

State Highway Log

Planning Report
2013

Southwest Region



Washington State Department of Transportation
Multimodal Planning Division

February 26, 2014

Highway Log Users

Re: 2013 State Highway Log

Dear User:

The 2013 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at: <http://www.adobe.com/acrobat/readstep.html>.

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

The Roadway Branch of the GIS & Roadway Data Office (GRDO) is committed to provide you with quality products while staying within our budget. If you have any questions about our electronic version, please contact Lou Baker at (360) 570-2361, or bakerl@wsdot.wa.gov.

Sincerely,

Mark Finch
Manager, Transportation Data & GIS Office
Multimodal Planning Division

MBF/lb
Enclosures

INTRODUCTION

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

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

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

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

MARK FINCH
Manager
Transportation Data & GIS Office
Multimodal Planning Division

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| 1 | 2013 STATE HIGHWAY LOG |

STATE HIGHWAY LOG REFERENCE

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

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

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

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

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

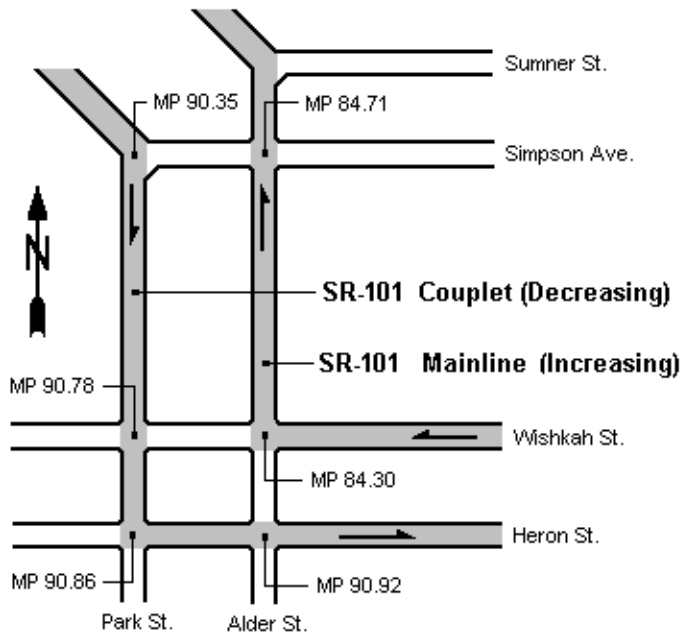
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

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

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

** Alternate Route contains no RRQ

COUPLET EXAMPLE

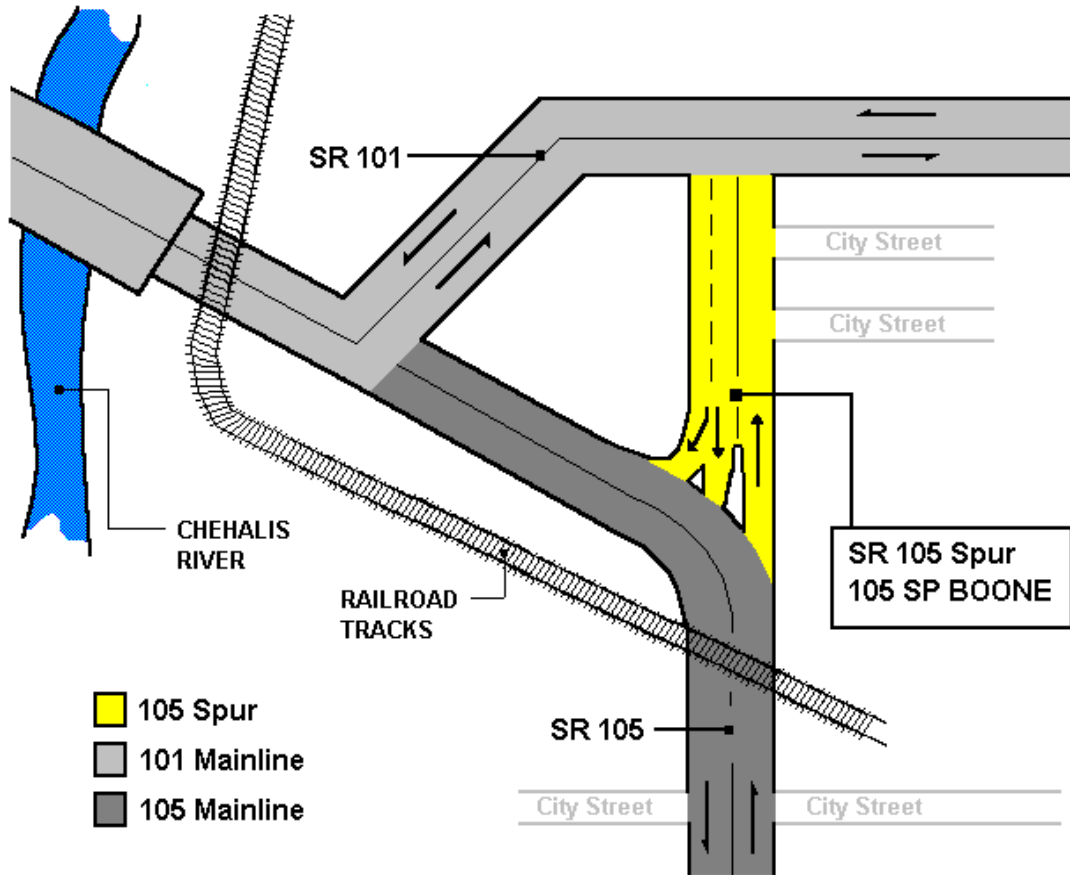


**Grays Harbor County
Aberdeen
SR-101
SR-101 CO ABERDN**

EXAMPLE: 101 CO ABERDN

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

SPUR EXAMPLE



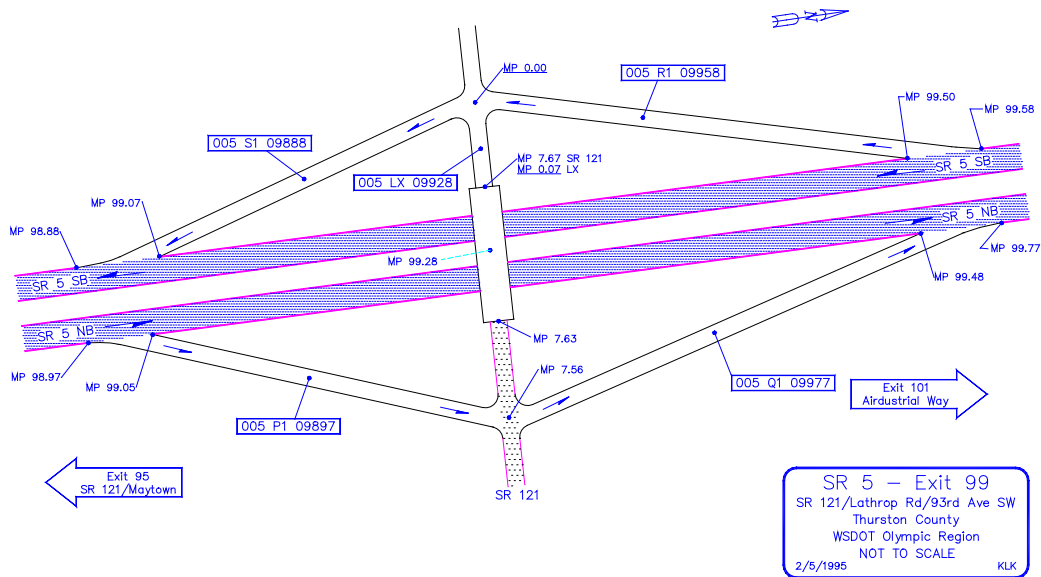
EXAMPLE: 105 SP BOONE

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

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

| | | | |
|----|------------------------------|---------|-------------------------|
| CD | Collector Distributor Dec | P1 - P9 | Off Ramp, Inc |
| CI | Collector Distributor Inc | Q1 - Q9 | On Ramp, Inc |
| FD | Frontage Road Dec | R1 - R9 | Off Ramp, Dec |
| FI | Frontage Road Inc | S1 - S9 | On Ramp, Dec |
| LX | Crossroad within Interchange | HD | Grade-Separated HOV-Dec |
| HI | Grade-Separated HOV-Inc | | |

DIAMOND INTERCHANGE EXAMPLE



EXAMPLE: 005 R1 09958

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

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

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

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

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

STATE ROUTE MILEPOST (SRMP)

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

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

STATE ROUTE MILEPOST BACK (B) INDICATOR

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

A back SRMP occurs as a result of:

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

ACCUMULATED ROUTE MILE (ARM)

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

All length measurements are calculated using the ARM value.

LANE MILE

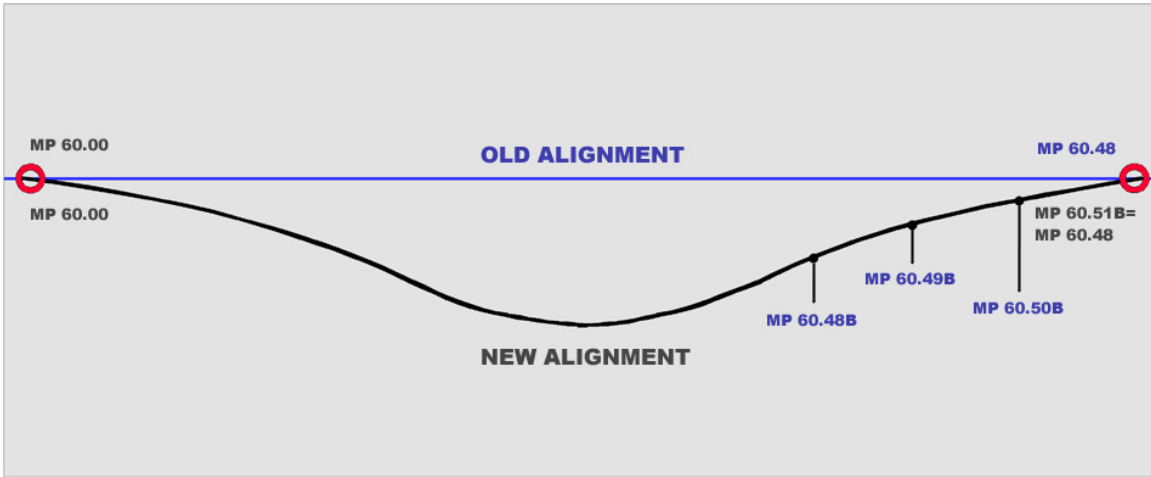
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

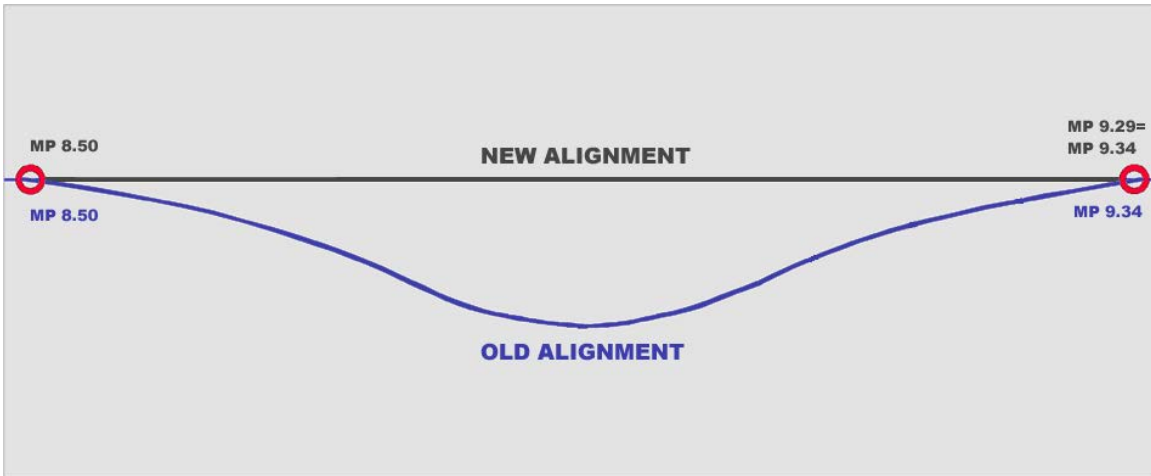
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

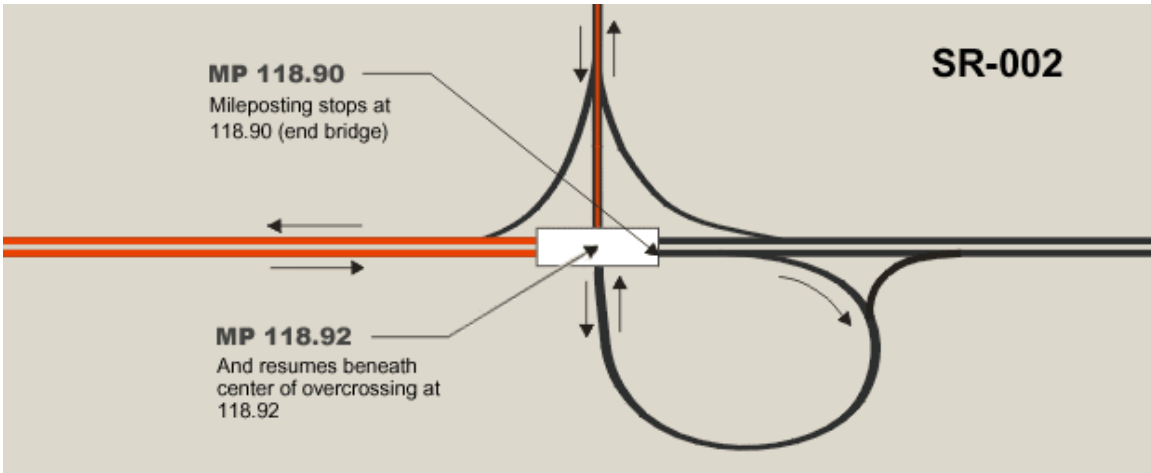
This drawing shows the lengthening of a route due to realignment, creating a back equation



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



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



COINCIDENT (COINC)

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

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

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

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

DIRECTION TO INVENTORY

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

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

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

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

LEFT/RIGHT INDICATOR

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

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

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

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

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

MEDIAN

- WD Median Width
- S Median Surface Type
- S = Soil G = Gravel
 O = Other A = Asphalt
 B = Bituminous P = Portland Cement Concrete
- BR Median Barrier Type
- DE = Depressed CU = Curb
 FB = Flex Beam JE = Jersey Type Barrier
 GP = Guide Post RG = Rock Wall * Gabion
 UP = Unprotected IA = Impact Attenuator
 WA = Wall FE = Fence
 SS = Snow Shed BE = Bridge End Guard Rails
 GR = Guard Rail CA = Cable

INCRES/UNDI (INCREASING/UNDIVIDED)

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

- LFT SHD W = Width of inside shoulder in increasing direction of the roadway.
 S = Shoulder Surface Type
- RDY W = Width of roadway in increasing direction of the roadway.
 S = Roadway Surface Type
- RHT SHD W = Width of outside shoulder in increasing direction of the roadway.
 S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

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

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

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number
SE = Maintenance Section Number

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

STFC State Functional Classification

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

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

Legal Speed

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

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

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

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

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

ST Street Name Alias - The local name of a street assigned to a State Route as the State Route passes through a city.

* = A street name alias is assigned to a State Route (The street name will appear in the description field).

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

INTERSECTION DETAIL

| | |
|------|---|
| SRMP | State Route Milepost at intersection. |
| B | “Back” milepost indicator. |
| ARM | Accumulated route mile at intersection. |

TURN LANES

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

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

| | |
|--------|--|
| LGT WD | Length (in miles) and width (in feet) will appear in each category of turn and acceleration lanes. |
| L NEAR | Left turn lane in near approach of intersection. |
| R NEAR | Right turn lane in near approach of intersection. |
| L FAR | Left turn lane in far approach of intersection. |
| R FAR | Right turn lane in far approach of intersection. |

ACCELERATION LANES

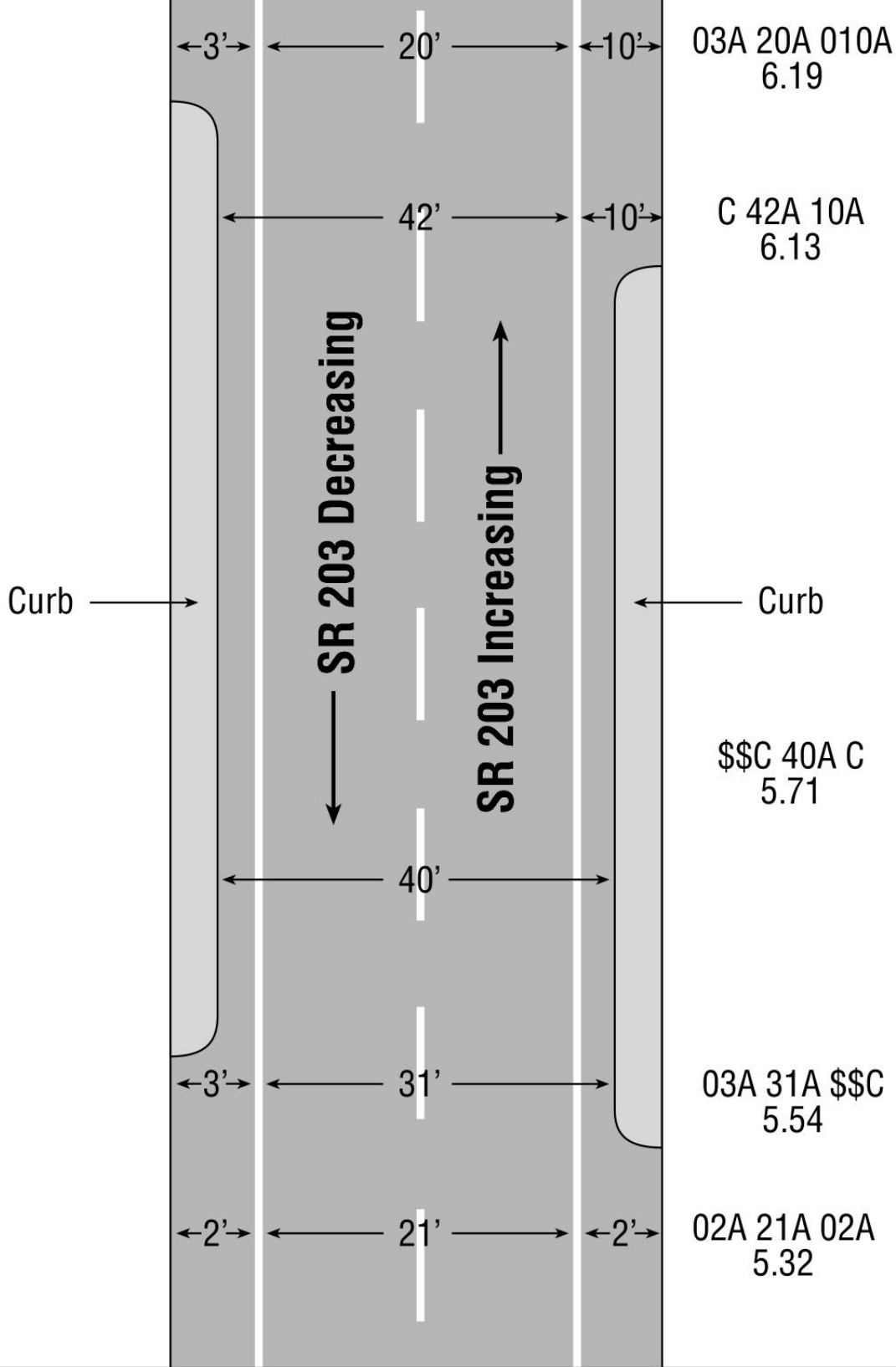
| | |
|--------|--|
| LEFT | Left acceleration lane in near approach of intersection. |
| L CNTR | Acceleration lane in near approach of intersection. |
| R CNTR | Acceleration lane in far approach of intersection. |
| RIGHT | Right acceleration lane in far approach of intersection. |

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

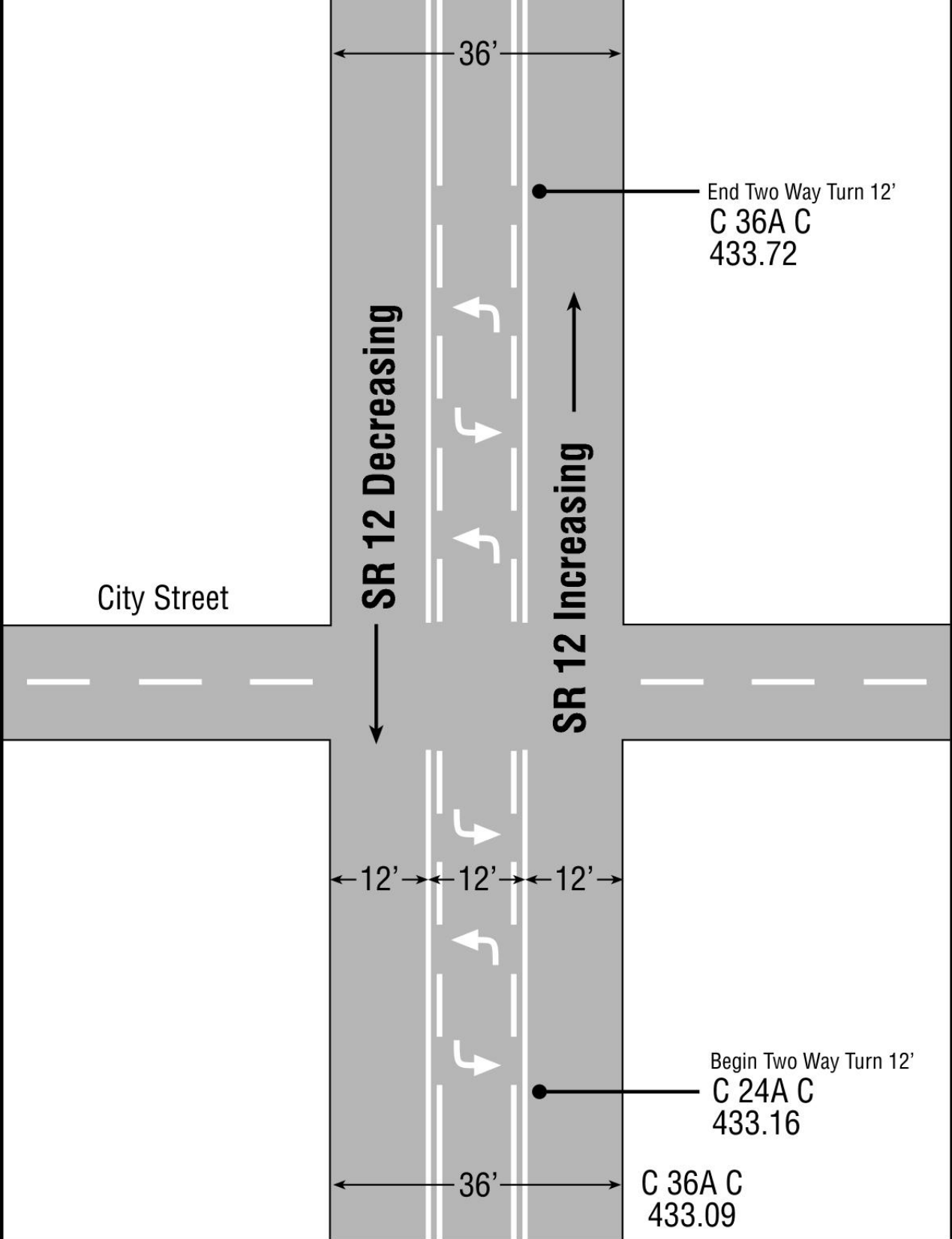
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

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

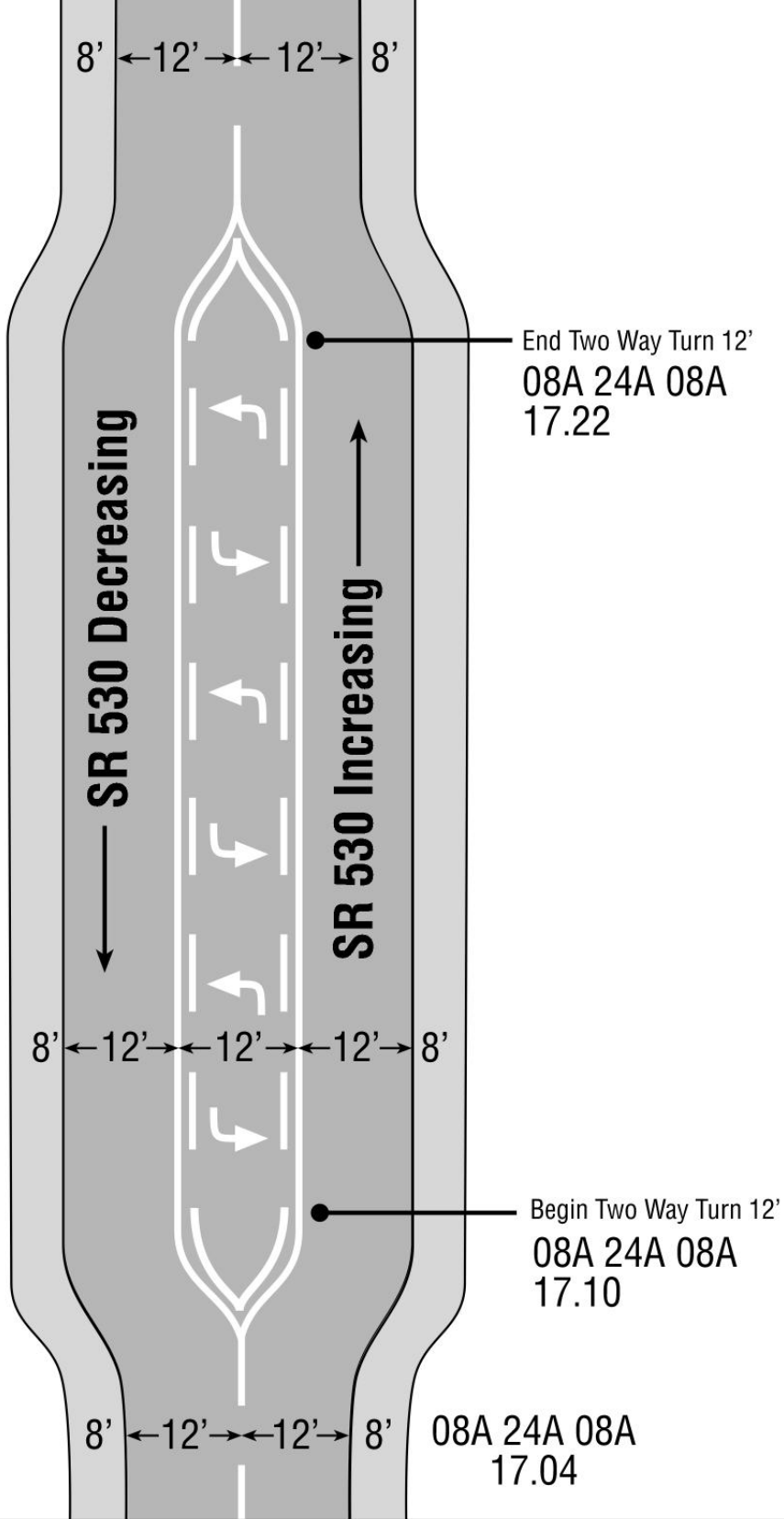
The following pages contain sketches to better explain how the State Highway Log Planning Report is compiled.



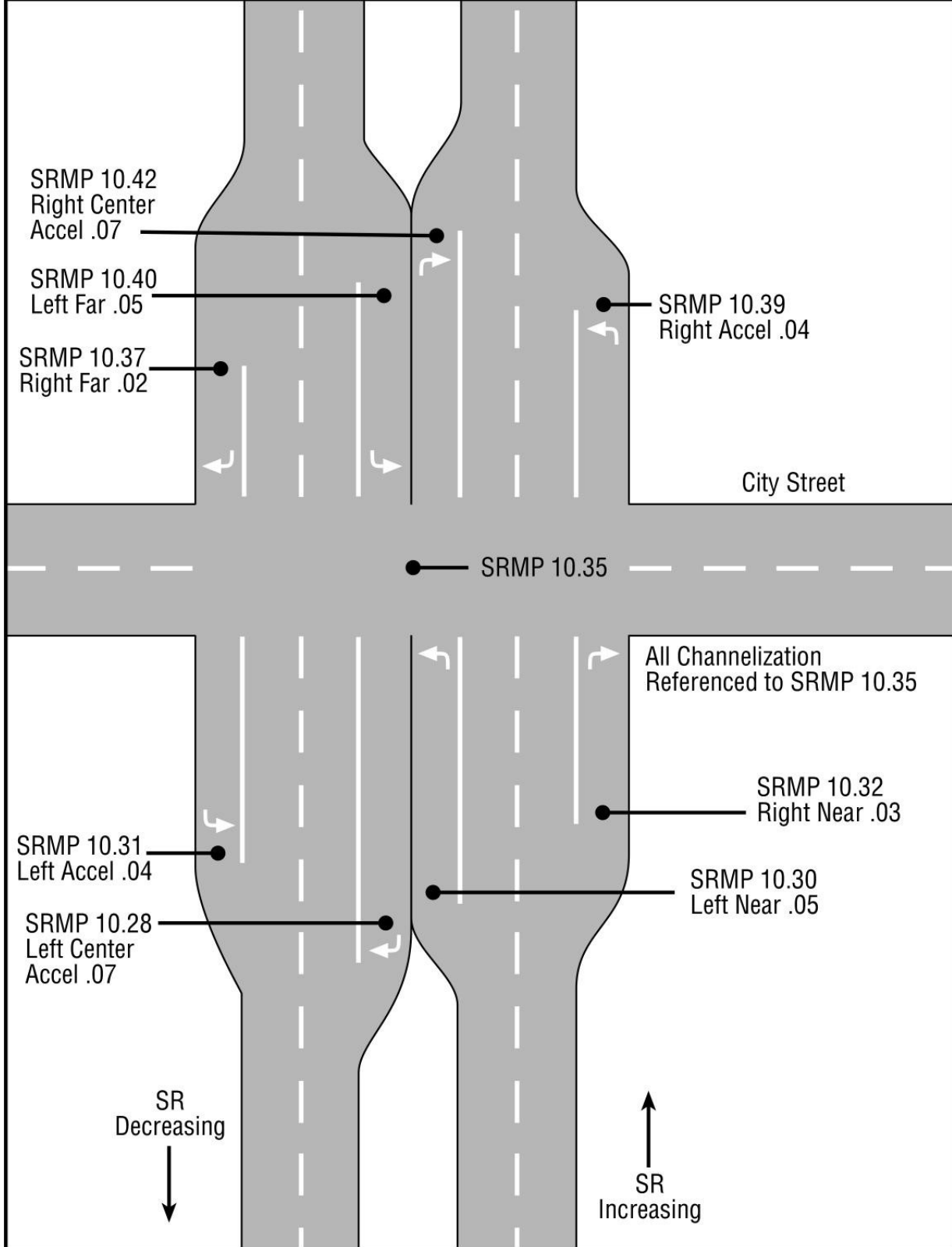
Roadway Measurements with and without curbs - Asphalt Surface
 Refer to SR 203 SRMP 5.32 - 6.19



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

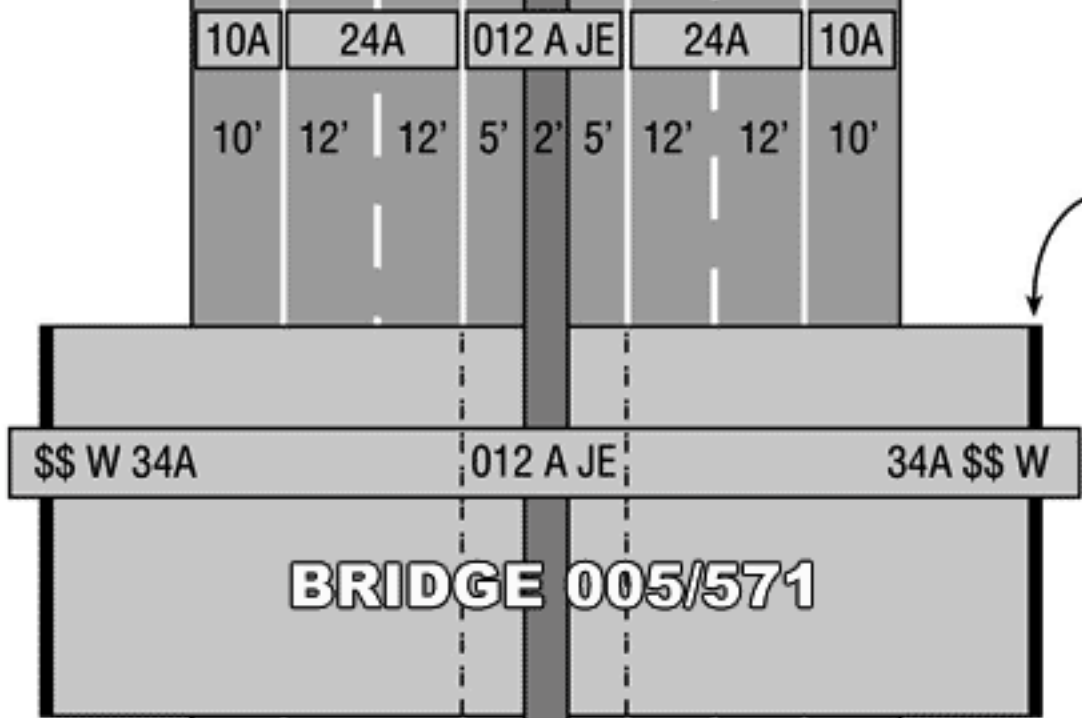


Two Way Turn (with Shoulders) Asphalt Surface
 Refer to SR 530 SRMP 17.04 - 17.30



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

SR 5 Decreasing



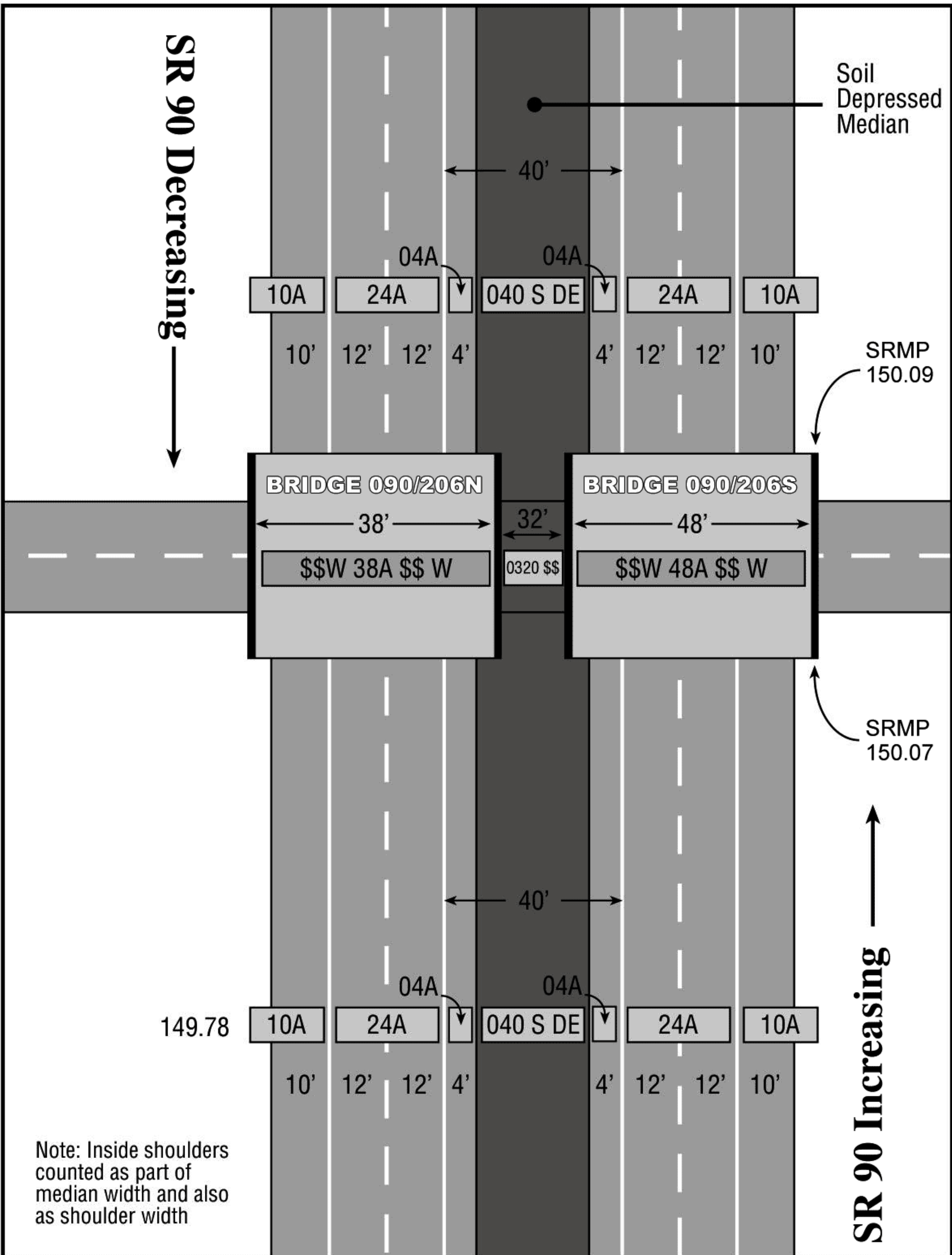
227.75

227.73

227.08

SR 5 Increasing

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



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

**SRMP 7.64
End
Physical Gap**

**SRMP 7.62
Begin
Physical Gap**

BRIDGE 432/008N

BRIDGE 432/008S

Physical Gap = 0.01 mile

Equation: 7.63 = 7.64

SR 432 →
Increasing

↑
SR 432 Increasing

Physical Gap (Roadway Discontinuity)

