	.00	.0	.00	.0	.00	.0	5.00	32,463.1
	TOTAL	50.94	179,288.0	.00	.0	2.91	16,754.2	.00	.0	53.85	196,042.2
JEFFERSON	R	99.39	144,430.6	14.16	39,440.3	9.83	10,126.2	.00	.0	123.38	193,997.1
	U	4.31	24,166.6	.00	.0	.00	.0	.00	.0	4.31	24,166.6
	TOTAL	103.70	168,597.2	14.16	39,440.3	9.83	10,126.2	.00	.0	127.69	218,163.7
KING	R	42.34	180,553.4	77.70	235,461.0	.30	224.8	33.01	395,713.1	153.35	811,952.3
	U	164.20	2,711,131.3	46.90	317,479.5	.00	.0	97.32	4,760,757.7	308.42	7,789,368.5
	TOTAL	206.54	2,891,684.7	124.60	552,940.4	.30	224.8	130.33	5,156,470.8	461.77	8,601,320.8
KITSAP	R	43.62	282,653.5	4.92	10,955.6	.00	.0	.00	.0	48.54	293,609.1
	U	42.93	563,801.6	7.61	43,742.7	3.42	9,557.3	.00	.0	53.96	617,101.6
	TOTAL	86.55	846,455.1	12.53	54,698.4	3.42	9,557.3	.00	.0	102.50	910,710.7
KITTITAS	R	40.00	54,035.6	.00	.0	49.72	30,739.2	102.11	650,848.1	191.83	735,622.8
	U	.26	851.1	.00	.0	.00	.0	2.54	19,829.4	2.80	20,680.5
	TOTAL	40.26	54,886.7	.00	.0	49.72	30,739.2	104.65	670,677.4	194.63	756,303.3
KLICKITAT	R	71.47	91,373.4	7.17	10,268.5	113.51	67,299.9	.00	.0	192.15	168,941.9
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	71.47	91,373.4	7.17	10,268.5	113.51	67,299.9	.00	.0	192.15	168,941.9
LEWIS	R	84.55	142,079.4	49.11	44,221.9	70.53	65,379.9	15.18	210,990.4	219.37	462,671.7
	U	.00	.0	1.91	6,482.9	6.63	19,937.8	13.20	271,823.7	21.74	298,244.4
	TOTAL	84.55	142,079.4	51.02	50,704.8	77.16	85,317.7	28.38	482,814.1	241.11	760,916.1
LINCOLN	R	59.07	61,215.1	75.60	22,617.7	141.06	33,076.1	16.18	87,834.6	291.91	204,743.5
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	59.07	61,215.1	75.60	22,617.7	141.06	33,076.1	16.18	87,834.6	291.91	204,743.5
MASON	R	60.95	174,950.3	12.79	12,601.0	37.18	30,554.2	.00	.0	110.92	218,105.5
	U	8.77	38,335.2	.00	.0	.00	.0	.00	.0	8.77	38,335.2
	TOTAL	69.72	213,285.5	12.79	12,601.0	37.18	30,554.2	.00	.0	119.69	256,440.7
OKANOGAN	R	89.49	130,141.9	203.37	155,128.7	1.19	1,770.6	.00	.0	294.05	287,041.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	89.49	130,141.9	203.37	155,128.7	1.19	1,770.6	.00	.0	294.05	287,041.2

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.
PACIFIC	R	87.95	114,875.1	50.85	39,736.8	25.26	32,540.3	.00	.0	164.06	187,152.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	87.95	114,875.1	50.85	39,736.8	25.26	32,540.3	.00	.0	164.06	187,152.2
PEND OREILLE	R	19.46	36,265.6	96.14	47,080.1	.00	.0	.00	.0	115.60	83,345.7
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	19.46	36,265.6	96.14	47,080.1	.00	.0	.00	.0	115.60	83,345.7
PIERCE	R	4.18	87,745.9	133.52	255,324.2	34.25	40,820.1	3.39	94,841.6	175.34	478,731.9
	U	59.81	1,100,247.4	28.88	263,114.4	4.45	26,210.6	22.67	1,117,935.2	115.81	2,507,507.6
	TOTAL	63.99	1,187,993.3	162.40	518,438.6	38.70	67,030.7	26.06	1,212,776.9	291.15	2,986,239.4
SAN JUAN	R	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
SKAGIT	R	15.45	112,242.0	82.13	128,068.4	45.61	60,781.4	18.65	316,954.7	161.84	618,046.4
	U	11.72	74,719.2	5.62	30,033.3	4.73	25,759.0	6.33	139,728.4	28.40	270,239.9
	TOTAL	27.17	186,961.2	87.75	158,101.7	50.34	86,540.4	24.98	456,683.1	190.24	888,286.4
SKAMANIA	R	41.89	58,435.6	.00	.0	4.99	1,329.6	.00	.0	46.88	59,765.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	41.89	58,435.6	.00	.0	4.99	1,329.6	.00	.0	46.88	59,765.2
SNOHOMISH	R	44.82	267,551.4	63.99	206,795.4	35.22	127,128.4	13.93	335,600.9	157.96	937,076.1
	U	61.79	638,651.9	27.24	187,066.0	.00	.0	31.26	1,462,414.0	120.29	2,288,131.9
	TOTAL	106.61	906,203.4	91.23	393,861.4	35.22	127,128.4	45.19	1,798,014.8	278.25	3,225,208.1
SPOKANE	R	68.92	251,772.2	17.53	45,204.1	67.30	60,068.6	23.08	196,016.2	176.83	553,061.0
	U	48.26	365,184.6	8.43	24,261.0	.00	.0	21.43	491,468.9	78.12	880,914.4
	TOTAL	117.18	616,956.8	25.96	69,465.0	67.30	60,068.6	44.51	687,485.1	254.95	1,433,975.4
STEVENS	R	57.90	154,270.6	126.49	43,627.6	58.39	34,060.0	.00	.0	242.78	231,958.2
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	57.90	154,270.6	126.49	43,627.6	58.39	34,060.0	.00	.0	242.78	231,958.2
THURSTON	R	23.46	130,787.8	25.73	69,802.4	15.87	15,296.8	16.71	324,473.7	81.77	540,360.7
	U	4.82	73,053.1	4.38	19,374.1	.00	.0	12.71	396,304.5	21.91	488,731.7
	TOTAL	28.28	203,840.8	30.11	89,176.5	15.87	15,296.8	29.42	720,778.2	103.68	1,029,092.3
WAHKIAKUM	R	36.77	32,240.6	.00	.0	3.84	1,111.2	.00	.0	40.61	33,351.8
	U	.00	.0	.00	.0	.00	.0	.00	.0	.00	.0
	TOTAL	36.77	32,240.6	.00	.0	3.84	1,111.2	.00	.0	40.61	33,351.8
WALLA WALLA	R	57.90	133,130.1	51.06	39,550.8	15.57	4,107.5	.00	.0	124.53	176,788.5
	U	13.22	42,829.8	2.00	1,459.4	.00	.0	.00	.0	15.22	44,289.2
	TOTAL	71.12	175,959.9	53.06	41,010.2	15.57	4,107.5	.00	.0	139.75	221,077.7

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

		PRINCIPAL		MINOR		COLLECTOR		INTERSTATE		TOTAL	
COUNTY		MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.	MILES	A.V.M.
WHATCOM	R	27.09	98,279.6	49.99	78,942.7	94.26	92,495.1	20.14	218,523.4	191.48	488,240.8
	U	1.74	20,644.5	5.39	24,696.9	.00	.0	13.79	215,677.6	20.92	261,018.9
	TOTAL	28.83	118,924.1	55.38	103,639.6	94.26	92,495.1	33.93	434,201.0	212.40	749,259.7
WHITMAN	R	123.84	167,499.7	.00	.0	145.42	53,938.6	.00	.0	269.26	221,438.2
	U	6.86	28,830.6	2.23	6,694.8	.00	.0	.00	.0	9.09	35,525.4
	TOTAL	130.70	196,330.3	2.23	6,694.8	145.42	53,938.6	.00	.0	278.35	256,963.7
YAKIMA	R	76.60	95,053.4	43.10	100,706.3	104.99	68,041.8	44.91	298,747.0	269.60	562,548.6
	U	10.26	62,807.9	5.76	14,142.5	.00	.0	10.55	120,832.8	26.57	197,783.1
	TOTAL	86.86	157,861.3	48.86	114,848.8	104.99	68,041.8	55.46	419,579.8	296.17	760,331.7
STATE	R	2,096.48	4,490,583.1	1,685.01	2,041,552.8	1,693.83	1,186,976.8	498.78	4,448,439.1	5,974.10	12,167,551.8
	U	581.51	6,820,926.8	193.97	1,048,866.9	31.49	119,360.8	281.61	9,927,415.5	1,088.58	17,916,570.0
	TOTAL	2,677.99	11,311,509.9	1,878.98	3,090,419.7	1,725.32	1,306,337.6	780.39	14,375,854.6	7,062.68	30,084,121.8

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

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 002 MAINLINE SR 5/EVERETT TO IDAHO											
002	** 000.26	AFTER ADC LOCATION R052 EB	C	1					29000*	30000	30000	31000
002	002.45	AT EBEY SLOUGH BRIDGE		1					27000	28000	31000*	32000
002	003.54	AFTER OLD SR 2		1	05	03	01	09	22000	24000+	25000	26000
002	004.75	BEFORE RAMP SR 9		1					19000	19000*	20000	21000
002	005.35	AFTER RAMP SR 9		1					18000*	19000	19000	20000
002	010.08	BEFORE JCT 100TH ST SE		1	06	02	01	08	22000	23000*	29000+	30000
002	010.08	AFTER JCT 100TH ST SE		1					21000	22000	26000*	27000
002	010.57	AFTER JCT ROOSEVELT RD WYE CONN		1					17000*	18000	18000	19000
002	012.95	BEFORE JCT ROOSEVELT RD*163RD AVE S		1					21000*	22000	22000	23000
002	012.95	AFTER JCT ROOSEVELT RD*163RD AVE S		1					21000*	22000	22000	23000
002	014.37	BEFORE RAMP SR 522*SR 522		1					23000	24000	24000	25000*
002	014.38	AFTER RAMP SR 522 WYE CONN		1					34000*	35000*	36000	34000*
002	014.92	BEFORE JCT CHAIN LAKE RD*SR 203		1					34000*	36000*	37000	32000*
002	014.92	AFTER JCT CHAIN LAKE RD*SR 203		1					30000*	34000*	34000	30000*
002	015.21	BEFORE JCT MAIN ST WYE CONN		1					20000	22000*	22000	23000
002	015.24	AFTER JCT OLD OWEN RD WYE CONN		1					19000*	24000*	24000	18000*
002	020.12	BEFORE JCT FERN BLUFF RD		1	07	02		10		18000+	19000	19000
002	022.30	BEFORE JCT 4TH ST		1					19000*	19000	20000	20000
002	022.30	AFTER JCT 4TH ST		1					18000*	18000	19000	19000
002	022.43	BEFORE JCT 6TH ST		1					17000*	17000	18000	18000
002	022.43	AFTER JCT 6TH ST		1					15000*	16000	16000	17000
002	023.14	BEFORE JCT SULTAN BASIN RD*CEMETERY		1	07	02	01	10			23000+	23000
002	024.18	AFTER JCT 339TH AVE SE*RICE RD		1	08	02	01	11			19000+	19000
002	024.73	BEFORE JCT SULTAN STARTUP RD		1						17000*	17000	12000*
002	027.92	BEFORE JCT 1ST ST		1					12000	16000*	15000*	16000
002	027.92	AFTER JCT 1ST ST		1					10000	14000*	15000	15000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	029.48	BEFORE JCT GUNN RD*PICKLEFARM RD		1					7400	7600	9800*	10000
002	029.48	AFTER JCT GUNN RD*PICKLEFARM RD		1					7000	7200	8900*	9100
002	031.22	AFTER JCT CO RD		1						6500*	6700	6800
002	035.62	BEFORE JCT INDEX-GALENA RD		1					6900	6200*	6200*	6300
002	035.63	AFTER JCT INDEX-GALENA RD WYE CONN		1	06	03	01	10		5300*	4700+	4800
002	041.62	BEFORE JCT NE 191ST ST		1					5000	5100	3900*	3900
002	041.62	AFTER JCT NE 191ST ST		1							3400*	3400
002	043.32	BEFORE JCT FS RD #6028		1					4900	5000	4500*	4500
002	048.70	BEFORE JCT 5TH ST WYE CONN		1					4600	4700	4200*	4300
002	048.72	AFTER JCT 5TH ST WYE CONN		1					5200	5300	4500*	4500
002	050.12	AT ADC LOCATION R038		1					4700*	4700*	4900*	4900*
002	052.08	BEFORE JCT FS RD #6066		1					4000*	4100	4200	4200
002	052.08	AFTER JCT FS RD #6066		1								4500*
002	060.32	AT TUNNEL CREEK BRIDGE		1					4000*	4100	4200	4400*
002	072.68	AT NASON CREEK BRIDGE		1	07	06	01	15	3700	3600	3100+	3300
002	076.03	BEFORE JCT MERRITT LAKE TR		1					3700	3600	3300*	3600
002	080.20	AT ADC LOCATION R058		1					3600*	3500*	3600*	3900*
002	084.74	BEFORE JCT SR 207 WYE CONN		1	09	05	01	14	3400*	3300	3400	3700+
002	084.76	AFTER JCT SR 207 WYE CONN		1	08	04	01	12	4000*	3900	4000	4300+
002	086.64	AFTER JCT WINTON RD		1					3700	4100*	4200	4500
002	099.05	BEFORE JCT ICICLE RD		1					5000	4900	4400*	4800
002	099.05	AFTER JCT ICICLE RD		1					6600	6800	6700*	6700
002	099.51	BEFORE JCT SKIHILL DR*THIRD ST		1								8000*
002	099.51	AFTER JCT SKIHILL DR*THIRD ST		1								9500*
002	099.65	AFTER JCT FRONT ST		1						11000*	11000	11000
002	100.29	BEFORE JCT FRONT ST*CHUMSTICK DRIVE		1					11000	11000*	11000	11000
002	100.30	AFTER JCT CHUMSTICK DR WYE CONN		1					12000	12000*	12000	12000
002	101.68	BEFORE JCT PREY ORCHARDS FARM		1	06	02		08	9400+	9700	9700	9700

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	101.68	AFTER JCT PREY ORCHARDS FARM		1	06	02		08	9200+	9500	9500	9500
002	103.65	AFTER JCT PVT RD*MAIN ST		1					11000	12000*	11000	11000
002	104.60	BEFORE JCT BLEWETT CUTOFF RD		1						12000*	12000	12000
002	104.67	AT ADC LOCATION R047 WEST		1					10000*	10000*	10000*	10000*
002	104.87	AT ADC LOCATION R047 EAST		1					13000*	13000*	14000*	14000
002	105.16	AFTER JCT DEADMAN HILL*SAUNDERS RD		1					14000*	14000	14000	14000
002	106.49	BEFORE JCT DRYDEN AVE*JOHNSON RD		1					12000	14000*	14000	14000
002	106.49	AFTER JCT DRYDEN AVE*JOHNSON RD		1					12000	14000*	14000	14000
002	109.94	BEFORE JCT GOODWIN RD		1								15000*
002	110.13	BEFORE JCT HAY CANYON RD		1					14000*	14000	14000	14000*
002	110.13	AFTER JCT HAY CANYON RD		1					14000*	15000	15000	15000*
002	111.09	AFTER JCT DIV ST*NAHAHUM CANYON RD		1					14000*	14000	15000	15000
002	111.96	BEFORE JCT COTLETS WAY WYE CONN		1					15000	14000*	14000	14000
002	111.99	AFTER JCT COTLETS WAY WYE CONN		1					19000	18000*	18000	18000
002	113.10	AT ADC LOCATION P01		1					18000*	19000*	19000*	19000
002	115.10	BEFORE JCT MAIN ST WYE CONN		1					19000	18000*	18000	18000
002	115.17	AFTER JCT EASY ST WYE CONN		1					19000	18000*	19000	19000
002	117.28	BEFORE JCT LOWER SUNNYSLOPE RD WYE		1					19000	18000*	18000	18000
002	118.46	BEFORE JCT SCHOOL ST		1					19000	19000*	19000	19000
002	118.46	AFTER JCT SCHOOL ST		1						20000*	20000	20000
002	118.48	BEFORE RAMP SR 2 WB		1					21000	20000*	20000	20000
002	119.23	BEFORE RAMP EUCLID AVE*SR 97AR		1					21000	18000*	18000	18000
002	120.62	BEFORE JCT CASCADE AVE		1								21000*
002	120.62	AFTER JCT CASCADE AVE		1								19000*
002	127.86	AFTER JCT SR 28 WYE CONN		1					7100	9800*	9700	9800
002	128.43	BEFORE JCT BLUE ROCK DR NE		1						9500*	9500	9500
002	128.43	AFTER JCT BLUE ROCK DR NE		1					6700	8800*	8800	8800
002	130.12	BEFORE JCT NW CASCADE AVE WYE CONN		1								8900*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	130.14	AFTER JCT NW CASCADE AVE		1								8200*
002	130.84	BEFORE JCT ENTERPRISE DR WYE CONN		1								8000*
002	130.86	AFTER JCT ENTERPRISE DR		1								7400*
002	132.52	BEFORE LINCOLN ROCK ST PK		1								7400*
002	132.52	AFTER LINCOLN ROCK ST PK		1								7000*
002	133.35	BEFORE JCT TURTLE ROCK RD		1								6900*
002	133.35	AFTER JCT TURTLE ROCK RD		1								6600*
002	135.49	AFTER JCT LONGVIEW RD		1							5800*	6800
002	139.95	AFTER JCT SR 97 WYE CONN		1					2200	1800*	1800	1800
002	140.31	AFTER JCT SR 97 SPUR WYE CONN		1	08	03	01	13	1700	1900+	2000	2000
002	141.22	AT PINE CREEK		1	08	04	01	13				1900+
002	148.26	BEFORE JCT P NW RD		1	07	04	01	12	1700	1800+	1900	1900
002	148.26	AFTER JCT P NW RD		1	08	04	01	13	1700	1900+	1900	1900
002	149.08	AFTER JCT COLUMBIA AVE S		1					1900	2200*	2200	2200
002	149.78	BEFORE JCT CHELAN AVE*POPLAR ST		1					2000*	2100	2100	1600*
002	149.78	AFTER JCT CHELAN AVE*POPLAR ST		1					1200*	1300	1300	1100*
002	150.14	AFTER JCT JEFFERSON ST N		1						1000*	1000	1000
002	151.35	AFTER JCT 2 NW		1					860	790*	810	810
002	153.84	AFTER JCT M NW		1								950*
002	153.97	AFTER JCT 1 NW		1					890*	930	950	960
002	163.23	BEFORE JCT SR 172		1	11	06	02	19	710*	740	750	680+
002	163.23	AFTER JCT SR 172		1	09	05	02	16	720*	750	770	660+
002	166.33	AFTER JCT N DIVISION*S DIVISION RD		1	10	06	02	18	660*	700	710	730+
002	179.10	AT ADC LOCATION S200		1					640*	670*	680*	710*
002	187.40	BEFORE JCT SR 17		1	12	06	01	18	770	690*	760+	770
002	187.40	AFTER JCT SR 17		1					1300	1600*	1400*	1400
002	189.08	AFTER JCT SR 17		1					1900	2100	2400*	2500
002	191.30	BEFORE JCT 2ND ST		1	11	07	02	20	2200	2300	2000+	2000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	191.30	AFTER JCT 2ND ST		1					2400	2500	2200*	2300
002	193.32	BEFORE JCT SR 155		1					1900	1900*	1900	1900
002	193.44	AFTER JCT SR 155 WYE CONN		1	08	06	01	15	1100	980+	990	1000
002	210.43	AFTER JCT CITY ST		1	07	08	01	16	1100	1100+	1200	1200
002	220.85	BEFORE JCT SR 21 WYE CONN		1					1300	1200*	1300	1300
002	220.90	AFTER JCT SR 21 WYE CONN		1					2600	2800*	2800	2800
002	221.54	BEFORE JCT SR 21*WEST ST		1					3200	3700*	3800	3800
002	221.54	AFTER JCT SR 21*WEST ST		1					2500	3500*	3500	3500
002	226.04	BEFORE JCT SHERMAN RD		1					2500	2400*	2500	2500
002	230.14	BEFORE JCT MOUNT VIEW RD		1					2700	2900	2600*	2600
002	230.64	AFTER JCT F ST		1					2800	3000	2700*	2600
002	237.71	BEFORE JCT CO RD		1	07	06	02	15	2000	2300+	2300	2300
002	250.50	AT ADC LOCATION R064		1					2500*	2700*	2700*	2700*
002	250.76	BEFORE JCT SR 28*TWELFTH ST		1						4100*	4100	4100
002	250.76	AFTER JCT SR 28*TWELFTH ST		1					4900	6500*	6700	6600
002	251.55	BEFORE JCT SR 25		1					4200	5300*	5400	5300
002	251.55	AFTER JCT SR 25		1					3600	4500*	4600	4600
002	261.09	BEFORE JCT SR 231*CO RD		1	10	05	01	16	4000	4300	4100+	4100
002	261.09	AFTER JCT SR 231*CO RD		1					4500	4700	4500*	4500
002	263.97	BEFORE JCT SR 231*ASPEN ST		1					5900	6200	6000*	6000
002	263.97	AFTER JCT SR 231*ASPEN ST		1					6200	6500	6100*	6100
002	271.17	BEFORE JCT WOOD RD*ESPANOLA RD		1					5600	5800*	5900	5800
002	273.18	AFTER JCT BROOKS RD		1					6500*	6800	6900	8700*
002	277.73	AFTER JCT LUNDSTROM ST		1					22000*	23000	21000	20000*
002	279.23	BEFORE JCT HAYFORD RD		1					23000	24000	22000*	23000
002	279.23	AFTER JCT HAYFORD RD		1					19000	20000	19000*	20000
002	281.64	AFTER JCT SUNSET FRONTAGE RD		1					19000	20000	20000*	20000
002	** 287.24	BEFORE JCT RIVERSIDE AVE	C	1							18000*	20000

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	287.32	BEFORE JCT SR 290*MAIN AVE	C	1					21000	21000	18000*	20000
002	289.79	AT ADC LOCATION R021		1					34000	36000	42000*	46000*
002	291.18	BEFORE JCT SR 291*FRANCIS AVE		1					34000	35000	35000	39000*
002	291.18	AFTER JCT SR 291*FRANCIS AVE		1								42000*
002	291.55	AFTER JCT WEDGEWOOD AVE		1					43000	44000	37000*	40000
002	292.95	AFTER JCT COUNTRY HOMES BLVD		1					22000	17000*	18000	19000
002	297.25	BEFORE JCT SR 206*CO RD		1					19000	20000*	21000	21000
002	297.25	AFTER JCT SR 206*CO RD		1					23000	23000*	24000	24000
002	298.28	AFTER JCT DAY-MT SPOKANE RD		1					19000	20000*	21000	21000
002	301.40	AT ADC LOCATION P28		1					15000*	16000*	16000*	17000*
002	305.50	BEFORE JCT DENNISON-CHATTAROY RD		1					12000	13000*	14000	14000
002	305.50	AFTER JCT DENNISON-CHATTAROY RD		1					10000	11000*	12000	12000
002	309.40	BEFORE JCT LAUREL RD		1					9000*	9300	9600	10000*
002	309.40	AFTER JCT LAUREL RD		1	05	02	01	08	9200+	9600	9800	10000
002	311.99	AT W LITTLE SPOKANE RIVER		1					7800	9000*	9200	9500
002	313.42	BEFORE JCT BRIDGES ELK HWY		1					8100	9200*	9500	9800
002	313.42	AFTER JCT BRIDGES ELK HWY		1					7100	7700*	8000	8200
002	315.71	BEFORE JCT ALLEN RD		1					5700	5900	6000*	6200
002	321.24	BEFORE JCT SR 211 WYE CONN		1	08	05	01	14	5800	5500+	5600	5800
002	321.29	AFTER JCT SR 211		1	09	05	01	15	3600	4300+	4300	4400
002	324.43	BEFORE JCT CAMDEN RD		1							4000*	4000
002	325.63	BEFORE JCT SOUTH SHORE RD		1					4400*	4700	4400*	4500
002	325.63	AFTER JCT SOUTH SHORE RD		1					4500*	4700	4800	4800
002	328.60	AFTER JCT SOUTH SHORE RD		1							4800*	4800
002	** 333.89	BEFORE JCT SR 2 CONEWPRT (COUPLET)	C	1								7100*
002	333.91	AFTER JCT SR 2 CONEWPRT WYE CONN	C	1								4800*
002	333.96	AFTER JCT UNION AVE	C	1								4800*
002	334.37	BEFORE JCT SR 2 CONEWPRT WYE CONN	C	1								5400*

** COUPLET SKETCH IN BACK OF BOOK

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+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
002	334.38	AFTER JCT SR 2 CONEWPRT (COUPLET)	C	1					12000*
002	334.51	BEFORE JCT SR 41		1		9600	10000	9600*	9600
		STATE ROUTE NO 002 COUPLET BROWNE SR 2 TO SR 90 UXING							
002COBROWNE	287.64	AFTER JCT SR 290*MAIN ST		1		18000	18000	17000*	19000
002COBROWNE	287.71	AFTER JCT RIVERSIDE AVE		1				20000*	22000
		STATE ROUTE NO 002 COUPLET EVRETT HOME ACRES RD TO SR 2 UX							
002COEVRETT	001.28	BEFORE ADC LOCATION R052 WB		1		30000*	31000	31000	32000
		STATE ROUTE NO 002 COUPLET NEWPRT UNION AVE TO 4TH ST							
002CONEWPRT **	334.39	AFTER JCT SR 2 WYE CONN		1					9000*
002CONEWPRT	334.45	AFTER JCT SR 20*WASHINGTON AVE		1					6400*
002CONEWPRT	334.86	BEFORE JCT SR 2 WYE CONN		1					5400*
		STATE ROUTE NO 003 MAINLINE SR 101/SHELTON TO SR 104							
003	000.00	AT SR 101 UXING		1		6300*	6500	6500	6700*
003	000.11	AFTER RAMP SR 101		1		11000*	11000	11000	11000*
003	001.49	BEFORE JCT ARCADIA AVE		1		12000	11000*	12000	12000
003	001.51	AFTER JCT ARCADIA AVE WYE CONN		1		13000	12000*	12000	13000
003	002.25	BEFORE JCT HARVARD AVE		1		15000	16000	14000*	15000
003	002.31	AFTER JCT MILL ST		1		19000	20000	19000*	19000
003	002.71	BEFORE JCT RAILROAD AVE*S FIRST ST		1		16000	14000*	14000	15000
003	002.71	AFTER JCT RAILROAD AVE*S FIRST ST		1		5300	4300*	4500	4600
003	002.93	AFTER JCT PINE ST*FRONT ST		1		11000	12000	9100*	9300
003	008.89	BEFORE JCT DEER CREEK RD		1				13000*	14000
003	008.89	AFTER JCT DEER CREEK RD		1				13000*	13000
003	008.96	BEFORE JCT AGATE RD WYE CONN		1		13000	13000	13000*	13000

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
003	008.99	AFTER JCT AGATE RD		1					9200	9400	8500*	8700
003	010.76	AFTER JCT PICKERING RD		1	05	02	01	07	7300	7400	6100+	6200
003	020.32	BEFORE JCT GRAPEVIEW LOOP RD		1	06	03		09	5800	5300+	5500	5600
003	020.32	AFTER JCT GRAPEVIEW LOOP RD		1	06	02		08	7800	7600+	7900	8100
003	021.24	BEFORE JCT E NORTH BAY RD WYE CONN		1					11000	12000	8900*	9100
003	023.26	BEFORE JCT SR 302-VICTOR CUTOFF RD		1					6900	7000*	7100	7400
003	023.26	AFTER JCT SR 302-VICTOR CUTOFF RD		1					8300	8000*	8100	8500
003	024.91	BEFORE JCT SR 106		1					10000	10000	9700*	10000
003	024.95	AFTER JCT SR 106 WYE CONN		1					13000	14000	13000*	14000
003	026.38	BEFORE JCT SR 300		1					15000	14000*	15000	15000
003	026.38	AFTER JCT SR 300		1					10000	10000*	11000	11000
003	026.98	BELFAIR NCL		1					14000	13000*	13000	14000
003	030.51	BEFORE JCT IMPERIAL WAY		1	05	02		07	12000	13000+	13000	13000
003	030.51	AFTER JCT IMPERIAL WAY		1	07	03		10	14000	14000+	14000	15000
003	032.60	BEFORE JCT SUNNYSLOPE RD		1					14000*	14000	15000	15000
003	032.60	AFTER JCT SUNNYSLOPE RD		1					15000*	16000*	16000	17000
003	037.31	AT AUTO CENTER WAY UXING		1					31000*	32000	33000	36000
003	038.04	BEFORE RAMP SR 310		1					33000	37000*	39000	42000
003	038.75	AFTER RAMP SR 310		1					45000	47000*	49000	53000
003	042.93	BEFORE RAMP NEWBERRY HILL RD		1					49000	51000	47000*	51000
003	044.33	AT ADC LOCATION R050		1					32000*	34000*	35000*	38000*
003	045.99	AFTER RAMP CLEAR CREEK RD		1					31000	35000*	36000	39000
003	046.18	AFTER RAMP SR 303(WAAGA WAY)		1					36000	40000*	42000	45000
003	047.87	BEFORE RAMP LUOTO RD		1					28000	34000*	35000	38000
003	048.48	AT SR 308 BRIDGE		1					20000	26000*	27000	30000
003	049.01	AFTER RAMP SR 308		1					23000	30000*	31000	33000
003	052.41	BEFORE RAMP SR 305		1					21000	22000	24000*	26000
003	053.28	AFTER RAMP SR 305		1					16000	17000	19000*	20000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
003	054.19	BEFORE JCT EQUESTRIAN DR		1					16000*	17000	19000	20000
003	054.19	AFTER JCT EQUESTRIAN DR		1					16000*	17000	18000	19000
003	056.03	BEFORE JCT PIONEER WAY*TYTLER RD NE		1					13000	15000*	16000	17000
003	056.03	AFTER JCT PIONEER WAY*TYTLER RD NE		1					12000	13000*	14000	15000
	STATE ROUTE NO 004 MAINLINE SR 101/PAC. CO. TO SR 5											
004	000.06	AFTER JCT SR 101 WYE CONN		1	12	08	03	23	1700	2000+	2000	2100
004	004.75	BEFORE JCT SR 401		1					2400	2500	2200*	2600*
004	004.75	AFTER JCT SR 401		1					4100	4200	3300*	3500*
004	008.54	BEFORE JCT SALMON CREEK RD		1	13	06	01	20	2100	2700+	2800	2800
004	008.54	AFTER JCT SALMON CREEK RD		1	12	05	01	18	2000	2400+	2400	2500
004	012.19	AFTER JCT MILLER POINT RD		1	12	06	01	19				2000+
004	015.06	BEFORE JCT ALTOONA-PILLER RCK*CO RD		1					2000	2300*	2300	2400
004	017.16	AFTER JCT LOOP RD		1	15	07	02	25		1800+	1800	1800
004	018.33	BEFORE JCT FAIRVIEW RD		1					1600*	1800	1800	1800
004	019.75	AFTER JCT FOSSIL CREEK RD		1	15	08	02	25	1300	1500	1500+	1500
004	025.58	BEFORE JCT BJORNSGARD RD		1					1500	1700*	1800	1800
004	028.98	BEFORE JCT SKAMOKAWA VALLEY RD		1					1700	2200*	2300	2300
004	034.87	BEFORE JCT MILL RD*ELOCHOMAN VALLEY		1	12	05	01	18	2500	2600	2200+	2300
004	035.53	BEFORE JCT SR 409*GREENWOOD RD		1					3400	3700*	3700	3500*
004	035.53	AFTER JCT SR 409*GREENWOOD RD		1					3900	4400	4400	4100*
004	036.46	BEFORE JCT BOEGE RD		1					3900	4300*	4300	4100
004	036.48	AFTER JCT COLUMBIA ST		1					2800	3400*	3500	3300
004	045.38	BEFORE JCT EX-ENT COUNTY LINE PARK		1	09	05	01	15	2800	3100+	3200	3200
004	047.64	BEFORE JCT MILL CREEK RD		1	09	05	01	15	2700	3200+	3300	3300
004	047.65	AFTER JCT MILL CREEK RD WYE CONN		1	11	04	01	15	4200	4300+	4300	4400
004	048.32	AFTER JCT ABERNATHY CREEK RD		1					4100*	4500	4600	4600
004	052.32	AT ADC LOCATION R078		1					4800*	5300*	5300*	5400

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
004	055.14	AT PTR R078 NORTHBOUND		1					5400*
004	055.23	BEFORE JCT COAL CREEK RD*SR 432		1		5100	6400*	6400	6500
004	055.26	AFTER JCT SR 432 WYE CONN		1		7100	7300*	7400	7500
004	056.75	BEFORE JCT 46TH AVE		1		9900	10000	10000	12000*
004	057.25	BEFORE JCT 42ND AVE		1					16000*
004	057.25	AFTER JCT 42ND AVE		1					18000*
004	057.75	BEFORE JCT 38TH AVE		1		19000	20000	20000*	21000
004	057.75	AFTER JCT 38TH AVE		1		20000	21000	22000*	21000*
004	058.72	BEFORE JCT 32ND AVE		1					24000*
004	058.72	AFTER JCT 32ND AVE		1					26000*
004	058.93	BEFORE JCT 30TH AVE		1					25000*
004	058.93	AFTER JCT 30TH AVE		1					27000*
004	060.78	BEFORE JCT SR 4 WYE CONN		1		21000	22000	21000*	22000
004	060.80	AFTER JCT CATLIN ST		1		35000	36000	34000*	35000
004	060.88	AFTER JCT 7TH AVE SW*W MAIN ST		1		29000	30000	29000*	30000
004	060.98	BEFORE JCT LONG AVE WYE CONN		1		30000	31000	29000*	31000
004	061.44	AFTER JCT PACIFIC AVE (OLD SR 431)		1		17000	18000	18000*	19000
004	061.52	BEFORE JCT SR 4 WYE CONN		1		17000*	17000	18000	17000*
004	** 061.54	AFTER JCT SR 4 WYE CONN	C	1		7600*	7800	7900	7800*
004	062.10	BEFORE JCT PVT RD*THREE RIVERS DR		1					17000*
004	062.18	BEFORE JCT HOLLY ST		1		17000	18000	18000	16000*
004	062.21	BEFORE JCT OFF RAMP WYE CONN		1		18000	18000	19000	18000*
004	062.28	AT SR 5 NB		1					15000*
	STATE ROUTE NO 004 COUPLET KELSO SR 4 TO 4TH AVE N								
004COKELSO	061.92	BEFORE JCT 4TH AVE N*SR 4		1		11000*	11000	12000	11000*

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 005 MAINLINE	OREGON ST LINE TO CANADA										
005	000.00	OREGON STATE LINE		5					113000*	115000*	120000*	122000*
005	001.98	BEFORE ADC LOCATION P5 SOUTH		5					105000*	110000	115000	113000*
005	002.61	AFTER RAMP 39TH ST		5					73000*	76000	80000	82000
005	003.94	BEFORE RAMP NE 78TH ST		5					66000*	69000	72000	74000
005	006.99	BEFORE RAMP NE 134TH ST		5							58000*	59000
005	008.23	AFTER RAMP SR 205		5					66000*	69000	75000*	77000
005	009.94	AFTER RAMP SR 502		5					49000	51000	59000*	61000
005	014.55	AFTER RAMP SR 501		5					50000*	53000	54000	56000
005	016.80	AT PEKIN FERRY RD UXING		5					45000*	47000	48000	50000
005	020.71	BEFORE RAMP SR 503*ADC LOC R045		5					51000*	54000	55000	55000*
005	022.19	AFTER RAMP SR 503		5					48000*	51000	52000	46000*
005	023.18	AFTER RAMP DIKE RD		5					51000*	53000	54000	54000*
005	028.22	AFTER RAMP TODD RD		5					48000*	50000	52000	53000*
005	042.10	BEFORE RAMP OSTRANDER RD		5								45000*
005	044.40	AT ADC LOCATION B01		5					44000*	46000	47000	43000
005	049.35	BEFORE RAMP SR 411		5					40000*	42000	43000	38000*
005	050.41	AFTER RAMP SR 504		5					38000*	40000	41000	35000*
005	053.00	AFTER RAMP TOUTLE PARK RD		5					39000*	41000	42000	37000
005	059.21	BEFORE RAMP SR 506		5					39000*	41000	42000	37000
005	059.66	AFTER RAMP SR 506		5					37000*	39000	40000	36000
005	060.91	AT SR 506 UXING		5					36000*	38000	39000	35000
005	061.40	AFTER RAMP CO RD		5					37000*	39000	40000	35000
005	068.09	BEFORE RAMP SR 12		5					36000*	38000	39000	34000
005	068.94	AFTER RAMP SR 12		5								45000*
005	071.51	AFTER RAMP SR 508		5					43000	45000	55000*	56000
005	078.39	AFTER RAMP MAIN ST		5					59000	62000	63000*	65000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
005	081.21	BEFORE RAMP SR 507		5		49000*	51000	53000	54000
005	082.08	AFTER RAMP SR 507		5		54000*	56000	57000	59000
005	086.32	AT ADC LOCATION R019		5		49000*	51000*	52000*	53000
005	098.88	BEFORE RAMP 93RD AVE SW		5		47000	49000	51000*	52000
005	099.77	AFTER RAMP SR 121		5		49000	50000	56000*	58000*
005	106.70	AT ADC LOCATION P4		5		119000*	122000*	124000	127000*
005	112.43	AFTER RAMP SR 510		5		70000*	74000	75000	77000
005	131.18	AT ADC LOCATION R034		5		167000*	173000*	176000*	183000*
005	136.80	AT ADC LOCATION S837		5		156000*	163000	167000*	171000
005	137.45	AT SR 99		5		133000*	139000	141000*	144000
005	137.91	AFTER RAMP SR 99		5		149000*	156000	159000*	163000
005	142.42	AFTER RAMP SR 18 WB		5		142000*	149000	152000*	155000
005	143.83	AT S 320TH ST		5		127000*	133000	135000*	138000
005	144.57	AFTER RAMP S 320TH ST		5		157000*	164000	167000*	171000
005	146.81	AT S 272ND ST*S 272ND ST		5		147000*	154000	157000*	160000
005	148.07	AT ADC LOCATION S809		5		172000*	180000	179000*	183000
005	149.17	AT SR 516*SR 516		5		158000*	165000	166000*	170000
005	149.83	AFTER RAMP SR 516		5		182000*	190000	191000*	195000
005	151.18	AT MILITARY RD		5		173000*	181000	183000*	187000
005	151.50	AFTER RAMP MILITARY RD		5		183000*	191000	192000*	196000
005	152.39	ENTERING CITY OF TUKWILA		5		164000*	172000	175000*	179000
005	152.72	AFTER RAMP S 188TH ST		5		187000*	195000	200000	204000
005	155.18	AFTER RAMP SOUTHCENTER BLVD		5		217000*	227000	232000	238000
005	155.94	AT SR 599 NB		5		173000*	181000	185000	189000
005	156.99	BEFORE RAMP SR 900		5		184000*	192000	196000	201000
005	157.70	AFTER RAMP SR 900		5		182000*	191000	195000	200000
005	158.32	AFTER RAMP BOEING ACCESS NBCD		5		193000*	202000	207000	212000
005	162.24	AFTER RAMP CORSON AVE		5		216000*	226000	231000	236000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
005	162.82	AT VIADUCT*VIADUCT		5					179000*	188000	192000	197000
005	163.36	AFTER RAMP SPOKANE ST		5					238000*	249000	254000	260000
005	163.96	BEFORE RAMP SR 90 SBCD/NBCD LANES		5					241000*	252000	258000	264000
005	164.22	BEFORE RAMP SR 90 WB*SR 519		5					150000*	156000	160000	164000
005	164.80	AT S KING ST*S KING ST		5					147000*	154000	157000	159000
005	** 165.29	AFTER JCT EXPRESS LANES		5					123000*	129000	131000	133000
005	165.67	AFTER RAMP CHERRY ST		5					188000*	197000	201000	203000
005	165.91	AFTER RAMP UNION ST-7TH AV		5					215000*	225000	230000	233000
005	166.20	AT OLIVE WAY		5					196000*	205000	210000	212000
005	166.66	AFTER RAMP STEWART ST*DENNY WAY		5					200000*	209000	213000	216000
005	167.35	AFTER RAMP MERCER ST		5					233000*	244000	250000	252000
005	167.37	BEFORE RAMP ROANOKE ST*LAKEVIEW BLV		5					233000*	244000	250000	252000
005	167.39	AFTER RAMP BOYLSTON AVE E		5					224000*	234000	239000	242000
005	168.06	AT SR 520 WB		5					165000*	173000	177000	179000
005	168.31	AFTER RAMP SR 520		5					207000*	216000	221000	223000
005	168.56	AFTER RAMP ROANOKE ST*HARVARD ST		5					223000*	233000	239000	241000
005	169.18	AT LAKE WA SHIP CANAL BR		5					185000*	193000	197000	200000
005	170.50	BEFORE RAMP SR 522		5					199000*	208000	213000	215000
005	170.64	AT NE 70TH ST		5					167000*	175000	167000*	169000
005	170.91	AFTER RAMP SR 522		5					178000*	186000	179000*	181000
005	171.76	AFTER RAMP 80TH-85TH ST		5					172000*	180000	183000*	185000
005	** 172.52	AFTER JCT SB EXPRESS LANES		5					187000*	196000	192000*	194000
005	173.10	AFTER RAMP NE NORTHGATE WAY		5					209000*	219000	206000*	208000
005	174.14	BEFORE RAMP SR 523-NE 145TH ST		5					190000*	199000	197000*	199000
005	174.58	AT SR 523-NE 145TH ST		5					161000*	169000	171000*	173000
005	175.00	AFTER RAMP SR 523-NE 145TH ST		5					177000*	185000	189000*	191000
005	175.74	AFTER RAMP METRO TRANSIT		5					177000*	185000	188000*	190000
005	176.13	AT NE 175TH ST*NE 175TH ST		5					155000*	162000	166000*	168000

** REVERSIBLE TRAFFIC NOT INCLUDED

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005	176.72	AT ADC LOCATION P3		5					169000*	177000*	181000*	183000*
005	177.76	LEAVING CITY OF SHORELINE		5					142000*	149000	152000	159000*
005	178.61	AFTER RAMP SR 104 NBCD LANE		5					156000*	163000	167000	180000*
005	179.29	AT 220TH ST		5					137000*	143000	146000	160000*
005	179.88	AFTER RAMP 220TH ST SW		5					157000*	165000	168000	185000*
005	180.75	AT SR 524 SPCEDRWY (SPUR)*S		5					128000*	134000	137000	149000*
005	182.15	BEFORE RAMP SR 405*SR 525		5					161000*	168000	172000	178000*
005	182.57	AT SR 405		5					114000*	119000	121000	127000*
005	183.12	AFTER RAMP SB SR 405		5					154000*	162000	165000	169000
005	183.90	AT 164TH ST SW		5					125000*	131000	134000	137000
005	184.44	AT ADC LOCATION P1		5								158000*
005	193.29	AT ADC LOCATION R082		5					139000*	146000	149000	153000
005	193.60	BEFORE RAMP SR 2 WB		5					123000*	129000	132000	135000
005	193.81	AT HEWITT AVE*HEWITT AVE		5					93000*	97000	99000	101000
005	194.32	AFTER RAMP SR 2*EVERETT AVE		5					115000*	120000	123000	126000
005	198.27	AT SR 529		5					96000*	100000	103000	105000
005	198.56	AFTER RAMP SR 529 SB		5					108000*	113000	116000	119000
005	198.90	BEFORE RAMP SR 528		5					108000*	113000	116000	119000
005	199.11	AT SR 528		5					76000*	83000	88000	89000
005	199.58	AFTER RAMP SR 528		5					87000*	94000	100000	101000
005	202.29	AT TULALIP RR		5					66000*	71000	76000	77000
005	205.63	BEFORE RAMP SR 531		5					72000*	79000	84000	85000
005	207.76	AT ADC LOCATION R001		5					62000*	68000*	72000*	73000*
005	215.51	AFTER RAMP 300TH ST NW		5					44000	47000	50000	57000*
005	229.60	BEFORE RAMP SR 20		5					53000	57000	61000*	62000
005	230.79	BEFORE RAMP SR 11		5								52000*
005	231.50	AFTER RAMP SR 11		5					39000	40000	40000	50000*
005	233.26	AFTER RAMP COOK RD		5					35000	36000	35000	44000*

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005	236.85	AFTER RAMP BOW HILL RD		5					33000	34000	36000*	38000
005	241.36	AFTER RAMP LAKE SAMISH RD		5					34000	34000	35000*	36000
005	242.63	ENTERING WHATCOM COUNTY		5								39000*
005	243.30	AFTER RAMP NULLE RD		5								44000*
005	246.65	AFTER RAMP SAMISH HWY		5							36000*	37000
005	252.64	BEFORE RAMP LAKEWAY DR		5	06	07	03	16				47000+
005	253.62	BEFORE RAMP IOWA ST		5								48000*
005	253.96	AFTER RAMP IOWA ST		5	05	08	03	16				53000+
005	255.25	AFTER RAMP SR 542		5	04	07	03	14	54000	55000	54000	54000+
005	256.67	AFTER RAMP SR 539		5	05	07	02	14	41000	42000	41000	42000+
005	257.33	AFTER RAMP NORTHWEST AVE		5					40000	41000	41000*	42000
005	258.30	AFTER RAMP BAKERVIEW RD		5					40000	41000	42000*	44000
005	260.13	AT SLATER RD		5					31000	32000	35000*	36000
005	261.33	AT ADC LOCATION P04		5					37000*	38000*	38000*	39000
005	265.67	BEFORE RAMP SR 548		5					28000	29000	27000*	28000
005	269.41	AT ADC LOCATION S803		5								25000*
005	270.56	AFTER RAMP BIRCH BAY-LYNDEN RD		5					26000	27000	21000*	21000
005	274.76	BEFORE RAMP SR 543		5					23000	24000	19000*	20000
	STATE ROUTE NO 005 REVERSIBLE LANE 005EXP DNTWN SEATTLE TO 1ST AV											
005RL005EXP	165.29	AT JCT SR 5 NORTHBOUND		5					22000*	23000	25000*	25000
005RL005EXP	165.62	AFTER RAMP 5TH*COLUMBIA ST		5					26000*	27000	28000*	28000
005RL005EXP	166.63	AFTER RAMP STEWART ST (REVERSIBLE)		5					35000*	36000	39000*	40000
005RL005EXP	167.26	AFTER RAMP MERCER ST		5					46000*	48000	53000*	53000
005RL005EXP	168.96	AFTER RAMP NE 42ND*77TH AVE		5					43000*	45000	49000*	50000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
005RL005EXP	170.54	AFTER RAMP SR 522		5					35000*	36000	41000*	41000
005RL005EXP	172.43	AT JCT SR 5		5					31000*	32000	36000*	37000
	STATE ROUTE NO 006 MAINLINE SR 101/RAYMOND TO SR 5											
006	000.00	AFTER JCT SR 12*BEG ROUTE		2					6400	6600	5700*	5900
006	025.27	AFTER JCT COLE RD		2	11	07	02	20	1300+	1300	1400	1400
006	030.34	AFTER JCT KATULA RD		2	08	04	01	13	2200+	2300	2300	2400
006	049.08	BEFORE JCT CO RD (OLD SR 603)		2						5600*	5800	5900
006	049.08	AFTER JCT CO RD (OLD SR 603)		2						7100*	7200	7500
006	049.21	AFTER JCT CHILVERS RD		2						8800*	8900	9200
006	050.55	BEFORE JCT DONAHOE RD S		2	07	02	01	09	9500*	8700+	8800	9200
006	051.23	BEFORE JCT NW LOUISIANA AVE		2					9200*	9600	9700	10000
006	051.24	BEFORE JCT RIVERSIDE DR		2							8700*	9100
006	051.28	AFTER RAMP SR 5		2					12000*	12000	9500*	9900
	STATE ROUTE NO 007 MAINLINE SR 12/MORTON TO SR 5/TAC											
007	000.45	BEFORE JCT SR 508*MAIN AVE		2					5800	6000	6100	5000*
007	000.45	AFTER JCT SR 508*MAIN AVE		2					4100	4200	4300	3300*
007	004.52	AT TILTON RIVER BRIDGE		2					2000*	2100	2100	2200
007	016.82	BEFORE JCT SR 706		2	09	05	02	16	2800	2300+	2400	2400
007	016.82	AFTER JCT SR 706		2					4800	4200*	4300	4400
007	040.10	BEFORE JCT 288TH ST E		2							8600*	8900
007	041.21	BEFORE JCT WEILER RD		2							9100*	9500
007	041.21	AFTER JCT WEILER RD		2							9900*	10000
007	042.40	AFTER JCT 255TH ST E		2							13000*	14000
007	042.64	AFTER JCT 251ST ST		2							14000*	15000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
007	044.64	BEFORE JCT 224TH ST E		2					16000*	17000	17000	17000
007	044.64	AFTER JCT 224TH ST E		2					21000*	21000	22000	23000
007	048.07	BEFORE JCT 180TH ST S		1						37000*	38000	39000
007	048.33	BEFORE JCT 176TH ST S		1							36000*	37000
007	048.33	AFTER JCT 176TH ST S		1					39000	41000	34000*	36000
007	049.39	AFTER JCT 159TH ST S		1							38000*	40000
007	049.88	BEFORE JCT MILITARY RD		1					44000	46000	43000*	45000
007	049.88	AFTER JCT MILITARY RD		1					38000	36000*	35000*	36000
007	050.69	BEFORE JCT 138TH ST S		1							34000*	35000
007	050.69	AFTER JCT 138TH ST S		1							34000*	35000
007	051.19	BEFORE JCT 131ST ST S		1						37000*	37000	39000
007	051.19	AFTER JCT 131ST ST S		1						39000*	40000	42000
007	051.81	BEFORE JCT 121ST ST S		1							38000*	39000
007	051.81	AFTER JCT 121ST ST S		1							42000*	44000
007	052.01	BEFORE JCT 117TH ST S		1						39000*	37000	39000
007	052.36	AFTER JCT 112TH ST S		1							41000*	43000
	STATE ROUTE NO 008 MAINLINE SR 12/ELMA TO SR 101/OLY											
008	000.00	AT SR 12 OXING*BEG ROUTE		1	06	04	01	11	14000*	12000	12000	14000+
008	000.29	AFTER RAMP SR 12		1					16000*	14000	14000	16000*
008	006.03	BEFORE JCT SR 108		1					15000	13000*	13000	14000
008	016.12	AFTER JCT SUMMIT LK*ROCKY CANDY MT		1					14000	13000*	14000	14000
008	020.67	AT ADC LOCATION R003 WEST		1					15000*	15000*	15000*	16000*
	STATE ROUTE NO 009 MAINLINE SR 522 TO CANADA											
009	000.23	BEFORE JCT 233RD PL SE		2							22000*	23000
009	000.23	AFTER JCT 233RD PL SE		2					20000*	21000	21000*	22000
009	000.57	BEFORE JCT 228TH ST SE		2					20000*	21000	21000	22000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
009	000.57	AFTER JCT 228TH ST SE		2					20000*	21000	21000	22000
009	001.57	AFTER JCT SR 524-MALTBY RD		2								18000*
009	002.25	BEFORE JCT 201ST ST SE WYE CONN		2					18000*	18000	19000	18000
009	002.26	AFTER JCT 201ST ST SE		2					17000*	18000	18000	19000
009	004.83	BEFORE JCT 164TH ST SE		2					17000*	18000	18000	19000
009	004.83	AFTER JCT 164TH ST SE		2					16000*	17000	17000	18000
009	006.78	BEFORE JCT MONTESSORI RD		2	12	03		15			17000+	18000
009	006.96	BEFORE JCT BROADWAY AVE WYE CONN		2							17000*	19000*
009	006.97	AFTER JCT SR 96-LOWELL LARIMER RD		2							18000*	19000*
009	009.41	BEFORE RAMP SECOND ST		2					18000	21000*	21000	22000*
009	010.96	BEFORE JCT OLD HWY 2		2					15000*	15000	16000*	17000
009	010.96	AFTER JCT OLD HWY 2		2					17000*	17000	17000	18000
009	012.14	BEFORE RAMP SR 2		2					18000*	21000*	22000*	23000
009	012.30	AFTER RAMP SR 2		2					19000*	20000	23000*	24000
009	012.36	AFTER JCT NEW BUNK FOSS RD		2	07	01		08	16000*	17000	18000+	18000
009	013.78	BEFORE JCT 23RD ST SE WYE CONN		2					16000*	17000	17000	18000
009	013.80	AFTER JCT 23RD ST SE WYE CONN		2					16000*	17000	17000	18000
009	015.05	BEFORE JCT 4TH ST SE		2					16000*	18000*	18000	19000
009	015.05	AFTER JCT 4TH ST SE		2	10	02		12	16000	18000+	18000	19000
009	015.75	BEFORE JCT SR 204 WYE CONN		2					15000	17000	17000	19000*
009	015.77	AFTER JCT SR 204 WYE CONN		2					21000	23000	24000	30000*
009	017.49	BEFORE JCT SR 92		2	05	02		07	20000	22000+	23000	24000
009	017.49	AFTER JCT SR 92		2					14000	15000*	17000	19000
009	017.92	AFTER JCT 42ND ST NE		2					13000*	15000	17000	18000
009	019.26	BEFORE JCT SR 528		2	07	01		08	12000	15000*	17000	14000+
009	019.26	AFTER JCT SR 528		2					9200	12000*	14000	11000*
009	021.92	BEFORE JCT 108TH ST NE		2					8300	11000*	13000	14000
009	021.92	AFTER JCT 108TH ST NE		2					7700	10000*	11000	12000

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009	028.21	AFTER JCT 204TH ST NE		2					7200	8600*	9700	11000
009	028.70	BEFORE JCT HIGHLAND DR		2						8600*	9700	11000
009	028.75	AT ADC LOCATION P21		2					6300*	7400*	8400*	9200*
009	029.46	BEFORE JCT SR 530*DIVISION ST		3					5400	6400*	7200	8100*
009	029.46	AFTER JCT SR 530*DIVISION ST		3								11000*
009	029.57	AFTER JCT SR 530		3								7300*
009	029.95	AFTER JCT SCHLOMAN RD		3								6100*
009	032.98	AT PTR R083 NORTHEASTBOUND		3								1700*
009	035.18	AFTER JCT FINN SETTLEMENT RD		3	09	01		10				730+
009	040.03	BEFORE JCT SR 534		3					1100	1000*	1100	1100
009	040.03	AFTER JCT SR 534		3					1000	1200*	1300	1300
009	044.32	BEFORE JCT LAKE CAVANAUGH RD		3					890*	940	1000	1000
009	044.32	AFTER JCT LAKE CAVANAUGH RD		3					1200*	1300	1400	1400
009	047.50	AFTER JCT W BIG LAKE BLVD		3								4000*
009	049.75	BEFORE JCT SR 538 WYE CONN		3	05	01		07	4500*	4200+	4500	4600
009	049.80	AFTER JCT SR 538		3					6300*	5600*	5700	5900
009	053.26	BEFORE JCT FRANCIS*OLD DAY CRK ROAD		3								6200*
009	053.26	AFTER JCT FRANCIS*OLD DAY CRK ROAD		3								9400*
009	057.17	AFTER JCT SR 20		3					9100*	8200	8400	8600
009	057.43	AFTER JCT JOHN LINER*MCGARIGLE RDS		3	08	02		10		8200+	8400	8600
009	060.98	AFTER JCT FRUITDALE RD		3								3200*
009	067.38	AFTER JCT WICKERSHAM ST		3					1600	1700	1800*	1800
009	079.40	BEFORE JCT SR 542 WYE CONN		3					4600	4700	4200*	4300
009	084.02	AFTER JCT SR 542 WYE CONN		3					3500*	3700	4100*	4200
009	090.31	BEFORE JCT SOUTH PASS RD		3	09	03	02	14	1800	1800	1900	1900+
009	090.31	AFTER JCT SOUTH PASS RD		3	05	02		07				4300+
009	090.36	BEFORE JCT SR 544		3	05	02		07	4000	4200	4300	4300+
009	090.36	AFTER JCT SR 544		3					4400	4500	4600	4600+