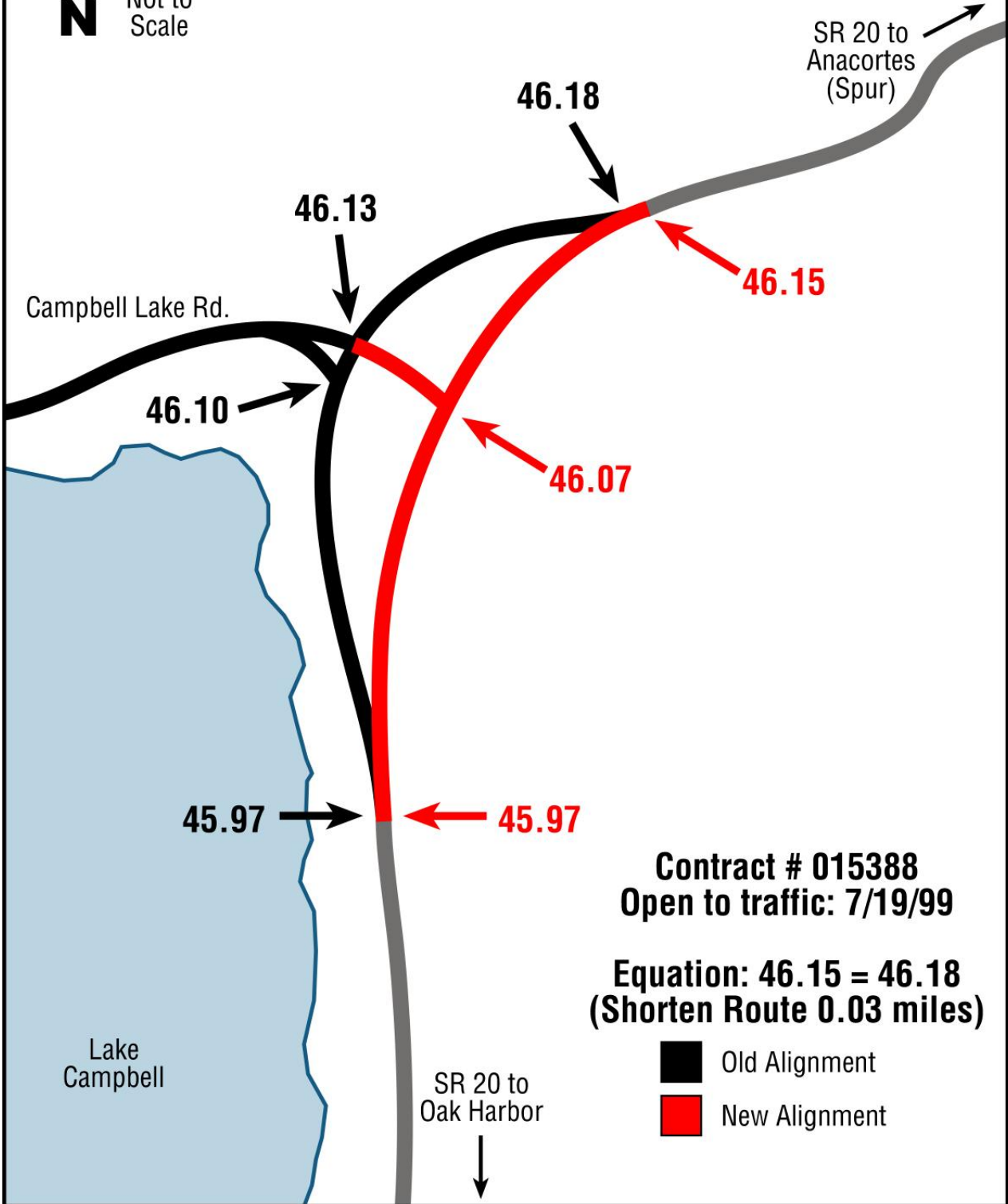
Refer to SR 432 SRMP 7.62 - Vicinity



Coincident Route

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

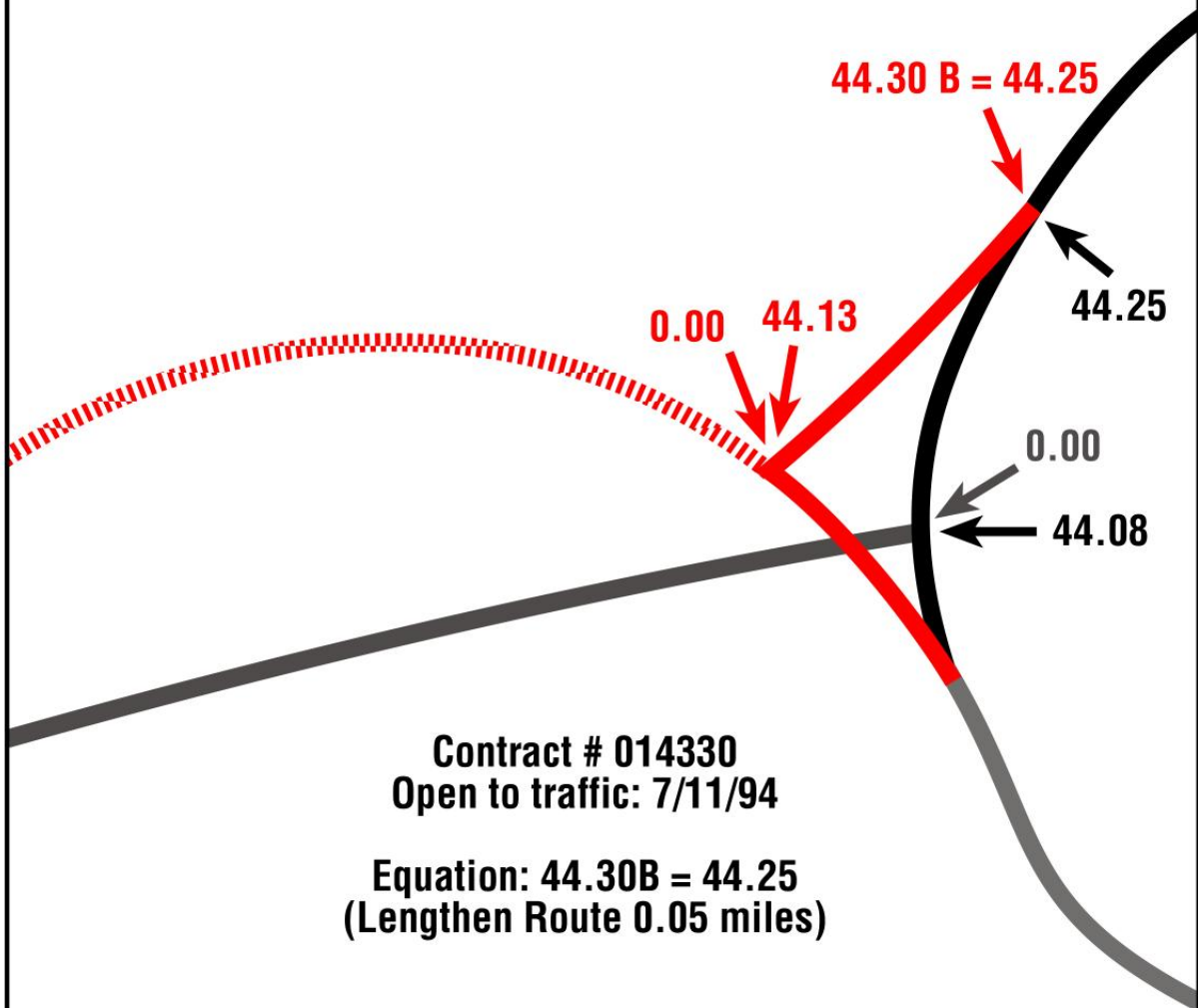
N Not to Scale



Realignment - Shorten Route
Refer to SR 20 SRMP 45.97 - Vicinity



Not to Scale



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

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

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

Realignment - Lengthen Route

Refer to SR 24 SRMP 44.08 - Vicinity

Southwest Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|--------------------|---------------------------|---------------------|-------------------|---------------|
| 004 | | 0.00 | 62.28 | 62.27 |
| 004 | COKELSO | 61.72 | 61.92 | 0.20 |
| 005 | | 0.00 | 85.51 | 85.58 |
| 006 | | 0.00 | 51.37 | 51.37 |
| 007 | | 0.00 | 16.82 | 16.82 |
| 012 | | 66.54 | 138.60 | 72.10 |
| 014 | | 0.00 | 101.02 | 100.91 |
| 014 | | 101.44 | 152.24 | 50.80 |
| 014 | SPMARYHL | 100.66 | 101.05 | 0.39 |
| 097 | | 0.00 B | 33.52 | 33.22 |
| 097 | COMARYHL | 2.59 | 2.68 | 0.09 |
| 100 | | 0.00 | 4.68 | 4.68 |
| 100 | SPCANBY | 2.95 | 3.03 | 0.08 |
| 101 | AR | 9.41 | 10.04 | 0.63 |
| 101 | | 0.00 | 67.18 | 66.91 |
| 103 | | 0.00 | 19.95 | 19.97 |
| 105 | | 0.00 | 25.72 | 25.59 |
| 122 | | 0.00 | 7.88 | 7.88 |
| 123 | | 0.00 B | 7.50 | 7.52 |
| 131 | | 0.00 | 2.07 | 2.07 |
| 141 | | 0.00 | 29.30 | 29.30 |
| 141 | SPUNDRWD | 4.69 | 6.85 | 2.16 |
| 142 | | 0.00 | 35.29 | 35.24 |
| 197 | | 0.42 | 3.18 | 2.76 |
| 205 | | 26.59 | 37.16 | 10.57 |
| 401 | | 0.00 | 12.13 | 12.13 |
| 409 | | 0.00 | 3.84 | 3.84 |
| 411 | | 0.00 | 13.48 | 13.48 |
| 432 | | 0.00 | 7.62 | 7.62 |
| 432 | | 7.64 | 10.33 | 2.69 |
| 433 | | 0.00 | 0.94 | 0.94 |
| 500 | | 0.00 | 20.37 | 22.18 |
| 501 | | 0.00 | 11.40 | 10.99 |
| 501 | | 16.91 | 19.88 | 2.97 |
| 501 | COVANCVR | 0.61 | 1.16 | 0.55 |
| 502 | | 0.00 | 7.56 | 6.12 |
| 503 | | 1.02 | 54.38 | 53.09 |
| 503 | SPCOUGAR | 31.31 | 39.73 | 8.42 |
| 504 | | 0.00 | 51.81 | 51.76 |
| 504 | SPOLD504 | 21.08 | 21.95 | 0.87 |
| 505 | | 0.00 | 19.29 | 19.29 |
| 506 | | 0.00 | 11.53 | 11.53 |
| 507 | | 0.00 | 5.44 | 5.40 |
| 507 | COPEARL | 2.26 | 3.49 | 1.23 |
| 508 | | 0.00 | 32.84 | 32.84 |

Washington State Department of Transportation
Southwest Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|--------------------|---------------------------|-------------|----------|------------|-----------------|
| 004 | | 15.06 | | 15.05 | 015.05 =015.06 |
| 005 | | 40.37 | B | 40.37 | BEGIN BACK |
| 005 | | 40.37 | | 40.44 | 040.44B=040.37 |
| 012 | | 85.36 | B | 85.09 | BEGIN BACK |
| 012 | | 85.36 | | 85.10 | 085.37B=085.36 |
| 012 | | 135.86 | B | 135.60 | BEGIN BACK |
| 012 | | 135.86 | | 135.63 | 135.89B=135.86 |
| 014 | | 0.52 | B | 0.52 | BEGIN BACK |
| 014 | | 0.52 | | 0.53 | 000.53B=000.52 |
| 014 | | 19.63 | | 19.38 | 019.37 =019.63 |
| 014 | | 22.94 | | 22.67 | 022.92 =022.94 |
| 014 | | 40.62 | B | 40.35 | BEGIN BACK |
| 014 | | 40.62 | | 40.53 | 040.80B=040.62 |
| 014 | | 63.60 | | 63.49 | 063.58 =063.60 |
| 097 | | 0.00 | B | 0.00 | BEGIN BACK |
| 097 | | 0.00 | | 0.24 | 000.24B=000.00 |
| 097 | | 14.22 | | 13.92 | 013.68 =014.22 |
| 101 | | 59.66 | | 59.39 | 059.39 =059.66 |
| 103 | | 4.41 | B | 4.41 | BEGIN BACK |
| 103 | | 4.41 | | 4.43 | 004.43B=004.41 |
| 105 | | 22.08 | | 21.95 | 021.95 =022.08 |
| 123 | | 0.00 | B | 0.00 | BEGIN BACK |
| 123 | | 0.00 | | 0.02 | 000.02B=000.00 |
| 142 | | 18.99 | | 18.96 | 018.96 =018.99 |
| 142 | | 25.92 | | 25.87 | 025.90 =025.92 |
| 432 | | 7.64 | | 7.63 | 007.63 =007.64 |
| 500 | | 8.30 | B | 8.30 | BEGIN BACK |
| 500 | | 8.30 | | 10.13 | 010.13B=008.30 |
| 500 | | 20.24 | | 22.05 | 020.22 =020.24 |
| 501 | | 2.03 | | 1.73 | 001.73 =002.03 |
| 501 | | 5.65 | | 5.24 | 005.54 =005.65 |
| 501 | | 16.91 | | 11.00 | 011.41 =016.91 |
| 502 | | 2.05 | | 0.61 | 000.61 =002.05 |
| 503 | | 6.08 | | 5.86 | 005.86 =006.08 |
| 503 | | 26.56 | | 26.29 | 026.51 =026.56 |
| 504 | | 5.22 | | 5.19 | 005.19 =005.22 |
| 504 | | 19.14 | | 19.09 | 019.12 =019.14 |
| 507 | | 4.80 | | 4.76 | 004.76 =004.80 |

Washington State Department of Transportation
Southwest Region Coincident Route List

| State Route | RRT/RRQ Identifier | SRMP | B | MA | BEG | MI | END | Coinc State Route | RRT/RRQ Identifier | Coinc SRMP | B | Coincident Description |
|-------------|--------------------|--------|---|--------|-----|------|-----|-------------------|--------------------|------------|---|------------------------|
| 005 | | 68.41 | | 68.48 | MA | BEG | | 012 | | 66.54 | | 1ST COINCIDENT RT |
| 005 | | 85.51 | | 85.58 | MA | *** | | 012 | | 49.44 | | 1ST COINCIDENT RT |
| 012 | | 49.44 | | 49.17 | MI | **** | | 005 | | 85.51 | | 1ST COINCIDENT RT |
| 012 | | 66.54 | | 66.27 | MI | END | | 005 | | 68.41 | | 1ST COINCIDENT RT |
| 014 | | 101.02 | | 100.91 | MI | BEG | | 097 | | 2.31 | | 1ST COINCIDENT RT |
| 014 | | 101.44 | | 101.33 | MI | END | | 097 | | 1.89 | | 1ST COINCIDENT RT |
| 097 | | 1.89 | | 2.13 | MA | BEG | | 014 | | 101.44 | | 1ST COINCIDENT RT |
| 097 | | 2.31 | | 2.55 | MA | END | | 014 | | 101.02 | | 1ST COINCIDENT RT |
| 500 | | 5.96 | | 5.96 | MA | BEG | | 503 | | 0.00 | | 1ST COINCIDENT RT |
| 500 | | 6.98 | | 6.98 | MA | END | | 503 | | 1.02 | | 1ST COINCIDENT RT |
| 503 | | 0.00 | | 0.00 | MI | BEG | | 500 | | 5.96 | | 1ST COINCIDENT RT |
| 503 | | 1.02 | | 1.02 | MI | END | | 500 | | 6.98 | | 1ST COINCIDENT RT |

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

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

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

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | 295.29 | 626.28 | .85 | 1.70 | 64.52 | 223.41 | 65.37 | 225.11 | 360.66 | 851.39 |
| 4 | MINR ARTERIAL | 229.13 | 466.49 | 7.97 | 16.20 | 15.17 | 31.50 | 23.14 | 47.70 | 252.27 | 514.19 |
| 4 | COLLECTOR | 246.88 | 494.35 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 496.53 |
| 4 | UNCLASSIFIED | | | | | | | | | | |
| 4 | INTERSTATE | 47.89 | 259.13 | 17.35 | 85.93 | 30.91 | 180.10 | 48.26 | 266.03 | 96.15 | 525.16 |
| DISTRICT SUBTOTAL | | 819.19 | 1,846.25 | 26.37 | 104.23 | 111.49 | 436.79 | 137.86 | 541.02 | 957.05 | 2,387.27 |
| STATE PRIN ARTERIAL | | 295.29 | 626.28 | .85 | 1.70 | 64.52 | 223.41 | 65.37 | 225.11 | 360.66 | 851.39 |
| STATE MINR ARTERIAL | | 229.13 | 466.49 | 7.97 | 16.20 | 15.17 | 31.50 | 23.14 | 47.70 | 252.27 | 514.19 |
| STATE COLLECTOR | | 246.88 | 494.35 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 496.53 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 47.89 | 259.13 | 17.35 | 85.93 | 30.91 | 180.10 | 48.26 | 266.03 | 96.15 | 525.16 |
| STATE TOTAL | | 819.19 | 1,846.25 | 26.37 | 104.23 | 111.49 | 436.79 | 137.86 | 541.02 | 957.05 | 2,387.27 |

T R I P S S Y S T E M

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | | 10.94 | | .05 | | 59.22 | | 59.27 | | 70.21 |
| 4 | MINR ARTERIAL | | 7.01 | | 1.27 | | 3.93 | | 5.20 | | 12.21 |
| 4 | COLLECTOR | | 3.53 | | | | | | | | 3.53 |
| 4 | UNCLASSIFIED | | | | | | .32 | | .32 | | .32 |
| 4 | INTERSTATE | | 29.08 | | 19.69 | | 75.07 | | 94.76 | | 123.84 |
| DISTRICT SUBTOTAL | | | 50.56 | | 21.01 | | 138.54 | | 159.55 | | 210.11 |
| STATE PRIN ARTERIAL | | | 10.94 | | .05 | | 59.22 | | 59.27 | | 70.21 |
| STATE MINR ARTERIAL | | | 7.01 | | 1.27 | | 3.93 | | 5.20 | | 12.21 |
| STATE COLLECTOR | | | 3.53 | | | | | | | | 3.53 |
| STATE UNCLASSIFIED | | | | | | | .32 | | .32 | | .32 |
| STATE INTERSTATE | | | 29.08 | | 19.69 | | 75.07 | | 94.76 | | 123.84 |
| STATE TOTAL | | | 50.56 | | 21.01 | | 138.54 | | 159.55 | | 210.11 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 4 | PRIN ARTERIAL | 295.29 | 637.22 | .85 | 1.75 | 64.52 | 282.63 | 65.37 | 284.38 | 360.66 | 921.60 |
| 4 | MINR ARTERIAL | 229.13 | 473.50 | 7.97 | 17.47 | 15.17 | 35.43 | 23.14 | 52.90 | 252.27 | 526.40 |
| 4 | COLLECTOR | 246.88 | 497.88 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 500.06 |
| 4 | UNCLASSIFIED | | | | | | .32 | | .32 | | .32 |
| 4 | INTERSTATE | 47.89 | 288.21 | 17.35 | 105.62 | 30.91 | 255.17 | 48.26 | 360.79 | 96.15 | 649.00 |
| DISTRICT SUBTOTAL | | 819.19 | 1,896.81 | 26.37 | 125.24 | 111.49 | 575.33 | 137.86 | 700.57 | 957.05 | 2,597.38 |
| STATE PRIN ARTERIAL | | 295.29 | 637.22 | .85 | 1.75 | 64.52 | 282.63 | 65.37 | 284.38 | 360.66 | 921.60 |
| STATE MINR ARTERIAL | | 229.13 | 473.50 | 7.97 | 17.47 | 15.17 | 35.43 | 23.14 | 52.90 | 252.27 | 526.40 |
| STATE COLLECTOR | | 246.88 | 497.88 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 500.06 |
| STATE UNCLASSIFIED | | | | | | | .32 | | .32 | | .32 |
| STATE INTERSTATE | | 47.89 | 288.21 | 17.35 | 105.62 | 30.91 | 255.17 | 48.26 | 360.79 | 96.15 | 649.00 |
| STATE TOTAL | | 819.19 | 1,896.81 | 26.37 | 125.24 | 111.49 | 575.33 | 137.86 | 700.57 | 957.05 | 2,597.38 |

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

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | 27.74 | 55.48 | 264.48 | 564.66 | 3.07 | 6.14 | 295.29 | 626.28 |
| 4 | R2 | | | | | 86.13 | 172.26 | 139.94 | 288.11 | 3.06 | 6.12 | 229.13 | 466.49 |
| 4 | R3 | .03 | .06 | | | 111.72 | 223.44 | 133.73 | 267.95 | 1.40 | 2.90 | 246.88 | 494.35 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | | 46.94 | 241.04 | .95 | 19.91 | 47.89 | 260.95 |
| 4 | U1 | | | | | | | 63.12 | 217.06 | 2.25 | 8.06 | 65.37 | 225.12 |
| 4 | U2 | | | | | | | 21.34 | 43.88 | 1.80 | 3.81 | 23.14 | 47.69 |
| 4 | U3 | | | | | | | 1.08 | 2.16 | .01 | .02 | 1.09 | 2.18 |
| 4 | U4 | | | | | | | | | | | | |
| 4 | U5 | | | | | | | 37.09 | 194.12 | 11.17 | 70.09 | 48.26 | 264.21 |
| DIST RURAL SUBTOTAL | | .03 | .06 | | | 225.59 | 451.18 | 585.09 | 1,361.76 | 8.48 | 35.07 | 819.19 | 1,848.07 |
| DIST URBAN SUBTOTAL | | | | | | | | 122.63 | 457.22 | 15.23 | 81.98 | 137.86 | 539.20 |
| DISTRICT TOTAL | | .03 | .06 | | | 225.59 | 451.18 | 707.72 | 1,818.98 | 23.71 | 117.05 | 957.05 | 2,387.27 |

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

SELECTION: DISTRICT 4
 ALL RAMPS, COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | | .23 | | 10.09 | | | | 10.32 |
| 4 | R2 | | | | | | | | 6.94 | | | | 6.94 |
| 4 | R3 | | | | | | .07 | | 3.57 | | | | 3.64 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | .85 | | 27.76 | | .50 | | 29.11 |
| 4 | U1 | | | | | | .81 | | 57.42 | | 1.52 | | 59.75 |
| 4 | U2 | | | | | | | | 3.76 | | 1.44 | | 5.20 |
| 4 | U3 | | | | | | | | .03 | | | | .03 |
| 4 | U4 | | | | | | | | .32 | | | | .32 |
| 4 | U5 | | | | | | | | 88.46 | | 6.34 | | 94.80 |
| DIST RURAL SUBTOTAL | | | | | | | 1.15 | | 48.36 | | .50 | | 50.01 |
| DIST URBAN SUBTOTAL | | | | | | | .81 | | 149.99 | | 9.30 | | 160.10 |
| DISTRICT TOTAL | | | | | | | 1.96 | | 198.35 | | 9.80 | | 210.11 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 4 | R1 | | | | | 27.74 | 55.71 | 264.48 | 574.75 | 3.07 | 6.14 | 295.29 | 636.60 |
| 4 | R2 | | | | | 86.13 | 172.26 | 139.94 | 295.05 | 3.06 | 6.12 | 229.13 | 473.43 |
| 4 | R3 | .03 | .06 | | | 111.72 | 223.51 | 133.73 | 271.52 | 1.40 | 2.90 | 246.88 | 497.99 |
| 4 | R4 | | | | | | | | | | | | |
| 4 | R5 | | | | | | .85 | 46.94 | 268.80 | .95 | 20.41 | 47.89 | 290.06 |
| 4 | U1 | | | | | | .81 | 63.12 | 274.48 | 2.25 | 9.58 | 65.37 | 284.87 |
| 4 | U2 | | | | | | | 21.34 | 47.64 | 1.80 | 5.25 | 23.14 | 52.89 |
| 4 | U3 | | | | | | | 1.08 | 2.19 | .01 | .02 | 1.09 | 2.21 |
| 4 | U4 | | | | | | | | .32 | | | | .32 |
| 4 | U5 | | | | | | | 37.09 | 282.58 | 11.17 | 76.43 | 48.26 | 359.01 |
| DIST RURAL SUBTOTAL | | .03 | .06 | | | 225.59 | 452.33 | 585.09 | 1,410.12 | 8.48 | 35.57 | 819.19 | 1,898.08 |
| DIST URBAN SUBTOTAL | | | | | | | .81 | 122.63 | 607.21 | 15.23 | 91.28 | 137.86 | 699.30 |
| DISTRICT TOTAL | | .03 | .06 | | | 225.59 | 453.14 | 707.72 | 2,017.33 | 23.71 | 126.85 | 957.05 | 2,597.38 |

T R I P S S Y S T E M

STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 4

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

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | 83.33 | 346.10 | 17.35 | 85.93 | 94.22 | 397.36 | 111.57 | 483.29 | 194.90 | 829.39 |
| 4 | 3R | 470.69 | 968.54 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.85 | 986.30 |
| 4 | MO | 265.17 | 531.61 | 8.65 | 17.56 | 10.48 | 22.41 | 19.13 | 39.97 | 284.30 | 571.58 |
| DISTRICT SUBTOTAL | | 819.19 | 1,846.25 | 26.37 | 104.23 | 111.49 | 436.79 | 137.86 | 541.02 | 957.05 | 2,387.27 |
| STATE | DS | 83.33 | 346.10 | 17.35 | 85.93 | 94.22 | 397.36 | 111.57 | 483.29 | 194.90 | 829.39 |
| STATE | 3R | 470.69 | 968.54 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.85 | 986.30 |
| STATE | MO | 265.17 | 531.61 | 8.65 | 17.56 | 10.48 | 22.41 | 19.13 | 39.97 | 284.30 | 571.58 |
| STATE TOTAL | | 819.19 | 1,846.25 | 26.37 | 104.23 | 111.49 | 436.79 | 137.86 | 541.02 | 957.05 | 2,387.27 |

T R I P S S Y S T E M

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | | 33.14 | | 20.35 | | 132.49 | | 152.84 | | 185.98 |
| 4 | 3R | | 14.06 | | .07 | | 4.27 | | 4.34 | | 18.40 |
| 4 | MO | | 3.36 | | .59 | | 1.78 | | 2.37 | | 5.73 |
| DISTRICT SUBTOTAL | | | 50.56 | | 21.01 | | 138.54 | | 159.55 | | 210.11 |
| STATE | DS | | 33.14 | | 20.35 | | 132.49 | | 152.84 | | 185.98 |
| STATE | 3R | | 14.06 | | .07 | | 4.27 | | 4.34 | | 18.40 |
| STATE | MO | | 3.36 | | .59 | | 1.78 | | 2.37 | | 5.73 |
| STATE TOTAL | | | 50.56 | | 21.01 | | 138.54 | | 159.55 | | 210.11 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 4 | DS | 83.33 | 379.24 | 17.35 | 106.28 | 94.22 | 529.85 | 111.57 | 636.13 | 194.90 | 1,015.37 |
| 4 | 3R | 470.69 | 982.60 | .37 | .81 | 6.79 | 21.29 | 7.16 | 22.10 | 477.85 | 1,004.70 |
| 4 | MO | 265.17 | 534.97 | 8.65 | 18.15 | 10.48 | 24.19 | 19.13 | 42.34 | 284.30 | 577.31 |
| DISTRICT SUBTOTAL | | 819.19 | 1,896.81 | 26.37 | 125.24 | 111.49 | 575.33 | 137.86 | 700.57 | 957.05 | 2,597.38 |
| STATE | DS | 83.33 | 379.24 | 17.35 | 106.28 | 94.22 | 529.85 | 111.57 | 636.13 | 194.90 | 1,015.37 |
| STATE | 3R | 470.69 | 982.60 | .37 | .81 | 6.79 | 21.29 | 7.16 | 22.10 | 477.85 | 1,004.70 |
| STATE | MO | 265.17 | 534.97 | 8.65 | 18.15 | 10.48 | 24.19 | 19.13 | 42.34 | 284.30 | 577.31 |
| STATE TOTAL | | 819.19 | 1,896.81 | 26.37 | 125.24 | 111.49 | 575.33 | 137.86 | 700.57 | 957.05 | 2,597.38 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 4

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

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 35.44 | 86.97 | | | 58.84 | 208.11 | 58.84 | 208.11 | 94.28 | 295.08 |
| PRIN ARTERIAL | 3R | 259.85 | 539.31 | .13 | .26 | 4.27 | 11.98 | 4.40 | 12.24 | 264.25 | 551.55 |
| PRIN ARTERIAL | MO | | | .72 | 1.44 | 1.41 | 3.33 | 2.13 | 4.77 | 2.13 | 4.77 |
| PRIN ARTERL SUBTOTAL | | 295.29 | 626.28 | .85 | 1.70 | 64.52 | 223.42 | 65.37 | 225.12 | 360.66 | 851.40 |
| MINOR ARTERIAL | DS | | | | | 4.47 | 9.15 | 4.47 | 9.15 | 4.47 | 9.15 |
| MINOR ARTERIAL | 3R | 176.83 | 361.21 | .24 | .48 | 2.52 | 5.04 | 2.76 | 5.52 | 179.59 | 366.73 |
| MINOR ARTERIAL | MO | 52.30 | 105.28 | 7.73 | 15.72 | 8.18 | 17.30 | 15.91 | 33.02 | 68.21 | 138.30 |
| MINOR ARTERL SBTOTAL | | 229.13 | 466.49 | 7.97 | 16.20 | 15.17 | 31.49 | 23.14 | 47.69 | 252.27 | 514.18 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 34.01 | 68.02 | | | | | | | 34.01 | 68.02 |
| COLLECTOR | MO | 212.87 | 426.33 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 213.96 | 428.51 |
| COLLECTOR SUBTOTAL | | 246.88 | 494.35 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 496.53 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 47.89 | 259.13 | 17.35 | 85.93 | 30.91 | 180.10 | 48.26 | 266.03 | 96.15 | 525.16 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 47.89 | 259.13 | 17.35 | 85.93 | 30.91 | 180.10 | 48.26 | 266.03 | 96.15 | 525.16 |
| DISTRICT | DS | 83.33 | 346.10 | 17.35 | 85.93 | 94.22 | 397.36 | 111.57 | 483.29 | 194.90 | 829.39 |
| DISTRICT | 3R | 470.69 | 968.54 | .37 | .74 | 6.79 | 17.02 | 7.16 | 17.76 | 477.85 | 986.30 |
| DISTRICT | MO | 265.17 | 531.61 | 8.65 | 17.56 | 10.48 | 22.41 | 19.13 | 39.97 | 284.30 | 571.58 |
| DISTRICT TOTAL | | 819.19 | 1,846.25 | 26.37 | 104.23 | 111.49 | 436.79 | 137.86 | 541.02 | 957.05 | 2,387.27 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | | 4.06 | | | | 54.98 | | 54.98 | | 59.04 |
| PRIN ARTERIAL | 3R | | 6.88 | | .03 | | 3.90 | | 3.93 | | 10.81 |
| PRIN ARTERIAL | MO | | | | .02 | | .34 | | .36 | | .36 |
| PRIN ARTERL SUBTOTAL | | | 10.94 | | .05 | | 59.22 | | 59.27 | | 70.21 |
| MINOR ARTERIAL | DS | | | | .66 | | 2.12 | | 2.78 | | 2.78 |
| MINOR ARTERIAL | 3R | | 6.48 | | .04 | | .37 | | .41 | | 6.89 |
| MINOR ARTERIAL | MO | | .53 | | .57 | | 1.44 | | 2.01 | | 2.54 |
| MINOR ARTERL SBTOTAL | | | 7.01 | | 1.27 | | 3.93 | | 5.20 | | 12.21 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | | .70 | | | | | | | | .70 |
| COLLECTOR | MO | | 2.83 | | | | | | | | 2.83 |
| COLLECTOR SUBTOTAL | | | 3.53 | | | | | | | | 3.53 |
| UNCLASSIFIED | DS | | | | | | .32 | | .32 | | .32 |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | .32 | | .32 | | .32 |
| INTERSTATE | DS | | 29.08 | | 19.69 | | 75.07 | | 94.76 | | 123.84 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | | 29.08 | | 19.69 | | 75.07 | | 94.76 | | 123.84 |
| DISTRICT | DS | | 33.14 | | 20.35 | | 132.49 | | 152.84 | | 185.98 |
| DISTRICT | 3R | | 14.06 | | .07 | | 4.27 | | 4.34 | | 18.40 |
| DISTRICT | MO | | 3.36 | | .59 | | 1.78 | | 2.37 | | 5.73 |
| DISTRICT TOTAL | | | 50.56 | | 21.01 | | 138.54 | | 159.55 | | 210.11 |

T R I P S S Y S T E M

DISTRICT 4 STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 35.44 | 91.03 | | | 58.84 | 263.09 | 58.84 | 263.09 | 94.28 | 354.12 |
| PRIN ARTERIAL | 3R | 259.85 | 546.19 | .13 | .29 | 4.27 | 15.88 | 4.40 | 16.17 | 264.25 | 562.36 |
| PRIN ARTERIAL | MO | | | .72 | 1.46 | 1.41 | 3.67 | 2.13 | 5.13 | 2.13 | 5.13 |
| PRIN ARTERL SUBTOTAL | | 295.29 | 637.22 | .85 | 1.75 | 64.52 | 282.64 | 65.37 | 284.39 | 360.66 | 921.61 |
| MINOR ARTERIAL | DS | | | | .66 | 4.47 | 11.27 | 4.47 | 11.93 | 4.47 | 11.93 |
| MINOR ARTERIAL | 3R | 176.83 | 367.69 | .24 | .52 | 2.52 | 5.41 | 2.76 | 5.93 | 179.59 | 373.62 |
| MINOR ARTERIAL | MO | 52.30 | 105.81 | 7.73 | 16.29 | 8.18 | 18.74 | 15.91 | 35.03 | 68.21 | 140.84 |
| MINOR ARTERL SBTOTAL | | 229.13 | 473.50 | 7.97 | 17.47 | 15.17 | 35.42 | 23.14 | 52.89 | 252.27 | 526.39 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 34.01 | 68.72 | | | | | | | 34.01 | 68.72 |
| COLLECTOR | MO | 212.87 | 429.16 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 213.96 | 431.34 |
| COLLECTOR SUBTOTAL | | 246.88 | 497.88 | .20 | .40 | .89 | 1.78 | 1.09 | 2.18 | 247.97 | 500.06 |
| UNCLASSIFIED | DS | | | | | | .32 | | .32 | | .32 |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | .32 | | .32 | | .32 |
| INTERSTATE | DS | 47.89 | 288.21 | 17.35 | 105.62 | 30.91 | 255.17 | 48.26 | 360.79 | 96.15 | 649.00 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 47.89 | 288.21 | 17.35 | 105.62 | 30.91 | 255.17 | 48.26 | 360.79 | 96.15 | 649.00 |
| DISTRICT | DS | 83.33 | 379.24 | 17.35 | 106.28 | 94.22 | 529.85 | 111.57 | 636.13 | 194.90 | 1,015.37 |
| DISTRICT | 3R | 470.69 | 982.60 | .37 | .81 | 6.79 | 21.29 | 7.16 | 22.10 | 477.85 | 1,004.70 |
| DISTRICT | MO | 265.17 | 534.97 | 8.65 | 18.15 | 10.48 | 24.19 | 19.13 | 42.34 | 284.30 | 577.31 |
| DISTRICT TOTAL | | 819.19 | 1,896.81 | 26.37 | 125.24 | 111.49 | 575.33 | 137.86 | 700.57 | 957.05 | 2,597.38 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 4 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | 17.84 | 35.68 | 144.77 | 470.03 | 12.88 | 88.99 | 175.49 | 594.70 |
| 1 | 02 | | | | | 2.54 | 5.08 | 101.29 | 306.43 | 5.37 | 16.86 | 109.20 | 328.37 |
| AREA SUBTOTAL | | | | | | 20.38 | 40.76 | 246.06 | 776.46 | 18.25 | 105.85 | 284.69 | 923.07 |
| 2 | 01 | | | | | 11.40 | 22.80 | 108.00 | 300.86 | .74 | 1.76 | 120.14 | 325.42 |
| 2 | 02 | | | | | 23.02 | 46.04 | 72.56 | 149.30 | .76 | 1.52 | 96.34 | 196.86 |
| 2 | 03 | | | | | 4.17 | 8.34 | 10.24 | 22.15 | .22 | .44 | 14.63 | 30.93 |
| AREA SUBTOTAL | | | | | | 38.59 | 77.18 | 190.80 | 472.31 | 1.72 | 3.72 | 231.11 | 553.21 |
| 3 | 01 | | | | | 44.25 | 88.50 | 48.27 | 102.38 | .85 | 1.70 | 93.37 | 192.58 |
| 3 | 02 | | | | | 38.23 | 76.46 | 80.34 | 167.01 | 2.04 | 4.08 | 120.61 | 247.55 |
| AREA SUBTOTAL | | | | | | 82.48 | 164.96 | 128.61 | 269.39 | 2.89 | 5.78 | 213.98 | 440.13 |
| 4 | 01 | | | | | 61.76 | 123.52 | 55.68 | 125.71 | .40 | .80 | 117.84 | 250.03 |
| 4 | 02 | .03 | .06 | | | 22.38 | 44.76 | 86.57 | 175.11 | .45 | .90 | 109.43 | 220.83 |
| AREA SUBTOTAL | | .03 | .06 | | | 84.14 | 168.28 | 142.25 | 300.82 | .85 | 1.70 | 227.27 | 470.86 |
| DISTRICT TOTAL | | .03 | .06 | | | 225.59 | 451.18 | 707.72 | 1,818.98 | 23.71 | 117.05 | 957.05 | 2,387.27 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 4 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4

ALL RAMPS, COLLECTORS I/D

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

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | | .81 | | 123.48 | | 7.44 | | 131.73 |
| 1 | 02 | | | | | | .85 | | 36.12 | | 2.28 | | 39.25 |
| AREA SUBTOTAL | | | | | | | 1.66 | | 159.60 | | 9.72 | | 170.98 |
| 2 | 01 | | | | | | | | 28.21 | | .35 | | 28.56 |
| 2 | 02 | | | | | | .05 | | 1.12 | | | | 1.17 |
| 2 | 03 | | | | | | .14 | | .47 | | | | .61 |
| AREA SUBTOTAL | | | | | | | .19 | | 29.80 | | .35 | | 30.34 |
| 3 | 01 | | | | | | | | 1.80 | | | | 1.80 |
| 3 | 02 | | | | | | .09 | | 2.49 | | | | 2.58 |
| AREA SUBTOTAL | | | | | | | .09 | | 4.29 | | | | 4.38 |
| 4 | 01 | | | | | | .02 | | 2.39 | | | | 2.41 |
| 4 | 02 | | | | | | | | 2.00 | | | | 2.00 |
| AREA SUBTOTAL | | | | | | | .02 | | 4.39 | | | | 4.41 |
| DISTRICT TOTAL | | | | | | | 1.96 | | 198.08 | | 10.07 | | 210.11 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 4