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009	094.58	BEFORE JCT E BADGER RD		1								4900*
009	094.62	AFTER JCT GARRISON RD		1	08	08	04	20				4200+
009	097.36	BEFORE JCT JOHNSON ST		1						4700*	4800	4900
009	097.48	BEFORE JCT SR 9 WYE CONN		1	05	06	03	15	4900*	4700*	4800	4200+
009	097.52	AFTER JCT SR 9 WYE CONN		1					5600*	5800*	6000	5200
009	097.89	BEFORE JCT SECOND ST		1					6100*	6300	6500	6700
009	098.00	BEFORE JCT SR 9 SPUR*GARFIELD ST		1					6700*	6000*	6200	5300
009	098.00	AFTER JCT SR 9 SPUR*GARFIELD ST		1					5800*	5300*	5400	4700
	STATE ROUTE NO 009 SPUR SUMAS SR 9 TO INTERNTL BNDRY											
009SPSUMAS	098.24	BEFORE JCT BOUNDARY AVE*END ROUTE		2							770*	790
	STATE ROUTE NO 010 MAINLINE SR 970/TEANAWAY TO SR 97											
010	104.45	BEFORE JCT SR 97		3	07	01		09	1200*	1300	1300	1200+
	STATE ROUTE NO 011 MAINLINE SR 5/BURLINGTON TO SR 5											
011	000.00	AT SR 5*BEG ROUTE		3					6000	6200	6300	11000*
011	000.11	AFTER JCT JOSH WILSON RD		3	06	01		07	5300	5500	5600	5400+
011	002.18	BEFORE JCT COOK RD		3					5000	5300*	5500	4800*
011	002.18	AFTER JCT COOK RD		3					5600	5600*	5800	5300*
011	002.92	AFTER JCT AVON ALLEN RD		3					3300	3400	4900*	5100
011	006.88	BEFORE JCT W BOW HILL (OLD SR 237)		3					2100	2200*	2300	2000*
011	006.88	AFTER JCT W BOW HILL (OLD SR 237)		3					2200	1800*	1800	1800*
011	014.11	ENTERING WHATCOM COUNTY		3								1600*
011	016.01	AFTER JCT HIGH LINE RD		3	03			04	2000	2100	3000+	3100
011	018.50	BEFORE JCT CALIFORNIA ST		2					3400	3500	4000*	4100
011	019.93	BEFORE JCT 12TH ST*DONOVAN AVE		2							16000*	16000
011	019.93	AFTER JCT 12TH ST*DONOVAN AVE		2							11000*	12000

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011	021.21	BEFORE JCT 32ND ST		2					16000	17000	16000*	15000*
011	021.28	AT SR 5 NB		2								9700*
	STATE ROUTE NO 012 MAINLINE SR 101/ABERDEEN TO IDAHO											
012	** 000.00	AFTER JCT SR 101 NB*SOUTH G ST	C	1					15000	13000*	14000*	15000
012	000.54	AFTER JCT S TYLER ST		1					23000*	21000	21000	22000*
012	003.49	BEFORE JCT LAKE ABERDEEN RD		1					23000	19000*	20000	21000
012	003.49	AFTER JCT LAKE ABERDEEN RD		1					22000	19000*	19000	20000
012	006.38	BEFORE JCT DEER PARK DR		1					20000	17000*	18000	18000
012	008.93	BEFORE RAMP DEVONSHIRE RD		1					17000	15000*	15000	16000
012	009.88	BEFORE RAMP SR 107		1					15000	16000*	16000	17000
012	012.30	AT ADC LOCATION B02		1					18000*	19000*	19000*	19000*
012	018.11	BEFORE JCT SCHOUWEILER RD		1	08	04	02	13	17000*	17000	20000*	19000+
012	018.14	AFTER JCT SCHOUWEILER RD WYE CONN		1					17000	17000*	20000	20000
012	020.65	BEFORE RAMP SR 12		1								20000*
012	020.99	AT SR 12 BRIDGE		1					14000*	12000	12000	14000*
012	021.34	BEFORE RAMP SR 12*SR 8		1					4300*	4400	4500	5700*
012	021.34	AFTER RAMP SR 12*SR 8		1	12	06	03	22	5900*	6100	6200	7200+
012	025.53	AFTER JCT MOX CHEHALIS RD		1						4400*	4600	4700
012	027.22	BEFORE JCT PORTER CRK RD W WYE CONN		1	12	06	04	22	3800*	3900	4000	4400+
012	034.92	ENTERING CITY OF OAKVILLE		1						4300*	4400	4500
012	036.35	BEFORE JCT BLOCKHOUSE RD		1						5100*	5200	5400
012	038.84	BEFORE JCT ANDERSON RD SW		1					5700*	5700*	5800	6200*
012	038.84	AFTER JCT ANDERSON RD SW		1					6800*	6700*	6900	7200*
012	041.88	BEFORE JCT ALBANY ST (OLD SR 121)		1					7700	8500*	8700	8900
012	041.88	AFTER JCT ALBANY ST (OLD SR 121)		1						10000*	11000	11000
012	042.85	BEFORE JCT 183RD AVE SW		1	07	05	02	14	10000	11000	11000+	11000
012	042.89	AFTER JCT ROSEBURG ST SW		1	07	05	02	14	9600	9900	9700+	9900

** COUPLET SKETCH IN BACK OF BOOK

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012	046.37	BEFORE JCT ELDERBERRY ST*OLD HWY 99		1					7800	8900*	9100	9400
012	046.56	BEFORE RAMP SR 5		1					15000	15000*	17000*	18000
012	046.56	AFTER RAMP SR 5		1							12000*	13000
012	066.54	AT SR 5		1					5700	5800	6000	6900*
012	066.63	AFTER RAMP SR 5		1					7500*	7500	7800	9800*
012	067.12	BEFORE JCT AVERY RD E		1							6600*	7100
012	069.16	BEFORE JCT JACKSON HWY		1					7100	7200	6600*	7100
012	069.16	AFTER JCT JACKSON HWY		1	07	04	02	14	6900*	6900	6900*	7400+
012	070.39	BEFORE JCT LARMON RD		1							6700*	7200
012	070.39	AFTER JCT LARMON RD		1							6600*	7000
012	073.20	BEFORE JCT TUCKER RD		1								7000*
012	073.20	AFTER JCT TUCKER RD		1								7600*
012	077.16	AT ADC LOCATION R075		1					5800*	5900*	6100*	6600
012	078.42	BEFORE JCT FULLER RD*SALKUM RD		1								6800*
012	078.42	AFTER JCT FULLER RD*SALKUM RD		1								6600*
012	080.28	BEFORE JCT SR 122-SILVER CREEK RD		1					6300	6000*	6200	6800*
012	080.28	AFTER JCT SR 122-SILVER CREEK RD		1					5500	5300	5500	6400*
012	083.66	BEFORE JCT BEACH RD		1					5300*	5300	5600	5700
012	083.66	AFTER JCT BEACH RD		1					5400*	5300	5600	5700
012	084.62	BEFORE JCT WILSON RD		1						5300+	5600	5700
012	086.88	BEFORE JCT SR 122*WILLIAMS ST		1					4700	5000*	5200	5400
012	086.88	AFTER JCT SR 122*WILLIAMS ST		1					4400	4600*	4800	4900
012	093.96	BEFORE JCT HIGHLAND VALLEY*SHORT RD		1					4400*	4500	4700	4800
012	097.69	BEFORE JCT SR 7		1					5000	4700*	4900	5100
012	097.69	AFTER JCT SR 7		1					5000	5000*	5300	5400
012	101.62	AFTER JCT DAVIS LAKE RD		1					4700*	4700	4900	5100
012	104.80	AFTER JCT GLENOMA*FROST CREEK RDS		1	09	05	03	17	4800	4700+	5000	5100
012	115.01	BEFORE JCT SR 131*CHILCOAT AVE		1					4800	4700*	5100*	5200

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012	115.01	AFTER JCT SR 131*CHILCOAT AVE		1					4700	4800*	5000+	5100
012	116.13	BEFORE JCT KEHOE RD		1								5000*
012	116.13	AFTER JCT KEHOE RD		1								4700*
012	126.05	AFTER JCT BEVIN LAKE RD		1	09	05	02	15	2800*	2800	2900	3000+
012	131.14	BEFORE JCT WILLIAME ST		1						3900*	4700	4600
012	131.35	BEFORE JCT SNYDER RD*SKATE CREEK RD		1					3900	3500*	4200*	4100
012	131.35	AFTER JCT SNYDER RD*SKATE CREEK RD		1	07	08	03	18	2200	2100*	2600+	2600
012	135.10	AT ADC LOCATION R040 WEST		1						1700*	1800*	1700*
012	138.59	BEFORE JCT SR 123 WYE CONN		1					1900	1900*	2100	2000
012	138.61	AFTER JCT SR 123 WYE CONN		1					1700	1600*	1800	1700
012	140.38	AT CORTWRIGHT CREEK BRIDGE		1					1600*	1700	1800	1900*
012	151.15	ENTERING YAKIMA COUNTY		1					1300	1400	1900*	1900
012	165.95	AT WILDCAT CREEK BRIDGE		1	08	06	02	17	1600*	1700	1700	2100+
012	177.43	BEFORE WINDY POINT CAMPGROUND		1	08	11	03	23	1800	1900	2200+	2100
012	177.43	AFTER WINDY POINT CAMPGROUND		1							2100*	2100
012	185.25	AT ADC LOCATION S818 SOUTH		1							2300*	2200*
012	185.62	AT ADC LOCATION S818 EAST		1							4200*	4300*
012	189.87	BEFORE JCT CANAL AVE*S NACHES RD		1					5400	5000*	5000	5200
012	189.87	AFTER JCT CANAL AVE*S NACHES RD		1					8400	9200*	9300	9700
012	196.67	BEFORE JCT MCCORMICK RD		1					8100	8400	9600*	10000
012	196.67	AFTER JCT MCCORMICK RD		1					9400	9700	13000*	13000
012	198.09	AFTER JCT OLD NACHES HWY WYE CONN		1					17000	17000*	17000	14000*
012	198.97	BEFORE JCT ACKLEY RD*CLOVER LN		1								14000*
012	198.97	AFTER JCT ACKLEY RD*CLOVER LN		1	05	02	01	08	18000*	18000	18000	17000+
012	199.92	AT W-W RAMP/BN RR BRIDGE		1	05	05	02	12	10000	11000+	11000	12000
012	200.55	AFTER FRUITVALE BLVD		1					19000	20000	21000*	21000
012	291.71	BEFORE RAMP PASCO KAHLOTUS RD		1					12000*	12000	13000	13000
012	293.10	AFTER RAMP E LEWIS ST		1	06	08	03	17	13000+	14000	14000	14000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
012	295.30	BEFORE JCT SR 124*CARGIL RD		1					16000*	16000	16000	17000
012	295.30	AFTER JCT SR 124*CARGIL RD		1	05	07	03	15		10000*	10000	11000+
012	297.78	BEFORE JCT BASIN LP RD		1	05	11	04	20	8300	8900+	9100	9300
012	301.61	BEFORE JCT DODD-IOWA BEEF RD		1	07	12	05	24	8200	8500	8400+	8700
012	301.61	AFTER JCT DODD-IOWA BEEF RD		1					6300	6500	6600*	6800
012	307.41	BEFORE JCT SR 730 WYE CONN		1	07	17	09	33	5400	5600	5300+	5500
012	307.90	AT ADC LOCATION R008		1					5100*	5400*	5500*	5500*
012	319.10	BEFORE JCT BYRNES RD		1					4700	5700*	5800	5800
012	320.60	BEFORE JCT MCKAY RD*LARRABEE RD		1					5700	6000	5400*	5400
012	320.60	AFTER JCT MCKAY RD*LARRABEE RD		1					5700	6000	5400*	5500
012	324.15	AFTER JCT LOWDEN RD		1					5400	6200*	6300	6400
012	331.95	AFTER JCT WALLULA RD		1					4800	5400*	5500	5500
012	334.36	BEFORE JCT GOSE RD		1					5400	5700	5500*	5600
012	334.36	AFTER JCT GOSE RD		1					7400	7700	7800*	8200
012	335.30	BEFORE JCT SR 125 SP125SP*PINE ST		1					7500	8500*	8600	9000
012	335.30	AFTER JCT SR 125 SP125SP*PINE ST		1					6600	6900*	7000	7200
012	336.85	BEFORE JCT E REES AVE WYE CONN		1					9000*	9300	9400	9900*
012	338.72	BEFORE JCT WILBUR AVE		1					9800	9400*	9600	10000
012	338.73	AFTER JCT WILBUR AVE WYE CONN		1					7300	7400*	7500	7900
012	340.53	BEFORE JCT G ST WYE CONN		1	07	06	01	14	4500	4600+	4700	4900
012	340.57	AFTER JCT G ST WYE CONN		1	06	06	01	13	3100	3300+	3300	3400
012	341.78	AFTER RAMP ISAACS AVE		1					4100*	4300	4400	4500*
012	342.84	BEFORE JCT HARBERT RD		1	07	04	01	11	4700	4300+	4300	4400
012	342.84	AFTER JCT HARBERT RD		1	07	05	01	12	4000	4300+	4400	4400
012	348.49	BEFORE JCT MUD CREEK RD		1					3300*	3500	3500	4200*
012	357.59	BEFORE JCT SR 124*COPPEI AVE		1					3500	4100*	4100	4200
012	357.59	AFTER JCT SR 124*COPPEI AVE		1					5100	5300*	5300	5400
012	359.55	ENTERING COLUMBIA COUNTY		1	09	08	02	19	3700	4000+	4100	4100

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
012	366.57	BEFORE JCT CITY ST		1					4200	4300*	4400	4400
012	366.57	AFTER JCT CITY ST		1					5100	4900*	4900	5000
012	367.63	AFTER JCT PATIT RD		1					3000	3000*	2900	2900
012	372.67	BEFORE JCT TURNER*UPPER WHETSTONE		1					2300	2400*	2300	2400
012	372.67	AFTER JCT TURNER*UPPER WHETSTONE		1					1900	2300*	2200	2300
012	376.98	AT ADC LOCATION P05		1					2200*	2300*	2200*	2200
012	382.26	BEFORE JCT SR 261		1					2200	2200*	2000*	2100
012	382.26	AFTER JCT SR 261		1					2300	2100*	1900*	1800
012	390.66	AT ADC LOCATION R067		1							2200*	2100*
012	390.84	AFTER JCT SR 127 WYE CONN*OWENS RD		1					1800*	1900	1900	1900
012	398.10	AFTER JCT CO RD (OLD SR 126)		1					1800	1900	1500*	1500
012	412.77	BEFORE JCT SWEENEY GULCH*LEDGEWOOD		1					2200*	2300	2400	2300*
012	414.70	AFTER JCT CO RD		1					2300*	2400	2500	2400*
012	422.01	ENTERING ASOTIN COUNTY		1					2300	2300	2100*	2100
012	432.62	BEFORE JCT SR 128*15TH ST		1					2500	2600	2700*	2600
012	432.62	AFTER JCT SR 128*15TH ST		1					6900	7100	6600*	6900
012	433.74	BEFORE JCT SR 129 SP6THST*6TH ST		1					11000	12000	12000*	12000
012	433.74	AFTER JCT SR 129 SP6THST*6TH ST		1					11000	12000	13000*	14000
012	433.99	BEFORE JCT 2ND ST		1					11000	12000	11000*	11000
012	434.19	IDAHO STATE LINE		1					23000*	21000*	21000*	22000*
	STATE ROUTE NO 012 COUPLET ABERDN S NEWELL ST TO S G ST											
012COABERDN	000.68	BEFORE JCT SR 101 NB*SOUTH G STREET		1					15000	13000*	15000*	15000
	STATE ROUTE NO 014 MAINLINE SR 5/VANCOUVER TO SR 82											
014	002.63	BEFORE RAMP EVERGREEN BLVD		1					44000	46000	48000*	49000
014	003.69	AFTER RAMP EVERGREEN BLVD		1					41000*	43000	44000	45000
014	004.86	AFTER RAMP LIESER RD		1					43000*	44000	46000	46000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
014	005.43	BEFORE RAMP WBCD LANE		1					39000*	40000	42000	42000
014	007.31	AFTER RAMP SR 205		1					48000*	54000*	53000*	54000
014	009.20	AFTER RAMP SE 164TH AVE		1					31000*	34000*	36000*	36000
014	010.27	AFTER JCT SE BRADY RD WYE CONN		1					27000*	28000	29000*	29000
014	011.90	AT ADC LOCATION P06		1					28000*	29000*	30000*	30000*
014	012.49	AFTER RAMP NW 6TH AVE*NW 6TH AVE		1					17000*	17000	19000	19000
014	014.63	BEFORE JCT SR 500*SE UNION ST		1					17000*	18000*	20000*	20000
014	014.63	AFTER JCT SR 500*SE UNION ST		1					17000*	18000*	19000*	19000
014	014.99	AFTER JCT 2ND ST		1					16000	17000*	18000	18000
014	016.08	BEFORE JCT 15TH ST WYE CONN		1					14000*	15000*	16000*	16000
014	016.12	AFTER JCT 15TH ST WYE CONN		1					10000*	13000*	12000*	12000
014	017.05	BEFORE JCT 32ND ST		1						13000*	12000	11000
014	017.70	AT ADC LOCATION P07		1					6000*	6300*	6300*	6200*
014	017.84	AFTER JCT 45TH ST		1					4600	4800	5000*	4900
014	021.77	ENTERING SKAMANIA COUNTY		1					4000*	4000*	4000	3900
014	027.72	BEFORE JCT RIVERSIDE DR		1					3900	4000	3900*	3800
014	027.87	AFTER JCT PRINDLE RD		1					3800	3900	3800*	3700
014	034.26	AT WOODWARD CREEK BRIDGE		1					3600	3800	3700*	3600
014	041.55	BEFORE JCT BRIDGE OF THE GODS RD		1	09	06	03	18	4300	4500	4300+	4200
014	041.55	AFTER JCT BRIDGE OF THE GODS RD		1	08	05	02	16			5800+	5700
014	042.71	AFTER JCT ASH LAKE RD		1	08	05	02	15	6000	6200	5900+	5800
014	044.13	BEFORE JCT ROCK CREEK DR		1					5200	5400	4800*	4700
014	044.18	AFTER JCT SEYMOUR ST		1					7600	7900	7100*	6900
014	047.44	BEFORE JCT WIND RIVER RD WYE CONN		1	08	04	02	14	6600	6800	6400+	6300
014	047.47	AFTER JCT WIND RIVER RD		1	10	08	04	22			2700+	2700
014	049.33	BEFORE JCT HOT SPRINGS AVE		1					2200	2300	2400*	2400
014	049.33	AFTER JCT HOT SPRINGS AVE		1	12	08	03	23	3400	3600	3500+	3500
014	056.28	BEFORE JCT COOK-UNDERWOOD RD		1	10	09	04	23	2500	2600	2700+	2700

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
014	056.28	AFTER JCT COOK-UNDERWOOD RD		1	09	08	04	21	2400	2500	2600+	2500
014	061.44	BEFORE FISH HATCHERY		1	10	08	04	22	2500	2600	2500+	2500
014	063.32	BEFORE JCT COOK-UNDERWOOD RD		1	16	07	05	27	2700	2800	2800+	2700
014	063.52	BEFORE JCT SR 141 SPUNDRWD (SPUR)		1					5000	5200	4600*	4500
014	063.52	AFTER JCT SR 141 SPUNDRWD (SPUR)		1					6100	6300	5600*	5500
014	065.08	BEFORE JCT HOOD RIVER BRIDGE RD		1					6500	6800	5600	7600*
014	065.08	AFTER JCT HOOD RIVER BRIDGE RD		1					7200	7400	6200*	6700*
014	066.41	BEFORE JCT SR 141*OAK ST		1					7400	7700	8100	6400*
014	066.41	AFTER JCT SR 141*OAK ST		1					6000	7000	7300*	5900*
014	066.66	BEFORE JCT ELM ST		1					4500	5200	4100*	4400
014	069.72	BEFORE JCT COURTNEY RD		1					3300	3800	3200*	3400
014	069.72	AFTER JCT COURTNEY RD		1	08	07	03	18	3100	3600	3200+	3400
014	075.87	AFTER JCT SR 142		1					3400	4000	3300*	3500
014	083.50	BEFORE JCT SR 197 WYE CONN		1					3400	3000*	3000	3200
014	083.57	AFTER JCT SR 197 WYE CONN		1					2300	2200*	2200	2300
014	089.56	BEFORE JCT AVERY RD		1					1600	1900	1700*	1800
014	089.56	AFTER JCT AVERY RD		1	09	12	08	29	1600	1900	1900+	2000
014	094.38	BEFORE JCT WISHRAM RD		1					1500*	1800	1700	1900
014	100.64	AT ADC LOCATION R076		1					1500*	1800*	1800*	1900*
014	100.66	AFTER JCT SR 14 SPMARYHL (SPUR)		1					620	730	570*	600
014	102.27	AT PTR R077 NORTHWESTBOUND		3								2300*
014	121.15	BEFORE JCT ROCK CREEK RD		3	07	24	05	37				1200+
014	121.15	AFTER JCT ROCK CREEK RD		3								1600*
014	131.07	AFTER JCT OLD HWY 8		3	09	26	08	43	1000	1100	1100	830+
014	134.70	AFTER JCT CO RD		3	05	40	16	61			1100+	1100
014	148.95	BEFORE JCT ALDERDALE BOAT LAUNCH RD		3					1000*	1100	1100	1500*
014	167.25	BEFORE JCT SR 221*KENT RD		2								2500*
014	167.25	AFTER JCT SR 221*KENT RD		2					1900	2000	2000	3600*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 014 SPUR MARYHL SR 14 TO SR 97											
014SPMARYHL	100.66	AFTER JCT SR 14*BEG ROUTE		1	09	11	09	30	1100	1300	1400+	1400
	STATE ROUTE NO 016 MAINLINE SR 5/TACOMA TO SR 3											
016	001.10	AT ADC LOCATION D11		1					92000*	92000*	94000*	95000*
016	001.90	AFTER RAMP CENTER ST		1					87000*	88000	89000	90000
016	008.43	AT ADC LOCATION R044		1					79000*	82000*	83000	86000
016	008.79	AFTER JCT 24TH ST NW WYE CONN		1					70000	70000*	71000	74000
016	011.71	BEFORE RAMP WOLLOCHET DR NW		1					60000*	62000	63000	63000*
016	014.36	BEFORE RAMP BURNHAM DR		1					55000*	57000	58000	60000
016	015.39	BEFORE RAMP SR 302		1					56000	53000*	54000	56000
016	018.10	ENTERING KITSAP COUNTY		1					31000	31000*	32000	33000
016	018.64	AFTER RAMP SR 302 SPPURDY (SPUR)		1					38000*	34000*	35000	36000
016	024.68	BEFORE RAMP SR 160(SEDGWICK RD)		1					38000	39000	37000*	38000
016	028.16	BEFORE JCT SR 166		1					42000	46000*	47000	49000
016	028.16	AFTER JCT SR 166		1					57000	61000*	61000	64000
	STATE ROUTE NO 017 MAINLINE SR 395/MESA TO SR 97											
017	014.69	BEFORE JCT SR 260*HENDRICKS RD		1					2900*	2900	2900	3700*
017	014.69	AFTER JCT SR 260*HENDRICKS RD		1					2900*	3000	3000	3900*
017	021.81	AFTER JCT MUSE RD		1					2500	2600	3200*	3200
017	022.11	BEFORE JCT SCOOTENEY RD		1								3000*
017	022.11	AFTER JCT SCOOTENEY RD		1								3100*
017	027.36	BEFORE JCT BENCH RD		1					3100	3200	3200*	3300
017	027.36	AFTER JCT BENCH RD		1							3600*	3700
017	028.37	BEFORE JCT SR 26		1					3100*	3200	3600*	3700
017	028.37	AFTER JCT SR 26		1					3800*	3900	3900*	3900

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
017	029.38	BEFORE JCT CUNNINGHAM RD		1							3700*	3700
017	030.37	AT ADC LOCATION R020		1					4600	4700	4900*	5000*
017	030.40	AFTER JCT LEE RD		1							5400*	5500
017	031.41	BEFORE JCT FOLEY RD		1							5400*	5500
017	035.58	BEFORE JCT PROVIDENCE RD*12 SE		1	09	12	04	24				5000+
017	035.58	AFTER JCT PROVIDENCE RD*12 SE		1					4600	5900*	5800	6000
017	039.77	BEFORE JCT SR 170*8 SE		1					4500	5900*	5700*	5800
017	040.78	BEFORE JCT SR 262-O'SULLIVAN DAM RD		1	07	08	05	20	5500	6400*	6600+	6700
017	041.89	BEFORE JCT 6 SE		1						5900*	6100	6200
017	041.89	AFTER JCT 6 SE		1					5400	6000*	6100	6200
017	044.49	AFTER JCT 4 SE		1					5400*	5600	6300	6500
017	045.77	AFTER JCT 3 SE		1	04	07	03	15	5500+	5700	6400	6600
017	047.03	BEFORE JCT N SE		1							6400*	6600
017	047.09	AFTER JCT 2 SE		1							6300*	6300
017	048.64	BEFORE JCT M SE		1					5600*	5800	6300*	6300*
017	048.64	AFTER JCT M SE		1					7000*	7200	7900	7500*
017	049.71	BEFORE JCT POTATO FRONTAGE RD		1					7000*	7200	7900*	7500
017	049.71	AFTER JCT POTATO FRONTAGE RD		1							9000*	8500*
017	050.67	BEFORE RAMP FRONTAGE RD		1	07	05	02	15	8200	8400	9200+	9400
017	050.67	AFTER RAMP FRONTAGE RD		1							13000*	13000
017	050.88	AFTER SR 90		1					15000	16000*	17000*	18000
017	051.75	BEFORE JCT SB SR 17-PIONEER WAY		1					13000	14000*	14000*	14000*
017	051.93	AFTER JCT SB SR 17		1					6100	7700	7700*	7200*
017	052.20	AFTER JCT NELSON RD		1					7300	9300*	10000*	8400*
017	053.22	AFTER JCT WHEELER RD		1					9900	12000	13000	11000*
017	054.32	BEFORE RAMP STRATFORD RD		1								13000*
017	054.73	AT STRATFORD RD		1					7100	7300	7400	7500*
017	055.03	AFTER RAMP STRATFORD RD		1					16000	16000*	18000*	19000

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017	056.57	AFTER JCT PATTON BLVD WYE CONN		2					7300	7700*	7700	7900
017	057.23	AFTER JCT AIRWAY DR		2								7300*
017	060.54	BEFORE JCT NEPPEL RD		2						6400*	6400	6500
017	060.54	AFTER JCT NEPPEL RD		2						6000*	6000	6200
017	065.44	BEFORE JCT NEPPEL RD		2						6000*	6000	6200
017	065.44	AFTER JCT NEPPEL RD		2						6000*	6100	6200
017	067.64	BEFORE JCT SR 282		2	06	02	01	09				6500+
017	067.73	AFTER JCT SR 17 S BND		2	06	05	03	13	1400	1400*	1400	1500+
017	074.40	BEFORE JCT 19 NE		2							1600*	1600
017	074.40	AFTER JCT 19 NE		2	08	05	04	16			1300+	1400
017	075.24	BEFORE JCT SR 28 WYE CONN		2								1400*
017	075.42	AFTER RAMP SR 28 WB		2					4500	4200*	4200	4300*
017	075.83	AFTER JCT MAIN AVE E		2					2900	2700	3000*	3000*
017	076.12	AFTER SOAP LAKE CITY PARK		2								2300*
017	090.19	BEFORE JCT PARK LAKE RD		2								1800*
017	090.19	AFTER JCT PARK LAKE RD		2								1800*
017	092.64	BEFORE SUN LAKE STATE PARK		2								1800*
017	092.64	AFTER SUN LAKE STATE PARK		2								2000*
017	096.57	BEFORE JCT SR 2			08	07	03	19	1300	1300	1900+	1900
017	098.30	AFTER JCT SR 2		2	09	15	09	33	560	690*	630+	630
017	112.22	BEFORE JCT SR 172*14 NE		1	09	16	09	34	610	630	560+	570
017	112.22	AFTER JCT SR 172*14 NE		1	09	17	09	34	470	480	530+	540
017	119.69	BEFORE JCT SR 174 WYE CONN		2	10	19	10	39	520	530	570+	570
017	119.86	AFTER JCT SR 174		2	07	14	06	27	890	910	850+	860
017	135.84	BEFORE JCT SR 173		2	11	09	03	23	1200*	1200*	1200	1200+
017	135.86	AFTER JCT SR 173 WYE CONN		2	08	06	02	15	2000*	1800*	1800	2000+
017	144.27	BEFORE JCT SR 97 WYE CONN		2					2000*	2100	2100	1600*

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		STATE ROUTE NO 018 MAINLINE SR 99 TO SR 90										
018	000.34	AFTER RAMP SR 5 NB		1					72000*	75000	80000	84000
018	002.27	BEFORE RAMP SR 167		1					72000*	76000	81000	85000
018	003.49	AFTER RAMP SR 167		1					74000*	77000	82000	86000
018	005.26	AT ADC LOCATION P20		1					37000*	39000*	42000*	44000*
018	012.55	AT ADC LOCATION D12		1					18000*	18000	19000	22000*
018	016.09	AFTER RAMP SE 231ST ST		1					19000	19000*	20000	20000
018	017.39	BEFORE JCT 236TH AVE SE WYE CONN		1						19000*	20000	20000
018	017.41	AFTER JCT 236TH AVE SE WYE CONN		1	08	07	02	16	16000	19000+	19000	20000
018	018.01	AFTER JCT 244TH AVE SE WYE CONN		1	05	08	02	15	16000	17000+	17000	19000
018	019.84	BEFORE RAMP ISSAQUAH HOBART RD		1					18000	17000*	17000*	19000
018	027.50	AT ADC LOCATION S838		1					12000	13000	15000*	17000*
018	027.65	BEFORE RAMP SR 90		1					12000	14000*	14000*	15000
018	027.82	AFTER RAMP SR 90		1	11	06	04	20	7100	7900*	7900+	8800
		STATE ROUTE NO 019 MAINLINE SR 104 TO SR 20										
019	000.00	AFTER JCT SR 104*BEG ROUTE		2					4300	4400	4600	5700*
019	009.09	BEFORE JCT CHIMACUM RD*CENTER RD		2					5500*	5600	5800	6800*
019	009.09	AFTER JCT CHIMACUM RD*CENTER RD		2					7600*	7800	8100	8300
019	010.68	BEFORE JCT SR 116-NESS CORNER RD		2					7100	7300	7500	8500*
019	010.68	AFTER JCT SR 116-NESS CORNER RD		2					9500	9700	10000	12000*
019	014.16	BEFORE JCT SR 20		2					10000*	10000	11000	12000*
		STATE ROUTE NO 020 MAINLINE SR 101 TO SR 2/NEWPORT										
020	000.09	AFTER JCT SR 101 WYE CONN		1					4200	4200*	4500	4600
020	007.83	BEFORE JCT SR 20 WYE CONN		1					3700*	3600	3800	4100*
020	007.87	AFTER JCT SR 20 WYE CONN		1					14000*	14000	15000	16000*

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020	009.78	ENTERING CITY OF PORT TOWNSEND		1								16000*
020	011.51	BEFORE JCT HAINES PL		1					12000	13000*	16000	16000
020	011.51	AFTER JCT HAINES PL		1					12000	13000*	16000*	16000
020	012.01	BEFORE JCT KEARNEY ST		1					11000	12000*	12000	12000
020	012.01	AFTER JCT KEARNEY ST		1					11000	12000*	12000	13000
020	012.51	BEFORE JCT WATER ST		1					8000	10000*	11000	11000
020	012.56	LEAVING CITY OF PORT TOWNSEND							1100*	1000*	1100*	1100*
020	012.88	KEYSTONE FERRY LANDING		1					1100*	1000*	1100*	1100*
020	014.99	BEFORE JCT WANAMAKER RD		1								870*
020	016.32	BEFORE JCT SR 525*RACE RD		1					1100	1100*	1100	980*
020	016.32	AFTER JCT SR 525*RACE RD		1					5600	5800*	6100	5900*
020	020.02	AT ADC LOCATION S706		1					6900*	7300*	7600*	7600*
020	021.83	BEFORE JCT MAIN ST		1					6900	7200	7600*	7600
020	021.83	AFTER JCT MAIN ST		1					9400	9300	9400*	9100*
020	022.15	AFTER JCT BROADWAY ST*EBEY RD		1					10000	9900*	10000	10000
020	025.31	BEFORE JCT LIBBEY RD		1					10000	9600*	10000*	10000
020	025.31	AFTER JCT LIBBEY RD		1					9500	9000*	9600*	9700
020	027.61	AFTER JCT SIDNEY ST		1	05	01		06				11000+
020	030.00	BEFORE JCT WATERLOO RD		1								12000*
020	030.00	AFTER JCT WATERLOO RD		1								13000*
020	030.85	BEFORE JCT SWANTOWN RD		1								15000*
020	030.86	AFTER JCT SWANTOWN RD WYE CONN		1								20000*
020	031.30	BEFORE JCT SW BARLOW ST		1	06	01		08	20000	21000	22000+	23000
020	031.39	BEFORE JCT W PIONEER WAY*BEEKSMA DR		1					20000	19000*	19000	20000
020	031.41	AFTER JCT W PIONEER WAY WYE CONN		1					17000	17000*	17000	17000
020	031.49	AFTER JCT BARRINGTON DR		1					22000	21000*	22000	23000
020	031.80	BEFORE JCT SW 6TH AVE WYE CONN		1					24000	23000*	24000*	25000
020	031.82	AFTER JCT SW 6TH AVE		1					22000	22000*	23000*	24000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
020	032.92	BEFORE JCT NE MIDWAY BLVD WYE CONN		1					17000	16000*	16000	16000
020	032.95	AFTER JCT NE GOLDIE RD WYE CONN		1					15000	14000*	14000	14000
020	034.06	BEFORE JCT TORPEDO RD		1							13000*	14000
020	034.06	AFTER JCT TORPEDO RD		1					16000	16000	17000*	18000
020	034.99	BEFORE JCT HOFFMAN RD*3400 N RD		1					17000*	17000	18000	18000
020	034.99	AFTER JCT HOFFMAN RD*3400 N RD		1					16000*	16000	16000	17000
020	036.42	BEFORE JCT FROSTAD RD		1					15000	16000	17000*	18000
020	036.42	AFTER JCT FROSTAD RD		1					14000	14000*	17000*	18000
020	037.45	AFTER JCT JONES RD		1					14000*	14000	14000	15000
020	039.21	BEFORE JCT NORTHGATE DR		1					13000	14000	14000*	14000
020	039.21	AFTER JCT NORTHGATE DR		1						13000*	14000*	14000
020	039.24	AFTER JCT BANTA RD		1					13000	14000*	14000*	14000*
020	039.80	BEFORE JCT TROXELL RD		1	05	02		07	13000	14000	14000*	14000+
020	040.81	BEFORE JCT CORNET BAY RD		1					12000	13000*	13000	14000
020	040.81	AFTER JCT CORNET BAY RD		1					12000	13000*	13000	14000
020	042.14	AT CANOE PASS		1	04	02		06			13000+	14000
020	042.77	BEFORE JCT ROSARIO RD		1	04	02		06	14000*	15000	13000+	14000
020	042.77	AFTER JCT ROSARIO RD		1					12000*	12000	13000*	14000
020	044.79	BEFORE JCT LUNZ RD		1					12000*	12000*	12000	11000*
020	044.79	AFTER JCT LUNZ RD		1						12000*	12000	11000*
020	044.85	AFTER JCT DECEPTION RD		1					13000*	13000	13000	14000
020	046.07	BEFORE JCT CAMPBELL LAKE RD		1	05	02		07	13000*	13000	14000	13000+
020	046.07	AFTER JCT CAMPBELL LAKE RD		1					14000*	14000	14000	14000*
020	047.24	BEFORE JCT MILLER RD*GIBRALTER RD		1					12000	13000	13000*	14000
020	047.24	AFTER JCT MILLER RD*GIBRALTER RD		1	06	02		08	14000	15000	15000	15000+
020	047.87	BEFORE JCT SR 20 SPUR WYE CONN		1					15000	16000*	16000	17000
020	047.90	AFTER JCT SR 20 WYE CONN		1					28000	25000*	25000	26000
020	048.92	BEFORE JCT THOMPSON RD		1					24000	25000*	25000	26000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
020	048.92	AFTER JCT THOMPSON RD		1					25000	25000*	25000	27000
020	049.71	AFTER JCT RESERVATION RD		1						25000*	25000	26000
020	050.61	BEFORE JCT MARCH PT RD		1					28000	25000*	25000	26000
020	050.61	AFTER JCT MARCH PT RD		1					29000	27000*	27000	28000
020	053.24	BEFORE JCT BAYVIEW*LACONNER RDS		1					25000	26000	31000*	32000
020	054.51	AFTER JCT BEST ROAD*COUNTY RD		1					24000	24000*	24000	25000
020	054.93	BEFORE RAMP SR 536 EB		1					24000	24000*	24000	25000
020	055.06	AFTER JCT SR 536		1	08	03	01	12	16000	17000+	17000	18000
020	057.52	BEFORE JCT AVON ALLEN RD		1					16000	16000*	20000	20000
020	058.77	BEFORE JCT PULVER RD		1							22000*	19000*
020	058.77	AFTER JCT PULVER RD		1					19000*	19000	22000*	19000*
020	059.48	BEFORE JCT W ANDIS RD WYE CONN		1							24000*	25000
020	059.49	AFTER JCT PETERSON RD*W ANDIS RD		1					21000	21000	24000*	25000
020	059.61	AFTER JCT ON RAMP WYE CONN		1					18000	18000	19000*	20000
020	059.85	AFTER JCT S BURLINGTON*RIO VISTA		1					22000	23000	21000*	22000
020	060.26	BEFORE JCT SR 20 WYE CONN		1					17000	17000	17000*	18000
020	060.28	AFTER JCT SR 20 WYE CONN		1					14000	14000	16000*	17000
020	060.48	BEFORE JCT SPRUCE ST		1								15000*
020	060.48	AFTER JCT SPRUCE ST		1								15000*
020	060.76	BEFORE JCT N ANACORTES ST		1								16000*
020	060.76	AFTER JCT N ANACORTES ST		1	06	01		07				15000+
020	061.04	BEFORE JCT N SKAGIT ST		1					17000*	18000	18000	19000
020	061.04	AFTER JCT N SKAGIT ST		1					17000*	18000	18000	19000
020	061.31	BEFORE JCT SECTION ST*PEACOCK LN		1							18000*	19000
020	061.31	AFTER JCT SECTION ST*PEACOCK LN		1							17000*	18000
020	061.58	AFTER JCT GARDNER RD		2							18000*	18000
020	061.86	AFTER JCT PETER ANDERSON RD		2							17000*	18000
020	062.05	BEFORE JCT MARY LN		2							18000*	18000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
020	062.05	AFTER JCT MARY LN		2							17000*	18000
020	063.06	BEFORE JCT COLLINS RD		2						15000*	17000*	16000*
020	063.06	AFTER JCT COLLINS RD		2							16000*	16000*
020	063.36	AFTER JCT STERLING RD WYE CONN		2					15000	16000*	17000	16000*
020	063.64	AFTER JCT HOLT CAMP RD		2					16000	17000	17000*	17000
020	064.21	AFTER JCT RHODES RD		2					15000	15000	17000*	18000
020	064.51	AFTER JCT TRAIL RD*W STATE ST		2							13000*	13000
020	064.81	AFTER JCT SR 9*CITY ST		2					16000	17000	17000*	18000
020	064.91	AFTER JCT FERRY ST WYE CONN		2							20000*	20000
020	065.46	BEFORE JCT SAPP RD		2					16000	16000	18000*	19000
020	065.46	AFTER JCT SAPP RD		2							18000*	19000
020	065.71	BEFORE JCT REED ST		2	05	02		08		17000+	17000	18000
020	065.71	AFTER JCT REED ST		2					16000	16000*	16000	17000
020	066.08	BEFORE JCT SR 9*TOWNSHIP ST		2					16000*	17000	17000	16000*
020	066.08	AFTER JCT SR 9*TOWNSHIP ST		2					11000*	11000	11000	11000*
020	066.89	AFTER JCT FRUITDALE RD		2						7700*	7800	8100
020	080.78	BEFORE JCT LUSK RD		2								4800*
020	097.65	BEFORE JCT SR 530 WYE CONN		2					2200*	2300*	2400	2400
020	097.69	AFTER JCT SR 530-E SAUK RD		2	08	02		10	1900*	1800+	1800	1800
020	106.11	BEFORE JCT CASCADE RD		2					1300	2100*	2100	2200
020	106.12	AFTER JCT CASCADE RD WYE CONN		2						1300*	1300	1400
020	117.29	BEFORE JCT THORNTON CREEK RD		2	06	04		09			1600+	1700
020	117.29	AFTER JCT THORNTON CREEK RD		2	08	04		13	940	1000	1700+	1700
020	145.46	ENTERING SKAGIT COUNTY		2	07	04		11			1000+	1100
020	157.40	ENTERING CHELAN COUNTY		2	08	02		11	890	900+	990	1000
020	166.99	BEFORE JCT CUTTHROAT CR RD		2					790*	830	910	1200*
020	184.17	BEFORE JCT WOLF CREEK RD		2					930	980	1200*	1200
020	191.90	AT ADC LOCATION R037		2					1300*	1400*	1500*	1600

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
020	192.91	BEFORE JCT MAIN ST		2						3200*	3300	3300
020	192.91	AFTER JCT MAIN ST		2					3400	5000*	5000	5100
020	193.45	BEFORE JCT TWIN LAKES RD WYE CONN		2								5200*
020	193.47	AFTER JCT TWIN LAKES RD WYE CONN		2								4200*
020	201.41	AT TWISP RIVER		2	09	01		10	4000	4200	3900+	4000
020	202.11	AT METHOW RIVER		2	07	02		09			5000+	5200
020	204.09	BEFORE JCT SR 153		2					3200	3500*	3600	3900*
020	204.09	AFTER JCT SR 153		2					1300	1500*	1500	1500*
020	230.60	BEFORE JCT OLD 97		2	09	03		12				1600+
020	230.60	AFTER JCT OLD 97		2	08	02		10				3800+
020	232.18	BEFORE JCT B&O NORTH RD		2	06	02		08	3900+	4100	4100	4300
020	232.18	AFTER JCT B&O NORTH RD		2	06	02		08	4200+	4300	4400	4600
020	232.81	BEFORE JCT SR 215		2						5600*	5700	5900
020	232.81	AFTER JCT SR 215		2					2300	2800*	2900	3000
020	233.31	BEFORE JCT SR 97							2400*	2500	2500	2500*
020	261.97	AFTER JCT SR 97 WYE CONN		2					2200*	2200	2100	2700*
020	274.72	BEFORE JCT AENEAS VALLEY RD		2					1300*	1400	1300	1500*
020	274.72	AFTER JCT AENEAS VALLEY RD		2					1000*	1100	970	1100*
020	299.72	AFTER JCT TROUT CREEK RD*SWAN LAKE		2					920	930	1000*	1000
020	302.08	BEFORE JCT CLARK AVE*6TH ST		2					1300	1300	1200	1600*
020	302.64	BEFORE JCT SR 21 WYE CONN		2	07	02	01	10				3100+
020	302.65	AFTER JCT SR 21*CITY ST		2	09	02		11				3100+
020	304.72	AT ADC LOCATION S820		2					2800*	2800*	2600*	2600
020	305.24	BEFORE JCT SR 21		2	11	04	01	15	2900*	2900	2700	2500+
020	305.30	AFTER JCT CO RD		2					1200*	1200	1100	1100
020	307.77	AFTER JCT YENTER RD		2					800	810	870*	880
020	342.08	BEFORE JCT SR 395							1800*	1400*	1300	1300
020	354.33	AFTER JCT SR 395		2					6200*	6600	6700	6800

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
020	355.44	BEFORE JCT ALADDIN RD		2					5100*	5500	5500	5600
020	355.44	AFTER JCT ALADDIN RD		2					3300*	3500	3600	3600
020	360.29	AFTER JCT ARTMAN GIBSON RD		2								1500*
020	390.41	BEFORE JCT SR 31*TIGER RD E		2					510*	540	550	550
020	390.41	AFTER JCT SR 31*TIGER RD E		2					1300*	1400	1400	1400
020	436.77	BEFORE JCT WARREN AVE		2					2600*	2800	2800	2900
020	436.84	BEFORE JCT SPOKANE AVE		2								3400*
020	436.91	BEFORE JCT SR 2 CONEWPRT (COUPLET)		2					2000*	2000*	2000	3500*
	STATE ROUTE NO 020 SPUR ANACRT SR 20 TO FERRY LANDING											
020SPANACRT	047.92	AFTER JCT SR 20 WYE CONN		1	04	03	01	09	19000	19000+	19000	20000
020SPANACRT	050.97	BEFORE JCT 29TH ST		1					14000*	15000	15000	16000
020SPANACRT	050.97	AFTER JCT 29TH ST		1					15000*	16000	16000	16000
020SPANACRT	051.64	BEFORE JCT 17TH ST		1	04	01		05	16000*	16000	16000+	17000
020SPANACRT	051.64	AFTER JCT 17TH ST		1					16000*	15000*	16000	17000
020SPANACRT	051.70	AFTER JCT 16TH ST		1					16000	16000*	16000	16000
020SPANACRT	051.75	AFTER JCT 15TH ST		1					16000	16000*	16000	17000
020SPANACRT	051.81	AFTER JCT 14TH ST		1					17000	16000*	16000	17000
020SPANACRT	051.92	BEFORE JCT COMMERCIAL AVE		1					18000	16000*	16000	17000
020SPANACRT	051.92	AFTER JCT COMMERCIAL AVE		1					10000*	11000*	11000	12000
020SPANACRT	051.99	AFTER JCT 0 AVE		1					13000*	13000	13000*	13000
020SPANACRT	052.07	AFTER JCT N AVE		1					14000	14000*	13000	14000
020SPANACRT	052.79	BEFORE JCT D AVE		1					11000*	11000	13000	13000
020SPANACRT	052.79	AFTER JCT D AVE		1	03	01		04	11000*	11000	12000+	13000
020SPANACRT	055.01	BEFORE JCT SUNSET AVE		1					9200	7500*	7700	7900
020SPANACRT	055.01	AFTER JCT SUNSET AVE		1					3900	3100*	3200	3300
020SPANACRT	055.67	ANACORTES FERRY LANDING		1					2000*	1900*	1900*	2000*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 021 MAINLINE SR 260/KAHLOTUS TO CAN.										
021	011.64	BEFORE JCT SR 26		3					220	220	250*	260
021	011.64	AFTER JCT SR 26		3					200	200	460*	470
021	024.37	BEFORE RAMP SR 395 NORTHBOUND		3						750*	750	760
021	024.59	AFTER RAMP SR 395		3	12	05	04	21	570	760+	760	770
021	045.54	BEFORE JCT SEIDL RD		3	16	10	04	30	160	210+	210	230
021	050.58	AFTER JCT DAVIS RD WYE CONN		3	15	09	05	29				300+
021	051.56	AFTER JCT GIES RD		3	14	06	08	29	150+	160	160	170
021	055.83	BEFORE JCT SR 28										860*
021	055.90	AFTER JCT SR 28		3								640*
021	056.22	AFTER JCT FIRST ST*MAY AVE		3								570*
021	091.55	AT ADC LOCATION P25		3					390*	390*	390*	420*
021	091.78	BEFORE JCT SR 2							480	530*	530	570
021	092.45	AFTER JCT SR 2 WYE CONN		3					1500	2000*	2000	1900
021	094.88	AFTER JCT CO RD		3					330	320*	320	300
021	106.65	AT KELLER FERRY LANDING							190*	190*	190*	180*
021	130.87	AFTER JCT THIRTY MILE RD		3					350	510*	510	480
021	160.09	BEFORE JCT SR 20 WYE CONN		3								670*
021	162.68	AFTER JCT CO RD		3								1900*
021	162.98	BEFORE JCT CO RD		3					2200*	2200	2200	2200
021	165.37	AFTER JCT FISH HATCHERY RD		3							1800*	1800
021	172.27	BEFORE JCT W CURLEW LAKE RD		3					780	810	1000*	1000
021	191.34	INTERNATIONAL BDRY		3	14	04	02	21	620*	640	630	450+
		STATE ROUTE NO 022 MAINLINE SR 82 TO SR 82/PROSSER										
022	001.59	BEFORE JCT E BRANCH RD		1						7200*	7200	7600
022	001.59	AFTER JCT E BRANCH RD		1						7000*	7100	7400

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
022	002.32	BEFORE JCT FRALEY RD		1					6800	7100*	7200	7500
022	002.32	AFTER JCT FRALEY RD		1					8700	9200*	9300	9700
022	002.57B	BEFORE JCT E MCDONALD RD		1						8900*	9000	9400
022	002.57B	AFTER JCT E MCDONALD RD		1						7900*	8000	8300
022	003.97	BEFORE JCT FRONTAGE RD		1					5000*	5100	5200	5400*
022	004.00	AFTER JCT SR 97		2					3900*	4100	4100	4300*
022	004.29	AFTER JCT S BEECH ST*CASEY ROAD		2					3200	3500*	3600	3700
022	027.30	AFTER JCT BUS RD		3					950	980*	990	1000
022	035.74	BEFORE JCT SR 221*PATTERSON RD		3					1100	1200*	1900*	1900
022	035.74	AFTER JCT SR 221*PATTERSON RD		3					2700	3300*	4600*	4700
022	036.30	AFTER JCT OLD SR 12-LEE RD		3					3900*	4100	4100	6000*
	STATE ROUTE NO 023 MAINLINE SR 195/STEPTOE TO SR 28											
023	000.00	AFTER JCT SR 195*BEG ROUTE		3					790*	810	810	820
023	003.09	AFTER JCT MACK LLOYD*GREEN HOLLOW		3					500	480*	550	550
023	005.61	AFTER JCT CASHUP FLAT RD		3					550	570	640*	650
023	006.75	BEFORE JCT MULKEY RD-CO RD #433		3	10	03	01	13			590+	590
023	006.75	AFTER JCT MULKEY RD-CO RD #433		3					550	630*	630	640
023	014.97	BEFORE JCT PINE CITY RD		3					1100	1000*	1000	1100
023	014.97	AFTER JCT PINE CITY RD		3					550	610*	610	610
023	022.09	AT COTTONWOOD CREEK BRIDGE		3	12	04	02	18	420*	460*	450+	450
023	027.73	AT IMBLER CREEK BRIDGE		3					270	270	220*	220
023	035.48	BEFORE JCT LAMONT RD		3					240	250	300*	300
023	035.48	AFTER JCT LAMONT RD		3	09	05		14	380*	430*	430+	440
023	042.98	BEFORE JCT 4TH ST		3					320	420*	410	420
023	043.62	BEFORE SR 90		3					1400	1300*	1300	1300
023	043.80	AFTER JCT MCABEE RD		3					530	650*	640	650
023	062.63	AFTER JCT CO RD		3					280	290	290*	290

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 024 MAINLINE SR 82 TO SR 26/OTHELLO										
024	000.08	BEFORE RAMP SR 82		1					19000*	20000	20000	21000
024	000.08	AFTER RAMP SR 82		1					17000*	18000	18000	19000
024	000.21	AFTER JCT W BIRCHFIELD RD WYE CONN		1					14000	17000*	17000	18000
024	002.08	BEFORE JCT BIRCHFIELD RD		2	03	03	02	08	11000	12000	13000+	13000
024	002.08	AFTER JCT BIRCHFIELD RD		2					9200	9700	9500*	9500
024	008.68	BEFORE JCT BEANE RD		2					2500	3300*	3400	3400
024	009.82	AFTER JCT DEN BESTE RD		2					2000	2300*	2300	2300
024	030.45	BEFORE JCT SR 241*CO RD		2					1500	1600	2000*	2000
024	030.45	AFTER JCT SR 241*CO RD		2					2600	2800	2900*	2900
024	038.45	BEFORE JCT SR 240 WYE CONN		2					2300*	2500	2500	2500*
024	038.74	AFTER JCT SR 240 WYE CONN		2	07	10	06	23	2700*	2900	2900	3200+
024	043.42	BEFORE REST AREA		2	04	05	02	11	4200+	4400	4500	4500
024	043.50	AT ADC LOCATION S612		2					3100*	3300	3200*	3200*
024	073.92	BEFORE JCT SAGEHILL RD		3					1600	1800	1600*	1800*
024	073.92	AFTER JCT SAGEHILL RD		3					3400	3600	3800*	4000*
024	074.60	AFTER JCT MUSE RD		3							3000*	3000
024	076.43	BEFORE JCT HATTON RD		3							4600*	4600
024	076.43	AFTER JCT HATTON RD		3							4400*	4400
024	078.45	BEFORE JCT BENCH RD		3								5700*
024	078.45	AFTER JCT BENCH RD		3								7500*
		STATE ROUTE NO 025 MAINLINE SR 2/DAVENPORT TO CANADA										
025	000.68	BEFORE JCT CO RD		2					1100	1300*	1300	1300
025	006.64	AFTER JCT CO RD		2	09	04	02	15	1200	1200	1000+	1000
025	032.17	AFTER JCT ENTERPRISE RD		2	10	03	03	17	630	540+	540	540
025	057.73	BEFORE JCT ADDY-GIFFORD RD		2					530*	550	540	730*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
025	057.73	AFTER JCT ADDY-GIFFORD RD		2					450*	460	460	700*
025	066.34	AFTER JCT ORIN-RICE RD		2								880*
025	081.04	BEFORE JCT SR 395 WYE CONN		2					1600*	1700	1700	2200*
025	081.11	AFTER JCT SR 395 WYE CONN		2	09	05	04	18	990*	1000	1300	980+
025	089.68	BEFORE JCT ORCHARD DR		2					690	580*	760	690
025	097.00	AT ADC LOCATION P27		2					440	350	460*	410*
025	098.66	AFTER JCT WILLIAMS LAKE RD		2								810*
025	109.08	AFTER JCT JOHNSON GRADE RD		2					900	920	710*	640
025	113.74	BEFORE JCT CITY ST (OLD SR 251)		2							940*	850
025	113.74	AFTER JCT CITY ST (OLD SR 251)		2					900	920	670*	610
025	121.23	INTERNATIONAL BDRY		2					690	460*	590	530
	STATE ROUTE NO 026 MAINLINE SR 90/VANTAGE TO SR 195											
026	000.00	AT SR 90*BEG ROUTE		1					1800	1900	2000	1800*
026	001.01	BEFORE JCT SR 243 WYE CONN		1	08	15	11	34	3700	4000	3800*	3800+
026	001.02	AFTER JCT SR 243		1					1400	1500	1900*	2000
026	006.99	AFTER JCT BEVERLY-BURKE RD		1					2300	2500	2200*	2200
026	012.03	BEFORE JCT L SW*ADAMS RD		1					2300*	2500	2300*	2400
026	012.03	AFTER JCT L SW*ADAMS RD		1					2500*	2800	2800*	2800
026	017.49	AFTER JCT G SW TO ROYAL CITY		1					2400	2600	3000*	3000
026	019.01	AFTER JCT E SW		1					3100	3300	3200*	3300
026	025.32	BEFORE JCT SR 262-A SE*A SE		1	07	09	05	20	2300	2500	2500+	2500
026	025.32	AFTER JCT SR 262-A SE*A SE		1					2000	2200	2400*	2400
026	038.56	BEFORE JCT THACKER RD		1					2500*	2700	2700*	2800*
026	038.56	AFTER JCT THACKER RD		1					3100*	3400	3400*	3300*
026	039.58	BEFORE JCT TAYLOR*SUNSET ACRES RDS		1					4500	4900	3200*	3300
026	039.58	AFTER JCT TAYLOR*SUNSET ACRES RDS		1							4800*	4900
026	040.07	BEFORE JCT MOON RD		1						4500*	4800*	4900

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
026	040.69	BEFORE JCT FIRST ST		1					5100	4900*	5100*	5200
026	040.69	AFTER JCT FIRST ST		1					3600	3800*	3900*	4000
026	041.61	BEFORE JCT REYNOLDS RD		1							3600*	3600
026	041.61	AFTER JCT REYNOLDS RD		1							3300*	3400
026	042.58	BEFORE JCT SR 17		1					3600*	3900	3400*	3500
026	043.06	AT ADC LOCATION R066		1					1800*	1900*	2100	2100*
026	050.83	BEFORE JCT IRBY RD		1					1300	1400	1500*	1500
026	070.59	BEFORE JCT SR 21		1	13	07	06	25	1100	1200	870+	880
026	070.59	AFTER JCT SR 21		1					1300	1400	920*	930
026	082.99	BEFORE JCT SR 260*SR 261		1	10	08	03	21	1000	1100+	1100	1100
026	082.99	AFTER JCT SR 260*SR 261		1	08	07	05	20	1100	1000+	1000	1100
026	091.45	BEFORE JCT GRAY RD		1					980	920*	930	940
026	091.45	AFTER JCT GRAY RD		1	08	10	08	26	960	920+	930	940
026	102.00	BEFORE JCT FLEMING RD		1	06	08	03	17	1500*	1400*	1500*	1200+
026	102.71	AFTER JCT LACROSSE AIRPORT RD		1	06	07	04	18	1100	1200	950+	970
026	108.04	AFTER JCT WIGEN*SCHARPENBERG HILL		1	04	07	04	15	1100*	1600*	1600+	1600
026	116.92	BEFORE JCT SR 127*DUSTY RD		1	09	08	09	25	1300	1200+	1200	1200
026	116.92	AFTER JCT SR 127*DUSTY RD		1	08	13	07	28	2000	1800+	1800	1800
026	118.16	AFTER JCT BRINK RD		1	08	09	05	22	2000	2200	1900+	2000
026	125.16	BEFORE JCT UNION FLAT CR*SOMMERS RD		1					2200	2300	1900*	1900
026	125.16	AFTER JCT UNION FLAT CR*SOMMERS RD		1	06	06	03	15	2000*	2300*	2400+	2400
026	132.25	BEFORE JCT MORLEY RD		1	09	10	06	25		2300+	2300	2300
	STATE ROUTE NO 027 MAINLINE SR 195/PULLMAN TO SR 290											
027	000.00B	AFTER JCT SR 195*BEG ROUTE		2					4400*	4500	4600	4200*
027	002.27B	BEFORE JCT SR 270							15000*	16000	13000*	14000*
027	000.01	AFTER JCT SR 270 WYE CONN		1					19000*	20000	16000*	14000*
027	000.74	BEFORE JCT STADIUM WAY		2					15000	15000	15000*	15000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
027	000.74	AFTER JCT STADIUM WAY		2					10000	11000	11000*	12000
027	001.31	BEFORE JCT LARRY ST		2					8900	11000*	11000	11000
027	001.31	AFTER JCT LARRY ST		2					6500	8400*	8500	8900
027	002.20	AFTER JCT PULLMAN ALBION RD*WHELAN		3	05	02	01	08	2200*	2200*	2500*	3000+
027	007.75	BEFORE JCT ESTES RD		3	06	01		08	2100*	2000*	2200+	2300
027	015.08	BEFORE JCT SR 272*MAIN ST		3								3900*
027	015.08	AFTER JCT SR 272*MAIN ST		3					3000	3100	3100	3100*
027	015.33	BEFORE JCT SR 272*CHURCH ST		3								2500*
027	015.33	AFTER JCT SR 272*CHURCH ST		3					1600	1700	1700	2300*
027	020.21	AFTER JCT ALTERGOTT RD		3								1900*
027	023.76	AT SILVER CREEK		3	07	01		09	1300*	1200*	1400+	1400
027	026.95	AFTER JCT WALTERS RD		3	10	06	03	19				1700+
027	031.55	AFTER JCT ZIMMERMAN RD		3	08	05	01	13		710+	710	730
027	033.42	BEFORE JCT KELLEY RD		3	10	04	03	17	810*	830	830+	850
027	035.68	BEFORE JCT HUME RD		3	08	05	02	15				1700+
027	035.68	AFTER JCT HUME RD		3								1900*
027	036.87	BEFORE JCT SR 271		3								1200*
027	036.87	AFTER JCT SR 271		3								640*
027	040.62	AFTER JCT SEABURY RD		3	16	05	01	23				410+
027	043.81	BEFORE JCT CROCKETT RD		3	13	03	01	17	430*	410*	400+	420
027	048.11	BEFORE JCT MAIN ST*RAMSEY ST		3								750*
027	048.11	AFTER JCT MAIN ST*RAMSEY ST		3								740*
027	048.50	BEFORE JCT SR 274*CROSBY ST		3					2900	2900	2900	2000*
027	048.50	AFTER JCT SR 274*CROSBY ST		3					1400	1500	1500	1400*
027	051.73	BEFORE JCT FAIRBANKS RD		3	06	11	03	20	840*	1000+	990	1000
027	051.73	AFTER JCT FAIRBANKS RD		3	04	01	02	07	880	900	780+	800
027	077.30	AT ADC LOCATION P30		3					4800*	4900	5500*	5600*
027	083.15	BEFORE JCT 32ND AVE		2					5600	5800	6300*	6500

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
027	084.43	BEFORE JCT 16TH AVE		1					6000	6100	5600*	5800
027	084.49	AFTER JCT PINES RD SB		1							4800*	5000
027	084.51	AFTER JCT SALTESE RD NB		1					14000	15000	12000*	13000
027	084.94	BEFORE JCT 8TH AVE		1					17000	17000	13000*	14000
027	085.94	BEFORE JCT BROADWAY AVE		1							23000*	24000
027	085.94	AFTER JCT BROADWAY AVE		1							24000*	25000
027	086.45	BEFORE JCT MISSION AVE		1					26000	27000	23000*	24000
027	086.69	BEFORE RAMP SR 90		1							27000*	28000
027	086.73	AFTER JCT MONTGOMERY DR WYE CONN		1					18000	19000	16000*	17000
027	087.68	BEFORE JCT SR 290 WYE CONN		1					15000	15000	11000*	11000
	STATE ROUTE NO 028 MAINLINE SR 2 TO SR 2/DAVENPORT											
028	000.00B	AFTER JCT SR 2*BEG ROUTE		1					13000	17000*	17000	17000
028	003.67B	BEFORE JCT 9TH ST		1						12000*	13000	13000
028	003.80B	BEFORE RAMP SR 285		1					18000	20000	19000*	19000
028	** 003.84B	AFTER JCT SR 28 COWENTCH (COUPLET)	C	1					3100	3200	3100*	3300
028	004.25B	AFTER JCT SR 285	C	1					29000	35000*	32000	34000
028	000.31	AFTER JCT GRANT RD		1					8800	12000*	11000*	11000
028	000.78	AFTER JCT THIRD ST		1						8400*	7700	7900
028	003.35	AFTER JCT S NILE AVE		1					8400	8700	8500*	8700
028	008.08	BEFORE JCT ROCK ISLAND AVE WYE CONN		1	07	07	05	19	6500	6700	7200+	7400
028	008.10	AFTER JCT ROCK ISLAND AVE WYE CONN		1	07	07	06	19	5700	5900	6500+	6700
028	025.73	BEFORE JCT U NW*WHITE TR RD		1								6000*
028	025.73	AFTER JCT U NW*WHITE TR RD		1						6400*	6500	5400*
028	027.73	BEFORE JCT S NW		1						6100*	6200	5200
028	027.73	AFTER JCT S NW		1						6600*	6600	5500
028	028.73	BEFORE JCT 13TH AVE SW*R NW		1								6700*
028	028.73	AFTER JCT 13TH AVE SW*R NW		1								7700*

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
028	029.77	AFTER JCT SR 281*CENTRAL AVE S		2					11000	10000*	10000	11000
028	029.85	BEFORE JCT 1ST AVE SE		2								12000*
028	029.85	AFTER JCT 1ST AVE SE		2								11000*
028	030.01	BEFORE JCT THIRD AVE SE		2								11000*
028	030.01	AFTER JCT THIRD AVE SE		2								11000*
028	033.79	BEFORE JCT ADAMS RD		2					4700	4900*	4900	5000
028	033.79	AFTER JCT ADAMS RD		2					3900	3700*	3800	3900
028	041.25	BEFORE JCT F NW		2								4500*
028	041.25	AFTER JCT F NW		2								4300*
028	046.61	BEFORE JCT SR 282 WYE CONN		2					9300*	9600	9700	10000*
028	046.63	AFTER JCT SR 282		2					11000*	11000	11000	12000*
028	051.77	BEFORE JCT 19 NW		2							5800*	5900
028	051.77	AFTER JCT 19 NW		2							4900*	5100
028	052.07	BEFORE JCT GRANT ST		2								5200*
028	052.07	AFTER JCT GRANT ST		2								5800*
028	052.38	BEFORE JCT DIVISION N		2							4700*	4800
028	052.38	AFTER JCT DIVISION N		2							3700*	3800
028	052.67	BEFORE RAMP SR 17 SB		2								4200*
028	052.92	AFTER JCT SR 17 WYE CONN		2								1300*
028	053.62	BEFORE JCT A NE		2	10	06	02	19		1300+	1300	1300
028	053.62	AFTER JCT A NE		2	10	08	02	21	660	1000+	1000	1000
028	070.33	AFTER JCT O NE RD		2	17	09	02	28	420*	440	450	440+
028	077.93	BEFORE JCT MARLIN RD*W NE		2	13	11	03	27				300+
028	077.93	AFTER JCT MARLIN RD*W NE		2	13	06	02	21				270+
028	079.04	AFTER JCT X NE RD		2	13	08	02	23				320+
028	087.92	AFTER JCT BATUM RD		2	14	10	03	27	700+	750	760	760
028	090.54	AFTER JCT CO RD		2	14	04	02	20				660+
028	093.72	BEFORE JCT SR 21*ALDER ST		2					1800	1900	2000	2300*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
028	093.72	AFTER JCT SR 21*ALDER ST		2								2600*
028	093.79	AFTER JCT SR 21*DIVISION ST		2					2600	2800	2800	2400*
028	094.38	AFTER JCT DOBSON RD WYE CONN		2	12	04	01	18				800+
028	095.40	AFTER JCT CO RD		2	15	05	02	22				530+
028	106.59	BEFORE JCT CO RD		2					390	480*	490	490
028	131.18	BEFORE JCT SR 2		2					1800	2400*	2500	2500
	STATE ROUTE NO 028 COUPLET WENTCH SRMP 4.25B TO SRMP 3.84B											
028COWENTCH	** 004.25	AFTER JCT SR 285*BEG ROUTE		1					3200	3400	3500*	3600
028COWENTCH	004.35	AFTER JCT 5TH ST NE*SR 285 OFF RMP		1							3700*	3800
	STATE ROUTE NO 031 MAINLINE SR 20/TIGER TO CANADA											
031	000.00	AFTER JCT SR 20*CO RD*BEG ROUTE		2	09	05	01	15	1300+	1400	1300	1400
031	003.10	BEFORE JCT ELIZABETH AVE		2	12	04	01	16				1800+
031	003.10	AFTER JCT ELIZABETH AVE		2	12	03	01	16				2100+
031	003.52	BEFORE JCT WISCONSIN AVE		2	09	03	01	12	2300+	2400	2400	2400
031	006.91	BEFORE JCT CO RD		2	13	05	01	18	1200*	1300	1300	1300+
031	006.91	AFTER JCT CO RD		2	13	05	01	19	1300*	1300	1300	1300+
031	013.13	AFTER JCT BOUNDARY RD		2					1500	1500*	1500	1500
031	016.43	AFTER JCT PEND OREILLE MINE RD		2	12	07	03	21				430+
	STATE ROUTE NO 041 MAINLINE SR 2 TO IDAHO STATE LINE											
041	000.00	AFTER JCT SR 2		2					4300	4600	4700*	4700
	STATE ROUTE NO 082 MAINLINE SR 90 TO OREGON ST LINE											
082	000.87	AFTER RAMP SR 90		5					13000	12000*	12000	13000
082	003.46	AFTER RAMP SR 821		5					12000	12000*	13000	13000
082	024.83	AT ADC LOCATION R048		5					13000*	13000*	14000*	14000*

** COUPLET SKETCH IN BACK OF BOOK

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+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
082	034.02	AT ADC LOCATION P29		5					36000*	40000*	40000*	41000
082	035.13	AFTER RAMP NOB HILL BLVD		5					34000*	37000	37000	38000
082	040.87	AFTER RAMP THORP PARKER RD		5	05	10	04	18	19000	24000+	25000	26000
082	048.50	AT ADC LOCATION P08		5					19000*	21000	21000*	22000*
082	052.60	AFTER RAMP ZILLAH		5					16000*	16000*	16000	18000*
082	064.17	AFTER RAMP CEMETERY RD		5					14000*	15000	15000	18000*
082	068.40	BEFORE RAMP SR 241		5					12000	13000	14000*	14000
082	069.49	AFTER RAMP SR 241		5					14000	15000*	15000*	16000
082	073.29	AFTER RAMP STOVER RD		5					12000	14000*	14000	14000
082	079.42	BEFORE RAMP GAP RD		5								16000*
082	082.14	BEFORE RAMP SR 22		5	07	15	06	28	9900+	11000	11000	11000
082	082.89	AFTER RAMP SR 22		5	08	13	05	26	10000*	11000*	11000	14000+
082	089.03	AFTER RAMP GIBBON RD		5					11000	11000*	11000	12000
082	101.65	BEFORE RAMP SR 182		5					14000	14000*	14000*	15000
082	102.87	AFTER RAMP SR 182		5					5100	5500	6000*	6300
082	105.15	AFTER RAMP GOOSE GAP RD		5					4900	5300	5600*	5900
082	112.27	BEFORE RAMP SR 395		5	07	15	02	24	5700*	6100	6400	7300+
082	113.71	AFTER RAMP SR 395		5					11000*	12000	13000	15000*
082	121.20	AT ADC LOCATION P09		5					11000*	12000*	13000	14000*
082	132.03	AFTER ADC LOCATION R086		5					13000*	13000*	15000*	15000*
082	132.60	AT COLUMBIA RIVER		5						13000*	15000*	15000*
		STATE ROUTE NO 090 MAINLINE SR 5/SEATTLE TO IDAHO										
090	** 001.94	AFTER JCT SR 519*4TH AVE S		5					31000*	32000	36000*	37000
090	002.79	AFTER RAMP SR 5 NB		5					104000*	109000	119000*	121000
090	003.52	AFTER RAINIER AVE (OLD SR 900)		5					108000*	112000	124000*	127000
090	003.94	AFTER RAMP RAINIER AVE		5					114000*	119000	129000*	132000
090	005.82	AFTER RAMP W MERCER WAY		5					109000*	114000	121000*	124000

** REVERSIBLE TRAFFIC NOT INCLUDED

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
090	006.85	BEFORE RAMP ISLAND CREST WAY		5					103000*	107000	118000*	121000
090	007.52	AFTER RAMP ISLAND CREST WAY		5					118000*	124000	132000*	135000
090	008.59	AFTER RAMP E MERCER WAY		5					131000*	137000	149000*	152000
090	008.88	AFTER RAMP BELLEVUE WAY SE		5					115000*	120000	126000	129000
090	009.61	AFTER RAMP BELLEVUE WAY SE		5					73000*	76000	79000	81000
090	009.87	AFTER RAMP RICHARDS RD		5					52000*	54000	57000	58000
090	010.34	BEFORE RAMP 148TH AVE SE		5					126000*	131000*	138000*	142000
090	011.14	AFTER RAMP 148TH AVE SE		5					69000*	73000	80000*	82000
090	012.41	AFTER RAMP WBCD LANE		5					91000*	96000	107000*	109000
090	013.69	AT W LK SAMMAMISH PRKWY		5					81000*	86000	95000*	98000
090	014.65	AT ADC LOCATION S825		5					89000*	94000*	99000*	101000*
090	015.82	AT SR 900		5					54000*	57000	61000*	65000
090	016.31	AFTER RAMP SR 900		5					60000*	63000	67000*	71000
090	017.12	AT 228TH AVE SE		5					30000*	32000	33000*	35000
090	017.69	AFTER RAMP 228TH AVE SE		5					37000*	38000	41000*	43000
090	018.38	AFTER RAMP E SUNSET WAY		5					39000*	41000	44000*	46000
090	020.25	AT HIGH POINT RD*HIGH POINT		5					38000*	40000	42000*	45000
090	020.75	AFTER RAMP HIGH POINT RD		5					38000*	40000	43000*	45000
090	022.52	AT JONES RD		5					28000*	29000	32000*	34000
090	023.54	AT ADC LOCATION S826		5					36000*	38000	41000*	44000*
090	025.69	AT SR 18		5					33000	34000	38000*	38000
090	026.21	AFTER RAMP SR 18		5					47000	49000	53000*	48000*
090	030.23	BEFORE RAMP SR 202		5								39000*
090	030.87	LEAVING CITY OF NORTH BEND		5					28000	29000	30000*	28000
090	031.00	AFTER RAMP SR 202		5					33000	34000	36000*	33000*
090	032.56	AT 436TH AVE SE		5					26000	27000	26000*	27000
090	033.56	AT ADC LOCATION R039		5					28000*	29000*	30000*	31000*
090	037.37	BEFORE RAMP HOMESTEAD VALLEY RD		5								26000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
090	041.75	BEFORE RAMP TINKHAM RD		5					30000	25000*	26000	26000
090	042.84	AFTER RAMP TINKHAM RD		5					29000	28000*	29000	29000
090	046.02	AFTER RAMP FS RD #9030		5					27000*	28000	29000	25000*
090	047.71	AT ADC LOCATION S901		5					24000*	25000*	26000*	26000
090	051.67	BEFORE RAMP SR 906		5					26000	28000*	29000	29000
090	052.24	AT ADC LOCATION S902		5					21000*	22000	22000*	23000
090	053.40	AFTER RAMP E SUMMIT RD		5						22000*	23000	23000
090	063.31	AFTER RAMP STAMPEDE RD		5	06	14	04	24	23000*	24000	24000+	24000
090	063.98	AT ADC LOCATION S903		5					17000	18000	19000	24000*
090	070.80	AFTER RAMP W EASTON RD		5					23000*	24000	25000	31000*
090	078.46	AFTER RAMP GOLF COURSE RD		5					24000	23000*	24000	24000
090	082.70	AT ADC LOCATION B04		5					23000	24000*	24000*	24000*
090	082.75	AFTER RAMP W CLE ELUM		5					20000*	21000	21000	21000
090	094.02	AFTER RAMP ELK HEIGHTS RD		5	06	15	04	26	20000	21000	19000+	19000
090	111.44	AFTER RAMP SR 82		5	05	15	05	26	13000	11000+	11000	11000
090	136.59	AT ADC LOCATION R042		5							13000*	13000*
090	138.28	AFTER RAMP SR 26		5					11000	9800	10000	9500*
090	149.41	BEFORE RAMP SR 281		5					10000*	9800*	10000	12000*
090	149.78	AT SR 281		5								8900*
090	150.07	AFTER RAMP SR 281		5					9400*	9800	10000	9800*
090	152.02	AFTER RAMP SR 281 SPBURKE (SPUR)		5					9900*	10000	11000	11000*
090	154.98	AFTER RAMP ADAMS RD		5					11000*	11000	12000	10000*
090	165.09	AFTER RAMP DODSON RD		5					11000	11000*	11000	11000
090	174.27	BEFORE RAMP HANSEN RD		5								11000*
090	174.61	BEFORE RAMP PRICHARD RD		5					12000*	12000	12000	13000
090	175.68	BEFORE RAMP SR 171		5	09	09	02	20	15000	16000	16000+	16000
090	179.15	BEFORE RAMP SR 17		5	07	11	03	21	12000	13000	12000+	12000
090	180.33	AT ADC LOCATION R055		5					8800*	9200*	9400*	9700*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
090	189.34	AFTER RAMP WARDEN RD		5	06	21	04	32	7000	7700+	7900	8200
090	218.83	AT ADC LOCATION P10		5					8300*	8600*	8800*	9100*
090	221.59	AFTER RAMP SR 395 SB-DANEKAS RD		5					10000*	14000*	14000	15000
090	222.27	BEFORE RAMP SR 261		5								14000*
090	222.27	AFTER RAMP SR 261		5					11000	13000*	14000	15000*
090	244.86	BEFORE RAMP SR 23		5					12000	14000*	15000	16000
090	245.75	AFTER RAMP SR 23		5					12000	13000*	14000	14000
090	254.50	AFTER ADC LOCATION R014		5					13000*	14000*	14000*	15000*
090	263.91	BEFORE RAMP SR 902		5						14000*	14000	15000
090	264.74	AFTER RAMP SALNAVE RD		5					14000	13000*	14000	15000
090	271.03	AFTER RAMP SR 904		5					23000	25000	29000*	31000
090	285.00	BEFORE ADC LOCATION R036		5					90000*	94000*	99000	101000
090	292.73	AFTER RAMP SULLIVAN RD		5							55000*	55000
090	294.45	AFTER RAMP BARKER RD		5					49000	43000*	45000	45000
090	295.29	AFTER RAMP GREENACRES RD		5					56000	52000*	55000	55000
090	298.40	AT ADC LOCATION P24		5					38000*	40000*	42000*	42000*
090	299.82	AT IDAHO ROAD*IDAHO ST LINE		5					38000*	37000*	38000*	38000*
	STATE ROUTE NO 090 REVERSIBLE LANE 090EXP AIRPORT WAY S TO SR 90											
090RL090EXP	002.23	AFTER RAMP METRO BUS-TRANSIT ONLY		5					1700*	1800	1900	1900
090RL090EXP	003.56	AFTER TRANSIT AREA		5					1900*	2000	2100*	2100
090RL090EXP	003.87	AFTER RAMP SR 90 MAINLINE		5					13000*	13000	14000*	14000
090RL090EXP	006.74	BEFORE RAMP ISLAND CREST WAY		5					11000*	11000	12000*	12000
090RL090EXP	007.45	AFTER RAMP 80TH AVE SE (REVERSIBLE)		5					7100*	7500	8100*	8300
090RL090EXP	008.39	BEFORE RAMP SR 90 EB		5					4900*	5200	5900*	6000
090RL090EXP	008.39	AFTER RAMP SR 90 EB		5					2300*	2500	3100*	3200
090RL090EXP	008.90	AFTER RAMP SR 405		5					730*	770	900	930

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 092 MAINLINE SR 9 TO GRANITE FALLS										
092	000.56	BEFORE JCT 99TH AVE NE*LAKE CASSIDY		3	05	01		06			13000+	14000
092	000.56	AFTER JCT 99TH AVE NE*LAKE CASSIDY		3					13000*	13000	14000*	14000
092	000.88	BEFORE JCT CALLOW RD		3							14000*	14000
092	001.46	BEFORE JCT 113TH AVE NE		3	06	02	01	09	13000*	13000	14000*	14000+
092	001.46	AFTER JCT 113TH AVE NE		3					12000*	12000	13000*	14000*
092	002.38	BEFORE JCT 127TH DR NE		3					11000*	11000	12000*	12000
092	002.68	BEFORE JCT MACHIAS RD		3								11000*
092	002.68	AFTER JCT MACHIAS RD		3					10000*	10000	11000	12000+
092	002.91	BEFORE JCT 44TH ST NE		3								13000*
092	002.91	AFTER JCT 44TH ST NE		3								12000*
092	004.25	AFTER JCT 147TH AVE NE		3							11000*	12000
092	004.33	AFTER JCT 147TH AVE NE		3	10	02	01	13			11000*	10000+
092	005.26	AFTER JCT 75TH ST NE		3	07	02	01	11				9600+
092	008.26	BEFORE JCT GRANITE AVE		3					10000	10000	10000	8800*
		STATE ROUTE NO 096 MAINLINE SR 5 TO SR 9										
096	001.18	AFTER JCT 16TH AVE SE		2	04	04	01	10		19000*	20000	25000+
096	001.37	BEFORE JCT SR 527*BOTHELL-EVRET HWY		2					22000*	19000	20000	25000*
096	001.38	AFTER JCT SR 527 WYE CONN		2					24000*	25000	25000	28000*
096	002.38	BEFORE JCT 35TH DR SE		2					23000*	24000	24000	25000
096	002.38	AFTER JCT 35TH DR SE		2					22000*	23000	23000	24000
096	003.28	BEFORE JCT SEATTLE HILL RD*132ND ST		2							24000*	25000
096	003.28	AFTER JCT SEATTLE HILL RD*132ND ST		2							12000*	13000
096	004.81	BEFORE JCT E LOWELL-LARIMER RD		2							11000*	11000
096	004.81	AFTER JCT E LOWELL-LARIMER RD		2							3200*	3300
096	006.75	BEFORE JCT SR 9		2					2500	2600	3200*	4200*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 097 MAINLINE	OREGON ST. LN TO CANADA										
097	000.00B	OREGON STATE LINE*BEG ROUTE		1					5200*	5300*	4900*	5100*
097	** 002.50	BEFORE JCT SR 97 COMARYHL (COUPLET)	C	1							4000*	4100
097	002.50	AFTER JCT SR 97 COMARYHL (COUPLET)	C	1							2000*	2000
097	002.59	AFTER JCT SR 97 COMARYHL (COUPLET)	C	1					4800	5000	4600*	4700
097	009.08	BEFORE JCT HOCTOR RD*S COLUMBUS AVE		1					4400	5200*	5100	4300*
097	009.08	AFTER JCT HOCTOR RD*S COLUMBUS AVE		1					3200	4000*	4000	4100
097	011.69	BEFORE JCT SIMCOE DR		1					3400	4300*	4300	4300
097	011.69	AFTER JCT SIMCOE DR		1						4200*	4200	4200
097	012.67	BEFORE JCT SR 142*STATE FRONTAGE RD		1	07	15	06	27	3700	4100	3800+	3900
097	012.67	AFTER JCT SR 142*STATE FRONTAGE RD		1	06	11	08	25	4200	4700*	4300+	4300
097	013.36	AFTER JCT STATE FRONTAGE RD		1	07	12	06	24	3700	4500+	4500	4600
097	015.17	AT ADC LOCATION R041		1					3800*	3900	3900	4000
097	027.16	AFTER JCT SKI LODGE RD		1					2900	3000	3000	3000*
097	033.52	ENTERING YAKIMA COUNTY		1	09	10	04	22	2400	2500	2500	2000+
097	054.18	BEFORE JCT TULE RD		1					3200*	3300	3300	3400
097	058.76	BEFORE JCT JENSEN RD		1					3300*	3400	3400	3300*
097	058.76	AFTER JCT JENSEN RD		1					3500*	3600	3600	3500*
097	061.19	AFTER RAMP SR 97 SB		1					4300*	4500	4400	5100*
097	061.62	AFTER JCT SR 97 WYE CONN		2					5100*	5200	5200	5900*
097	062.00	AFTER JCT W 1ST AVE*FORT RD WYE CON		2					9900	9500	10000	9500*
097	066.30	AT ADC LOCATION P03		2					9500*	9100*	9900*	10000*
097	074.45	BEFORE JCT LATERAL A ROAD		2	03	03	01	07	13000	12000+	13000	14000
097	074.72	BEFORE JCT COUNTY RD*PRIVATE RD EB		2					20000	17000*	18000	19000
097	075.63	BEFORE RAMP UNION GAP-OLD SR 97		2					19000*	15000*	17000	19000*
097	134.14	BEFORE JCT DOLLAR WAY WYE CONN		1					8600*	9300	9600	12000*
097	134.18	AFTER JCT DOLLAR WAY WYE CONN		1					2300*	2500	2600	2800*

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
097	136.61	BEFORE JCT SR 10		1					3400*	3600	3700	3900
097	136.61	AFTER JCT SR 10		1					2000*	2200	2300	2300*
097	144.73	BEFORE JCT BETTAS RD		1	11	10	05	26	1900*	2000	2100	2200+
097	149.69	BEFORE JCT SR 970		1					1900*	2100	2100	2400*
097	149.69	AFTER JCT SR 970		1	09	08	03	20	4300*	4600	4800	5500+
097	157.21	AFTER JCT DURST CR RD-FS RD #9705		1	07	13	04	25	3900	4200	3600+	3800
097	158.28	AFTER JCT IRON CR RD-FS RD #9714		1	07	10	03	21				4700+
097	159.78	BEFORE SWAUK CAMPGROUND		1	06	12	04	22	3400+	3600	3800	3900
097	163.72	ENTERING CHELAN COUNTY		1								4900*
097	172.50	BEFORE SCOTTY CREEK CAMPGROUND		1					3700	3900	3600*	3700
097	177.99	BEFORE JCT INGALLS CREEK RD		1					3700	3900	4100	4900*
097	178.19	AT ADC LOCATION R047 SOUTH		1					4100*	4400*	4600*	4800*
097	180.99	AT PESHASTIN CREEK		1	07	10	03	20	4200+	4500	4700	4900
097	181.07	BEFORE JCT MOUNTAIN HOME RANCH RD		1	07	09	03	19				5600+
097	181.07	AFTER JCT MOUNTAIN HOME RANCH RD		1								5800*
097	184.28	BEFORE JCT CO RD*ROLLER COASTER RD		1	07	10	03	19			5100+	5200
097	184.98	BEFORE JCT SR 2 WYE CONN		1					4000	4400*	4400*	4600
097	213.11	AFTER JCT SR 2 WYE CONN		1					3400	4000*	3800	3800
097	213.36	AFTER JCT SR 97 SPORONDO (SPUR)		1					4100	4300*	4000	4100
097	214.42	BEFORE JCT ORONDO SCHOOL RD		1								5800*
097	214.42	AFTER JCT ORONDO SCHOOL RD		1								5600*
097	215.53	AFTER JCT ORONDO RIV PK*FISHER LN		1	08	10	04	22	4600	4600	4500+	4600
097	218.90	AFTER DAROGA STATE PARK		1					4300	4300	4300*	4300
097	220.55	AT ADC LOCATION R084		1					3800	3500*	3500	3800*
097	224.08	BEFORE JCT BRAYS RD		1								4100*
097	224.08	AFTER JCT BRAYS RD		1								4200*
097	224.47	BEFORE JCT SUN COVE RD		1					3800	3800	3200*	3300
097	224.47	AFTER JCT SUN COVE RD		1					3300	3300	3200*	3300

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
097	229.93	BEFORE JCT GREENS CANYON RD		1								3700*
097	229.93	AFTER JCT GREENS CANYON RD		1								3800*
097	235.10	BEFORE JCT SR 150		1					4000*	4000	4000	4300*
097	235.10	AFTER JCT SR 150		1	08	11	07	26	2300*	2300*	2300	2400+
097	240.15	BEFORE JCT SR 97 ALT*CO ROAD #506		1						2300*	2300	2400*
097	240.19	AFTER JCT SR 97AR (ALT) WYE CONN		1					4000*	4000	3900	5100*
097	250.35	AT ADC LOCATION P11		1					3800*	3800*	3800*	3800*
097	253.67	AFTER JCT WARREN AVE		1					4000*	4000	4000	3900*
097	257.92	BEFORE JCT INDIAN DAN CANYON RD		1					4900	5000*	4900	5000
097	259.67	BEFORE JCT W INDIAN AVE		1					5000*	5000	5000	5000*
097	259.69	AFTER JCT W INDIAN AVE		1					4800*	4800	4700	4700*
097	260.10	BEFORE JCT N 7TH ST		1					4300*	4300	4300	4500*
097	260.42	BEFORE JCT SR 173		1					5300*	5300	5200	5900*
097	260.45	AFTER JCT SR 173 WYE CONN		1					7900*	7800	7800	6700*
097	260.85	AFTER JCT OLD HWY 97*PLAZA WAY		1								3300*
097	265.12	BEFORE WEIGH STATION		1					3000*	3100	3100	3200
097	265.16	BEFORE JCT SR 17 WYE CONN		1								2800*
097	265.21	AFTER JCT SR 17		1					3300*	3400	3400	3100*
097	267.75	AFTER JCT CAMERON LAKE RD*MONSE BR		1	08	09	03	19	2800*	2900	2800	2600+
097	286.16	AT ADC LOCATION P23		1					3700*	3800*	3800*	3800*
097	286.18	BEFORE JCT SR 20		1								3800*
097	286.18	AFTER JCT SR 20		1					3800*	3900	3900	4100*
097	287.90	BEFORE JCT CAMERON LAKE RD		1							4100*	4200
097	287.90	AFTER JCT CAMERON LAKE RD		1							5900*	5900
097	291.24	BEFORE JCT SR 155		1	08	05	02	15	5600	6300+	6200	6300
097	292.30	BEFORE JCT SR 215 WYE CONN		1	10	04	02	15	6300	6500	8100+	8100
097	292.35	AFTER JCT RIVERSIDE DR WYE CONN		1					6100	6400	5700*	5700
097	293.33	AT ADC LOCATION R068		1					6100	5700*	5700*	5700

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097	298.71	BEFORE JCT TUNK CREEK RD		1					5100*	4800	4800	5300*
097	298.71	AFTER JCT TUNK CREEK RD		1					4600*	4400	4300	4700*
097	299.06	AFTER JCT RIVERSIDE CUTOFF RD		1						4300*	4200	4600
097	304.68	AFTER JCT PINE CREEK RD		1					4200	4000*	3900	4300
097	309.72	BEFORE JCT TONASKET-OROVILLE RD		1					4900*	5000	5000	4300
097	309.72	AFTER JCT TONASKET-OROVILLE RD		1					4700*	4900	4800	4200
097	310.82	BEFORE JCT JANIS RD		1					4700*	4900	4800	4100*
097	310.82	AFTER JCT JANIS RD		1					4900*	5000	5000	4300
097	314.75	BEFORE JCT SEVENTH ST		1					6300*	6500	6400	5500*
097	314.83	BEFORE JCT SR 20*SIXTH ST		1					7100*	7400	7300	7000
097	314.85	AFTER JCT SR 20 WYE CONN		1					6300*	6600	6500	6900*
097	315.42	BEFORE JCT WESTERN AVE		1					4200*	4400	4300	4600*
097	315.44	AFTER JCT WINESAP RD		1					4600*	4800	4700	4700*
097	321.45	BEFORE JCT ELLISFORDE RD		1					3600*	3200	3200	3200
097	321.45	AFTER JCT ELLISFORDE RD		1					3900*	3500*	3400	3500
097	330.38	BEFORE JCT EAST OROVILLE RD		1	11	05	02	17	3500*	3700	3600	3400+
097	330.38	AFTER JCT EAST OROVILLE RD		1					4100*	4300	4200	3500*
097	331.72	BEFORE JCT 11TH AVE		1					7700*	8000	7900	6800
097	331.72	AFTER JCT 11TH AVE		1					6600*	6900	6800	5600*
097	332.02	BEFORE JCT CENTRAL AVE		1						8800*	8600	5700
097	332.02	AFTER JCT CENTRAL AVE		1						9600*	9400	6200*
097	332.70	BEFORE JCT 23RD AVE		1	07	08	03	18	5000*	5200	5100	4100+
097	332.70	AFTER JCT 23RD AVE		1					3400*	3300	2900	3000*
097	335.30	AT ADC LOCATION P22		1					2800*	2700*	2400*	2400
097	336.13	AFTER JCT BOUNDARY POINT RD		1	08	05	02	15	2400*	2300	2000	2300+
	STATE ROUTE NO 097 ALTERNATE ROUTE OLDS STATION TO CHELAN											
097AR	200.47	BEFORE JCT OHME GARDEN RD*WAREHOUSE		2							13000*	13000

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097AR	200.47	AFTER JCT OHME GARDEN RD*WAREHOUSE		2							11000*	12000
097AR	201.40	AT ADC LOCATION R059		2					6200*	6400*	6500*	6600*
097AR	205.19	AFTER JCT SWAKANE CANYON RD		2	06	02		08	5900	6000	5500+	5600
097AR	214.79	BEFORE JCT SHEARSON ST		2								5400*
097AR	214.79	AFTER JCT SHEARSON ST		2								5400*
097AR	216.43	BEFORE JCT STONERIDGE ST		2							4600*	4700
097AR	216.43	AFTER JCT STONERIDGE ST		2							4200*	4300
097AR	223.18	BEFORE JCT SR 971-NAVARRE COULEE RD		2	07	03		10	3400	3500	3800+	3900
097AR	223.20	AFTER JCT SR 971 WYE CONN		2					3200	3300	3600*	3700
097AR	230.43	BEFORE JCT SR 971-SO LK SHORE RD		2					3800*	3800*	3700	3800
097AR	230.46	AFTER JCT SR 971 WYE CONN		2	06	02		09	5500*	5100*	5000+	5100
097AR	232.18	BEFORE JCT S MILLARD ST		2							5200*	5300
097AR	232.25	BEFORE JCT E CENTER ST		2							5900*	6000
097AR	232.25	AFTER JCT E CENTER ST		2							6200*	6300
097AR	233.60	BEFORE JCT WOODIN AVE		2					8100*	8300	8400	7300*
097AR	233.61	AFTER JCT PETERSON PL		2					3500*	3600	3600	3800*
097AR	233.91	BEFORE JCT FARNHAM ST		2					4100*	4200	4200	4300
097AR	233.91	AFTER JCT FARNHAM ST		2					4300*	4400	4500	4500
097AR	234.20	BEFORE JCT SR 150-SANDERS ST*WOODIN		2					4400	4500	4600	5800*
097AR	234.20	AFTER JCT SR 150-SANDERS ST*WOODIN		2					9600	9800	10000	9100*
097AR	234.98	BEFORE JCT SR 150 WYE CONN		2					8400	8600	8700	8000*
097AR	235.04	AFTER JCT SR 150 WYE CONN		2					3100	3200	3200	3900*
097AR	236.28	AFTER JCT WILLMORTH DR		2								3800*
097AR	239.60	BEFORE JCT SR 97 WYE CONN		2					1800*	1900	1900	2000*
STATE ROUTE NO 097 COUPLET MARYHL MARYHILL S BND COUPLET												
097COMARYHL	** 002.59	AFTER JCT SR 97 N BND*BEG ROUTE		1							3400*	3400
097COMARYHL	002.68	BEFORE JCT SR 97 N BND*END ROUTE		1							2000*	2100

** COUPLET SKETCH IN BACK OF BOOK

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 097 SPUR ORONDO SR 97/ORONDO TO SR 2											
097SPORONDO	213.36	AFTER JCT SR 97*BEG ROUTE		1					310	290*	290	290
	STATE ROUTE NO 099 MAINLINE SR 5/FIFE TO SR 5/EVERTT											
099	000.19	AFTER JCT SR 99 WYE CONN		1					19000	20000	20000	23000*
099	012.46	BEFORE JCT OLD SR 509 WYE CONN		1					37000	36000*	36000	38000
099	012.49	AFTER JCT OLD SR 509 WYE CONN		1					32000	32000*	32000	33000
099	015.90	BEFORE JCT S 226TH ST		1						29000*	30000	31000
099	015.90	AFTER JCT S 226TH ST		1						29000*	29000	31000
099	016.20	BEFORE JCT S 222ND ST		1	08	06	01	15	29000	29000*	25000+	26000
099	016.20	AFTER JCT S 222ND ST		1					29000	29000*	30000*	31000
099	016.28	AFTER JCT S 220TH ST		1	03	04	01	09	28000	29000*	24000+	25000
099	020.92	BEFORE JCT S 148TH ST		1						22000*	22000	23000
099	020.92	AFTER JCT S 148TH ST		1						22000*	22000	23000
099	021.32	BEFORE JCT S 142ND ST		1						20000*	20000	21000
099	021.32	AFTER JCT S 142ND ST		1						20000*	20000	21000
099	021.45	BEFORE JCT S 140TH ST		1					18000	19000*	19000	20000
099	021.45	AFTER JCT S 140TH ST		1					17000	18000*	18000	19000
099	022.02	BEFORE JCT S 132ND ST		1					17000*	17000	17000	18000
099	022.02	AFTER JCT S 132ND ST		1					17000*	17000	18000	18000
099	043.12	BEFORE JCT N 198TH ST		1					34000*	35000	35000	37000
099	045.43	BEFORE JCT 216TH ST SW		1					33000*	35000	35000	36000
099	045.43	AFTER JCT 216TH ST SW		1					31000*	32000	33000	34000
099	050.96	AFTER JCT LINCOLN WAY WYE CONN		1					35000*	36000	37000	38000
099	051.51	AFTER JCT MANOR WAY		1					35000*	36000	37000	38000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 100 MAINLINE SR 101 TO SR 100										
100	000.00	AFTER JCT SR 101*FIRST ST*BEG ROUTE		3					2000	2000	2100*	3100*
100	000.06	AFTER JCT SR 100 (2ND AVE SW)		3					1100	1100	1100	1400*
100	002.95	BEFORE JCT SR 100 SPCANBY (SPUR)		3					790	800	830	1000*
100	004.68	BEFORE JCT SR 100		3								1400*
		STATE ROUTE NO 100 SPUR CANBY SR 100 TO US CG STATION										
100SPCANBY	002.97	AFTER JCT SR 100 WYE CONN		3					1500	1500	1600	1800*
100SPCANBY	003.43	AFTER FORT CANBY STATE PARK		3					730	740	770	770*
		STATE ROUTE NO 101 MAINLINE OREGON ST LN TO SR 5/OLY										
101	000.00	OREGON STATE LINE		1					5900*	6100*	6300*	6500*
101	000.46	BEFORE ADC LOCATION S841		1								6500*
101	000.46	AFTER ADC LOCAATION S841		1	07	02		09				5300+
101	007.14	AT CHINOOK RIVER		1	07	01		08	5800+	5900	6000	6200
101	009.39	BEFORE JCT SR 101 SPUR WYE CONN		1							5300*	5400
101	009.41	AFTER JCT SR 101 SPSKINVL (SPUR)		1							2800*	2900
101	011.57	BEFORE JCT SR 100-NORTH HEAD RD		1					3400	3500	3300*	3800*
101	011.57	AFTER JCT SR 100-NORTH HEAD RD		1					5700	5800	5300*	5900*
101	013.37	BEFORE JCT 39TH PL		1								6300*
101	013.38	AFTER JCT SR 103		1					4000*	4100	4200	3400*
101	013.86	BEFORE JCT SANDRIDGE RD		1					3600	3600	3700	3500*
101	013.86	AFTER JCT SANDRIDGE RD		1					5200	5200	5400	4900*
101	015.72	BEFORE JCT JOHNSON RD		1					5400	5400	4900*	5000
101	015.76	AFTER JCT SR 101 SPUR WYE CONN		1					1900	1900	1900*	1900
101	028.89	BEFORE JCT SR 4		1					1800	2000*	2000	2100
101	028.95	AT ADC LOCATION R074		1					2400*	2400*	2400*	2500

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
101	035.68	AFTER JCT NORTH NEMAH RD		1					2700	2700	2500*	2500
101	045.21	AT BONE RIVER		1					3500	3500	3100*	3200
101	050.43	BEFORE JCT CARRUTHERS RD		1	12	05	01	19				3600+
101	053.57	BEFORE JCT CITY ST		1					3100*	3100	3100	3200
101	053.96	BEFORE JCT WILLAPA AVE		1								4600*
101	053.96	AFTER JCT WILLAPA AVE		1								6500*
101	054.09	AFTER JCT MEMORIAL DR		1							7700*	7900
101	054.63	BEFORE JCT KENDRICK ST		1								7200*
101	054.63	AFTER JCT KENDRICK ST		1								7500*
101	054.72	BEFORE JCT WASHINGTON ST		1					7400*	7700	7800	7600
101	054.72	AFTER JCT WASHINGTON ST		1					7400*	7700	7900	7600*
101	057.12	BEFORE JCT CITY ST*PORT OF WILLAPA		1					8300*	8600	8800	8300*
101	057.12	AFTER JCT CITY ST*PORT OF WILLAPA		1					8000*	8300	8500	8400*
101	058.02	BEFORE JCT PVT RD (GATED)*FOWLER ST		1					10000	8800*	9000	9300
101	058.02	AFTER JCT PVT RD (GATED)*FOWLER ST		1					11000*	9800*	10000	10000
101	058.48	BEFORE JCT SR 6		1					10000	11000	11000*	11000
101	058.48	AFTER JCT SR 6		1					15000*	15000	13000*	13000
101	058.72	AFTER JCT COMMERCIAL ST		1					9200*	9500	9700	9300*
101	058.79	BEFORE JCT DURYEA ST		1								9300*
101	058.79	AFTER JCT DURYEA ST		1					8400*	8700	8900	8400*
101	059.38	BEFORE JCT SR 105*MONOHAN RD WYE CO		1					8900*	8200*	8400	8800*
101	059.69	AFTER JCT SR 105 WYE CONN		1					4800*	4400*	4500	5300*
101	059.88	BEFORE JCT WATER ST		1					4700*	4800	5000	5100
101	059.88	AFTER JCT WATER ST		1					4700*	4800	5000	5400*
101	063.12	BEFORE JCT SMITH CREEK RD		1	12	06	01	19	4500*	4700	4800	4900+
101	067.18	ENTERING GRAYS HARBOR COUNTY		1	12	07	01	20	4300*	4500	4000	4700+
101	074.37	BEFORE JCT NORTH RIVER RD		1					4700*	4900	4300	5000*
101	074.37	AFTER JCT NORTH RIVER RD		1					5200*	5400	4800	5600*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
101	076.94	BEFORE JCT SR 107 WYE CONN		1	12	07	01	21	6000	6200	5500+	5600
101	080.60	BEFORE JCT CITY ST*E SECOND ST		1					4200	4300	3900*	4000
101	080.60	AFTER JCT CITY ST*E SECOND ST		1					5700	5900	5800*	5900
101	081.10	BEFORE JCT E ST		1					6500	6400*	6500	6700
101	081.27	AFTER JCT H ST		1					9600	10000	9800*	10000
101	083.02	BEFORE JCT SR 105 SPBOONE (SPUR)		1					11000*	10000*	11000	10000*
101	083.02	AFTER JCT SR 105 SPBOONE (SPUR)		1								11000*
101	083.17	BEFORE JCT SR 105		1					9500*	9900	10000	10000
101	083.17	AFTER JCT SR 105		1					30000*	31000	33000*	30000*
101	** 083.72B	BEFORE JCT SR 101 COHERON (COUPLET)	C	1					11000	11000*	12000*	13000
101	083.72B	AFTER JCT SR 101 COHERON (COUPLET)	C	1					7900	6500*	7800*	8100
101	083.68	AFTER JCT SR 12 COABERDN (COUPLET)	C	1						17000*	19000*	20000
101	084.37	BEFORE JCT W MARKET ST	C	1							8700*	9000
101	084.37	AFTER JCT W MARKET ST	C	1					12000	13000	12000*	13000
101	085.78	AFTER JCT MYRTLE ST	C	1					13000	13000	12000*	12000
101	087.21	BEFORE JCT 16TH ST	C	1					15000	16000	16000*	17000
101	087.40	AT HOQUIAM RIVER	C	1					15000	16000	15000*	16000
101	087.47	BEFORE JCT SR 101 COUPLET WYE CONN	C	1					10000	11000	11000*	11000
101	088.23	AFTER JCT SMITH AVE		1					9500	9800	10000*	10000
101	089.02	BEFORE JCT SR 109 SPLONNGR (SPUR)		1					6800	7000	6100*	6400
101	089.02	AFTER JCT SR 109 SPLONNGR (SPUR)		1	13	07	02	22	6400	6700	5800+	6000
101	091.92	BEFORE JCT OCEAN BEACH RD		1	15	07	02	23	4800	4900	5100+	5300
101	091.92	AFTER JCT OCEAN BEACH RD		1	15	10	02	27	3300	3400	3100+	3100
101	094.11	BEFORE JCT CO RD #44130		1					3100	3200	2900*	2900
101	094.11	AFTER JCT CO RD #44130		1					2800	2900	2800*	2800
101	101.94	BEFORE JCT YOUMANS RD		1	14	08	02	25	2600	2600	2500+	2400
101	101.94	AFTER JCT YOUMANS RD		1					2700	2800	2800*	2700
101	104.55	AT ADC LOCATION R054		1					2700	2700	2600*	2500*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
101	109.28	BEFORE JCT CO RD #36620*KIRKPATRICK		1	12	07	02	21	2400	2400	2300+	2300
101	112.32	BEFORE PROMISED LAND PARK		1	12	07	03	22			2000+	2000
101	112.58	AFTER JCT DONKEY CREEK RD		1	13	07	02	23	1800	1800	1900+	1900
101	118.19	BEFORE JCT QUINAULT RIDGE RD		1	12	07	02	21	1600	1700	1900+	1800
101	120.10	BEFORE JCT MOCLIPS HWY		1					1900	2000*	2100	2000
101	120.10	AFTER JCT MOCLIPS HWY		1					2100	2000*	2100	2100
101	123.74	AT S FK BOULDER CREEK		1	12	04	02	18			2200+	2100
101	126.43	BEFORE JCT OLD STATE 9		1					1800	1800	1800*	1800
101	126.43	AFTER JCT OLD STATE 9		1					2300	2400	2300*	2300
101	126.69	AT QUINALT RIVER		1	10	04	01	15			2200+	2200
101	128.63	AFTER JCT NORTH SHORE RD		1					2000*	2000	2100	2100
101	137.53	BEFORE JCT W BOUNDARY RD		1	11	06	03	20	1100	1100	1300+	1200
101	137.53	AFTER JCT W BOUNDARY RD		1	13	06	03	21	950	970	1300+	1200
101	146.98	BEFORE JCT CLEARWATER RD		1	13	05	03	21	870	890	1200+	1200
101	146.98	AFTER JCT CLEARWATER RD		1	13	05	03	21	840	860	1100+	1100
101	157.69	AFTER KALALOCH CAMPGROUND		1					940*	960	1000	970
101	162.24	BEFORE JCT BIG CEDAR RD		1	13	06	03	22	800	820	1100+	1100
101	167.59	BEFORE JCT LOWER HOH RD		1	12	06	03	21	720	740	1100+	1100
101	167.59	AFTER JCT LOWER HOH RD		1					800	820	1200*	1200
101	176.01	BEFORE JCT CLEARWATER HONOR CAMP RD		1	13	06	04	23	890	910	960+	940
101	176.01	AFTER JCT CLEARWATER HONOR CAMP RD		1					1200	1200	1200*	1200
101	176.67	AT HOH RIVER BRIDGE		1	15	06	02	23	1500	1500	1500+	1500
101	178.49	BEFORE JCT UPPER HOH RD		1					1200	1300	1300*	1300
101	178.49	AFTER JCT UPPER HOH RD		1	12	05	03	20	1300	1300	1400+	1400
101	185.97	AFTER JCT UNDI RD		1	12	05	02	19			1800+	1700
101	191.26	BEFORE JCT EAST E ST*E ST W		1					6400	6500	7500*	7300
101	191.26	AFTER JCT EAST E ST*E ST W		1					7300	7400	7300*	7100
101	191.64	BEFORE JCT CALAWAH WAY		1					11000	11000	11000*	11000

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101	191.73	AFTER JCT CAMPBELL ST NW		1					8200	8400	7800*	7600
101	193.12	BEFORE JCT SR 110-LA PUSH RD		1	12	02	01	14	5900	6100	6300+	6100
101	193.12	AFTER JCT SR 110-LA PUSH RD		1	13	03	01	17	4500	4600	5100+	4900
101	199.86	BEFORE JCT LAKE CREEK RD		1	12	05	02	19	3700	3800	4000+	3900
101	203.86	BEFORE JCT SR 113-BURNT MTN RD		1	16	06	02	24	3100	3100	3600+	3500
101	203.93	AT ADC LOCATION R073		1					2800*	2800	2600*	2600*
101	216.37	BEFORE JCT FS RD #2918		1	13	07	02	23	1800	1900	2200+	2200
101	216.37	AFTER JCT FS RD #2918		1	13	07	02	23	1900	2000	2300+	2200
101	227.88	BEFORE RD TO BARNES PT		1	14	07	02	23	2500	2500	2300+	2200
101	232.57	BEFORE JCT LK SUTHERLAND RD		1					2400*	2500	2500	3700*
101	232.57	AFTER JCT LK SUTHERLAND RD		1					2300*	2400	2400	3900*
101	242.61	BEFORE JCT SR 112		1					2900	3000	3300*	3400
101	242.61	AFTER JCT SR 112		1					6900	7200	7500*	7800
101	242.83	AFTER JCT LAIRD RD		1					7000	7300	7300*	7600
101	243.81	BEFORE JCT DRY CREEK RD		1						7800*	7800	10000*
101	243.81	AFTER JCT DRY CREEK RD		1	04	03	01	08		8000*	8100	10000+
101	246.25	AT SR 117		1	05			06	9900	10000	9600+	10000
101	247.18	BEFORE JCT E LAURIDSEN BLVD WYE CON		1						12000*	12000	13000
101	247.20	AFTER JCT E LAURIDSEN BLVD WYE CONN		1						7500*	7600	7900
101	248.06	BEFORE JCT SR 101 COPRTANG (COUPLT)	C	1					12000	13000	11000*	11000
101	** 248.06	AFTER JCT SR 101 COPRTANG (COUPLT)	C	1					12000	13000	12000*	12000
101	249.61	BEFORE JCT SR 101 COUPLET WYE CONN	C	1					20000	21000	19000*	20000
101	249.65	AFTER JCT SR 101 COPRTANG (COUPLT)	C	1					34000	35000	30000*	30000
101	250.64	BEFORE JCT N BROOK AVE*S BROOK AVE		1							29000*	29000
101	251.53	AFTER JCT MASTERS RD		1					23000	24000	22000*	22000
101	253.10	BEFORE JCT DEER PARK RD		1					22000	22000	21000*	21000
101	253.10	AFTER JCT DEER PARK RD		1					21000	22000	21000*	21000
101	254.45	AT ADC LOCATION R069		1								21000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
101	259.95	BEFORE JCT KITCHEN-DICK RD*KIRK RD		1	06	03	01	10	16000	16000	15000+	15000
101	259.95	AFTER JCT KITCHEN-DICK RD*KIRK RD		1					15000	15000	16000*	16000
101	260.47	AFTER JCT BOYCE RD		1					16000	16000	15000*	15000
101	262.02	BEFORE JCT GILBERT RD		1							20000*	20000
101	262.02	AFTER JCT GILBERT RD		1					21000*	22000	22000	23000
101	267.21	AFTER JCT WHITEFEATHER WAY		1	06	03	01	10	14000	14000	13000+	13000
101	273.55	BEFORE JCT PIERCE RD		1							13000*	13000
101	274.08	AFTER JCT KNAPP RD*GUILES RD		1							12000*	13000
101	274.65	ENTERING JEFFERSON COUNTY		1					11000*	11000	11000	10000*
101	278.26	AFTER JCT OLD GARDINER RD		1	14	04	01	20	9700*	9500	10000	10000+
101	281.81	AT ADC LOCATION R023		1					9800*	9600*	10000*	10000*
101	282.56	BEFORE JCT SR 20		1					9800	9400*	9900	10000
101	282.64	AFTER JCT SR 20 WYE CONN		1					7100	7500*	7900	8000
101	284.63	BEFORE RAMP SR 104		1	07	04	02	13	7200*	7100	7500	8200+
101	284.95	AFTER RAMP SR 104		1					2000*	2100	2100	2200*
101	286.75	AFTER JCT BOULTON RD		1	07	06	02	15	1900	2000+	2100	2100
101	287.83	BEFORE JCT LELAND VALLEY*BOULTON RD		1	07	06	02	15		2000+	2100	2100
101	287.83	AFTER JCT LELAND VALLEY*BOULTON RD		1	16	04	01	21			2100+	2100
101	294.59	BEFORE JCT CENTER RD		1					2600	2500*	2600	2600
101	294.62	AFTER JCT CENTER RD WYE CONN		1					4500	4300*	4300	4500
101	296.65	AT BIG QUILCENE RIVER BR		1	08	04	01	12	2500	2600	2800+	2900
101	303.26	BEFORE JCT HJELVICK RD WYE CONN		1	08	05	02	15	2500+	2600	2600	2700
101	306.41	BEFORE JCT BRINNON LN		1	08	05	01	14	2800+	2900	2900	3000
101	306.41	AFTER JCT BRINNON LN		1	08	04	01	13	3000+	3100	3100	3200
101	306.95	BEFORE RIGHT SMART COVE		1							3200*	3300
101	309.99	AFTER JCT DUCKABUSH RD		1	08	05	01	14	2300	2400	2500+	2500
101	314.63	ENTERING MASON COUNTY		1	09	06	02	18	2000+	2100	2100	2200
101	321.42	BEFORE JCT JORSTED CR RD-FS RD #24		1	09	06	02	17	2200+	2300	2300	2400