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, COLLECTORS I/D

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

| MAINTENANCE AREA SECTION | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-----------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|---------------------------|------------------------|
| | OTHER | OTHER | GRAVEL | GRAVEL | BITUM | BITUM | ASPHALT | ASPHALT | CONCRETE | CONCRETE | | |
| STATE TOTAL | .03 | .06 | | | 225.59 | 453.14 | 707.72 | 2,017.06 | 23.71 | 127.12 | 957.05 | 2,597.38 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|------|---|-------------------------|---------------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|----|----|-----|----|----|----|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 3 | 02 | | R1 | | 55 | L | | |
| | | | BEG CTLSEC | | | SR 101/PAC. CO. TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CONTROL SECTION 2506 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | | 0.06 | WYE CONN | L | | SR 101 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | | 1.46 | INTRSECTN | L | | WEYERHAUESER RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | | 2.46 | INTRSECTN | R | | HOLM LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | | 3.06 | INTRSECTN | L | | YOUTH CAMP LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.50 | | 4.50 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 3 | 02 | | R1 | | 40 | L | | |
| 4.75 | | 4.75 | INTRSECTN | R | | SR 401 | ST | | Y | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | R1 | | 40 | L | | |
| | | | ENT FROM | L | | SCHOOL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.76 | | 4.76 | MISC FEATR B | | | PED KING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | | 4.85 | EXIT TO | L | | SCHOOL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.95 | | 4.95 | INTRSECTN | L | | NASELLE HIGH SCHOOL | CO | | Y | 1 | 1 | | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | R1 | | 40 | L | | |
| 5.00 | | 5.00 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | | 5.09 | BEG BRIDGE B | | | O'CONNER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 004/004.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | | 5.10 | END BRIDGE B | | | O'CONNER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.19 | | 5.19 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | R1 | | 45 | L | | |
| 5.70 | | 5.70 | BEG BRIDGE B | | | LANE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 004/005.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.71 | | 5.71 | END BRIDGE B | | | LANE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.72 | | 5.72 | INTRSECTN | L | | NORTH VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | | 5.88 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 3 | 02 | | R1 | | 45 | L | | |
| 6.00 | | 6.00 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | | 6.01 | ENT/EXIT | L | | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | | 6.06 | BEG BRIDGE B | | | NASELLE RIVER | ST | | | 1 | 1 | | | | | | \$W | 36P | \$W | | | 36 | 3 | 02 | | R1 | | 45 | L | | |
| | | | BRDG NUM 004/006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | | 6.10 | END BRIDGE B | | | NASELLE RIVER | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 3 | 02 | | R1 | | 45 | L | | |
| 6.22 | | 6.22 | INTRSECTN | R | | SOUTH VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.29 | | 6.29 | INTRSECTN | L | | UPPER NASELLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.33 | | 6.33 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | | 24 | 3 | 02 | | R1 | | 45 | L | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|--------|--------|----------------------|-------|--------|--------|------------------------------|--------|----|--|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 4.75 | | 4.75 | | | | | | | | | |
| 4.85 | | 4.85 | .02 | 10 | | | | | .04 | 13 | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|-------------------------|-----|-----|--------------|-----|-----|------|-----|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 16.36 | | 16.35 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 16.93 | | 16.92 | MISC FEATR | R | | SGN ENT GRAYS RIVER | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.99 | | 16.98 | INTRSECTN | R | | GRAYS RIVER ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | | 16.99 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.03 | | 17.02 | INTRSECTN | L | | GRAYS RIVER CEMETERY RD | CO | | Y | 1 | 1 | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 17.10 | | 17.09 | INTRSECTN | R | | GRAYS RIVER ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | HULL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.16 | | 17.15 | INTRSECTN | R | | LOOP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.20 | | 17.19 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 17.34 | | 17.33 | MISC FEATR | L | | SGN ENT GRAYS RIVER | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.36 | | 17.35 | BEG BRIDGE | B | | HULL CREEK | ST | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 004/108 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.37 | | 17.36 | END BRIDGE | B | | HULL CREEK | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 18.00 | | 17.99 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.33 | | 18.32 | INTRSECTN | R | | FAIRVIEW RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 18.59 | | 18.58 | INTRSECTN | R | | LOOP RD | CO | | Y | 1 | 1 | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.00 | | 18.99 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.07 | | 19.06 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.16 | | 19.15 | INTRSECTN | L | | SHANNON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.30 | | 19.29 | BEG BRIDGE | B | | GRAYS RIVER | ST | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 004/110 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.37 | | 19.36 | END BRIDGE | B | | GRAYS RIVER | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.39 | | 19.38 | BEG BRIDGE | B | | BRIDGE | ST | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 004/111 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.42 | | 19.41 | END BRIDGE | B | | BRIDGE | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.43 | | 19.42 | INTRSECTN | L | | SATTERLAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 19.45 | | 19.44 | BEG BRIDGE | B | | NO NAME BRIDGE | ST | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 004/112 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.48 | | 19.47 | END BRIDGE | B | | NO NAME BRIDGE | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.49 | | 19.48 | INTRSECTN | B | | SATTERLAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 19.52 | | 19.51 | BEG BRIDGE | B | | SLOUGH | ST | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| | | | | | | BRDG NUM 004/113 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.56 | | 19.55 | END BRIDGE | B | | SLOUGH | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 19.75 | | 19.74 | INTRSECTN | L | | FOSSIL CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | | 19.99 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.94 | | 20.93 | BEG SU LN | R | | CLIMBING | 12A | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 21.00 | | 20.99 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.57 | | 21.56 | END SU LN | R | | CLIMBING | 12A | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 21.70 | | 21.69 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 22.00 | | 21.99 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | | 22.14 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |
| 22.22 | | 22.21 | INTRSECTN | R | | LOGGING RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 22.92 | | 22.91 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | R1 | | 55 | R | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | |
|-------|-------|---|------|---------------------|---------|-------------|-----|-----|--------------|---------|-------------|-------------|---------|------|---------------------------|-------|----------|----------|----|------|------|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T P S | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | R K T | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | LNS RDY | MTCE | CITY | ST | D IB | R K T | | | |
| 29.77 | 29.76 | | | | | | | | | | 8A | 23B | 8A | 23 | 3 | 02 | R1 | 55 | R | | |
| 30.00 | 29.99 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | |
| 31.00 | 30.99 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | |
| 31.53 | 31.52 | INTRSECTN | R | BROOKS SLOUGH RD | CO | N | | | | | | | | | | | | | | | |
| 31.96 | 31.95 | INTRSECTN | L | RISK RD | CO | Y | | | | | | | | | | | | | | | |
| 32.01 | 32.00 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | |
| 33.01 | 33.00 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | |
| 33.53 | 33.52 | INTRSECTN | L | NELSON CREEK RD | CO | N | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | STEAMBOAT SLOUGH RD | CO | N | | | | | | | | | | | | | | | |
| 33.71 | 33.70 | BEG BRIDGE B | | ELOCHOMAN RIVER | ST | | 1 | 1 | | | \$\$C | 26P | \$\$C | 26 | 3 | 02 | R1 | 55 | R | | |
| | | | | BRDG NUM 004/125 | | | | | | | | | | | | | | | | | |
| 33.74 | 33.73 | END BRIDGE B | | ELOCHOMAN RIVER | | | 1 | 1 | | | 8A | 23B | 8A | 23 | 3 | 02 | R1 | 55 | R | | |
| 34.00 | 33.99 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | |
| 34.36 | 34.35 | ENTER CITY | | CATHLAMET | | | 1 | 1 | | | 8A | 23B | 8A | 23 | 3 | 02 | 0175 | R1 | 55 | R B | |
| 34.55 | 34.54 | | | | | | 1 | 1 | | | 8A | 23B | 8A | 23 | 3 | 02 | 0175 | R1 | 50 | R B | |
| 34.82 | 34.81 | LEAVE CITY | | CATHLAMET | | | 1 | 1 | | | 8A | 23B | 8A | 23 | 3 | 02 | \$\$\$\$ | R1 | 50 | R \$ | |
| 34.87 | 34.86 | INTRSECTN | R | MILL RD | CO | N | 1 | 1 | | | 8A | 22B | 8A | 22 | 3 | 02 | | R1 | 50 | R | |
| | | INTRSECTN | L | ELOCHOMAN VALLEY RD | CO | N | | | | | | | | | | | | | | | |
| 34.88 | 34.87 | | | | | | 1 | 1 | | | 8A | 22A | 8A | 22 | 3 | 02 | | R1 | 50 | R | |
| 34.95 | 34.94 | INTRSECTN | L | MESSINGER HILL RD | CO | Y | | | | | | | | | | | | | | | |
| 34.97 | 34.96 | ENTER CITY | | CATHLAMET | | | 1 | 1 | | | 8A | 22A | 8A | 22 | 3 | 02 | 0175 | R1 | 50 | R B | |
| 35.00 | 34.99 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | |
| 35.36 | 35.35 | WYE CONN | R | UNA AVE | CT | N | | | | | | | | | | | | | | | |
| 35.39 | 35.38 | INTRSECTN | R | UNA AVE | CT | N | | | | | | | | | | | | | | | |
| 35.46 | 35.45 | INTRSECTN | R | CHESTER AVE | CT | Y | | | | | | | | | | | | | | | |
| 35.53 | 35.52 | INTRSECTN | L | GREENWOOD RD | CT | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 409 | ST | Y | | | | | | | | | | | | | | | |
| 35.54 | 35.53 | LEAVE CITY | | CATHLAMET | | | 1 | 1 | | | 8A | 22A | 4A | 11 | 33 | 3 | 02 | \$\$\$\$ | R1 | 50 | R \$ |
| | | BEG SU LN | R | CLIMBING | | | | | 11A | | | | | | | | | | | | |
| 36.00 | 35.99 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | |
| 36.16 | 36.15 | INTRSECTN | B | JACOBSON RD | CO | Y | | | | | | | | | | | | | | | |
| 36.46 | 36.45 | INTRSECTN | L | BOEGE RD | CO | Y | | | | | | | | | | | | | | | |
| 36.48 | 36.47 | INTRSECTN | R | COLUMBIA ST | CO | Y | | | | | | | | | | | | | | | |
| 36.67 | 36.66 | INTRSECTN | L | FERN HILL RD | CO | Y | | | | | | | | | | | | | | | |
| 36.70 | 36.69 | | | | | | 1 | 1 | | | 8A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 55 | R |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 34.87 | 34.86 | | | | .05 | 12 | | | |
| 35.46 | 35.45 | | | .03 | 11 | | | | |
| 35.53 | 35.52 | .03 | 11 | .04 | 11 | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|----------------------|-----|-------------|---|---|-------------|-----|-----|---------|------|---------------------------|-----|-----|-----|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 36.80 | | 36.79 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 4A | 11 | 33 | 3 | 02 | | R1 | 55 | R | | | | |
| 36.99 | | 36.98 | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.28 | | 37.27 | BEG SU LN | L | | CLIMBING | 11A | | | 1 | 1 | | | | | | 4A | 22A | 4A | 22 | 44 | 3 | 02 | | R1 | 55 | R | | | | |
| 37.36 | | 37.35 | INTRSECTN | R | | RIVER VIEW E | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 37.60 | | 37.59 | END SU LN | R | | CLIMBING | 11A | | | 1 | 1 | | | | | | 4A | 22A | 8A | 11 | 33 | 3 | 02 | | R1 | 55 | R | | | | |
| 37.99 | | 37.98 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 37.99 | END SU LN | L | | CLIMBING | 11A | | | 1 | 1 | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | | R1 | 55 | R | | | | |
| 38.03 | | 38.02 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | 55 | R | | | | |
| 38.11 | | 38.10 | | | | | | | | 1 | 1 | | | | | | 2A | 24A | 2A | | 24 | 3 | 02 | | R1 | 55 | R | | | | |
| 38.99 | | 38.98 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.99 | | 39.98 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.67 | | 40.66 | | | | | | | | 1 | 1 | | | | | | 4A | 23A | 8A | | 23 | 3 | 02 | | R1 | 55 | R | | | | |
| 40.99 | | 40.98 | MP MARKER | R | | 41 | | | | 1 | 1 | | | | | | 4A | 23A | 4A | | 23 | 3 | 02 | | R1 | 55 | R | | | | |
| 41.99 | | 41.98 | MP MARKER | R | | 42 | | | | 1 | 1 | | | | | | 2A | 23A | 6A | | 23 | 3 | 02 | | R1 | 55 | R | | | | |
| 42.60 | | 42.59 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | R1 | 55 | R | | | | |
| 42.68 | | 42.67 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 8A | | 24 | 3 | 02 | | R1 | 55 | R | | | | |
| 42.77 | | 42.76 | BEG SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | | R1 | 55 | R | | | | |
| 42.99 | | 42.98 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.70 | | 43.69 | END SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 3 | 02 | | R1 | 55 | R | | | | |
| 43.84 | | 43.83 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 4A | | 23 | 3 | 02 | | R1 | 55 | R | | | | |
| 43.99 | | 43.98 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.67 | | 44.66 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 8A | | 23 | 3 | 02 | | R1 | 55 | R | | | | |
| 44.99 | | 44.98 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.38 | | 45.37 | ENT/EXIT | R | | COUNTY LINE PARK | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 45.69 | | 45.68 | END CTLSEC | | | CONTROL SECTION 3501 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | WAHKIAKUM | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 45.38 | 45.37 | | | .02 | 11 | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|-------------------------|------------------------|---|-----|-------------------------------------|-------------|-----|-----|--------------|---------|-----|-----|---------------------------|------|-----|-------|------|-------|--------|-------|---|----|-----|----|---|----|---|---|---|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | NBR | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | LNS | LFT | RDY | SHD | RHT | SHD | MEDIAN- | | LNS | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 45.69 | 45.68 | | ENTER CO BEG CTLSEC | | | COWLITZ CONTROL SECTION 0804 | | | | 1 | 1 | | | | | | 2A | 24A | 8A | | 24 | 3 | 02 | | R1 | | 55 | | L | | |
| 45.81 | 45.80 | | | | | | | | | 1 | 1 | | | | | | 2A | 24B | 8A | | 24 | 3 | 02 | | R1 | | 55 | | L | | |
| 46.00 | 45.99 | | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.08 | 46.07 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 3 | 02 | | R1 | | 55 | | L | | |
| 46.36 | 46.35 | | | | | | | | | 1 | 1 | | | | | | 1A | 24B | 8A | | 24 | 3 | 02 | | R1 | | 55 | | L | | |
| 46.47 | 46.46 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 3 | 02 | | R1 | | 55 | | L | | |
| 46.99 | 46.98 | | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.64 | 47.63 | | INTRSECTN | L | | MILL CREEK RD | CO | | N | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 3 | 02 | | R1 | | 55 | | R | | |
| 47.65 | 47.64 | | WYE CONN | L | | MILL CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 47.69 | 47.68 | | BEG BRIDGE | B | | MILL CREEK BRDG NUM 004/204 | ST | | | 1 | 1 | | | | | | \$\$C | 28B | \$\$C | | 28 | 3 | 02 | | R1 | | 55 | | R | | |
| 47.72 | 47.71 | | END BRIDGE | B | | MILL CREEK | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 3 | 02 | | R1 | | 55 | | R | | |
| 47.83 | 47.82 | | | | | | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | 24 | 3 | 02 | | R1 | | 55 | | R | | |
| 48.00 | 47.99 | | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.12 | 48.11 | | INTRSECTN | L | | CAMERON CR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 48.13 | 48.12 | | BEG BRIDGE | B | | ABERNATHY CREEK BRDG NUM 004/205 | ST | | | 1 | 1 | | | | | | \$\$C | 24B | \$\$C | | 24 | 3 | 02 | | R1 | | 55 | | R | | |
| 48.16 | 48.15 | | END BRIDGE | B | | ABERNATHY CREEK | | | | 1 | 1 | | | | | | 4A | 24B | 4A | | 24 | 3 | 02 | | R1 | | 55 | | R | | |
| 48.32 | 48.31 | | INTRSECTN | L | | ABERNATHY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 48.97 | 48.96 | | BEG SU LN | L | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24B | 4A | 12 | 36 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.00 | 48.99 | | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.09 | 49.08 | | INTRSECTN | L | | BUNKER HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 49.62 | 49.61 | | END SU LN | L | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 22B | 4A | \$\$\$ | 22 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.68 | 49.67 | | | | | | | | | 1 | 1 | | | | | | 1A | 22B | 2A | | 22 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.75 | 49.74 | | BEG BRIDGE | B | | HALF BRIDGE BRDG NUM 004/208 | ST | | | 1 | 1 | | | | | | 1A | 23B | 2A | | 23 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.79 | 49.78 | | END BRIDGE | B | | HALF BRIDGE | | | | 1 | 1 | | | | | | 1A | 22B | 2A | | 22 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.82 | 49.81 | | BEG BRIDGE | B | | HALF BRIDGE BRDG NUM 004/209 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.86 | 49.85 | | | | | | | | | 1 | 1 | | | | | | 1A | 22B | 6A | | 22 | 3 | 02 | | R1 | | 55 | | R | | |
| 49.87 | 49.86 | | END BRIDGE | B | | HALF BRIDGE | | | | 1 | 1 | | | | | | 1A | 22B | 6A | | 22 | 3 | 02 | | R1 | | 55 | | L | | |
| 49.92 | 49.91 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 49.99 | 49.98 | | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.23 | 50.22 | | | | | | | | | 1 | 1 | | | | | | 2A | 22B | 10A | | 22 | 3 | 02 | | R1 | | 55 | | L | | |
| 50.27 | 50.26 | | BEG BRIDGE | B | | GERMANY CREEK BRDG NUM 004/210 | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 3 | 02 | | R1 | | 55 | | L | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 47.64 | 47.63 | | | | | | | .04 | 11 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-------------|----|----|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|------|------|------|-------|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 50.29 | | 50.28 | END BRIDGE | B | | GERMANY CREEK | | | | 1 | 1 | | | | | | 9A | 22B | 9A | | 22 | 3 | 02 | | R1 | | 55 | L | | | | |
| 50.36 | | 50.35 | INTRSECTN | L | | GERMANY CREEK RD | CO | | N | 1 | 1 | | | | | | 9A | 22B | 9A | | 22 | 1 | 02 | | R1 | | 55 | L | | | | |
| 50.44 | | 50.43 | | | | | | | | 1 | 1 | | | | | | 1A | 23B | 4A | | 23 | 1 | 02 | | R1 | | 55 | L | | | | |
| 50.48 | | 50.47 | INTRSECTN | L | | STELLA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 50.59 | | 50.58 | | | | | | | | 1 | 1 | | | | | | 1A | 23B | 4A | | 23 | 1 | 02 | | R1 | | 55 | R | | | | |
| 50.62 | | 50.61 | | | | | | | | 1 | 1 | | | | | | 3A | 23B | 4A | | 23 | 1 | 02 | | R1 | | 55 | R | | | | |
| 51.00 | | 50.99 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.20 | | 51.19 | | | | | | | | 1 | 1 | | | | | | 5A | 23B | 4A | | 23 | 1 | 02 | | R1 | | 55 | R | | | | |
| 52.00 | | 51.99 | MP MARKER | R | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.32 | | 52.31 | | | | | | | | 1 | 1 | | | | | | 3A | 22B | 3A | | 22 | 1 | 02 | | R1 | | 55 | R | | | | |
| 52.90 | | 52.89 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | | R1 | | 55 | R | | | | |
| 53.00 | | 52.99 | MP MARKER | R | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | | 53.99 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.98 | | 54.97 | BEG BRIDGE | B | | COAL CREEK SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 1 | 02 | | R1 | | 50 | L | | | | |
| | | | | | | BRDG NUM 004/215 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.01 | | 55.00 | END BRIDGE | B | | COAL CREEK SLOUGH | | | | 1 | 1 | | | | | | 10A | 24A | 22A | | 24 | 1 | 02 | | R1 | | 50 | L | | | | |
| | | | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.05 | | 55.04 | TRAF RCDR | B | | R078 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.23 | | 55.22 | WYE CONN | R | | SR 432 | ST | | Y | 1 | 1 | | | | | | 10A | 24A | 22A | | 24 | 1 | 02 | | U1 | | 50 | L | | | | |
| | | | WYE CONN | L | | COAL CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 55.24 | | 55.23 | INTRSECTN | R | | SR 432-WILLOW GROVE RD | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | COAL CREEK RD | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 55.26 | | 55.25 | WYE CONN | R | | SR 432 | ST | | Y | 1 | 2 | | | | | | 10A | 36A | 10A | | 36 | 1 | 02 | | U1 | | 50 | L | | | | |
| 55.30 | | 55.29 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 2 | | | | | | 10A | 36A | 10A | 13 | 49 | 1 | 02 | | U1 | | 50 | L | | | | |
| 55.31 | | 55.30 | ENTER CITY | | | LONGVIEW | | | | 1 | 2 | | | | | | 10A | 36A | 10A | 13 | 49 | 1 | 02 | 0695 | U1 | | 50 | L | B | | | |
| | | | BEG BRIDGE | B | | SOLO SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 004/220.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.32 | | 55.31 | END BRIDGE | B | | SOLO SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.33 | | 55.32 | | | | | | | | 2 | 2 | | | | | | 10A | 48A | 10A | 13 | 61 | 1 | 02 | 0695 | U1 | | 50 | L | B | | | |
| 55.37 | | 55.36 | ENT/EXIT | R | | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 55.47 | | 55.46 | | | | | | | | 2 | 2 | | | | | | 10A | 48A | 9A | 13 | 61 | 1 | 02 | 0695 | U1 | | 50 | L | B | | | |
| 55.60 | | 55.59 | | | | | | | | 2 | 2 | | | | | | 10A | 48A | 8A | 13 | 61 | 1 | 02 | 0695 | U1 | | 50 | L | B | | | |
| 55.67 | | 55.66 | INTRSECTN | R | | COWLITZ CO RD DEPT ACCES | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 55.78 | | 55.77 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | \$\$C | 62A | 8A | \$\$\$ | 62 | 1 | 02 | 0695 | U1 | | 50 | L | R | | | |
| | | | INTRSECTN | L | | ROBBINS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 55.81 | | 55.80 | | | | | | | | 2 | 2 | | | | | | C | 62A | \$\$C | | 62 | 1 | 02 | 0695 | U1 | | 50 | L | R | | | |
| 55.82 | | 55.81 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 55.23 | | 55.22 | | | | .02 | 12 | .13 | 12 | | |
| 55.24 | | 55.23 | | .03 | 12 | | | .03 | 12 | .09 | 12 |
| 55.82 | | 55.81 | | .03 | 13 | | | | | .01 | 12 |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------|-------------|----|---|--------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|--------|-----|------|------|----------|-------|----|---|----|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 55.83 | | 55.82 | ENT/EXIT | R | | BUSINESS | PV | Y | 2 | 2 | | | | | | | C | 62A | C | | 62 | 1 | 02 | 0695 | U1 | 50 | L | R | | |
| 55.86 | | 55.85 | INTRSECTN | R | | MT SOLO RD | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | |
| 55.89 | | 55.88 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.91 | | 55.90 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | |
| 55.99 | | 55.98 | MP MARKER | B | | 56 | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.13 | | 56.12 | INTRSECTN | L | | 52ND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 56.19 | | 56.18 | LEAVE CITY | | | LONGVIEW | | | | | | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | \$\$\$\$ | U1 | 40 | L | \$ | | |
| 56.40 | | 56.39 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.41 | | 56.40 | INTRSECTN | L | | 50TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 56.48 | | 56.47 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.49 | | 56.48 | INTRSECTN | B | | 48TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 56.50 | | 56.49 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.70 | | 56.69 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | | U1 | 40 | L | | | |
| 56.74 | | 56.73 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.75 | | 56.74 | INTRSECTN | B | | 46TH AVE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 56.76 | | 56.75 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.81 | | 56.80 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 51A | C | 13 | 64 | 1 | 02 | | U1 | 40 | L | | | |
| 56.99 | | 56.98 | MP MARKER | B | | 57 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.00 | | 56.99 | INTRSECTN | B | | 44TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 57.01 | | 57.00 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.14 | | 57.13 | INTRSECTN | L | | TOTEM LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 57.20 | | 57.19 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | | U1 | 40 | L | | | |
| 57.24 | | 57.23 | ENTER CITY | | | LONGVIEW | | | | | | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.25 | | 57.24 | INTRSECTN | B | | 42ND AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 57.26 | | 57.25 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.31 | | 57.30 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | |
| 57.49 | | 57.48 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.50 | | 57.49 | INTRSECTN | B | | 40TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 57.51 | | 57.50 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.69 | | 57.68 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 13A | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 40 | L | P | | |
| 57.71 | | 57.70 | MISC FEATR | R | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.74 | | 57.73 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 55.83 | | 55.82 | | | | .03 | 13 | | | | |
| 55.86 | | 55.85 | | | | .03 | 13 | | | | |
| 56.75 | | 56.74 | | .03 | 13 | .03 | 13 | | | | |
| 57.25 | | 57.24 | | .03 | 13 | .03 | 13 | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|------|------|------|-------|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 57.75 | | 57.74 | INTRSECTN | B | | 38TH AVE | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 40 | L | P |
| 57.76 | | 57.75 | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 57.84 | | 57.83 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 57.85 | | 57.84 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 57.88 | | 57.87 | INTRSECTN | L | | 37TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 57.90 | | 57.89 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 57.99 | | 57.98 | MP MARKER | B | | 58 | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 58.00 | | 57.99 | INTRSECTN | B | | 36TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 58.01 | | 58.00 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 58.06 | | 58.05 | CHG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 12 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.07 | | 58.06 | INTRSECTN | L | | CHAMP PL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 58.12 | | 58.11 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.14 | | 58.13 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| | | | INTRSECTN | R | | 35TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 58.24 | | 58.23 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 58.25 | | 58.24 | INTRSECTN | L | | 34TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 58.26 | | 58.25 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 58.54 | | 58.53 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.58 | | 58.57 | INTRSECTN | R | | OLIVE WAY | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 58.62 | | 58.61 | INTRSECTN | L | | NEBRASKA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 840536Y GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 58.64 | | 58.63 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.67 | | 58.66 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.72 | | 58.71 | INTRSECTN | B | | 32ND AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 58.76 | | 58.75 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 51A | C | 13 | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.80 | | 58.79 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 1 | 02 | 0695 | U1 | 35 | L | P |
| 58.83 | | 58.82 | INTRSECTN | R | | MICHIGAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | FRED MEYER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 58.84 | | 58.83 | EXIT TO | L | | FRED MEYER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 58.93 | | 58.92 | INTRSECTN | B | | 30TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 57.75 | | 57.74 | | .03 | 13 | | | | | | |
| 57.84 | | 57.83 | | | | .02 | 13 | | | | |
| 58.58 | | 58.57 | | | | .02 | 13 | | | | |
| 58.72 | | 58.71 | | .03 | 13 | | | | | | |
| 58.83 | | 58.82 | | .03 | 13 | | | | | | |
| 58.84 | | 58.83 | | | | | | .02 | 12 | | |
| 58.93 | | 58.92 | | .03 | 13 | .02 | 12 | .03 | 13 | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|-------------------------|------|---|----|-------------|-----|-----|--------------|-----|-----|---------|-----|---------------------------|-----|-----|-----|-----|-------|-----|--------|------|-----|-------|---|----|---|---|---|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | | | WD/S | BR | | | | | | | | | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 59.99 | 59.98 | | | | | | | 2 | 2 | | | | | | | | | | C 52A | C | | | | | | | | | | | |
| 60.00 | 59.99 | MP MARKER | B | 60 | | | | 2 | 2 | | | | | | | | | | C 66A | C | | | | | | | | | | | |
| 60.04 | 60.03 | INTRSECTN | R | 19TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 60.07 | 60.06 | BEG SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 53A | C | 13 | | | | | | | | | | |
| 60.16 | 60.15 | END SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 66A | C | \$\$\$ | | | | | | | | | | |
| 60.17 | 60.16 | INTRSECTN | R | 17TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 60.20 | 60.19 | BEG SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 53A | C | 13 | | | | | | | | | | |
| 60.22 | 60.21 | END SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 66A | C | \$\$\$ | | | | | | | | | | |
| 60.24 | 60.23 | INTRSECTN | R | 16TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 60.30 | 60.29 | WYE CONN | R | 15TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 60.31 | 60.30 | INTRSECTN | R | 15TH AVE | | | CT | SG | Y | 2 | 2 | | | | | | | | C 64A | C | | | | | | | | | | | |
| | | INTRSECTN | L | CASCADE WAY | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.37 | 60.36 | BEG SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 51A | C | 13 | | | | | | | | | | |
| 60.39 | 60.38 | END SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 64A | C | \$\$\$ | | | | | | | | | | |
| 60.45 | 60.44 | ENT/EXIT | L | BUSINESS | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | TRIANGLE MALL | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.51 | 60.50 | BEG SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 51A | C | 13 | | | | | | | | | | |
| | | INTRSECTN | R | 10TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 60.55 | 60.54 | END SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | | | | | C 50A | C | \$\$\$ | | | | | | | | | | |
| 60.56 | 60.55 | | | | | | | | 2 | 2 | | | | | | | | | C 64A | C | | | | | | | | | | | |
| 60.57 | 60.56 | INTRSECTN | R | 9TH AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | BUSINESS | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.64 | 60.63 | ENT/EXIT | L | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.66 | 60.65 | WYE CONN | R | 8TH AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.67 | 60.66 | INTRSECTN | R | 8TH AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 60.69 | 60.68 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 60.70 | 60.69 | MISC FEATR | R | SGN ENT KELSO | | | | | | | | | | | | | | | C 76A | C | | | | | | | | | | | |
| 60.71 | 60.70 | ENT/EXIT | L | SHOPPING CENTER | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 60.04 | 60.03 | | | .02 | 13 | | | | |
| 60.17 | 60.16 | | | .02 | 13 | | | | |
| 60.24 | 60.23 | | | .02 | 13 | | | | |
| 60.30 | 60.29 | | .06 | 12 | | | | | |
| 60.31 | 60.30 | .04 | 13 | .04 | 13 | | | | |
| 60.45 | 60.44 | .03 | 13 | .02 | 12 | | | | |
| 60.57 | 60.56 | .01 | 13 | .02 | 13 | | | | |
| 60.64 | 60.63 | .02 | 13 | | | | | | |
| 60.66 | 60.65 | .01 | 13 | | | | | | |

SR 004 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|-----|-------------|-----|-----|--------------|-----|------|---------|---------------------------|-----|--------|-----|-----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S |
| 61.61 | 61.60 | | | | | | | | | | | | | C 44A | C | | 44 | 1 | 02 | 0605 | U1 | 25 | L | R | * |
| 61.63 | 61.62 | INTRSECTN | B | ACADEMY ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 61.68 | 61.67 | END ST | I | 4TH AVE S | | | | 2 | 2 | | | | | C 48A | C | | 48 | 1 | 02 | 0605 | U1 | 25 | L | P | * |
| | | BEG ST | I | ALLEN ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 4TH AVE S | CT | | SG Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ALLEN ST | CT | | SG Y | | | | | | | | | | | | | | | | | | |
| 61.72 | 61.71 | INTRSECTN | R | 5TH AVE S | CT | | SG Y | 2 | 2 | | | | | C 48A | C | | 48 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| | | INTRSECTN | L | SR 4 COKELSO (COUPLET) | ST | | SG Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | COUPLET - COKELSO | | | | | | | | | | | | | | | | | | | | | |
| 61.77 | 61.76 | INTRSECTN | L | 6TH AVE N | CT | | Y | 2 | 2 | | | | | C 56A | C | | 56 | 1 | 02 | 0605 | U1 | 35 | L | R | * |
| 61.82 | 61.81 | MISC FEATR | B | PED XING | | | | | | | | | | | | | | | | | | | | | |
| 61.88 | 61.87 | | | | | | | 2 | 2 | | | | | C 56A | C | | 56 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 61.90 | 61.89 | INTRSECTN | R | 8TH AVE S | CT | | Y | 2 | 2 | | | | | C 63A | C | | 63 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 61.93 | 61.92 | INTRSECTN | L | ALLEN DR | CT | | Y | | | | | | | | | | | | | | | | | | |
| 61.94 | 61.93 | BEG SU LN | C | TWO WAY TURN | | 15A | | 2 | 2 | | | | | C 48A | C | 15 | 63 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 62.00 | 61.99 | MP MARKER | B | 62 | | | | | | | | | | | | | | | | | | | | | |
| 62.07 | 62.06 | END SU LN | C | TWO WAY TURN | | 15A | | 2 | 2 | | | | | C 70A | C | \$\$\$ | 70 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 62.10 | 62.09 | INTRSECTN | L | PVT RD | | | PV | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | THREE RIVERS DR | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 62.18 | 62.17 | INTRSECTN | L | ALLEN DR | CT | | Y | 2 | 2 | | | | | C 64A | C | | 64 | 1 | 02 | 0605 | U1 | 35 | L | P | * |
| 62.21 | 62.20 | WYE CONN | R | OFF RAMP | | | ST | | Y | | | | | | | | | | | | | | | | |
| 62.23 | 62.22 | OFF RAMP | R | SR 5 | | | ST | | SG | Y | | | | | | | | | | | | | | | |
| | | ON RAMP | L | SR 5 | | | ST | | SG | Y | | | | | | | | | | | | | | | |
| 62.26 | 62.25 | UXING | B | SR 5 SB | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/123W | | | | | | | | | | | | | | | | | | | | | |
| 62.28 | 62.27 | END ST | I | ALLEN ST | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 5 NB | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/123E | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 0804 | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|---------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT-- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 61.90 | 61.89 | | | .02 | 10 | | | | |
| 62.10 | 62.09 | .02 | 12 | .02 | 12 | .03 | 26 | | |
| 62.18 | 62.17 | .02 | 15 | | | | | | |
| 62.23 | 62.22 | | | .01 | 13 | | | | |