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101	324.80	AT ADC LOCATION P18		1					2400*	2500*	2500*	2600
101	328.04	BEFORE JCT W CANAL VIEW RD		1	07	06	02	14	2600	2700	2600+	2600
101	328.04	AFTER JCT W CANAL VIEW RD		1					2700	2800	2600*	2700
101	329.78	BEFORE JCT VIRGINIA AVE		1							2900*	3000
101	329.93	AT MILLER CREEK		1	09	06	01	17	3000	3100*	3000+	3100
101	331.74	BEFORE JCT SR 119-LK CUSHMAN RD		1					3600	3700	3600*	3700
101	331.74	AFTER JCT SR 119-LK CUSHMAN RD		1					5500	5600	5900*	6000
101	337.00	BEFORE JCT SR 106		1					5400*	5500	5600	5800*
101	337.00	AFTER JCT SR 106		1					5300*	5400	5600	5500*
101	341.43	BEFORE JCT BROCKDALE RD		1					6100*	6200	6300	6600*
101	341.43	AFTER JCT BROCKDALE RD		1					5900*	6100	6200	6900*
101	343.44	BEFORE JCT SR 102		1					5800*	6000	6100	7100*
101	343.44	AFTER JCT SR 102		1					8500*	8800	8900	9600*
101	344.72	AFTER JCT FAIRGROUNDS RD		1					9300*	9500	9700	9000*
101	346.47	BEFORE RAMP SHELTON-MATLOCK RD		1					10000	13000*	13000	13000
101	348.95	BEFORE RAMP SR 3		1					13000*	13000	13000	14000*
101	349.19	AT SR 3		1					12000*	13000	13000	13000*
101	350.38	AFTER RAMP SR 3		1					21000	22000	22000	22000*
101	352.60	BEFORE JCT LYNCH ROAD		1					22000	22000*	23000	23000
101	353.05	BEFORE RAMP OLYMPIC HWY-SR 108		1					22000	22000*	22000	23000
101	353.81	AFTER RAMP OLYMPIC HWY-SR 108		1					18000	18000*	19000	19000
101	356.00	AFTER JCT MEDIAN XROAD*OLD OLYMPIC		1	04	02	01	07	19000	19000	20000+	20000
101	359.82	BEFORE JCT STEAMBOAT ISLAND*OLD 101		1					20000	21000	20000*	20000
101	359.84	AFTER JCT STEAMBOAT ISL RD WYE CONN		1					26000	26000	26000*	26000
101	361.37	AT ADC LOCATION R003 NORTH		1					25000*	26000*	26000*	27000*
101	361.70	AT ADC LOCATION R003 EAST		1					40000*	40000*	42000*	42000*
101	362.59	AT 2ND AVE SW		1					31000	31000	33000*	33000
101	362.83	AFTER RAMP 2ND AVE SW		1					32000	28000*	33000*	33000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
101	364.79	BEFORE RAMP BLACK LK BLVD		1		38000*	39000	40000	41000
101	365.98	AFTER RAMP BLACK LK BLVD		1		52000*	53000	54000	55000
101	366.42	AT COOPER POINT RD SW		1		49000*	49000	51000	52000
101	367.41	AT SR 5		1		52000	53000	55000	58000*
		STATE ROUTE NO 101 ALTERNATE ROUTE SR 101 TO SR 101							
101AR	009.42	AFTER JCT SR 101 WYE CONN		2				4100*	4200
		STATE ROUTE NO 101 COUPLET ABERDN LEVEE ST TO STATE ST RMP							
101COABERDN	** 087.50	AFTER JCT SR 101 WYE CONN		1		7600	7900	6500*	6800
101COABERDN	089.38	BEFORE JCT MYRTLE ST		1		14000	15000	14000*	15000
101COABERDN	090.71	BEFORE JCT W MARKET ST		1		14000	15000	13000*	13000
101COABERDN	090.71	AFTER JCT W MARKET ST		1		12000	12000	12000*	12000
101COABERDN	091.48	BEFORE JCT SR 101*SR 12 WYE CONNS		1		15000	13000*	14000*	15000
101COABERDN	091.48	AFTER JCT SR 101*SR 12 WYE CONNS		1		12000	11000*	11000*	12000
		STATE ROUTE NO 101 COUPLET PRTANG MP 249.65 TO E FIRST ST							
101COPRTANG	** 249.68	AFTER JCT GOLF COURSE RD		1		19000	20000	18000*	19000
101COPRTANG	251.25	BEFORE JCT N LINCOLN ST*E FRONT ST		1		14000	14000	13000*	14000
		STATE ROUTE NO 102 MAINLINE CORRECTION CTR TO SR 101							
102	000.00	AFTER MAIN ROUTE*END ROUTE		3					1700*
102	002.86	BEFORE JCT SR 101		3		2900*	3000	3100	3100*
		STATE ROUTE NO 103 MAINLINE SR 101 T0 OCEAN PARK							
103	000.00	AFTER JCT SR 101*BEG ROUTE		3		9600*	9800	10000	7900*
103	001.39	BEFORE JCT BOLSTAD ST		3		8800*	9000	9300	7400*
103	001.39	AFTER JCT BOLSTAD ST		3		8200*	8400	8600	6900*

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103	001.48	AFTER JCT 3RD ST NE*3RD ST NW		3								7400*
103	002.52	AFTER JCT PIONEER RD		3					5200	5300	5400	6300*
103	011.09	BEFORE JCT VERNON AVE*BAY ST		3					3900	4000	4200	4500*
103	011.86	AFTER JCT SANDRIDGE RD		3								2100*
103	015.92	BEFORE JCT OYSTERVILLE RD		3								570*
103	016.25	BEFORE JCT OYSTERVILLE RD		3								620*
103	016.25	AFTER JCT OYSTERVILLE RD		3					190	190	200	330*
	STATE ROUTE NO 104 MAINLINE SR 101 TO SR 522/L F PRK											
104	000.41	AFTER JCT SR 104 W BND		1					5800*	6200	6300	6500*
104	008.87	BEFORE JCT SR 19-BEAVER VALLEY RD		1	07	05	02	14	6500*	6900	7000	7000+
104	008.87	AFTER JCT SR 19-BEAVER VALLEY RD		1	07	05	02	13	11000*	12000	12000	12000+
104	013.76	BEFORE JCT PARADISE BAY RD*SHINE RD		1					12000*	13000	13000	13000*
104	013.92	AT ADC LOCATION R085		1					14000*	15000*	15000*	16000*
104	015.59	AFTER JCT SR 104 WYE CONN		1					5000	5300	5400	4700*
104	020.58	BEFORE JCT SR 307		1					6300*	6600	6700	6300*
104	020.58	AFTER JCT SR 307		1					16000*	17000	18000	14000*
104	023.06	BEFORE JCT PARCELL RD WYE CONN		1								12000*
104	023.12	AFTER JCT BARBER CUTOFF RD WYE CONN		1								11000*
104	024.23	BEFORE JCT ILLINOIS AVE	C	1					9000*	9400	9500	8300*
104	** 024.23	AFTER JCT ILLINOIS AVE	C	1					4300*	4400	4500	4000*
104	024.32	BEFORE JCT IOWA AVE	C	1					4300*	4300	4400	3900*
104	024.32	AFTER JCT IOWA AVE	C	1					4800*	4900	5000	4400*
104	024.45B	KINGSTON FERRY LANDING	C	1					2800*	2900*	3000*	3300*
104	024.45	BEFORE EDMONDS FERRY LANDING	C	1					5700*	5800*	6100*	6500*
104	024.50	BEFORE JCT SR 104 E BND WYE CONN	C	1								6400*
104	024.51	AFTER JCT SR 524*SUNSET AVE	C	1								4400*
104	025.13	BEFORE JCT SR 524 SP3RDAVE (SPUR)		1					8700*	9000	9100	10000*

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104	025.15	AFTER JCT SR 524 SPUR WYE CONN		1								11000*
104	025.44	BEFORE JCT SR 104 W BND		1					9800	9000	11000*	11000
104	025.70	AFTER JCT SR 104 W BND		1					18000	19000	18000*	19000
104	026.43	BEFORE JCT 100TH AVE W		1					19000	20000	20000*	21000
104	026.43	AFTER JCT 100TH AVE W		1					24000	25000	22000*	23000
104	026.80	BEFORE JCT 95TH PL W		1					21000*	22000	22000	21000*
104	027.52	BEFORE JCT 238TH ST SW WYE CONN		1					23000	24000	24000*	26000
104	027.58	AFTER JCT 238TH ST SW WYE CONN		1					23000*	22000*	22000*	23000
104	027.79	BEFORE RAMP SR 99 SB		1					23000*	21000	22000	22000
104	028.83	BEFORE JCT 76TH AVE NE*MERIDIAN AVE		1							39000*	41000
104	028.83	AFTER JCT 76TH AVE NE*MERIDIAN AVE		1					44000	46000	43000*	44000
104	029.33	BEFORE JCT 5TH AVE NE		1					46000*	47000	43000	45000
104	029.33	AFTER JCT 5TH AVE NE		1					47000*	49000	44000	46000
104	029.41	BEFORE JCT 6TH AVE NE		1					50000*	52000	46000	48000
104	029.41	AFTER JCT 6TH AVE NE		1					50000*	52000	46000*	48000
104	029.57	AFTER JCT MEDIAN XROAD		1							35000*	36000
104	030.14	BEFORE JCT 19TH AVE NE		1					22000	23000	21000*	22000
104	030.55	BEFORE JCT NE 195TH ST*25TH AVE NE		1					21000	22000	21000*	22000
104	030.57	AFTER JCT NE 195TH ST WYE CONN		1					18000	19000	18000*	19000
104	031.39	BEFORE JCT 37TH AVE		1					18000*	19000	17000	18000
104	031.39	AFTER JCT 37TH AVE		1					18000*	19000	18000	18000
104	031.72	BEFORE JCT NE 184TH ST*40TH PL NE		1					18000*	19000	17000	18000
104	031.72	AFTER JCT NE 184TH ST*40TH PL NE		1					20000*	21000	19000	20000
104	031.97	BEFORE JCT NE 178TH ST		1					20000*	21000	19000	20000
104	031.98	AFTER JCT 178TH ST		1					23000*	24000	22000	23000
104	032.15	BEFORE JCT NE 175TH ST		1					25000	26000	23000*	24000
104	032.15	AFTER JCT NE 175TH ST		1							22000*	23000

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STATE ROUTE NO 104 COUPLET KNGSTN FERRY LND TO ILLINOIS AV												
104COKNGSTN	** 024.53	AFTER KINGSTON FERRY LANDING		1					2800*	2900*	3000*	3300*
104COKNGSTN	024.79	BEFORE JCT IOWA AVE		1					4100*	4200	4300	4900*
104COKNGSTN	024.79	AFTER JCT IOWA AVE		1					4100*	4200	4200	3800*
STATE ROUTE NO 105 MAINLINE SR 101/RAYMOND TO SR 101												
105	000.02	AFTER JCT SR 101 WYE CONN		2					4000*	4100	4200	4400
105	000.04	AFTER JCT MILL ST		2						4300*	4400	3900*
105	018.60	BEFORE JCT TOKELAND RD		2					1100*	1100	1000*	1000*
105	018.60	AFTER JCT TOKELAND RD		2					1800*	1800	1800*	1700*
105	021.65	AFTER JCT OLD STATE ROUTE 105		2							1900*	1900
105	025.71	AFTER JCT CRANBERRY BEACH RD		2	07	01		09			3400+	3500
105	030.21	BEFORE JCT SR 105 WYE CONN		2	04	01		05	4100*	4300	5300+	5400
105	030.29	AFTER JCT SR 105 WYE CONN		2					2900*	3000	3600*	3700
105	030.69	AFTER JCT MONTESANO ST S		2							6100*	6300
105	030.73	AT ADC LOCATION R043		2								5400*
105	037.07	BEFORE JCT JOHNS RIVER RD		2							5000*	5200
105	037.07	AFTER JCT JOHNS RIVER RD		2							5400*	5500
105	047.39	BEFORE JCT TAFT RD		2					6500	6700	6700*	7000
105	047.88	AFTER JCT W HUNTLEY ST		2							11000*	12000
105	048.59	BEFORE JCT W MARION ST		2							21000*	19000
105	048.76	BEFORE JCT SR 101		2					18000*	19000	20000*	18000*
STATE ROUTE NO 105 SPUR BOONE SR 105 TO SR 101												
105SPBOONE	048.68	AFTER JCT SCOTT ST		2					1300	1300	3300*	3400
105SPBOONE	048.81	BEFORE JCT SR 101-W CURTIS ST		2					1500*	1500	1500	2500*

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		STATE ROUTE NO 105 SPUR WESTPT SR 105 TO WESTPORT										
105SPWESTPT	030.29	AFTER JCT SR 105 WYE CONN		3					2800*	2900	3500*	3500
105SPWESTPT	032.29	BEFORE JCT W OCEAN AVE*N FORREST ST		3					3500	3600	3400*	3500
105SPWESTPT	032.29	AFTER JCT W OCEAN AVE*N FORREST ST		3					2600	2700	2900*	3000
105SPWESTPT	032.69	AFTER JCT W SEATTLE AVE		3							8100*	8400
105SPWESTPT	033.75	BEFORE JCT E WILSON ST		3	03			04	4900	5100	5000+	5100
105SPWESTPT	033.75	AFTER JCT E WILSON ST		3	06	01		06	3800	3900	3900+	4000
105SPWESTPT	034.34	BEFORE JCT N WESTHAVEN DR*END ROUTE		3							1800*	1900
		STATE ROUTE NO 106 MAINLINE SR 101 TO SR 3/BELFAIR										
106	000.00	AFTER JCT SR 101*BEG ROUTE		3					1500*	1500	1600	1600*
106	001.78	AFTER JCT PURDY CUTOFF RD		3							1400*	1400
106	006.88	AFTER JCT DALBY RD		3							1900*	2000
106	012.39	AFTER TWANOH STATE PARK		3							1600*	1700
106	020.05	BEFORE JCT SR 3 WYE CONN		3					6100	6200	5700*	5900
		STATE ROUTE NO 107 MAINLINE SR 101 TO SR 12/MONTE										
107	000.02	AFTER JCT SR 101 WYE CONN		2	11	07	03	21	2400	2500	2100+	2100
107	002.99	AFTER JCT BLUE SLOUGH RD WYE CONN		2	09	04	01	14			3300+	3400
107	007.91	BEFORE RAMP SR 12		2					6700	5000*	5200	5300
		STATE ROUTE NO 108 MAINLINE SR 8/MCLEARY TO SR 101										
108	000.00	AFTER JCT SR 8*BEG ROUTE		2					3200	3600*	3700	3800
108	001.11	BEFORE JCT SUMMIT RD*CURRAN ST		2					4500	4600	4800	5100*
108	001.11	AFTER JCT SUMMIT RD*CURRAN ST		2					3400	3500	3600	4200*
108	001.98	AFTER JCT SUMMIT RD		2					2200	2200	2300	2700*
108	011.11	AT SKOOKUM CREEK BRIDGE		2	12	04		16	2500*	2600	2700	2900+

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108	011.90	BEFORE JCT KAMILCHE LN		2						6400*	6600	6800
		STATE ROUTE NO 109 MAINLINE SR 101/HOQ TO TAHOLAH										
109	** 000.00	AFTER JCT SR 101*BEG ROUTE	C	2					5200	5400	5700*	5900
109	000.14	BEFORE JCT SR 109 COHQUIAM(COUPLT)	C	2					5000*	5200	5200	5500
109	000.14	AFTER JCT SR 109 COHQUIAM(COUPLT)	C	2					7600*	7900	8000	8300
109	000.17	AFTER JCT GARFIELD ST		2								8300*
109	000.44	AFTER JCT SPRUCE ST		2					8500	8800	9500*	9900
109	000.93	BEFORE JCT SPENCER ST		2					6800	6500*	6600	6900
109	001.79	BEFORE JCT SR 109 SPLONNGR (SPUR)		2					6000*	6200	6300	6800*
109	001.79	AFTER JCT SR 109 SPLONNGR (SPUR)		2					5000*	5100	5300	7800*
109	010.24	AT HUMPTULIPS RIVER BRIDGE		2					4500	4100*	4300	4400
109	016.11	BEFORE JCT SR 115		3								5600*
109	016.11	AFTER JCT SR 115		3					2700*	2800	2900	3300*
109	021.39	AT COPALIS RIVER		3	08	01		09	1100*	1100	1200	1400+
109	029.41	BEFORE JCT OCEAN BEACH RD*MAIN ST		3					1100*	1100	1200	1100*
109	029.41	AFTER JCT OCEAN BEACH RD*MAIN ST		3					1600*	1600	1700	1900*
109	031.50	AT MOCLIPS RIVER		3					1800	1500*	1600	1600
109	032.41	AFTER JCT MOCLIPS-OLYMPIC HWY		3					1300	1100*	1200	1200
		STATE ROUTE NO 109 COUPLET HQUIAM EMERSON AVE TO 5TH ST										
109COHQUIAM	** 000.14	AFTER JCT SR 109-EMERSON AV*3RD ST		2					2900*	3000	3100	3100*
		STATE ROUTE NO 109 SPUR LONNGR SR 109 TO SR 101										
109SPLONNGR	001.79	AFTER JCT SR 109*BEG ROUTE		2	12	06	01	18	390*	400	410	380+
109SPLONNGR	003.61	BEFORE JCT SR 101*END ROUTE		2	15	04		19	420	430	430+	440

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	STATE ROUTE NO 110 MAINLINE 101 TO OLYMPIC PK BNDRY											
110	000.00	AFTER JCT SR 101*BEG ROUTE		3					2000	2100	2300*	2400
	STATE ROUTE NO 112 MAINLINE RES. E. BDRY TO SR 101											
112	000.10	AFTER JCT CO RD		3					930*	950	980	1000
112	038.96	AT EAST TWIN RIVER		3					980*	1000	1000	1400*
112	049.27	AFTER JCT WYE RD		3								2100*
112	050.98	AFTER JCT CRESCENT BEACH RD		3					2800	2800	2900	3100*
112	058.90	BEFORE JCT PLACE RD*DAN KELLY RD		3								4700*
112	058.90	AFTER JCT PLACE RD*DAN KELLY RD		3								5900*
112	061.08	BEFORE JCT SR 101		3					4500	4700	4700*	4800
	STATE ROUTE NO 113 MAINLINE SR 101 TO SR 112											
113	000.00	AFTER JCT SR 101*BEG ROUTE		3					1100	1100	1700*	1600
	STATE ROUTE NO 115 MAINLINE OCEAN SHORES TO SR 109											
115	000.03	AFTER JCT OYHUT RD		3					5900	6000	6200	6600*
115	002.28	BEFORE JCT SR 109		3	07	02		08	5900*	6000	6200	6700+
	STATE ROUTE NO 116 MAINLINE SR 19 TO FORT FLAGLER PK											
116	000.00	AFTER JCT SR 19*BEG ROUTE		3					5500	5600	5800	5600*
116	005.50	BEFORE JCT GARDEN CLUB RD		3					1300	1300*	1400	1400
	STATE ROUTE NO 117 MAINLINE SR 101 TO PORT DOCKS											
117	000.09	AFTER RAMP SR 101		2					3200	3300	3500*	3700

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		STATE ROUTE NO 119 MAINLINE SR 101 TO LAKE CUSHMAN										
119	000.00	AFTER JCT SR 101*BEG ROUTE		3					2700	2700	2800*	2800
119	002.95	AFTER LAKE CUSHMAN GOLF COURSE		3	06	02		08	1500	1600	1900+	1900
119	006.57	AFTER JCT LK CUSHMAN PIONEER VLLGE		3	06	02		08			1000+	1000
119	010.89	AFTER JCT MT ROSE VILLAGE		3							310*	320
		STATE ROUTE NO 121 MAINLINE SR 5/MAYTOWN TO SR 5										
121	000.00	AT SR 5 SB*BEG ROUTE		3					3200	3300	2900*	3000
121	000.07	AFTER RAMP SR 5 NB		3							1800+	1800
121	002.51	BEFORE JCT TILLEY RD SW		3	11	02	01	14			960+	980
121	002.51	AFTER JCT TILLEY RD SW		3	06	01		08			1900+	1900
121	006.24	BEFORE JCT 93RD AVE SE*TILLEY RD S		3							3400*	3500
121	006.24	AFTER JCT 93RD AVE SE*TILLEY RD S		3	09	02		10			3600+	3700
121	006.54	AFTER JCT CASE RD SW		3	07	01		09	5500	5700	6700+	6900
121	007.56	BEFORE RAMP SR 5 NB*SR 5 NB		3	09	03	01	13	7400	7700	8000+	8200
121	007.67	AT SR 5		3							6600*	6800
		STATE ROUTE NO 122 MAINLINE SR 12 TO SR 12/MOSSYROCK										
122	000.00	AFTER JCT SR 12*BEG ROUTE		3	13	03		16	980	830+	860	880
122	007.88	BEFORE JCT SR 12		3					990	910*	940	960
		STATE ROUTE NO 123 MAINLINE SR 12 TO SR 410										
123	000.01B	AFTER JCT SR 12 WYE CONN		2						1200*	1300	1400
123	003.88	AT ADC LOCATION R040 NORTH		2					810*	860	910*	920
		STATE ROUTE NO 124 MAINLINE SR 12 TO SR 12/WAITSBURG										
124	000.00	AFTER JCT SR 12*BEG ROUTE		2					4500	4800	4800	4200*

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124	000.05	AFTER JCT HOOD PARK RD		2					3800*	4100	4100	4100
124	005.23	BEFORE JCT ICE HARBOR RD		2					3300	3200*	3200	3300
124	005.23	AFTER JCT ICE HARBOR RD		2					2900	2700*	2700	2700
124	040.87	AFTER JCT BOLLES RD		2	13	07	05	25		1200*	1200	1300+
124	044.98	BEFORE JCT SR 12*COPPEI ST		2					1900	2400*	2400	2400
	STATE ROUTE NO 125 MAINLINE OREGON ST. LN TO SR 124											
125	000.00	OREGON STATE LINE		1					14000*	14000*	14000*	15000*
125	000.01	BEFORE JCT STATE LINE RD		1					14000*	14000	14000	14000*
125	000.01	AFTER JCT STATE LINE RD		1					14000*	15000	15000	15000
125	001.88	BEFORE JCT COLLEGE AVE		1					16000*	16000	17000	16000*
125	001.88	AFTER JCT COLLEGE AVE		1					14000*	15000	15000	14000*
125	002.50	AFTER JCT LARCH ST*TAUMARSON RD		1					15000*	15000	16000	14000
125	003.42	AFTER JCT MYRA RD		1					12000*	12000	13000	12000
125	004.45	BEFORE JCT PLAZA WAY*MILITARY RD		1					12000*	12000	12000	11000*
125	004.47	AFTER JCT MILITARY RD WYE CONN		1					18000*	19000	19000	18000*
125	005.14	BEFORE JCT W BIRCH		1						20000*	20000	21000
125	005.14	AFTER JCT W BIRCH		1						18000*	18000	19000*
125	005.21	BEFORE JCT W POPLAR ST		1					18000*	18000*	18000	19000*
125	005.21	AFTER JCT W POPLAR ST		1					15000*	16000	16000	15000*
125	005.41	BEFORE JCT W ROSE ST		1					13000*	13000*	14000	13000*
125	005.41	AFTER JCT W ROSE ST		1					7100*	7300*	7300	7500*
125	006.58	AFTER JCT MAY ST		2					2800	2900*	2800	2900
125	006.76	LEAVING CITY OF WALLA WALLA		2	11	03	01	15	1100	1100	1100+	1100
	STATE ROUTE NO 127 MAINLINE SR 12/DODGE TO SR 26											
127	000.03	AFTER JCT SR 12*BEG ROUTE		1	10	09	02	22	670*	690	690	430+
127	019.53	BEFORE JCT BIG ALKALI RD		1	10	14	15	39	1100*	1100	1100	740+

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
127	020.44	AFTER JCT PENEWAWA RD		1	07	13	09	29	900*	960*	870+	880
127	027.05	BEFORE JCT SR 26		1					990	1000*	1000	1000
	STATE ROUTE NO 128 MAINLINE SR 12 TO IDAHO ST LINE											
128	000.00	AFTER JCT SR 12*BEG ROUTE		2					3300	3400	3900*	4000
128	000.51	BEFORE JCT SR 193		3	09	07	02	18	3600*	3700	3700	3800+
128	000.51	AFTER JCT SR 193		3	10	12	03	26				3900+
128	002.24	IDAHO STATE LINE		3					3500*	4600*	4500*	4700
	STATE ROUTE NO 129 MAINLINE OREGON TO SR 12/CLARKSTN											
129	000.00	OREGON STATE LINE		2					300*	310*	390*	410*
129	004.41	BEFORE JCT GRANDE RONDE RD		2					350*	360	350	360
129	035.73	BEFORE JCT FAIRGROUNDS RD		2					750	630*	630	640
129	038.60	BEFORE JCT CRITCHFIELD RD		2					5200*	5400	5500	5600
129	039.20	BEFORE JCT 13TH ST		2					6400*	6600	6700	6900
129	039.20	AFTER JCT 13TH ST		2					5300*	5500	5600	5700
129	039.57	AFTER JCT POST LN		2						5600*	5700	5800
129	040.63	BEFORE JCT WALK LN		2					6700*	6900	7000	7200
129	040.81	BEFORE RAMP SOUTHWAY BR*SOUTHWAY BR		2	05	01		06				7300+
129	042.55	BEFORE JCT SR 12		2					8300	8600	9900*	10000
	STATE ROUTE NO 129 SPUR 6THST SR 129 TO SR 12											
129SP6THST	042.42	BEFORE JCT SR 12-BRIDGE ST		2					1900	1900	1700*	1800
	STATE ROUTE NO 131 MAINLINE NAT FOREST BDRY TO SR 12											
131	002.07	BEFORE JCT SR 12		3					1400	2200*	2200	2300

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 141 MAINLINE SR 14/BINGEN TO CO. LINE											
141	000.00	AFTER JCT SR 14*BEG ROUTE		3					5400	5600	4900*	4300*
	STATE ROUTE NO 141 SPUR UNDRWD SR 141 TO SR 14											
141SPUNDRWD	006.85	BEFORE JCT SR 14*END ROUTE		3					2100	2200	2300*	2400
	STATE ROUTE NO 142 MAINLINE SR 14/LYLE TO SR 97											
142	000.00	AFTER JCT SR 14*BEG ROUTE		3					880	930	900*	910
142	013.64	ENTERING KLICKITAT COUNTY		3	11	07	01	19	520	550	590+	600
142	023.61	BEFORE JCT GLENWOOD RD		3	11	04		15	320	340	410+	420
142	023.69	AFTER JCT GLENWOOD RD WYE CONN		3	12	06		18	560	600	640+	650
142	035.29	BEFORE JCT SR 97		3					2400	2700*	3100*	3200
	STATE ROUTE NO 150 MAINLINE MANSON TO SR 97/CHELAN											
150	000.30	MAIN ROUTE*END ROUTE		3								4800*
150	000.51	BEFORE JCT QUETILQUASOON RD		3					5300*	5600	5600	5300
150	000.51	AFTER JCT QUETILQUASOON RD		3					4800*	5100	5100	4800*
150	001.05	BEFORE JCT MADELINE RD		3					5000*	5300	5400	5400
150	001.54	BEFORE JCT WAPATO LAKE RD		3					4900*	5200	5200	5300
150	001.54	AFTER JCT WAPATO LAKE RD		3					6000*	6400	6500	5900*
150	002.59	BEFORE JCT SWARTOUT ST		3					6000*	6400	6500	6500
150	002.59	AFTER JCT SWARTOUT ST		3					6100*	6400	6500	6600
150	006.14	BEFORE JCT BOYD RD		3					7100*	7600	7600	7700
150	006.26	BEFORE JCT DIETRICH RD		3								7900*
150	006.26	AFTER JCT DIETRICH RD		3								8000*
150	006.95	BEFORE JCT NO SEEUM RD		3					8600*	9100	9200	8200*
150	006.95	AFTER JCT NO SEEUM RD		3					9200*	9800	9900	9100*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
150	007.58	BEFORE JCT GIBSON AVE		3					10000*	11000	11000	11000
150	007.58	AFTER JCT GIBSON AVE		3					10000*	11000	11000	11000
150	007.97	BEFORE JCT COLUMBIA ST		3					10000*	11000	11000	11000
150	007.97	AFTER JCT COLUMBIA ST		3					8000*	8500	8600	8700
150	008.25	BEFORE JCT SR 97AR (ALTERNATE)							7900	8400	8500	8200*
150	009.15	AFTER JCT SR 97AR (ALT) WYE CONN		3								5500*
150	010.20	AFTER JCT WILLMORTH DR		3								3500*
150	012.06	BEFORE JCT SR 97		3					2000*	2200	2200	2800*
	STATE ROUTE NO 153 MAINLINE SR 97/PATEROS TO SR 20											
153	001.68	BEFORE JCT ALTA LAKE RD		2								2300*
153	001.68	AFTER JCT ALTA LAKE RD		2								2000*
153	006.63	BEFORE JCT BLACK CANYON RD		2	12	03		15	1600	1600+	1600	1600
153	013.99	AFTER JCT MCFARLAND CREEK RD		2	11	04		15		1200+	1200	1200
153	030.74	BEFORE JCT SR 20		2					2200	2100*	2100	2200*
	STATE ROUTE NO 155 MAINLINE SR 2 TO SR 97/OMAK											
155	000.07	AFTER JCT PODEY RD		2					860	740*	730	740
155	022.79	BEFORE JCT AIRPORT RD		2					1100	900*	890	900
155	028.49	BEFORE JCT ROOSEVELT WAY		2					6200	6400	6400	5700*
155	028.49	AFTER JCT ROOSEVELT WAY		2					3400	3500	3500	3100*
155	042.39	BEFORE JCT MCGINNIS LAKE RD		2					3000	3100	2600*	2700
155	042.39	AFTER JCT MCGINNIS LAKE RD		2					3500	3600	3100*	3100
155	080.46	BEFORE JCT SR 97 WYE CONN		2	11	01		12	4200	4900+	4900	5100
	STATE ROUTE NO 155 SPUR OMAK SR 155 TO SR 215											
155SPOMAK	080.52	BEFORE JCT SR 215*END ROUTE		2					6900	7200*	7300	7400*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 160 MAINLINE SR 16 TO FERRY DOCK										
160	001.32	BEFORE JCT CONVERSE AVE SE		2							13000*	14000
160	003.11	BEFORE JCT BODLE RD SE		2							6400*	6600
160	007.26	BEFORE JCT SOUTHWORTH DR SE		2							2300*	2400
160	007.47	SOUTHWORTH FERRY LANDING		2					1800*	1900*	1900*	1900*
		STATE ROUTE NO 161 MAINLINE SR 7 TO SR 18/FEDRL WAY										
161	009.80	BEFORE JCT 352ND ST E		2								5500*
161	009.80	AFTER JCT 352ND ST E		2								5700*
161	021.36	BEFORE JCT 176TH ST E*SUNRISE BLVD		2					24000	25000	27000*	28000
161	023.74	AFTER JCT 136TH ST E		2							38000*	39000
161	025.22	BEFORE JCT 39TH AVE SW WYE CONN		2					46000*	47000	48000	41000*
161	028.82	AFTER JCT VALLEY AVE E WYE CONN		2					15000	14000*	14000	15000
161	031.58	BEFORE JCT 16TH ST E*TAYLOR ST E		2					17000*	18000	18000	19000
161	031.58	AFTER JCT 16TH ST E*TAYLOR ST E		2					18000*	18000	19000	19000
161	032.58	BEFORE JCT MILITARY RD S		2					19000*	20000*	20000	21000
161	032.58	AFTER JCT MILITARY RD S		2					17000*	18000	18000	19000
161	032.93	AFTER JCT 28TH AVE S		2	04			04	16000	17000	18000+	18000
161	033.54	BEFORE JCT S 370TH ST		2					18000	17000*	17000	18000
161	033.54	AFTER JCT S 370TH ST		2					19000	18000*	18000	19000
161	034.50	BEFORE JCT S 356TH ST*S 356TH ST		2					24000	23000*	23000	24000
161	034.50	AFTER JCT S 356TH ST*S 356TH ST		2					23000	23000*	23000	24000
161	034.75	BEFORE JCT S 352ND ST		2					23000*	24000	24000	25000
161	034.75	AFTER JCT S 352ND ST		2					26000*	27000	27000	28000
		STATE ROUTE NO 162 MAINLINE SR 410/SUMNER TO SR 165										
162	000.08	AFTER RAMP SR 410		3					20000*	18000*	18000	21000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
162	003.21	BEFORE JCT PIONEER WAY E*BOWMAN HIL		3								18000*
162	005.34	BEFORE JCT MILITARY RD E WYE CONN		3						15000*	15000	16000
162	005.36	AFTER JCT MILITARY RD E WYE CONN		3					11000	15000*	15000	16000
162	008.77	AFTER JCT OLD PIONEER WAY E		3					9200	9500	9700	14000*
162	010.97	AFTER JCT ORVILLE RD E		3								6800*
162	019.73	BEFORE JCT SR 165 WYE CONN		3								5400*
	STATE ROUTE NO 163 MAINLINE SR 16 UX TO FERRY TERM.											
163	000.09	AFTER RAMP SR 16		1					31000	27000*	27000	28000
163	000.20	AFTER JCT N 11TH ST		1					24000	25000*	25000	26000
163	000.69	BEFORE JCT N 21ST ST*WESTGATE BLVD		1					26000	22000*	22000	23000
163	000.69	AFTER JCT N 21ST ST*WESTGATE BLVD		1					24000	20000*	20000	21000
163	001.70	BEFORE JCT N 37TH ST		1					14000*	15000	15000	14000*
163	001.70	AFTER JCT N 37TH ST		1					11000*	12000	12000	9600*
163	002.33	AFTER JCT N 46TH ST		1					7800*	8000*	8100	7100*
163	002.83	AFTER JCT N 51ST ST		1					4900	3900*	3900	4100
163	003.06	BEFORE JCT PARK WAY		1					4400	3500	3500	3400*
163	003.08	BEFORE JCT N PARK AVE*N 54TH ST		1					4000*	3200	3200	3400
163	003.09	AFTER POINT DEFIANCE PARK		1					3100*	2400	2500	2800*
163	003.34	BEFORE JCT WATERFRONT DR		1					3400*	2700	2700	2800
163	003.37	PT DEFIANCE FERRY LANDNG		1					1300*	1300*	1400*	1400*
	STATE ROUTE NO 164 MAINLINE SR 18 TO SR 410/ENUMCLAW											
164	000.41	AFTER JCT OFF RAMP WYE CONN		2					31000	32000	33000	22000+
164	000.91	BEFORE JCT 12TH ST SE		2								33000*
164	000.91	AFTER JCT 12TH ST SE		2								32000*
164	002.07	BEFORE JCT HOWARD RD		2								24000*
164	006.92	AFTER JCT SE 392ND ST		2	05	01	01	07	13000	13000+	13000	14000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
164	012.24	BEFORE JCT 228TH AVE SE		2	08	01		09	11000	11000	10000+	11000
164	013.45	BEFORE JCT SE 440TH ST		2							8300*	8700
164	013.45	AFTER JCT SE 440TH ST		2							9800*	10000
164	014.11	BEFORE JCT HARDING ST		2								12000*
164	014.11	AFTER JCT HARDING ST		2								11000*
164	014.52	BEFORE JCT SR 169*PORTER ST		2					12000	12000	12000	10000*
164	014.52	AFTER JCT SR 169*PORTER ST		2	05	01	01	07	11000	11000	12000	11000+
164	014.63	BEFORE JCT COLE ST		2								11000*
164	014.63	AFTER JCT COLE ST		2								11000*
164	014.68	AFTER JCT RAILROAD ST		2	07			08	10000		9300+	9900
164	014.75	BEFORE JCT FIRST ST		2								9900*
164	014.75	AFTER JCT FIRST ST		2								9600*
164	014.83	AFTER JCT SECOND ST		2								10000*
	STATE ROUTE NO 165 MAINLINE MT RAINIER BRY TO SR 410											
165	010.91	BEFORE JCT FAIRFAX FOREST PRESERVE		3								240*
165	010.91	AFTER JCT FAIRFAX FOREST PRESERVE		3					1500	1600	1600	330*
165	019.55	BEFORE JCT SR 162 WYE CONN		3					4200	4300	4400	6000*
165	019.60	AFTER JCT SR 162		3					4200	4400	4500	6400*
165	021.15	BEFORE JCT RIVER ST*RYAN RD		3					4800	5000	5800*	5900
165	021.15	AFTER JCT RIVER ST*RYAN RD		3							8000*	8200
	STATE ROUTE NO 166 MAINLINE SR 16 TO PRT ORCHARD ECL											
166	000.02	AFTER JCT SR 16*BEG ROUTE		2					16000	14000*	15000	15000
166	002.90	BEFORE JCT SIDNEY AVE		2					16000	15000*	16000	16000
166	003.38	BEFORE JCT BAY ST WYE CONN		2					18000*	19000	19000	20000
166	003.41	AFTER JCT MAPLE AVE		2					14000*	15000	15000	15000
166	004.73	BEFORE JCT JACKSON AVE*OLNEY RD		2					16000*	16000	17000	17000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
166	004.73	AFTER JCT JACKSON AVE*OLNEY RD		2		16000*	17000	17000	18000
	STATE ROUTE NO 167 MAINLINE SR 5/TACOMA TO SR 900								
167	000.00	AT SR 5*BEG ROUTE		1		4200	3500*	3500	3700
167	000.02	AFTER JCT FRONTAGE RD-E 28TH ST		1		6400	6900*	7000	7300
167	000.28	AFTER SR 5*BAY ST		1		39000	40000*	41000	39000
167	000.35	AFTER JCT MEDIAN XROAD		1			37000*	37000	36000*
167	000.57	BEFORE JCT GRANDVIEW ST		1		38000*	37000*	37000	36000*
167	000.61	AFTER JCT PIONEER WAY		1		25000*	24000	25000	26000
167	003.66	BEFORE JCT 48TH ST E*66TH AVE E		1		24000	23000*	23000	24000
167	003.66	AFTER JCT 48TH ST E*66TH AVE E		1		23000	22000*	22000	23000
167	005.16	AFTER JCT 15TH ST NW*87TH AVE E		1		25000*	26000	26000	25000*
167	005.46B	BEFORE JCT 11TH ST NW	C	1					23000*
167	005.46B	AFTER JCT 11TH ST NW	C	1					25000*
167	005.60B	AFTER JCT 9TH ST NW	C	1		29000*	30000	30000	27000*
167	005.96B	AFTER JCT 4TH ST NW		1		32000*	33000	33000	30000*
167	006.16B	BEFORE JCT SR 167 WYE CONN		1					28000*
167	006.19B	AFTER JCT CITY ST		1					30000*
167	006.38B	AFTER JCT CITY ST WYE CONN		1		31000*	32000	32000	34000
167	** 005.26	AFTER JCT SR 167 COUPLET	C	1		19000*	20000	20000	18000*
167	005.73	BEFORE RAMP SR 512		1		39000*	36000*	36000	38000*
167	005.98	AT SR 512		1		24000*	31000*	31000	32000*
167	006.68	BEFORE RAMP SR 410		1		82000*	79000*	80000	88000*
167	007.03	AT SR 410		1		47000*	49000	50000	51000*
167	007.49	AFTER RAMP SR 410		1		70000*	73000	74000	77000
167	011.15	AFTER RAMP 8TH ST E		1		63000	75000*	76000	80000
167	014.94	AFTER RAMP SR 18 WB		1		86000*	90000	91000	96000
167	023.70	AT ADC LOCATION P6		1		95000*	99000*	101000*	106000*

** COUPLET SKETCH IN BACK OF BOOK

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		STATE ROUTE NO 167 COUPLET PUYALP MILWAUKEE AVE TO SR 167										
167COPUYALP	** 005.72	MILWAUKEE AVE OXING WPS		1					19000*	20000*	20000	20000*
		STATE ROUTE NO 169 MAINLINE SR 164 TO SR 405/RENTON										
169	000.00	AFTER JCT SR 164*BEG ROUTE		2	06	01		07	7700	8000	8100	8000+
169	000.17	BEFORE JCT WASHINGTON AVE		2	06	01		07				7500+
169	000.17	AFTER JCT WASHINGTON AVE		2	10	01		11				7700+
169	000.67	BEFORE JCT MCHUGH AVE*SE 432ND ST		2	06	01		07	9000	9300	9400	8900+
169	000.67	AFTER JCT MCHUGH AVE*SE 432ND ST		2	04	01		05	8100	8400	8500	8000+
169	000.98	BEFORE JCT SE 427TH ST		2	06	01		07	8700	8200+	8300	8600
169	000.98	AFTER JCT SE 427TH ST		2					8600	8200+	8300	8600
169	002.67	BEFORE JCT SE 400TH ST		2					8300	9000*	9100	9500
169	002.67	AFTER JCT SE 400TH ST		2					7200	8800*	8900	9300
169	006.02	AFTER JCT SE GREEN VALLEY RD		2					8900	8200*	8300	8700
169	007.63	AFTER JCT LAWSON ST		2						9300*	9400	10000*
169	007.69	AFTER JCT BAKER ST		2	07	02	01	09			9100+	9500
169	008.28	AFTER JCT RAVENSDALE RD		2					8900	9500*	9600	10000
169	012.38	BEFORE JCT SE 253RD PL		2								17000*
169	012.38	AFTER JCT SE 253RD PL		2								15000*
169	012.53	BEFORE JCT SE 251ST ST		2								15000*
169	012.53	AFTER JCT SE 251ST ST		2								17000*
169	013.14	BEFORE JCT 231ST AVE SE		2						17000*	17000	18000
169	013.14	AFTER JCT 231ST AVE SE		2						17000*	17000	18000
169	013.86	BEFORE JCT WITTE RD		2					17000	17000	17000*	18000
169	013.86	AFTER JCT WITTE RD		2					27000	28000	27000*	28000
169	014.04	AFTER JCT SE WAX RD		2	08	01	01	10	26000	27000	23000+	24000
169	017.68	BEFORE JCT CEDAR GROVE RD		1					14000	15000	18000*	19000

** COUPLET SKETCH IN BACK OF BOOK

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169	017.68	AFTER JCT CEDAR GROVE RD		1					15000	15000	18000*	19000
169	022.08	BEFORE JCT 152ND AVE SE		1						17000*	19000	22000*
169	022.08	AFTER JCT 152ND AVE SE		1						18000*	21000	24000
169	022.32	AFTER JCT 149TH AVE SE		1								29000*
169	023.00	AFTER JCT 140TH WAY SE WYE CONN		1					31000	32000	34000*	36000
169	023.34	BEFORE JCT 131ST AVE SE		1								34000*
169	023.34	AFTER JCT 131ST AVE SE		1								34000*
169	023.99	BEFORE JCT SE 7TH ST*MONROE AVE SE		1					29000	26000*	26000	27000
169	023.99	AFTER JCT SE 7TH ST*MONROE AVE SE		1	04	06	03	13	29000	26000+	27000	28000
	STATE ROUTE NO 170 MAINLINE SR 17 TO WARDEN											
170	000.00	AFTER JCT SR 17*BEG ROUTE		3					2300	3100*	2900*	2900
	STATE ROUTE NO 171 MAINLINE SR 90 TO SR 17/MOSES LK											
171	000.00	AT SR 90*BEG ROUTE		1					3400*	3600	3600	3800
171	000.12	AFTER RAMP SR 90		1	07	02		08	6800	7000	7200+	7600
171	000.21	AFTER JCT MELVA LN WYE CONN		1					7800*	8000	8100	8300*
171	000.75	BEFORE JCT BURRESS AVE		1					10000*	11000	11000	11000*
171	000.79	AFTER JCT BURRESS AVE		1					13000*	14000	14000	14000
171	002.02	BEFORE JCT 3RD AVE		1					19000*	17000*	18000	18000*
171	002.06	AFTER JCT 3RD AVE WYE CONN		1					12000*	12000*	12000	13000*
171	002.74	BEFORE JCT ASH ST		1					19000*	18000*	18000	19000
171	002.74	AFTER JCT ASH ST		1					19000*	18000*	18000	19000
171	002.89	BEFORE JCT STRATFORD RD*ALDER ST		1					20000*	19000*	20000	21000*
171	002.89	AFTER JCT STRATFORD RD*ALDER ST		1					15000*	15000*	15000	16000
171	003.02	BEFORE JCT PIONEER WAY		2					15000*	15000	15000	16000
171	003.02	AFTER JCT PIONEER WAY		2					3800*	3900	4000	3900*
171	003.82	BEFORE JCT SR 17		2					4400*	4600	4700	5100*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 172 MAINLINE SR 2/FARMER TO SR 17										
172	000.00	AFTER JCT SR 2*BEG ROUTE		3	15	05	02	22	130*	140	140	120+
172	006.01	BEFORE JCT 6 NW RD		3						160*	160	160
172	006.01	AFTER JCT 6 NW RD		3						300*	300	300
172	022.68	BEFORE JCT FIFTH AVE		3						400*	400	410
172	022.68	AFTER JCT FIFTH AVE		3						310*	320	320
172	035.08	BEFORE JCT SR 17		3	18	03	03	23	180	190	150+	150
		STATE ROUTE NO 173 MAINLINE SR 17 TO SR 97/BREWSTER										
173	000.02	AFTER JCT SR 17 WYE CONN		3					2300*	2400	2300	1800*
173	001.34	BEFORE JCT 10TH ST*COLUMBIA AVE		3								2000*
173	001.34	AFTER JCT 10TH ST*COLUMBIA AVE		3								1200*
173	002.48	BEFORE JCT DEZELLEM HILL RD		3								1500*
173	002.52	AFTER JCT CO RD		3								2200*
173	010.62	BEFORE JCT CO RD		3								2500*
173	010.62	AFTER JCT CO RD		3								4100*
173	011.96	BEFORE JCT SR 97 WYE CONN		3					4500*	4700	4600	3000*
		STATE ROUTE NO 174 MAINLINE SR 17/LEAHY TO SR 21										
174	000.14	AFTER JCT P NE		2	11	10	02	23	490	520	500+	500
174	019.55	BEFORE JCT SR 174 SPCRWNPT (SPUR)		2					860	920	930	780*
174	019.55	AFTER JCT SR 174 SPCRWNPT (SPUR)		2					970	1000	1000	880*
174	020.81	AFTER JCT E ST		2								1500*
174	024.32	AFTER JCT SPRING CANYON RD		3	10	05	01	16			1700+	1700
		STATE ROUTE NO 174 SPUR CRWNPT SR 174 TO CROWN PT VISTA										
174SPCRWNPT	019.55	AFTER JCT SR 174*BEG ROUTE		3					180	190	190	150*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 181 MAINLINE SR 516/KENT TO SR 405										
181	005.34	AFTER JCT SR 516 WYE CONN		1					27000	28000	28000*	30000
181	005.93	BEFORE JCT JAMES ST		1					24000	25000	26000*	27000
181	005.93	AFTER JCT JAMES ST		1					28000	29000	31000*	32000
181	006.70	BEFORE JCT S 228TH ST		1					28000	29000	30000*	31000
181	006.70	AFTER JCT S 228TH ST		1					33000	34000	32000*	34000
181	007.71	BEFORE JCT S 212TH ST		1					31000	32000	33000*	34000
181	009.75	BEFORE JCT S 180TH ST WYE CONN		1					25000	26000	34000*	35000
181	009.76	AFTER JCT S 180TH ST		1					22000	23000	29000*	30000
		STATE ROUTE NO 182 MAINLINE SR 82 TO SR 395/PASCO										
182	000.44	AFTER RAMP SR 82		5					12000	12000	12000*	12000
182	003.37	BEFORE RAMP SR 240*WELLSIAN WAY		5					22000	20000*	22000	23000
182	004.40	BEFORE SR 240*GEORGE WASHINGTON WAY		5					31000	32000*	35000	36000
182	004.40	AFTER SR 240*GEORGE WASHINGTON WAY		5					33000	31000*	34000	35000
182	006.34	AT ADC LOCATION R081		5					24000*	25000*	28000	30000*
182	008.36	BEFORE RAMP RD 68		5					24000	22000*	25000	25000
182	011.40	BEFORE RAMP SR 395		5					20000	21000	24000*	25000
182	013.00	AFTER RAMP EBCD LANE		5					28000	29000	31000*	32000
182	013.93	BEFORE RAMP SR 395 EBCD/WBCD LANES		5					25000	27000*	30000*	31000
182	014.37	AT SR 395 * SR 397		5					11000	11000*	13000*	13000
182	014.92	AFTER RAMP SR 395 EBCD LANE		5	05	08	03	16	12000	13000+	14000	15000
		STATE ROUTE NO 193 MAINLINE SR 128 TO PORT OF WILMA										
193	000.51	AFTER JCT SR 128*BEG ROUTE		3	17	19	05	42	1700*	1700	1700	1700+

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 194 MAINLINE ALMOTA TO SR 195/PULLMAN										
194	000.00	AFTER JCT PORT OF ALMOTA*ALMOTA RD		3	08	10	01	19	660	700	710	210+
194	000.08	AFTER JCT ALMOTA RD		3	07	09	01	18				200+
194	006.44	BEFORE JCT ALMOTA RD		3	05	04	01	10	340*	310*	770+	780
194	009.63	BEFORE JCT NAURET RD		3	01	01	01	04	210*	190*	640+	640
194	009.63	AFTER JCT NAURET RD		3	03	02	01	05		180*	610+	620
194	010.99	AFTER JCT EVANS RD		3	02	02	01	05	240*	260	660+	670
194	011.13	AFTER JCT BENEDICT RD		3						220*	570	580
194	018.32	BEFORE JCT WAWAWAI-PULLMAN RD		3	10	03	01	14	490	520	530	380+
194	021.01	BEFORE JCT SR 195		3	09	02		11	970	1000	1000	810+
		STATE ROUTE NO 195 MAINLINE IDAHO ST LN TO SR 90										
195	000.00B	IDAHO STATE LINE*BEG ROUTE		1					3600*	3600*	3600*	3600*
195	000.02	BEFORE JCT SR 195 SPUR WYE CONN		1					4000*	4200	4100	3700*
195	000.06	AFTER JCT SR 195 SPGNESSE (SPUR)		1	06	06	03	15	4100*	4300	4200	3800+
195	003.15	BEFORE JCT TAUFEN RD		1	06	07	03	16	3900*	4100*	3900+	4000
195	006.01	AT ADC LOCATION P13		1					4300*	4500*	4400*	4400
195	015.31	BEFORE JCT CHAMBERS RD #9620		1	06	08	03	18	4000	4000+	3900	4000
195	015.46	AFTER JCT STALEY RD #9030		1	06	08	03	18		4100+	4000	4000
195	018.11	AFTER JCT WILBOURN RD #9505*KIRKEN		1	06	05	02	13	4200*	4600*	4400+	4400
195	019.94	BEFORE JCT SR 195 WYE CONN		1	10	05	02	17	4200*	4400	4300	4700+
195	019.99	AFTER JCT SR 195 WYE CONN		1					3100*	3200	3400	3200
195	021.64	BEFORE JCT SR 194*OLD WAWAWAI RD		1	07	11	04	23				3000+
195	021.64	AFTER JCT SR 194*OLD WAWAWAI RD		1								2700*
195	022.20	AT ADC LOCATION P14		1					2600*	2700*	2800*	2700*
195	022.61	AFTER JCT SR 270 WYE CON		1					6400	6600	7000*	7100
195	033.46	BEFORE JCT PRUNE ORCHARD RD		1						6600*	7200	7300

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
195	035.01	BEFORE JCT PARVIN RD		1	07	06	03	16	6100*	6200	7000+	7100
195	037.81	BEFORE JCT SR 272*CANYON ST		1					11000*	11000	12000	12000
195	039.08	AFTER JCT CEDAR ST		1					5600	5800*	5800	5900
195	042.81	AFTER JCT BILL WILSON RD		1	07	07	03	17	5200*	5600*	5700+	5800
195	047.99	BEFORE JCT SR 23*ROBERT SCHOLZ RD		1	06	08	05	19	5600*	4200+	4200	4200
195	047.99	AFTER JCT SR 23*ROBERT SCHOLZ RD		1	07	09	05	22	4900*	3700+	3600	3700
195	062.30	BEFORE RAMP SR 271		1					5000	5200	4200*	4200
195	062.94	AFTER RAMP SR 271		1					5100	5200	4500*	4600
195	065.73	AT ADC LOCATION R065		1					4900	5100	4900*	5000
195	065.78	AFTER JCT CO RD WYE CONN		1	06	06	04	17	4400*	4800*	5100+	5100
195	078.93	BEFORE JCT CHENEY SPANGLE RD		1					4800	5000	5300*	5300
195	078.94	AFTER JCT CHENEY SPANGLE WYE CONN		1					5300	5500	5800*	5700
195	082.05	BEFORE JCT SPANGLE CREEK RD		1					6000*	6200	6400	6900*
195	087.70	AT ADC LOCATION P15		1					7900	8100*	8400*	8400*
195	094.94	BEFORE JCT CHESTNUT ST		1						13000*	13000	14000
	STATE ROUTE NO 195 SPUR GNESSE SR 195 TO IDAHO ST LINE											
195SPGNESSE	000.10	BEFORE JCT SR 195 WYE CONN		1	15	17	02	33				100+
195SPGNESSE	000.10	AFTER JCT SR 195 WYE CONN		1					120*	120	120	120
195SPGNESSE	000.60	IDAHO STATE LINE		1					120*	120*	120*	110*
	STATE ROUTE NO 197 MAINLINE OREGON ST LINE TO SR 14											
197	000.00	OREGON STATE LINE		2					4400*	4400*	4600*	5000*
197	003.14	BEFORE JCT SR 14 WYE CONN		2					3400	3400*	3300	3400
	STATE ROUTE NO 202 MAINLINE SR 522 TO SR 90/N. BEND											
202	000.00	AT SR 522*BEG ROUTE		2						25000*	25000	26000
202	000.10	AFTER JCT ON RAMP WYE CONN		2					30000	35000*	36000	37000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
202	000.55	BEFORE JCT WOODINVILLE-REDMOND WYE		2					15000*	15000	15000	16000
202	000.56	AFTER JCT WOODINVILLE-REDMND RD NE		2					9300*	9700	9800	10000
202	002.19	BEFORE JCT NE 145TH ST WYE CONN		2					6000	5800*	5900	6100
202	002.22	AFTER JCT NE 145TH ST WYE CONN		2					8800*	7800*	7900	8300
202	002.59	BEFORE JCT PVT ROAD		2					8300*	7400	7500	7800
202	002.68	AFTER JCT NE 145TH ST WYE CONN		2					17000*	17000	17000	18000
202	004.77	BEFORE JCT NE 116TH ST		2	05	01		07	16000*	16000+	16000	16000
202	004.77	AFTER JCT NE 116TH ST		2	04	01	01	06	14000*	14000+	14000	15000
202	005.95	BEFORE JCT NE 98TH ST		2							17000*	18000
202	005.95	AFTER JCT NE 98TH ST		2					17000	17000	18000*	19000
202	008.66	AFTER JCT 185TH AVE NE WYE CONN		2	04	02	01	07			24000+	25000
202	009.04	BEFORE JCT PVT RD*187TH AVE NE		2	04	02	01	07	29000*	30000	24000+	25000
202	009.04	AFTER JCT PVT RD*187TH AVE NE		2					27000*	28000	29000	30000
202	009.19	AFTER JCT 192ND PL NE		2	07	02	01	09			22000+	23000
202	009.49	AFTER JCT 196TH AVE NE		2	07	02	01	09			22000+	22000
202	010.27	BEFORE JCT 208TH AVE NE*SAHALEE WAY		2					23000*	24000	24000	26000*
202	010.28	AFTER JCT SAHALEE WAY WYE CONN		2					12000*	12000	12000*	13000*
202	011.75	BEFORE JCT 228TH AVE NE		2					13000*	13000	13000	14000
202	011.75	AFTER JCT 228TH AVE NE		2	08	01		09	12000*	12000	11000+	12000
202	013.00	BEFORE JCT 244TH AVE NE		2					10000*	10000*	10000	11000
202	013.00	AFTER JCT 244TH AVE NE		2					9900*	10000*	10000	11000
202	013.69	AFTER JCT NE AMES LAKE RD		2					6700	6800*	6900	7200
202	013.88	AFTER JCT NE AMES LAKE RD WYE CONN		2					7600	7200*	7300	7700
202	018.25	BEFORE JCT 292ND AVE SE		2					6200*	6400	6500	6800*
202	018.25	AFTER JCT 292ND AVE SE		2					5600*	5800	5900	6900*
202	019.45	BEFORE JCT 308TH AVE SE		2					5100*	5200	5300	5500
202	019.45	AFTER JCT 308TH AVE SE		2					5600*	5800	5900	6100

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
202	020.64	BEFORE JCT 324TH AVE SE		2					4900	4900*	5000	5200
202	020.64	AFTER JCT 324TH AVE SE		2					5200	5200*	5200	5500
202	021.70	BEFORE JCT PRESTON-FALL CITY RD WYE		2					7600	7200*	7300	7600
202	021.83	BEFORE JCT SR 203		2					9400*	9600*	11000*	12000*
202	021.83	AFTER JCT SR 203		2					7000*	6900*	8400*	9000*
202	023.02	BEFORE JCT 356TH DR SE*356TH AVE SE		2								8000*
202	023.02	AFTER JCT 356TH DR SE*356TH AVE SE		2								6900*
202	026.95	BEFORE JCT RIVER ST		2					8500	7600*	7700	8100
202	026.95	AFTER JCT RIVER ST		2					9200	8500*	8600	8900
202	030.32	BEFORE JCT SOUTH FORK AVE		2					8500	10000*	10000	11000
202	030.32	AFTER JCT SOUTH FORK AVE		2						9500*	9600	10000
202	030.54	BEFORE RAMP SR 90		2					11000	10000*	10000	11000
202	030.60	AT SR 90 EB		2	07	01		08	6500	7100+	7200	7500
	STATE ROUTE NO 203 MAINLINE SR 202/FALL CITY TO SR 2											
203	000.00	AFTER JCT SR 202*BEG ROUTE		2					5700*	6000*	7100*	8200*
203	005.20B	BEFORE JCT NE 32ND ST*NE TOLT HILL		2						6100*	6200	6400
203	005.20B	AFTER JCT NE 32ND ST*NE TOLT HILL		2	06	03	01	09		8200+	8300	8700
203	005.97	AFTER JCT E ENTWISTLE ST		2							8200*	8600
203	007.67	BEFORE JCT NE 77TH ST		2					6600*	6900	7000*	7300
203	007.67	AFTER JCT NE 77TH ST		2					6500*	6800	6800	7100
203	008.82	BEFORE JCT LAKE JOY RD		2					6600*	6800	6900*	7200
203	008.82	AFTER JCT LAKE JOY RD		2					5500*	5700	5300*	5500
203	012.62	BEFORE JCT NE 124TH ST*NOVELTY RD		2					6000	6400*	7600*	7900
203	012.65	AFTER JCT NOVELTY RD WYE CONN		2					8800	9200*	9900*	10000
203	013.79	AFTER JCT NE BIG ROCK RD		2					8500	9100+	9200	9600
203	014.63	BEFORE JCT VALLEY ST		2					8300*	8600	8700	9100
203	014.63	AFTER JCT VALLEY ST		2					8000*	8300	8400	8700

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
203	014.78	BEFORE JCT STEPHENS ST		2					8400*	8700	8800	9200
203	014.78	AFTER JCT STEPHENS ST		2					10000*	11000	11000	11000
203	014.83	BEFORE JCT STELLA ST		2					10000*	11000	11000	11000
203	014.83	AFTER JCT STELLA ST		2					10000*	11000	11000	11000
203	014.88	BEFORE JCT CHERRY ST		2					10000*	11000	11000	11000
203	014.88	AFTER JCT CHERRY ST		2					10000*	10000	11000	11000
203	023.86	AFTER JCT FREMONT ST		2					10000*	10000	11000	11000
203	024.17	BEFORE JCT SR 2		2					13000	12000*	12000	13000*
	STATE ROUTE NO 204 MAINLINE SR 2 TO SR 9											
204	000.34	BEFORE JCT SUNNYSIDE BLVD		2	04	01	01	06			23000+	24000
204	000.72	BEFORE JCT 10TH ST SE		2					22000*	23000	24000	25000
204	000.72	AFTER JCT 10TH ST SE		2					22000*	23000	24000	25000
204	001.44	BEFORE JCT 81ST AVE SE		2					22000*	23000	24000	25000
204	001.44	AFTER JCT 81ST AVE SE		2	03	02	01	06	22000*	23000	21000+	22000
204	002.25	BEFORE JCT 91ST AVE NE		2								22000*
204	002.33	BEFORE JCT SR 9 WYE CONN		2					23000*	24000	24000	25000
	STATE ROUTE NO 205 MAINLINE OREGON ST LINE TO SR 5											
205	026.59	OREGON STATE LINE*BEG ROUTE		5					108000*	118000*	121000*	124000*
205	029.09	AT ADC LOCATION R051		5					86000*	93000*	95000	97000*
205	031.65	AFTER RAMP SBCD LANE		5					50000*	53000	55000	56000
205	036.27	BEFORE RAMP NE 134TH ST		5							45000*	46000
	STATE ROUTE NO 206 MAINLINE SR 2 TO MT SPOKANE ST PK											
206	000.00	AFTER JCT SR 2*BEG ROUTE		1					8900	12000*	12000	12000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 207 MAINLINE SR 2/COLE TO TELMA										
207	000.01	AFTER JCT SR 2 WYE CONN		3	09	03		13	1800*	1900	1900	1900+
207	004.34	BEFORE JCT CHIWAWA LP RD WYE CONN		3	10	03		13				1800+
		STATE ROUTE NO 211 MAINLINE SR 2 TO SR 20/USK										
211	000.07	AFTER JCT SR 2 WYE CONN		2	09	05	01	15	1800	2000+	2000	2000
211	005.76	AFTER JCT BUCK CREEK RD		2	10	05	02	17	1500	1600	1700+	1700
		STATE ROUTE NO 215 MAINLINE SR 20 TO SR 97/OMAK										
215	000.94	BEFORE JCT OAK ST		2					10000	7600*	7700	7900
215	000.94	AFTER JCT OAK ST		2								7300*
215	003.64	BEFORE JCT JASMINE ST S		2						8000*	8100	8300
215	003.66	AFTER JCT JASMINE ST S WYE CONN		2						7500*	7500	7700
215	003.96	BEFORE JCT EMERY ST		2						8000*	8100	8300
215	003.96	AFTER JCT EMERY ST		2						8100*	8200	8400
215	004.66	AFTER JCT ASH ST S		2						7500*	7600	7900
215	005.05	BEFORE JCT SR 155 SPOMAK (SPUR)		2					12000	12000	13000	13000*
215	006.11	BEFORE JCT QUINCE ST		2						11000*	11000	11000
215	006.11	AFTER JCT QUINCE ST		2						8500*	8600	8900
215	006.22	BEFORE JCT SR 97 WYE CONN		2					9600	9400*	9500	10000
		STATE ROUTE NO 221 MAINLINE SR 14/PATTERSON TO SR 22										
221	000.00	AFTER JCT SR 14*BEG ROUTE		2					1900	1800*	1900	1900*
221	013.10	AT ADC LOCATION P17		2					1300*	1500*	1600*	1800*
221	026.07	BEFORE JCT SR 22		2					1700	1900*	2400*	2700

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 224 MAINLINE SR 82/KIONA TO SR 240										
224	004.24	BEFORE JCT RED MOUNTAIN RD		3	04	01		05			2100+	2200
224	004.24	AFTER JCT RED MOUNTAIN RD		3					2100	2200*	2300	2300
224	006.00	AFTER JCT RUPPERT RD		2	05	01		07	3400	3400+	3500	3600
224	007.04	AFTER JCT GROSSCUP BLVD		2					8900	8500*	8600	8900
224	009.88	BEFORE JCT SR 240 WYE CONN		2					15000	16000*	16000	16000
		STATE ROUTE NO 225 MAINLINE SR 224 TO SR 240										
225	011.32	BEFORE JCT SR 240		3					1600	1600	1100*	1100
		STATE ROUTE NO 231 MAINLINE SR 23 TO SR 395/VALLEY										
231	028.11	BEFORE JCT SR 2							350	360	420*	420
231	031.08	AFTER JCT SR 2		3					1500	1500	1600*	1700
231	045.42	BEFORE JCT SR 291		3					690	710	740*	750
231	045.42	AFTER JCT SR 291		3					660	680	700*	710
231	075.14	BEFORE JCT NEWTON LN		3					1300*	1300	1300	1200*
		STATE ROUTE NO 240 MAINLINE SR 24 TO SR 395/KENNEWCK										
240	000.00	AFTER JCT SR 24*BEG ROUTE		2	06	12	04	22	1100*	1100	1100	1400+
240	020.48	BEFORE JCT SR 225*CO RD #10-HORN RD		2					2200	2300	2500*	2500
240	020.49	AFTER JCT HORN RD WYE CONN		2					3600	3700	3100*	3100
240	028.27	BEFORE JCT HAGEN RD*ROBERTSON DR		2							4700*	4800
240	028.83	BEFORE JCT STEVENS DR WYE CONN		2	06	05	01	12	6000	6300	6600+	6800
240	030.63	AFTER JCT COAST ST*STEVENS DR		1					17000	18000	16000*	17000
240	031.99	BEFORE JCT VAN GIESEN ST WYE CONN		1					18000	16000*	16000	17000
240	032.04	AFTER JCT SR 224 WYE CONN		1					24000	22000*	22000	23000
240	033.02	BEFORE JCT SWIFT BLVD*CEMETERY RD		1					24000*	22000	22000	23000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
240	033.02	AFTER JCT SWIFT BLVD*CEMETERY RD		1					21000*	19000	20000	20000
240	034.57	BEFORE RAMP SR 182		1					24000	22000*	22000	23000
240	036.05	AT SR 182		1					46000	28000*	28000	28000*
240	036.52	AFTER RAMP SR 182		1								54000*
240	038.14	AFTER RAMP OLD SR 12		1							33000*	34000
240	038.58	AFTER RAMP COLUMBIA DR		1							36000*	38000
240	039.63	BEFORE RAMP EDISON ST		1							32000*	34000
240	040.48	AT EDISON ST		1						26000*	23000*	24000
240	040.96	AFTER RAMP EDISON ST		1						33000*	33000	35000
240	042.74	BEFORE JCT SR 240 WB		1					30000	33000*	33000	34000
240	043.16	BEFORE RAMP SR 395		1						16000*	16000	17000
	STATE ROUTE NO 241 MAINLINE SR 22/MABTON TO SR 24											
241	001.12	AT SLOUGH		3					4000	3300*	3300	3300
241	007.25	BEFORE JCT WANETA RD*ALEXANDER RD		3					1200	1200*	1300*	1400
241	007.46	BEFORE RAMP SR 82		3	08	01	01	10	2900	3000	3300+	3300
241	007.61	AFTER RAMP SR 82		3					8900	9100	8400*	8500
241	007.96	BEFORE JCT YAKIMA VLY HY(OLD SR 12)		2							8600*	8700
241	008.00	AFTER JCT ALLEN RD		2					1900	2000	3400*	3400*
241	008.29	BEFORE JCT FACTORY RD		2							3200*	3200
241	008.29	AFTER JCT FACTORY RD		2							3200*	3200
241	025.21	BEFORE JCT SR 24		3	03	05	03	12	1200	1200	1600+	1600
	STATE ROUTE NO 243 MAINLINE SR 24/VERNITA TO SR 26											
243	013.94	BEFORE JCT 24 SW		2	06	06	03	15	3400	3500	3400	3300+
243	021.79	AFTER JCT BEVERLY-BURKE RD		2	07	10	05	23				2100+
243	022.94	BEFORE JCT WANAPUM VILLAGE LANE SW		2					2300	2000*	2000	2000
243	022.94	AFTER JCT WANAPUM VILLAGE LANE SW		2						2100*	2100	2100

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
243	023.07	AFTER JCT VILLAGE LOOP SW		2						2100*	2100	2100
243	023.18	AFTER JCT VILLAGE LOOP SW		2						2100*	2100	2100
243	023.28	AFTER JCT CO RD		2						2100*	2100	2100
243	028.23	BEFORE JCT SR 26 WYE CONN		2	07	13	06	26	1900	2000	2100+	2100
		STATE ROUTE NO 260 MAINLINE SR 17 TO SR 26/WASHTUCNA										
260	000.00	AFTER JCT SR 17*BEG ROUTE		3					1400*	1400	1500	1700*
260	005.82	BEFORE JCT W CLARK ST		3								2500*
260	005.82	AFTER JCT W CLARK ST		3								2100*
260	007.43	BEFORE RAMP SR 395 SB*SR 395 SB		3					2400	3300*	3400	3400
260	007.69	AFTER JCT BLANTON RD*GARFIELD RD		3	12	07	06	26		730+	740	750
260	011.76	AFTER JCT HOON RD		3	08	07	04	18	500	530	620+	620
260	025.01	BEFORE JCT SR 263*SPOKANE AVE		3					720*	770	780	920*
260	025.01	AFTER JCT SR 263*SPOKANE AVE		3					680*	720	730	600*
260	033.06	BEFORE JCT SR 261		3	11	08	10	29	690	730	740	590+
260	033.06	AFTER JCT SR 261		3	09	08	09	26	750	800	800	660+
260	039.49	BEFORE JCT SR 26		3					1000	1200*	1200	1200
		STATE ROUTE NO 261 MAINLINE SR 12 TO SR 90										
261	000.00	AFTER JCT SR 12*BEG ROUTE		3					440	450	430*	430
261	029.39	BEFORE JCT SR 260		1								440*
261	035.83	AFTER JCT SR 26		3					470	640*	630	640
261	041.79	BEFORE JCT RAY RD		3					380	490*	480	490
261	062.69	BEFORE RAMP SR 90*SR 90-WEBER RD		3					460*	480	470	580*
		STATE ROUTE NO 262 MAINLINE SR 26 TO SR 17										
262	000.00	AFTER JCT SR 26*BEG ROUTE		3					250	260	390*	390
262	003.47	BEFORE JCT 12 SE RD		3							480*	490

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262	003.47	AFTER JCT 12 SE RD		3							550*	560
262	024.22	BEFORE JCT SR 17		3					590	650*	650	660
	STATE ROUTE NO 263 MAINLINE PRT OF WINDUST TO SR 260											
263	000.43	AFTER JCT WALLACE WALKER RD		3	05	24	35	65	230	200+	200	210
263	009.24	BEFORE JCT SR 260		3					660*	680	680	770*
	STATE ROUTE NO 270 MAINLINE SR 195/PULLMAN TO IDAHO											
270	000.06	AFTER RAMP SR 195 NB		1	06	02	01	09	4100*	4100*	4400+	4500
270	001.22	BEFORE JCT CORY LN		1					6300*	6600	6600	5000+
270	001.22	AFTER JCT CORY LN		1					6700*	7000	7000	5500*
270	002.25	BEFORE JCT SR 27 WYE CONN		1					9200*	9500	8300*	7500*
270	002.27	AFTER JCT SR 27*OLSON ST		1					18000*	18000	20000*	19000*
270	** 002.43	AFTER JCT HIGH ST	C	1					8100*	8300	7200*	7200*
270	002.66	BEFORE JCT SR 270 COUPLET WYE CONN	C	1					7300*	7600	7100*	7100*
270	002.67	AFTER JCT SR 270 COPULLMN (COUPLT)	C	1					13000*	13000	13000*	14000
270	003.02	BEFORE JCT LATAH ST		1					12000*	12000	13000	13000
270	003.02	AFTER JCT LATAH ST		1					12000*	12000	12000	11000*
270	003.19	AFTER JCT STADIUM WAY WYE CONN		1					14000*	14000	14000	16000*
270	004.50	BEFORE JCT AIRPORT RD		1					10000*	11000	11000	12000*
270	004.50	AFTER JCT AIRPORT RD		1	06	01		07	11000*	12000*	12000	13000+
270	009.07	BEFORE JCT AIRPORT RD		1					11000*	12000	12000	13000*
270	009.07	AFTER JCT AIRPORT RD		1					13000*	13000	13000	14000*
270	009.89	IDAHO STATE LINE		1					14000*	14000*	16000*	14000*
	STATE ROUTE NO 270 COUPLET PULLMN MAIN ST TO GRAND											
270COPULLMN	002.69	AFTER JCT SR 270 WYE CONN		1					7100	7300	7300*	8000*
270COPULLMN	** 002.76	AFTER JCT PINE ST		1					7000*	7200	7300	7600

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270COPULLMN	002.88	BEFORE JCT SR 270 WYE CONN		1					7900*	8200	7300*	7700*
		STATE ROUTE NO 271 MAINLINE SR 27/OAKESDLE TO SR 195										
271	000.00	AFTER JCT SR 27*BEG ROUTE		3								820*
271	004.50	BEFORE JCT L D JOHNSON RD		3	05	02	01	08	630*	710*	720+	730
271	008.38	BEFORE RAMP SR 195		3					860	880	890*	910
		STATE ROUTE NO 272 MAINLINE SR 195/COLFAX TO IDAHO										
272	000.05	AFTER JCT MILL ST		3								830*
272	000.78	AFTER JCT CO RD		3					1600*	1700	1700	1700
272	001.17	AFTER JCT HILTY RD #2520		3								560*
272	005.38	BEFORE JCT CLEAR CREEK RD		3	16	04	01	21	580*	620*	600*	640+
272	005.40	AFTER JCT CLEAR CRK RD WYE CONN		3								420*
272	011.68	AFTER JCT ALTERGOTT RD		3								310*
272	016.52	BEFORE JCT SR 27							400	420	430	600*
272	019.23	IDAHO STATE LINE		3	11	03		14	800*	900*	900*	860+
		STATE ROUTE NO 274 MAINLINE SR 27/TEKOA TO IDAHO										
274	000.00	AFTER JCT SR 27*N CROSBY ST		3					1400	1500	1500	1300*
274	001.89	BEFORE JCT CO RD WYE CONN		3								970*
		STATE ROUTE NO 278 MAINLINE SR 27 TO IDAHO ST LINE										
278	001.08	AFTER JCT FIRST ST		3								2700*
278	005.50	IDAHO STATE LINE		3	05	02		08	1500*	1500*	1800*	2400+
		STATE ROUTE NO 281 MAINLINE SR 90 TO SR 28/QUINCY										
281	000.00	AT SR 90*BEG ROUTE		1					3300	3400	3400	3100*
281	000.12	AFTER RAMP SR 90		1					2900*	3000	3000	3300*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
281	000.92	AFTER JCT OLD ALIGNMENT		1					2800*	2800	2800	2700+
281	002.65	BEFORE JCT SR 281 SPBURKE (SPUR)		1					3300*	3400	3400	3500*
281	002.65	AFTER JCT SR 281 SPBURKE (SPUR)		1					5000*	5200	5100	5100*
281	005.56	BEFORE JCT 5 NW		1					5300	5400	5400	5600*
281	005.56	AFTER JCT 5 NW		1					5000	5100	5100	5200*
281	009.58	BEFORE JCT 9 NW		1					5200*	5400	5300	5400*
281	009.58	AFTER JCT 9 NW		1					6000*	6200	6100	5300*
281	010.55	BEFORE JCT SR 28		1					8900	7200*	7200	7200
	STATE ROUTE NO 281 SPUR BURKE SR 281 TO SR 90 EB UX											
281SPBURKE	002.65	AFTER JCT SR 281*BEG ROUTE		1					1900*	1900	1900	1900*
281SPBURKE	004.21	BEFORE JCT SR 283		1					2600*	2700	2700	3100*
281SPBURKE	004.21	AFTER JCT SR 283		1					3300*	3400	3400	3200*
281SPBURKE	004.29	AFTER RAMP SR 90 WB		1								2100*
	STATE ROUTE NO 282 MAINLINE SR 28/EPHRATA TO SR 17											
282	000.01	AFTER JCT SR 28 WYE CONN		2					5300*	5400	5500	5800*
282	004.85	BEFORE JCT SR 17 WYE CONN		2	07	02	01	09				5300+
	STATE ROUTE NO 283 MAINLINE SR 281 TO SR 28											
283	000.00	AFTER JCT SR 281 SPBURKE (SPUR)		2					1700*	1800	1800	1800
283	000.25	AFTER JCT N FRONTAGE RD		2								1800*
283	004.00	BEFORE JCT ADAMS RD		2						1400*	1300	1400
283	004.00	AFTER JCT ADAMS RD		2						1300*	1300	1300
283	005.96	AFTER JCT 5 NW		2					1300	1300*	1300	1300
	STATE ROUTE NO 285 MAINLINE SR 28 TO SR 2											
285	000.21	AT ADC LOCATION S103		1					44000*	43000*	45000*	47000

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285	000.61	AFTER JCT MISSION ST*STEVENS ST		1		26000*	27000	27000	29000
285	000.71	BEFORE JCT FERRY ST		1		26000*	27000	27000	29000*
285	000.71	AFTER JCT FERRY ST		1		21000*	22000	22000	23000
285	001.11	BEFORE JCT SR 285 COWENTCH (COUPLT)	C	1		23000*	23000	24000	25000*
285	** 001.11	AFTER JCT SR 285 COWENTCH (COUPLT)	C	1		13000*	13000	13000	14000
285	002.21	BEFORE JCT FIFTH ST	C	1		14000*	15000	15000	16000*
285	002.86	BEFORE JCT SR 285 COWENTCH (COUPLT)	C	1		10000*	11000	11000	11000*
285	002.86	AFTER JCT SR 285 COWENTCH (COUPLT)	C	1		24000*	25000	25000	26000
285	003.16	BEFORE JCT MAPLE ST		1		33000	31000*	32000	33000
285	003.17	AFTER JCT MAPLE ST WYE CONN		1		31000*	32000*	33000	34000*
285	004.36	AT WENATCHEE RIVER		1		*			36000*
285	004.48	BEFORE RAMP PENNY RD		1			34000*	35000	36000
285	004.58	AFTER RAMP EASY ST		1			21000*	22000	23000
	STATE ROUTE NO 285 COUPLET WENTCH MISSION ST TO MISSION ST								
285COWENTCH	** 002.96	BEFORE JCT SPRINGWATER AVE*MILLER S		1		18000*	19000	19000	20000
285COWENTCH	002.98	AFTER JCT MILLER ST WYE CONN		1		13000*	13000	14000	14000
285COWENTCH	003.52	BEFORE JCT FIFTH ST		1		12000	13000	13000	15000*
285COWENTCH	003.52	AFTER JCT FIFTH ST		1		13000*	13000	14000	14000
285COWENTCH	004.64	BEFORE JCT SR 285*END ROUTE		1		10000*	10000	11000	12000*
	STATE ROUTE NO 290 MAINLINE SR 2/SPOKANE TO IDAHO								
290	000.09	AFTER JCT RIVERPOINT BLVD*PINE ST		1		10000*	10000	11000	11000*
290	000.47	AT SPOKANE RIVER		1				11000*	12000
290	000.66	BEFORE JCT BUSINESS*CINCINNATI ST		1					12000*
290	000.74	BEFORE JCT SR 290 SPHAMLTN (SPUR)		1		11000*	11000	11000	13000
290	000.74	AFTER JCT SR 290 SPHAMLTN (SPUR)		1		13000*	13000	13000	15000*
290	000.82	AT SPOKANE RIVER		1				14000*	16000

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290	001.44	BEFORE JCT NAPA ST		1					9200*	9500	9700	12000*
290	002.48	BEFORE JCT DESMET ST		1					9700*	10000	10000	13000*
290	002.48	AFTER JCT DESMET ST		1					7100*	7400	7500	11000*
290	002.53	AFTER JCT THOR ST		1					7300*	7600	7700	11000*
290	003.22	BEFORE JCT HAVANA ST		1					7200*	7400	7500	11000*
290	003.34	BEFORE JCT MISSION AVE		1					7700*	7900	8000	11000*
290	003.35	AFTER JCT MISSION AVE WYE CONN		1								29000*
290	003.36	AFTER JCT HOUGH ST		1					22000*	23000	23000	28000
290	004.29	BEFORE JCT FANCHER WAY		1					21000*	21000	22000*	28000*
290	004.29	AFTER JCT FANCHER WAY		1					17000*	17000	19000*	24000*
290	005.30	AFTER JCT PARK RD		1							18000*	24000
290	006.33	AFTER JCT ARGONNE RD		1								21000*
290	008.42	BEFORE JCT SR 27 WYE CONN		1					17000	17000	17000*	19000
290	008.43	AFTER JCT SR 27-PINES RD*PINES RD		1					17000	18000*	18000*	20000
290	009.51	AFTER JCT EVERGREEN RD		1					14000*	16000*	16000	18000*
290	012.50	BEFORE JCT BARKER RD		2					14000*	14000	14000	16000*
290	012.50	AFTER JCT BARKER RD		2	08	06	02	15				11000+
290	012.53	AFTER JCT OLD SR 290		2	06	05	02	13	9100+	9400	9500	9800
290	018.05	BEFORE JCT IDAHO RD WYE CONN		2	08	07	03	17	4400	6700+	6700	6900
290	018.07	AFTER JCT IDAHO RD		2					5800	6600*	6700	6800
290	018.38	IDAHO STATE LINE		2					5100*	5500*	5700*	5800*
	STATE ROUTE NO 290 SPUR HAMLTN SR 290 TO SR 90 UX WB											
290SPHAMLTN	000.74	AFTER JCT SR 290*BEG ROUTE		1					30000*	31000	31000	33000*
	STATE ROUTE NO 291 MAINLINE SR 2/SPOKANE TO SR 231											
291	000.07	AFTER JCT ATLANTIC ST		1								27000*
291	001.18	BEFORE JCT ASH ST		1					29000*	30000	30000	28000*

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291	002.21	BEFORE JCT INDIAN TRAIL RD		1		25000*	26000	26000	26000*
291	002.21	AFTER JCT INDIAN TRAIL RD		1		13000*	13000	14000	14000*
291	003.06	BEFORE JCT NINE MILE RD WYE CONN		1		9900*	10000	10000	11000*
291	003.10	AFTER JCT NINE MILE RD WYE CONN		1		16000*	16000	16000	18000*
291	004.25	AFTER JCT WINDRIVER DR		1		11000*	11000	11000	12000
291	005.22	BEFORE JCT SEVEN MILE RD*LOWELL RD		2		10000*	11000	11000	12000*
291	005.22	AFTER JCT SEVEN MILE RD*LOWELL RD		2		8200*	8400	8500	9300*
291	006.16	AFTER JCT KENDICK RD		2		6800	7000	7600*	7900
291	033.09	BEFORE JCT SR 231		3		220	220	270*	270
	STATE ROUTE NO 292 MAINLINE SR 231 TO SR 395/LOON LK								
292	005.87	BEFORE JCT COLVILLE RD		3		2900*	3100	3100	3200
292	005.91	BEFORE JCT SR 395		3					4300*
	STATE ROUTE NO 300 MAINLINE BELFAIR ST PK TO SR 3								
300	002.25	BEFORE JCT SAND HILL RD WYE CONN		3				7800*	8000
300	002.27	AFTER JCT SAND HILL RD		3		11000	11000	11000*	11000
300	003.17	BEFORE JCT SR 300 WYE CONN		3		11000	12000*	12000	12000
300	003.19	AFTER JCT SR 300 WYE CONN		3		6500	6400*	6500	6800
300	003.35	BEFORE JCT SR 3		3		7500	5800*	5800	6100
	STATE ROUTE NO 302 MAINLINE SR 3 TO SR 16/PURDY								
302	000.00	AFTER JCT SR 3*BEG ROUTE		2		2000	1900*	2000	2000
302	016.60	AFTER JCT BURNHAM DR NW*GOODNOUGH		2		21000	23000*	23000	24000
302	016.87	AT SR 16 WB		2			11000*	12000	12000
	STATE ROUTE NO 302 SPUR PURDY SR 302 TO SR 16 OXING								
302SPPURDY	016.91	BEFORE RAMP SR 16 SB		2		2800	3000*	3000	3100

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302SPPURDY	017.13	AT SR 16*END ROUTE		2		1400	1500*	1500	1600
		STATE ROUTE NO 303 MAINLINE SR 304 BREMERTON TO SR 3							
303	000.00B	AFTER JCT SR 304*BEG ROUTE		1		8300*	8600	8700	7300*
303	000.00	BEFORE JCT 6TH ST		1		11000*	12000	12000	8400*
303	000.26	BEFORE JCT 11TH ST		1		16000*	17000	17000	15000*
303	000.26	AFTER JCT 11TH ST		1		36000*	38000	38000	34000*
303	001.06	AT PORT WASHINGTON NARROWS		1		42000*	44000	44000	39000*
303	001.97	BEFORE JCT SYLVAN WAY (OLD SR 306)		1		34000*	35000	35000	33000*
303	002.75	AFTER JCT RIDDELL RD		1		40000	41000	35000*	32000
303	003.75	BEFORE JCT MC WILLIAMS RD		1		34000*	35000	35000	30000*
303	003.75	AFTER JCT MC WILLIAMS RD		1		31000*	32000	32000	32000*
303	004.10	AFTER JCT BENTLEY DR NE		1				34000*	33000
303	005.38	BEFORE JCT BROWNSVILLE HWY NE		1		27000*	28000	29000	28000*
303	005.43	AFTER JCT BROWNSVILLE HWY WYE CONN		1		25000*	26000	26000	24000*
303	008.25	BEFORE RAMP SILVERDALE WAY		1		26000*	27000	27000	28000*
303	008.94	BEFORE JCT CLEAR CREEK RD		1			7900*	8300*	8700
303	008.94	AFTER JCT CLEAR CREEK RD		1			10000*	11000*	12000
303	009.16	AT SR 3		1		16000*	16000	16000	17000
		STATE ROUTE NO 304 MAINLINE SR 3/BREM TO FERRY DOCK							
304	001.67	BEFORE JCT SR 310-N CALLOW AVE		1		22000*	23000	23000	24000
304	001.67	AFTER JCT SR 310-N CALLOW AVE		1		17000*	18000	18000	19000
304	002.00	BEFORE JCT NAVAL AVE		1		15000*	16000	16000	14000*
304	002.00	AFTER JCT NAVAL AVE		1		15000*	16000	16000	15000*
304	002.63	BEFORE JCT SR 303*WARREN AVE		1		16000*	16000	17000	14000*
304	002.63	AFTER JCT SR 303*WARREN AVE		1		9500*	9800	9900	9900*
304	002.91	BEFORE JCT PACIFIC AVE		1		8100*	8300	8400	8600*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
304	003.34	BEFORE JCT OLD SR 303 SPUR MANETT		1					6200*	6400	6500	6800
304	003.34	AFTER JCT OLD SR 303 SPUR MANETT		1					5700*	5900	5900	6200
304	003.51	BREMERTON FERRY LANDING		1					2100*	2100*	2000*	2000*
	STATE ROUTE NO 305 MAINLINE WINSLOW FERRY DK TO SR 3											
305	000.02	WINSLOW FERRY LANDING		1					6300*	6200*	6000*	6600*
305	000.21	BEFORE JCT WINSLOW WAY WYE CONN		1					7100*	7000	6800	8000*
305	000.98	BEFORE JCT HIGH SCHOOL RD		1					10000*	11000	11000	12000*
305	000.98	AFTER JCT HIGH SCHOOL RD		1	04	01		05	16000*	16000	16000	17000+
305	001.64	AFTER JCT MADISON AVE		1					17000*	18000	18000	19000*
305	004.27	BEFORE JCT E DAY RD WYE CONN		1					15000*	16000	16000	18000*
305	004.29	AFTER JCT W DAY RD WYE CONN		1					18000*	19000	19000	21000*
305	005.22	AFTER JCT HIDDEN COVE RD		1								20000*
305	005.32	BEFORE JCT MANUAL RD		1							20000*	21000
305	006.01	BEFORE JCT SEABOLD RD*W PORT MADISO		1							20000*	21000
305	006.01	AFTER JCT SEABOLD RD*W PORT MADISON		1							20000*	21000
305	006.82	AT AGATE PASS		1					18000	18000	19000*	20000
305	007.19	BEFORE JCT PVT RD*SUQUAMISH WAY NE		1					18000*	18000	19000	21000*
305	007.19	AFTER JCT PVT RD*SUQUAMISH WAY NE		1					16000*	16000	17000	18000*
305	008.80	BEFORE JCT TOTTEN RD NE*LEMOLO SHORE		1							17000*	18000
305	008.80	AFTER JCT TOTTEN RD NE*LEMOLO SHORE		1							17000*	18000
305	009.64	AFTER JCT DELATE RD		1					16000*	17000	17000	18000*
305	011.43	BEFORE JCT HOSTMARK ST		1					17000*	17000	19000	19000
305	011.43	AFTER JCT HOSTMARK ST		1					15000*	16000	17000*	17000*
305	011.67	AFTER JCT LINCOLN ST		1							17000*	18000
305	012.02	AFTER JCT NE LIBERTY RD WYE CONN		1							20000*	21000
305	012.82	BEFORE JCT SR 307-BOND RD*BOND RD		1					22000*	22000	23000	23000*
305	012.82	AFTER JCT SR 307-BOND RD*BOND RD		1					21000*	22000	22000	26000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
305	013.41	BEFORE JCT ON RAMP WYE CONN		1					21000	21000	22000*	23000
		STATE ROUTE NO 307 MAINLINE SR 305 TO SR 104										
307	000.00	AFTER JCT SR 305*BEG ROUTE		1					13000*	13000	14000	12000*
307	002.43	BEFORE JCT NE GUNDERSON RD		1					12000*	12000	12000	13000
307	002.47	AFTER JCT STOTTLEMEYER RD NE		1					9300*	9600	9700	10000
307	005.25	BEFORE JCT SR 104		1					8700	9100	9200	11000*
		STATE ROUTE NO 308 MAINLINE SR 3 TO NAVAL RES BDRY										
308	000.09	AFTER RAMP SR 3		3	04	01		06	7800	6900+	7100	7700
		STATE ROUTE NO 310 MAINLINE SR 3 TO SR 304										
310	000.05	AFTER JCT OFF RAMP*ON RAMP WYE CONN		1					33000	29000*	29000	30000
310	000.54	BEFORE JCT OYSTER BAY AVE		1					29000*	30000	30000	34000*
310	000.54	AFTER JCT OYSTER BAY AVE		1					33000*	34000	34000	34000*
310	000.78	BEFORE JCT NATIONAL AVE WYE CONN		1					33000*	35000	35000	36000*
310	000.80	AFTER JCT NATIONAL AVE		1					38000*	40000	40000	41000*
310	001.68	BEFORE JCT 6TH ST		1					21000*	22000	22000	17000*
310	001.84	BEFORE JCT SR 304-BURWELL ST		1					9700*	10000	10000	11000*
		STATE ROUTE NO 395 MAINLINE OREGON ST LINE TO CANADA										
395	013.05	AT SR 82		1					5400*	5600	5600	5900
395	013.42	AFTER RAMP SR 82		1	08	11	03	22	10000*	11000	11000	12000+
395	014.88	BEFORE JCT W 27TH AVE WYE CONN		1					11000	12000*	13000	13000
395	014.92	AFTER JCT W 27TH AVE WYE CONN		1					11000	13000*	13000	14000
395	016.17	BEFORE JCT W 10TH AVENUE		1					14000	15000*	15000	16000
395	016.17	AFTER JCT W 10TH AVENUE		1					20000	22000*	22000	23000
395	016.42	AFTER JCT W 7TH AVE		1					22000	22000*	22000	23000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
395	016.92	BEFORE JCT W KENNEWICK AVENUE		1					20000*	20000	20000	21000
395	016.92	AFTER JCT W KENNEWICK AVENUE		1					19000*	20000*	20000	22000*
395	017.11	AFTER JCT VISTA WAY		1					27000*	27000	28000	26000*
395	017.59	BEFORE JCT YELM ST		1						32000*	32000	34000
395	017.60	AFTER JCT YELM ST WYE CONN		1						38000*	38000	40000
395	018.00	BEFORE RAMP SR 240		1					39000	38000*	38000	40000
395	018.30	AFTER RAMP COLUMBIA DR		1						28000*	28000	29000
395	018.58	AFTER COLUMBIA DR*SR 240		1					45000	46000*	47000	48000
395	019.44	AFTER RAMP SYLVESTER ST		1	03	04	01	09	32000	30000+	31000	32000
395	020.28	BEFORE RAMP SR 182 EB		1					26000	27000	31000*	33000
395	023.30	AFTER RAMP SR 12-SR 182		1					15000	17000*	23000*	23000
395	023.55	AFTER JCT HILLSBORO ST WYE CONN		1					11000*	12000*	13000	14000*
395	027.20	AT ADC LOCATION B03		1					9900*	11000*	11000*	12000*
395	030.18	AFTER JCT SELPH LANDING RD		1	06	20	08	34	7100	9100+	9500	9800
395	036.24	AT ADC LOCATION R061		1							10000*	11000
395	046.46	AFTER RAMP PEPIOT RD		1					5600	6000*	6300	6500
395	055.73	AFTER RAMP SR 260		1	09	24	08	40	4200	5000+	5200	5400
395	070.59	AFTER JCT CUNNINGHAM RD		1					5400*	5700	5900	6200
395	081.59	BEFORE RAMP SR 21		1					4000	4800*	5000	5200
395	082.77	AFTER RAMP SR 21		1					4200	5300*	5600	5800
395	093.01	AT ADC LOCATION P7C		1								6200*
395	165.32	BEFORE JCT HAWTHORNE RD		1					22000*	23000	23000	24000*
395	165.32	AFTER JCT HAWTHORNE RD		1					26000*	27000	27000	24000*
395	166.60	BEFORE JCT HASTINGS RD		1					20000*	21000	21000	22000
395	166.60	AFTER JCT HASTINGS RD		1					20000*	21000	21000	20000*
395	169.14	BEFORE JCT HATCH RD		1					14000*	14000	14000	14000*
395	169.14	AFTER JCT HATCH RD		1	06	02	01	09	13000*	13000	14000	14000+
395	179.46	BEFORE JCT SHORT RD WYE CONN		1					10000*	11000	10000	11000*

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395	179.53	AFTER JCT SHORT RD		1					7600*	7900	7600	8100*
395	182.82	AFTER JCT SPOTTED RD		1					7700*	7900	7700	8300*
395	190.29	AT ADC LOCATION R063		1						8400*	8100*	8200*
395	190.58	AFTER JCT SR 292*GARDEN SPOT RD		1					6000*	6100	5900	6600*
395	202.43	BEFORE JCT SR 231		1					5100*	5300	5100	5800*
395	202.43	AFTER JCT SR 231		1					6400*	6600	6400	7200*
395	207.81	BEFORE JCT 2ND ST*SAND CANYON RD		1					6900*	7100	7100	7200*
395	207.81	AFTER JCT 2ND ST*SAND CANYON RD		1					6000*	6200	6200	6600*
395	213.10	BEFORE JCT BLUE CREEK RD		1					6800	6700*	6700	6700
395	213.10	AFTER JCT BLUE CREEK RD		1					5900	6000*	6100	6100
395	225.77	BEFORE JCT ORIN RICE RD		1					7000*	7200	7200	7600*
395	225.77	AFTER JCT ORIN RICE RD		1					7800*	8100	8100	8300*
395	229.64	BEFORE JCT SR 20*3RD AVE W		1					12000*	12000	12000	13000
395	229.64	AFTER JCT SR 20*3RD AVE W		1					14000*	14000	14000	14000
395	229.79	AFTER JCT 5TH AVE E		1					12000*	12000	12000	12000
395	230.30	AFTER JCT 8TH AVE W		1					12000*	12000	12000	13000*
395	231.72	BEFORE JCT WILLIAMS LAKE RD		1					9500*	9800	9800	11000*
395	231.72	AFTER JCT WILLIAMS LAKE RD		1	08	06	01	14	7700*	8000	8000	8700+
395	237.57	TRAFFIC COUNT WAS TAKEN		1					7300	7600*	7600	7600
395	239.13	BEFORE JCT SR 25 WYE CONN		1					5300*	6800*	6900	7300*
395	239.15	AFTER JCT SR 25 WYE CONN		1					5500*	5700	5700	5600+
395	241.89	BEFORE JCT SR 20		1					4000*	4200	4200	4200
395	241.89	AFTER JCT SR 20		1					2200*	2300	2200	2200
395	247.27	BEFORE JCT COUNTY SHOP RD		1					1800	1500*	1500	1500
395	252.92	BEFORE JCT BARSTOW BR RD*CO RD		1					1100*	1100	1100	1200*
395	252.92	AFTER JCT BARSTOW BR RD*CO RD		1					910*	920	900	1000*
395	260.00	AT ADC LOCATION P26		1					730*	730*	720*	730*
395	270.26	INTERNATIONAL BOUNDARY		1					400	400	360*	370

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 397 MAINLINE PIERT ROAD TO SR 182										
397	000.04	AFTER JCT PIERT RD WYE CONN		3						1300*	1400	1400
397	000.60	AFTER JCT LECHELT RD		3						2200*	2200	2200
397	000.98	BEFORE JCT GAME FARM RD		3						2200*	2200	2200
397	000.98	AFTER JCT GAME FARM RD		3					2600	2900*	2900	3000
397	001.22	BEFORE JCT FINLEY RD WYE CONN		3						2900*	2900	3000
397	001.27	AFTER JCT FINLEY RD WYE CONN		3						4000*	4000	4100
397	001.71	BEFORE JCT COCHRAN RD		3						4000*	4000	4100
397	002.38	AFTER JCT BOWLES RD		3						6700*	6700	6900
397	002.81	AFTER JCT HANEY RD		3	04	04	02	10		7200+	7200	7400
397	003.15	AFTER JCT PERKINS RD		3						8100*	8100	8300
397	003.81	BEFORE JCT BRYSON BROWN RD		3						8100*	8100	8300
397	003.81	AFTER JCT BRYSON BROWN RD		3						8600*	8600	8800
397	003.90	AFTER JCT E 26TH AVE		3						8400*	8400	8600
397	004.21	AFTER JCT E 25TH AVE		3						8200*	8300	8500
397	004.44	AFTER JCT BERNATH RD		3						8100*	8200	8400
397	004.70	AFTER JCT FINLEY RD		3						10000*	10000	10000
397	005.17	AFTER JCT S YEW ST		3					10000	10000*	10000	11000
397	006.15	BEFORE JCT E 3RD AVE		1					10000	9100*	9100	9400
397	006.15	AFTER JCT E 3RD AVE		1						11000*	11000	11000
397	006.40	BEFORE JCT E GUM ST-E 3RD AVE		1					10000*	11000*	11000	11000
397	006.40	AFTER JCT E GUM ST-E 3RD AVE		1						16000*	16000	16000*
397	007.71	BEFORE JCT W AINSWORTH ST*S 10TH AV		1					19000*	20000	20000	18000*
397	007.71	AFTER JCT W AINSWORTH ST*S 10TH AV		1					5200*	5400	5500	7000*
397	008.78	BEFORE JCT SR 397 WYE CONN		1					4100*	4300	4300	4600*
397	008.80	AFTER JCT SR 397*E AINSWORTH ST WYE		1					3300*	3400	3500	4300*
397	011.02	BEFORE JCT E JAMES ST		1					7200	9500*	9600	10000

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\+ SOURCE OF TRUCK PERCENTAGES

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397	011.05	BEFORE RAMP SR 182*SR 182		1					8200	10000*	11000	11000
		STATE ROUTE NO 401 MAINLINE SR 101/MEGLER TO SR 4										
401	000.01	AT ADC LOCATION S841		1					2200*	2300*	2300*	2300
401	000.01	AFTER ADC LOCATION S841		1	10	08	01	18				2500+
401	011.27	BEFORE JCT S VALLEY RD*PARPALA RD		1					2100	2200	2000*	2100
401	011.27	AFTER JCT S VALLEY RD*PARPALA RD		1					3000	3100	3000*	3100
401	012.13	BEFORE JCT SR 4		1					4000	4100	3100*	3600*
		STATE ROUTE NO 405 MAINLINE SR 5/TUKWILA TO SR 5										
405	000.00	AT SR 5 SB*BEG ROUTE		5					50000*	52000	71000*	73000
405	000.45	AFTER RAMP SR 5 NB		5					125000*	129000	132000*	135000
405	000.54	AFTER RAMP TUKWILA PKWY		5					131000*	134000	139000*	142000
405	001.22	AFTER RAMP SR 181		5					124000*	127000	132000	135000
405	002.30	AT SR 167		5					68000*	70000	73000	75000
405	003.62	BEFORE RAMP SR 900		5					117000*	120000	125000	128000
405	003.99	AT SR 169		5					97000*	100000	104000*	107000
405	004.50	AFTER RAMP SR 169		5					106000*	109000	112000*	114000
405	004.90	BEFORE RAMP SR 900		5					123000*	127000	128000*	131000
405	005.40	AT SR 900*		5					109000*	112000	115000*	118000
405	005.71	AFTER RAMP SR 900		5					121000*	125000	129000*	132000
405	006.51	AT ADC LOCATION S821		5					117000*	121000	125000*	128000
405	006.95	BEFORE RAMP NE 44TH ST		5					125000*	128000	133000	137000
405	007.47	AT NE 44TH ST		5					118000*	122000	126000*	129000
405	007.69	AFTER RAMP NE 44TH ST		5					125000*	128000	131000*	134000
405	009.15	AT ADC LOCATION D1		5					122000*	126000	129000	132000
405	009.61	AFTER RAMP 112TH AVE SE		5					131000*	135000	140000*	143000
405	010.18	AT COAL CREEK PKWY OXING		5					122000*	125000	132000	135000

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405	010.69	BEFORE RAMP SR 90		5					151000*	155000	164000	168000
405	011.16	AT SR 90		5					97000*	100000	107000*	110000
405	011.69	AFTER ADC LOCATION S204		5					180000*	185000*	193000*	198000
405	012.77	AT SE 8TH ST		5					169000*	173000	184000*	188000
405	012.99	AFTER RAMP SE 8TH ST		5					185000*	190000	201000*	206000
405	013.55	AT NE 4TH ST		5					138000*	141000	152000*	156000
405	014.22	AFTER RAMP SBCD LANE		5					191000*	196000	206000	211000
405	014.40	BEFORE RAMP SR 520		5					191000*	196000	206000	211000
405	014.92	AT NORTHUP WAY		5					113000*	116000	122000*	125000
405	015.94	AFTER RAMP SR 520		5					162000*	170000	174000	178000
405	016.86	BEFORE RAMP NE 70TH PL-FLYER STOP		5					162000*	170000	174000	178000
405	017.44	AT NE 72ND PL		5					149000*	155000	160000	164000
405	017.61	AFTER RAMP NE 70TH PL		5					163000*	170000	175000*	179000
405	018.09	AT SR 908		5					141000*	147000	152000*	155000
405	018.69	AFTER RAMP NBCD LANE		5							175000*	179000
405	019.59	AFTER RAMP NE 116TH ST		5					138000*	144000	150000	153000
405	019.86	BEFORE RAMP NE 124TH ST		5					138000*	144000	150000	153000
405	020.31	AT NE 124TH ST		5					104000*	109000	116000*	118000
405	020.71	AFTER RAMP NE 124TH ST		5					124000*	130000	137000	141000
405	022.62	AT NE 160TH ST		5					115000*	120000	126000*	129000
405	023.23	BEFORE RAMP SR 522		5					134000*	140000	137000	140000
405	023.53	AT SR 522		5					79000*	83000	81000	83000
405	023.88	AFTER RAMP SR 522		5					89000*	93000	91000*	94000
405	024.02	AFTER RAMP SR 522		5					99000*	104000	102000*	104000
405	024.48	AT NE 195TH ST		5					88000*	93000	91000*	93000
405	024.89	AFTER RAMP NE 195TH ST		5					95000*	99000	99000*	101000
405	026.75	AT SR 527		5					67000*	70000	68000*	70000
405	028.99	AT ADC LOCATION S824		5					84000*	88000*	89000*	91000

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	STATE ROUTE NO 409 MAINLINE FERRY DOCK TO SR 4											
409	000.00	PUGET ISLAND FERRY		3					360*	340*	320*	330
409	003.84	BEFORE JCT SR 4		3					2200	2900*	2700	2600*
	STATE ROUTE NO 410 MAINLINE SR 167/SUMNER TO SR 12											
410	008.84	AT SR 167 SB*BEG ROUTE		2	05	02		08	30000	36000+	37000	38000
410	009.02	AFTER RAMP SR 167		2					51000	60000*	61000	62000*
410	010.12	BEFORE RAMP SR 162		2					44000	49000*	49000	52000*
410	010.79	AFTER RAMP SR 162		2					35000	42000*	43000	44000*
410	013.37	BEFORE JCT SUMNER BKLY HWY*181ST AV		2					35000	39000*	40000	42000
410	013.37	AFTER JCT SUMNER BKLY HWY*181ST AV		2					29000	33000*	34000	35000
410	015.60	BEFORE JCT 214TH AVE E		2					24000	21000*	21000	22000
410	015.60	AFTER JCT 214TH AVE E		2					18000	17000*	18000	18000
410	016.81	BEFORE JCT 233RD AVE E		2					17000	17000	18000*	19000
410	022.26	BEFORE JCT 241ST AVE SE*SE MUD MTN		2					17000*	17000	18000	18000
410	022.26	AFTER JCT 241ST AVE SE*SE MUD MTN		2	04	01		06	17000*	17000+	18000	18000
410	022.46	AFTER JCT 244TH AVE SE		2	08	01		10	13000	13000+	13000	13000
410	023.28	AFTER JCT SEMANSKI ST		2					12000*	12000*	12000	13000*
410	023.68	BEFORE JCT SE 456TH ST		2								13000*
410	023.68	AFTER JCT SE 456TH ST		2					14000	13000*	13000	13000*
410	024.12	BEFORE JCT COLE ST WYE CONN		2								13000*
410	024.14	AFTER JCT COLE ST		2								8700*
410	024.29	BEFORE JCT ROOSEVELT AVE		2	07	03	01	11	8600	8000+	8100	8700
410	024.31	AFTER JCT ROOSEVELT AVE WYE CONN		2	06	03	01	09	11000	10000+	10000	11000
410	024.40	AFTER JCT PVT RD*MT VILLA DR		2					12000	10000*	11000	11000
410	024.63	AFTER JCT STEVENSON AVE		2					12000	11000*	11000	12000
410	024.92	BEFORE JCT WATSON ST		2								11000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
410	024.92	AFTER JCT WATSON ST		2								8000*
410	027.91	AT WEYERHAEUSER ROAD UXING		2					2800*	2900	2900	3000
410	029.72	BEFORE JCT MUD MTN RD WYE CONN		2							3100*	3100
410	041.13	AFTER FEDERATION FOREST ST PK		2					1900*	2000	2000	2100
410	047.41	BEFORE JCT CHINOOK LN E		2							1800*	1900
410	057.49	BEFORE JCT CRYSTAL MOUNTAIN BLVD		2					1300	1300	1600*	1700
410	078.57	AT UNION CREEK		3	03	01		05	410+	440	440	450
410	103.21	AFTER JCT BALD MOUNTAIN RD		3	09	03		13	1500	1400+	1400	1500
410	116.26	AT ADC LOCATION S818		3							2200*	2300*
	STATE ROUTE NO 411 MAINLINE SR 432/LONGVIEW TO SR 5											
411	000.00	AT SR 432 WB*BEG ROUTE		2					15000	14000*	15000*	16000
411	000.03	AFTER JCT CITY ST		2					10000*	9400*	10000*	8800*
411	000.84	BEFORE JCT HUDSON ST		2					9200*	8600	9500	9900
411	000.84	AFTER JCT HUDSON ST		2					14000*	13000	14000	15000
411	001.50	BEFORE JCT WASHINGTON ST		2						15000*	15000	16000
411	001.50	AFTER JCT WASHINGTON ST		2						15000*	16000	16000
411	001.61	BEFORE JCT CATLIN ST		2					13000*	13000	13000	14000
411	001.67	BEFORE JCT SR 411 SPKELSO (SPUR)		3					15000*	15000*	15000	16000
411	001.68	AFTER JCT SR 411 SPUR WYE CONN		3					11000	11000*	12000	12000
411	002.00	BEFORE JCT FISHERS LN		3					11000	11000	12000*	12000
411	002.00	AFTER JCT FISHERS LN		3					13000	13000	15000*	16000
411	002.97	BEFORE JCT NEVADA DR		3							15000*	15000
411	002.97	AFTER JCT NEVADA DR		3							15000*	16000
411	003.07	AFTER JCT ALPHA DR		3							13000*	14000
411	003.15	AFTER JCT BEACON HILL DR		3					9200	9600	12000*	13000
411	004.58	BEFORE JCT SPARKS DR		3							10000*	10000
411	004.58	AFTER JCT SPARKS DR		3							9500*	9800

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
411	007.97	AT ADC LOCATION S819		3		4000	4100*	4200*	4300*
411	012.01	BEFORE JCT CO RD (OLD SR 411)		3		6100	6300	6500	5200*
411	012.01	AFTER JCT CO RD (OLD SR 411)		3		8300	8600	8800	6100*
411	012.74	BEFORE JCT HUNTINGTON AVE		3			6800*	7000	7200
411	012.77	AFTER JCT COWLITZ ST E		3			6000*	6200	6400
411	013.44	BEFORE RAMP SR 5		3		5500*	5700	5900	5800*
411	013.48	SR 5 OXING WPS		3					8200*
	STATE ROUTE NO 411 SPUR KELSO SR 411 TO SR 4								
411SPKELSO	001.67	AFTER JCT SR 411-1ST AVE NW		2		11000	9600*	9700	10000
411SPKELSO	001.92	BEFORE JCT GRANT ST		2		4000	4100	4000*	4100
	STATE ROUTE NO 432 MAINLINE SR 4/LONGVIEW TO SR 5								
432	000.84	BEFORE JCT WILLOW GROVE RD		2				3100*	3200
432	000.84	AFTER JCT WILLOW GROVE RD		2				3500*	3600
432	002.58	BEFORE JCT BRADFORD PL		2				4200*	4400
432	002.58	AFTER JCT BRADFORD PL						4300*	4500
432	002.78	AFTER JCT MEMORIAL PARK DR		2				4200*	4400
432	003.30	BEFORE JCT 38TH AVE		2		5300	4700*	4800	5000
432	003.31	AFTER JCT 38TH AVE WYE CONN		2		9100	9000*	9100	9500
432	003.77	BEFORE JCT PRUDENTIAL BLVD WYE CONN		2					7700*
432	003.80	AFTER JCT PRUDENTIAL BLVD WYE CONN		2					10000*
432	003.88	AFTER WEYERHAEUSER PULP CO		2		10000*	8800*	8900	9300
432	004.40	BEFORE JCT WASHINGTON WAY WYE CONN		2		10000*	9800*	9900	10000*
432	004.45	AFTER JCT WASHINGTON WAY WYE CONN		1			9000*	9100	9600*
432	004.85	BEFORE JCT DOUGLAS ST		1		9800*	9500	9600	10000
432	004.85	AFTER JCT DOUGLAS ST		1		9600*	9300	9400	9800
432	005.36	BEFORE JCT 26TH AVE		1				9500*	9900