SR 004 COUplet STATE ROUTE - SRSH COUNTY COWLITZ DOT DISTRICT 4
 KELSO

| | | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|------|---|----|-------------|---|-----|--------------|-----|-----|-----|------|--------------------------|-----|-----|-----|------|-----|------|-----|-----|-----|-------|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | | -UXING- | | LFT | | RHT | | LFT | | RHT | | USE | | TOT | | MTCE | | CITY | | ST | | LEGAL | | T | | P | | S | | | | | | |
| SRMP | B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | LNS | RDY | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 61.72 | | 0.00 | BEG ROUTE | | KELSO | | | | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | CONTROL SECTION 0804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | 5TH AVE N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | SR 4 | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.77 | | 0.05 | INTRSECTN | B | ACADEMY ST | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.81 | | 0.09 | INTRSECTN | L | CHURCH ST | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.87 | | 0.15 | END ST | I | 5TH AVE N | | | | | 1 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | COWLITZ WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | COWLITZ WAY*5TH AVE N | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.92 | | 0.20 | END ST | I | COWLITZ WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | 4TH AVE N | | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | SR 4 | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | CONTROL SECTION 0804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 61.92 | | 0.20 | | .02 | 12 | | | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|---|---|------------|---------|----|--------------------------|-------------|----|---|--------------|---|---------------------------|-----|-----|------|----|-------|-----|-----|-----|-------|--------|----|-----|----|--------|------|----|----|----|----|---|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | T | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 2.25 | | 2.25 | | | | BRDG NUM 500/001 | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | | | 72 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | |
| 2.35 | | 2.35 | UXING | B | | 39TH ST | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | | 2.38 | MISC FEATR | L | | GORE (R500246) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.42 | | 2.42 | MISC FEATR | R | | GORE (Q100250) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | | 2.46 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | OFF RAMP | L | | 39TH ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.50 | | 2.50 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 24 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | ON RAMP | R | | 39TH ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.74 | | 2.74 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | OFF RAMP | R | | MAIN ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.81 | | 2.81 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | \$\$\$ | 72 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | ON RAMP | L | | MAIN ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.83 | | 2.83 | UXING | B | | PED XING | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/012BP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P100274) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | | 2.85 | MISC FEATR | L | | GORE (S100281) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | | 2.91 | UXING | B | | MAIN ST NB | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | | 3.07 | UXING | B | | MAIN ST SB | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.13 | | 3.13 | MISC FEATR | L | | GORE (R100326) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (Q100328) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.26 | | 3.26 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 12 | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | OFF RAMP | L | | MAIN ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.28 | | 3.28 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 24 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P | | | | | | |
| | | | ON RAMP | R | | MAIN ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.38 | | 3.38 | UXING | B | | CP RR | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 101848T STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | | 3.39 | LEAVE CITY | | | VANCOUVER | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 24 | 96 | 1 | 01 | \$\$\$ | U5 | | 60 | R | \$ | | | | | | |
| 3.44 | | 3.44 | MISC FEATR | L | | SGN ENT VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | | 3.64 | UXING | B | | NE 63RD ST | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.87 | | 3.87 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | 12 | 84 | 1 | 01 | | U5 | | 60 | R | | | | | | | |
| | | | ON RAMP | L | | NE 78TH ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.02 | | 4.02 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36A | | 24A | JE | | | | 36A | 10A | \$\$\$ | 72 | 1 | 01 | | U5 | | 60 | R | | | | | | | |
| | | | OFF RAMP | R | | NE 78TH ST | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.19 | | 4.19 | MISC FEATR | L | | GORE (S100387) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P100402) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.36 | | 4.36 | BEG BRIDGE | B | | NE 78TH ST | | | | 3 | 3 | \$\$W | 46P | | 24P | JE | | | | 46P | \$\$W | | 92 | 1 | 01 | | U5 | | 60 | R | | | | | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY COWLITZ DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|---|---|--------------|-----|--------|------|------|---------------------------|-----|-------|-----|------|---|----|------|----|---|----|---|---|---|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 32.61 | 32.61 | | | | | | | 3 | 3 | 10A | 36A | 6A | 60S | DE | 6A | 36A | 10A | | 72 | 1 | 01 | | R5 | | 70 | R | | | | | | | |
| 32.75 | 32.75 | ON RAMP | R | KALAMA RIVER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.99 | 32.99 | | | | | | | 3 | 3 | 10A | 36A | 6A | 60S | JE | 6A | 36A | 10A | | 72 | 1 | 01 | | R5 | | 70 | R | | | | | | | |
| 33.00 | 33.00 | MP MARKER | R | 33 | | | | 3 | 3 | 10A | 36A | 6A | 60S | JE | 6A | 36A | 10A | | 72 | 1 | 02 | | R5 | | 70 | R | | | | | | | |
| 33.08 | 33.08 | | | | | | | 3 | 3 | 10A | 36A | 6A | 32S | JE | 6A | 36A | 10A | | 72 | 1 | 02 | | R5 | | 70 | R | | | | | | | |
| 33.98 | 33.98 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.43 | 34.43 | MISC FEATR | I | SHRP SITE 537028 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.79 | 34.79 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.80 | 34.80 | | | | | | | 3 | 3 | 10A | 36A | 6A | 32S | JE | 6A | 36A | 10A | | 72 | 1 | 02 | | U5 | | 70 | R | | | | | | | |
| 34.98 | 34.98 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.25 | 35.25 | ENTER CITY | | KELSO | | | | 3 | 3 | 10A | 36A | 6A | 32S | JE | 6A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| 35.80 | 35.80 | BEG BRIDGE | I | OWL CREEK | ST | | | 3 | 3 | \$\$C | 52A | \$\$C | 320 | \$\$ | \$\$C | 52A | \$\$C | | 104 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| | | BEG BRIDGE | D | BRDG NUM 005/117E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | OWL CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | BRDG NUM 005/117W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.82 | 35.82 | END BRIDGE | I | OWL CREEK | | | | 3 | 3 | 10A | 36A | 6A | 32S | JE | 6A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| | | END BRIDGE | D | OWL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 36.00 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.11 | 36.11 | ON RAMP | L | SR 432 EB*TALLEY WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.24 | 36.24 | OFF RAMP | R | SR 432 WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.29 | 36.29 | MISC FEATR | R | SGN ENT KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.40 | 36.40 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.43 | 36.43 | | | | | | | 3 | 3 | 10A | 36A | \$\$\$ | 16A | JE | \$\$\$ | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| 36.66 | 36.66 | ON RAMP | L | SR 432 WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.67 | 36.67 | MISC FEATR | R | GORE (P103624) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.72 | 36.72 | MISC FEATR | L | GORE (S103611) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.92 | 36.92 | MISC FEATR | L | GORE (S503666) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.97 | 36.97 | UXING | B | SR 432 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | BRDG NUM 432/012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.99 | 36.99 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.19 | 37.19 | MISC FEATR | R | GORE (Q503744) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.36 | 37.36 | MISC FEATR | L | GORE (R103748) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.44 | 37.44 | ON RAMP | R | SR 432 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.45 | 37.45 | | | | | | | 3 | 3 | 10A | 36A | 5A | 48S | CA | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| 37.48 | 37.48 | OFF RAMP | L | SR 432 WB*TALLEY WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.90 | 37.90 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.06 | 38.06 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.32 | 38.32 | | | | | | | 3 | 3 | 10A | 36A | 5A | 48S | BE | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| 38.34 | 38.34 | BEG BRIDGE | D | COWEEMAN RIVER | ST | | | 3 | 3 | \$\$W | 52P | \$\$W | 48S | BE | \$\$\$ | 36A | 10A | | 88 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| | | BEG BRIDGE | I | BRDG NUM 005/118W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.36 | 38.36 | BEG BRIDGE | I | COWEEMAN RIVER | ST | | | 3 | 3 | W | 52P | W | 48O | \$\$ | W | 52P | \$\$W | | 104 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |
| | | BEG BRIDGE | D | BRDG NUM 005/118E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.43 | 38.43 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 | 3 | 10A | 36A | 6A | 48S | BE | W | 52P | W | | 88 | 1 | 02 | 0605 | U5 | | 70 | R | P | | | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|-------|---|------|--------------------------|----|----|-------------|-----|-------|--------------|-------|---------------------------|------|-------|-----|-------|-------|-----|-----|----|-------|------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | T P | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S |
| 38.45 | 38.45 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 3 | 10A | 36A | 6A | 48S | BE | 6A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.46 | 38.46 | | | | | | | 3 3 | 10A | 36A | 6A | 48S | CA | 6A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.98 | 38.98 | | | | | | | 3 3 | 10A | 36A | 6A | 48S | BE | 6A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 38.99 | 38.99 | BEG BRIDGE | I | COWEEMAN RIVER | ST | | | 3 3 | 10A | 36A | 6A | 48S | DE | \$\$W | 52P | \$\$W | | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/120E | | | | | | | | | | | | | | | | | | | | | | | |
| 39.00 | 39.00 | BEG BRIDGE | D | COWEEMAN RIVER | ST | | | 3 3 | \$\$W | 52P | \$\$W | 48O | \$\$ | W | 52P | W | | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/120W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.05 | 39.05 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 3 | W | 52P | W | 48S | BE | 5A | 36A | 10A | | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.06 | 39.06 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 3 | 10A | 36A | 5A | 48S | BE | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.07 | 39.07 | MP MARKER | R | 39 | | | | 3 3 | 10A | 36A | 5A | 48S | CA | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.13 | 39.13 | UXING | B | GRADE ST | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/121 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.33 | 39.33 | | | | | | | 3 3 | 10A | 36A | 5A | 48S | BE | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.34 | 39.34 | BEG BRIDGE | D | COWEEMAN RIVER | ST | | | 3 3 | \$\$W | 52P | \$\$W | 48S | BE | 5A | 36A | 10A | | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/122W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.35 | 39.35 | BEG BRIDGE | I | COWEEMAN RIVER | ST | | | 3 3 | W | 52P | W | 48O | \$\$ | \$\$W | 52P | \$\$W | | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/122E | | | | | | | | | | | | | | | | | | | | | | | |
| 39.44 | 39.44 | END BRIDGE | D | COWEEMAN RIVER | | | | 3 3 | 10A | 36A | 5A | 48S | BE | W | 52P | W | | 88 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | ON RAMP | L | SR 4 | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 39.45 | 39.45 | END BRIDGE | I | COWEEMAN RIVER | | | | 3 3 | 10A | 36A | 5A | 48S | CA | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.59 | 39.59 | OFF RAMP | R | ALLEN ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 39.70 | 39.70 | MISC FEATR | R | GORE (P103959) | | | | | | | | | | | | | | | | | | | | | | | |
| 39.73 | 39.73 | MISC FEATR | L | GORE (S103944) | | | | | | | | | | | | | | | | | | | | | | | |
| 39.75 | 39.75 | | | | | | | 3 3 | 10A | 36A | 5A | 48S | GR | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 39.88 | 39.88 | BEG BRIDGE | I | SR 4 | ST | | | 3 3 | \$\$W | 52P | \$\$W | 48O | \$\$ | \$\$W | 52P | \$\$W | | 104 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | | | BRDG NUM 005/123E | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SR 4 | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/123W | | | | | | | | | | | | | | | | | | | | | | | |
| 39.90 | 39.90 | END BRIDGE | I | SR 4 | | | | 3 3 | 10A | 36A | 5A | 48S | BE | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| | | END BRIDGE | D | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.93 | 39.93 | | | | | | | 3 3 | 10A | 36A | 5A | 48S | DE | 5A | 36A | 10A | | 72 | 1 | 02 | 0605 | U5 | | | 70 | R | P |
| 40.06 | 40.06 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.09 | 40.09 | MISC FEATR | L | GORE (R104019) | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q104019) | | | | | | | | | | | | | | | | | | | | | | | |
| 40.19 | 40.19 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 3 3 | 10A | 36A | 5A | 48S | DE | 5A | 36A | 10A | | 24 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| | | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | ALLEN ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SR 4 | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 40.23 | 40.23 | | | | | | | 4 4 | 10A | 48A | 5A | 48S | DE | 5A | 48A | 10A | | 24 | 120 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| 40.34 | 40.34 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 4 4 | 10A | 48A | 5A | 48S | DE | 5A | 48A | 10A | | 12 | 108 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| | | ON RAMP | L | N KELSO AVE (OLD SR 431) | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 40.37B | 40.37 | BEG EQ | | BEGIN BACK | | | | 4 4 | 10A | 48A | 5A | 55S | DE | 5A | 48A | 10A | | 12 | 108 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| 40.39B | 40.39 | | | | | | | 3 4 | 10A | 36A | 5A | 56S | DE | 5A | 48A | 10A | | 12 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |
| 40.37 | 40.44 | EQUATION | | 040.44B=040.37 | | | | 3 4 | 10A | 36A | 5A | 62S | DE | 5A | 48A | 10A | | 12 | 96 | 1 | 02 | 0605 | U5 | | 70 | R | P |

SR 006 MAINLINE

STATE ROUTE - SRSR

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|------------------------|----|----|-----------------|----|----|-------------|-----|-----|---------|---------------------------|-----|-----|-------|-----|-----|------|------|-----|----------|----|----|----|---|----|----|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 36A | 10A | | | 36 | 3 | 01 | 1055 | R2 | | 35 | L | R | * | | | | |
| | | | | SR 101/RAYMOND TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2507 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | HENKLE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 101 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | | | | | | | | | | | | | C | 40A | 10A | | | 40 | 3 | 01 | 1055 | R2 | | 35 | L | R | * | | | | |
| 0.19 | 0.19 | | | | | | | | | | | | | | 3A | 24A | 8A | | | 24 | 3 | 01 | 1055 | R2 | | 35 | L | R | * | | | | |
| 0.26 | 0.26 | | | | | | | | | | | | | | 3A | 24A | 8A | | | 24 | 3 | 01 | 1055 | R2 | | 35 | L | P | * | | | | |
| 0.30 | 0.30 | | | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 01 | 1055 | R2 | | 35 | L | P | * | | | | |
| 0.50 | 0.50 | INTRSECTN | R | CHERRY ST | | | | CT | Y | 1 | 1 | | | | 4B | 31B | \$\$C | | | 31 | 3 | 01 | 1055 | R2 | | 35 | L | P | * | | | | |
| 0.63 | 0.63 | INTRSECTN | R | BLOOMHARDT RD | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.69 | 0.69 | | | | | | | | | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | 1055 | R2 | | 35 | L | P | * | | | | |
| 0.81 | 0.81 | INTRSECTN | R | BIRD AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | INTRSECTN | R | GERBER ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | INTRSECTN | R | ELWOOD ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | INTRSECTN | R | OLIVE ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | | | | | | | | | | | | | | 6B | 24B | 4B | | | 24 | 3 | 01 | 1055 | R2 | | 35 | L | P | * | | | | |
| 1.25 | 1.25 | INTRSECTN | R | MUELLER ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | | | | | | | | | | | | | | 6B | 24B | 4B | | | 24 | 3 | 01 | 1055 | R2 | | 40 | L | P | * | | | | |
| 1.34 | 1.34 | INTRSECTN | L | GARDEN ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | LEAVE CITY | | RAYMOND | | | | | | | | | | | 6B | 24B | 4B | | | 24 | 3 | 01 | \$\$\$\$ | R2 | | 40 | L | \$ | \$ | | | | |
| | | END ST | I | HENKLE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | HARVARD ST | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.42 | 1.42 | MISC FEATR | L | SGN ENT RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.45 | 1.45 | INTRSECTN | R | CROSSING ST | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | WILLAPA RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | 2.04 | INTRSECTN | L | ROMANE RD | | | | CO | Y | 1 | 1 | | | | 8B | 24B | 8B | | | 24 | 3 | 01 | | R2 | | 40 | L | | | | | | |
| 2.08 | 2.08 | WYE CONN | | OLDANI RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.09 | 2.09 | INTRSECTN | B | OLDANI RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | 2.13 | INTRSECTN | R | STEPHENS RD | | | | CO | Y | 1 | 1 | | | | 6B | 24B | 6B | | | 24 | 3 | 01 | | R2 | | 40 | L | | | | | | |
| 2.20 | 2.20 | INTRSECTN | R | SIENKO RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.24 | 2.24 | INTRSECTN | R | NELSON RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | LARSON RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.30 | 2.30 | INTRSECTN | L | LAMME RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .04 | 14 | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|---|------|-----------------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-------|-----|-------|-----|-----|---|----|------|----|-------|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T | |
| 2.51 | 2.51 | BEG BRIDGE | B | RAYMOND EAST BRDG NUM 006/004 | ST | | 1 | 1 | | | | | | \$\$C | 36B | \$\$C | | 36 | 3 | 01 | | R2 | 55 | L | | | | |
| 2.55 | 2.55 | END BRIDGE | B | RAYMOND EAST | | | 1 | 1 | | | | | | 8B | 24B | 8B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.11 | 3.11 | INTRSECTN | R | LIGNOSKI RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 3.17 | 3.17 | WEIGH STA | L | NUMBER 82 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.25 | 3.25 | INTRSECTN | L | HECKARD RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 3.26 | 3.26 | INTRSECTN | R | MALLIS LANDING RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 3.62 | 3.62 | INTRSECTN | R | HUNT CLUBB RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 3.63 | 3.63 | BEG BRIDGE | B | BRIDGE BRDG NUM 006/005.25 | ST | | 1 | 1 | | | | | | \$\$C | 28B | \$\$C | | 28 | 3 | 01 | | R2 | 55 | L | | | | |
| 3.64 | 3.64 | END BRIDGE | B | BRIDGE | | | 1 | 1 | | | | | | 8B | 24B | 8B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 3.92 | 3.92 | | | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.28 | 4.28 | | | | | | 1 | 1 | | | | | | 3B | 24B | 6B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 4.43 | 4.43 | INTRSECTN | L | CAMP ONE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.68 | 4.68 | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.35 | 5.35 | INTRSECTN | R | SO FORK RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 5.75 | 5.75 | MISC FEATR | R | SGN ENT MENLO | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.85 | 5.85 | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | | 24 | 3 | 01 | | R2 | 35 | L | | | | |
| 5.88 | 5.88 | INTRSECTN | R | VIKING WAY | CO | | N | 1 | 1 | | | | | 6B | 24B | 8B | | 24 | 3 | 01 | | R2 | 35 | L | | | | |
| 5.97 | 5.97 | INTRSECTN | R | PRESTON ST W | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PRESTON ST E | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.10 | 6.10 | INTRSECTN | L | BULLARD AVE | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.20 | 6.20 | INTRSECTN | L | BULLARD AVE | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | RUE CREEK RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.25 | 6.25 | | | | | | 1 | 1 | | | | | | 4B | 24B | 6B | | 24 | 3 | 01 | | R2 | 35 | L | | | | |
| 6.40 | 6.40 | | | | | | 1 | 1 | | | | | | 4B | 24B | 6B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 6.42 | 6.42 | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 6.50 | 6.50 | MISC FEATR | L | SGN ENT MENLO | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.96 | 6.96 | BEG BRIDGE | B | WILLAPA RIVER BRDG NUM 006/008 | ST | | 1 | 1 | | | | | | \$\$C | 24P | \$\$C | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| 7.01 | 7.01 | END BRIDGE | B | WILLAPA RIVER | | | 1 | 1 | | | | | | 5B | 24B | 5B | | 24 | 3 | 01 | | R2 | 55 | L | | | | |
| | | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.21 | INTRSECTN | L | LILLY WHEATON RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 7.99 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | 8.04 | INTRSECTN | R | STAUFFER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 8.73 | 8.73 | INTRSECTN | B | GREEN CREEK RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 9.05 | 9.05 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 9.18 | INTRSECTN | R | STAUFFER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 9.43 | 9.43 | BEG BRIDGE | B | WILLAPA RIVER | ST | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 3 | 01 | | R2 | 55 | L | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|------------------|---------|-----|-------------|-----|-----|------------|-----|------|-----|-------|------|--------------------------|-----|-------|---|----|----------|----|---|----|---|----|---|--|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | LNS | RDY | | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | : | : | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 28.50 | | 28.50 | INTRSECTN | R | | SEVENTH AVE E | CT | Y | 1 | 1 | | | | | | 40A | | | | 40 | 3 | 01 | 0975 | R2 | | 25 | L | B | | | |
| | | | INTRSECTN | L | | SEVENTH AVE W | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.56 | | 28.56 | INTRSECTN | L | | PE ELL AVE W | CT | Y | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 3 | 01 | 0975 | R2 | | 25 | L | P | | | |
| | | | INTRSECTN | R | | PE ELL AVE E | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.78 | | 28.78 | INTRSECTN | L | | FIRST ST N | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | FIRST ST S | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.82 | | 28.82 | | | | | | | | | | | | | | 3A | 22A | 3A | | 22 | 3 | 01 | 0975 | R2 | | 55 | L | P | | | |
| 28.94 | | 28.94 | LEAVE CITY | | | PE ELL | | | | | | | | | | 4B | 22B | 4B | | 22 | 3 | 01 | \$\$\$\$ | R2 | | 55 | L | \$ | | | |
| | | | INTRSECTN | R | | CEDAR ST | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.99 | | 28.99 | MISC FEATR | L | | SGN ENT PE ELL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | | 29.00 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.50 | | 29.50 | UXING | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 006/107 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.74 | | 29.74 | INTRSECTN | R | | MAUERMAN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.79 | | 29.79 | INTRSECTN | L | | N MAUERMAN RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.80 | | 29.80 | INTRSECTN | R | | BEAM RD | CO | N | 1 | 1 | | | | | | 4B | 24B | 4B | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| 30.00 | | 30.00 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.34 | | 30.34 | INTRSECTN | R | | KATULA RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 30.37 | | 30.37 | BEG BRIDGE | B | | JONES CREEK | ST | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| | | | | | | BRDG NUM 006/108 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.38 | | 30.38 | END BRIDGE | B | | JONES CREEK | | | 1 | 1 | | | | | | 4B | 24B | 4B | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| 31.00 | | 31.00 | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 32.00 | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.92 | | 32.92 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| 33.00 | | 33.00 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.10 | | 33.10 | INTRSECTN | L | | STEVENS RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | | 34.00 | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.20 | | 34.20 | INTRSECTN | L | | CHANDLER RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 34.21 | | 34.21 | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| 35.00 | | 35.00 | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.37 | | 35.37 | | | | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 2 | 01 | | R2 | | 55 | L | | | | |
| 36.00 | | 36.00 | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.69 | | 36.69 | BEG BRIDGE | B | | HOPE CREEK | ST | | 1 | 1 | | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 01 | | R2 | | 55 | R | | | | |
| | | | | | | BRDG NUM 006/112 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.70 | | 36.70 | END BRIDGE | B | | HOPE CREEK | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 2 | 01 | | R2 | | 55 | R | | | | |
| 36.82 | | 36.82 | INTRSECTN | R | | HOPE CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 36.99 | | 36.99 | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.16 | | 37.16 | INTRSECTN | L | | HATCHERY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 37.27 | | 37.27 | | | | | | | 1 | 1 | | | | | | 5B | 24B | 5B | | 24 | 2 | 01 | | R2 | | 55 | R | | | | |
| 37.30 | | 37.30 | | | | | | | 1 | 1 | | | | | | 5A | 24B | 5A | | 24 | 2 | 01 | | R2 | | 55 | R | | | | |
| 37.44 | | 37.44 | INTRSECTN | L | | RIVER RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | 38.00 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.12 | | 38.12 | | | | | | | 1 | 1 | | | | | | 2A | 24B | 2A | | 24 | 2 | 01 | | R2 | | 55 | R | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-------|-----|-------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 38.31 | 38.31 | | | | | | | 1 | 1 | | | | | 2A | 24B | 2A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 38.48 | 38.48 | | | | | | | 1 | 1 | | | | | 6A | 24B | 2A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 39.00 | 39.00 | MP MARKER | R | 39 | | | | 1 | 1 | | | | | 6A | 24B | 4A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 39.53 | 39.53 | INTRSECTN | L | RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 39.57 | 39.57 | ENT/EXIT | R | REFUSE DROP BOX | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 39.84 | 39.84 | BEG BRIDGE | B | CREEK | ST | | | 1 | 1 | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| | | | | BRDG NUM 006/113 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.85 | 39.85 | END BRIDGE | B | CREEK | | | | 1 | 1 | | | | | 5A | 24B | 5A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 39.99 | 39.99 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.79 | 40.79 | INTRSECTN | L | WHITE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 40.99 | 40.99 | MP MARKER | R | 41 | | | | | | | | | | | | | | | | | | | | | | | |
| 41.84 | 41.84 | INTRSECTN | R | PARKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 41.99 | 41.99 | MP MARKER | R | 42 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.38 | 42.38 | INTRSECTN | L | CERES HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 42.39 | 42.39 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 42.42 | 42.42 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R2 | 55 | L | | | |
| 42.45 | 42.45 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 8A | 24A | 8A | 24 | 48 | 2 | 01 | | R2 | 55 | L | | | |
| 42.46 | 42.46 | RR XING | B | NUM 848565L GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 42.48 | 42.48 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R2 | 55 | L | | | |
| 42.50 | 42.50 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 42.53 | 42.53 | INTRSECTN | R | BOISTFORT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 42.61 | 42.61 | BEG BRIDGE | B | S FORK CHEHALIS RIVER | ST | | | 1 | 1 | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 01 | | R2 | 55 | L | | | |
| | | | | BRDG NUM 006/115 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.73 | 42.73 | | | | | | | 1 | 1 | | | | | W | 40P | W | | 40 | 2 | 01 | | R2 | 55 | R | | | |
| 42.75 | 42.75 | END BRIDGE | B | S FORK CHEHALIS RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 42.88 | 42.88 | | | | | | | 1 | 1 | | | | | 6B | 24A | 3B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 42.99 | 42.99 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.99 | 43.99 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | | | | |
| 44.60 | 44.60 | | | | | | | 1 | 1 | | | | | 8B | 24A | 8B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 44.91 | 44.91 | INTRSECTN | B | SPOONER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 44.93 | 44.93 | | | | | | | 1 | 1 | | | | | 3B | 24A | 3B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 45.00 | 45.00 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | | |
| 45.64 | 45.64 | INTRSECTN | L | CLINTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 45.77 | 45.77 | INTRSECTN | R | CURTIS HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 45.95 | 45.95 | INTRSECTN | R | PENNING RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 46.03 | 46.03 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | | | |
| 46.13 | 46.13 | RR XING | B | NUM 848701J GRADE | | | | | | | | | | | | | | | | | | | | | | | |

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 42.53 | 42.53 | | | .03 | 11 | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|------------------------------------|----|---------|---|-----|-------------|-----|-----|-------------|----|-------|---------------------------|-------|-----|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 46.18 | 46.18 | | | | | | | 1 | 1 | | | | | 3B | 24A | 3B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 46.23 | 46.23 | MISC FEATR | R | SGN ENT ADNA | | | | | | | | | | 8B | 24A | 8B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 46.33 | 46.33 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 46.45 | 46.45 | INTRSECTN | R | TWIN OAKS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 46.47 | 46.47 | | | | | | | 1 | 1 | | | | | 10B | 24A | 10B | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 46.59 | 46.59 | BEG BRIDGE | B | CHEHALIS RIVER BRDG NUM 006/118 | ST | | | 1 | 1 | | | | | \$\$C | 44B | \$\$C | | 44 | 2 | 01 | | R2 | 55 | R | | | |
| 46.67 | 46.67 | END BRIDGE | B | CHEHALIS RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 46.90 | 46.90 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 46.95 | 46.95 | MISC FEATR | L | SGN ENT ADNA | | | | | | | | | | | | | | | | | | | | | | | |
| 46.96 | 46.96 | INTRSECTN | L | BUNKER CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 47.00 | 47.00 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | | | | |
| 47.27 | 47.27 | INTRSECTN | R | GOFF RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 47.36 | 47.36 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 47.50 | 47.50 | | | | | | | 1 | 1 | | | | | 7A | 24A | 5A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 47.72 | 47.72 | | | | | | | 1 | 1 | | | | | 6A | 24A | 5A | | 24 | 2 | 01 | | R2 | 55 | R | | | |
| 47.73 | 47.73 | INTRSECTN | R | GOFF RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 47.81 | 47.81 | BEG BRIDGE | B | MILL CREEK BRDG NUM 006/119 | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 47.82 | 47.82 | END BRIDGE | B | MILL CREEK | | | | 1 | 1 | | | | | 7A | 24A | 5A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 47.94 | 47.94 | | | | | | | 1 | 1 | | | | | 8A | 24A | 5A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 48.00 | 48.00 | MP MARKER | R | 48 | | | | | | | | | | | | | | | | | | | | | | | |
| 48.01 | 48.01 | INTRSECTN | L | STEARNS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 48.41 | 48.41 | | | | | | | 1 | 1 | | | | | 5A | 24A | 4A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 48.44 | 48.44 | | | | | | | 1 | 1 | | | | | 9A | 24A | 7A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 48.60 | 48.60 | INTRSECTN | R | CABE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 48.90 | 48.90 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 48.99 | 48.99 | MP MARKER | R | 49 | | | | | | | | | | | | | | | | | | | | | | | |
| 49.08 | 49.08 | INTRSECTN | R | HIGHWAY 603 (OLD SR 603) | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 49.21 | 49.21 | INTRSECTN | L | CHILVERS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 49.40 | 49.40 | INTRSECTN | L | SCHEUBER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 49.54 | 49.54 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 49.99 | 49.99 | MP MARKER | R | 50 | | | | | | | | | | | | | | | | | | | | | | | |
| 50.55 | 50.55 | INTRSECTN | R | DONAHOE RD S | CO | | N | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 46.96 | 46.96 | .04 | 12 | | | | | .17 | 12 |
| 49.08 | 49.08 | | | .05 | 12 | | | | |
| 49.21 | 49.21 | .04 | 12 | | | | | .08 | 12 |
| 49.40 | 49.40 | .03 | 12 | | | | | | |

SR 006 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------------|-----------------|----|---|-------------|---|-----|---------|-----|---------------------------|-----|-------|-----|-------|-----|-----|-----|-----|------|------|------|-------|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 50.56 | 50.56 | | INTRSECTN | L | | DONAHOE RD | CO | | N | 1 | 1 | | | | | | 10A | 24A | 10A | | | | 24 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 50.81 | 50.81 | | MISC FEATR | R | | SGN ENT CHEHALIS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.94 | 50.94 | | BEG BRIDGE | B | | CHEHALIS RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | | | 24 | 2 | 01 | | R2 | | 35 | L | | | | | |
| | | | | | | BRDG NUM 006/123 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | 50.99 | | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | 51.00 | | ENTER CITY | | | CHEHALIS | | | | | 1 | 1 | | | | | C | 24A | C | | | | 24 | 2 | 01 | 0190 | U2 | | 35 | L | P | | | | |
| 51.14 | 51.14 | | END BRIDGE | B | | CHEHALIS RIVER | | | | | 1 | 1 | | | | | C | 61A | C | | | | 61 | 2 | 01 | 0190 | U2 | | 35 | L | P | | | | |
| 51.22 | 51.22 | | WYE CONN | L | | NW LOUISIANA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.23 | 51.23 | | INTRSECTN | L | | NW LOUISIANA AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RIVERSIDE DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.24 | 51.24 | | | | | | | | | | 1 | 1 | | | | | C | 61A | C | | | | 61 | 2 | 01 | 0190 | U1 | | 35 | L | P | | | | |
| 51.28 | 51.28 | | ON RAMP | L | | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.33 | 51.33 | | BEG BRIDGE | B | | SR 5 | ST | | | 1 | 1 | | | | | | W | 61P | C | | | | 61 | 2 | 01 | 0190 | U1 | | 35 | L | P | | | | |
| | | | | | | BRDG NUM 006/124 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.37 | 51.37 | | END BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 51.23 | 51.23 | .02 | 16 | | | | | | |
| 51.28 | 51.28 | | | .02 | 16 | | | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|--------------------------|---------|-------|-----|-------|-----|-----|------|------|----------|-------|----|----|---|------|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R2 | | 25 | R | |
| | | BEG CTLSEC | | SR 12/MORTON TO SR 5/TAC | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 2114 | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | ENTER CITY | | MORTON | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0800 | R2 | | 25 | R | P |
| 0.11 | 0.11 | BEG ST | I | SECOND ST | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0800 | R2 | | 25 | R | B * |
| | | INTRSECTN | B | WESTLAKE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | INTRSECTN | B | ADAMS ST | CT | | Y | 1 | 1 | | | | | \$\$C | 33A | \$\$C | | 33 | 2 | 02 | 0800 | R2 | | 25 | R | L * |
| 0.36 | 0.36 | INTRSECTN | B | DIVISION ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | INTRSECTN | L | SR 508 | ST | | AF | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | MAIN AVE | CT | | AF | Y | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | INTRSECTN | L | LESTER DR | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | | | | | | 1 | 1 | | | | | C | 33A | C | | 33 | 2 | 02 | 0800 | R2 | | 25 | R | P * |
| 0.55 | 0.55 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | 0800 | R2 | | 25 | R | P * |
| 0.58 | 0.58 | RR XING | B | NUM 397209T GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 0.59 | INTRSECTN | R | FAIRHART WAY | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | RR XING | B | NUM 397209T GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.63 | LEAVE CITY | | MORTON | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | \$\$\$\$ | R2 | | 45 | R | \$ * |
| 0.87 | 0.87 | END ST | I | SECOND ST | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R2 | | 45 | R | \$ |
| | | MISC FEATR | L | SGN ENT MORTON | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | INTRSECTN | R | LESTER RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | 1.21 | INTRSECTN | R | KLASEY RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | | | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 2 | 02 | | R2 | | 45 | R | |
| 1.30 | 1.30 | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R2 | | 45 | R | |
| 1.32 | 1.32 | | | | | | | 1 | 1 | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R2 | | 55 | R | |
| 2.02 | 2.02 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | 2.47 | RR XING | B | NUM 397205R STRUCTURE | | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 02 | | R2 | | 55 | R | |
| | | BEG BRIDGE | B | CW RR | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 007/009 | | | | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | END BRIDGE | B | CW RR | | | | 1 | 1 | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | | R2 | | 55 | R | |
| 2.64 | 2.64 | BEG BRIDGE | B | COAL CREEK | ST | | | 1 | 1 | | | | | \$\$C | 24B | \$\$C | | 24 | 2 | 02 | | R2 | | 55 | R | |
| | | | | BRDG NUM 007/009.25 | | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.65 | END BRIDGE | B | COAL CREEK | | | | 1 | 1 | | | | | 4A | 24B | 4A | | 24 | 2 | 02 | | R2 | | 55 | R | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | | | | | | | 1 | 1 | | | | | 4A | 24B | 2A | | 24 | 2 | 02 | | R2 | | 55 | R | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| ----- | ----- | --- | --- | --- | --- | --- | --- | --- | --- |
| 0.00 | 0.00 | | | .06 | 12 | | | | |
| 0.11 | 0.11 | .03 | 12 | .02 | 11 | .02 | 10 | | |

SR 007 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|---|------|--|----|---------|---|-----|-------------|-----|-----|-------------|----|-----|---------------------------|-----|-----|-----|----|----|------|----|-------|----|---|---|----|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T | | |
| 3.20 | 3.20 | | | | | | | | | | | | | 4A | 24B | 2A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 3.26 | 3.26 | BEG BRIDGE | B | E FK TILTON RIVER BRDG NUM 007/010 | ST | | | | | | | | | \$C | 24B | \$C | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 3.30 | 3.30 | END BRIDGE | B | E FK TILTON RIVER | | | | | | | | | | 3A | 24B | 3A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 3.32 | 3.32 | INTRSECTN | R | MURRAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.91 | 3.91 | BEG BRIDGE | B | NINETEEN CREEK BRDG NUM 007/011 | ST | | | | | | | | | \$W | 40B | \$W | | | 40 | 2 | 02 | | R2 | | | | 55 | R | |
| 3.92 | 3.92 | END BRIDGE | B | NINETEEN CREEK | | | | | | | | | | 3A | 24B | 3A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.52 | 4.52 | BEG BRIDGE | B | TILTON RIVER BRDG NUM 007/012 | ST | | | | | | | | | \$C | 24B | \$C | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 4.53 | 4.53 | END BRIDGE | B | TILTON RIVER | | | | | | | | | | 3A | 24B | 3A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.52 | 6.52 | | | | | | | | | | | | | 4A | 24B | 10A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 6.68 | 6.68 | | | | | | | | | | | | | 3A | 24B | 3A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 7.00 | 7.00 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 9.35 | BEG BRIDGE | B | SUMMIT CREEK BRDG NUM 007/016 | ST | | | | | | | | | \$C | 24B | \$C | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 9.36 | 9.36 | END BRIDGE | B | SUMMIT CREEK | | | | | | | | | | 2A | 24B | 2A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 10.00 | 10.00 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.66 | 11.66 | INTRSECTN | R | MINERAL RD S | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.70 | 11.70 | WYE CONN | R | MINERAL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.96 | 11.96 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.73 | 12.73 | INTRSECTN | L | FS RD #74 | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 12.99 | 12.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 13.00 | MP MARKER | R | 13 | | | | | | | | | | 8A | 24B | 8A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 13.17 | 13.17 | INTRSECTN | R | MINERAL RD N | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.45 | 14.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.60 | 14.60 | INTRSECTN | L | PLEASANT VALLEY RD | CO | | N | | | | | | | 2A | 24B | 3A | | | 24 | 2 | 02 | | R2 | | | | 55 | R | |
| 14.87 | 14.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 15.00 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.80 | 15.80 | INTRSECTN | R | HOLT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | LUTKENS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 15.98 | 15.98 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.30 | 16.30 | INTRSECTN | R | MINERAL HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 16.41 | 16.41 | INTRSECTN | L | ELBE DUMP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 16.51 | 16.51 | BEG BRIDGE | B | NISQUALLY RIVER OFLW BRDG NUM 007/024 | ST | | | | | | | | | \$C | 26B | \$C | | | 26 | 2 | 02 | | R2 | | | | 55 | R | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|--------------|---|----|--------------------------|----|----|-------------|-----|-----|------------|---------|-----|--------------------------|-----|-----|-----|------|------|-----|-------|----|-----|----|---|----|---|---|---|----|--|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 49.44 | | 49.17 | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | 30 | | | | | | |
| | | | | | | SR 101/ABERDEEN TO IDAHO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.54 | | 66.27 | BEG CTLSEC | | | CONTROL SECTION 2106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/221 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | END COINCI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.58 | | 66.31 | END BRIDGE B | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.63 | | 66.36 | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.68 | | 66.41 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.76 | | 66.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.83 | | 66.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.84 | | 66.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.93 | | 66.66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.00 | | 66.73 | MP MARKER | R | | 67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.08 | | 66.81 | INTRSECTN | R | | MEIER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.12 | | 66.85 | INTRSECTN | L | | AVERY RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.14 | | 66.87 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68.00 | | 67.73 | MP MARKER | R | | 68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | | 68.73 | MP MARKER | R | | 69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.10 | | 68.83 | BEG BRIDGE B | | | MARYS CORNER DRAINAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/223.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.11 | | 68.84 | END BRIDGE B | | | MARYS CORNER DRAINAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT MARY'S CORNER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.16 | | 68.89 | INTRSECTN | B | | JACKSON HWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.23 | | 68.96 | MISC FEATR | L | | SGN ENT MARY'S CORNER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.89 | | 69.62 | INTRSECTN | R | | S PRAIRIE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | N PRAIRIE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | | 69.73 | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.39 | | 70.12 | INTRSECTN | L | | LARMON RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.00 | | 70.73 | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.54 | | 71.27 | BEG BRIDGE B | | | BAKER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/224.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.55 | | 71.28 | END BRIDGE B | | | BAKER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.00 | | 71.73 | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.16 | | 71.89 | INTRSECTN | R | | OYLER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 67.08 | | 66.81 | | | .08 | 12 | | | | |
| 69.16 | | 68.89 | .04 | 12 | .02 | 12 | .04 | 12 | .03 | 12 |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------|-------------|----|---|-------------|---|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|------|------|----|-------|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.31 | | 72.04 | | | | | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | R1 | | 55 | L | | |
| 72.42 | | 72.15 | INTRSECTN | L | | KISER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 73.05 | | 72.78 | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT ETHEL | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.16 | | 72.89 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 73.20 | | 72.93 | INTRSECTN | R | | TUCKER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 73.23 | | 72.96 | BEG BRIDGE | B | | LACAMAS CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 53A | \$\$W | | 53 | 2 | 01 | | R1 | | 55 | L | | |
| | | | BRDG NUM | | | 012/226 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.24 | | 72.97 | END BRIDGE | B | | LACAMAS CREEK | | | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | R1 | | 55 | L | | |
| 73.45 | | 73.18 | MISC FEATR | L | | SGN ENT ETHEL | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.00 | | 73.73 | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.16 | | 73.89 | WYE CONN | R | | BRIM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 74.17 | | 73.90 | INTRSECTN | R | | BRIM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LEONARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 74.18 | | 73.91 | WYE CONN | L | | LEONARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 75.00 | | 74.73 | MP MARKER | R | | 75 | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.16 | | 74.89 | INTRSECTN | R | | PINKERTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 76.00 | | 75.73 | MP MARKER | R | | 76 | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.96 | | 76.69 | INTRSECTN | R | | HARMS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 77.00 | | 76.73 | MP MARKER | R | | 77 | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.14 | | 76.87 | INTRSECTN | L | | KENNEDY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 77.59 | | 77.32 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 10A | | 24 | 2 | 01 | | R1 | | 55 | L | | |
| 77.70 | | 77.43 | BEG SU LN | L | | CLIMBING | 12A | | 1 | 1 | | | | | | | 8A | 24A | 10A | 12 | 36 | 2 | 01 | | R1 | | 55 | L | | |
| 77.78 | | 77.51 | TRAF RCDR | B | | R075 3 | | | 1 | 1 | | | | | | | 8A | 24A | 10A | 12 | 36 | 2 | 02 | | R1 | | 55 | R | | |
| | | | ENT/EXIT | L | | HWY MAINT SHOP | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 78.00 | | 77.73 | MP MARKER | R | | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.08 | | 77.81 | END SU LN | L | | CLIMBING | 12A | | 1 | 1 | | | | | | | 10A | 24A | 10A | \$\$\$ | 24 | 2 | 02 | | R1 | | 55 | R | | |
| 78.27 | | 78.00 | INTRSECTN | L | | SALKUM HEIGHTS RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 78.42 | | 78.15 | INTRSECTN | R | | FULLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SALKUM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 78.43 | | 78.16 | MISC FEATR | R | | SGN ENT SALKUM | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 73.16 | | 72.89 | | .03 | 12 | | | | | | |
| 73.20 | | 72.93 | | | | .03 | 12 | | | | |
| 74.16 | | 73.89 | | | .02 | 12 | | | | | |
| 74.17 | | 73.90 | | .05 | 12 | .05 | 12 | | | | |
| 74.18 | | 73.91 | | | | | | | .02 | 12 | |
| 78.27 | | 78.00 | | .03 | 12 | | | | | | |
| 78.42 | | 78.15 | | .03 | 12 | .03 | 12 | | | | |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|--------|-------|---|------|---------------------|----|---------|------|-----|-----------------|-----|-----|-----------------|----|-------|---------------------------|-------|-----|-----|---|----|----------|----|-------|---|----|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 84.25 | 83.98 | END BRIDGE | B | KLICKITAT CREEK | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | 55 | L | | | |
| 84.62 | 84.35 | INTRSECTN | B | WILSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 85.01 | 84.74 | MP MARKER | R | 85 | | | | | | | | | | | | | | | | | | | | | | | |
| 85.25 | 84.98 | | | | | | | 1 | 1 | | | | | 8A | 36A | 8A | | 36 | 2 | 02 | | R1 | 55 | L | | | |
| 85.36B | 85.09 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | |
| 85.36 | 85.10 | EQUATION | | 085.37B=085.36 | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | BIRLEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 85.46 | 85.20 | | | | | | | 1 | 2 | | | | | 8A | 36A | 8A | | 36 | 2 | 02 | | R1 | 55 | L | | | |
| 85.66 | 85.40 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 2 | 02 | | R1 | 55 | L | | | |
| 85.75 | 85.49 | MISC FEATR | B | BOX CULVERT | | | | | | | | | | | | | | | | | | | | | | | |
| 85.86 | 85.60 | ENTER CITY | | MOSSYROCK | | | | 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 2 | 02 | 0810 | R1 | 55 | L | B | | |
| 85.87 | 85.61 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 2 | 02 | 0810 | R1 | 55 | R | B | | |
| 85.89 | 85.63 | | | | | | | 2 | 2 | | | | | 8A | 48A | 19A | | 48 | 2 | 02 | 0810 | R1 | 55 | R | B | | |
| 86.00 | 85.74 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 2 | 02 | 0810 | R1 | 55 | R | B | | |
| 86.01 | 85.75 | MP MARKER | R | 86 | | | | | | | | | | | | | | | | | | | | | | | |
| 86.20 | 85.94 | | | | | | | 2 | 1 | | | | | 8A | 48A | 8A | | 48 | 2 | 02 | 0810 | R1 | 55 | R | B | | |
| 86.26 | 86.00 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0810 | R1 | 55 | R | B | | |
| 86.46 | 86.20 | BEG BRIDGE | B | CATTLE PASS | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/237.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 86.47 | 86.21 | END BRIDGE | B | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | |
| 86.63 | 86.37 | MISC FEATR | R | SGN ENT MOSSYROCK | | | | | | | | | | | | | | | | | | | | | | | |
| 86.88 | 86.62 | INTRSECTN | L | SR 122-HARMONY RD | ST | | SG Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | WILLIAMS ST | CT | | SG Y | | | | | | | | | | | | | | | | | | | | |
| 86.95 | 86.69 | LEAVE CITY | | MOSSYROCK | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | \$\$\$\$ | R1 | 55 | R | \$ | | |
| 87.00 | 86.74 | MP MARKER | R | 87 | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT MOSSYROCK | | | | | | | | | | | | | | | | | | | | | | | |
| 87.37 | 87.11 | INTRSECTN | L | DAMRON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 87.72 | 87.46 | BEG BRIDGE | B | COWLITZ RIVER | ST | | | 1 | 1 | | | | | \$\$C | 28A | \$\$C | | 28 | 2 | 02 | | R1 | 55 | R | | | |
| | | | | BRDG NUM 012/238 | | | | | | | | | | | | | | | | | | | | | | | |
| 87.94 | 87.68 | END BRIDGE | B | COWLITZ RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | 55 | R | | | |
| 88.00 | 87.74 | MP MARKER | R | 88 | | | | | | | | | | | | | | | | | | | | | | | |
| 88.23 | 87.97 | INTRSECTN | L | LARSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 89.00 | 88.74 | MP MARKER | R | 89 | | | | | | | | | | | | | | | | | | | | | | | |
| 89.24 | 88.98 | BEG BRIDGE | B | CORN CREEK | ST | | | 1 | 1 | | | | | \$\$C | 28A | \$\$C | | 28 | 2 | 02 | | R1 | 55 | R | | | |
| | | | | BRDG NUM 012/240 | | | | | | | | | | | | | | | | | | | | | | | |
| 89.32 | 89.06 | END BRIDGE | B | CORN CREEK | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | 55 | R | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 85.36 | 85.10 | .03 | 12 | .03 | 12 | | | | |
| 86.88 | 86.62 | .04 | 13 | .03 | 13 | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------------------|-------------|-----|---|-------------|---|-----|---------|-----|---------------------------|----|-------|-----|-------|--------|-----|------|------|----------|-------|---|----|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 89.48 | | 89.22 | BEG BRIDGE | B | | TWIN CANYON BRDG NUM 012/241 | ST | | 1 | 1 | | | | | | | \$\$C | 28A | \$\$C | | 28 | 2 | 02 | | R1 | | 55 | R | |
| 89.56 | | 89.30 | END BRIDGE | B | | TWIN CANYON | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 90.00 | | 89.74 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 90.05 | | 89.79 | MP MARKER | | R | 90 | | | | | | | | | | | | | | | | | | | | | | | |
| 91.00 | | 90.74 | MP MARKER | | R | 91 | | | | | | | | | | | | | | | | | | | | | | | |
| 92.00 | | 91.74 | MP MARKER | | R | 92 | | | | | | | | | | | | | | | | | | | | | | | |
| 92.99 | | 92.73 | MP MARKER | | R | 93 | | | | | | | | | | | | | | | | | | | | | | | |
| 93.57 | | 93.31 | BEG SU LN | | L | CLIMBING | | 12A | | 1 | 1 | | | | | | 5A | 24A | 7A | 12 | 36 | 2 | 02 | | R1 | | 55 | R | |
| 93.96 | | 93.70 | INTRSECTN | | R | HIGHLAND VALLEY RD | CO | | N | 1 | 1 | | | | | | 4A | 24A | 7A | 12 | 36 | 2 | 02 | | R1 | | 55 | R | |
| | | | INTRSECTN | | L | SHORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 94.00 | | 93.74 | MP MARKER | | R | 94 | | | | | | | | | | | | | | | | | | | | | | | |
| 95.03 | | 94.77 | MP MARKER | | R | 95 | | | | | | | | | | | | | | | | | | | | | | | |
| 95.08 | | 94.82 | END SU LN | | L | CLIMBING | | 12A | | 1 | 1 | | | | | | 8A | 23A | 8A | \$\$\$ | 23 | 2 | 02 | | R1 | | 55 | R | |
| 95.46 | | 95.20 | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 96.00 | | 95.74 | MP MARKER | | R | 96 | | | | | | | | | | | | | | | | | | | | | | | |
| 96.31 | | 96.05 | INTRSECTN | | L | CRUMB RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | R | HIGHLAND VALLEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 96.88 | | 96.62 | BEG BRIDGE | B | | LAKE CREEK BRDG NUM 012/245 | ST | | 1 | 1 | | | | | | | \$\$C | 36P | \$\$C | | 36 | 2 | 02 | | R1 | | 55 | R | |
| 96.91 | | 96.65 | END BRIDGE | B | | LAKE CREEK | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 96.99 | | 96.73 | MP MARKER | | R | 97 | | | | | | | | | | | | | | | | | | | | | | | |
| 97.30 | | 97.04 | ENTER CITY | | | MORTON | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | 0800 | R1 | | 55 | R | B |
| 97.31 | | 97.05 | INTRSECTN | | L | 7TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 97.34 | | 97.08 | LEAVE CITY | | | MORTON | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | \$\$\$\$ | R1 | | 55 | R | \$ |
| 97.40 | | 97.14 | ENTER CITY | | | MORTON | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | 0800 | R1 | | 55 | R | B |
| 97.50 | | 97.24 | LEAVE CITY | | | MORTON | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | \$\$\$\$ | R1 | | 55 | R | \$ |
| 97.69 | | 97.43 | INTRSECTN | | L | SR 7 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 97.82 | | 97.56 | MISC FEATR | | L | SGN ENT MORTON | | | | | | | | | | | | | | | | | | | | | | | |
| 98.00 | | 97.74 | MP MARKER | | R | 98 | | | 1 | 1 | | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 02 | | R1 | | 55 | R | |
| | | | BEG BRIDGE | B | | LAKE CREEK BRDG NUM 012/249 | ST | | | | | | | | | | | | | | | | | | | | | | |
| 98.02 | | 97.76 | END BRIDGE | B | | LAKE CREEK | | | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 98.29 | | 98.03 | BEG BRIDGE | B | | CATTLE PASS BRDG NUM 012/249.25 | ST | | | | | | | | | | | | | | | | | | | | | | |
| 98.30 | | 98.04 | END BRIDGE | B | | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | |
| 98.48 | | 98.22 | INTRSECTN | | L | TEMPLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | | |
| 97.69 | | 97.43 | | .04 | 17 | | | .06 | 12 | .08 | 12 | .06 | 17 |

SR 012 MAINLINE U.S. ROUTE - USSH COUNTY LEWIS DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
|--------|---|-------------------------|------------|---|----|------------------|-----|-----|--------------|-----|-----|-----|-----|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 98.54 | | 98.28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.00 | | 98.74 | MP MARKER | R | | 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.05 | | 98.79 | INTRSECTN | L | | GUN CLUB RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.76 | | 99.50 | ENT/EXIT | L | | WEIGH STATION | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.81 | | 99.55 | WEIGH STA | L | | NUMBER 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.87 | | 99.61 | ENT/EXIT | L | | WEIGH STATION | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.00 | | 99.74 | MP MARKER | R | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.55 | | 100.29 | INTRSECTN | L | | PRIEST RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.00 | | 100.74 | MP MARKER | R | | 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.62 | | 101.36 | INTRSECTN | L | | DAVIS LAKE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.01 | | 101.75 | MP MARKER | R | | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.67 | | 102.41 | UXING | B | | LOGGING RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/251 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.97 | | 102.71 | INTRSECTN | R | | KOSMOS RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.00 | | 102.74 | MP MARKER | R | | 103 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.43 | | 103.17 | INTRSECTN | R | | FISHER RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.00 | | 103.74 | MP MARKER | R | | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.02 | | 103.76 | INTRSECTN | R | | UDEN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.58 | | 104.32 | MISC FEATR | R | | SGN ENT GLENOMA | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 104.80 | | 104.54 | INTRSECTN | R | | GLENOMA RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FROST CREEK RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.00 | | 104.74 | MP MARKER | R | | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.09 | | 104.83 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 105.66 | | 105.40 | INTRSECTN | L | | WILLS RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.92 | | 105.66 | INTRSECTN | R | | MEADE HILL RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.00 | | 105.74 | MP MARKER | R | | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.23 | | 105.97 | INTRSECTN | L | | MARTIN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.55 | | 106.29 | INTRSECTN | R | | CEDAR LN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.92 | | 106.66 | MISC FEATR | L | | SGN ENT GLENOMA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107.00 | | 106.74 | MP MARKER | R | | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107.06 | | 106.80 | BEG BRIDGE | B | | LUNCH CREEK | ST | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/254 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107.07 | | 106.81 | END BRIDGE | B | | LUNCH CREEK | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 107.77 | | 107.51 | BEG BRIDGE | B | | RAINEY CRK OFLW | ST | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 012/255 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107.78 | | 107.52 | END BRIDGE | B | | RAINEY CRK OFLW | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 102.97 | | 102.71 | | | .02 | 12 | | | | |
| 104.80 | | 104.54 | .05 | 12 | | | .06 | 12 | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|--------|---|---|------------|---------|----|----------------------------------|-----------------|----|---|--------------|---|-----|-------------|-----|---------------------------|---------|-----|--------|-----|-----|-----|----|----|------|----|-------|----|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 113.68 | | 113.42 | | | | | | | | | | | | | | | 6A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 113.74 | | 113.48 | | | | | | | | | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 113.84 | | 113.58 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | 55 | R |
| 114.00 | | 113.74 | MP MARKER | R | | 114 | | | | | | | | | | | | | | | | | | | | | | | |
| 114.03 | | 113.77 | INTRSECTN | R | | PETERS RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 114.13 | | 113.87 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R1 | | 55 | L |
| 114.42 | | 114.16 | INTRSECTN | L | | SILVERBROOK RD | CO | | N | 1 | 1 | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 55 | L | |
| 114.78 | | 114.52 | MISC FEATR | R | | SGN ENT RANDLE | | | | | | | | | | | | | | | | | | | | | | | |
| 114.83 | | 114.57 | | | | | | | | | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 35 | L |
| 114.91 | | 114.65 | INTRSECTN | B | | MCKAY RD | CO | | Y | 1 | 1 | | | | | \$\$\$ | 37A | \$\$\$ | | | 37 | 2 | 02 | | R1 | | 35 | L | |
| 114.95 | | 114.69 | | | | | | | | | | | | | | | C | 54A | C | | | 54 | 2 | 02 | | R1 | | 35 | L |
| 115.00 | | 114.74 | MP MARKER | R | | 115 | | | | | | | | | | | | | | | | | | | | | | | |
| 115.01 | | 114.75 | INTRSECTN | L | | CHILCOAT AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 131-CISPUS RIVER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 115.05 | | 114.79 | | | | | | | | | | | | | | | 4A | 32A | 4A | | | 32 | 2 | 02 | | R1 | | 35 | L |
| 115.09 | | 114.83 | INTRSECTN | L | | SILVERBROOK ACCESS RD | CO | | N | 1 | 1 | | | | | 4A | 32A | 7A | | | 32 | 2 | 02 | | R1 | | 35 | L | |
| 115.14 | | 114.88 | | | | | | | | | | | | | | | 7A | 24A | 7A | | | 24 | 2 | 02 | | R1 | | 35 | L |
| 115.19 | | 114.93 | INTRSECTN | L | | SILVERBROOK ACCESS RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 115.24 | | 114.98 | | | | | | | | | | | | | | | 9A | 24A | 10A | | | 24 | 2 | 02 | | R1 | | 35 | L |
| 115.25 | | 114.99 | | | | | | | | | | | | | | | 9A | 24A | 10A | | | 24 | 2 | 02 | | R1 | | 45 | L |
| 115.28 | | 115.02 | INTRSECTN | L | | SILVERBROOK RD CONN | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 115.89 | | 115.63 | INTRSECTN | L | | SLAGLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 116.00 | | 115.74 | MP MARKER | R | | 116 | | | | | | | | | | | | | | | | | | | | | | | |
| 116.13 | | 115.87 | INTRSECTN | B | | KEHOE RD | CO | | Y | 1 | 1 | | | | | 8A | 23A | 12A | | | 23 | 2 | 02 | | R1 | | 45 | L | |
| 116.48 | | 116.22 | INTRSECTN | L | | KINDLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 116.63 | | 116.37 | INTRSECTN | R | | KEHOE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 116.66 | | 116.40 | BEG BRIDGE | B | | SILVER CREEK BRDG NUM 012/261 | ST | | | 1 | 1 | | | | | \$\$W | 36P | \$\$W | | | 36 | 2 | 02 | | R1 | | 45 | L | |
| 116.69 | | 116.43 | END BRIDGE | B | | SILVER CREEK | | | | 1 | 1 | | | | | 10A | 23A | 10A | | | 23 | 2 | 02 | | R1 | | 45 | L | |
| 116.86 | | 116.60 | MISC FEATR | L | | SGN ENT RANDLE | | | | | | | | | | | | | | | | | | | | | | | |
| 116.87 | | 116.61 | INTRSECTN | L | | GHARET RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 117.00 | | 116.74 | MP MARKER | R | | 117 | | | | | | | | | | | | | | | | | | | | | | | |
| 117.37 | | 117.11 | INTRSECTN | L | | YOUNG RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | JOERK RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 117.42 | | 117.16 | | | | | | | | | | | | | | | 10A | 23A | 10A | | | 23 | 2 | 02 | | R1 | | 55 | L |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 114.03 | 113.77 | | | .03 | 12 | | | | |
| 115.01 | 114.75 | .04 | 12 | .06 | 12 | | | | .05 12 |
| 116.13 | 115.87 | .03 | 12 | | | | | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|---------------------------|-----|--------|--------|-----|----|----|-----|----|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | LEGAL | | T | P | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | SPEED | | T | P | S | | | | | | | | | | |
| : : | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 132.00 | | 131.74 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 132.07 | | 131.81 | MP MARKER | R | 132 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.89 | | 132.63 | INTRSECTN | R | THOMPSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | RIVERDANCE LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 133.05 | | 132.79 | MP MARKER | R | 133 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.42 | | 133.16 | BEG BRIDGE | B | LAKE CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | | 36 | 2 | 03 | | R1 | | 55 | R | | |
| | | | BRDG NUM | | 012/276 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.44 | | 133.18 | END BRIDGE | B | LAKE CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 133.86 | | 133.60 | INTRSECTN | R | THOMPSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 134.07 | | 133.81 | MP MARKER | R | 134 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.51 | | 134.25 | INTRSECTN | R | GRIZZLY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 135.02 | | 134.76 | MP MARKER | R | 135 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.03 | | 134.77 | INTRSECTN | L | TIMBERLINE DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 135.10 | | 134.84 | TRAF RCDR | B | R040 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.16 | | 134.90 | BEG BRIDGE | B | COAL CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40A | \$\$W | | | 40 | 2 | 03 | | R1 | | 55 | R | | |
| | | | BRDG NUM | | 012/278 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.17 | | 134.91 | END BRIDGE | B | COAL CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 135.30 | | 135.04 | BEG SU LN | R | CHAIN UP | 12B | | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 12 | | 36 | 2 | 03 | | R1 | | 55 | R | | |
| | | | INTRSECTN | L | COAL CREEK DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 135.44 | | 135.18 | END SU LN | R | CHAIN UP | 12B | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 135.86B | | 135.60 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.88B | | 135.62 | | | | | | | 1 | 1 | | | | | | 9A | 25A | 3A | | | 25 | 2 | 03 | | R1 | | 55 | R | | |
| 135.86 | | 135.63 | EQUATION | | 135.89B=135.86 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | FS RD #46 | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 135.88 | | 135.65 | BEG SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | | 9A | 25A | 3A | 12 | | 37 | 2 | 03 | | R1 | | 55 | R | | |
| 135.97 | | 135.74 | MP MARKER | R | 136 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | FS RD #1270 | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 136.96 | | 136.73 | MP MARKER | R | 137 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.02 | | 136.79 | | | | | | | 1 | 1 | | | | | | 10A | 24A | 7A | 12 | | 36 | 2 | 03 | | R1 | | 55 | R | | |
| 137.08 | | 136.85 | END SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | | 10A | 24A | 7A | \$\$\$ | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 137.16 | | 136.93 | BEG BRIDGE | B | PURCELL CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | | 40 | 2 | 03 | | R1 | | 55 | R | | |
| | | | BRDG NUM | | 012/280 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.19 | | 136.96 | END BRIDGE | B | PURCELL CREEK | | | | 1 | 1 | | | | | | 10A | 24A | 7A | | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 137.58 | | 137.35 | BEG SU LN | R | CHAIN UP | 12A | | | 1 | 1 | | | | | | 9A | 24A | \$\$\$ | 12 | | 36 | 2 | 03 | | R1 | | 55 | R | | |
| 137.92 | | 137.69 | END SU LN | R | CHAIN UP | 12A | | | 1 | 1 | | | | | | 10A | 25A | 10A | \$\$\$ | | 25 | 2 | 03 | | R1 | | 55 | R | | |
| 137.96 | | 137.73 | ENT/EXIT | L | FS CAMPGROUND | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 137.97 | | 137.74 | MP MARKER | R | 138 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 138.01 | | 137.78 | BEG BRIDGE | B | CLEAR FORK RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 44P | \$\$W | | | 44 | 2 | 03 | | R1 | | 55 | R | | |
| | | | BRDG NUM | | 012/282 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 138.09 | | 137.86 | END BRIDGE | B | CLEAR FORK RIVER | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 03 | | R1 | | 55 | R | | |
| 138.26 | | 138.03 | BEG SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | | 9A | 23A | 5A | 12 | | 35 | 2 | 03 | | R1 | | 55 | R | | |
| 138.59 | | 138.36 | WYE CONN | L | SR 123 | ST | | N | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 138.59 | | 138.36 | | | | | | .05 | 14 | | |

SR 012 MAINLINE

U.S. ROUTE - USSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | |
|--------|--------|------------------------|---|-------------|---------|---------|-------------|---------|-----------------|-------------|-------------|------------|-----|------|-------------|---------------------------|-------|---------|-----|--------------------------|--|----|----|---|
| | | | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | |
| | | | : : | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | MTCE CITY ST SPEED T P S | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | W/S W/S W/S | W/S W/S W/S | WID | WID | A SE | NBR | FC | D IB | R K | T S | | | | | |
| 138.60 | 138.37 | INTRSECTN END SECTN | L | SR 123 | | | | | | | | | | 9A | 23A | 5A | 12 | 35 | 2 | 03 | | R1 | 55 | R |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------------|-----|-----|--------------|---------|-----|-------|-----|-------|------|------|---------------------------|-----|-------|-------|-------|----|----|-----|------|------|----|----|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | T | | | |
| 11.98 | 11.99 | | MP MARKER | B | | 12 | | | | | | 2 | 2 | 10A | 24A | | 14A | JE | | 24A | 10A | | 48 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.03 | 12.04 | | OFF RAMP | R | | NW 6TH AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.12 | 12.13 | | MISC FEATR | R | | GORE (P101203) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.16 | 12.17 | | MISC FEATR | L | | GORE (S101194) | | | | | | 2 | 1 | 10A | 24A | | 14A | JE | | 18A | 10A | | 42 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.32 | 12.33 | | BEG BRIDGE | B | | E-6TH AVE RAMP | ST | | | | | 2 | 1 | \$\$C | 34A | | 14A | JE | | 33A | \$\$C | | 67 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| | | | | | | BRDG NUM 014/022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.33 | 12.34 | | END BRIDGE | B | | E-6TH AVE RAMP | | | | | | 2 | 1 | 10A | 24A | | 14A | JE | | 16A | 10A | | 40 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.37 | 12.38 | | MISC FEATR | R | | GORE (Q501249) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.40 | 12.41 | | UXING | B | | SW 6TH AVE | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.49 | 12.50 | | MISC FEATR | L | | GORE (R101249) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | NW 6TH AVE | ST | | Y | 2 | 1 | 10A | 24A | | | | 14A | JE | | 15A | 9A | | 39 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| | | | ON RAMP | R | | SW 6TH AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.55 | 12.56 | | | | | | | | | | | 1 | 1 | 10A | 12A | | 14A | JE | | 14A | 8A | | 26 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.58 | 12.59 | | | | | | | | | | | 1 | 1 | 10A | 12A | | 14A | JE | | 24A | 8A | | 36 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.62 | 12.63 | | RR XING | B | | NUM 90104C STRUCTURE | | | | | | 1 | 1 | \$\$C | 15A | | 4A | JE | | 15A | \$\$C | | 30 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| | | | BEG BRIDGE | B | | CAMAS SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.82 | 12.83 | | END BRIDGE | B | | CAMAS SLOUGH | | | | | | 1 | 1 | 10A | 12A | | 14A | JE | | 12A | 10A | | 24 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 12.98 | 12.99 | | MP MARKER | B | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.10 | 13.11 | | | | | | | | | | | 2 | 1 | 10A | 24A | | 14A | JE | | 12A | 10A | | 36 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 13.15 | 13.16 | | | | | | | | | | | 2 | 2 | 10A | 24A | | 14A | JE | | 24A | 10A | | 48 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 13.52 | 13.53 | | ENT/EXIT | L | | JAMES RIVER PLANT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.70 | 13.71 | | BEG BRIDGE | I | | EAST CAMAS SLOUGH | ST | | | 2 | 2 | \$\$W | 40P | | W | 20 | \$\$ | C | 28A | \$\$C | | 68 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | | |
| | | | | | | BRDG NUM 014/027S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | EAST CAMAS SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/027N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.76 | 13.77 | | END BRIDGE | I | | EAST CAMAS SLOUGH | | | | 2 | 2 | 10A | 24A | | \$ | 14A | JE | | \$ | 24A | 10A | | 48 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| | | | END BRIDGE | D | | EAST CAMAS SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.01 | | MP MARKER | B | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.10 | 14.11 | | ON RAMP | L | | SR 500 | ST | | Y | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 14.30 | 14.31 | | OFF RAMP | R | | SE UNION ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.39 | 14.40 | | MISC FEATR | L | | GORE (S101410) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.42 | 14.43 | | MISC FEATR | R | | GORE (P101430) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.62 | 14.63 | | BEG BRIDGE | B | | SR 500 | ST | | | 2 | 2 | \$\$W | 34P | | | | 10P | JE | | 34P | \$\$W | | 68 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| | | | | | | BRDG NUM 014/028 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.64 | 14.65 | | END BRIDGE | B | | SR 500 | | | | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | 0145 | U1 | | 55 | R | P | | | |
| 14.79 | 14.80 | | LEAVE CITY | | | CAMAS | | | | 2 | 2 | 10A | 24A | | | | 10A | JE | | 24A | 10A | | 48 | 1 | 01 | 1385 | U1 | | 55 | R | P | | | |
| | | | ENTER CITY | | | WASHOUGAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT CAMAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT WASHOUGAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.82 | 14.83 | | | | | | | | | | | 2 | 1 | 10A | 24A | | 10A | JE | | 12A | 10A | | 36 | 1 | 01 | 1385 | U1 | | 55 | R | P | | | |
| 15.00 | 15.01 | | MP MARKER | B | | 15 | | | | 2 | 1 | \$\$W | 34P | | | | 10P | JE | | 34P | \$\$W | | 68 | 1 | 01 | 1385 | U1 | | 55 | R | P | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------------------|-----|-----|------------|---------|-----|--------|--------|-----|----------|---------------------------|-------|-----|-------|-----|-----|----|----|------|------|----|----|----|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 15.00 | 15.01 | | BEG BRIDGE | B | | 2ND ST BRDG NUM 014/029 | ST | | 2 | 1 | | W | 34P | | 10P | JE | | 34P | | W | 68 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.02 | 15.03 | | END BRIDGE | B | | 2ND ST | | | 2 | 1 | | 10A | 24A | | 10A | JE | | 12A | 22A | | 36 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.16 | 15.17 | | MISC FEATR | R | | GORE (Q101544) | | | 2 | 1 | | 10A | 24A | | 10A | JE | | 12A | 10A | | 36 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.25 | 15.26 | | | | | | | | 1 | 1 | | 22A | 12A | | 10A | JE | | 12A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.27 | 15.28 | | MISC FEATR | L | | GORE (R101542) | | | 1 | 1 | | 10A | 12A | | 10A | JE | | 12A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.34 | 15.35 | | | | | | | | 1 | 1 | | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 10A | 24A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.42 | 15.43 | | OFF RAMP | L | | 2ND ST | ST | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.44 | 15.45 | | ON RAMP | R | | 2ND ST | ST | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.59 | 15.60 | | | | | | | | 1 | 1 | | | | | | | 8A | 25A | 10A | | 25 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 15.99 | 16.00 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.08 | 16.09 | | WYE CONN | L | | WASHOUGAL RIVER RD | CT | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 16.10 | 16.11 | | INTRSECTN | L | | WASHOUGAL RV RD-OLDSR140 | CT | SG | | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 15TH ST | CT | SG | | | Y | | | | | | | | | | | | | | | | | | | | |
| 16.12 | 16.13 | | WYE CONN | L | | WASHOUGAL RIVER RD | CT | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 16.17 | 16.18 | | | | | | | | | | | 1 | 1 | | | | | 10A | 25A | 10A | | 25 | 1 | 01 | 1385 | U1 | | 55 | R | P | |
| 16.28 | 16.29 | | | | | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | |
| 16.73 | 16.74 | | RR XING | B | | NUM 90104C STRUCTURE | | | 1 | 1 | | | | | | | \$\$C | 41P | \$\$C | | 41 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| | | | BEG BRIDGE | B | | 27TH ST/BN RR BRDG NUM 014/030 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.77 | 16.78 | | END BRIDGE | B | | 27TH ST/BN RR | | | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 17.00 | 17.01 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | 17.05 | | WYE CONN | L | | 32ND ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 17.05 | 17.06 | | INTRSECTN | B | | 32ND ST | CT | | Y | 1 | 1 | | | | | | 8A | 24A | 10A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 17.06 | 17.07 | | WYE CONN | R | | 32ND ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 17.41 | 17.42 | | | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | |
| 17.70 | 17.71 | | TRAF RCDR | B | | P07 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.84 | 17.85 | | INTRSECTN | L | | 45TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.01 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.09 | 18.10 | | BEG BRIDGE | B | | GIBBONS CREEK BRDG NUM 014/034 | ST | | 1 | 1 | | | | | | | \$\$C | 40P | \$\$C | | 40 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |
| 18.10 | 18.11 | | END BRIDGE | B | | GIBBONS CREEK | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1385 | U1 | | 55 | R | P | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.08 | 16.09 | | | | | | | .15 | 12 | | |
| 16.10 | 16.11 | | | .03 | 12 | | | | | | |
| 16.12 | 16.13 | | | | | .03 | 12 | | | .06 | 12 |
| 17.04 | 17.05 | | | | | | | .14 | 12 | | |
| 17.05 | 17.06 | | | .05 | 14 | .09 | 12 | .03 | 14 | .10 | 12 |
| 17.84 | 17.85 | | | .03 | 12 | | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|-----|------------|---|----|----------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------|---------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 18.11 | 18.12 | | LEAVE CITY | | | WASHOUGAL | | | | | | | | | | | | | | | | | | | | | | | |
| 18.12 | 18.13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.13 | 18.14 | | MISC FEATR | L | | SGN ENT WASHOUGAL | | | | | | | | | | | | | | | | | | | | | | | |
| 18.24 | 18.25 | | ENT/EXIT | R | | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 18.77 | 18.78 | | RR XING | B | | NUM 90123G STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/035 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.84 | 18.85 | | END BRIDGE | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | |
| 18.89 | 18.90 | | INTRSECTN | L | | SE EVERGREEN BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 19.01 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.16 | 19.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.63 | 19.38 | | EQUATION | | | 019.37 =019.63 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.99 | 19.74 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.34 | 20.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.90 | 20.65 | | BEG BRIDGE | B | | LAWTON CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/038 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.91 | 20.66 | | END BRIDGE | B | | LAWTON CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 20.99 | 20.74 | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | |
| 21.50 | 21.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.77 | 21.52 | | END CTLSEC | | | CONTROL SECTION 0604 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | CLARK | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|-------|-----|--|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD |
| 18.24 | 18.25 | | | | .10 12 | .03 12 | .16 12 |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|---------|-------|-----|--------|--------|-----|---|----|------|----|-------|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T | |
| 21.77 | 21.52 | ENTER CO | | SKAMANIA | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R1 | | 50 | R | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3001 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT CLARK COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT SKAMANIA COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.01 | 21.76 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.67 | 22.42 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| 22.77 | 22.52 | | | | | | | 1 | 1 | | | | | 4A | 30A | 4A | | 30 | 1 | 01 | | R1 | | 50 | R | | | |
| 22.88 | 22.63 | | | | | | | 1 | 1 | | | | | 4A | 28A | 6A | | 28 | 1 | 01 | | R1 | | 50 | R | | | |
| 22.94 | 22.67 | EQUATION | | 022.92 =022.94 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.96 | 22.69 | INTRSECTN | L | MARBLE RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.00 | 22.73 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.05 | 22.78 | BEG SU LN | R | TRUCK CLIMBING SHOULD12A | | | | 1 | 1 | | | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 01 | | R1 | | 50 | R | | | |
| 23.19 | 22.92 | | | | | | | 1 | 1 | | | | | 4A | 28A | | 12 | 40 | 1 | 01 | | R1 | | 50 | R | | | |
| 23.25 | 22.98 | END SU LN | R | TRUCK CLIMBING SHOULD12A | | | | 1 | 1 | | | | | 2A | 24A | 5A | \$\$\$ | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| 23.42 | 23.15 | INTRSECTN | L | BELLE CENTER RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.61 | 23.34 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R1 | | 50 | R | | | |
| 23.99 | 23.72 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.68 | 24.41 | BEG BRIDGE B | | PEDESTRIAN CROSSING | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/102P | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.69 | 24.42 | END BRIDGE B | | PEDESTRIAN CROSSING | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.72 | 24.45 | ENT/EXIT | L | BUSINESS | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 24.92 | 24.65 | BEG BRIDGE B | | HALF BRIDGE | | ST | | 1 | 1 | | | | | 4A | 28A | \$\$C | | 28 | 1 | 01 | | R1 | | 50 | R | | | |
| | | | | BRDG NUM 014/103 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.93 | 24.66 | END BRIDGE B | | HALF BRIDGE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| 25.01 | 24.74 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.04 | 24.77 | BEG BRIDGE B | | CAPE HORN SLIDE | | ST | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| | | | | BRDG NUM 014/104 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.13 | 24.86 | END BRIDGE B | | CAPE HORN SLIDE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| 25.91 | 25.64 | | | | | | | 1 | 1 | | | | | 4A | 30A | 4A | | 30 | 1 | 01 | | R1 | | 50 | R | | | |
| 26.00 | 25.73 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.09 | 25.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.36 | 26.09 | BEG BRIDGE B | | PEDESTRIAN CROSSING | | ST | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | 50 | R | | | |
| | | | | BRDG NUM 014/105P | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.37 | 26.10 | END BRIDGE B | | PEDESTRIAN CROSSING | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.38 | 26.11 | INTRSECTN | L | SALMON FALLS RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.45 | 26.18 | INTRSECTN | R | CAPE HORN RD | | CO | N | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | | | | | | |
| 24.72 | 24.45 | .01 | 12 | | | | | | |
| 26.38 | 26.11 | .03 | 12 | | | | | | |
| 26.45 | 26.18 | | | .03 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|---------------------|-----|-----|--------------|-----|-----|-----|-----|-----|------|-----|---------------------------|------|--------|--------|-------|---|----|-----|----|---|----|---|---|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 26.47 | | 26.20 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | | | | 50 | R | |
| 26.53 | | 26.26 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 6A | | 24 | 1 | 01 | | R1 | | | | | 55 | R | |
| 26.58 | | 26.31 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R1 | | | | | 55 | R | |
| 26.99 | | 26.72 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.11 | | 26.84 | INTRSECTN | R | | RIVERSIDE DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.12 | | 26.85 | INTRSECTN | L | | KROGSTAD RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.40 | | 27.13 | BEG SU LN | L | | CLIMBING | | 11A | | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 1 | 01 | | R1 | | | | | | 55 | R |
| 27.72 | | 27.45 | INTRSECTN | R | | RIVERSIDE DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.87 | | 27.60 | INTRSECTN | R | | PRINDLE RD | CO | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 02 | | R1 | | | | | | 55 | R |
| 28.00 | | 27.73 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.12 | | 27.85 | END SU LN | L | | CLIMBING | | 11A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 | 02 | | R1 | | | | | | 55 | R |
| 28.16 | | 27.89 | INTRSECTN | R | | PRINDLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | | 28.73 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.21 | | 28.94 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 7A | | 24 | 4 | 02 | | R1 | | | | | | 55 | R |
| 29.26 | | 28.99 | | | | | | | | 1 | 1 | | | | | | 4A | 34A | 7A | | 34 | 4 | 02 | | R1 | | | | | | 55 | R |
| 29.31 | | 29.04 | BEG SU LN | L | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 7A | 12 | 36 | 4 | 02 | | R1 | | | | | | 55 | R |
| 29.55 | | 29.28 | INTRSECTN | L | | SMITH-CRIPE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.84 | | 29.57 | END SU LN | L | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 36A | 7A | \$\$\$ | 36 | 4 | 02 | | R1 | | | | | | 55 | R |
| 29.91 | | 29.64 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | | | | | 55 | R |
| 30.00 | | 29.73 | MP MARKER | R | | 30 | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | | R1 | | | | | | 55 | R |
| 31.00 | | 30.73 | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.42 | | 31.15 | BEG SU LN | R | | SLOW VEHICLE | | 14A | | 1 | 1 | | | | | | 4A | 22A | \$\$\$ | 14 | 36 | 4 | 02 | | R1 | | | | | | 55 | R |
| 31.54 | | 31.27 | END SU LN | R | | SLOW VEHICLE | | 14A | | 1 | 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 4 | 02 | | R1 | | | | | | 55 | R |
| 31.67 | | 31.40 | INTRSECTN | L | | FRANZ RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 31.73 | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.67 | | 32.40 | MISC FEATR | R | | SGN ENT SKAMANIA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.82 | | 32.55 | INTRSECTN | L | | DUNCAN CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.83 | | 32.56 | INTRSECTN | L | | NIELSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.85 | | 32.58 | INTRSECTN | R | | SKAMANIA LANDING RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 32.87 | | 32.60 | BEG BRIDGE B | | | DUNCAN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 25A | \$\$C | | 25 | 4 | 02 | | R1 | | | | | | 55 | R |
| | | | | | | BRDG NUM 014/107 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.88 | | 32.61 | END BRIDGE B | | | DUNCAN CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | | | | | 55 | R |
| 33.00 | | 32.73 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.04 | | 32.77 | INTRSECTN | L | | WOODWARD CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.11 | | 32.84 | INTRSECTN | L | | BUTLER LP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 33.50 | | 33.23 | INTRSECTN | L | | BUTLER LP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 33.04 | | 32.77 | | .03 | 12 | | | | | | |
| 33.11 | | 32.84 | | .06 | 12 | | | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|-----|------------|---|----|--------------------------|----|----|-------------|---|---|------------|-----|-------|------|-------|---------------------------|------|-----|-----|-------|------|----|----|-----|----|---|----|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | A | SE | NBR | FC | D | IB | R | K |
| 33.50 | 33.23 | | INTRSECTN | R | | SKAMANIA LANDING RD | CO | Y | 1 | 1 | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | | R1 | | 55 | R | | | | |
| 33.99 | 33.72 | | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.08 | 33.81 | | INTRSECTN | R | | DOETSCH RANCH RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 34.24 | 33.97 | | BEG BRIDGE | B | | WOODWARD CREEK | ST | | 1 | 1 | | | | \$\$C | 25A | \$\$C | | 25 | 4 | 02 | | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 014/109 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.26 | 33.99 | | END BRIDGE | B | | WOODWARD CREEK | | | 1 | 1 | | | | 4A | 24A | 6A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | |
| 34.66 | 34.39 | | INTRSECTN | L | | LITTLE RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 34.78 | 34.51 | | INTRSECTN | L | | KUEFFLER RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 34.81 | 34.54 | | WYE CONN | L | | KUEFFLER RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 34.89 | 34.62 | | ENT/EXIT | L | | BEACON ROCK STATE PARK | ST | N | | | | | | | | | | | | | | | | | | | | | | |
| 34.90 | 34.63 | | MISC FEATR | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.99 | 34.72 | | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.52 | 35.25 | | INTRSECTN | L | | GUPTIL RD | CO | N | 1 | 1 | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | | R1 | | 55 | L | | | | |
| 35.99 | 35.72 | | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.71 | 36.44 | | ENTER CITY | | | NORTH BONNEVILLE | | | 1 | 1 | | | | 4A | 24A | 4A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| 36.78 | 36.51 | | MISC FEATR | R | | SGN ENT NORTH BONNEVILLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.82 | 36.55 | | | | | | | | 1 | 1 | | | | 9A | 24A | 9A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| 37.03 | 36.76 | | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.04 | 36.77 | | INTRSECTN | L | | EVERGREEN DR | CT | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GRENIA RD | CT | N | | | | | | | | | | | | | | | | | | | | | | |
| 37.19 | 36.92 | | BEG TUNNEL | B | | BN RR UC | | | 1 | 1 | | | | \$\$W | 40A | \$\$W | | 40 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| | | | | | | TNNL NUM 014/111 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.22 | 36.95 | | END TUNNEL | B | | BN RR UC | | | 1 | 1 | | | | 10A | 24A | 9A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| 37.43 | 37.16 | | BEG BRIDGE | B | | HAMILTON CREEK | ST | | 1 | 1 | | | | \$\$W | 44P | \$\$W | | 44 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| | | | | | | BRDG NUM 014/112 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.48 | 37.21 | | END BRIDGE | B | | HAMILTON CREEK | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| 37.59 | 37.32 | | INTRSECTN | R | | CASCADE DR | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 37.89 | 37.62 | | BEG BRIDGE | B | | CASCADE DR | ST | | 1 | 1 | | | | \$\$W | 44P | \$\$W | | 44 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| | | | | | | BRDG NUM 014/113 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.92 | 37.65 | | END BRIDGE | B | | CASCADE DR | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| 38.02 | 37.75 | | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.55 | 38.28 | | INTRSECTN | R | | DAM ACCESS RD | CT | Y | 1 | 1 | | | | 9A | 23A | 10A | | 23 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |
| | | | INTRSECTN | L | | HOT SPRINGS WAY | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 39.02 | 38.75 | | MP MARKER | R | | 39 | | | 1 | 1 | | | | 8A | 23A | 9A | | 23 | 4 | 02 | 0877 | R1 | | 55 | L | P | | | | |