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
432	005.36	AFTER JCT 26TH AVE		1	08	06	02	15			9400+	9800
432	005.95	BEFORE WEYERHAEUSER CO		1					9900*	9500	9700	10000
432	006.07	BEFORE JCT SR 433 WYE CONN		1					8800	9100	9200	9500*
432	006.10	AFTER JCT SR 433*OREGON WAY		1					17000*	17000*	19000*	19000
432	006.44	AFTER JCT COLUMBIA BLVD		1						16000*	17000	18000
432	006.68	AFTER JCT INTERNATIONAL WAY		1						18000*	18000	19000
432	007.04	BEFORE JCT CALIFORNIA WAY		1						20000*	21000*	22000
432	007.04	AFTER JCT CALIFORNIA WAY		1						21000*	22000	23000
432	007.47	BEFORE RAMP SR 432		1								20000*
432	007.52	AFTER RAMP SR 432		1					15000	14000*	15000*	16000*
432	007.64	AT SR 432-3RD AVE*SR 432-3R		1							15000*	15000
432	007.75	AFTER RAMP SR 432-3RD AVE		1						16000*	16000*	17000
432	008.17	AFTER RAMP SR 432-3RD AVE		1					31000*	30000*	33000*	35000
432	008.63	BEFORE JCT TENNANT WAY CONNECTION		1							32000*	33000
432	008.63	AFTER JCT TENNANT WAY CONNECTION		1							29000*	31000
432	009.66	AFTER RAMP DIKE RD*DIKE RD		1					28000*	29000*	30000	33000*
432	010.10	BEFORE RAMP SR 5		1					25000	28000*	30000*	31000
	STATE ROUTE NO 433 MAINLINE OREGON ST LINE TO SR 432											
433	000.70	AT ADC LOCATION S503		1					20000*	20000*	20000*	21000*
433	000.92	BEFORE JCT SR 432 WYE CONN		1							23000*	22000*
	STATE ROUTE NO 500 MAINLINE SR 5/VAN TO SR 14/CAMAS											
500	001.12	BEFORE JCT ST JOHNS BLVD WYE CONN		1					41000*	36000	40000*	41000
500	001.14	AFTER JCT ST JOHNS BLVD WYE CONN		1					44000*	38000*	42000*	44000
500	001.81	AFTER JCT NE 42ND AVE WYE CONN		1					33000	38000*	39000	40000
500	002.37	BEFORE JCT NE 54TH AVE WYE CONN		1					33000	38000*	39000	40000
500	002.39	AFTER JCT NE 54TH AVE WYE CONN		1					45000*	41000*	42000	44000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
500	003.10	AT NE ANDRESEN RD		1					33000*	30000	30000	32000
500	003.88	BEFORE JCT NE THURSTON WAY WYE CONN		1					45000*	41000	47000*	44000*
500	003.90	AFTER JCT NE THURSTON WAY WYE CONN		1							59000*	55000*
500	005.40	BEFORE JCT NE 112TH AVE*NE GHER RD		1							65000*	68000
500	005.43	AFTER JCT NE GHER RD*NE 112TH AVE		1							45000*	41000*
500	005.94	BEFORE JCT SR 500*NE FOURTH PL BV W		1								41000*
500	005.97	AFTER JCT SR 503*4TH PLAIN ROAD		1					36000*	33000	36000*	34000*
500	006.28	BEFORE JCT NE 123RD AVE		1							31000*	32000
500	006.28	AFTER JCT NE 123RD AVE		1							30000*	32000
500	006.32	AFTER JCT NE 124TH AVE		1					32000*	29000	28000*	30000
500	006.71	BEFORE JCT NE 131ST AVE		1							28000*	29000
500	006.71	AFTER JCT NE 131ST AVE		1							26000*	27000
500	007.03	BEFORE JCT NE 137TH AVE		1					26000*	24000	26000*	27000*
500	007.03	AFTER JCT NE 137TH AVE		1					22000*	20000	23000*	24000*
500	007.52	BEFORE JCT NE WARD RD WYE CONN		1					20000*	18000	19000	20000
500	007.53	AFTER JCT NE 147TH AVE*NE WARD RD		1	06	02		09	13000*	12000	12000+	13000
500	008.30	BEFORE JCT NE 162ND AVE		3					13000*	12000	13000*	14000
500	008.30	AFTER JCT NE 162ND AVE		3					8500*	7700	9300*	9600
500	010.27	BEFORE JCT NE 199TH AVE		3					4500	4600	4700	4500*
500	010.27	AFTER JCT NE 199TH AVE		3					2600	2700	2700	2900*
500	013.84	BEFORE JCT NE 28TH ST		3					1800	1800	1900	1900*
500	013.84	AFTER JCT NE 28TH ST		3					3600	3700	3800	3800*
500	015.23	BEFORE JCT NE 19TH ST		3								3700*
500	015.23	AFTER JCT NE 19TH ST		3					4500*	4600	4700	4300*
500	017.26	BEFORE JCT SE LEADBETTER RD		3								4700*
500	017.26	AFTER JCT SE LEADBETTER RD		3								5700*
500	017.90	BEFORE JCT NE LAKE RD WYE CONN		3					6300	7000*	7000	7300
500	017.93	AFTER JCT NE LAKE RD		3					7500	9100*	9200	9500

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
500	018.75	BEFORE JCT NE 15TH AVE		3		7900	8200	8200*	8500
500	018.75	AFTER JCT NE 15TH AVE		3		5800	6000	6100*	6300
500	019.15	BEFORE JCT NE GARFIELD ST*NE 3RD AV		3		5400	6300*	6400	6600
500	019.15	AFTER JCT NE GARFIELD ST*NE 3RD AV		3		8200	7900*	8000	8200
500	020.37	BEFORE JCT SR 14		3		3100*	4500*	4600	4800
	STATE ROUTE NO 501 MAINLINE SR 5/VANCOUVER TO SR 5								
501	000.00	ENTERING CITY OF VANCOUVER*BEG ROUTE		1					20000*
501	000.07	AFTER JCT OFF RAMP WYE CONN		1		19000*	20000	20000	21000
501	000.13	AFTER RAMP SR 5 WYE CONN		1		20000	20000*	21000	23000*
501	000.27	AFTER JCT F ST		1		19000*	19000	21000	22000
501	000.41	BEFORE JCT C ST		1				21000*	22000
501	000.47	BEFORE JCT BROADWAY		1		17000*	18000	19000	20000
501	000.88	BEFORE JCT MAIN ST		1		15000*	16000	17000	18000
501	000.88	AFTER JCT MAIN ST		1		16000*	17000	18000*	21000*
501	001.34	BEFORE JCT KAUFFMAN AVE		1		15000*	15000	16000	17000
501	001.34	AFTER JCT KAUFFMAN AVE		1		15000*	15000	16000*	17000
501	001.89	BEFORE JCT FRUIT VALLEY RD WYE CONN		1		13000*	13000	13000	16000*
501	001.91	AFTER JCT FRUIT VALLEY RD*KOTOBUKI		1		7600*	7900	8000	11000*
501	002.24	BEFORE JCT SW 26TH ST EXT		1		6800*	7100	7200	10000
501	002.24	AFTER JCT SW 26TH ST EXT		1		6000*	6200	6200	8800*
501	004.10	AFTER JCT OLD LOWER RIVER RD		2					1200*
501	017.26	BEFORE JCT N NINTH ST		3		5300*	5500	5600	5800
501	017.27	AFTER JCT S NINTH ST		3		4900*	5000	5200	5300
501	017.92	BEFORE JCT NW REIMAN RD*NW HASCALL		3				3900*	4000
501	017.95	AFTER JCT NW REIMAN RD WYE CONN		3				4000*	4100
501	019.05	BEFORE JCT NW 31ST AVE		3		4700*	4900	3500*	3600
501	019.05	AFTER JCT NW 31ST AVE		3		6500*	6700	5100*	5300

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
501	019.63	BEFORE JCT NW 19TH AVE		3							6100*	6200
501	019.63	AFTER JCT NW 19TH AVE		3							6500*	6700
501	019.75	BEFORE JCT NW TRIM RD		3					6900*	7100	5600*	5800
501	019.78	BEFORE RAMP SR 5		3					8000*	8300	6500	6700
501	019.78	AFTER RAMP SR 5		3							6600*	6700
	STATE ROUTE NO 502 MAINLINE SR 5 TO SR 503/BATTLEGD											
502	000.00B	AT SR 5 UXING*BEG ROUTE		1					12000	13000	12000*	13000
502	000.06	AFTER JCT NE 179TH ST		1	06	01		08	13000	14000	13000+	14000
502	000.81	AFTER JCT NE 194TH ST		1								11000*
502	001.05	BEFORE JCT NE 199TH ST		1					12000	11000*	13000*	11000
502	001.05	AFTER JCT NE 199TH ST		1					10000	9500*	11000*	9900
502	001.55	BEFORE JCT NE 209TH ST		1								9900*
502	001.55	AFTER JCT NE 209TH ST		1								9200*
502	002.05	BEFORE JCT NE 10TH AVE		1					11000*	11000	11000*	9200
502	002.05	AFTER JCT NE 10TH AVE		1					10000*	10000	11000*	8900
502	003.05	BEFORE JCT NE 29TH AVE		1					9200	9000*	11000*	11000
502	003.05	AFTER JCT NE 29TH AVE		1					9800	8800*	10000*	11000
502	004.04	BEFORE JCT NE 50TH AVE		1					9700	9000*	10000	11000
502	004.04	AFTER JCT NE 50TH AVE		1					9800	9100*	10000	11000
502	005.03	BEFORE JCT NE 72ND AVE		1					11000*	9800	11000*	11000
502	005.03	AFTER JCT NE 72ND AVE		1					14000*	12000	12000*	12000
502	007.04	BEFORE JCT NW 20TH AVE*NE 20TH AVE		1					12000*	11000*	11000	11000
502	007.04	AFTER JCT NW 20TH AVE*NE 20TH AVE		1					13000*	13000*	13000	13000
502	007.54	BEFORE JCT SR 503 WYE CONN		1					15000*	14000	16000*	16000*
	STATE ROUTE NO 503 MAINLINE SR 500 TO SR 5/WOODLAND											
503	000.01	AFTER JCT NE FOURTH PL BV WYE CONN		1					30000*	31000	34000*	31000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
503	000.10	AFTER JCT ROSEWOOD RD		1		28000*	29000	32000	33000
503	000.73	BEFORE JCT NE 76TH ST		1		28000*	32000*	35000	36000
503	000.73	AFTER JCT NE 76TH ST		1		25000*	28000*	31000	32000
503	000.99	BEFORE JCT PADDEN PKWY WYE CONN		1					31000*
503	001.04	AFTER JCT PADDEN PKWY WYE CONN		1					33000*
503	001.60	AFTER JCT NE 95TH ST		1		21000	24000*	26000	27000
503	001.80	BEFORE JCT NE 99TH ST		1		20000*	23000*	26000	27000
503	001.80	AFTER JCT NE 99TH ST		1		19000*	22000*	24000	25000
503	002.81	BEFORE JCT NE 119TH ST		1		18000*	22000	24000*	28000*
503	002.81	AFTER JCT NE 119TH ST		1		15000*	18000	23000*	25000*
503	003.43	BEFORE JCT NE 131ST ST		1					24000*
503	003.43	AFTER JCT NE 131ST ST		1					24000*
503	004.30	BEFORE JCT NE CAPLES RD WYE CONN		1			19000*	24000	25000
503	004.32	AFTER JCT NE CAPLES RD WYE CONN		1			16000*	20000	21000
503	004.58	AFTER JCT NE 154TH ST		1		13000*	15000*	19000	20000
503	006.08	BEFORE JCT NE 179TH ST		1					19000*
503	006.08	AFTER JCT NE 179TH ST		1					20000*
503	006.59	BEFORE JCT NE 189TH ST		1		11000*	12000	19000*	20000
503	007.08	BEFORE JCT NE 199TH ST WYE CONN		1		11000*	11000	21000*	22000
503	007.11	AFTER JCT NE 199TH ST WYE CONN		1				16000*	17000
503	008.07	BEFORE JCT SR 502*MAIN ST WYE CONN		1		12000*	12000	16000*	17000*
503	008.11	AFTER JCT SR 502*MAIN ST WYE CONN		2		12000*	12000	14000*	15000*
503	009.34	BEFORE JCT NE 244TH ST WYE CONN		2		11000*	12000	12000	12000
503	009.35	AFTER JCT NE 244TH ST		2		13000*	14000	12000*	13000
503	010.63	BEFORE JCT NE 269TH ST*NE POTTER RD		2		8900*	9200	9500	10000*
503	010.63	AFTER JCT NE 269TH ST*NE POTTER RD		2		7800*	8000	8200	9200*
503	014.35	BEFORE JCT NE GABRIEL RD		2				9500*	7300*
503	014.35	AFTER JCT NE GABRIEL RD		2				6800*	5300*

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
503	016.11	BEFORE JCT NE 156TH AVE		2							5700*	5800
503	016.11	AFTER JCT NE 156TH AVE		2							3100*	3200
503	020.44	BEFORE JCT NE 399TH ST		2					2300*	2400	2400	2500*
503	020.44	AFTER JCT NE 399TH ST		2					2700*	2800	2900	3200*
503	020.94	BEFORE JCT NE 221ST AVE		2								3000*
503	020.94	AFTER JCT NE 221ST AVE		2					580*	600	620	680*
503	022.61	BEFORE JCT NE 419TH ST		2					460*	480	490	750*
503	022.61	AFTER JCT NE 419TH ST		2					1700*	1800	1800	2100*
503	024.81	AFTER JCT NE HEALY RD		2					1300	1300	1400	1200*
503	031.31	BEFORE JCT SR 503 SPCOUGAR (SPUR)		2					650*	670	690	950*
503	031.31	AFTER JCT SR 503 SPCOUGAR (SPUR)		2					840*	870	890	1400*
503	033.04	AFTER JCT BAKER RD		2					760*	780	800	1400*
503	044.12	BEFORE JCT MERWIN VILLAGE RD		2					1400*	1500	1500	1900*
503	044.12	AFTER JCT MERWIN VILLAGE RD		2					1600*	1700	1700	2000*
503	046.50	AFTER JCT ENGLERT RD		2	08	02		10				2500+
503	048.52	BEFORE JCT NIEMI RD		2					2600*	2600	2700	3100*
503	048.52	AFTER JCT NIEMI RD		2					2800*	2900	2900	3300*
503	049.41	AFTER JCT LITTLE KALAMA RIVER RD		2	08	02		11				4600+
503	051.00	BEFORE JCT ROSS RD		2					4600*	4700	4800	5000
503	051.00	AFTER JCT ROSS RD		2					4600*	4800	4800	5000
503	052.25	BEFORE WOODLAND ELEMENTARY SCHOOL		2							5500*	5800
503	052.25	AFTER WOODLAND ELEMENTARY SCHOOL		2							5800*	6100
503	053.00	BEFORE JCT GUN CLUB RD		2							6900*	7200
503	053.00	AFTER JCT GUN CLUB RD		2							8500*	8400*
503	053.92	BEFORE JCT N GOERIG ST WYE CONN		2					9200*	9500	9700	10000
503	053.95	AFTER JCT N GOERIG ST		2					8800*	9100	9200	9600
503	054.31	BEFORE JCT S LEWIS RIVER HWY		2					14000*	14000	14000*	15000*
503	054.33	AFTER JCT ATLANTIC ST		2					16000*	16000	17000*	18000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 503 SPUR COUGAR SR 503 TO SKAMANIA CO.										
503SPCOUGAR	031.31	AFTER JCT SR 503*BEG ROUTE		3					940*	970	1000	1700*
503SPCOUGAR	039.73	SGN ENT SKAMANIA COUNTY		3	08	02		10	780	810	830	820+
		STATE ROUTE NO 504 MAINLINE SR 5 TO MT ST HELENS										
504	000.10	AFTER RAMP SR 5		3					12000*	12000	13000	13000
504	000.15	AFTER JCT OLD PAC HWY*DOUGHERTY RD		3					9800	10000	10000	10000*
504	009.09	BEFORE JCT HALL RD		3					4400	4500	4600	4300*
504	009.09	AFTER JCT HALL RD		3					4000	4100	4200	3900*
504	014.72	BEFORE JCT SR 505		3					1800	1700*	1700	1200*
504	014.72	AFTER JCT SR 505		3					2300	1800*	1800	1300*
504	018.98	AT ADC LOCATION S840		3					1100*	1300*	1300	1100*
504	033.06	BEFORE N FORK VIEWPOINT		3								920*
504	033.08	AFTER N FORK VIEWPOINT		3								910*
504	042.98	BEFORE JCT SR 504 WYE CONN		3								700*
504	043.07	AFTER JCT SR 504 WYE CONN		3								670*
504	044.99	BEFORE JCT PVT RD		3					540*	620	640	640
504	046.82	ENTERING SKAMANIA COUNTY		3	03			03				730+
		STATE ROUTE NO 505 MAINLINE WINLOCK TO SR 504										
505	000.00	AFTER JCT KERRON ST (OLD SR 603)		3					4700	4100*	4200	4300
505	002.88	BEFORE RAMP SR 5		3					3300*	3400	3500	3600
505	002.88	AFTER RAMP SR 5		3					3200*	3300	3400	3500
505	003.03	AFTER RAMP SR 5		3					3100*	3300	3300	3400
505	005.46	BEFORE JCT JACKSON HWY*PLOMONDON RD		3					2700	2900*	3000	3100
505	005.46	AFTER JCT JACKSON HWY*PLOMONDON RD		3					4000	4300*	4400	4500
505	006.32	BEFORE JCT ASH ST		3					4300	4700*	4800	4900

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
505	006.32	AFTER JCT ASH ST*ASH ST (OLD SR 50		3		5500	6100*	6300	6400
505	006.45	BEFORE JCT ST HELENS ST		3			6300*	6400	6600
505	006.45	AFTER JCT ST HELENS ST		3			4800*	4900	5000
505	019.29	BEFORE JCT SR 504		3		790	670*	690	660*
	STATE ROUTE NO 506 MAINLINE RYDERWOOD TO SR 5								
506	005.73	BEFORE JCT WINLOCK VADER RD		3		1400	1400	1500	1300*
506	005.73	AFTER JCT WINLOCK VADER RD		3		2000	2100	2200	1800*
506	011.47	BEFORE RAMP SR 5		3		840*	870	890	910
506	011.53	AT SR 5		3		1300*	1300	1300	1400
	STATE ROUTE NO 507 MAINLINE SR 5/CENTRALIA TO SR 7								
507	000.07	AFTER JCT ELLSBURY ST		3		13000*	14000	13000*	13000
507	000.91	BEFORE JCT SR 507 COPEARL (COUPLET)	C	3		7700*	7700*	7800	8100
507	000.95	BEFORE JCT S TOWER AVE*E CHERRY ST	C	3		4100*	4100	4200	4400
507	** 000.95	AFTER JCT S TOWER AVE*E CHERRY ST	C	3		9400*	9000*	9100	9500
507	001.11	BEFORE JCT E PEAR ST	C	3			9600*	9700	10000
507	001.18	BEFORE JCT E WALNUT ST	C	3			9600*	9700	10000
507	001.26	BEFORE JCT W LOCUST ST*E LOCUST ST	C	3		11000*	9300*	9400	9800
507	001.31	BEFORE JCT E MAIN ST*W MAIN ST	C	3		9300*	9300	9400	9800
507	001.31	AFTER JCT E MAIN ST*W MAIN ST	C	3		9600*	8900	9000	9400
507	001.46	BEFORE JCT E MAGNOLIA ST	C	3			6400*	6500	6800
507	001.52	BEFORE JCT E MAPLE ST	C	3		6800*	6300*	6400	6600
507	001.52	AFTER JCT E MAPLE ST	C	3		7000*	6500	6600	6800
507	001.79	BEFORE JCT E FIRST ST*W FIRST ST	C	3		6300*	5800	5900	6100
507	001.79	AFTER JCT E FIRST ST*W FIRST ST	C	3		6100*	5600	5600	5900
507	002.26	BEFORE JCT SR 507 COPEARL (COUPLET)	C	3		6400*	6600	6700	7000
507	002.26	AFTER JCT SR 507 COPEARL (COUPLET)	C	3		8500*	8800	8900	9300

** COUPLET SKETCH IN BACK OF BOOK

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
507	002.72	AFTER JCT REYNOLDS AVE		3		8500*	8800	8900	9300
507	005.44	ENTERING THURSTON COUNTY		3		2100*	2100	2200	2300
507	009.96	BEFORE JCT W SIXTH ST		3		2100*	2200	2200	2300
507	009.96	AFTER JCT W SIXTH ST		3		2800*	2900	3000	3000
507	011.41	BEFORE JCT 184TH AVE SE		3		2800*	2900	2900	3000
507	011.41	AFTER JCT 184TH AVE SE		3		2700*	2800	2900	2900
507	013.64	BEFORE JCT OLD HWY 99		2		2800*	2900	3000	3100
507	013.64	AFTER JCT OLD HWY 99		2		6800*	7000	7200	7400
507	014.08	BEFORE JCT WICHMAN ST N*SUSSEX AVE		2		6600*	6900	7000	7200
507	014.08	AFTER JCT WICHMAN ST N*SUSSEX AVE		2		7700*	7900	8100	8300
507	014.67	BEFORE JCT RAGLESS ST N*RAGLESS ST		2		8300*	8500	8800	9000
507	014.69	AFTER JCT OLD HWY 99 N		2		4900*	5000	5200	5300
507	017.85	AFTER JCT MILITARY RD SE		2		3100*	3200	3300	3400
507	020.04	BEFORE JCT JOHNSON CREEK RD SE		2		3300*	3400	3500	3600
507	020.04	AFTER JCT JOHNSON CREEK RD SE		2		3500*	3600	3700	3800
507	022.03	BEFORE JCT VAIL CUT OFF RD SE		2		3700*	3800	3900	4000
507	022.03	AFTER JCT VAIL CUT OFF RD SE		2		4200*	4400	4500	4600
507	022.60	BEFORE JCT MINNESOTA ST		2		5300*	5500	5700	5800
507	022.60	AFTER JCT MINNESOTA ST		2		6000*	6200	6300	6500
507	022.74	BEFORE JCT CENTER ST		2		6600*	6800	7000	7200
507	022.74	AFTER JCT CENTER ST		2		5500*	5700	5800	6000
507	024.25	BEFORE JCT KOEPPEN RD		2		5500*	5600	5800	5900
507	024.25	AFTER JCT KOEPPEN RD		2		4900*	5100	5200	5300
507	028.29	AFTER JCT SE 2ND ST*SECOND ST NE		2				15000*	16000
507	029.24	AFTER JCT CREEK ST*BALD HILLS RD		2		9800	10000	14000*	15000
507	029.59	AFTER JCT GROVE RD		2				11000*	12000
507	030.50	BEFORE JCT VAIL RD SE		2		11000*	11000	11000	12000
507	030.50	AFTER JCT VAIL RD SE		2		13000*	14000	14000	15000

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
507	031.10	BEFORE JCT SR 702		2					13000*	13000	14000*	15000
507	031.10	AFTER JCT SR 702		2					8400*	8700	8700*	9100
507	035.19	BEFORE JCT 288TH ST S		2					8700*	9000	9100	9500
507	035.19	AFTER JCT 288TH ST S		2					11000*	12000	10000*	11000
507	036.22	AFTER ROY		2							9800*	10000
507	039.59	BEFORE JCT MILITARY RESERVATION RD		2					9000*	9400	9500	9900
507	039.59	AFTER JCT MILITARY RESERVATION RD		2					9500*	9900	10000	10000
	STATE ROUTE NO 507 COUPLET PEARL SIXTH ST TO W CHERRY ST											
507COPEARL	** 002.26	AFTER JCT SR 507-SIXTH ST		3					5300*	5000	5000	5200
507COPEARL	002.69	AFTER JCT W FIRST ST		3					6100*	5700	5700	6000
507COPEARL	002.93	BEFORE JCT W MAPLE ST		3					6800*	6300	6400	6700
507COPEARL	002.93	AFTER JCT W MAPLE ST		3					7200*	6700*	6800	7100
507COPEARL	003.00	BEFORE JCT W MAGNOLIA ST		3						6700*	6800	7100
507COPEARL	003.00	AFTER JCT W MAGNOLIA ST		3						7000*	7100	7400
507COPEARL	003.13	BEFORE JCT W MAIN ST		3					7600*	7400	7500	7800
507COPEARL	003.13	AFTER JCT W MAIN ST		3					9500*	9300	9400	9800
507COPEARL	003.20	AFTER JCT W LOCUST ST		3					9200*	8900*	9000	9400
507COPEARL	003.35	BEFORE JCT W PEAR ST		3						9300*	9400	9800
507COPEARL	003.35	AFTER JCT W PEAR ST		3						9500*	9600	10000
507COPEARL	003.49	BEFORE JCT SR 507-W CHERRY ST		3					9300*	9400*	9500	9900
	STATE ROUTE NO 508 MAINLINE SR 5 TO SR 7/MORTON											
508	000.16	AFTER RAMP SR 5		3	10	07	03	19	5000	5200	5900+	6200
508	000.25	AFTER JCT FOREST RD		3	08	02		10	2600	2700	3100	4300+
508	002.44	BEFORE JCT JACKSON HWY		3								3800*
508	002.44	AFTER JCT JACKSON HWY		3								4100*
508	003.18	BEFORE JCT GUERRIER RD		3								4100*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
508	003.18	AFTER JCT GUERRIER RD		3								4100*
508	003.69	BEFORE JCT TAUSCHER RD		3								4000*
508	003.69	AFTER JCT TAUSCHER RD		3								4100*
508	004.70	BEFORE JCT GISH RD		3								3800*
508	004.70	AFTER JCT GISH RD		3								3500*
508	008.39	AFTER JCT CARLISLE AVE*LEONARD RD		3								3300*
508	013.31	BEFORE JCT CENTRALIA ALPHA RD		3								1700*
508	018.02	BEFORE JCT CINEBAR RD		3					1300	1300	1400	1400*
508	018.02	AFTER JCT CINEBAR RD		3					890	920	940	1300*
508	032.21	AFTER JCT ONEILL RD		3								2400*
508	032.84	BEFORE JCT SR 7		3					3300	3400	3400	2500*
	STATE ROUTE NO 509 MAINLINE SR 5/TACOMA TO SR 99											
509	000.51	BEFORE RAMP PORTLAND AVE		1							23000*	24000
509	002.33	BEFORE JCT PORT OF TACOMA ROAD		1								28000*
509	002.37	AFTER JCT PT OF TACOMA RD WYE CONN		1								29000*
509	005.69B	BEFORE JCT NORPOINT WAY WYE CONN		1								18000*
509	005.72B	AFTER JCT NORPOINT WAY WYE CONN		1								8800*
509	006.38B	BEFORE JCT OLD SR 509 WYE CONN		1								5200*
509	003.22	AFTER JCT OLD SR 509 WYE CONN		2					5800*	6100	6100	5000*
509	005.80	AFTER JCT SLAYDEN RD NE		2					4900	5000	5100	6000*
509	007.23	AFTER JCT WHITTIER ST NE		2								3000*
509	007.79	BEFORE JCT WATER ST NE*SPRING ST NE		2							3200*	3300
509	007.79	AFTER JCT WATER ST NE*SPRING ST NE		2							3200*	3400
509	009.08	BEFORE JCT 47TH AVE SW		2					5900	6100	5000*	4900*
509	009.08	AFTER JCT 47TH AVE SW		2					3000	3100	2900*	4000*
509	011.24	BEFORE JCT 21ST AVE SW WYE CONN		2					4400	4500	4600	4600*
509	011.25	AFTER JCT 21ST AVE SW		2					18000	19000	19000	18000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
509	011.50	AFTER JCT SW 312TH ST WYE CONN		2					13000	13000	14000	13000*
509	019.62	AFTER JCT SR 516		1					18000*	19000	19000	20000*
509	020.13	BEFORE JCT S 220TH ST		1	03			03	20000	21000*	19000+	21000
509	020.13	AFTER JCT S 220TH ST		1					18000	21000*	20000*	21000
509	020.32	BEFORE JCT S 218TH ST		1					17000*	18000	18000	18000*
509	020.41	BEFORE JCT DES MOINES MEM DR Y CONN		1					21000*	22000	23000	23000*
509	020.47	AFTER JCT DES MOINES WY S WYE CONN		1					11000*	12000	12000	12000*
509	020.75	BEFORE JCT S 216TH ST		1					9600*	10000	10000	10000
509	020.75	AFTER JCT S 216TH ST		1					9600*	10000	10000	10000*
509	021.79	BEFORE JCT SW 200TH ST		1					11000*	12000	12000	12000*
509	021.79	AFTER JCT SW 200TH ST		1					11000*	11000	12000	11000
509	022.70	BEFORE JCT SW 186TH ST		1					13000*	14000	14000	15000
509	022.71	AFTER JCT S 186TH ST		1					14000*	14000	15000	16000
509	022.78	BEFORE JCT SW 185TH ST		1							15000*	16000
509	022.78	AFTER JCT SW 185TH ST		1	06			07			15000+	16000
509	023.07	BEFORE JCT NORMANDY ROAD		1					14000*	15000	15000	16000
509	023.07	AFTER JCT NORMANDY ROAD		1					14000*	15000	15000	16000*
509	023.20	AFTER JCT S 177TH PL		1					15000*	16000	16000	17000
509	023.46	BEFORE JCT SR 509 WYE CONN		1					16000*	17000	17000	16000*
509	023.48	AFTER JCT SR 509*1ST AVE S WYE CONN		1					3300*	3500	3500	3200*
509	023.88B	AFTER JCT S NORMANDY RD WYE CONN		1								9900*
509	024.23B	AFTER JCT 8TH AVE S		1								15000*
509	024.35B	AT SR 509		1					14000	14000	15000	15000*
509	023.67	AFTER RAMP DES MOINES WAY S		1					27000*	28000	29000	28000*
509	025.27	BEFORE RAMP SR 518		1								34000*
509	026.37	AT ADC LOCATION D14		1					49000*	51000*	52000*	56000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM										
510	000.00	SR 5 OXING*BEG ROUTE		2					15000*	15000	16000	16000
510	004.28	BEFORE JCT PACIFIC HWY*MARVIN ROAD		2					11000*	11000	11000	12000
510	004.28	AFTER JCT PACIFIC HWY*MARVIN ROAD		2					8900*	9300	9400	9800
510	005.38	BEFORE JCT ROCKCRESS DR SE		2					8300*	8600	8700	9100
510	006.30	BEFORE JCT OLD PACIFIC HWY WYE CONN		2					7800*	8100	8200	8500
510	006.35	AFTER JCT OLD PACIFIC HWY		2					8700*	9100	9200	9600
510	006.92	BEFORE JCT MERIDIAN RD SE WYE CONN		2					8700*	9100	9200	9600
510	006.95	AFTER JCT MERIDIAN RD SE		2					5500*	5700	5800	6000
510	009.09	BEFORE JCT RESERVATION RD SE		2					5200*	5400	5500	5700
510	009.27	BEFORE JCT YELM HWY SE		2					7900*	8100	8200	8600
510	009.27	AFTER JCT YELM HWY SE		2					10000*	10000	10000	11000
510	010.21	BEFORE JCT SHE-NAH-NUM DR SE		2					9900*	10000	11000*	11000
510	010.21	AFTER JCT SHE-NAH-NUM DR SE		2							11000*	11000
510	010.40	BEFORE JCT MUK-SUT-WEI DR SE		2					9400*	9700	9600*	10000
510	010.40	AFTER JCT MUK-SUT-WEI DR SE		2					9700*	10000	10000	11000
510	015.28	AFTER JCT LONGMIRE ST		2					13000*	14000	14000	14000
		STATE ROUTE NO 512 MAINLINE SR 5 TO SR 167/PUYALLUP										
512	001.53	AT ADC LOCATION D3		1					73000*	75000*	79000*	82000*
512	011.55	BEFORE RAMP SR 167		1					58000	68000*	71000	74000
512	011.71	AFTER RAMP SR 167		1					31000*	34000*	36000	37000*
512	012.06	AT SR 167*SR 167		1								37000*
		STATE ROUTE NO 515 MAINLINE SR 516 TO SR 900/RENTON										
515	000.00	AFTER JCT SR 516*BEG ROUTE		2					24000	25000	25000	25000*
515	000.75	BEFORE JCT SE 244TH ST		2					25000*	26000	26000	27000

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515	000.75	AFTER JCT SE 244TH ST		2					25000*	26000	27000	28000
515	002.02	BEFORE JCT SE 224TH ST		2						27000*	27000	28000
515	002.02	AFTER JCT SE 224TH ST		2						27000*	28000	29000
515	002.20	BEFORE JCT SE 222ND PL		2	03	04	01	07				25000+
515	002.20	AFTER JCT SE 222ND PL		2								29000*
515	002.59	BEFORE JCT SE 217TH ST		2					26000	30000*	30000	28000*
515	002.59	AFTER JCT SE 217TH ST		2					25000	29000*	29000	27000*
515	002.84	BEFORE JCT SE 212TH ST		2						29000*	29000	30000
515	002.87	AFTER JCT SE 212TH ST		2						30000*	30000	31000
515	003.86	BEFORE JCT SE 196TH ST		2	04	05	01	10	24000*	24000	24000+	25000
515	003.86	AFTER JCT SE 196TH ST		2					24000*	25000	24000	25000
515	004.53	BEFORE JCT SE 186TH ST		2	04	05		09	24000	21000+	21000	22000
515	004.53	AFTER JCT SE 186TH ST		2	02	04	01	07	24000	21000+	21000	22000
515	004.88	BEFORE JCT SE 180TH ST		2						28000*	28000	29000
515	004.88	AFTER JCT SE 180TH ST		2						25000*	26000	27000
515	006.75	BEFORE JCT S PUGET DR WYE CONN		2					18000	18000	19000*	19000
515	006.76	AFTER JCT S 15TH ST*S PUGET DR		2					33000	34000	32000*	33000
	STATE ROUTE NO 516 MAINLINE SR 509 TO SR 169											
516	000.01	AFTER JCT OLD SR 509		1					13000*	14000	14000	11000*
516	000.71	BEFORE JCT 16TH PL S WYE CONN		1								12000*
516	000.75	AFTER JCT 16TH PL S WYE CONN		1								12000*
516	000.94	BEFORE JCT 20TH AVE S		1	03	01		04	12000	13000+	13000	13000
516	000.94	AFTER JCT 20TH AVE S		1	04	01		05	14000	14000+	14000	15000
516	001.48	BEFORE JCT 24TH AVE S*25TH AVE S		1								14000*
516	001.83	AFTER JCT SR 99 WYE CONN		1					29000*	33000*	33000	34000
516	001.90	AFTER JCT 30TH AVE S WYE CONN		1					34000*	36000*	36000	38000
516	004.52	BEFORE JCT SR 181*OLD SR 181-68TH A		1					22000	22000	22000*	23000

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516	004.53	AFTER JCT SR 181 WYE CONN		1							38000*	39000
516	004.72	AFTER RAMP SR 167		1					25000	26000*	27000	28000
516	004.77	AFTER JCT 74TH AVE S		1					25000	26000*	27000	28000
516	005.30	BEFORE JCT S CENTRAL AVE		1					19000	19000	20000	18000*
516	005.68	BEFORE JCT SMITH ST*N CENTRAL AVE		1					22000	22000*	23000	24000
516	005.68	AFTER JCT SMITH ST*N CENTRAL AVE		1					32000	31000*	32000	33000
516	007.34	BEFORE JCT SR 515*104TH AVE SE		1								33000*
516	007.34	AFTER JCT SR 515*104TH AVE SE		1								40000*
516	007.43	AFTER JCT SE 256TH ST WYE CONN		1								32000*
516	007.82	BEFORE JCT 111TH AVE SE		1						34000*	35000	36000
516	007.82	AFTER JCT 111TH AVE SE		1					32000	33000*	34000	35000
516	008.73	BEFORE JCT 124TH AVE SE WYE CONN		1								32000*
516	008.75	AFTER JCT 124TH AVE SE		1								29000*
516	009.38	AFTER JCT 132ND AVE SE		1								32000*
516	010.12	BEFORE JCT 144TH AVE SE		1					30000	31000*	32000	33000
516	010.12	AFTER JCT 144TH AVE SE		1						31000*	31000	32000
516	010.61	BEFORE JCT 152ND AVE SE*152ND WAY S		1								30000*
516	010.61	AFTER JCT 152ND AVE SE*152ND WAY S		1								26000*
516	011.13	AFTER JCT 160TH AVE SE		1								23000*
516	011.87	BEFORE JCT 172ND AVE SE		2					24000	26000*	27000	28000
516	011.87	AFTER JCT 172ND AVE SE		2					26000	27000*	28000	29000
516	013.11	BEFORE JCT 192ND AVE SE		2					19000	22000*	22000	23000
516	013.11	AFTER JCT 192ND AVE SE		2					16000	19000*	20000	20000
516	014.63	BEFORE JCT 216TH AVE SE		2					15000*	16000	19000	19000
516	014.63	AFTER JCT 216TH AVE SE		2					13000*	14000	16000	16000
516	015.10	BEFORE JCT WITTE RD SE		2					12000	13000	15000*	15000
516	015.10	AFTER JCT WITTE RD SE		2					9800	10000	13000*	13000
516	015.38	BEFORE JCT 228TH AVE SE		2								12000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
516	015.38	AFTER JCT 228TH AVE SE		2								11000*
		STATE ROUTE NO 518 MAINLINE SR 509 TO SR 5/TUKWILA										
518	000.35	AT ADC LOCATION D13		1					52000*	54000*	56000*	57000*
		STATE ROUTE NO 519 MAINLINE SR 90 TO FERRY TERMINAL										
519	000.38	AFTER JCT 1ST AVE S		1					9100*	9500	9600	10000
		STATE ROUTE NO 520 MAINLINE SR 5/SEATTLE TO SR 202										
520	000.00	AT JCT SR 5*BEG ROUTE		1					46000*	48000	48000*	50000
520	000.36	AFTER PTR R046 SOUTHEASTBOUND		1					91000*	94000	99000*	103000
520	000.94	AT SR 513		1					70000*	73000	74000*	77000
520	001.43	AFTER RAMP SR 513		1					91000	94000	103000*	107000
520	004.08	AT ADC LOCATION D10		1					99000*	102000*	103000*	108000
520	004.62	AFTER RAMP 84TH AVE NE		1					87000*	91000	98000*	102000
520	005.39	AFTER RAMP 92ND AVE NE-FLYER STOP		1					92000*	96000	105000*	110000
520	005.99	AFTER RAMP LK WA BLVD (OLD SR 908)		1					79000*	82000	85000*	89000
520	006.47	AFTER RAMP 108TH AVE NE		1					85000*	89000	104000*	109000
520	007.21	AFTER RAMP SR 405 NB		1					109000*	113000	137000*	143000
520	007.35	AFTER RAMP 124TH AVE NE		1					88000*	92000	108000*	113000
520	009.60	AFTER RAMP 148TH AVE NE		1					69000*	71000	84000	87000
520	011.25	AFTER RAMP NE 51ST ST		1					64000*	66000	78000	82000
520	012.37	BEFORE RAMP SR 202		1					45000*	47000	55000	57000
		STATE ROUTE NO 522 MAINLINE SR 5/SEATTLE TO SR 2										
522	000.00	ENTERING CITY OF SEATTLE*BEG ROUTE		1					17000*	18000	18000	19000
522	000.08	AT NE 70TH ST		1					30000*	31000	31000	33000
522	000.58	AFTER JCT 12TH AVE NE		1					33000*	34000	34000	36000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
522	000.77	BEFORE JCT 15TH AVE NE		1			32000*	32000	34000
522	000.77	AFTER JCT 15TH AVE NE		1			30000*	30000	31000
522	002.52	BEFORE JCT NE NORTHGATE WAY		1		29000*	30000	30000	32000
522	002.52	AFTER JCT NE NORTHGATE WAY		1		37000*	38000	38000	40000
522	003.21	BEFORE JCT NE 125TH ST (OLD SR 513)		1			27000*	27000	28000
522	003.21	AFTER JCT NE 125TH ST (OLD SR 513)		1			29000*	29000	31000
522	003.47	BEFORE JCT NE 130TH ST		1		30000*	31000	31000	33000
522	003.47	AFTER JCT NE 130TH ST		1		29000*	30000	31000	32000
522	004.22	BEFORE JCT SR 523-NE 145TH ST*NE 14		1		35000*	36000	36000	38000
522	004.23	AFTER JCT SR 523 WYE CONN		1		43000*	45000	45000	47000
522	004.65	BEFORE JCT NE 153RD ST		1		43000	43000*	43000	45000
522	004.76	BEFORE JCT NE 155TH ST		1		41000*	42000*	43000	45000
522	004.76	AFTER JCT NE 155TH ST		1		38000*	39000	40000	42000
522	004.83	AFTER JCT 38TH AVE NE		1		40000*	42000	42000	44000
522	005.82	BEFORE JCT SR 104 WYE CONN		1		39000*	40000	41000	43000
522	005.87	AFTER JCT SR 104 WYE CONN		1		50000*	52000	52000	55000
522	006.54	BEFORE JCT 60TH AVE NE		1		58000	54000*	54000	57000
522	006.54	AFTER JCT 60TH AVE NE		1		54000	53000*	54000	56000
522	007.21	BEFORE JCT 68TH AVE NE		1		45000	45000*	45000	47000
522	007.21	AFTER JCT 68TH AVE NE		1		37000	38000*	38000	40000
522	008.15	BEFORE JCT 83RD PL NE		1		37000	37000*	37000	39000
522	009.81	BEFORE JCT SR 527*MAIN ST		1		37000*	39000	39000	41000
522	009.81	AFTER JCT SR 527*MAIN ST		1		28000*	28000	29000	30000
522	010.59	BEFORE RAMP EBCD LANE		1		35000*	36000	36000	38000
522	013.30	AT ADC LOCATION P19		1		34000*	35000*	35000*	36000*
522	022.51	BEFORE RAMP 164TH ST		1					21000*
522	023.65	AFTER RAMP 164TH ST		1		14000*	13000*	13000	13000
522	024.61	AT SR 2		1					14000*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
	STATE ROUTE NO 523 MAINLINE SR 99 TO SR 522											
523	002.45	BEFORE JCT SR 522-BOTHL WY-LK CT WY		1					23000*	24000	25000	26000
	STATE ROUTE NO 524 MAINLINE SR 104/EDMONDS TO SR 522											
524	000.00B	AFTER JCT SR 104*SUNSET AVE		1								2900*
524	000.00	BEFORE JCT SR 524 SP3RDAVE (SPUR)		1					5100	4700*	4800	5000
524	000.00	AFTER JCT SR 524 SP3RDAVE (SPUR)		1					8200	6700*	6800	7000
524	000.82	BEFORE JCT 9TH AVE N WYE CONN		1					9500*	9800	9900	10000*
524	000.84	AFTER JCT 9TH AVE N		1					14000*	14000	14000	14000*
524	001.11	AFTER JCT 9TH AVE N WYE CONN		1								13000*
524	001.32	BEFORE JCT OLYMPIC AVE		1					9400*	9700	9800	10000
524	001.32	AFTER JCT OLYMPIC AVE		1					10000*	11000	11000	10000*
524	002.61	BEFORE JCT 76TH AVE W		1					16000	16000*	17000	17000
524	002.61	AFTER JCT 76TH AVE W		1					21000	20000*	20000	21000
524	004.64	BEFORE JCT SR 524SPCEDRWY (SPUR)		1								30000*
524	004.64	AFTER JCT SR 524SPCEDRWY (SPUR)		1					32000	33000	34000	30000*
524	006.14	BEFORE JCT W CYPRESS WAY		2	05			05		16000+	17000	17000
524	006.14	AFTER JCT W CYPRESS WAY		2	02			03		14000+	14000	15000
524	006.79	BEFORE JCT LARCH WAY		2						16000*	16000	17000
524	006.79	AFTER JCT LARCH WAY		2						16000*	16000	17000
524	007.80	BEFORE JCT BARTLETT RD		2						14000*	14000	15000
524	007.84	AFTER JCT FILBERT DR		2						13000*	13000	14000
524	009.48	BEFORE JCT SR 527 WYE CONN		2					15000	16000*	17000	17000
524	009.52	AFTER JCT SR 527 WYE CONN		2					13000	15000*	15000	16000
524	010.86	BEFORE JCT YORK RD		2					10000*	10000	11000	11000
524	010.86	AFTER JCT YORK RD		2					11000*	11000	11000	12000
524	010.97	AFTER JCT 204TH ST SE		2					8400*	8700	8800	9200

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
524	012.84	BEFORE JCT SR 9		3								10000*
524	012.84	AFTER JCT SR 9		3					6400*	6700	6700	8400*
	STATE ROUTE NO 524 SPUR CEDRWY SR 524 TO SR 5 UX NB											
524SPCEDRWY	004.64	AFTER JCT SR 524*BEG ROUTE		1					32000	33000	33000	25000*
524SPCEDRWY	005.07	BEFORE JCT OFF RAMP WYE CONN		1								25000*
	STATE ROUTE NO 524 SPUR 3RDAVE SR 524 TO SR 104											
524SP3RDAVE	000.69	BEFORE JCT SR 104 WYE CONN		1					1300*	1300	1400	1400*
	STATE ROUTE NO 525 MAINLINE SR 5 TO SR 20/RACE ROAD											
525	002.77	AFTER JCT SR 99		1					24000	24000*	24000	25000
525	002.86	AFTER JCT LINCOLN WAY		1					27000	21000*	22000	23000
525	003.55	BEFORE JCT BEVERLY PARK RD WYE CONN		1					26000	26000*	27000	28000
525	003.57	AFTER JCT BEVERLY PARK RD WYE CONN		1					31000	31000*	31000	32000
525	003.99	BEFORE JCT 121ST ST SW		1						30000*	30000	31000
525	003.99	AFTER JCT 121ST ST SW		1						32000*	32000	34000
525	004.11	AFTER JCT HARBOUR PT BLVD SW		1						26000*	26000	27000
525	004.60	BEFORE JCT RUSSELL RD		1					25000*	26000*	27000	28000
525	004.60	AFTER JCT RUSSELL RD		1					24000*	25000*	26000	27000
525	005.59	BEFORE JCT PAINE FIELD BLVD WYE CON		1								28000*
525	006.51	BEFORE JCT SR 526*84TH ST SW		1					22000*	23000	23000	14000*
525	006.51	AFTER JCT SR 526*84TH ST SW		1					17000*	18000	18000	18000*
525	007.01	BEFORE JCT 76TH ST SW		1					16000*	17000*	17000	18000
525	007.01	AFTER JCT 76TH ST SW		1					14000*	15000*	16000	15000*
525	008.18	BEFORE JCT 5TH ST		1					13000	14000*	14000	14000
525	008.19	AFTER JCT 5TH ST WYE CONN		1					11000	10000*	11000	11000
525	008.35	BEFORE JCT 2ND ST		1					8700*	9000	9100	9300*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
525	008.35	AFTER JCT 2ND ST		1					8800*	9100	9200	9300*
525	008.47	AFTER MUKILTEO FERRY LANDING							6400*	6500*	6400*	6300*
525	008.50	BEFORE JCT COLUMBIA BEACH DR		1						7000*	6900	7200
525	008.50	AFTER JCT COLUMBIA BEACH DR		1						6100*	6000	6200
525	008.79	BEFORE JCT HUMPHREY RD		1					6300*	6500	6600	6700*
525	008.80	AFTER JCT WILSON PL		1					7300*	7500	7600	8100*
525	008.96	BEFORE JCT HARDING AVE*DEER LAKE RD		1					7800	7800*	7900	8300
525	008.96	AFTER JCT HARDING AVE*DEER LAKE RD		1	07	03	01	10	9300	8900+	9100	9400
525	009.06	AFTER JCT BOB GALBREATH RD		1	09	03		12	9000	8400+	8500	8800
525	009.99	BEFORE JCT CEDAR VISTA DR		1						8900*	9000	9300
525	009.99	AFTER JCT CEDAR VISTA DR		1					9000	8900*	9000	9400
525	011.10	BEFORE JCT CULTUS BAY RD*LANGLEY RD		1	07	01		08				9200+
525	012.25	BEFORE JCT MAXWELTON RD		1					9500	9300*	9400	9800
525	012.25	AFTER JCT MAXWELTON RD		1					10000	9900*	10000	10000
525	013.20	AFTER JCT CRAW RD		1							10000*	11000
525	013.55	AFTER JCT PIONEER PARK PL		1	09	01		10			11000+	11000
525	014.68	BEFORE JCT BAYVIEW RD		1	07	01		08	10000*	11000	11000+	12000
525	014.68	AFTER JCT BAYVIEW RD		1					9800*	10000	11000	11000*
525	016.93	BEFORE JCT DOUBLE BLUFF RD		1	11	01		13			11000*	12000+
525	016.93	AFTER JCT DOUBLE BLUFF RD		1	08	01		09			11000+	12000
525	018.08	BEFORE JCT FISH RD*MAIN ST		1					7600	7800*	7900	8900
525	018.08	AFTER JCT FISH RD*MAIN ST		1					9400*	9600*	9700	11000*
525	018.92	BEFORE JCT BUSH POINT RD*HONEYMOON		1					7800*	8300*	8400	9100*
525	018.92	AFTER JCT BUSH POINT RD*HONEYMOON		1					4900*	5100*	5200	5400*
525	024.29	BEFORE JCT CHRISTENSON RD		1	06	01		07	5100	5300	5300	5100+
525	024.29	AFTER JCT CHRISTENSON RD		1					5000	5200	5300	5300*
525	030.52	BEFORE JCT SR 20*RACE RD		1					5900	6000*	6100	6300

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 526 MAINLINE SR 525 TO SR 5/EVERETT										
526	000.00	AFTER JCT SR 525*BEG ROUTE		1					18000*	18000	18000	10000*
526	000.79	BEFORE BOEING		1					22000*	23000	23000	26000*
526	000.80	AFTER JCT MEDIAN XROAD		1					26000*	27000	27000	29000*
526	001.23	BEFORE RAMP AIRPORT RD		1					27000	35000*	36000	37000
526	001.43	AT AIRPORT RD		1					20000	26000*	27000	28000
526	001.65	AFTER RAMP AIRPORT RD		1					32000	44000*	45000	47000
526	001.97	AT S-E RAMP		1						14000*	14000	14000
526	002.31	AFTER RAMP SEAWAY BLVD		1					42000	63000*	63000	66000
526	003.54	AT EVERGREEN WAY		1						53000*	54000	56000
526	003.73	AFTER RAMP EVERGREEN WAY		1					64000	78000*	78000	82000
		STATE ROUTE NO 527 MAINLINE SR 522/BOTHELL TO SR 5										
527	000.00	AFTER JCT SR 522*MAIN ST*BEG ROUTE		1					14000*	15000	15000	16000
527	006.63	AFTER JCT 164TH ST SE*MILL CREEK RD		1								21000*
527	000.43	BEFORE JCT NE 190TH ST*NE 191ST ST		1					16000*	17000	17000	17000
527	000.43	AFTER JCT NE 190TH ST*NE 191ST ST		1					15000*	16000	16000	16000*
527	001.58	BEFORE JCT 240TH ST SE		1					12000	14000*	14000	15000
527	001.58	AFTER JCT 240TH ST SE		1					16000	19000*	19000	20000
527	001.98	BEFORE JCT 234TH ST SE		1						19000*	19000	20000
527	001.98	AFTER JCT 234TH ST SE		1						19000*	20000	20000
527	002.37	BEFORE JCT 228TH ST SE WYE CONN		1					20000	21000	21000	25000*
527	002.41	AFTER JCT 228TH ST SE WYE CONN		1					40000	41000	42000	38000*
527	002.58	BEFORE JCT ON RAMP WYE CONN		1					36000	38000*	38000	40000
527	002.74	AFTER SR 405		1					41000	44000*	45000	47000
527	002.93	AFTER JCT CANYON PARK BLVD		1								35000*
527	003.73	BEFORE JCT SR 524 WYE CONN		1					29000	34000*	34000	36000

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\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
527	003.75	AFTER JCT SR 524 WYE CONN		1		28000	32000*	32000	33000
527	004.72	BEFORE JCT 192ND ST SE		1		23000	28000*	28000	29000
527	004.72	AFTER JCT 192ND ST SE		1		22000	27000*	27000	29000
527	005.50	BEFORE JCT 180TH ST SE		1					27000*
527	005.50	AFTER JCT 180TH ST SE		1					30000*
527	006.61	BEFORE JCT MILL CREEK RD WYE CONN		1					28000*
527	008.37	BEFORE JCT DUMAS RD*136TH ST SE		1		18000	24000*	24000	22000*
527	008.37	AFTER JCT DUMAS RD*136TH ST SE		1		12000	16000*	16000	15000
527	008.85	BEFORE JCT SR 96-132ND ST SE		1		14000*	14000	14000	13000*
527	008.86	AFTER JCT SR 96 WYE CONN		1		17000*	18000*	19000	18000*
527	009.01	BEFORE JCT 129TH PL SE		1			18000*	19000	19000
	STATE ROUTE NO 528 MAINLINE SR 5/MARYSVILLE TO SR 9								
528	003.46	BEFORE JCT SR 9		2		6900	7400*	7500	7800
	STATE ROUTE NO 529 MAINLINE SR 5/EVERETT TO SR 528								
529	001.46	BEFORE JCT W MARINE VIEW DR		1		4000	4200	4200	3500*
529	001.46	AFTER JCT W MARINE VIEW DR		1		11000	11000	11000	14000*
529	004.92B	AT SR 529 NB				7100	7300	7400	9000*
529	003.82	AT SNOHOMISH RIVER		1					27000*
529	005.24	AT UNION SLOUGH		1					28000*
529	005.79	BEFORE RAMP SR 5		1					30000*
	STATE ROUTE NO 529 SPUR EVERET SR 529 TO SR 5NB UXING								
529SPEVERET	000.58	AT SR 5 NB*END ROUTE		1		9400*	9700	9800	10000
	STATE ROUTE NO 530 MAINLINE SR 5 TO SR 20								
530	016.95	AT SR 5*BEG ROUTE		2				11000*	13000*

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STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
530	017.05	AFTER JCT OFF RAMP WYE CONN		2					18000	16000*	16000*	20000*
530	017.47	AFTER JCT OLD SR 99 WYE CONN		2					15000	14000*	16000*	17000
530	020.79	BEFORE JCT SR 9							12000	12000*	14000	13000*
530	020.91	AFTER JCT SR 9 WYE CONN		2								6300*
530	021.30	AFTER JCT BROADWAY AVE(OLD SR 530)		2	06	02	02	10	11000*	11000	13000+	14000
530	022.14	BEFORE JCT 234TH ST		2	05	02	01	08	13000*	13000	14000	12000+
530	022.14	AFTER JCT 234TH ST		2					8400*	8700	9000*	8200*
530	025.52	BEFORE JCT JIM CREEK RD		2					5500	5700	6700*	6800
530	025.52	AFTER JCT JIM CREEK RD		2					4300	4500	5200*	5300
530	026.77	BEFORE JCT 139TH AVE NE		2							4600*	4700
530	026.77	AFTER JCT 139TH AVE NE		2					4300	4400	4900*	5100
530	032.73	BEFORE JCT CO RD*LAKE CAVANAUGH RD		2								4000*
530	032.73	AFTER JCT CO RD*LAKE CAVANAUGH RD		2	07	04	02	13				3800+
530	034.98	AFTER JCT WHITMAN RD		2								3300*
530	043.74	BEFORE JCT SWEDE HEAVEN*MINE ROADS		2					3500*	3600	3700	3800
530	043.74	AFTER JCT SWEDE HEAVEN*MINE ROADS		2	08	04	03	15	3700*	3800	3900	3400+
530	045.44	AFTER JCT SQUIRE CREEK PARK RD		2								3100*
530	049.07	BEFORE JCT SEEMAN ST*MOUNTAIN LOOP		2					3800*	4000	4100	4200
530	049.07	AFTER JCT SEEMAN ST*MOUNTAIN LOOP		2					3700*	3900	4000	4100
530	049.37	AFTER JCT SAUK PRAIRIE RD		2								1400*
530	053.80	BEFORE JCT SAUK PRAIRIE RD		2					2100*	2200	2300	2300
530	053.80	AFTER JCT SAUK PRAIRIE RD		2					1400	1400	1400	790*
530	067.66	BEFORE JCT SR 20 WYE CONN		2					1200*	1200*	1200	1200
	STATE ROUTE NO 531 MAINLINE WENBERG STATE PK TO SR 9											
531	000.00	AFTER MAIN ROUTE*END ROUTE		3					1400	1500	1500	960*
531	001.44	AFTER JCT LAKEWOOD RD		3								6300*
531	004.07	AFTER JCT FORTY FIVE RD		3							7000*	7700*