INTERSECTION DETAIL

| | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 34.08 | 33.81 | | | .08 | 11 | .03 | 11 | | | |
| 37.04 | 36.77 | | .04 | 13 | | .04 | 13 | | | |
| 37.59 | 37.32 | | | | | .05 | 13 | | | |
| 38.55 | 38.28 | | .05 | 12 | | .05 | 12 | | | |

SR 014 MAINLINE STATE ROUTE - SRSH COUNTY SKAMANIA DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|--------|-------|---|------|-----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-------|-----|-------|---------------------------|-----|------|------|----|----------|----|----|---|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 39.24 | 38.97 | | | | | | | 1 | 1 | | | | | 8A | 23A | 9A | | | 23 | 4 | 02 | 0877 | R1 | 55 | L | P |
| 39.26 | 38.99 | LEAVE CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 8A | 23A | 9A | | | 23 | 4 | 02 | \$\$\$\$ | R1 | 55 | L | \$ |
| 39.68 | 39.41 | ENTER CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 8A | 23A | 9A | | | 23 | 4 | 02 | 0877 | R1 | 55 | L | P |
| 39.75 | 39.48 | ENT/EXIT | R | VISITOR CENTER | OT | | Y | 1 | 1 | | | | | 8A | 24A | 9A | | | 24 | 4 | 02 | 0877 | R1 | 55 | L | P |
| | | ENT/EXIT | L | BONNEVILLE TRAILHEAD | OT | | Y | | | | | | | | | | | | | | | | | | | |
| 40.02 | 39.75 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | |
| 40.36 | 40.09 | INTRSECTN | R | CORP OF ENGINEERS RD | OT | | Y | | | | | | | | | | | | | | | | | | | |
| 40.48 | 40.21 | RR XING | B | NUM 090141E STRUCTURE | | | | 1 | 1 | | | | | \$\$W | 44P | \$\$W | | | 44 | 4 | 02 | 0877 | R1 | 55 | R | P |
| | | BEG BRIDGE | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 014/115 | | | | | | | | | | | | | | | | | | | | | | |
| 40.54 | 40.27 | END BRIDGE | B | BN RR | | | | 1 | 1 | | | | | 8A | 24A | 9A | | | 24 | 4 | 02 | 0877 | R1 | 55 | R | P |
| 40.62B | 40.35 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | |
| 40.73B | 40.46 | INTRSECTN | L | WAUNA LAKE RD | CT | | N | | | | | | | | | | | | | | | | | | | |
| 40.62 | 40.53 | EQUATION | | 040.80B=040.62 | | | | | | | | | | | | | | | | | | | | | | |
| 40.73 | 40.64 | LEAVE CITY | | NORTH BONNEVILLE | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 4 | 02 | \$\$\$\$ | R1 | 55 | R | \$ |
| 41.02 | 40.93 | MP MARKER | R | 41 | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 4 | 02 | | R1 | 55 | R | |
| 41.45 | 41.36 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 4 | 02 | | R1 | 55 | R | |
| 41.55 | 41.46 | INTRSECTN | R | BRIDGE OF THE GODS RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 41.60 | 41.51 | EXIT TO | R | HISTORICAL MARKER | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 41.67 | 41.58 | ENT FROM | R | HISTORICAL MARKER | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 41.69 | 41.60 | INTRSECTN | L | ASH LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 41.76 | 41.67 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 02 | | R1 | 55 | R | |
| 42.02 | 41.93 | MP MARKER | R | 42 | | | | | | | | | | | | | | | | | | | | | | |
| 42.10 | 42.01 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | 24 | 4 | 02 | | R1 | 55 | R | |
| 42.71 | 42.62 | INTRSECTN | L | ASH LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 42.90 | 42.81 | MISC FEATR | R | SGN ENT STEVENSON | | | | | | | | | | | | | | | | | | | | | | |
| 42.95 | 42.86 | | | | | | | 1 | 1 | | | | | 5A | 23A | 12A | | | 23 | 4 | 02 | | R1 | 55 | R | |
| 42.99 | 42.90 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 4 | 02 | | R1 | 55 | R | |
| 43.05 | 42.96 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | |
| 43.09 | 43.00 | INTRSECTN | L | ROCK CREEK DR | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 43.19 | 43.10 | | | | | | | 1 | 1 | | | | | 6A | 23A | 6A | | | 23 | 4 | 02 | | R1 | 55 | R | |
| 43.90 | 43.81 | BEG BRIDGE | B | ROCK CREEK | ST | | 1 | 1 | | | | | | \$\$C | 23A | \$\$C | | | 23 | 4 | 02 | | R1 | 55 | R | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 39.75 | 39.48 | .03 | 12 | | | | | | |
| 40.36 | 40.09 | | | .03 | 12 | | | | |
| 41.55 | 41.46 | | | .04 | 11 | | | | |
| 41.60 | 41.51 | | | .04 | 12 | | | | |
| 41.69 | 41.60 | .02 | 11 | | | | | | |
| 43.09 | 43.00 | .04 | 12 | | | | | | |

SR 014 MAINLINE STATE ROUTE - SRSH COUNTY SKAMANIA DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|------------|-----|---------------------------|-----|-------|-----|-------|-------|-----|------|----|-------|----------|----|----|----|---|----|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | SE | NBR | FC | D | IB | T | P | S | |
| 43.90 | 43.81 | | | BRDG NUM 014/118 | | | | 1 | 1 | | | | | C | 23A | C | | | 23 | 4 | 02 | | R1 | | 55 | R | | |
| 43.91 | 43.82 | ENTER CITY | | STEVENSON | | | | 1 | 1 | | | | | C | 23A | C | | | 23 | 4 | 02 | 1250 | R1 | | 55 | R | P | * |
| | | BEG ST | I | SECOND ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.93 | 43.84 | END BRIDGE | B | ROCK CREEK | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 43.99 | 43.90 | WYE CONN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.02 | 43.93 | MP MARKER | R | 44 | | | | 1 | 1 | | | | | 3A | 22A | 10A | | | 22 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 44.05 | 43.96 | INTRSECTN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.06 | 43.97 | | | | | | | 1 | 1 | | | | | \$\$C | 36A | \$\$C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | L | * |
| 44.13 | 44.04 | INTRSECTN | L | ROCK CREEK DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.16 | 44.07 | | | | | | | 1 | 1 | | | | | C | 36A | C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | B | * |
| 44.18 | 44.09 | INTRSECTN | R | SEYMOUR ST | CT | | Y | 1 | 1 | | | | | C | 40A | C | | | 40 | 4 | 02 | 1250 | R1 | | 25 | R | B | * |
| 44.26 | 44.17 | INTRSECTN | B | RUSSELL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.35 | 44.26 | INTRSECTN | R | LEAVENS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.43 | 44.34 | INTRSECTN | R | COLUMBIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.44 | 44.35 | INTRSECTN | L | COLUMBIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.55 | 44.46 | | | | | | | 1 | 1 | | | | | C | 36A | C | | | 36 | 4 | 02 | 1250 | R1 | | 25 | R | P | * |
| 44.58 | 44.49 | | | | | | | 1 | 1 | | | | | C | 36A | C | | | 36 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.59 | 44.50 | MISC FEATR | L | SGN ENT STEVENSON | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.60 | 44.51 | INTRSECTN | L | FRANK JOHNS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.61 | 44.52 | | | | | | | 1 | 1 | | | | | C | 38A | 10A | | | 38 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.64 | 44.55 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 02 | 1250 | R1 | | 50 | R | P | * |
| 44.65 | 44.56 | END ST | I | SECOND ST | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 02 | 1250 | R1 | | 50 | R | P | \$ |
| | | INTRSECTN | B | LUTHERAN CHURCH RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 44.66 | 44.57 | LEAVE CITY | | STEVENSON | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 02 | \$\$\$\$ | R1 | | 50 | R | \$ | |
| 44.68 | 44.59 | WYE CONN | R | FIRST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 45.02 | 44.93 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.13 | 45.04 | INTRSECTN | R | STEVENSON CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.61 | 45.52 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 4 | 02 | | R1 | | 50 | R | | |
| 45.73 | 45.64 | INTRSECTN | L | NELSON CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 46.02 | 45.93 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.05 | 46.96 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.44 | 47.35 | WYE CONN | L | WIND RIVER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 47.47 | 47.38 | INTRSECTN | L | WIND RIVER RD | CO | AF | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 44.60 | 44.51 | | | .03 | 12 | | | | |
| 45.73 | 45.64 | .03 | 12 | | | | | | |
| 47.44 | 47.35 | | | | | .05 | 12 | | |
| 47.47 | 47.38 | .03 | 12 | | | | | | |

SR 014 MAINLINE STATE ROUTE - SRSH COUNTY SKAMANIA DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|-----|-----|---------------------------|----|-------|-----|-------|-----|-----|------|------|-----|-------|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 58.10 | | 58.01 | END TUNNEL | B | | NO 1 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 58.45 | | 58.36 | BEG TUNNEL | B | | NO 2 | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| | | | | | | TNNL NUM 014/129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.53 | | 58.44 | END TUNNEL | B | | NO 2 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 58.92 | | 58.83 | BEG TUNNEL | B | | NO 3 | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| | | | | | | TNNL NUM 014/130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.97 | | 58.88 | END TUNNEL | B | | NO 3 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 58.99 | | 58.90 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.03 | | 58.94 | BEG BRIDGE | B | | GULCH | | | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/131 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.07 | | 58.98 | END BRIDGE | B | | GULCH | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 59.24 | | 59.15 | INTRSECTN | L | | SHADDOX SPRINGS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.44 | | 59.35 | RR XING | B | | NUM 90160J STRUCTURE | | | | 1 | 1 | | | | | | CO | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BN RR | | | | | | | | | | | | ST | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.46 | | 59.37 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 59.61 | | 59.52 | BEG TUNNEL | B | | NO 4 | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| | | | | | | TNNL NUM 014/133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.66 | | 59.57 | END TUNNEL | B | | NO 4 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 59.95 | | 59.86 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.23 | | 60.14 | BEG TUNNEL | B | | NO 5 | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| | | | | | | TNNL NUM 014/134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.27 | | 60.18 | END TUNNEL | B | | NO 5 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 60.88 | | 60.79 | MP MARKER | R | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.44 | | 61.35 | ENT/EXIT | R | | FISH HATCHERY | | | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| 61.62 | | 61.53 | RR XING | B | | NUM 90163F STRUCTURE | | | | 1 | 1 | | | | | | CO | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SPS RR | | | | | | | | | | | | ST | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.65 | | 61.56 | END BRIDGE | B | | SPS RR | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | | 55 | L | | | | | | |
| 62.00 | | 61.91 | MP MARKER | R | | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.02 | | 62.93 | MP MARKER | R | | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.17 | | 63.08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.32 | | 63.23 | INTRSECTN | L | | COOK-UNDERWOOD RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.45 | | 63.36 | BEG BRIDGE | B | | WHITE SALMON RIVER | | | | 1 | 1 | | | | | | CO | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 014/201 | | | | | | | | | | | | ST | | | | | | | | | | | | | | | | |
| 63.48 | | 63.39 | END CTLSEC | | | CONTROL SECTION 3001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | SKAMANIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--|-------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 61.44 | | 61.35 | | | | .04 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLINKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|-----|-------------|-----|-----|-------------|-----|---------------------------|---------|-------|-----|-------|--------|-----|------|------|----------|-------|---|----|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 63.48 | 63.39 | ENTER CO | | KLINKITAT | | | | 1 | 1 | | | | | C | 40A | C | | 40 | 4 | 02 | | R1 | | | 50 | R | | |
| | | BEG CTLSEC | | CONTROL SECTION 2001 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.51 | 63.42 | END BRIDGE | B | WHITE SALMON RIVER | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 4 | 02 | | R1 | | | 50 | R | | |
| 63.52 | 63.43 | INTRSECTN | L | SR 141 SPUNDRWD (SPUR) | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 63.60 | 63.49 | EQUATION | | 063.58 =063.60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.98 | 63.87 | MP MARKER | R | 64 | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.16 | 64.05 | ENTER CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 4 | 02 | 1435 | R1 | | | 50 | R | P | |
| 64.46 | 64.35 | LEAVE CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 4 | 02 | \$\$\$\$ | R1 | | | 50 | R | \$ | |
| 64.63 | 64.52 | | | | | | | 1 | 1 | | | | | 2A | 24A | 6A | | 24 | 4 | 02 | | R1 | | | 50 | R | | |
| 64.67 | 64.56 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 4 | 02 | | R1 | | | 50 | R | | |
| 64.71 | 64.60 | ENTER CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| 64.72 | 64.61 | MISC FEATR | R | SGN ENT WHITE SALMON | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.83 | 64.72 | INTRSECTN | L | DOCK GRADE RD N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | DOCK GRADE RD S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 64.84 | 64.73 | | | | | | | 1 | 1 | | | | | 6A | 28A | \$\$C | | 28 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| 64.89 | 64.78 | BEG SU LN | C | TWO WAY TURN | | 13A | | 1 | 1 | | | | | 6A | 28A | C | 13 | 41 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| 64.96 | 64.85 | MP MARKER | R | 65 | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.00 | 64.89 | END SU LN | C | TWO WAY TURN | | 13A | | 1 | 1 | | | | | 6A | 28A | C | \$\$\$ | 28 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| | | ENT/EXIT | R | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 65.08 | 64.97 | INTRSECTN | R | HOOD RIVER BRIDGE RD | CT | | SG Y | | | | | | | | | | | | | | | | | | | | | |
| 65.16 | 65.05 | BEG SU LN | C | TWO WAY TURN | | 14A | | 1 | 1 | | | | | 6A | 28A | C | 14 | 42 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| 65.44 | 65.33 | INTRSECTN | R | NORTH SHORE DR | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 65.47 | 65.36 | END SU LN | C | TWO WAY TURN | | 14A | | 1 | 1 | | | | | 6A | 28A | C | \$\$\$ | 28 | 4 | 02 | 1435 | R1 | | | 40 | R | P | |
| 65.50 | 65.39 | LEAVE CITY | | WHITE SALMON | | | | 1 | 1 | | | | | 6A | 28A | C | | 28 | 4 | 02 | 0090 | R1 | | | 40 | R | P | |
| | | ENTER CITY | | BINGEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.75 | 65.64 | INTRSECTN | R | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 65.81 | 65.70 | BEG SU LN | C | TWO WAY TURN | | 14A | | 1 | 1 | | | | | 6A | 28A | C | 14 | 42 | 4 | 02 | 0090 | R1 | | | 40 | R | \$ | |
| 65.85 | 65.74 | | | | | | | 1 | 1 | | | | | 6A | 28A | C | 14 | 42 | 4 | 02 | 0090 | R1 | | | 30 | R | | |
| 65.89 | 65.78 | ENT/EXIT | R | DOT MAINTENANCE FACILITY | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 65.90 | 65.79 | | | | | | | 1 | 1 | | | | | \$\$C | 33A | C | 14 | 47 | 4 | 02 | 0090 | R1 | | | 30 | R | | |
| 65.92 | 65.81 | END SU LN | C | TWO WAY TURN | | 14A | | 1 | 1 | | | | | C | 33A | C | \$\$\$ | 33 | 4 | 02 | 0090 | R1 | | | 30 | R | | |
| 65.94 | 65.83 | MP MARKER | R | 66 | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.14 | 66.03 | | | | | | | 1 | 1 | | | | | C | 33A | C | | 33 | 4 | 02 | 0090 | R1 | | | 30 | R | R | |
| 66.15 | 66.04 | BEG ST | I | W STEUBEN | | | | 1 | 1 | | | | | C | 33A | C | | 33 | 4 | 02 | 0090 | R1 | | | 25 | R | R | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 64.83 | 64.72 | .04 | 13 | .03 | 13 | | | .07 | 12 |
| 65.08 | 64.97 | | | .06 | 12 | | | .03 | 13 |
| 65.75 | 65.64 | | | | | | | .04 | 12 |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|-------------------------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|-----|-----|------|------|----------|-------|----|---|----|----|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 66.15 | 66.04 | | INTRSECTN | L | | WILLOW ST | CT | | Y | 1 | 1 | | | | | | C | 33A | C | | 33 | 4 | 02 | 0090 | R1 | 25 | R | R | * | |
| 66.17 | 66.06 | | | | | | | | | | | | | | | | C | 33A | C | | 33 | 4 | 02 | 0090 | R1 | 25 | R | L | * | |
| 66.23 | 66.12 | | INTRSECTN | B | | WALNUT ST | CT | | Y | 1 | 1 | | | | | | C | 60A | C | | 60 | 4 | 02 | 0090 | R1 | 25 | R | B | * | |
| 66.28 | 66.17 | | INTRSECTN | L | | ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.34 | 66.23 | | INTRSECTN | B | | ASH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.41 | 66.30 | | END ST | I | | W STEUBEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E STEUBEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OAK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 141 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.47 | 66.36 | | INTRSECTN | B | | MAPLE ST | CT | | Y | 1 | 1 | | | | | | C | 42A | 10A | | 42 | 4 | 02 | 0090 | R1 | 25 | R | B | * | |
| 66.54 | 66.43 | | INTRSECTN | L | | CHERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.58 | 66.47 | | | | | | | | | 1 | 1 | | | | | | C | 36A | 4A | | 36 | 4 | 02 | 0090 | R1 | 25 | R | L | * | |
| 66.60 | 66.49 | | INTRSECTN | L | | CEDAR ST | CT | | Y | 1 | 1 | | | | | | C | 36A | 4A | | 36 | 4 | 02 | 0090 | R1 | 35 | R | L | * | |
| 66.66 | 66.55 | | INTRSECTN | L | | ELM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.71 | 66.60 | | INTRSECTN | L | | PINE ST | CT | | Y | 1 | 1 | | | | | | C | 36A | 3A | | 36 | 4 | 02 | 0090 | R1 | 35 | R | P | * | |
| 66.77 | 66.66 | | INTRSECTN | L | | VINE ST | CT | | Y | 1 | 1 | | | | | | C | 36A | 4A | | 36 | 4 | 02 | 0090 | R1 | 35 | R | P | * | |
| 66.84 | 66.73 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | 0090 | R1 | 35 | R | P | * | |
| 66.88 | 66.77 | | LEAVE CITY | | | BINGEN | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | \$\$\$\$ | R1 | 35 | R | \$ | \$ | |
| | | | END ST | I | | E STEUBEN | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.96 | 66.85 | | MP MARKER | R | | 67 | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.00 | 66.89 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | 60 | R | | | |
| 67.10 | 66.99 | | MISC FEATR | L | | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.92 | 67.81 | | MP MARKER | R | | 68 | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.72 | 69.61 | | INTRSECTN | L | | COURTNEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | 69.89 | | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.91 | 70.80 | | INTRSECTN | L | | OLD HWY NO 8 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 70.99 | 70.88 | | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.99 | 71.88 | | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.98 | 72.87 | | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.93 | 73.82 | | REST AREA | R | | CHAMBERLIN LAKE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CS 200191 Z446 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.94 | 73.83 | | EXIT TO | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 73.95 | 73.84 | | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.96 | 73.85 | | ENT FROM | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 74.02 | 73.91 | | ENT/EXIT | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 66.41 | 66.30 | .02 | 10 | | | | | | |
| 66.47 | 66.36 | | .03 | 14 | | | | | |
| 74.02 | 73.91 | | | .04 | 11 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-------------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-------|-----|---------------------------|-----|-----|---|----|------|----|-------|---|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 81.87 | 81.76 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 4 | 02 | | R1 | 55 | R | | | | | |
| 81.90 | 81.79 | INTRSECTN | L | MURDOCK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 81.98 | 81.87 | MP MARKER | R | 82 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.00 | 81.89 | | | | | | | 1 | 1 | | | | | 8A | 24A | 3A | | 24 | 4 | 02 | | R1 | 55 | R | | | | | |
| 82.25 | 82.14 | INTRSECTN | R | DALLESPT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 82.35 | 82.24 | | | | | | | 1 | 1 | | | | | 8A | 24A | 3A | | 24 | 4 | 02 | | R1 | 60 | R | | | | | |
| 82.97 | 82.86 | MP MARKER | R | 83 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83.43 | 83.32 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 4 | 02 | | R1 | 60 | R | | | | | |
| 83.50 | 83.39 | WYE CONN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 83.53 | 83.42 | INTRSECTN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 83.57 | 83.46 | WYE CONN | R | SR 197 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 83.96 | 83.85 | MP MARKER | R | 84 | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 4 | 01 | | R1 | 60 | R | | | | | |
| 84.44 | 84.33 | INTRSECTN | L | DALLES MT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 84.49 | 84.38 | WYE CONN | L | DALLES MT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 84.93 | 84.82 | | | | | | | 1 | 1 | | | | | 3A | 24A | 3A | | 24 | 4 | 01 | | R1 | 60 | R | | | | | |
| 84.95 | 84.84 | MP MARKER | R | 85 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.14 | 85.03 | ENT/EXIT | R | COLUMBIA HILLS ST PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 86.02 | 85.91 | MP MARKER | R | 86 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.03 | 85.92 | BEG BRIDGE | B | HALF BRIDGE | ST | | | 1 | 1 | | | | | 2A | 26A | \$\$C | | 26 | 4 | 01 | | R1 | 60 | R | | | | | |
| | | | | BRDG NUM 014/221 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.04 | 85.93 | END BRIDGE | B | HALF BRIDGE | | | | 1 | 1 | | | | | 2A | 24A | 4A | | 24 | 4 | 01 | | R1 | 60 | R | | | | | |
| 86.12 | 86.01 | BEG BRIDGE | B | HORSETHIEF CANYON | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 01 | | R1 | 60 | R | | | | | |
| | | | | BRDG NUM 014/222 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.13 | 86.02 | END BRIDGE | B | HORSETHIEF CANYON | | | | 1 | 1 | | | | | 6A | 23A | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | | |
| 86.96 | 86.85 | MP MARKER | R | 87 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.15 | 87.04 | INTRSECTN | L | CO LANDFILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 87.96 | 87.85 | MP MARKER | R | 88 | | | | 1 | 1 | | | | | 7A | 23A | 7A | | 23 | 4 | 01 | | R1 | 60 | R | | | | | |
| 88.96 | 88.85 | MP MARKER | R | 89 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.56 | 89.45 | INTRSECTN | R | AVERY RD | CO | | N | 1 | 1 | | | | | 6A | 23A | 6A | | 23 | 4 | 01 | | R1 | 60 | R | | | | | |
| 89.95 | 89.84 | MP MARKER | R | 90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.94 | 90.83 | MP MARKER | R | 91 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.97 | 91.86 | MP MARKER | R | 92 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.09 | 91.98 | MISC FEATR | R | SGN ENT WISHRAM HEIGHTS | | | | 1 | 1 | | | | | 3A | 23A | 7A | | 23 | 4 | 01 | | R1 | 60 | R | | | | | |
| 92.34 | 92.23 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 92.46 | 92.35 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 92.52 | 92.41 | INTRSECTN | L | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 83.53 | 83.42 | | | .03 | 12 | | | | |
| 83.57 | 83.46 | | | | | | | .10 | 16 |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|--------|--------|-------|--------|-------|--------|------|------|-----|------|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | | K | T | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D | | IB | | R | | K | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | |
| 92.54 | | 92.43 | INTRSECTN | R | | CO RD | CO | | N | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 92.65 | | 92.54 | | | | | | | | 1 | 1 | | | | | | 6A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 92.68 | | 92.57 | INTRSECTN | L | | CONN TO ST FRONTAGE RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BOULDER DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.92 | | 92.81 | MP MARKER | R | | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.97 | | 92.86 | MISC FEATR | L | | SGN ENT WISHRAM HEIGHTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.25 | | 93.14 | | | | | | | | 1 | 1 | | | | | | 4A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 93.91 | | 93.80 | MP MARKER | R | | 94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.38 | | 94.27 | INTRSECTN | R | | WISHRAM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.45 | | 94.34 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 94.90 | | 94.79 | MP MARKER | R | | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.42 | | 95.31 | | | | | | | | 1 | 1 | | | | | | 6A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 96.00 | | 95.89 | MP MARKER | R | | 96 | | | | 1 | 1 | | | | | | 3A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 96.89 | | 96.78 | MP MARKER | R | | 97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.01 | | 96.90 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 97.50 | | 97.39 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 6A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 97.74 | | 97.63 | ENT/EXIT | R | | MARYHILL MUSEUM | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.89 | | 97.78 | MP MARKER | R | | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.63 | | 98.52 | ENT/EXIT | R | | MARYHILL MUSEUM | ST | | N | 1 | 1 | | | | | | 7A | 23A | 7A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 98.92 | | 98.81 | MP MARKER | R | | 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.89 | | 99.78 | MP MARKER | R | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.64 | | 100.53 | TRAF RCDR | B | | R076 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.66 | | 100.55 | INTRSECTN | L | | SR 14 SPMARYHL (SPUR) | ST | SS | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.73 | | 100.62 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 2A | | 23 | 4 | 01 | | R1 | | 60 | | R | | | | | |
| 100.77 | | 100.66 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 2A | | 23 | 4 | 01 | | R1 | | 55 | | R | | | | | |
| 100.88 | | 100.77 | MP MARKER | R | | 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.99 | | 100.88 | INTRSECTN | L | | SR 97 S BND LANE | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.02 | | 100.91 | BEG COINCI | | | SR 097 | | | | | | | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ | \$\$\$ | | \$\$ | | \$\$ | | \$ | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.44 | | 101.33 | INTRSECTN | L | | SR 97 N BND LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2032 | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 4 | 01 | | R3 | | 65 | | R | | | | | |
| | | | INTRSECTN | R | | SR 97 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 097 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.64 | | 101.53 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 4 | 01 | | R3 | | 65 | | R | | | | | |
| 102.00 | | 101.89 | MP MARKER | R | | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.27 | | 102.16 | TRAF RCDR | B | | R077 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 97.74 | | 97.63 | | | | .03 | 11 | | | | |
| 101.44 | | 101.33 | | | | .03 | 12 | | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|--------|---|---|--------------|---------|----|------------------------|-------------|----|---|-------------|---|-----|---------|-----|---------------------------|----|-------|-----|-------|-----|-----|----|----|------|----|-------|---|---|----|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 102.32 | | 102.21 | | | | | | | | | | | | | | | 6B | 24B | 8B | | | 24 | 4 | 01 | | R3 | | | 65 | R | | | |
| 102.40 | | 102.29 | INTRSECTN | R | | MARYHILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.64 | | 102.53 | INTRSECTN | L | | MARYHILL LOOPS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.00 | | 102.89 | MP MARKER | R | | 103 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.00 | | 103.89 | MP MARKER | R | | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.00 | | 104.89 | MP MARKER | R | | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.00 | | 105.89 | MP MARKER | R | | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.20 | | 106.09 | | | | | | | | | | | | | | | 6A | 24A | 8A | | | 24 | 4 | 01 | | R3 | | | 65 | R | | | |
| 107.01 | | 106.90 | MP MARKER | R | | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.01 | | 107.90 | MP MARKER | R | | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.39 | | 108.28 | INTRSECTN | R | | CLIFFS RD | CO | | N | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 4 | 01 | | R3 | | | 65 | R | | | |
| 108.70 | | 108.59 | | | | | | | | | | | | | | | 7B | 24B | 7B | | | 24 | 4 | 01 | | R3 | | | 65 | R | | | |
| 109.01 | | 108.90 | MP MARKER | R | | 109 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.01 | | 109.90 | MP MARKER | R | | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.02 | | 110.91 | MP MARKER | R | | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.82 | | 111.71 | INTRSECTN | R | | TOWAL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 112.02 | | 111.91 | MP MARKER | R | | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113.07 | | 112.96 | MP MARKER | R | | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114.06 | | 113.95 | MP MARKER | R | | 114 | | | | 1 | 1 | | | | | | 7A | 24B | 7A | | | 24 | 4 | 01 | | R3 | | | 65 | R | | | |
| 114.82 | | 114.71 | INTRSECTN | L | | CHAMBERLAIN GOODNOE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 115.04 | | 114.93 | MP MARKER | R | | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116.04 | | 115.93 | MP MARKER | R | | 116 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.04 | | 116.93 | MP MARKER | R | | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.04 | | 117.93 | MP MARKER | R | | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.39 | | 118.28 | INTRSECTN | B | | GOODNOE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.52 | | 118.41 | | | | | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | | 22 | 4 | 01 | | R3 | | | 65 | R | | | |
| 119.04 | | 118.93 | MP MARKER | R | | 119 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.04 | | 119.93 | MP MARKER | R | | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.04 | | 120.93 | MP MARKER | R | | 121 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.09 | | 120.98 | BEG BRIDGE B | | | ROCK CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | | 28 | 4 | 01 | | R3 | | | 65 | R | | | |
| | | | | | | BRDG NUM 014/240 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121.11 | | 121.00 | END BRIDGE B | | | ROCK CREEK | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | | 22 | 4 | 01 | | R3 | | | 65 | R | | | |
| 121.15 | | 121.04 | INTRSECTN | L | | ROCK CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.00 | | 121.89 | MP MARKER | R | | 122 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 123.00 | | 122.89 | MP MARKER | R | | 123 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 124.00 | | 123.89 | MP MARKER | R | | 124 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 125.00 | | 124.89 | MP MARKER | R | | 125 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 126.01 | | 125.90 | MP MARKER | R | | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 127.01 | | 126.90 | MP MARKER | R | | 127 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.01 | | 127.90 | MP MARKER | R | | 128 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.17 | | 128.06 | INTRSECTN | B | | SUNDALE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.24 | | 128.13 | | | | | | | | 1 | 1 | | | | | | 5A | 22B | 6A | | | 22 | 4 | 01 | | R3 | | | 65 | R | | | |
| 128.60 | | 128.49 | | | | | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | | 22 | 4 | 01 | | R3 | | | 65 | R | | | |

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|--------------------------|-----|--------|-------|-------|---|----|-----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | MTCE | | CITY | ST | SPEED | | T | P | S | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | A SE | | NBR | FC | D IB | | R | K | T | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 129.01 | | 128.90 | MP MARKER | R | | 129 | | | | 1 | 1 | | | | | | 7A | 22B | 7A | | 22 | 4 | 01 | | R3 | | 65 | | R | | |
| 130.00 | | 129.89 | MP MARKER | R | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.01 | | 130.90 | MP MARKER | R | | 131 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.07 | | 130.96 | INTRSECTN | B | | OLD HWY 8 | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 132.02 | | 131.91 | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.82 | | 132.71 | MISC FEATR | R | | SGN ENT ROOSEVELT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.02 | | 132.91 | MP MARKER | R | | 133 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.13 | | 133.02 | INTRSECTN | R | | FRONTAGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 133.51 | | 133.40 | INTRSECTN | R | | ROOSEVELT FERRY RD | CO | | N | 1 | 1 | | | | | | 6A | 24B | 7A | | 24 | 4 | 01 | | R3 | | 65 | | R | | |
| 134.00 | | 133.89 | MP MARKER | R | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.29 | | 134.18 | BEG BRIDGE | B | | WOOD CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26P | \$\$C | | 26 | 4 | 01 | | R3 | | 65 | | R | | |
| | | | | | | BRDG NUM 014/247 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.31 | | 134.20 | END BRIDGE | B | | WOOD CREEK | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 4 | 01 | | R3 | | 65 | | R | | |
| 134.35 | | 134.24 | INTRSECTN | B | | ROOSEVELT GRADE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 134.70 | | 134.59 | INTRSECTN | L | | RANKIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 134.75 | | 134.64 | MISC FEATR | L | | SGN ENT ROOSEVELT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.99 | | 134.88 | MP MARKER | R | | 135 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.99 | | 135.88 | MP MARKER | R | | 136 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 136.99 | | 136.88 | MP MARKER | R | | 137 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137.99 | | 137.88 | MP MARKER | R | | 138 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 139.00 | | 138.89 | MP MARKER | R | | 139 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.00 | | 139.89 | MP MARKER | R | | 140 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.80 | | 140.69 | BEG BRIDGE | B | | PINE CREEK | ST | | | 1 | 1 | | | | | | \$\$\$ | 36B | \$\$\$ | | 36 | 4 | 01 | | R3 | | 65 | | R | | |
| | | | | | | BRDG NUM 014/248C | | | | | | | | | | | | | | | | | | | | | | | | | |
| 140.81 | | 140.70 | END BRIDGE | B | | PINE CREEK | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 4 | 01 | | R3 | | 65 | | R | | |
| 141.00 | | 140.89 | MP MARKER | R | | 141 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 141.44 | | 141.33 | INTRSECTN | R | | PUBLIC BOAT LAUNCH | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 142.00 | | 141.89 | MP MARKER | R | | 142 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 143.01 | | 142.90 | MP MARKER | R | | 143 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 144.01 | | 143.90 | MP MARKER | R | | 144 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 145.01 | | 144.90 | MP MARKER | R | | 145 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 146.01 | | 145.90 | MP MARKER | R | | 146 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 147.02 | | 146.91 | MP MARKER | R | | 147 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 148.02 | | 147.91 | MP MARKER | R | | 148 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 148.95 | | 148.84 | INTRSECTN | L | | ALDERDALE BOAT LAUNCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 149.01 | | 148.90 | MP MARKER | R | | 149 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 149.06 | | 148.95 | BEG BRIDGE | B | | ALDER CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 4 | 01 | | R3 | | 65 | | R | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 141.44 | | 141.33 | | | | .02 | 12 | | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|------------|---|----|--------------------|---------|----|---|-------------|---|-----|-------------|-----|------|---------|--------|--------------------------|-------|-----|-------|--------|----|------|----|----------|-------|----|----|---|----|--|--|
| | | :DIRECTION TO INVENTORY | | | | | -BRIDGE | | | DECREAS/DIV | | | INCRAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | | -UXING- | | | NBR | | | LFT RHT | | | LFT RHT | | USE | | TOT | | MTCE | | CITY | | ST | LEGAL | | T | P | S | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 3.40 | | 3.64 | BEG SU LN | L | | CHAIN UP | 20A | | | 1 | 1 | | | | | | \$\$\$ | 24A | | 70 | 94 | 4 | 01 | | R1 | | 55 | M | | | | | |
| 3.46 | | 3.70 | END SU LN | R | | CHAIN UP | 38A | | | 1 | 1 | | | | | | | | 24A | 14A | 32 | 56 | 4 | 01 | | R1 | | 55 | M | | | | |
| 3.53 | | 3.77 | END SU LN | L | | CHAIN UP | 20A | | | 1 | 1 | | | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | | 55 | M | | | |
| 3.65 | | 3.89 | | | | | | | | 1 | 1 | | | | | | | | 8A | 24A | 22A | 12 | 36 | 4 | 01 | | R1 | | 55 | M | | | |
| 3.71 | | 3.95 | | | | | | | | 1 | 1 | | | | | | | | 6A | 24A | 6A | 12 | 36 | 4 | 01 | | R1 | | 55 | M | | | |
| 3.99 | | 4.23 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.97 | | 5.21 | | | | | | | | 1 | 1 | | | | | | | | 6A | 24A | 6A | 12 | 36 | 4 | 01 | | R1 | | 55 | R | | | |
| 5.00 | | 5.24 | | | | | | | | 1 | 1 | | | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | | 55 | R | | | |
| 5.01 | | 5.25 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | | 6.25 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.34 | | 6.58 | INTRSECTN | L | | OLD MARYHILL LP RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 6.51 | | 6.75 | | | | | | | | | 1 | 1 | | | | | | | 8A | 23A | 8A | 12 | 35 | 4 | 01 | | R1 | | 55 | R | | | |
| 6.84 | | 7.08 | END SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | | | 8A | 23A | 8A | \$\$\$ | 23 | 4 | 01 | | R1 | | 55 | R | | | |
| 6.86 | | 7.10 | INTRSECTN | L | | STRINGSTREET RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 7.24 | | | | | | | | | 1 | 1 | | | | | | | 8A | 23A | 8A | | 23 | 4 | 01 | | R1 | | 60 | R | | | |
| 7.05 | | 7.29 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.50 | | 7.74 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 7.82 | | 8.06 | INTRSECTN | R | | HI PRAIRIE RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CENTERVILLE RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 8.24 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.08 | | 8.32 | BEG BRIDGE | B | | SWALW CREEK | | ST | | | 1 | 1 | | | | | | | \$\$C | 28P | \$\$C | | 28 | 4 | 01 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 097/006 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.10 | | 8.34 | END BRIDGE | B | | SWALW CREEK | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 9.00 | | 9.24 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | | 9.32 | INTRSECTN | R | | HOCTOR RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S COLUMBUS AVE | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 10.24 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | | 10.66 | INTRSECTN | B | | LOOP RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 11.01 | | 11.25 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.69 | | 11.93 | INTRSECTN | L | | SIMCOE DR | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | | 12.24 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.07 | | 12.31 | ENTER CITY | | | GOLDENDALE | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0500 | R1 | | 60 | R | P | | |
| 12.11 | | 12.35 | UXING | B | | COLLINS DR | | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 097/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.33 | | 12.57 | LEAVE CITY | | | GOLDENDALE | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | \$\$\$\$ | R1 | | 60 | R | \$ | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.82 | 8.06 | .03 | 13 | | | | | | |
| 9.08 | 9.32 | .03 | 15 | .03 | 15 | | | | |
| 11.69 | 11.93 | .04 | 15 | | | .07 | 12 | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-------------------------------------|----|-----|-------------|---|---|-------------|-----|-----|---------|----|---------------------------|-----|--------|--------|-----|----|----|------|----|-------|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 12.47 | 12.71 | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 12.53 | 12.77 | BEG BRIDGE | B | BICKLETON ROAD BRDG NUM 097/008 | ST | | | 1 | 1 | | | | | | \$\$C | 40P | \$\$C | | | 40 | 4 | 01 | | R1 | 60 | R | | |
| 12.55 | 12.79 | END BRIDGE | B | BICKLETON ROAD | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 12.67 | 12.91 | INTRSECTN | R | STATE FRONTAGE RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 142 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.99 | 13.23 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.36 | 13.60 | INTRSECTN | R | STATE FRONTAGE RD | ST | | Y | 1 | 1 | | | | | | 8A | 24A | 10A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 13.41 | 13.65 | TRAF RCDR | B | R041 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.22 | 13.92 | EQUATION | | 013.68 =014.22 | | | | 1 | 1 | | | | | | 9A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 14.49 | 14.19 | BEG BRIDGE | B | KLICKITAT CREEK BRDG NUM 097/010 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 14.52 | 14.22 | END BRIDGE | B | KLICKITAT CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.69 | 14.39 | | | | | | | 1 | 1 | | | | | | 9A | 24A | 7A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 14.87 | 14.57 | INTRSECTN | L | HANGING ROCK RD | CO | | N | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 14.95 | 14.65 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.93 | 15.63 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.09 | 15.79 | BEG SU LN | R | CHAIN UP | | 18A | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 18 | 42 | 4 | 01 | | R1 | 60 | R | | | |
| 16.25 | 15.95 | END SU LN | R | CHAIN UP | | 18A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | |
| | | INTRSECTN | R | WOODLAND RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 16.92 | 16.62 | INTRSECTN | L | HORSE RANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 16.93 | 16.63 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.60 | 17.30 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 8A | 24A | 3A | 12 | 36 | 4 | 01 | | R1 | 60 | M | | | |
| 17.92 | 17.62 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.57 | 18.27 | INTRSECTN | R | GEORGEVILLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 18.70 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 19.70 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.16 | 19.86 | BEG SU LN | R | CHAIN UP | | 27A | | 1 | 1 | | | | | | 8A | 24A | \$\$\$ | 39 | 63 | 4 | 01 | | R1 | 60 | M | | | |
| 20.17 | 19.87 | BEG SU LN | L | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | | 51 | 75 | 4 | 01 | | R1 | 60 | M | | | |
| 20.30 | 20.00 | END SU LN | R | CHAIN UP | | 27A | | 1 | 1 | | | | | | 4A | 24A | 4A | 24 | 48 | 4 | 01 | | R1 | 60 | M | | | |
| 20.53 | 20.23 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | M | | | |
| 21.00 | 20.70 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.30 | 21.00 | END SU LN | L | CLIMBING | | 12A | | 1 | 1 | | | | | | 6A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | |
| | | INTRSECTN | L | ALLEN CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 21.33 | 21.03 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | 60 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.67 | 12.91 | .03 | 12 | .07 | 12 | | | | |
| 13.36 | 13.60 | | | .05 | 12 | | | | |
| 14.87 | 14.57 | .03 | 11 | | | | | | |

SR 097 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-------------|-----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|--------|--------|-----|------|------|-----|-------|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 21.36 | | 21.06 | BEG BRIDGE | B | | BUTLER CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 4 | 01 | | R1 | | 60 | R | | | |
| | | | | | | BRDG NUM 097/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.37 | | 21.07 | END BRIDGE | B | | BUTLER CREEK | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 21.61 | | 21.31 | BEG SU LN | R | | CLIMBING | | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 21.99 | | 21.69 | INTRSECTN | R | | BOX CANYON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 22.02 | | 21.72 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.06 | | 21.76 | INTRSECTN | L | | FS RD | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 23.04 | | 22.74 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.11 | | 22.81 | END SU LN | R | | CLIMBING | | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 23.27 | | 22.97 | | | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | 22 | 4 | 01 | | R1 | | 60 | R | | | |
| 23.67 | | 23.37 | BEG SU LN | R | | CHAIN UP | | 22A | | | 1 | 1 | | | | | 6A | 22A | \$\$\$ | 22 | 44 | 4 | 01 | | R1 | | 60 | R | | | |
| 23.75 | | 23.45 | CHG SU LN | R | | CHAIN UP | | 25A | | | 1 | 1 | | | | | 6A | 22A | | 25 | 47 | 4 | 01 | | R1 | | 60 | R | | | |
| 23.80 | | 23.50 | END SU LN | R | | CHAIN UP | | 25A | | | 1 | 1 | | | | | 6A | 22A | 6A | \$\$\$ | 22 | 4 | 01 | | R1 | | 60 | R | | | |
| 23.89 | | 23.59 | INTRSECTN | R | | TIMMER LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 24.01 | | 23.71 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.66 | | 24.36 | ENT/EXIT | B | | BROOKS MEMORIAL ST PARK | ST | | N | 1 | 1 | | | | | | 8A | 22A | 7A | | 22 | 4 | 01 | | R1 | | 60 | R | | | |
| 25.00 | | 24.70 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.70 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.80 | | 26.50 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 7A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 27.00 | | 26.70 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.15 | | 26.85 | MISC FEATR | L | | SGN SATUS PASS ELEV 3107 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.16 | | 26.86 | INTRSECTN | L | | SKI LODGE RD | CO | | Y | 1 | 1 | | | | | | 3A | 24A | 7A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |
| 27.21 | | 26.91 | MISC FEATR | L | | SGN LEAVE YAKAMA IND RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENTER YAKAMA IND RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.23 | | 26.93 | BEG SU LN | L | | CLIMBING | | 12A | | | 1 | 1 | | | | | 3A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 27.32 | | 27.02 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 27.99 | | 27.69 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.20 | | 27.90 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 28.73 | | 28.43 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 29.01 | | 28.71 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | | 29.70 | | | | | | | | | 1 | 1 | | | | | 1A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | | |
| 30.01 | | 29.71 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.17 | | 29.87 | INTRSECTN | R | | INDIAN SERVICE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 30.77 | | 30.47 | END SU LN | L | | CLIMBING | | 12A | | | 1 | 1 | | | | | 1A | 24A | 7A | \$\$\$ | 24 | 4 | 01 | | R1 | | 60 | M | | | |
| 30.80 | | 30.50 | BEG BRIDGE | B | | SATUS CREEK | ST | | | | 1 | 1 | | | | | \$\$W | 38A | \$\$W | | 38 | 4 | 01 | | R1 | | 60 | M | | | |
| | | | | | | BRDG NUM 097/020 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.82 | | 30.52 | END BRIDGE | B | | SATUS CREEK | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R1 | | 60 | R | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 24.66 | | 24.36 | | .03 | 12 | | | .04 | 12 | | |

SR 097 COUPLLET U.S. ROUTE - USSH COUNTY KLUCKITAT DOT DISTRICT 4
 MARYHL

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|----|----|----|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 2.59 | 0.00 | | BEG ROUTE | | | MARYHL | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 4 | 01 | | R1 | | | | 55 | R |
| | | | BEG CTLSEC | | | MARYHILL S BND COUPLLET | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CONTROL SECTION 2006 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 0.06 | | INTRSECTN | R | | SR 97 N BND | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.68 | 0.09 | | INTRSECTN | R | | SR 14 SPMARYHL (SPUR) | ST | | Y | \$ | 1 | | | | | | 4A | 12A | 8A | | | 12 | 4 | 01 | | R1 | | | | 55 | R |
| | | | END CTLSEC | L | | SR 97 N BND | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | CONTROL SECTION 2006 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | MARYHL | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.65 | 0.06 | | .04 | 12 | | | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------------|-----------------|----|---|-----------------|---|-----|---------|-----|------|---------------------------|-------|-----|-------|-----|-----|----|----|------|----|-------|---|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 28P | C | | | 28 | 3 | 02 | | R1 | | 55 | L | | | |
| | | | BEG CTLSEC | | | OREGON ST LN TO SR 5/OLY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TRAF RCDR | B | | CONTROL SECTION 2511 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | OR02 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | ASTORIA MEGLER | | | | | | | | | | ST | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | | 0.44 | END BRIDGE | B | | ASTORIA MEGLER | | | | 1 | 1 | | | | | | 2A | 24A | 2A | | | 24 | 3 | 02 | | R1 | | 55 | L | | | |
| 0.46 | | 0.46 | END CTLSEC | | | CONTROL SECTION 2511 | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 3 | 02 | | R2 | | 40 | L | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2501 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 401 | | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | |
| 0.60 | | 0.60 | TRAF RCDR | B | | S841 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | | 0.61 | | | | | | | | 1 | 1 | | | | | | 3A | 23A | 3A | | | 23 | 3 | 02 | | R2 | | 55 | L | | | |
| 0.87 | | 0.87 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 4A | | | 23 | 3 | 02 | | R2 | | 55 | L | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.19 | | 1.19 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 3A | | | 23 | 3 | 02 | | R2 | | 55 | L | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | | 2.75 | BEG TUNNEL | B | | FORT COLUMBIA | | | | 1 | 1 | | | | | | \$\$C | 24P | \$\$C | | | 24 | 3 | 02 | | R2 | | 55 | L | | | |
| | | | | | | TNNL NUM 101/003 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | | 2.91 | END TUNNEL | B | | FORT COLUMBIA | | | | 1 | 1 | | | | | | 2A | 23A | 3A | | | 23 | 3 | 02 | | R2 | | 55 | L | | | |
| 2.96 | | 2.96 | ENT/EXIT | L | | FORT COLUMBIA STATE PARK ST | | | | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FORT COLUMBIA STATE PARK ST | | | | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.73 | | 3.73 | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 3A | | | 23 | 3 | 02 | | R2 | | 35 | L | | | |
| 3.85 | | 3.85 | MISC FEATR | R | | SGN ENT CHINOOK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.86 | | 3.86 | INTRSECTN | L | | CHINOOK CO PARK RD | | CO | | Y | 1 | 1 | | | | | \$\$C | 44A | \$\$C | | | 44 | 3 | 02 | | R2 | | 35 | L | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.02 | | 4.02 | INTRSECTN | R | | FUTRUP ST | | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.21 | | 4.21 | INTRSECTN | R | | HOUCHEN ST | | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.29 | | 4.29 | INTRSECTN | R | | OLSEN ST | | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.52 | | 4.52 | INTRSECTN | L | | W OLYMPIA ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | | 4.60 | INTRSECTN | R | | E PORTLAND ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W PORTLAND ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.68 | | 4.68 | INTRSECTN | R | | E OREGON ST | | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W OREGON ST | | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.74 | | 4.74 | INTRSECTN | L | | VALLEY ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHINOOK VALLEY RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.46 | | 0.46 | | | | | | .08 | 12 | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|-----------------------|-------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | | | | |
| 4.84 | 4.84 | | INTRSECTN | L | W | PRINCE ST | CO | Y | 1 | 1 | | | | | | | C | 44A | C | | 44 | 3 | 02 | | R2 | | 35 | L | | | | | | |
| | | | INTRSECTN | R | E | PRINCE ST | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.89 | 4.89 | | INTRSECTN | L | DAVIS LN | RD | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.90 | 4.90 | | INTRSECTN | R | MARY ST | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.95 | 4.95 | | INTRSECTN | B | HAZEL ST | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | 5.06 | | INTRSECTN | R | EVELYN RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | 5.10 | | INTRSECTN | B | CHERRY ST | | CO | N | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | R2 | | 35 | L | | | | | | |
| 5.14 | 5.14 | | INTRSECTN | R | PINE ST | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.15 | 5.15 | | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 8A | | 24 | 3 | 02 | | R2 | | 35 | L | | | | | | |
| 5.28 | 5.28 | | INTRSECTN | L | WASHINGTON ST | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.43 | 5.43 | | INTRSECTN | L | THIRD ST | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.46 | 5.46 | | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 8A | | 24 | 3 | 02 | | R2 | | 55 | L | | | | | | |
| 5.48 | 5.48 | | INTRSECTN | R | LINGENFELTER RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.58 | 5.58 | | INTRSECTN | L | BAYVIEW ST | | CO | Y | 1 | 1 | | | | | | | 7A | 23A | 8A | | 23 | 3 | 02 | | R2 | | 55 | L | | | | | | |
| 5.64 | 5.64 | | MISC FEATR | L | SGN ENT | CHINOOK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 7.01 | | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.13 | 7.13 | | BEG BRIDGE | B | CHINOOK RIVER | | ST | | 1 | 1 | | | | | | | \$\$C | 30A | \$\$C | | 30 | 3 | 02 | | R2 | | 55 | L | | | | | | |
| | | | | | BRDG NUM 101/005C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.14 | 7.14 | | END BRIDGE | B | CHINOOK RIVER | | | | 1 | 1 | | | | | | | 1A | 23A | 1A | | 23 | 3 | 02 | | R2 | | 55 | L | | | | | | |
| 7.15 | 7.15 | | WYE CONN | L | STRINGTOWN RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.18 | 7.18 | | INTRSECTN | L | STRINGTOWN RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | CHINOOK DIKE RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | 7.34 | | BEG BRIDGE | B | CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 101/005.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.35 | 7.35 | | END BRIDGE | B | CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 8.01 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | 9.03 | | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.14 | 9.14 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 9.15 | 9.15 | | BEG BRIDGE | B | WALLICUT RIVER | | ST | | 1 | 1 | | | | | | | \$\$W | 40A | \$\$W | | 40 | 3 | 02 | | R2 | | 50 | L | | | | | | |
| | | | | | BRDG NUM 101/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 9.18 | | END BRIDGE | B | WALLICUT RIVER | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | 9.20 | | INTRSECTN | R | CHINOOK VALLEY RD | | CO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.39 | 9.39 | | WYE CONN | R | SR 101 AR (ALTERNATE) | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.41 | 9.41 | | INTRSECTN | R | SR 101 AR (ALTERNATE) | | ST | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.39 | 9.39 | | | .06 | 12 | | | | | |

SR 101 MAINLINE

U.S. ROUTE - USSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|-------|--------------------------|-------|-----|-------|---|-------|----------|----|-----|----|---|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | LEGAL | | T P S | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | SPEED | | R K T | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | D IB | | R K T | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T |
| 11.87 | 11.87 | | INTRSECTN | R | | PROVO ST NE | CT | Y | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 25 | L | P | | | |
| 11.92 | 11.92 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 25 | L | B | | | |
| 11.93 | 11.93 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | 0575 | R3 | | 45 | L | B | | | |
| 12.00 | 12.00 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.11 | 12.11 | | MISC FEATR | L | | SGN ENT ILWACO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.21 | 12.21 | | WYE CONN | R | | SANDRIDGE RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.23 | 12.23 | | LEAVE CITY | | | ILWACO | | | 1 | 1 | | | | | | | 4A | 22A | 6A | | 22 | 3 | 02 | \$\$\$\$ | R3 | | 45 | L | \$ | | | |
| 12.25 | 12.25 | | INTRSECTN | R | | SANDRIDGE RD | CO | | N | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 3 | 02 | | R3 | | 45 | L | | | | |
| 12.88 | 12.88 | | BEG ST | I | | PACIFIC WAY | | | 1 | 1 | | | | | | | \$\$C | 40A | \$\$C | | 40 | 3 | 02 | | R3 | | 35 | L | | * | | |
| | | | INTRSECTN | B | | 30TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.95 | 12.95 | | INTRSECTN | L | | 31ST ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.98 | 12.98 | | INTRSECTN | L | | 32ND ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | 13.01 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | 13.05 | | INTRSECTN | B | | 33RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 13.09 | 13.09 | | INTRSECTN | B | | 34TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 13.13 | 13.13 | | INTRSECTN | B | | 35TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 13.17 | 13.17 | | INTRSECTN | L | | 36TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 13.23 | 13.23 | | INTRSECTN | B | | 37TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 13.32 | 13.32 | | INTRSECTN | B | | 38TH PL | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 13.37 | 13.37 | | INTRSECTN | B | | 39TH PL | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 13.38 | 13.38 | | END ST | I | | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 40TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 103 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 13.42 | 13.42 | | INTRSECTN | B | | N PL | CO | | N | 1 | 1 | | | | | | 10A | 22A | 10A | | 22 | 3 | 02 | | R3 | | 35 | L | | * | | |
| 13.48 | 13.48 | | | | | | | | 1 | 1 | | | | | | | 10A | 22A | 10A | | 22 | 3 | 02 | | R3 | | 50 | L | | * | | |
| 13.50 | 13.50 | | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R3 | | 50 | L | | * | | |
| 13.86 | 13.86 | | END ST | I | | 40TH ST | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R3 | | 50 | L | | \$ | | |
| | | | INTRSECTN | B | | SANDRIDGE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.13 | 14.13 | | | | | | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | | 50 | L | | | | |
| 14.50 | 14.50 | | INTRSECTN | L | | JIM ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | 15.01 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.32 | 15.32 | | BEG BRIDGE | B | | WALLICUT RIVER | ST | | 1 | 1 | | | | | | | \$\$W | 40A | \$\$W | | 40 | 3 | 02 | | R3 | | 50 | L | | | | |
| | | | BRDG NUM | | | 101/012 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.33 | 15.33 | | END BRIDGE | B | | WALLICUT RIVER | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R3 | | 50 | L | | | | |
| 15.72 | 15.72 | | INTRSECTN | L | | JOHNSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.38 | 13.38 | | | | | | | .02 | | | 13 |
| 13.86 | 13.86 | | | | | | | .10 | | | 12 |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|-------|-----|----|----|-----|------|---|----|---|---|----|--|--|--|--|-------|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | LEGAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | MTCE | | | | | CITY | | | | | ST | | | | | SPEED | | | | | T | | | | | P | | | | | S | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.73 | 15.73 | | WYE CONN | R | | SR 101 AR (ALTERNATE) | ST | Y | 1 | 1 | | | | | | | 3A | 22A | 3A | 22 | 3 | 02 | | | R3 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.75 | 15.75 | | INTRSECTN | R | | SR 101 AR (ALTERNATE) | ST | Y | 1 | 1 | | | | | | | 3A | 22A | 3A | 22 | 3 | 02 | | | R2 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.76 | 15.76 | | WYE CONN | R | | SR 101 AR (ALTERNATE) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.85 | 15.85 | | | | | | | | 1 | 1 | | | | | | | 3A | 22A | 3A | 22 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.00 | 16.00 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 16.01 | | BEG BRIDGE | B | | WALLICUT RIVER | ST | | 1 | 1 | | | | | | | \$\$W | 40A | \$\$W | 40 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.02 | 16.02 | | END BRIDGE | B | | WALLICUT RIVER | | | 1 | 1 | | | | | | | 3A | 22A | 3A | 22 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.75 | 16.75 | | | | | | | | 1 | 1 | | | | | | | 5A | 22A | 5A | 22 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.93 | 16.93 | | BEG BRIDGE | B | | CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/015.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.94 | 16.94 | | END BRIDGE | B | | CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | 17.01 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.02 | 17.02 | | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | 22 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.01 | 18.01 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.40 | 18.40 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | 24 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.59 | 18.59 | | INTRSECTN | L | | JELDNESS RD | PV | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.65 | 18.65 | | BEG BRIDGE | B | | BEAR RIVER | ST | | 1 | 1 | | | | | | | \$\$C | 26A | \$\$C | 26 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.68 | 18.68 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 6A | 24 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.69 | 18.69 | | END BRIDGE | B | | BEAR RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.95 | 18.95 | | | | | | | | 1 | 1 | | | | | | | 6A | 24A | 10A | 24 | 3 | 02 | | | R2 | | 55 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.01 | 19.01 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.00 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.32 | 20.32 | | BEG BRIDGE | B | | GREENHEAD SLOUGH | ST | | 1 | 1 | | | | | | | \$\$C | 24A | \$\$C | 24 | 3 | 02 | | | R2 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.42 | 20.42 | | END BRIDGE | B | | GREENHEAD SLOUGH | | | 1 | 1 | | | | | | | 6A | 24A | 3A | 24 | 3 | 02 | | | R2 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.00 | 21.00 | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.20 | 21.20 | | | | | | | | 1 | 1 | | | | | | | 3A | 24A | 3A | 24 | 3 | 02 | | | R2 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.00 | 22.00 | | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.99 | 22.99 | | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.00 | 24.00 | | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.16 | 24.16 | | INTRSECTN | L | | WILDLIFE BOAT LAUNCH | PK | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | WILLAPA WILDLIFE REFUGE | PK | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.97 | 24.97 | | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.56 | 25.56 | | BEG BRIDGE | B | | TEAL SLOUGH | ST | | 1 | 1 | | | | | | | \$\$C | 24A | \$\$C | 24 | 3 | 02 | | | R2 | | 50 | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|------|------|-----|------------------------------|------|------|------|------|
| SRMP | B | ARM | L | R | L | R | L | R | L | R |
| | | | NEAR | NEAR | FAR | FAR | LEFT | LEFT | LEFT | LEFT |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 15.73 | 15.73 | | | | .02 | 12 | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|-------|-----|------------|---|----|-----------------------|-----|----|-------------|-----|-----|------------|-----|---------|-----|---------------------------|-----|------|-----|------|-------|----|---|----|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | NBR | FC | D | IB | R | K |
| 25.61 | 25.61 | | END BRIDGE | B | | TEAL SLOUGH | | | | | | | | | | | | | | R2 | | 50 | L | | | |
| 25.96 | 25.96 | | | | | | | | | | | | | | | | | | | R2 | | 50 | L | | | |
| 26.00 | 26.00 | | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | |
| 26.20 | 26.20 | | INTRSECTN | R | | PARPALA RD | CO | | N | | | | | | | | | | | | | | | | | |
| 26.21 | 26.21 | | BEG BRIDGE | B | | NASELLE RIVER | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/024 | | | | | | | | | | | | | | | | | | | | |
| 26.58 | 26.58 | | END BRIDGE | B | | NASELLE RIVER | | | | | | | | | | | | | | | | | | | | |
| 26.63 | 26.63 | | INTRSECTN | L | | GOVERNMENT RD | OT | | Y | | | | | | | | | | | | | | | | | |
| 26.82 | 26.82 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.01 | 27.01 | | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | |
| 27.18 | 27.18 | | INTRSECTN | R | | MILL RANCH RD | CO | | N | | | | | | | | | | | | | | | | | |
| 28.01 | 28.01 | | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | |
| 28.60 | 28.60 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.89 | 28.89 | | INTRSECTN | R | | SR 4 | ST | RF | Y | | | | | | | | | | | | | | | | | |
| 28.93 | 28.93 | | BEG SU LN | R | | CLIMBING | 11A | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 4 | ST | | Y | | | | | | | | | | | | | | | | | |
| 28.95 | 28.95 | | TRAF RCDR | B | | R074 1 | | | | | | | | | | | | | | | | | | | | |
| 29.00 | 29.00 | | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | |
| 29.46 | 29.46 | | END SU LN | R | | CLIMBING | 11A | | | | | | | | | | | | | | | | | | | |
| 30.00 | 30.00 | | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | |
| 30.31 | 30.31 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.54 | 30.54 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.62 | 30.62 | | BEG BRIDGE | B | | S. NEMAH RIVER | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/027 | | | | | | | | | | | | | | | | | | | | |
| 30.63 | 30.63 | | END BRIDGE | B | | S. NEMAH RIVER | | | | | | | | | | | | | | | | | | | | |
| 31.00 | 31.00 | | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 32.00 | | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | |
| 32.52 | 32.52 | | BEG BRIDGE | B | | S NEMAH RIVER | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/029 | | | | | | | | | | | | | | | | | | | | |
| 32.53 | 32.53 | | END BRIDGE | B | | S NEMAH RIVER | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 33.00 | | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | |
| 33.04 | 33.04 | | INTRSECTN | L | | SEAL SLOUGH A LINE RD | PV | | N | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RADAR D LINE RD | PV | | N | | | | | | | | | | | | | | | | | |
| 33.83 | 33.83 | | INTRSECTN | L | | LAGERGREN RD | CO | | N | | | | | | | | | | | | | | | | | |
| 33.84 | 33.84 | | BEG BRIDGE | B | | MIDDLE NEMAH RIVER | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 101/031 | | | | | | | | | | | | | | | | | | | | |
| 33.86 | 33.86 | | END BRIDGE | B | | MIDDLE NEMAH RIVER | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 28.89 | 28.89 | .03 | 13 | | | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|----|-----------------------|----|-------------|-----|-----|------------|-----|-----|-----|------|--------------------------|--------|-----|--------|--------|-----|------|------|------|-------|----|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | LEGAL | | T P S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 45.16 | | 45.16 | | | | | | | | 1 | 1 | | | | | | W | 36P | W | | 36 | 3 | 01 | R1 | 55 | R | | | | | |
| 45.21 | | 45.21 | END BRIDGE | B | | BONE RIVER | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | R1 | 55 | R | | | | | |
| 45.32 | | 45.32 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | R1 | 55 | R | | | | | |
| 46.00 | | 46.00 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | | 47.00 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.00 | | 48.00 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.16 | | 48.16 | BEG SU LN | R | | CLIMBING | | | 11A | | 1 | 1 | | | | | 5A | 25A | 5A | 11 | 36 | 3 | 01 | R1 | 55 | R | | | | | |
| 48.41 | | 48.41 | BEG SU LN | L | | CLIMBING | | | 12A | | 1 | 1 | | | | | 5A | 25A | 5A | 23 | 48 | 3 | 01 | R1 | 55 | R | | | | | |
| 48.51 | | 48.51 | ENT/EXIT | L | | BRUCEPORT COUNTY PARK | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.68 | | 48.68 | END SU LN | R | | CLIMBING | | | 11A | | 1 | 1 | | | | | 5A | 25A | 5A | 12 | 37 | 3 | 01 | R1 | 55 | R | | | | | |
| 48.98 | | 48.98 | END SU LN | L | | CLIMBING | | | 12A | | 1 | 1 | | | | | 5A | 25A | 5A | \$\$\$ | 25 | 3 | 01 | R1 | 55 | R | | | | | |
| 49.00 | | 49.00 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.68 | | 49.68 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | R1 | 55 | R | | | | | |
| 49.79 | | 49.79 | BEG BRIDGE | B | | STUART SLOUGH | ST | | | 1 | 1 | | | | | | \$\$\$ | 40A | \$\$\$ | | 40 | 3 | 01 | R1 | 55 | L | | | | | |
| | | | | | | BRDG NUM 101/046 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.80 | | 49.80 | END BRIDGE | B | | STUART SLOUGH | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 50.00 | | 50.00 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.33 | | 50.33 | BEG BRIDGE | B | | CARRUTHER SLOUGH | ST | | | 1 | 1 | | | | | | \$\$\$ | 40A | \$\$\$ | | 40 | 3 | 01 | R1 | 55 | L | | | | | |
| | | | | | | BRDG NUM 101/048 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.34 | | 50.34 | END BRIDGE | B | | CARRUTHER SLOUGH | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 50.43 | | 50.43 | INTRSECTN | L | | CARRUTHERS RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | | 51.00 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.32 | | 51.32 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 6A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 51.35 | | 51.35 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 52.00 | | 52.00 | MP MARKER | R | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.37 | | 52.37 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 52.51 | | 52.51 | BEG BRIDGE | B | | POTTER SLOUGH | ST | | | 1 | 1 | | | | | | \$\$\$ | 40A | \$\$\$ | | 40 | 3 | 01 | R1 | 55 | L | | | | | |
| | | | | | | BRDG NUM 101/050 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.53 | | 52.53 | END BRIDGE | B | | POTTER SLOUGH | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | R1 | 55 | L | | | | | |
| 52.97 | | 52.97 | ENTER CITY | | | SOUTH BEND | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 3 | 01 | 1195 | R1 | 55 | L | P | * | | |
| | | | BEG ST | I | | W ROBERT BUSH DR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.98 | | 52.98 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | 55 | L | P | * | | |
| 53.00 | | 53.00 | MP MARKER | R | | 53 | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | 55 | L | B | * | | |
| 53.27 | | 53.27 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | 40 | L | B | * | | |
| 53.56 | | 53.56 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 1195 | R1 | 30 | L | B | * | | |
| 53.57 | | 53.57 | INTRSECTN | R | | D ST | CT | N | | | | | | | | | | | | | | | | | | | | | | | |
| 53.74 | | 53.74 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | 1195 | R1 | 30 | L | B | * | | |
| 53.77 | | 53.77 | | | | | | | | 1 | 1 | | | | | | \$\$\$ | 60A | \$\$\$ | | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | | |
| 53.80 | | 53.80 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | 1 | 1 | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | | |
| | | | INTRSECTN | R | | A ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 53.83 | | 53.83 | INTRSECTN | R | | PACIFIC ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 53.89 | | 53.89 | END SU LN | C | | TWO WAY TURN | | | 12A | | 1 | 1 | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | | |
| | | | INTRSECTN | R | | CENTRAL AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 53.89 | | 53.89 | | | .03 | 12 | | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|-------|---|------|------------------|-----|----|-------------|-----|-----|-------------|-----|------|---------|---------|----------|-----|---------------------------|-----|----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 53.91 | 53.91 | | | | | | | 1 | 1 | | | | | C 60A | C | | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 53.93 | 53.93 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C 48A | C | 12 | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 53.96 | 53.96 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C 60A | C \$\$\$ | | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| | | INTRSECTN | R | WILLAPA AVE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 53.98 | 53.98 | MP MARKER | R | 54 | | | | | | | | | | | | | | | | | | | | | | |
| 54.02 | 54.02 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C 48A | C | 12 | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| | | INTRSECTN | R | ALDER ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.09 | 54.09 | INTRSECTN | R | MEMORIAL DR | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.14 | 54.14 | BEG BRIDGE | B | HALF BRIDGE | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/051 | | | | | | | | | | | | | | | | | | | | | | |
| 54.20 | 54.20 | END BRIDGE | B | HALF BRIDGE | | | | | | | | | | | | | | | | | | | | | | |
| 54.22 | 54.22 | INTRSECTN | R | SPRUCE ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.26 | 54.26 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C 60A | C \$\$\$ | | 60 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.28 | 54.28 | INTRSECTN | R | FERRY ST | | CT | Y | 1 | 1 | | | | | C 44A | C | | 44 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.45 | 54.45 | | | | | | | 1 | 1 | | | | | 10A 38A | C | | 38 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.55 | 54.55 | | | | | | | 1 | 1 | | | | | 10A 45A | C | | 45 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.63 | 54.63 | INTRSECTN | R | KENDRICK ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.70 | 54.70 | INTRSECTN | R | WATER ST | | CT | Y | 1 | 1 | | | | | 9A 24A | 15A | | 24 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.72 | 54.72 | INTRSECTN | R | WASHINGTON ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.80 | 54.80 | INTRSECTN | R | BROADWAY ST | | CT | Y | 1 | 1 | | | | | 9A 24A | 9A | | 24 | 3 | 01 | 1195 | R1 | 30 | L | B | * | |
| 54.83 | 54.83 | INTRSECTN | R | ADAMS ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 54.85 | 54.85 | | | | | | | 1 | 1 | | | | | 9A 24A | 9A | | 24 | 3 | 01 | 1195 | R1 | 40 | L | B | * | |
| 54.90 | 54.90 | INTRSECTN | R | MINNESOTA ST | | CT | N | | | | | | | | | | | | | | | | | | | |
| 54.92 | 54.92 | ENT/EXIT | L | BUSINESS | | PV | N | | | | | | | | | | | | | | | | | | | |
| 54.96 | 54.96 | INTRSECTN | R | JEFFERSON ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 55.00 | 55.00 | INTRSECTN | R | CALIFORNIA AVE | | CT | N | | | | | | | | | | | | | | | | | | | |
| 55.01 | 55.01 | MP MARKER | R | 55 | | | | | | | | | | | | | | | | | | | | | | |
| 55.07 | 55.07 | INTRSECTN | R | MADISON ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 55.09 | 55.09 | INTRSECTN | R | OREGON ST | | CT | N | | | | | | | | | | | | | | | | | | | |
| 55.19 | 55.19 | INTRSECTN | R | MONROE ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | MONTANA ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 55.30 | 55.30 | INTRSECTN | R | QUINCY ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | DAKOTA ST | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 55.40 | 55.40 | INTRSECTN | L | SUMMIT AVE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 55.45 | 55.45 | INTRSECTN | R | HARRISON ST | | CT | N | | | | | | | | | | | | | | | | | | | |
| 55.49 | 55.49 | INTRSECTN | L | PROSPECT AVE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | HARRISON ST | | CT | Y | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 53.96 | 53.96 | | | .02 | 12 | | | | |
| 55.49 | 55.49 | .02 | 12 | .02 | 12 | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|-------------------------|------|---|-------------|-----|-----|--------------|-----|---------|--------|-----|----------|---------------------------|-----|-------|------|--------|-------|----|----|---|----|------|----|----|---|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | | | | | |
| 55.52 | 55.52 | | | | | 1 | | | | | 9A | 24A | 9A | | 24 | 3 | 01 | 1195 | R1 | | 40 | L | B | * | | | | |
| 55.62 | 55.62 | MISC FEATR | L | SGN ENT SOUTH BEND | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.65 | 55.65 | | | | | 1 | | | | | 9A | 24A | 9A | | 24 | 3 | 01 | 1195 | R1 | | 50 | L | B | * | | | | |
| 55.73 | 55.73 | LEAVE CITY | | SOUTH BEND | | 1 | | | | | 9A | 24A | 9A | | 24 | 3 | 01 | 1055 | R1 | | 50 | L | P | \$ | | | | |
| | | END ST | I | W ROBERT BUSH DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | RAYMOND | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.78 | 55.78 | BEG BRIDGE | B | SKIDMORE SLOUGH | ST | 1 | | | | | \$W | 41A | \$W | | 41 | 3 | 01 | 1055 | R1 | | 50 | L | P | | | | | |
| | | BRDG NUM | | 101/052 | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.82 | 55.82 | END BRIDGE | B | SKIDMORE SLOUGH | | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | 1055 | R1 | | 50 | L | P | | | | | |
| 56.00 | 56.00 | MP MARKER | R | 56 | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.32 | 56.32 | INTRSECTN | R | COLORADO AVE | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.42 | 56.42 | INTRSECTN | R | COLORADO AVE*WABASH AVE | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.51 | 56.51 | INTRSECTN | R | MICHIGAN AVE | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.54 | 56.54 | INTRSECTN | R | STATE ST | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.59 | 56.59 | INTRSECTN | R | DELAWARE AVE | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.67 | 56.67 | INTRSECTN | R | DEARBORN ST | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 56.71 | 56.71 | LEAVE CITY | | RAYMOND | | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | \$\$\$ | R1 | | 50 | L | \$ | | | | | |
| 56.80 | 56.80 | WEIGH STA | R | NUMBER 71 | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.84 | 56.84 | | | | | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 01 | | R1 | | 50 | L | | | | | | |
| 56.96 | 56.96 | ENTER CITY | | RAYMOND | | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 01 | 1055 | R1 | | 50 | L | P | | | | | |
| 56.98 | 56.98 | | | | | 1 | | | | | 10A | 24A | 10A | | 24 | 3 | 01 | 1055 | R1 | | 50 | L | B | | | | | |
| 56.99 | 56.99 | MP MARKER | R | 57 | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.08 | 57.08 | | | | | 1 | | | | | 10A | 36A | 10A | | 36 | 3 | 01 | 1055 | R1 | | 50 | L | B | | | | | |
| 57.12 | 57.12 | INTRSECTN | R | CITY ST | CT | Y | 1 | 2 | 10A | 12A | | 26A | UP | \$\$\$ | 24A | 10A | | | | | 36 | 3 | 01 | 1055 | R1 | 50 | L | B |
| | | INTRSECTN | L | PORT OF WILLAPA RD | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 57.27 | 57.27 | | | | | | 1 | 2 | 10A | 12A | | 26A | UP | | 24A | 10A | | | | | 36 | 3 | 01 | 1055 | R1 | 40 | L | B |
| 57.28 | 57.28 | | | | | | 2 | 2 | 10A | 25A | | 15A | UP | | 25A | 11A | | | | | 50 | 3 | 01 | 1055 | R1 | 40 | L | B |
| 57.66 | 57.66 | INTRSECTN | B | WILSON AVE | CT | Y | 2 | 2 | 10A | 24A | | 15A | UP | | 36A | \$\$C | | | | | 60 | 3 | 01 | 1055 | R1 | 40 | L | B |
| 57.90 | 57.90 | INTRSECTN | R | BARNHART ST | CT | Y | 2 | 2 | 10A | 24A | | 15A | UP | | 36A | C | | | | | 60 | 3 | 01 | 1055 | R1 | 40 | L | P |
| 57.95 | 57.95 | MP MARKER | R | 58 | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.02 | 58.02 | INTRSECTN | B | FOWLER ST | CT | SG | Y | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 10A | 60A | C | | | | 60 | 3 | 01 | 1055 | R1 | 35 | L | P |
| 58.15 | 58.15 | INTRSECTN | R | LAUREL AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | OCEAN AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 57.12 | 57.12 | .04 | 15 | .04 | 15 | | | | |
| 57.66 | 57.66 | .03 | 15 | .03 | 15 | | | | |
| 57.90 | 57.90 | | | .03 | 15 | | | | |
| 58.02 | 58.02 | .04 | 15 | .05 | 16 | | | | |
| 58.15 | 58.15 | .04 | 12 | .04 | 12 | | | | |