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
531	004.58	AFTER JCT 3RD AVE NE		3					8200*	8500	8300	8400*
531	005.13	BEFORE JCT 11TH AVE NE		3							8300*	8600
531	005.47	BEFORE JCT 16TH DR NE		3						11000*	11000	11000
531	006.13	BEFORE JCT 27TH AVE NE*SPRING LANE		3	07	01		08		13000*	12000+	13000
531	006.27	BEFORE JCT OFF RAMP WYE CONN		3					13000	14000	13000	15000*
531	006.29	AFTER RAMP SR 5		3	08	02	02	12	20000	20000	19000+	19000
531	006.44	AFTER JCT OFF RAMP WYE CONN		3					23000	23000	30000*	32000*
531	007.12	BEFORE JCT 43RD AVE NE		3					18000*	19000	20000*	20000
531	007.12	AFTER JCT 43RD AVE NE		3	07	02	01	10	18000*	19000	18000+	18000
531	007.62	AFTER JCT 51ST AVE NE		3					17000*	17000	17000	18000
531	008.59	BEFORE JCT 67TH AVE NE-ARMAR RD		3					8300	10000*	10000	12000*
531	008.59	AFTER JCT 67TH AVE NE-ARMAR RD		3					4300	6000*	6000	8100*
	STATE ROUTE NO 532 MAINLINE CAMANO ISLAND TO SR 5											
532	000.30	BEFORE JCT N CAMANO DR		3					10000	12000*	12000	13000*
532	000.42	AFTER JCT N CAMANO DR WYE CONN		3					14000*	14000*	14000	15000*
532	001.10	BEFORE JCT FOX TROT WAY		3					14000*	15000	15000	16000
532	001.10	AFTER JCT FOX TROT WAY		3					14000*	15000	15000	16000
532	001.85	BEFORE JCT GOOD RD		3					14000*	15000*	15000	16000
532	001.85	AFTER JCT GOOD RD		3					15000*	16000	16000	17000
532	002.91	ENTERING SNOHOMISH COUNTY		3								17000*
532	004.03	BEFORE JCT 102ND AVE NW		3	06	01		07	15000	14000+	14000	15000
532	004.03	AFTER JCT 102ND AVE NW		3					14000	16000*	16000	17000
532	005.25	BEFORE JCT PIONEER HWY (OLD SR 530)		3					14000*	15000*	16000	16000
532	005.25	AFTER JCT PIONEER HWY (OLD SR 530)		3					13000*	15000*	15000	16000
532	008.74	BEFORE JCT 28TH AVE NW*SUNDAY LK RD		3					11000	12000*	13000	13000
532	009.79	BEFORE JCT 12TH AVE NW*SUNDAY LK RD		3	07	01		08		13000+	13000	13000
532	009.79	AFTER JCT 12TH AVE NW*SUNCAY LK RD		3					11000	14000*	14000*	15000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
532	009.94	BEFORE JCT OLD 99 NORTH		3	03	01		05			14000+	15000
532	010.00	BEFORE JCT OFF RAMP WYE CONN		3	09	01		10	14000*	14000+	15000	15000
532	010.09	AT SR 5 NB		3					8100*	8300	10000*	11000
	STATE ROUTE NO 534 MAINLINE SR 5 TO SR 9											
534	000.00	BEGIN AT SR 5 OXING EPS		3					6500*	6700	6900	7000
534	000.06	AFTER JCT OFF RAMP WYE CONN		3					4500*	4600	4700	4800
534	001.02	BEFORE JCT BULSON RD		3							2600*	2600
534	001.02	AFTER JCT BULSON RD		3					1800	1800	1700*	1700
534	005.08	BEFORE JCT SR 9		3					880	860*	910	930
	STATE ROUTE NO 536 MAINLINE SR 20 TO SR 5/MT VERNON											
536	000.02	AFTER RAMP SR 520 EB		2					8400	8700	9200*	9600
536	002.65	BEFORE JCT AVON ALLEN RD		2					8000*	8300	8400	8800
536	002.65	AFTER JCT AVON ALLEN RD		2					9900*	10000	10000	11000
536	003.60	BEFORE JCT DUNBAR RD		2					11000*	11000	11000	12000
536	003.63	AFTER JCT SUNSET LN		2					11000+	12000	12000	12000
536	004.87	BEFORE JCT MAIN ST		2					22000*	20000*	21000	21000
536	004.87	AFTER JCT MAIN ST		2					23000*	19000*	19000	20000
536	004.94	AFTER JCT 1ST ST WYE CONN		2					9500	9900*	10000	10000
	STATE ROUTE NO 538 MAINLINE SR 5/MT VERNON TO SR 9											
538	000.00	AT SR 5*BEG ROUTE		3					18000	20000*	20000	21000
538	000.06	AFTER JCT OFF RAMP*ON RAMP WYE CONN		3					23000	26000*	26000	27000
538	000.27	BEFORE JCT RIVERSIDE DR		3						24000*	24000	25000
538	000.41	BEFORE JCT URBAN AVE		3					22000*	23000	24000	25000
538	000.41	AFTER JCT URBAN AVE		3					23000*	24000	25000	26000
538	000.59	BEFORE JCT LEIGH WAY		3					28000*	29000	29000	30000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
538	000.70	BEFORE JCT CONTINENTAL PL		3					22000*	23000	23000	24000
538	000.70	AFTER JCT CONTINENTAL PL		3					22000*	22000	23000	24000
538	000.89	BEFORE FIRE STATION		3							23000*	24000
538	000.93	AFTER JCT WINDSOR DR		3							21000*	22000
538	001.03	AFTER JCT N 18TH ST		3					23000*	24000	24000	25000
538	002.28	BEFORE JCT WAUGH*MARTIN ROADS		3	07			07	8600	9600+	9700	10000
538	002.28	AFTER JCT WAUGH*MARTIN ROADS		3	04	01	01	06	6500	7200+	7300	7600
538	003.62	BEFORE JCT SR 9 WYE CONN		3	04	01	01	05	6800*	6400+	6500	6700
		STATE ROUTE NO 539 MAINLINE SR 5/BELLINGHM TO CANADA										
539	000.05	BEFORE RAMP SR 5		1							30000*	31000
539	002.48	BEFORE JCT KELLY RD		1	07	02	01	10			16000+	17000
539	002.48	AFTER JCT KELLY RD		1							18000*	19000
539	007.51	BEFORE JCT SR 544*W POLE RD		1	05	04	02	10	18000	15000+	15000	15000
539	007.51	AFTER JCT SR 544*W POLE RD		1					17000	14000*	14000*	15000
539	008.57	AFTER JCT WISER LAKE RD		1	06	04	02	12	17000	13000+	13000	14000
539	010.77	BEFORE JCT TROMP RD		1	06	03	02	11	15000*	12000+	12000	13000
539	010.80	AFTER JCT FRONT ST		1	05	04	03	11	11000*	11000+	11000	11000
539	011.28	AFTER JCT E MAIN ST*W MAIN ST		1						8400*	8500	8800
539	012.54	BEFORE JCT SR 546*BADGER RD		1					8200	7900*	8000	8300
539	012.54	AFTER JCT SR 546*BADGER RD		1					5000	4800*	4800	5000
539	015.16	INTERNATIONAL BOUNDARY		1					4400	3800+	3900	4000
		STATE ROUTE NO 542 MAINLINE SR 5 TO MT BAKER										
542	000.00	AT SR 5*BEG ROUTE		2					20000	21000	22000*	23000
542	000.06	AFTER RAMP SR 5		2					29000	30000	29000*	30000
542	000.93	BEFORE JCT WOBURN ST*HANNEGAN RD		2					16000*	17000	17000	18000
542	000.93	AFTER JCT WOBURN ST*HANNEGAN RD		2					13000*	14000	14000	14000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
542	002.81	BEFORE JCT BRITTON RD		2					10000*	11000	11000	11000
542	002.81	AFTER JCT BRITTON RD		2					11000*	11000	11000	12000
542	005.81	BEFORE JCT MISSION RD		2					7200*	7500	7600	7900
542	007.13	BEFORE JCT SAND RD		2					8000	8000*	8200	8500
542	007.13	AFTER JCT SAND RD		2					6500*	7500*	7600	7900
542	008.87	BEFORE JCT SMITH RD		2								7100*
542	008.87	AFTER JCT SMITH RD		2								9100*
542	009.96	BEFORE JCT SR 9 WYE CONN		2					8400*	8700	9900+	10000
542	009.98	AFTER JCT SR 9		2					8000*	8300	9300	9600
542	014.57	BEFORE JCT SR 9		2					7000	7300	7600*	7800
542	014.58	AFTER JCT SR 9 WYE CONN		2	05	02	01	08	5600	5800	5200+	5400
542	022.80	BEFORE JCT SR 547 WYE CONN		2					2700	3500*	3500	3600
542	022.91	AFTER JCT SR 547		3					2400	2400*	2500	2600
542	033.40	AT GALLUP CREEK BRIDGE		3					960*	990	1000	1000
542	054.01	AFTER JCT SR 542 COUPLET WYE CONN	C	3							290*	300
	STATE ROUTE NO 542 COUPLET MTBAKR SR 542 TO SR 542											
542COMTBAKR	054.62	AFTER JCT SR 542 WYE CONN		3							270*	280
	STATE ROUTE NO 543 MAINLINE SR 5 TO CANADA											
543	000.20	BEFORE RAMP SR 5		1					4800	4900	4500*	4600
543	000.20	AFTER RAMP SR 5		1							9400*	8600
543	000.29	BEFORE JCT BOBLETT ST		1	09	17	05	31				8600+
543	000.29	AFTER JCT BOBLETT ST		1	16	11	04	31	10000*	9800*	11000	10000+
543	000.52	AFTER JCT H ST		1					12000*	11000	12000	11000
543	001.09	INTERNATIONAL BDRY		1					12000*	12000	12000	11000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 544 MAINLINE SR 539 TO SR 9/NOOKSACK										
544	000.00	AFTER JCT SR 539*BEG ROUTE		3					6200	5500*	5400	5600
544	001.97	BEFORE JCT HANNEGAN RD		3	05	02	01	08	4600*	4700	4700+	4800
544	001.97	AFTER JCT HANNEGAN RD		3					5300*	5500	5200*	5400
544	005.01	BEFORE JCT EVERSON GOSHEN RD		3	05	04	01	11			5200+	5300
544	007.52	AFTER JCT EVERSON RD (OLD ALIGN)		3							6900*	7100
544	008.05	AFTER JCT WASHINGTON ST		3	08	02	01	10	7200	7400	6100+	6300
544	009.01	BEFORE JCT SR 9		3	06	02	01	08	6700*	6900	5700	6000+
		STATE ROUTE NO 546 MAINLINE SR 539 TO SR 9										
546	001.50	BEFORE JCT DEPOT RD		1	05	06	03	14			5700+	5900
546	001.50	AFTER JCT DEPOT RD		1					6200*	6400	6200	6400
546	008.02	BEFORE JCT SR 9*NOOKSACK RD		1					3800*	4000	4000	4100
		STATE ROUTE NO 547 MAINLINE SR 542 TO SR 9/SUMAS										
547	000.09	AFTER JCT SR 542 WYE CONN		3					2200	3200*	3300	3300
547	003.24	BEFORE JCT LIMESTONE RD WYE CONN		3					1900	1900	2000+	2000
547	003.26	AFTER JCT LIMESTONE RD		3	05			06			1900+	2000
547	008.88	AFTER JCT HILLVIEW RD		3	08	01		09	1500	1500	1800+	1900
547	010.79	BEFORE JCT SR 9*CHERRY ST		3	08	02	01	10	2400*	2600+	2700	2800
		STATE ROUTE NO 548 MAINLINE SR 5 TO SR 5/BLAINE										
548	000.09	AFTER RAMP SR 5		3					7300	7500	7500*	7600
548	000.29	BEFORE JCT PORTAL WAY		3	06	03	03	12				7600+
548	000.29	AFTER JCT PORTAL WAY		3								6100*
548	000.97	BEFORE JCT VISTA DR		3					4500*	4700	5300*	5500
548	000.97	AFTER JCT VISTA DR		3					2800*	2900	3500*	3600

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
548	004.93	BEFORE JCT KICKERVILLE RD		3					2400	2500	2500	2900*
548	004.93	AFTER JCT KICKERVILLE RD		3					2700	2800	2800	3200*
548	006.98	AFTER JCT BAY RD WYE CONN		3							1900*	2000
548	008.96	BEFORE JCT BIRCH BAY LYNDEN RD		3					2000*	2000	2100	2100
548	008.96	AFTER JCT BIRCH BAY LYNDEN RD		3					2000*	2100	2100	2200
548	010.20	BEFORE JCT HILLSDALE CEMETERY RD		3					1900*	2000	2000	2100
548	010.21	AFTER JCT CALIFORNIA TR RD		3					2000*	2100	2100	2200
548	010.85	BEFORE JCT DRAYTON HARBOR RD		3					2300*	2300	2600*	2700
548	010.85	AFTER JCT DRAYTON HARBOR RD		3					5600*	5800	6500*	6700
548	011.80	BEFORE JCT PEACE PORTAL DR*BELL RD		3					7400	5700*	5800	6000
548	011.80	AFTER JCT PEACE PORTAL DR*BELL RD		3	06	01	06	13	5600*	5600+	5700	5900
548	012.14	BEFORE JCT HUGHES AVE		3								5900*
548	012.14	AFTER JCT HUGHES AVE		3					6200	6400	6500	6200*
548	013.78	BEFORE JCT MARINE DR		3					8300	8500	8600	8600*
	STATE ROUTE NO 599 MAINLINE SR 5 TO SR 99											
599	000.00	AT SR 5*BEG ROUTE		1					36000*	38000	33000*	35000
599	000.27	AFTER RAMP SR 5		1					33000	34000	38000*	40000
599	001.40	AT ADC LOCATION S839		1					31000*	33000*	34000*	36000*
599	001.75	BEFORE RAMP SR 99		1					28000	29000	31000*	32000
	STATE ROUTE NO 702 MAINLINE SR 507/MCKENNA TO SR 7											
702	000.00	AFTER JCT SR 507*BEG ROUTE		2					6800*	7000	7200	7400
	STATE ROUTE NO 706 MAINLINE SR 7/ELBE TO MT RAINIER											
706	000.00	AFTER JCT SR 7*BEG ROUTE		2	05	01		06	3100	2800+	2900	3000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 730 MAINLINE OREGON TO SR 12/WALLULA										
730	000.00	OREGON STATE LINE*BEG ROUTE		2					2300*	2300*	2400*	2400*
730	005.82	BEFORE JCT SR 730 SPWALULA (SPUR)		2	07	28	15	49	2500	2600	2200+	2300
730	005.92	AFTER JCT SR 730 SPWALULA WYE CONN		2							1800*	1900
		STATE ROUTE NO 730 SPUR WALULA SR 730 TO SR 12										
730SPWALULA	006.12	BEFORE JCT SR 12*END ROUTE		2							1600*	1600
		STATE ROUTE NO 821 MAINLINE SR 82/YAKIMA TO SR 82										
821	000.09	AFTER RAMP SR 82		3					5600	6300*	6300	6400
821	025.08	BEFORE RAMP SR 82		3	15	05	02	22	950	870+	860	870
		STATE ROUTE NO 823 MAINLINE SR 12 TO SR 821										
823	000.08	AFTER JCT FRONTAGE RD WYE CONN		1					27000*	27000	28000	24000*
823	001.43	BEFORE JCT NACHES AVE*1ST ST		1					21000*	22000	22000	21000*
823	001.43	AFTER JCT NACHES AVE*1ST ST		1					10000*	10000	10000	9800*
823	001.54	AFTER JCT NACHES AVE*WENAS ST		1					9700*	10000	10000	9700*
823	002.74	BEFORE JCT SR 823 WYE CONN		2								9500*
823	002.86	AFTER JCT N WENAS RD WYE CONN		2								4300*
		STATE ROUTE NO 900 MAINLINE SR 5 TO SR 90/ISSAQUAH										
900	007.51	BEFORE JCT 57TH AVE S		1						30000*	30000	32000
900	007.71	BEFORE JCT S 129TH ST WYE CONN		1					24000	27000*	28000	29000
900	007.74	AFTER JCT S 129TH ST WYE CONN		1					25000	29000*	29000	30000
900	009.53	BEFORE JCT STEVENS AVE SW		1					17000	15000*	16000	16000
900	009.53	AFTER JCT STEVENS AVE SW		1	04	04	02	10	15000	14000+	14000	14000
900	009.77	BEFORE JCT HARDIE AVE SW WYE CONN		1					17000	13000*	13000	14000

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
900	012.50	AT SR 405 SB		1						20000*	21000*	22000
900	012.60B	AFTER JCT ON RAMP WYE CONN		1						19000*	21000*	22000
900	012.80	BEFORE JCT HARRINGTON AVE NE		1					21000*	22000	23000	24000
900	012.80	AFTER JCT HARRINGTON AVE NE		1					21000*	22000	24000	25000
900	015.05	BEFORE JCT 148TH AVE SE		1					9800	10000	11000	9400*
900	015.05	AFTER JCT 148TH AVE SE		1					8500	8800	9400	8500*
900	016.18	BEFORE JCT 164TH AVE SE		1					6500	7600*	7700	8000
900	016.19	AFTER JCT 164TH AVE SE WYE CONN		1					8600	9800*	9900	10000
900	017.41	BEFORE JCT SE MAY VALLEY RD		2					9600	10000*	10000	11000
900	021.42	BEFORE JCT GILMAN BLVD		1					18000	18000	22000*	23000
900	021.42	AFTER JCT GILMAN BLVD		1					32000	33000	29000*	30000
	STATE ROUTE NO 902 MAINLINE SR 90 TO MEDICAL LAKE											
902	000.14	AFTER JCT CLEAR LAKE RD		3	07	01		08	1200	1300+	1300	1300
	STATE ROUTE NO 903 MAINLINE SR 970 TO FOREST BDRY											
903	000.21	AFTER JCT SR 903 WYE CONN		3					4500	4500*	4500	4700
903	001.19	BEFORE JCT YAKIMA AVE		3					6200*	6400	6500	6800
903	006.06	AFTER JCT ALASKA AVE		3	10	03		13				2100+
903	010.06	NATIONAL FOREST BNDRY		3	09	03		12	880	900	900	1300+
	STATE ROUTE NO 903 SPUR CLEELM SR 903 TO SR 970											
903SPCLEELM	000.19	AFTER JCT SR 903*BEG ROUTE		3					2800	2500*	2600	2700
	STATE ROUTE NO 904 MAINLINE SR 90/TYLER TO SR 90/4LK											
904	000.12	AFTER RAMP SR 90*SR 90		3								980*
904	011.93	BEFORE JCT CHENEY-SPOKANE RD		2					15000	11000*	11000	12000
904	011.93	AFTER JCT CHENEY-SPOKANE RD		2					12000	10000*	10000	11000

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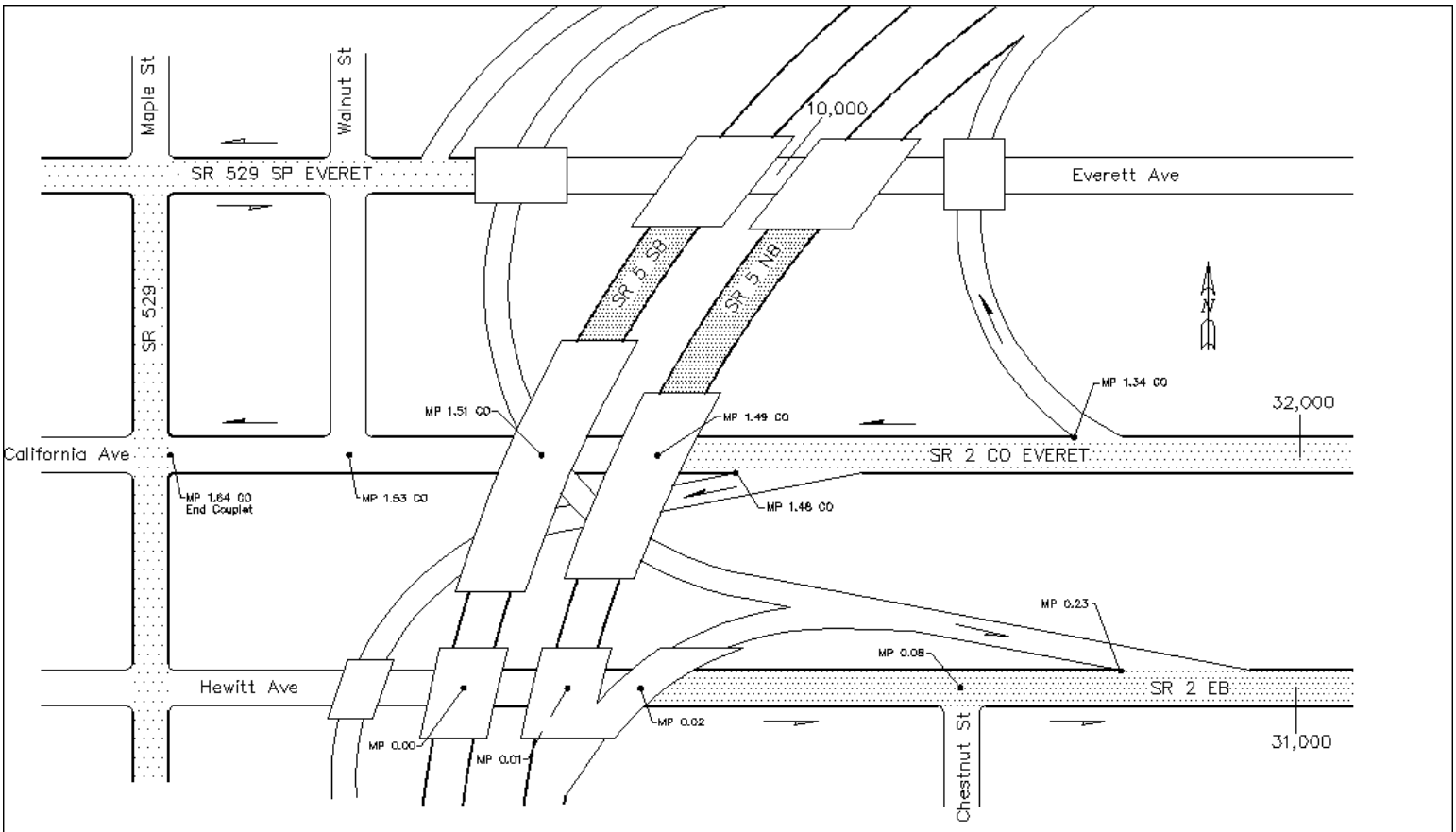
\+ SOURCE OF TRUCK PERCENTAGES

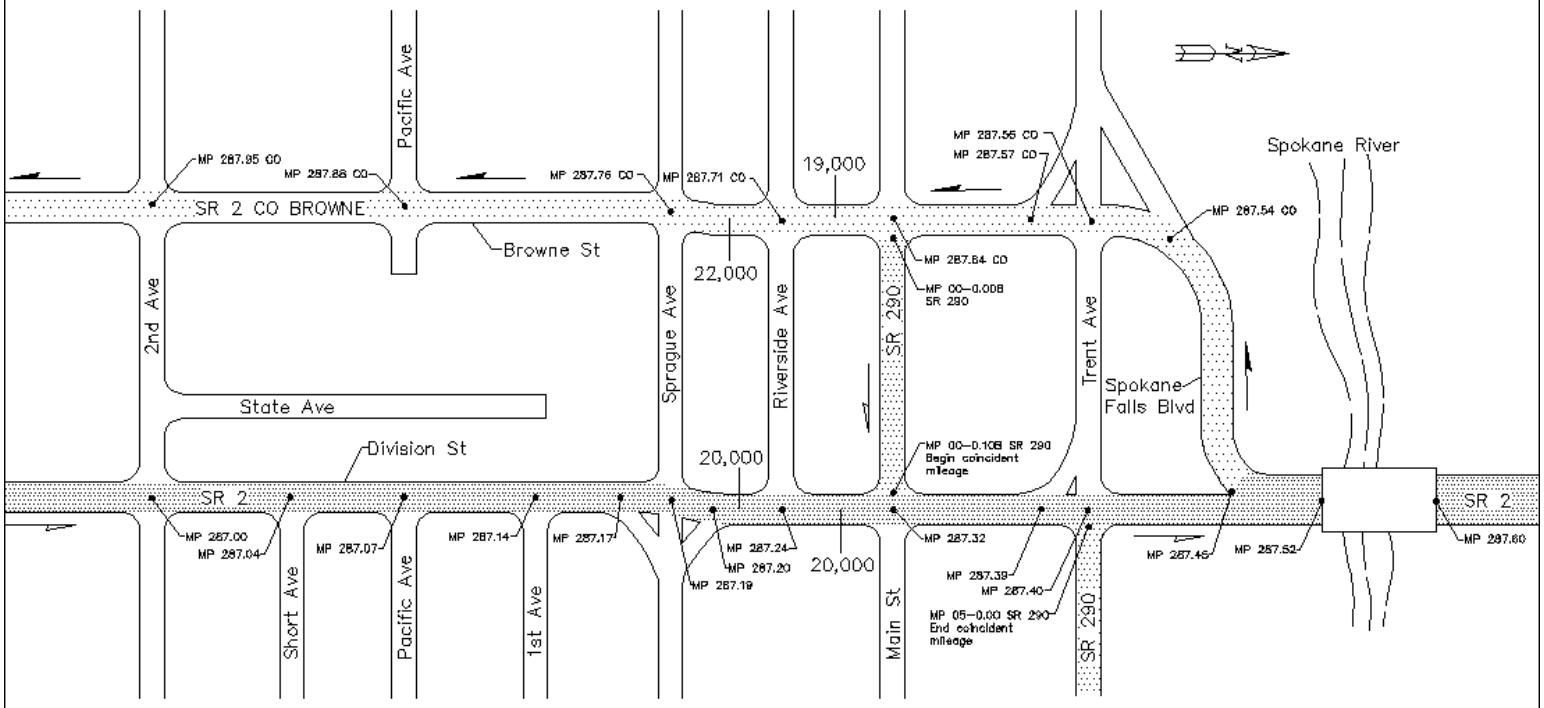
STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 1996 UNITS	1997 UNITS	1998 UNITS	1999 UNITS
		STATE ROUTE NO 906 MAINLINE SR 90/KING TO SR 90/HYAK										
906	000.07	AFTER JCT ON RAMP WYE CONN		3					2200	2000*	2000	2100
906	000.63	BEFORE JCT YELLOWSTONE RD		3						2500*	2600	2600
906	002.55	BEFORE JCT SR 906 SPHYAK (SPUR)		3					430	460*	470	480
		STATE ROUTE NO 906 SPUR HYAK SR 906 TO DOT MAINT AREA										
906SPHYAK	002.55	AFTER JCT SR 906*PACIFIC WEST		3					210	540*	550	560
		STATE ROUTE NO 970 MAINLINE SR 90 TO SR 97/VIRDEN										
970	006.85	AT ADC LOCATION R057		1							3600*	3700*
970	010.31	BEFORE JCT SR 97		1	07	05	02	14	3000*	3200	3400	3800+
		STATE ROUTE NO 971 MAINLINE SR 97 ALT TO SR 97 ALT										
971	000.01	AFTER JCT SR 97 ALT WYE CONN		3					490	500	540*	540
971	015.00	BEFORE JCT SR 97 ALT WYE CONN		3					2200*	1000*	1100	1100

* BASED ON ACTUAL COUNT
\+ SOURCE OF TRUCK PERCENTAGES



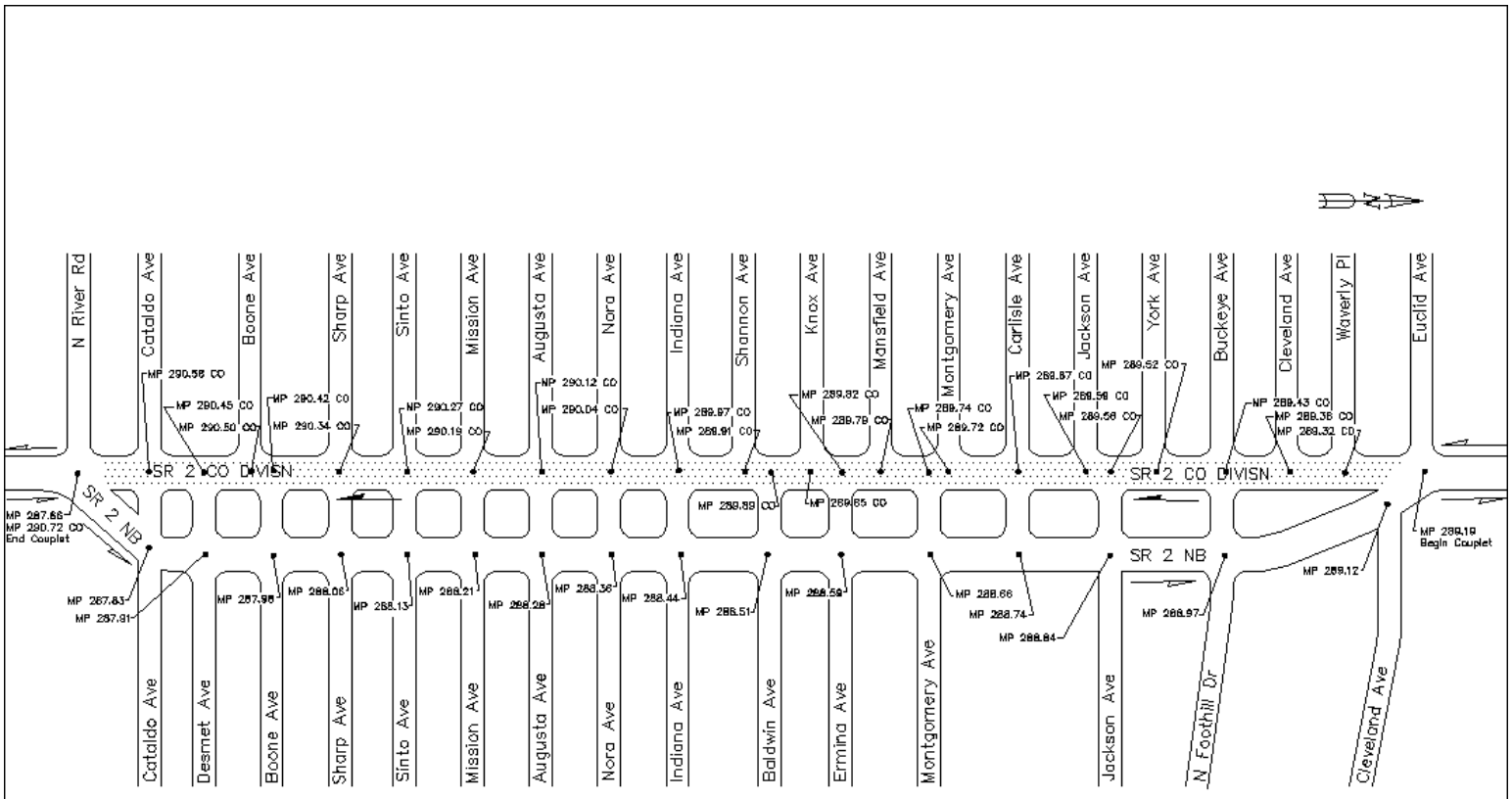
SR 2 EVERETT COUPLET
EVERETT 1999

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



SR 2 BROWNE STREET COUPLET
SPOKANE 1999

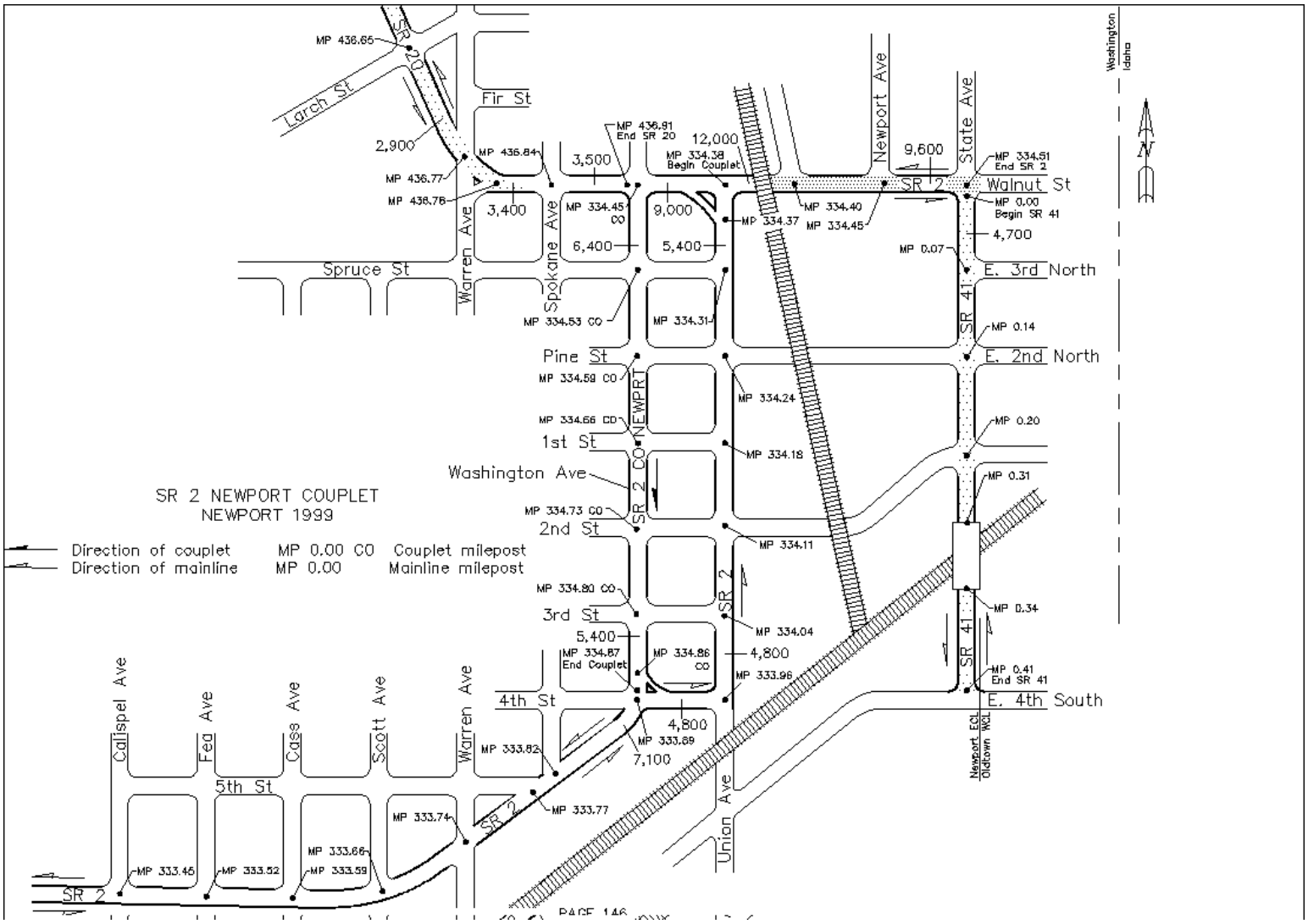
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost

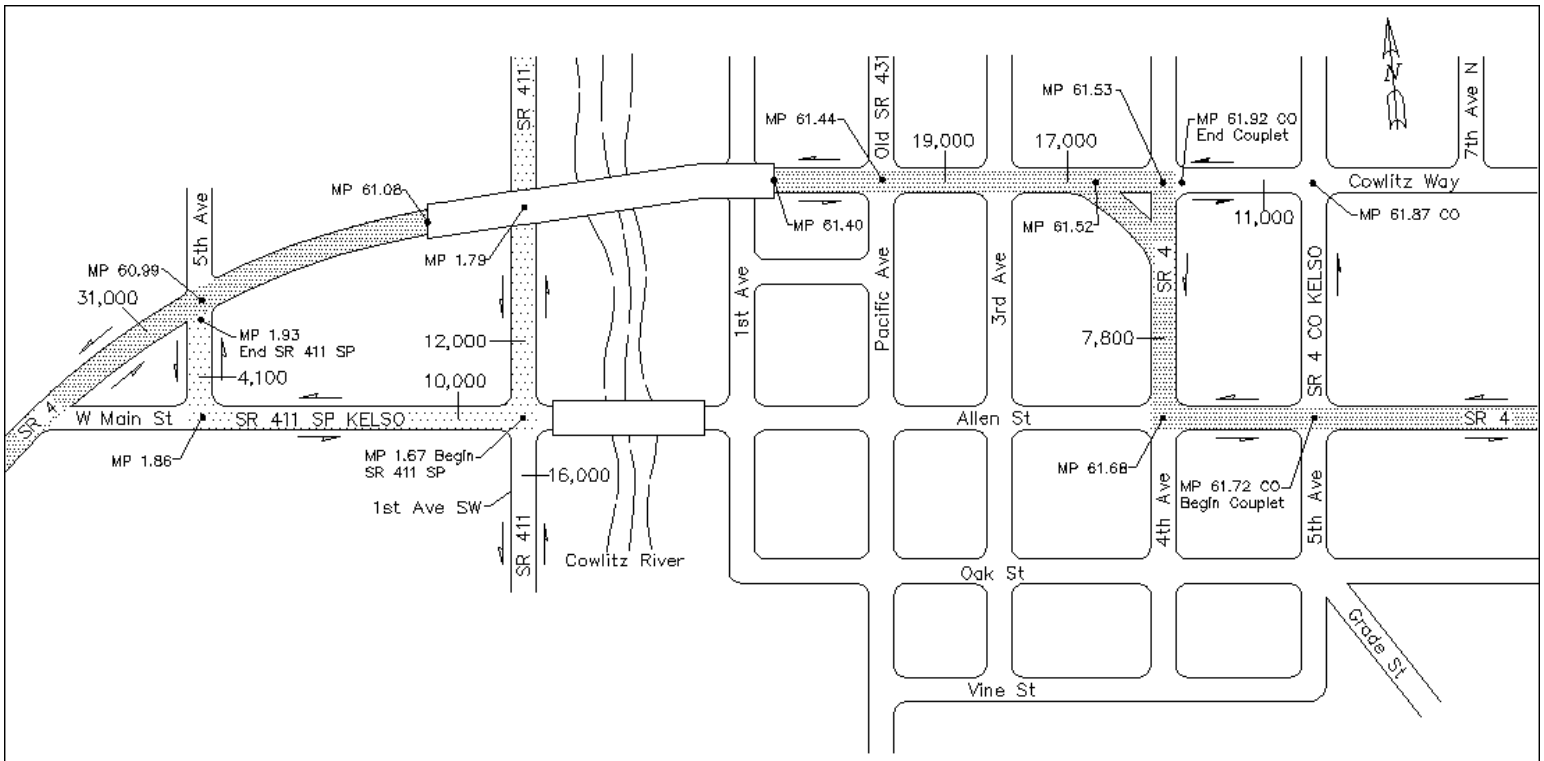


(No current data available)

SR 2 DIVISION STREET COUPLET
SPOKANE 1999

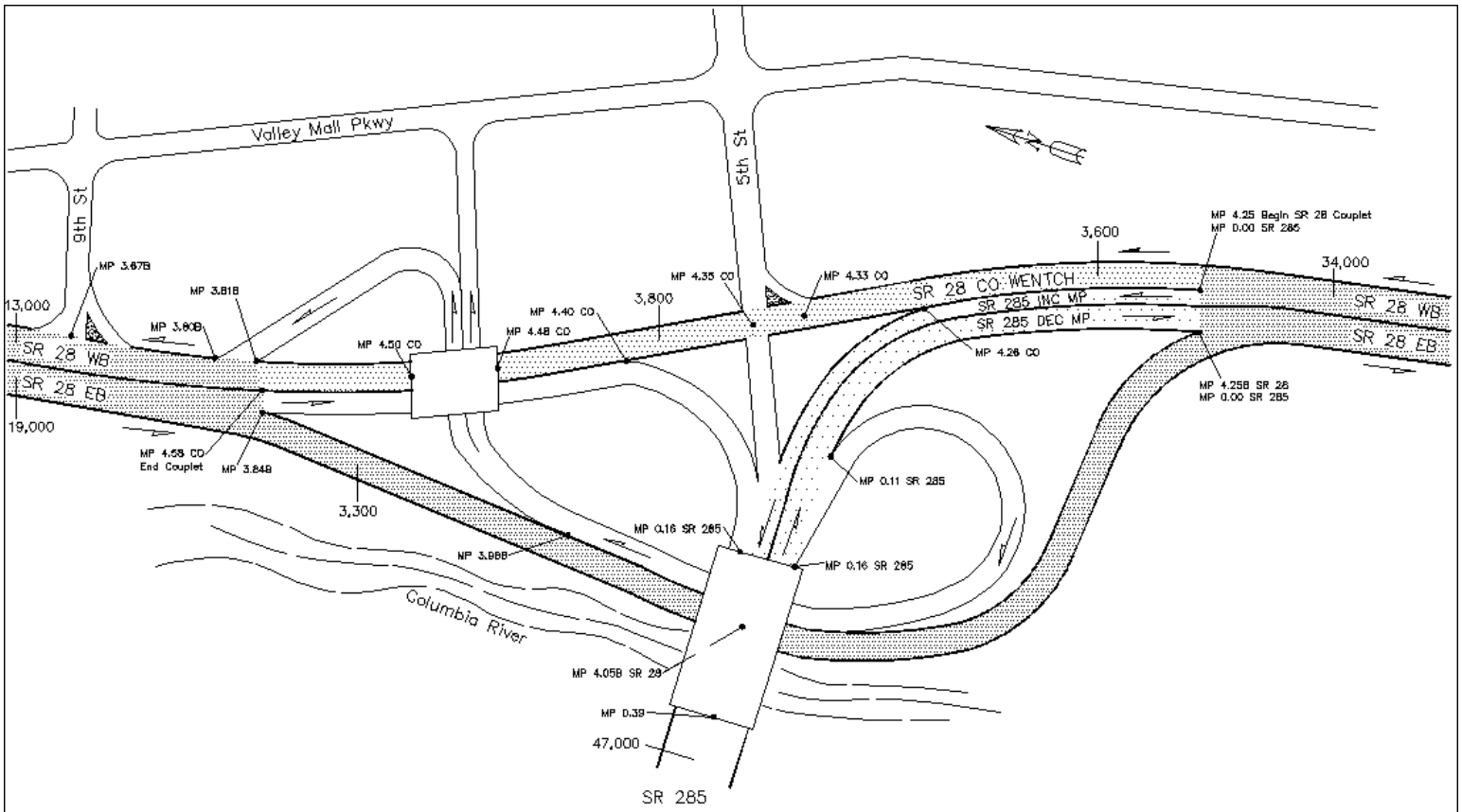
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost


SR 2 NEWPORT COUPLET
NEWPORT 1999
Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost
Larch St
Fir St
Spruce St
Pine St
1st St
Washington Ave
2nd St
3rd St
4th St
5th St
Walnut St
E. 3rd North
E. 2nd North
E. 4th South
Warren Ave
Spokane Ave
Newport Ave
State Ave
Union Ave
Callispel Ave
Fea Ave
Cass Ave
Scott Ave
SR 2
SR 2 CO NEWPRT
SR 41
Washington
Idaho
Newport EOL
Oldtown WOL
MP 436.85
MP 436.84
MP 436.77
MP 436.76
MP 436.81 End SR 20
MP 334.38 Begin Couplet
MP 334.45 CO
MP 334.53 CO
MP 334.59 CO
MP 334.66 CO
MP 334.73 CO
MP 334.80 CO
MP 334.87 End Couplet
MP 334.86 CO
MP 334.37
MP 334.40
MP 334.45
MP 334.31
MP 334.24
MP 334.18
MP 334.11
MP 334.04
MP 333.96
MP 333.89
MP 333.82
MP 333.77
MP 333.74
MP 333.66
MP 333.59
MP 333.52
MP 333.45
MP 334.51 End SR 2
MP 0.00 Begin SR 41
MP 0.07
MP 0.14
MP 0.20
MP 0.31
MP 0.34
MP 0.41 End SR 41
2,900
3,500
12,000
9,600
3,400
9,000
6,400
5,400
4,700
5,400
4,800
4,800
7,100



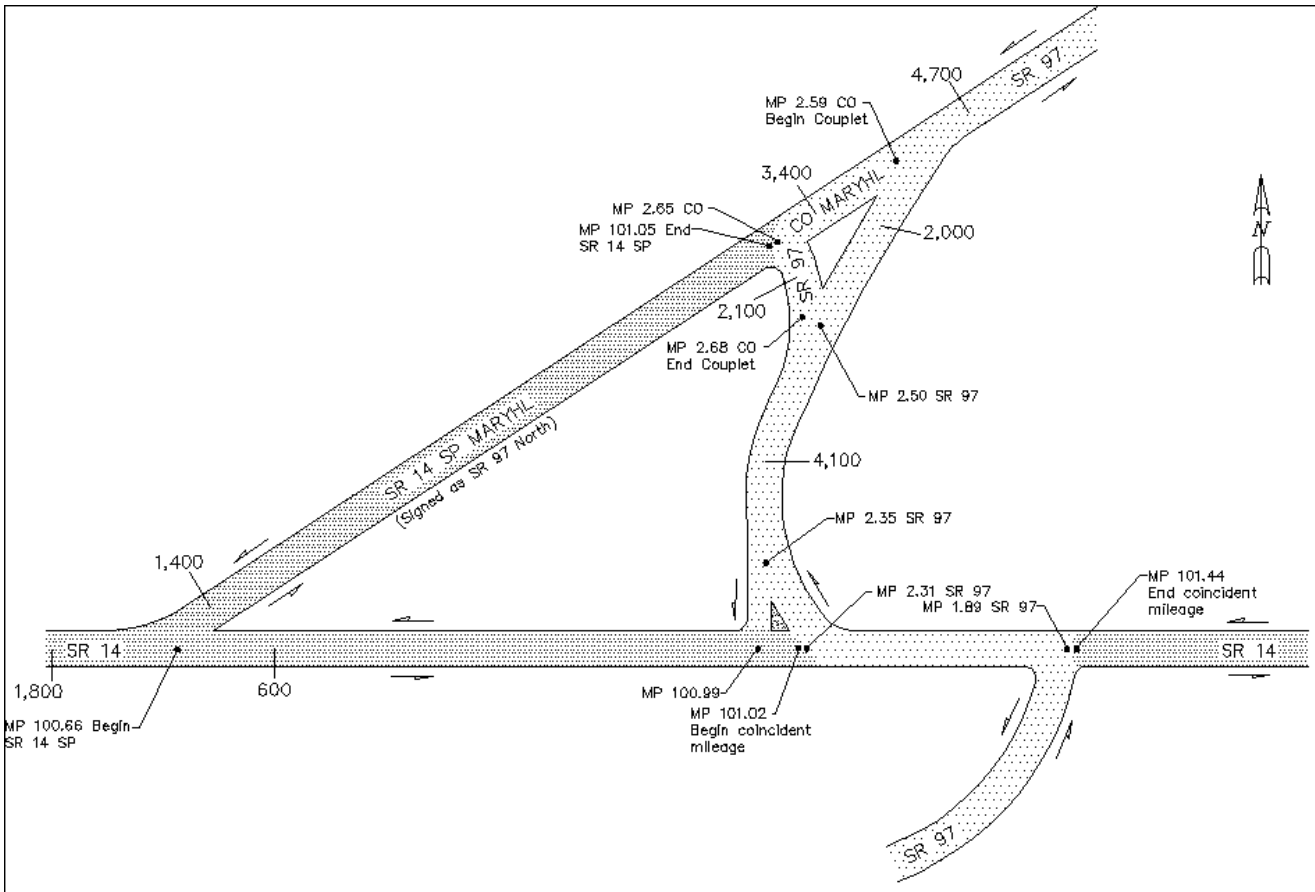
SR 4 KELSO COUPLET
KELSO 1999

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



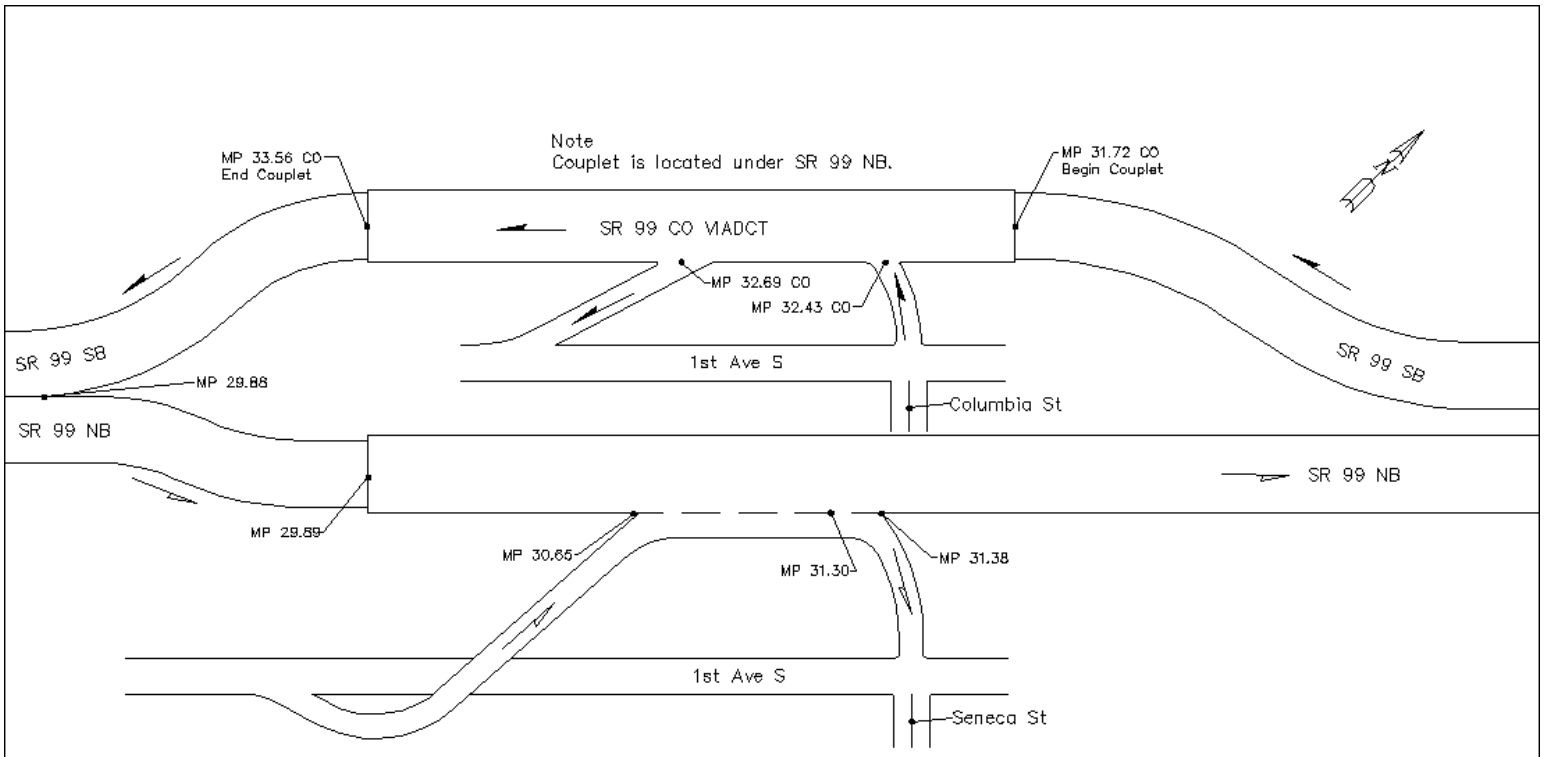
SR 28 EAST WENATCHEE COUPLET
EAST WENATCHEE 1999

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



SR 97 MARYHILL COUPLET
MARYHILL 1999

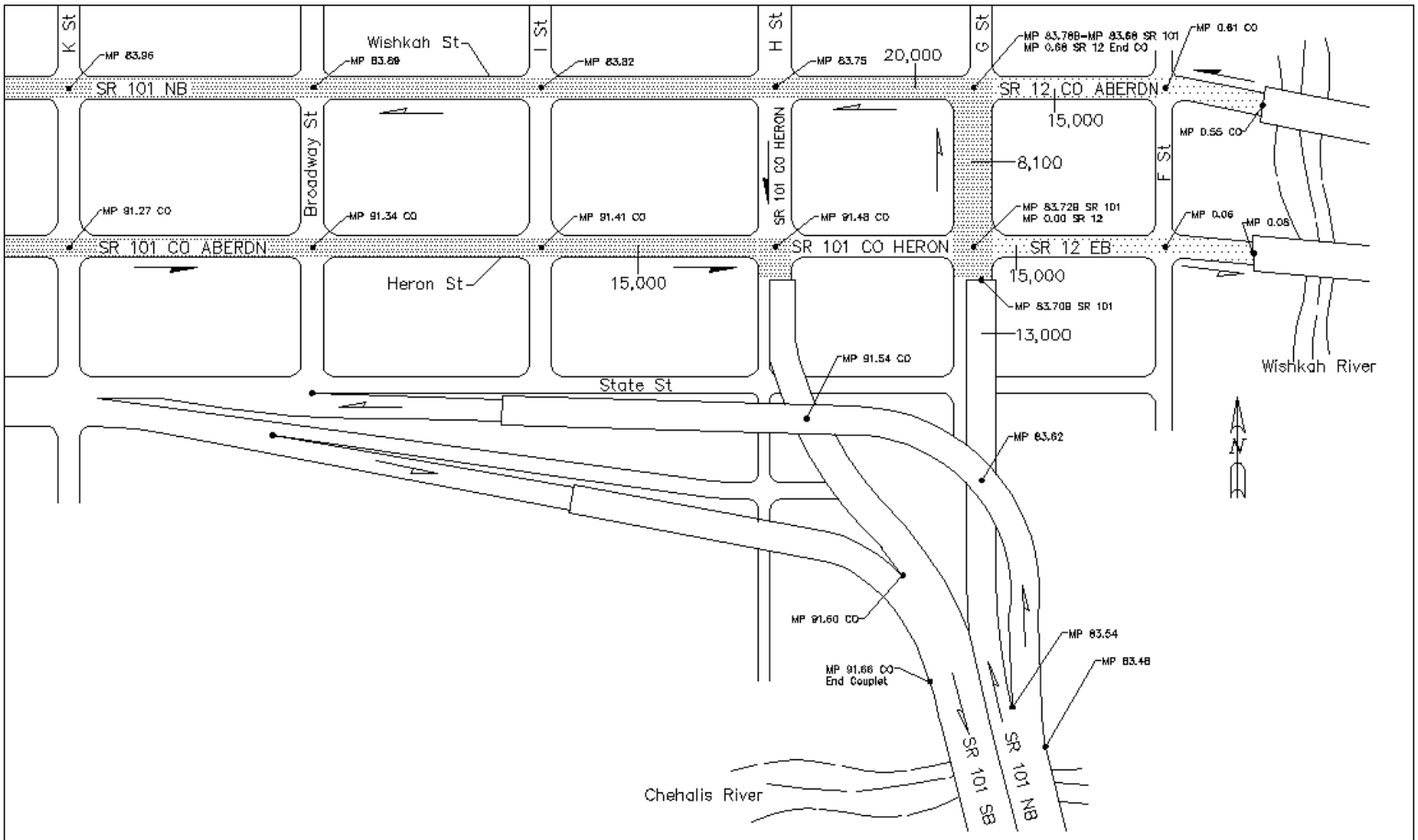
Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost



(No current data available)

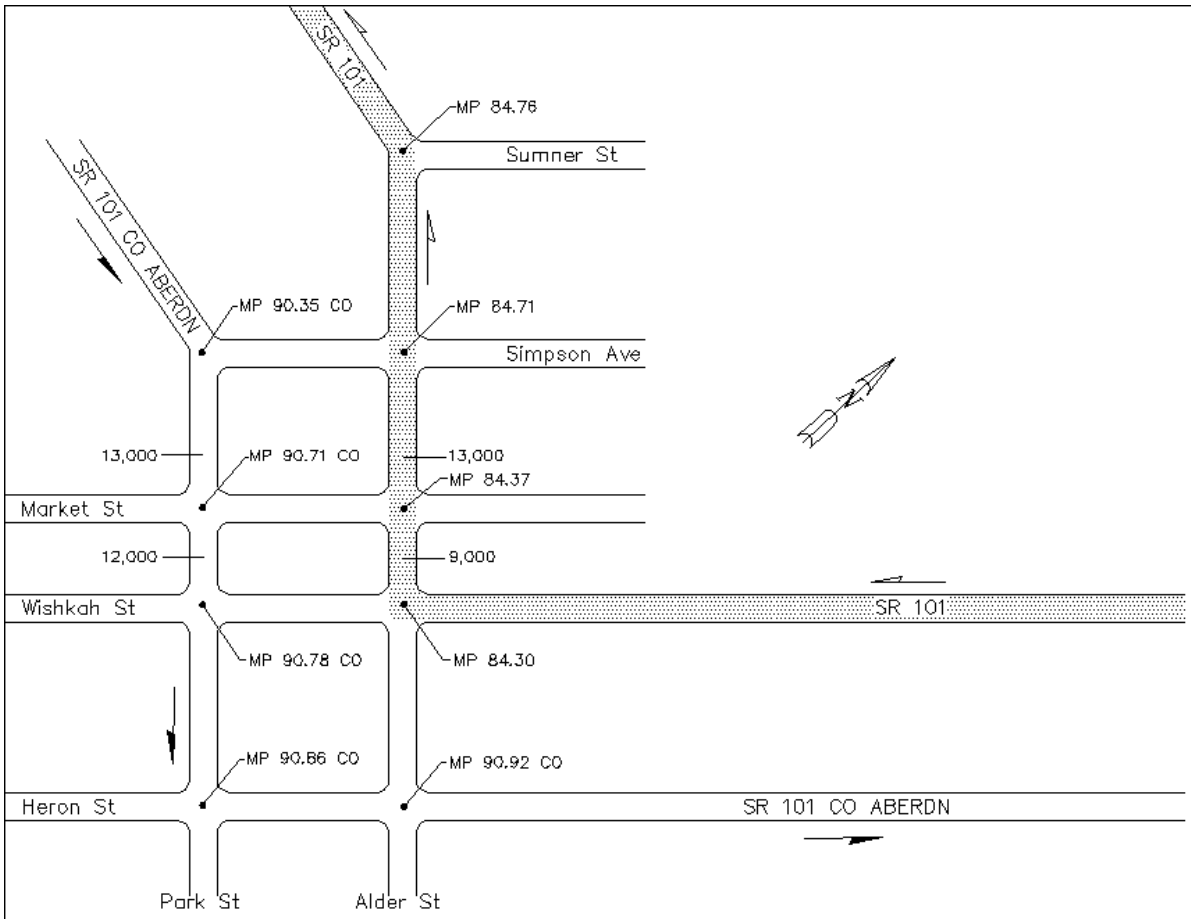
SR 99 ALASKAN WAY VIADUCT
SEATTLE 1999

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



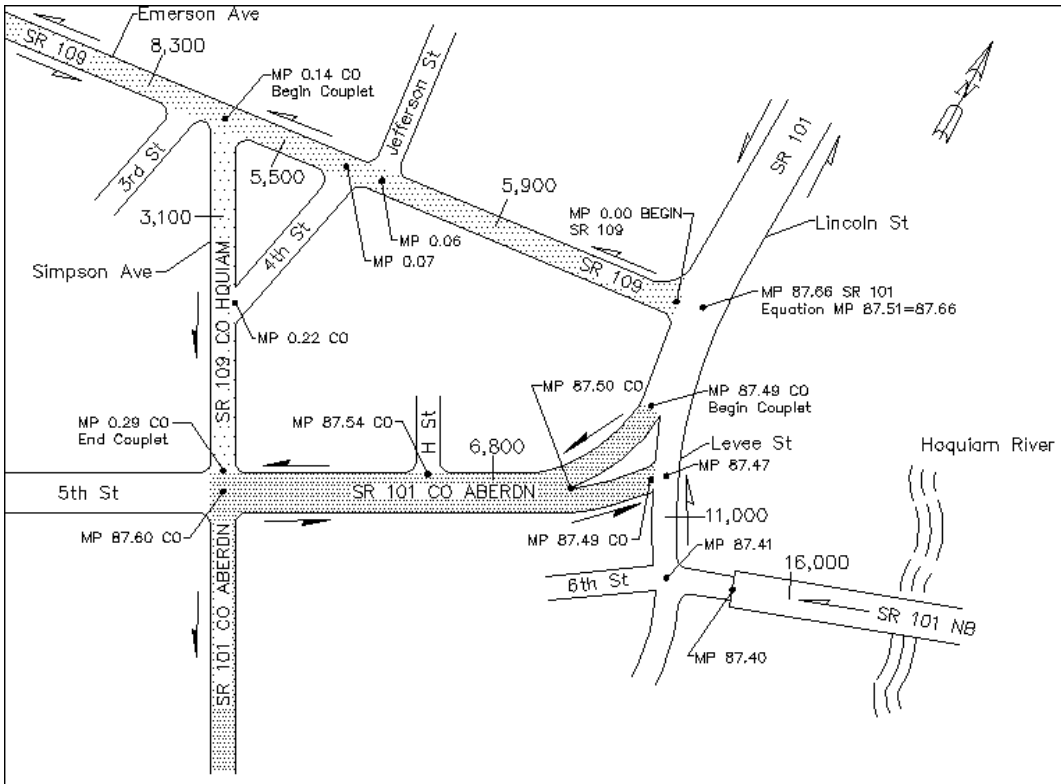
SR 12 AND SR 101 ABERDEEN COUPLETS
ABERDEEN 1999

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



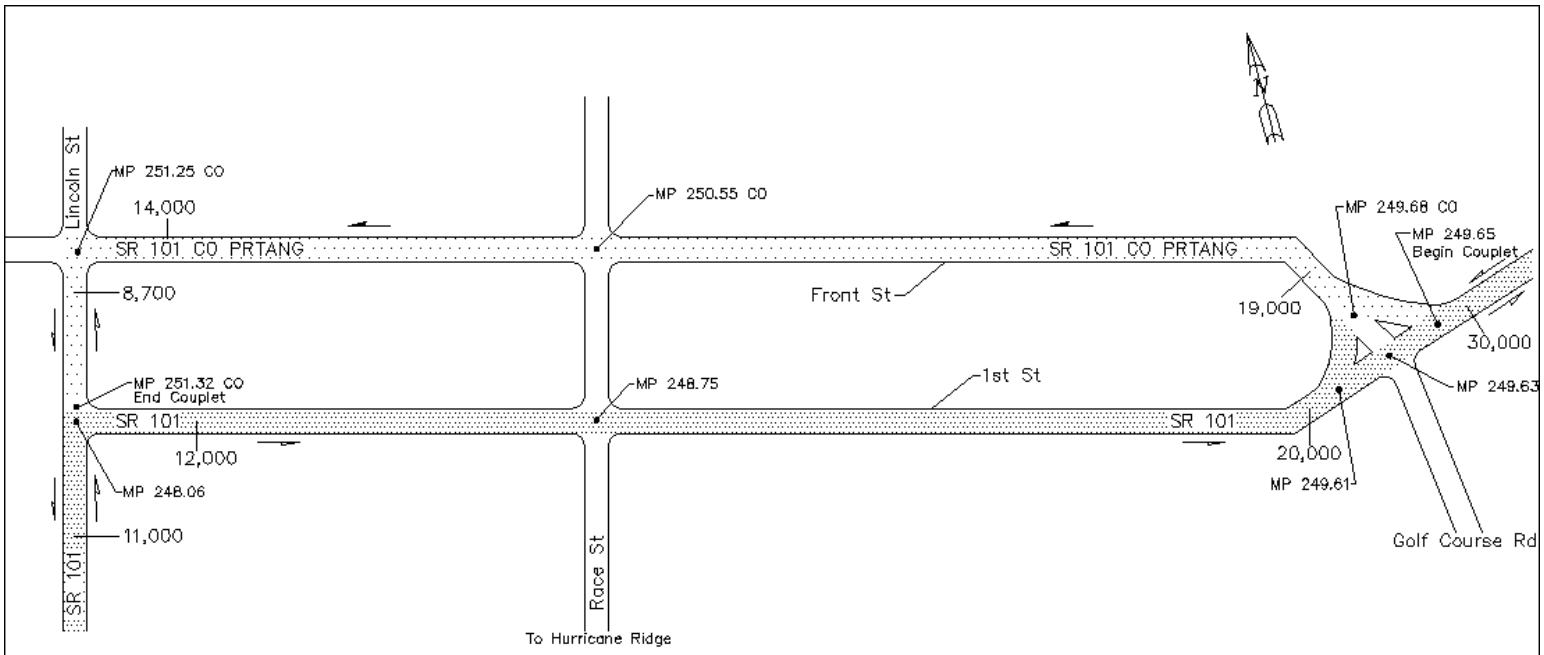
SR 101 ABERDEEN–HOQUIAM COUPLET
ABERDEEN 1999

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



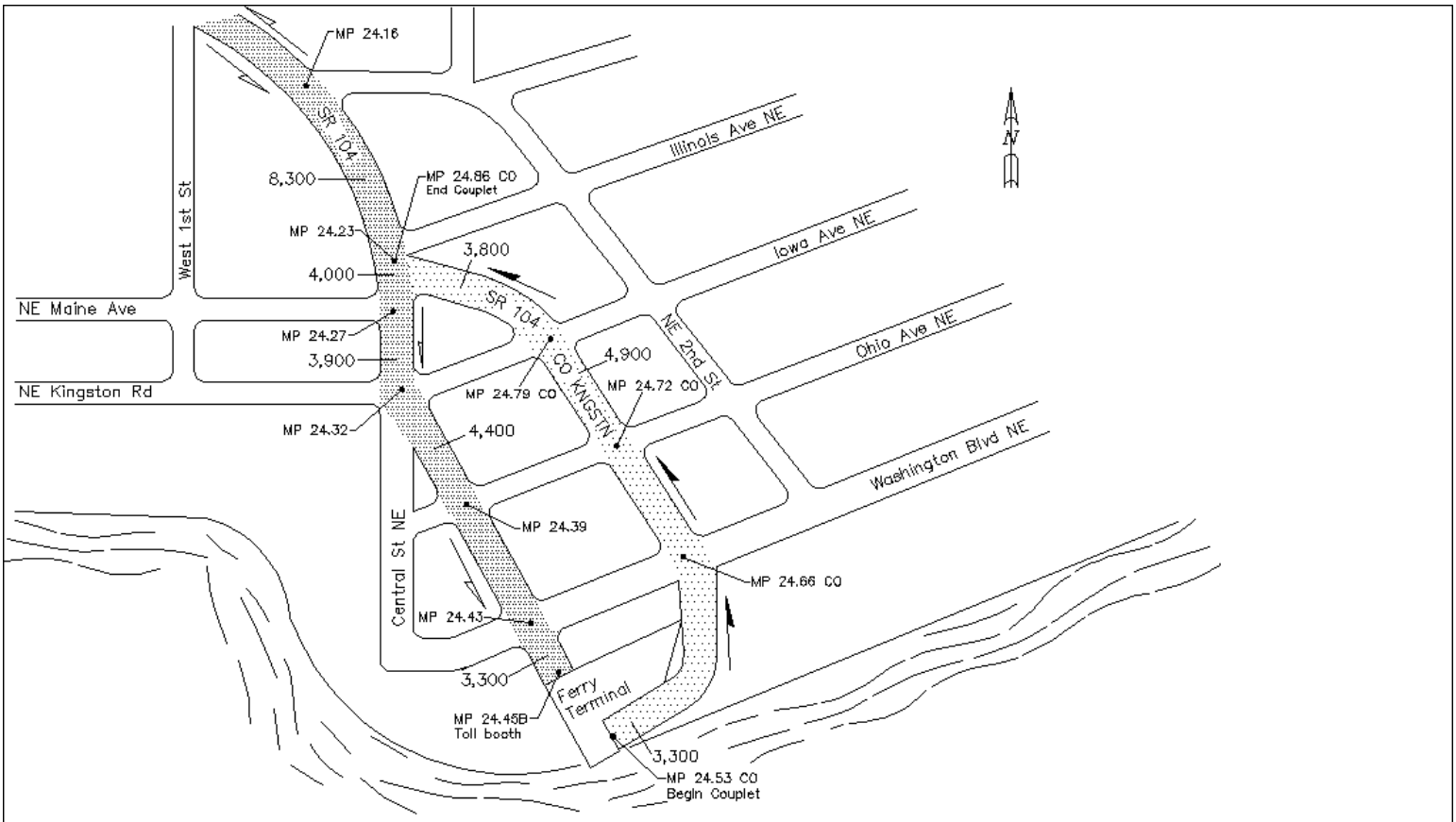
SR 101 AND SR 109 ABERDEEN–HOQUIAM COUPLETS
HOQUIAM 1999

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



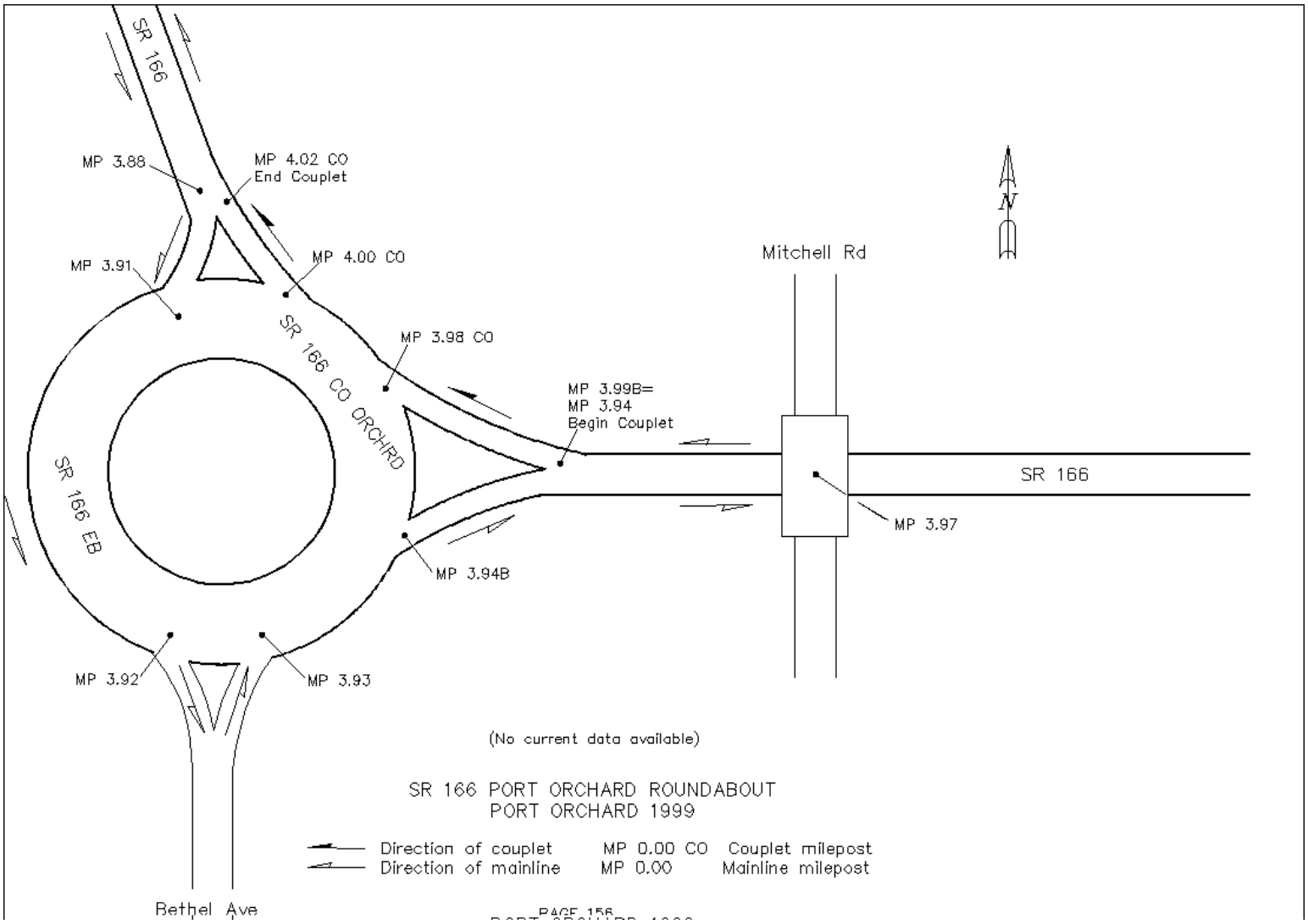
SR 101 PORT ANGELES COUPLET
PORT ANGELES 1999

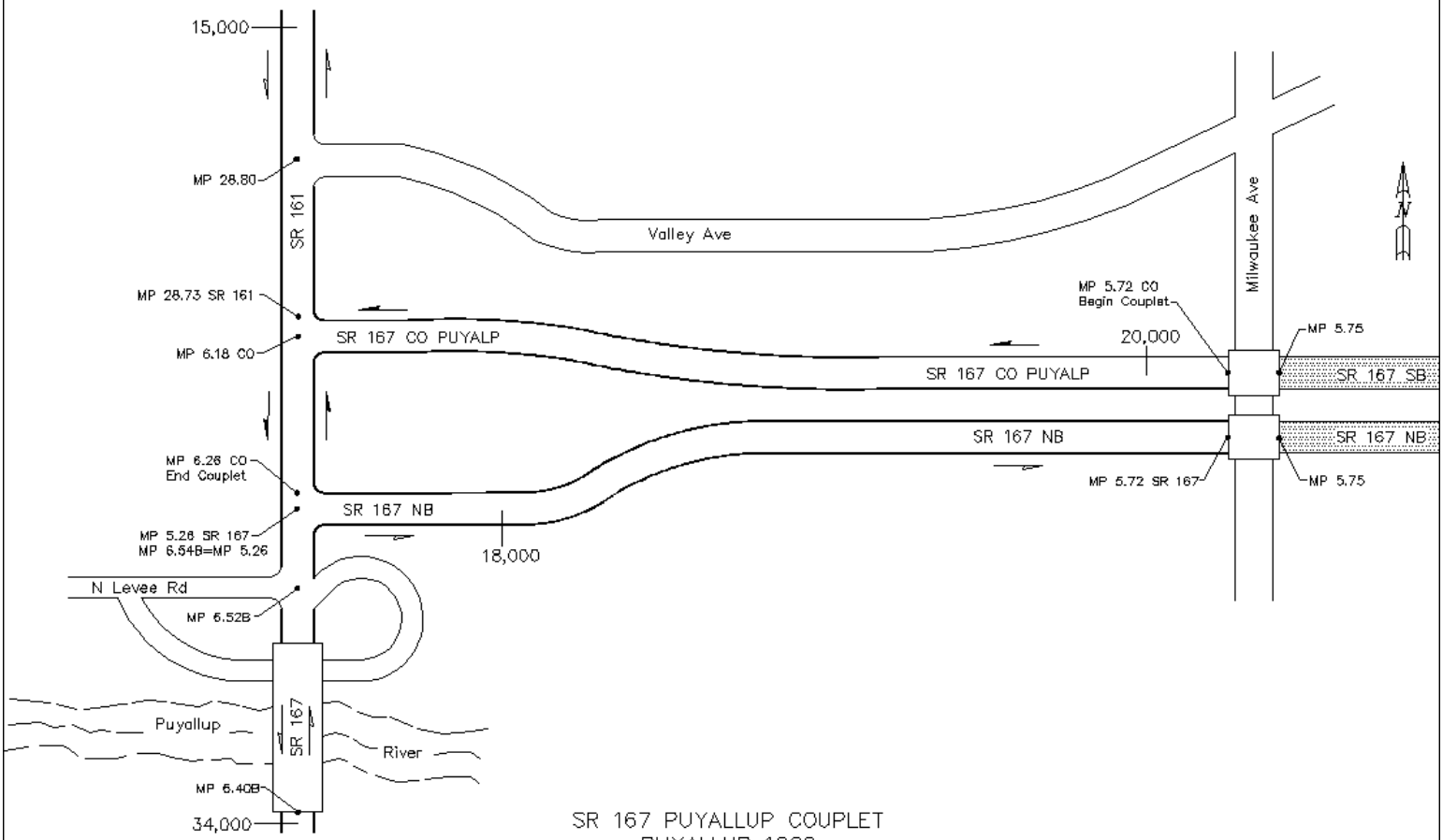
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost



SR 104 KINGSTON COUPLET
KINGSTON 1999

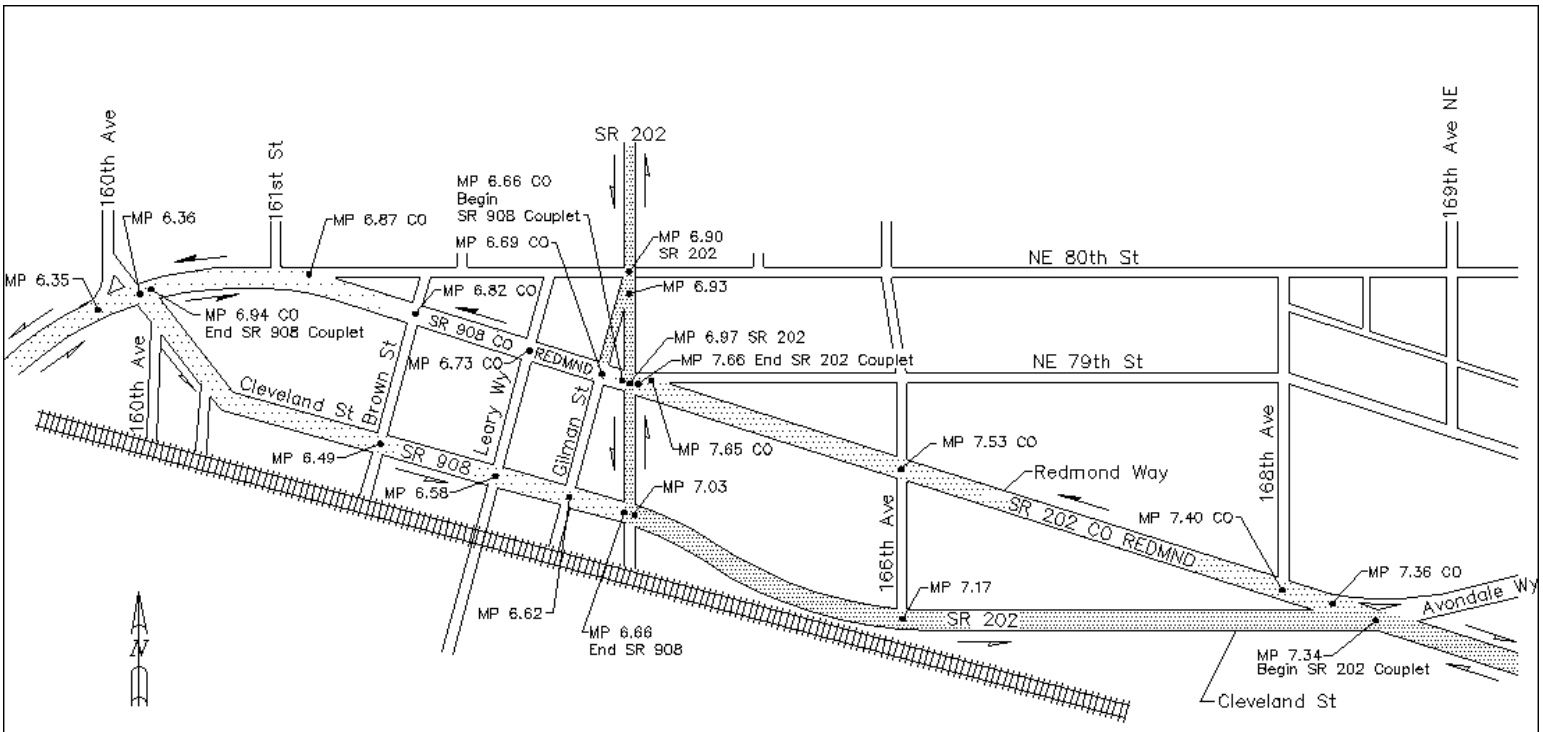
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost


SR 166
MP 3.88
MP 4.02 CO
End Couplet
MP 3.91
MP 4.00 CO
SR 166 CO ORCHRD
MP 3.98 CO
MP 3.99B=
MP 3.94
Begin Couplet
Mitchell Rd
N
SR 166
MP 3.97
SR 166 EB
MP 3.94B
MP 3.92
MP 3.93
(No current data available)
SR 166 PORT ORCHARD ROUNDABOUT
PORT ORCHARD 1999
Direction of couplet
Direction of mainline
MP 0.00 CO Couplet milepost
MP 0.00 Mainline milepost
Bethel Ave



SR 167 PUYALLUP COUPLET
PUYALLUP 1999

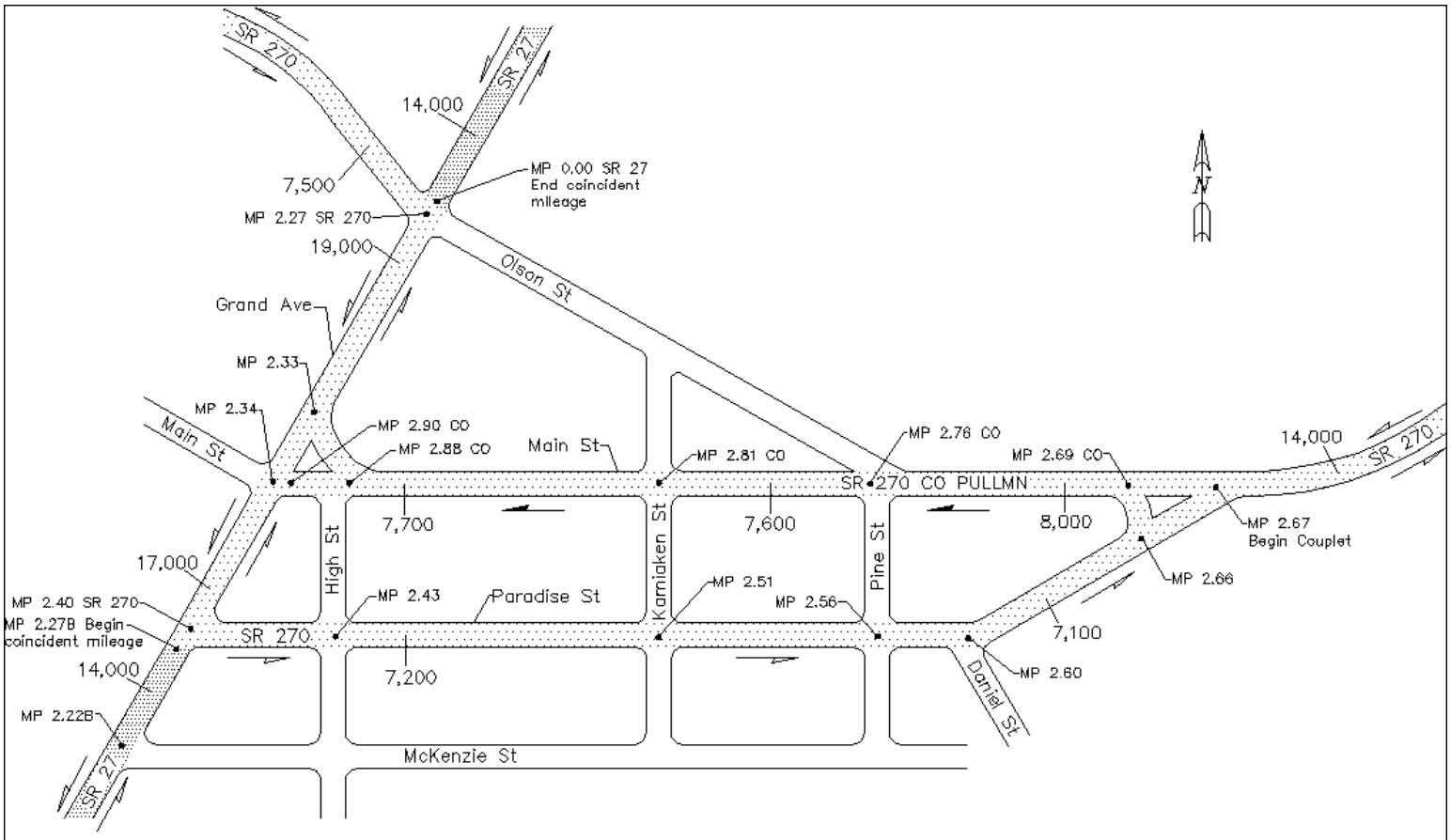
Direction of couplet MP 0.00 CO Couplet milepost
Direction of mainline MP 0.00 Mainline milepost



(No current data available)

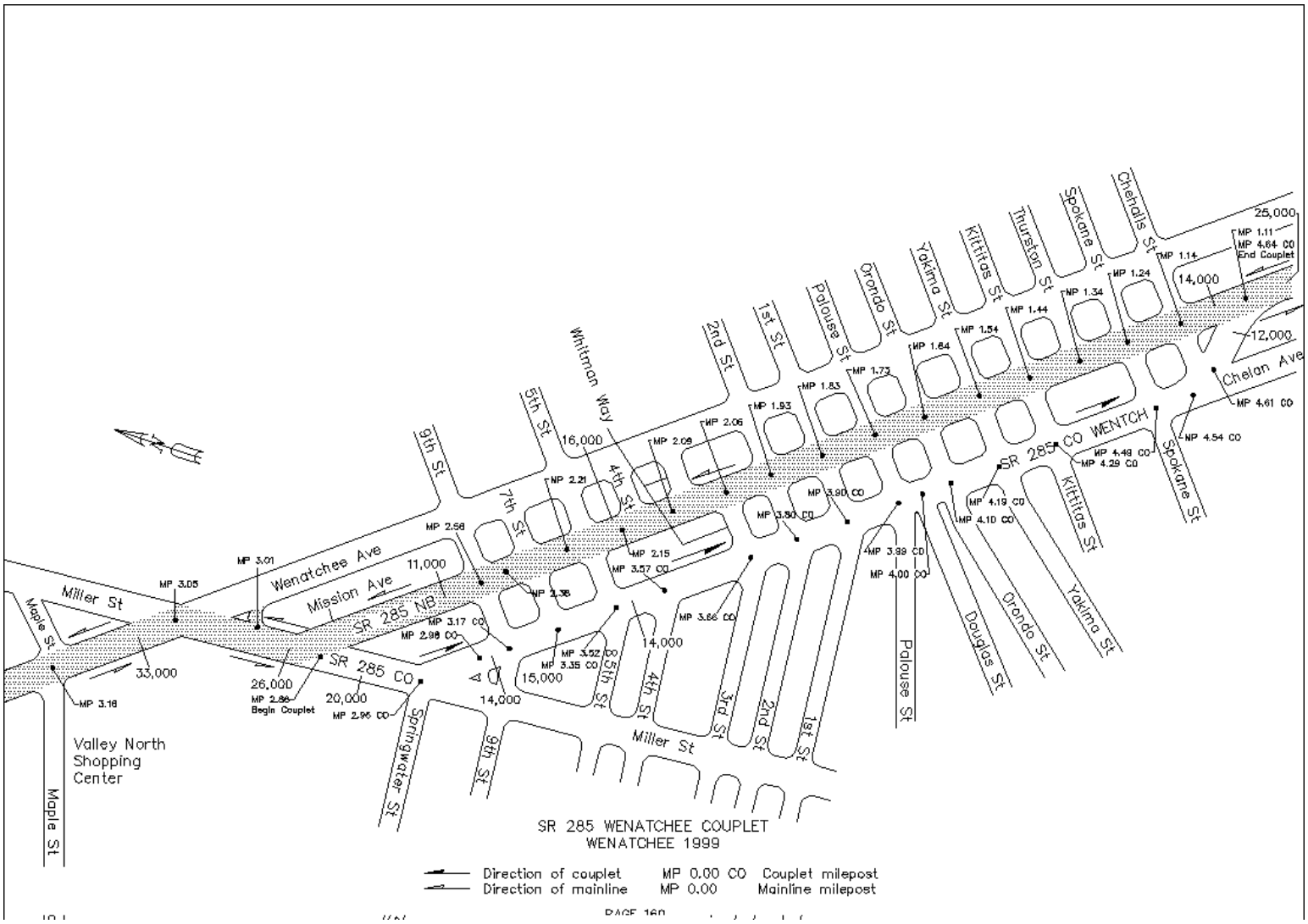
SR 202 AND SR 908 REDMOND COUPLETS
REDMOND 1999

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

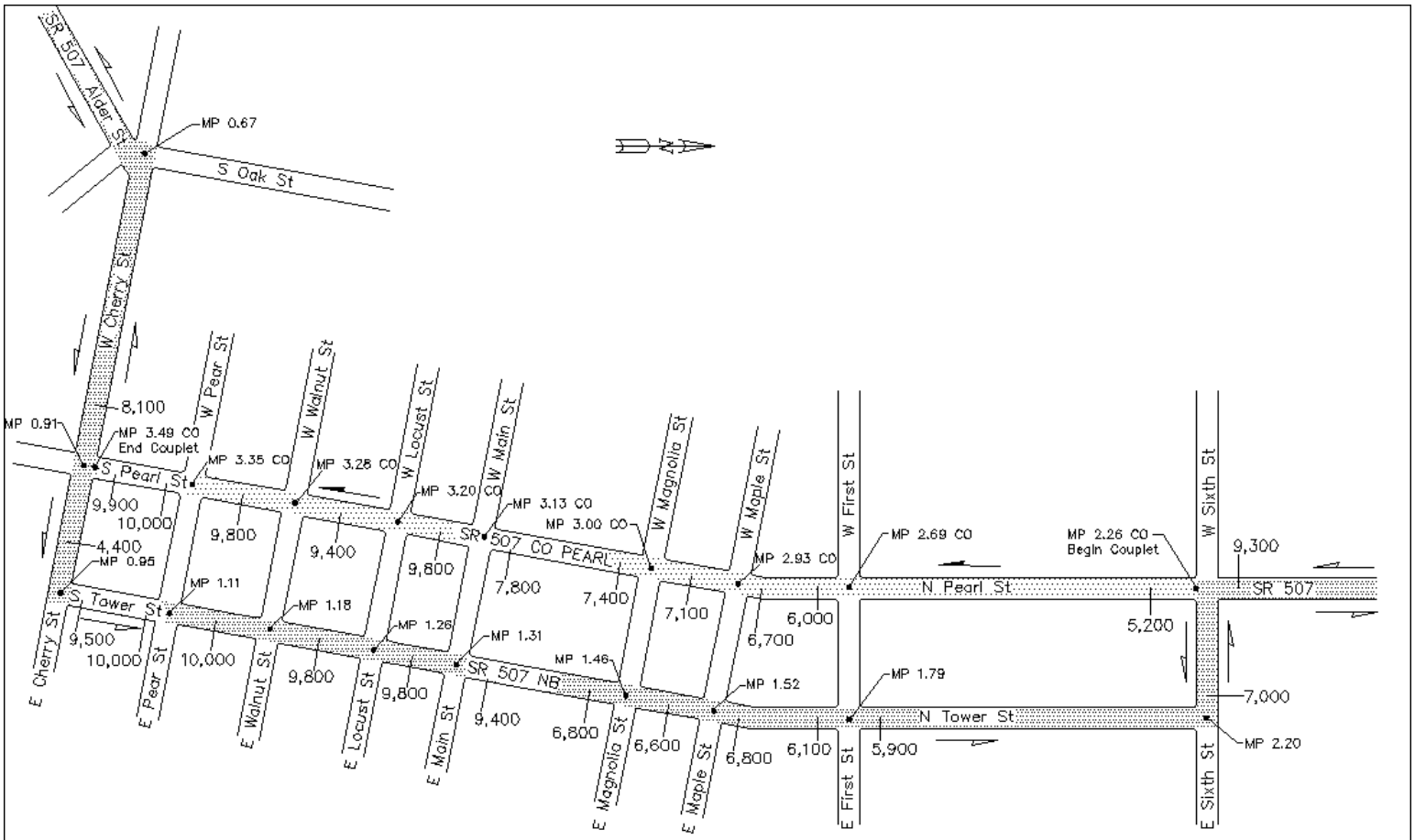


SR 270 PULLMAN COUPLET
PULLMAN 1999

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

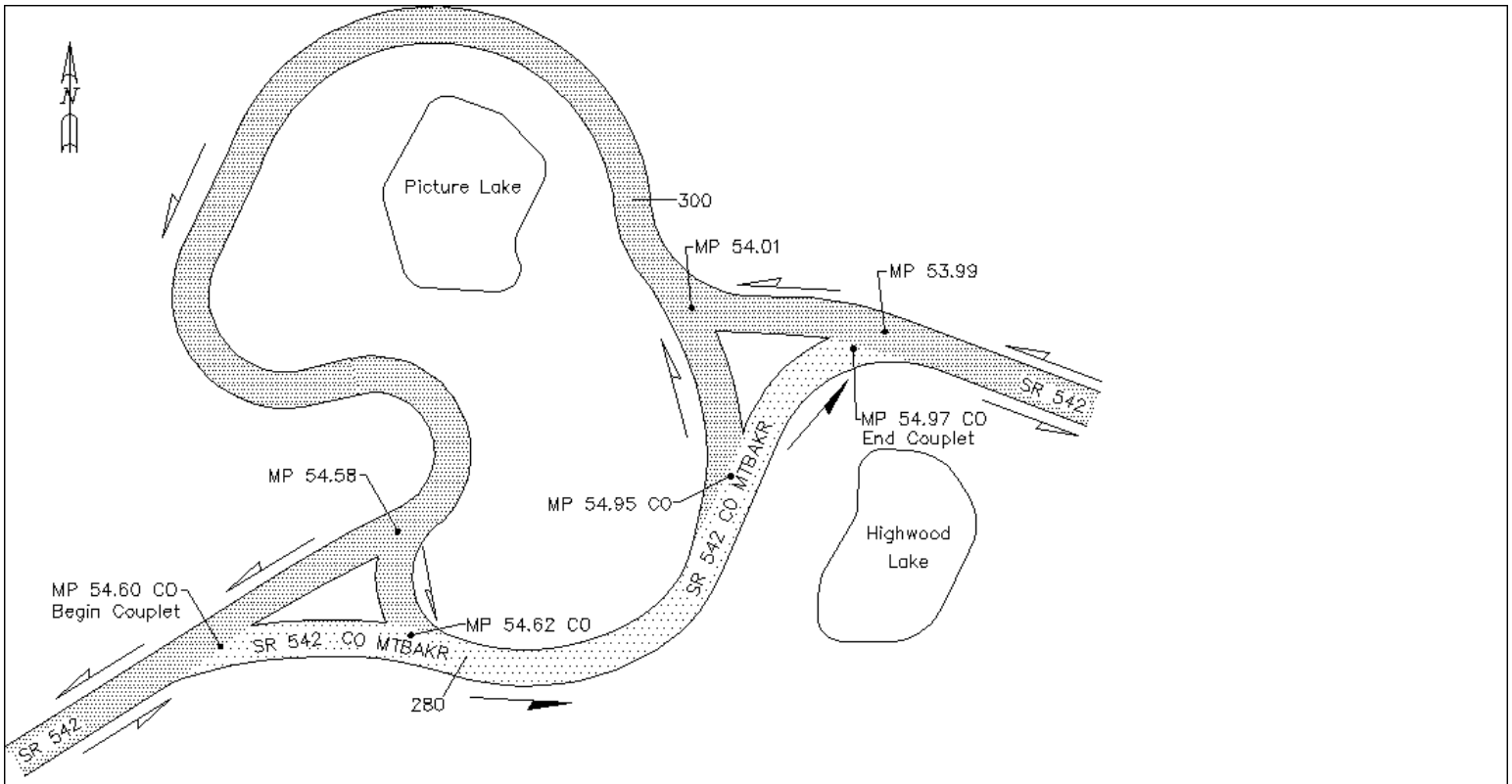


SR 285 WENATCHEE COUPLET
WENATCHEE 1999



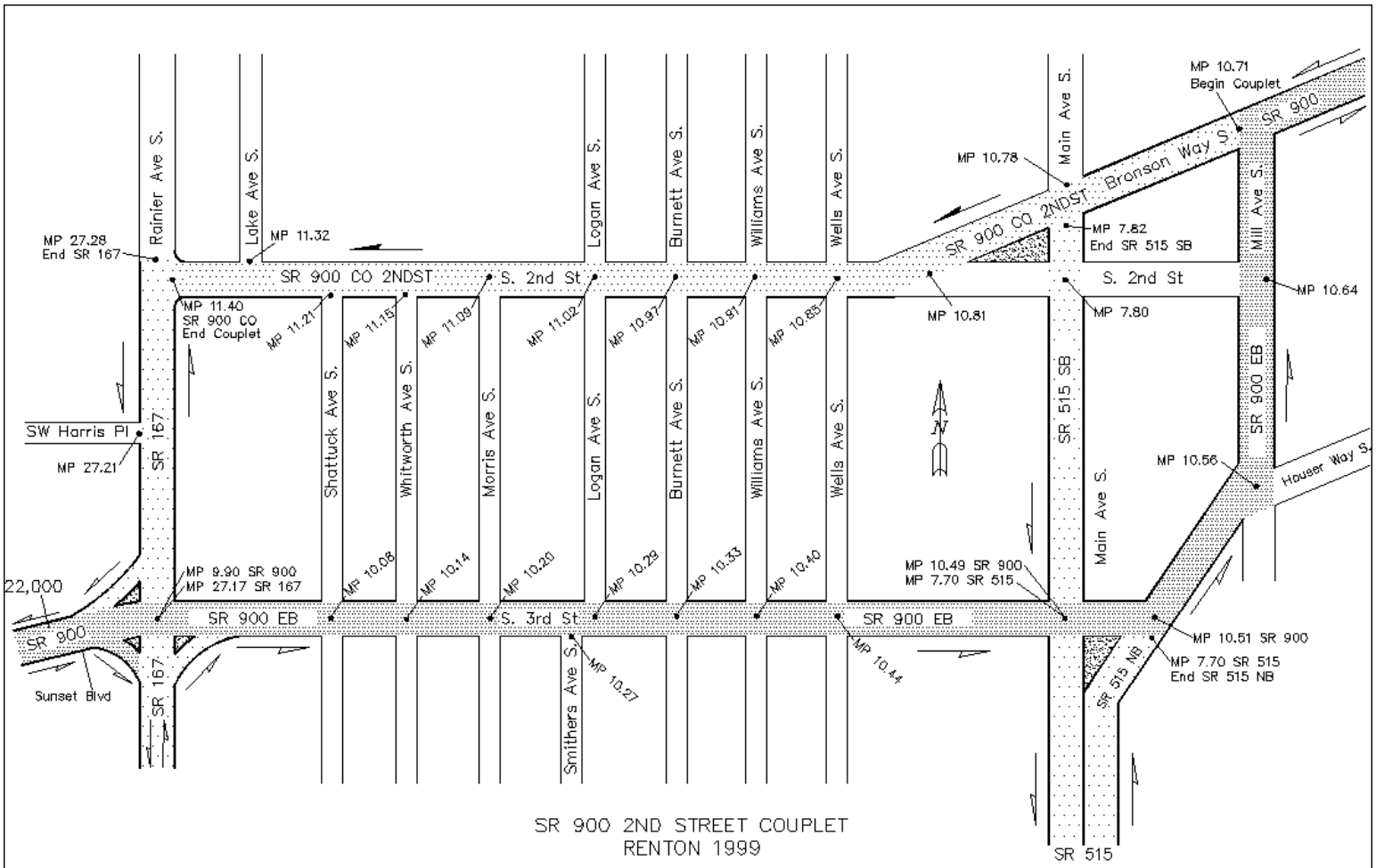
SR 507 PEARL STREET COUPLET
CENTRALIA 1999

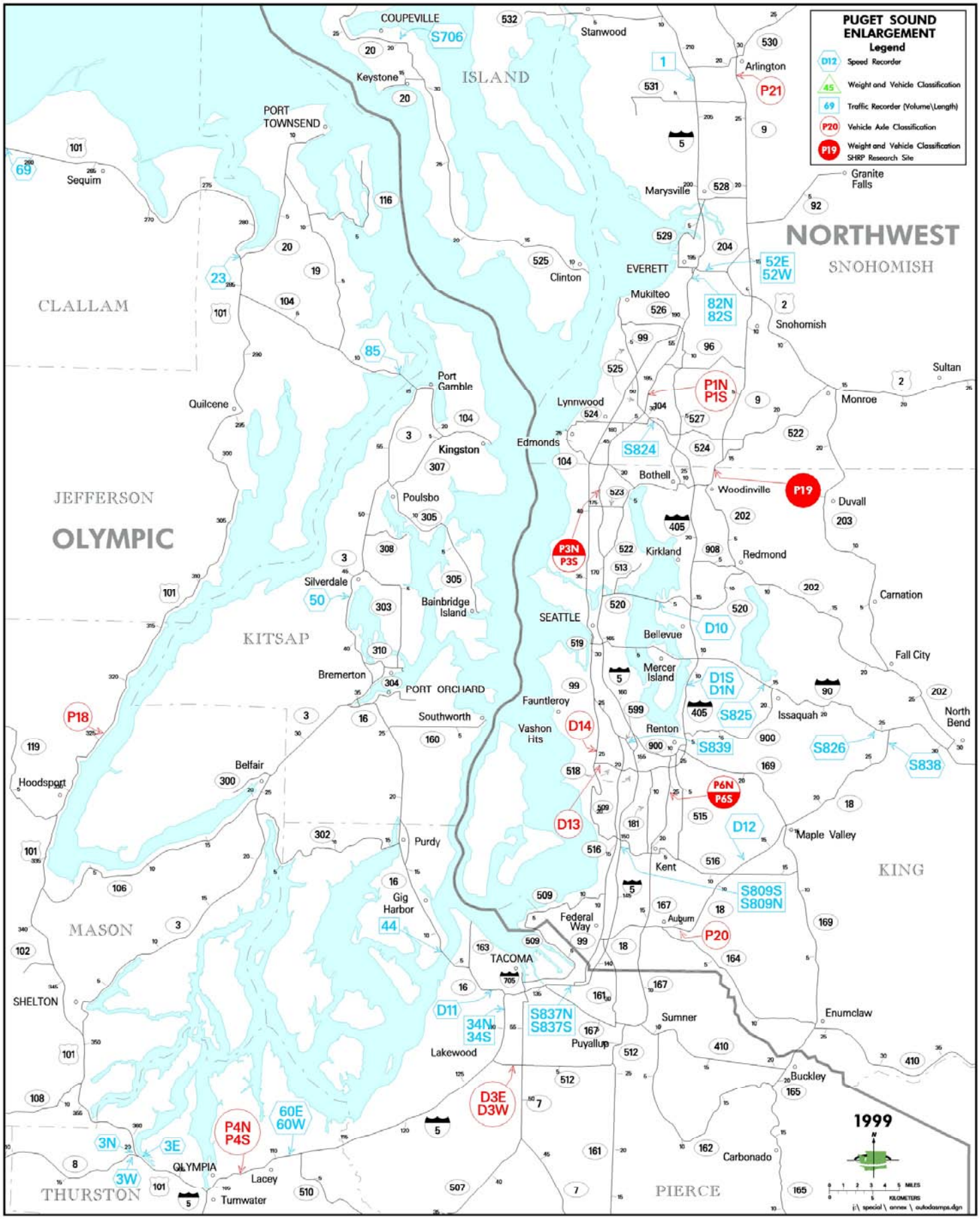
Direction of couplet — MP 0.00 CO Couplet milepost
Direction of mainline — MP 0.00 Mainline milepost

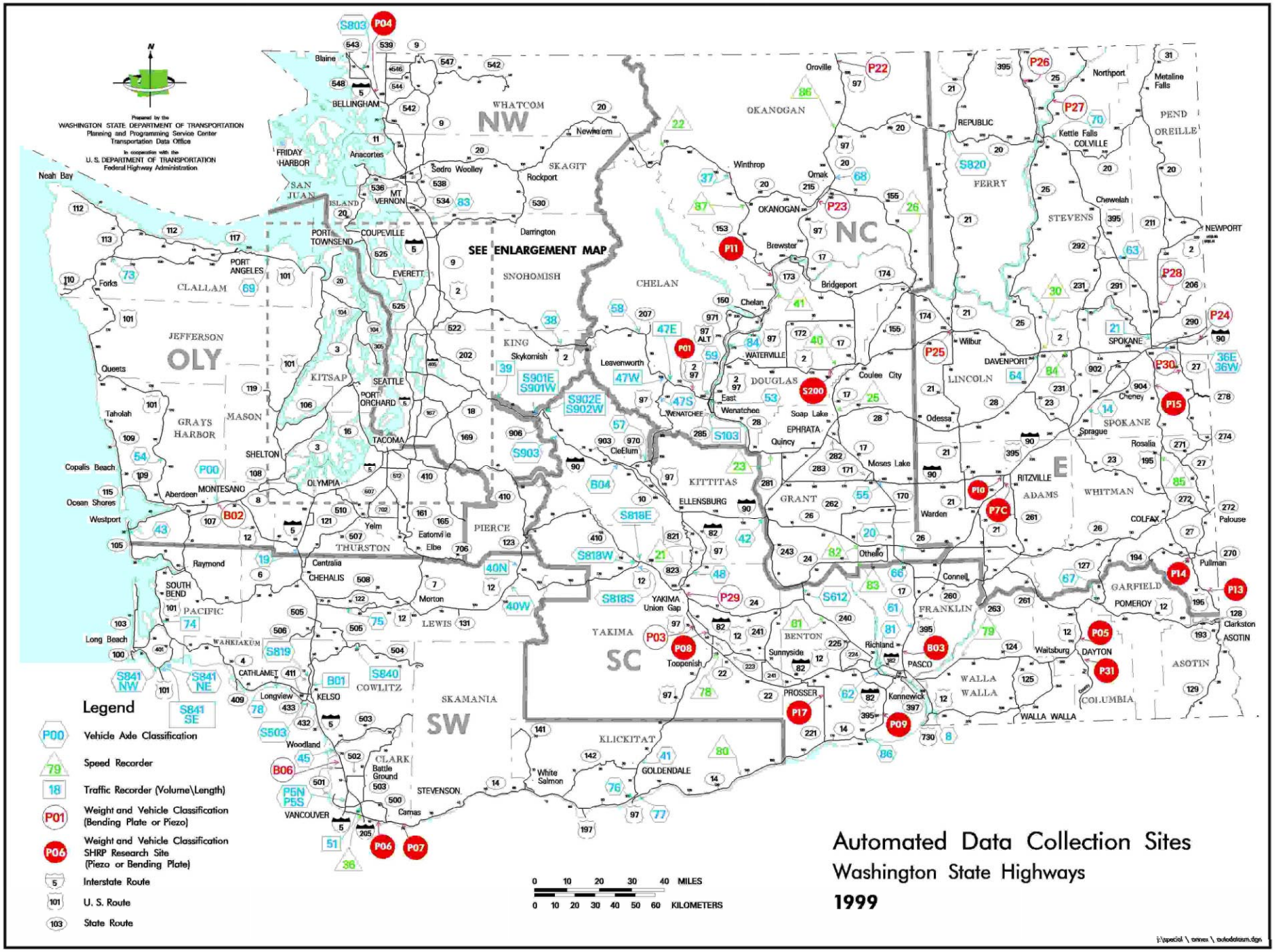


SR 542 MOUNT BAKER COUPLET
MOUNT BAKER 1999

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


MP 27.28
End SR 167
Rainier Ave S.
Lake Ave S.
MP 11.32
Logan Ave S.
Burnett Ave S.
Williams Ave S.
Wells Ave S.
Main Ave S.
MP 10.71
Begin Couplet
SR 900
MP 10.78
Branson Way S.
SR 900 CO 2NDST
MP 7.82
End SR 515 SB
Mill Ave S.
SR 900 CO 2NDST
S. 2nd St
S. 2nd St
MP 10.64
MP 11.40
SR 900 CO
End Couplet
MP 11.21
MP 11.15
MP 11.09
MP 11.02
MP 10.97
MP 10.91
MP 10.85
MP 10.81
MP 7.80
SR 515 SB
SR 900 EB
SW Harris Pl
MP 27.21
SR 167
Shattuck Ave S.
Whitworth Ave S.
Morris Ave S.
Logan Ave S.
Burnett Ave S.
Williams Ave S.
Wells Ave S.
N
MP 10.56
Houser Way S.
Main Ave S.
22,000
MP 9.90 SR 900
MP 27.17 SR 167
MP 10.08
MP 10.14
MP 10.20
MP 10.29
MP 10.33
MP 10.40
MP 10.49 SR 900
MP 7.70 SR 515
SR 900
SR 900 EB
S. 3rd St
SR 900 EB
MP 10.51 SR 900
MP 7.70 SR 515
End SR 515 NB
SR 515 NB
Sunset Blvd
SR 167
Smithers Ave S.
MP 10.27
MP 10.44
SR 515
SR 900 2ND STREET COUPLET
RENTON 1999
Direction of couplet
Direction of mainline
MP 0.00 CO Couplet milepost
MP 0.00 Mainline milepost


PUGET SOUND ENLARGEMENT
Legend
D12 Speed Recorder
45 Weight and Vehicle Classification
69 Traffic Recorder (Volume\Length)
P20 Vehicle Axle Classification
P19 Weight and Vehicle Classification SHRP Research Site
NORTHWEST
SNOHOMISH
CLALLAM
JEFFERSON
OLYMPIC
KITSAP
MASON
THURSTON
PIERCE
KING
ISLAND
COUPEVILLE
S706
Keystone
PORT TOWNSEND
Sequim
Stanwood
Arlington
P21
Marysville
Granite Falls
EVERETT
52E
52W
Clinton
Mukilteo
82N
82S
Snohomish
Sultan
Port Gamble
Quilcene
Lynnwood
P1N
P1S
Monroe
Kingston
Edmonds
S824
Bothell
Woodinville
P19
Duvall
Poulsbo
Kirkland
Redmond
P3N
P3S
Silverdale
Bainbridge Island
SEATTLE
Bellevue
D10
Carnation
Fall City
Bremerton
PORT ORCHARD
Mercer Island
D1S
D1N
Fauntleroy
Southworth
Vashon Hits
D14
Renton
S825
Issaquah
North Bend
S839
S826
S838
P18
Belfair
Hoodsport
P6N
P6S
D13
D12
Purdy
Maple Valley
Kent
Gig Harbor
S809S
S809N
Federal Way
Auburn
P20
TACOMA
SHELTON
D11
34N
34S
S837N
S837S
Sumner
Enumclaw
Puyallup
Lakewood
Buckley
D3E
D3W
60E
60W
P4N
P4S
3N
3E
3W
OLYMPIA
Lacey
Tumwater
Carbonado
1999
MILES
KILOMETERS
j:\ special \ annex \ autodasmps.dgn



Automated Data Collection Sites

Washington State Highways

1999

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