SR 101 MAINLINE U.S. ROUTE - USSH COUNTY PACIFIC DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | |
|-------|-------|---|------|--|---------|-----------------|-------------------|-------------|-------------|---------|-----|---------------------------|----------|-------|------|-------|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | LEGAL | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE TOT | | | | SPEED | | T P S | | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | SHD RDY SHD | | LNS RDY | | | | D IB | | R K T | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | WID | WID | A SE | CITY NBR | ST FC | D IB | R K | T | |
| 58.16 | 58.16 | | | | | | 2 2 | | 10A 60A | C | | 60 3 01 | 1055 R1 | | 35 | L P | | |
| 58.21 | 58.21 | | | | | | 2 2 10A 26A | 13A CU | \$\$\$ 36A | C | | 62 3 01 | 1055 R1 | | 35 | L P | | |
| 58.31 | 58.31 | BEG BRIDGE | B | S FK WILLAPA RIVER BRDG NUM 101/054 | ST | | 2 2 \$\$C 35A | 13A CU | 28A | C | | 63 3 01 | 1055 R1 | | 35 | L P | | |
| 58.43 | 58.43 | END BRIDGE | B | S FK WILLAPA RIVER | | | 2 2 4A 37A | 15A UP | 35A | C | | 72 3 01 | 1055 R1 | | 35 | L P | | |
| 58.48 | 58.48 | INTRSECTN | R | SR 6 | ST | SG Y | 2 2 \$\$\$ \$\$\$ | \$\$\$ \$ | C 85A | C | | 85 3 01 | 1055 R1 | | 35 | L P | | |
| 58.57 | 58.57 | INTRSECTN | B | HEATH ST | CT | SG Y | 2 2 | | C 86A | C | | 86 3 01 | 1055 R1 | | 35 | L P | | |
| 58.72 | 58.72 | INTRSECTN | B | COMMERCIAL ST | CT | SG Y | | | | | | | | | | | | |
| 58.79 | 58.79 | INTRSECTN | B | DURYEA ST | CT | Y | 2 2 | | C 79A | C | | 79 3 01 | 1055 R1 | | 35 | L P | | |
| 58.88 | 58.88 | MP MARKER | R | 59 | | | | | | | | | | | | | | |
| 58.94 | 58.94 | WYE CONN | L | FRANKLIN ST | CT | Y | 1 2 | | C 64A | C | | 64 3 01 | 1055 R1 | | 35 | L P | | |
| | | WYE CONN | R | FRANKLIN ST | CT | Y | | | | | | | | | | | | |
| 58.95 | 58.95 | INTRSECTN | B | FRANKLIN ST | CT | Y | | | | | | | | | | | | |
| 58.97 | 58.97 | WYE CONN | L | FRANKLIN ST | CT | Y | 1 2 | | C 51A | C | | 51 3 01 | 1055 R1 | | 35 | L P | | |
| 59.00 | 59.00 | MP MARKER | R | 59 | | | | | | | | | | | | | | |
| 59.02 | 59.02 | | | | | | 1 1 | | C 51A | C | | 51 3 01 | 1055 R1 | | 35 | L P | | |
| 59.08 | 59.08 | INTRSECTN | L | THIRD ST | CT | Y | | | | | | | | | | | | |
| 59.14 | 59.14 | BEG BRIDGE | B | N FK WILLAPA RIVER BRDG NUM 101/056 | ST | | 1 1 | | C 40P | C | | 40 3 01 | 1055 R1 | | 35 | L P | | |
| 59.31 | 59.31 | END BRIDGE | B | N FK WILLAPA RIVER | | | 1 1 | | C 59A | C | | 59 3 01 | 1055 R1 | | 35 | L P | | |
| 59.38 | 59.38 | WYE CONN | L | SR 105 | ST | Y | | | | | | | | | | | | |
| | | WYE CONN | R | MONOHON LANDING RD | CT | Y | | | | | | | | | | | | |
| 59.66 | 59.39 | EQUATION | | 059.39 =059.66 | | | 1 1 | | C 59A | C | | 59 3 01 | 1055 R1 | | 35 | R P | | |
| 59.67 | 59.40 | INTRSECTN | R | MONOHON LANDING RD | CT | Y | 1 1 | | C 62A | C | | 62 3 01 | 1055 R1 | | 35 | R P | | |
| | | INTRSECTN | L | SR 105 | ST | Y | | | | | | | | | | | | |
| 59.69 | 59.42 | WYE CONN | L | SR 105 | ST | Y | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 58.48 | 58.48 | | | .03 16 | | | | | |
| 58.57 | 58.57 | .03 16 | | .03 16 | | | | | |
| 58.72 | 58.72 | .03 16 | | .03 16 | | | | | |
| 58.79 | 58.79 | .02 16 | | .03 16 | | | | | |
| 58.95 | 58.95 | .03 16 | | .03 16 | | | | | |
| 58.97 | 58.97 | | | | .01 14 | | | | |
| 59.08 | 59.08 | | | | .02 14 | | | | |
| 59.38 | 59.38 | | | | | .02 14 | | | |
| 59.67 | 59.40 | .03 12 | | .02 12 | | | | | |
| 59.69 | 59.42 | | | | .01 14 | | | | |

SR 101 ALTERNATE ROUTE

U.S. ROUTE - USSH COUNTY PACIFIC

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|------|------------|----------------------|-------------------------|--------|-------------|--|---|----|-------------|---|---|--------------|-----|-----|------|----|---------------------------|-----|-----|-----|-----|------|------|----|-------|----|---|
| | | | | : :LEFT/RIGHT INDICATOR | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| 9.41 | 0.00 | BEG ROUTE | | | | | | | | | | | | | 4A | 22A | 6A | | | 22 | 3 | 02 | | R2 | | | 50 | L |
| | | BEG CTLSEC | SR 101 TO SR 101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | | SR 101 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | |
| 9.42 | 0.01 | WYE CONN | R | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 9.43 | 0.02 | WYE CONN | L | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 9.58 | 0.17 | | | | | | | | | | | 1 | 1 | | 4A | 22A | 4A | | | 22 | 3 | 02 | | R2 | | | 50 | L |
| 10.02 | 0.61 | WYE CONN | R | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 10.03 | 0.62 | WYE CONN | L | | SR 101 | | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 10.04 | 0.63 | INTRSECTN | B | | SR 101 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | CONTROL SECTION 2512 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 9.43 | 0.02 | | | | | | .02 12 |

SR 103 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | |
|------|-------|---|------|----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-----|-----|--------------------------|-----|-----|------|------|----|-------|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | C | 40A | C | | | 40 | 3 | 02 | | R3 | 35 | L | * |
| | | BEG CTLSEC | | SR 101 TO OCEAN PARK | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 101 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | INTRSECTN | B | 40TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | INTRSECTN | B | 41ST PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | INTRSECTN | B | 42ND PL | | | | CO | N | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | INTRSECTN | B | 43RD PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | INTRSECTN | B | 44TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | INTRSECTN | B | 45TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | INTRSECTN | B | 46TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | INTRSECTN | L | 47TH PL | | | | CO | N | | | | | | | | | | | | | | | | | |
| 0.40 | 0.40 | INTRSECTN | B | 48TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | INTRSECTN | B | 49TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | INTRSECTN | L | 50TH ST | | | | CO | N | | | | | | | | | | | | | | | | | |
| 0.55 | 0.55 | MISC FEATR | L | SGN ENT SEAVIEW | | | | | | | | | | | | | | | | | | | | | | |
| 0.56 | 0.56 | END ST | I | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 51ST ST | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | ENTER CITY | | LONG BEACH | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT LONG BEACH | | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | INTRSECTN | L | 19TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | INTRSECTN | L | 18TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | INTRSECTN | B | 17TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | INTRSECTN | B | 16TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | INTRSECTN | B | 15TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | INTRSECTN | B | 14TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | INTRSECTN | B | 13TH ST S | | | | CT | Y | 1 | 1 | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | INTRSECTN | B | 12TH ST S | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | END SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 11TH ST S | | | | CT | N | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | END ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC HWY | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 10TH ST SW | | | | CT | SG | Y | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | .03 | 10 | | | | |

SR 103 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|------|-----|-----------|---|----|-------------|----|-------------|-----|-----|------------|-----|-----|-----|------|--------------------------|-----|-------|-----|-----|-----|------|------|------|-------|----|----|---|---|---|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 1.02 | 1.02 | | INTRSECTN | R | | 10TH ST SE | CT | SG | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 3 | 02 | 0690 | R3 | 25 | L | B | * | |
| 1.07 | 1.07 | | INTRSECTN | L | | 9TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 9TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.11 | | INTRSECTN | R | | 8TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | | INTRSECTN | L | | 7TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 7TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | INTRSECTN | B | | 5TH ST S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | INTRSECTN | R | | 4TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 4TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.31 | | INTRSECTN | B | | 3RD ST S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | INTRSECTN | R | | 2ND ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.39 | | INTRSECTN | B | | BOLSTAD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.43 | 1.43 | | INTRSECTN | L | | 2ND ST NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 2ND ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | BEG SU LN | L | | BICYCLE | | | | 06A | | 1 | 1 | | | | C | 34A | C | | 6 | 40 | 3 | 02 | 0690 | R3 | 25 | L | P | * |
| | | | INTRSECTN | L | | 3RD ST NW | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 3RD ST NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | | INTRSECTN | B | | 4TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.59 | | INTRSECTN | B | | 5TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | | INTRSECTN | B | | 6TH ST N | CT | | Y | 1 | 1 | | | | | | C | 34A | C | | 6 | 40 | 3 | 02 | 0690 | R3 | 35 | L | P | * |
| 1.70 | 1.70 | | INTRSECTN | B | | 7TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | INTRSECTN | B | | 8TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | | INTRSECTN | B | | 9TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.85 | 1.85 | | INTRSECTN | B | | 10TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | INTRSECTN | B | | 11TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 1.96 | | INTRSECTN | R | | 12TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | INTRSECTN | B | | 13TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.08 | | INTRSECTN | L | | 14TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 2.18 | | INTRSECTN | B | | 16TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | INTRSECTN | B | | 17TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | INTRSECTN | L | | 18TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | | INTRSECTN | L | | 19TH ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.52 | | END ST | I | | PACIFIC HWY | | | | 1 | 1 | | | | | | C | 24B | 3A | | 6 | 30 | 3 | 02 | 0690 | R3 | 35 | L | P | * |
| | | | BEG ST | I | | PACIFIC WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | PIONEER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | INTRSECTN | R | | 91ST ST N | CT | | N | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.02 | 1.02 | | | .02 | 11 | | | .01 | 11 | | |

SR 122 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|---------|-----|-------|-----|-----|-----|-----|-----|------|------|----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | | 6G | 22B | 6G | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| | | | | SR 12 TO SR 12/MOSSYROCK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2115 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | SILVER CREEK RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 12 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | INTRSECTN | R | HUNTTING RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | INTRSECTN | R | GERSHICK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SCHOEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 1.03 | BEG BRIDGE | B | SILVER CREEK | ST | | | 1 | 1 | | | | \$\$C | 34A | \$\$C | | | | | 34 | 2 | 02 | | R3 | 50 | R | * | |
| | | | | BRDG NUM 122/001 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | END BRIDGE | B | SILVER CREEK | | | | 1 | 1 | | | | 6G | 22B | 6G | | | | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| 1.11 | 1.11 | INTRSECTN | R | HUNTTING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | MISC FEATR | B | CATTLE XING | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | END ST | I | SILVER CREEK RD | | | | 1 | 1 | | | | 4G | 22B | 4G | | | | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| | | BEG ST | I | HARMONY RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CINEBAR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 1.94 | 1.94 | WYE CONN | L | CINEBAR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | | | | | | | 1 | 1 | | | | 4G | 22B | 4G | | | | | 22 | 2 | 02 | | R3 | 35 | R | * | |
| 3.10 | 3.10 | INTRSECTN | L | CLAHOUA DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.52 | 3.52 | ENT/EXIT | R | BOAT LAUNCH AREA | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.57 | 3.57 | BEG BRIDGE | B | TILTON RIVER | ST | | | 1 | 1 | | | | \$\$C | 24P | \$\$C | | | | | 24 | 2 | 02 | | R3 | 35 | R | * | |
| | | | | BRDG NUM 122/005 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.78 | END BRIDGE | B | TILTON RIVER | | | | 1 | 1 | | | | 4G | 22B | 4G | | | | | 22 | 2 | 02 | | R3 | 35 | R | * | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | ENT/EXIT | B | IKE KINSWA STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.37 | 4.37 | INTRSECTN | L | HARMONY LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.55 | 4.55 | INTRSECTN | L | FLYNN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.56 | 4.56 | | | | | | | 1 | 1 | | | | 4G | 22B | 4G | | | | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | 1 | 1 | | | | 2A | 22B | 2A | | | | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| | | BEG BRIDGE | B | HARMONY FISH PASSAGE | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 122/007.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | END BRIDGE | B | HARMONY FISH PASSAGE | | | | 1 | 1 | | | | 4G | 22B | 4G | | | | | 22 | 2 | 02 | | R3 | 50 | R | * | |
| 5.55 | 5.55 | ENT/EXIT | R | HARMONY RESORT | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 5.92 | 5.92 | INTRSECTN | R | STEELHEAD DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.10 | 4.10 | .03 | 12 | | | .02 | 12 | | |

SR 123 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|-----|--------|--------|----|---------------------------|------|--------|-----|-----|------|------|----|-------|----|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 1A | 22B | 1A | | 22 | 2 | 03 | | R2 | | | 50 | R | | |
| | | | BEG EQ | | | SR 12 TO SR 410 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG INTRSECTN | B | | CONTROL SECTION 2112 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01B | 0.01 | | WYE CONN | B | | SR 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.02 | | EQUATION | | | 000.02B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.20 | | | | | | | | | | | 1 | | | | | 1A | 22B | 1A | | 22 | 2 | 03 | | R2 | | | 50 | M | | |
| 0.43 | 0.45 | | | | | | | | | | | 1 | | | | | 3A | 22B | 3A | | 22 | 2 | 03 | | R2 | | | 50 | M | | |
| 0.60 | 0.62 | | BEG BRIDGE | B | | SUMMIT CREEK | | | | | | 1 | | | | | \$W | 28P | \$W | | 28 | 2 | 03 | | R2 | | | 50 | M | | |
| | | | BRDG NUM 123/002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.66 | | END BRIDGE | B | | SUMMIT CREEK | | | | | | 1 | | | | | 3A | 22B | 3A | | 22 | 2 | 03 | | R2 | | | 50 | M | | |
| 0.72 | 0.74 | | | | | | | | | | | 1 | | | | | 2A | 20B | 2A | | 20 | 2 | 03 | | R2 | | | 50 | M | | |
| 0.99 | 1.01 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.25 | | INTRSECTN | R | | FS RD #44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 2.52 | | MISC FEATR | R | | SGN ENT MT RAINIER NATL | | | | | | 1 | | | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 50 | M | | |
| 2.60 | 2.62 | | MISC FEATR | B | | MT RAINIER NATL PARK BDR | | | | | | 1 | | | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 45 | M | | |
| 2.97 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.50 | 3.52 | | INTRSECTN | R | | PARK SERVICE RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.55 | | | | | | | | | | | 1 | | 2A | 15A | | 13S | CU | \$\$\$ | 15A | 5G | | 30 | 2 | 03 | | R2 | | 45 | M | |
| 3.58 | 3.60 | | | | | | | | | | | 2 | | 2A | 23A | | 13S | CU | | 15A | 5G | | 38 | 2 | 03 | | R2 | | 45 | M | |
| 3.62 | 3.64 | | ENT/EXIT | L | | OHANAPECOSH CAMPGROUND | | | | | | 1 | | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | 45 | M |
| 3.71 | 3.73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.88 | 3.90 | | TRAF RCDR | B | | R040 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.02 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.96 | | BEG BRIDGE | B | | LAUGHINGWATER CREEK | | | | | | 1 | | | | | \$W | 28P | \$W | | 28 | 2 | 03 | | R2 | | | 45 | M | | |
| | | | BRDG NUM 123/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 5.01 | | END BRIDGE | B | | LAUGHINGWATER CREEK | | | | | | 1 | | | | | 2A | 20A | 2A | | 20 | 2 | 03 | | R2 | | | 45 | M | | |
| 5.42 | 5.44 | | INTRSECTN | L | | STEVENS CANYON RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.47 | 5.49 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| 5.96 | 5.98 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.95 | 6.97 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.16 | 7.18 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| 7.50 | 7.52 | | END SECTN | | | | | | | | | | | | | | 1A | 22A | 1A | | 22 | 2 | 03 | | R2 | | | 45 | M | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 3.62 | 3.64 | | | .03 | 12 | | | | | .03 | 12 |
| 5.42 | 5.44 | | | .02 | 10 | | | | | | |

SR 131 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | |
|------|-------|---|------|--------------------------|---------|---------|-------------|--------------------|-------------|-------------|-------------|-----------------|-------------|-----|---------------------------|------|-------------|----------|---------------|--------|--------|--------|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | MEDIAN- WD/S BR | W/S W/S W/S | W/S W/S W/S | W/S W/S W/S | W/S W/S W/S | W/S W/S W/S | WID | WID | A SE | CITY NBR | ST FC | SPEED D IB | T R | P K | S T |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | 1 1 | | | | | | 13A 23A 1A | | | 23 2 02 | | | R3 | 50 R | | | * |
| | | | | NAT FOREST BDRY TO SR 12 | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2138 | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | WOODS CREEK RD | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN GIF PINC NT FOR BDRY | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | | | | 1 1 | | | | | | 1A 23A 1A | | | 23 2 02 | | | R3 | 50 R | | | * |
| 0.12 | 0.12 | INTRSECTN | L | SKINNER RD | CO | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SPEARS RD | CO | N | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | WYE CONN | L | SKINNER RD | CO | N 1 1 | | | | | | 4A 22A 4A | | | 22 2 02 | | | R3 | 50 L | | | * |
| 0.43 | 0.43 | BEG BRIDGE | B | SILER CREEK | ST | 1 1 | | | | | | \$\$C 24P \$\$C | | | 24 2 02 | | | R3 | 50 L | | | * |
| | | | | BRDG NUM 131/005 | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | END BRIDGE | B | SILER CREEK | | 1 1 | | | | | | 4A 22A 4A | | | 22 2 02 | | | R3 | 50 L | | | * |
| 0.77 | 0.77 | INTRSECTN | L | SILER RD | CO | N | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | | | | 1 1 | | | | | | 4A 22A 4A | | | 22 2 02 | | | R3 | 35 L | | | * |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | INTRSECTN | R | WOODS WAY | CO | N | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | END ST | I | WOODS CREEK RD | | 1 1 | | | | | | 3A 22A 3A | | | 22 2 02 | | | R3 | 35 L | | | * |
| | | BEG ST | I | CISPUS RD | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CISPUS RD | CO | SS N | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | INTRSECTN | R | HAMPTON RD | CO | N | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | BEG BRIDGE | B | COWLITZ RIVER | ST | 1 1 | | | | | | \$\$C 24P \$\$C | | | 24 2 02 | | | R3 | 35 L | | | * |
| | | | | BRDG NUM 131/015 | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | END BRIDGE | B | COWLITZ RIVER | | 1 1 | | | | | | 3A 22A 10A | | | 22 2 02 | | | R3 | 35 L | | | * |
| 1.96 | 1.96 | MISC FEATR | R | LOG SCALEHOUSE | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | 1 1 | | | | | | 4A 24A 4A | | | 24 2 02 | | | R3 | 35 L | | | * |
| 2.01 | 2.01 | | | | | 1 1 | | | | | | 4A 36A 4A | | | 36 2 02 | | | R3 | 35 L | | | * |
| 2.07 | 2.07 | END ST | I | CISPUS RD | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 12 | ST | SS Y | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2138 | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 2.07 | 2.07 | | .06 | 12 | | | | | |

SR 141 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|--------------------------|-------------|----|---|-------------|----|-----|---------|-----|---------------------------|----|-----|-----|-----|-----|-----|------|------|------|-------|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 64A | C | | 64 | 4 | 02 | 0090 | R3 | 25 | R | B | * | | |
| | | | ENTER CITY | | | SR 14/BINGEN TO CO. LINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BINGEN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | OAK ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 14 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | INTRSECTN | B | | HUMBOLDT ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | INTRSECTN | B | | FRANKLIN ST | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | INTRSECTN | B | | JEFFERSON ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.22 | | INTRSECTN | L | | ASH ST | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | INTRSECTN | L | | LINCOLN ST | | | | CT | | N | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | | LEAVE CITY | | | BINGEN | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | OAK ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E JEWETT BLVD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | MISC FEATR | L | | SGN ENT BINGEN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | ENTER CITY | | | WHITE SALMON | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT WHITE SALMON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | | INTRSECTN | R | | INGRAM DR | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | INTRSECTN | R | | NE SKYLINE DR. | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.77 | 0.77 | | INTRSECTN | L | | SE TENTH AVE | | | | CT | | N | 1 | 1 | | | | | | | | | | | | | | | | | |
| 0.78 | 0.78 | | INTRSECTN | R | | NE VINE ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | INTRSECTN | L | | SE SEVENTH AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.08 | | INTRSECTN | L | | SE SIXTH AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | INTRSECTN | L | | SE FIFTH AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | INTRSECTN | R | | NE GRANDVIEW AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | INTRSECTN | L | | SE FOURTH AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | INTRSECTN | R | | NE WAUNA AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.34 | 1.34 | | INTRSECTN | L | | SE THIRD AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | INTRSECTN | R | | NE ESTES AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.41 | 1.41 | | INTRSECTN | L | | SE SECOND AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | INTRSECTN | B | | N MAIN AVE | | | | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | INTRSECTN | B | | RIVER WATCH DR | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.61 | 1.61 | | END ST | I | | E JEWETT BLVD | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | NW GARFIELD AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.77 | 1.77 | | LEAVE CITY | | | WHITE SALMON | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | | | | | | |
| | | | | | .02 | 12 | | | |

SR 142 MAINLINE

STATE ROUTE - SRSH

COUNTY KLINKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-----|---------------------------|-------|-----|-----|----|----|------|----|-------|---|---|----|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 40 | R | |
| | | BEG CTLSEC | | SR 14/LYLE TO SR 97 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 2036 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | INTRSECTN | R | SR 14 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | INTRSECTN | R | KLICKITAT ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | INTRSECTN | R | SPOKANE AVE | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | INTRSECTN | R | TACOMA AVE | | | | CO | | N | 1 | 1 | | 1B | 22B | 3B | | | 22 | 4 | 02 | | R3 | | | 40 | R | |
| 0.25 | 0.25 | MISC FEATR | L | SGN ENT LYLE | | | | | | | 1 | 1 | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 0.48 | 0.48 | | | | | | | | | | 1 | 1 | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 0.84 | 0.84 | ENT/EXIT | L | KLICKITAT CO PARK | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.66 | 1.66 | INTRSECTN | L | FISHER HILL RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | MP MARKER | R | 3 | | | | | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 3.60 | 3.60 | | | | | | | | | | 1 | 1 | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 3.65 | 3.65 | BEG BRIDGE | B | KNIGHT CREEK | | | | ST | | | 1 | 1 | | 2A | 22A | 2A | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| | | | | BRDG NUM 142/001.55 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.66 | 3.66 | END BRIDGE | B | KNIGHT CREEK | | | | | | | 1 | 1 | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 3.99 | 3.99 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.87 | 4.87 | ENT/EXIT | L | PUBLIC FISHING | | | | ST | | N | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.20 | BEG BRIDGE | B | MELISSA CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 142/002.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.21 | 5.21 | END BRIDGE | B | MELISSA CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | 6.08 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 6.99 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 7.99 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 8.99 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.90 | 9.90 | | | | | | | | | | 1 | 1 | | 5B | 23B | 5B | | | 23 | 4 | 02 | | R3 | | | 45 | R | |
| 10.00 | 10.00 | MP MARKER | R | 10 | | | | | | | 1 | 1 | | \$W | 32P | \$W | | | 32 | 4 | 02 | | R3 | | | 45 | R | |
| | | BEG BRIDGE | B | KLICKITAT RIVER | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 142/004 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.06 | 10.06 | END BRIDGE | B | KLICKITAT RIVER | | | | | | | 1 | 1 | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 45 | R | |
| 11.00 | 11.00 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.81 | 11.81 | INTRSECTN | L | KLICKITAT APPLETON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 12.00 | 12.00 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.51 | 12.51 | | | | | | | | | | 1 | 1 | | 1B | 22B | 1B | | | 22 | 4 | 02 | | R3 | | | 25 | R | |
| 12.57 | 12.57 | MISC FEATR | L | SGN ENT KLINKITAT | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.58 | 12.58 | | | | | | | | | | 1 | 1 | | 5A | 32A | \$\$C | | | 32 | 4 | 02 | | R3 | | | 25 | R | |
| 12.60 | 12.60 | INTRSECTN | R | 7TH ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 12.73 | 12.73 | INTRSECTN | R | 6TH ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 12.89 | 12.89 | INTRSECTN | R | BLUFF RD | | | | CO | | Y | 1 | 1 | | 4A | 22A | 8A | | | 22 | 4 | 02 | | R3 | | | 25 | R | |

SR 142 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIICKITAT

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|-------------------------|----|-------------|---|----|-------------|-----|-----|---------|------|---------------------------|-------|-----|-------|-----|-----|------|------|-----|-------|---|----|---|---|----|---|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 21.99 | | 21.96 | MP MARKER | | R | 22 | | | | 1 | 1 | | | | | | 1G | 18B | 1G | | 18 | 4 | 01 | | R3 | | | | | 40 | M | | | |
| 22.44 | | 22.41 | | | | | | | | 1 | 1 | | | | | | 1G | 20B | 1G | | 20 | 4 | 01 | | R3 | | | | | 40 | R | | | |
| 22.69 | | 22.66 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 40 | R | | | |
| 22.79 | | 22.76 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| 23.00 | | 22.97 | MP MARKER | | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.61 | | 23.58 | INTRSECTN | | L | GLENWOOD RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.62 | | 23.59 | BEG BRIDGE | | B | CREEK CULVERT | | | | ST | | 1 | 1 | | | | 2A | 22A | 2A | | 22 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| | | | | | | BRDG NUM 142/012.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.63 | | 23.60 | END BRIDGE | | B | CREEK CULVERT | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| 23.69 | | 23.66 | WYE CONN | | L | GLENWOOD RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.99 | | 23.96 | MP MARKER | | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.08 | | 24.05 | INTRSECTN | | B | HARRIS RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 25.00 | | 24.97 | MP MARKER | | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.92 | | 25.87 | EQUATION | | | 025.90 =025.92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | CALVERT RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 25.97 | | 25.92 | INTRSECTN | | L | GARRISON RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.95 | MP MARKER | | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.00 | | 26.95 | MP MARKER | | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.29 | | 27.24 | INTRSECTN | | L | SPRING CREEK RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.32 | | 27.27 | WYE CONN | | L | SPRING CREEK RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.84 | | 27.79 | INTRSECTN | | L | HATFIELD RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 27.99 | | 27.94 | MP MARKER | | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.09 | | 28.04 | INTRSECTN | | R | CUNLIFF RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 28.31 | | 28.26 | INTRSECTN | | R | OLSEN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 28.35 | | 28.30 | WYE CONN | | R | OLSEN RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | | 28.95 | MP MARKER | | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.78 | | 29.73 | WYE CONN | | L | HILL RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.86 | | 29.81 | INTRSECTN | | L | HILL RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.92 | | 29.87 | BEG BRIDGE | | B | SPRING CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 23B | \$\$C | | 23 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| | | | | | | BRDG NUM 142/013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.93 | | 29.88 | END BRIDGE | | B | SPRING CREEK | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| 30.01 | | 29.96 | MP MARKER | | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.23 | | 30.18 | INTRSECTN | | R | ESTEB RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 30.32 | | 30.27 | WYE CONN | | R | ESTEB RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 31.00 | | 30.95 | MP MARKER | | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.77 | | 31.72 | INTRSECTN | | L | KNIGHT RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | | 31.95 | MP MARKER | | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.48 | | 32.43 | INTRSECTN | | R | TOM MILLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 32.99 | | 32.94 | MP MARKER | | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.37 | | 33.32 | | | | | | | | | | 1 | 1 | | | | 4B | 24B | 4B | | 24 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| 33.54 | | 33.49 | BEG BRIDGE | | B | LITTLE KLIICKITAT RIVER | | | | ST | | 1 | 1 | | | | \$\$W | 32P | \$\$W | | 32 | 4 | 01 | | R3 | | | | | 50 | R | | | |
| | | | | | | BRDG NUM 142/015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.56 | | 33.51 | END BRIDGE | | B | LITTLE KLIICKITAT RIVER | | | | | | 1 | 1 | | | | 5A | 24A | 5A | | 24 | 4 | 01 | | R3 | | | | | 50 | R | | | |

SR 197 MAINLINE

U.S. ROUTE - USSH

COUNTY KLIKITAT

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|---------|---|-----|-------------|-----|-----|-------------|----|-----|---------|-----|--------------------------|-----|----|----|------|----|-------|---|---|----|----|----|----|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 0.42 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | C | 24A | C | | | 24 | 4 | 02 | | R2 | | | 45 | L | | | |
| | | BEG CTLSEC | | OREGON ST LINE TO SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | CONTROL SECTION 2008 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | B | NUM 90180V STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT WASHINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT OREGON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | COLUMBIA RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 197/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.21 | END BRIDGE | B | COLUMBIA RIVER | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | 24 | 4 | 02 | | R2 | | | 45 | R | | | |
| | | END CTLSEC | | CONTROL SECTION 2008 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2009 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.32 | MISC FEATR | R | SGN WELCOME TO WASHINGTN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.38 | INTRSECTN | L | DALLESPO RT RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.87 | 0.45 | ENT/EXIT | R | DAM VIEWPOINT | | | | ST | N | 1 | 1 | | | 6A | 24A | 8A | | | 24 | 4 | 02 | | R2 | | | 45 | R | | | |
| 0.89 | 0.47 | | | | | | | | | 1 | 1 | | | 6A | 24A | 8A | | | 24 | 4 | 02 | | R2 | | | | 55 | R | | |
| 1.00 | 0.58 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 0.66 | ENT/EXIT | R | HESS PARK | | | | OT | N | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 0.73 | INTRSECTN | R | DOCK RD | | | | CO | N | 1 | 1 | | | 6A | 24A | 6A | | | 24 | 4 | 02 | | R2 | | | | 55 | R | | |
| 1.63 | 1.21 | INTRSECTN | R | DOW RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.57 | INTRSECTN | L | CIRCLE T RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.58 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 1.60 | BEG SU LN | R | CLIMBING | | | | | | 12A | | | | 6A | 24A | 4A | 12 | | 36 | 4 | 02 | | R2 | | | | 55 | R | | |
| 2.28 | 1.86 | END SU LN | R | CLIMBING | | | | | | 12A | | | | 6A | 24A | 4A | \$\$\$ | | 24 | 4 | 02 | | R2 | | | | | 55 | R | |
| 2.29 | 1.87 | INTRSECTN | L | TIDYMAN RD | | | | CO | N | 1 | 1 | | | 6A | 24A | 5A | | | 24 | 4 | 02 | | R2 | | | | | 55 | R | |
| 2.91 | 2.49 | | | | | | | | | 2 | 2 | | | 6A | 48A | 6A | | | 48 | 4 | 02 | | R2 | | | | | | 55 | R |
| 3.00 | 2.58 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.14 | 2.72 | WYE CONN | B | SR 14 | | | | ST | N | | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 2.76 | INTRSECTN | B | SR 14 | | | | ST | SS | Y | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2009 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.80 | 0.38 | .03 | 12 | | | | | | |

SR 205 MAINLINE

INTERSTATE - ISSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|---|----|--------------------------|----|---------|---|-------------|-----|-------|------------|---------|------|---------------------------|-----|-----|-----|-------|------|--------|-------|------|------|------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | | | | | | | |
| | | : : | | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| SRMP | B ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 26.59 | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 4 | 4 | W | 68P | | 12P | JE | | | 68P | W | 136 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | | | | OREGON ST LINE TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | | VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 0606 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | TRAF RCDR | B | | OR04 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | B | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | | COLUMBIA RIVER-SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 205/001 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.84 | 0.25 | ON RAMP | L | | SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.90 | 0.31 | OFF RAMP | R | | SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.00 | 0.41 | MP MARKER | B | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.09 | 0.50 | END BRIDGE | B | | COLUMBIA RIVER-SR 14 | | | | 3 | 4 | A | 68P | | 12P | JE | | | 68P | W | 136 | 1 | 01 | 1350 | U5 | | 60 | R | P | | |
| | | END CTLSEC | | | CONTROL SECTION 0606 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 0607 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | | COLUMBIA RIVER | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 205/001.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.10 | 0.51 | END BRIDGE | B | | COLUMBIA RIVER | | | | 3 | 4 | 10A | 36P | | 32A | JE | | | 48P | 10A | | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | |
| 27.15 | 0.56 | MISC FEATR | L | | GORE (S502684) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | | GORE (P502690) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.23 | 0.64 | UXING | B | | S-E RAMP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 205/003S-E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.24 | 0.65 | BEG BRIDGE | B | | E-N RAMP | | | | 3 | 4 | \$\$W | 46P | | 32P | JE | | | 58P | \$\$W | | 104 | 1 | 01 | 1350 | U5 | | 60 | R | P | |
| | | | | | BRDG NUM 205/003 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.25 | 0.66 | END BRIDGE | B | | E-N RAMP | | | | 3 | 4 | 10A | 36P | | 32A | JE | | | 48P | 10A | | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P | |
| 27.36 | 0.77 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 40S | JE | | | 10A | 48P | 10A | | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 27.48 | 0.89 | MISC FEATR | L | | GORE (R102769) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.50 | 0.91 | MISC FEATR | R | | GORE (Q102762) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.55 | 0.96 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 44S | DE | | | 10A | 48P | 10A | | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 27.58 | 0.99 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 46S | DE | | | 10A | 48P | 10A | | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 27.62 | 1.03 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 4 | 10A | 36P | 10A | 46S | DE | | | 10A | 48P | 10A | 12 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| | | ON RAMP | R | | SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.69 | 1.10 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 3 | 4 | 10A | 36P | 10A | 46S | DE | | | 10A | 48P | 10A | 24 | 108 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| | | OFF RAMP | L | | SR 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.81 | 1.22 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 46S | GR | | | 10A | 48P | 10A | 24 | 108 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 27.83 | 1.24 | UXING | B | | SE 10TH ST | | | | 3 | 4 | 10A | 36P | 10A | 52S | GR | | | 10A | 48P | 10A | 24 | 108 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| | | | | | BRDG NUM 205/006 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.85 | 1.26 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 52S | DE | | | 10A | 48P | 10A | 24 | 108 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 27.93 | 1.34 | CHG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 4 | 10A | 36P | 10A | 52S | JE | | | 10A | 48P | 10A | 12 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | | MILL PLAIN RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.94 | 1.35 | | | | | | | | 3 | 4 | 10A | 36P | 10A | 52S | DE | | | 10A | 48P | 10A | 12 | 96 | 1 | 01 | 1350 | U5 | | 60 | R | P |
| 28.00 | 1.41 | MP MARKER | B | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.01 | 1.42 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 4 | 10A | 36P | 10A | 52S | DE | | | 10A | 48P | 10A | \$\$\$ | 84 | 1 | 01 | 1350 | U5 | | 60 | R | P |

SR 205 MAINLINE INTERSTATE - ISSH COUNTY CLARK DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|-------|---|------|----------------------|---------|-------|-------------|-----|-----|-------------|-------------|-----|---------|-----|---------------------------|-----|------|----------|----|-------|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | NBR | FC | D | IB | R | K | T |
| 30.90 | 4.31 | | | BRDG NUM 500/006 | | 3 3 | 14A | 36P | 6A | 126S GR | 6A | 36P | 14A | | 72 | 1 | 01 | 1350 | U5 | 60 | R | P | | |
| 30.96 | 4.37 | | | | | 3 2 | 14A | 36P | 6A | 126S GR | 6A | 24P | 14A | | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | | |
| 30.98 | 4.39 | | | | | 3 2 | 14A | 36P | 6A | 126S DE | 6A | 24P | 14A | | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | | |
| 31.00 | 4.41 | MP MARKER | B | 31 | | | | | | | | | | | | | | | | | | | | |
| 31.05 | 4.46 | | | | | 3 2 | 14A | 36P | 6A | 126S GR | 6A | 24P | 14A | | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | | |
| 31.11 | 4.52 | UXING | B | NE FOURTH PLAIN BLVD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 205/020 | | | | | | | | | | | | | | | | | | | | |
| 31.16 | 4.57 | MISC FEATR | R | GORE (CI03037) | | | | | | | | | | | | | | | | | | | | |
| 31.18 | 4.59 | | | | | 3 2 | 14A | 36P | 6A | 126S DE | 6A | 24P | 14A | | 60 | 1 | 01 | 1350 | U5 | 60 | R | P | | |
| 31.25 | 4.66 | LEAVE CITY | | VANCOUVER | | 3 2 | 14A | 36P | 6A | 126S DE | 6A | 24P | 14A | | 60 | 1 | 01 | \$\$\$\$ | U5 | 60 | R | \$ | | |
| 31.27 | 4.68 | MISC FEATR | L | GORE (CD03165) | | | | | | | | | | | | | | | | | | | | |
| 31.49 | 4.90 | ON RAMP | R | NBCD LANE | ST | Y 3 3 | 10A | 36P | 4A | 126S DE | 4A | 36P | 10A | | 72 | 1 | 01 | | U5 | 60 | R | | | |
| 31.62 | 5.03 | | | | | 2 2 | 10A | 24P | 4A | 100S DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 31.65 | 5.06 | OFF RAMP | L | SBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | |
| 31.77 | 5.18 | | | | | 2 2 | 10A | 24P | 4A | 100S BE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 31.79 | 5.20 | UXING | B | NE 63RD ST | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 205/024 | | | | | | | | | | | | | | | | | | | | |
| 31.88 | 5.29 | | | | | 2 2 | 10A | 24P | 4A | 100S DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 32.00 | 5.41 | MP MARKER | B | 32 | | | | | | | | | | | | | | | | | | | | |
| 32.54 | 5.95 | | | | | 2 2 | 10A | 24P | 4A | 100S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 32.58 | 5.99 | ON RAMP | L | NE 83RD ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 32.61 | 6.02 | UXING | B | NE 78TH ST | ST | 2 2 | 10A | 24P | 4A | 140S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| | | | | BRDG NUM 205/028 | | | | | | | | | | | | | | | | | | | | |
| 32.65 | 6.06 | OFF RAMP | R | NE 83RD ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 32.69 | 6.10 | | | | | 2 2 | 10A | 24P | 4A | 140S DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 32.77 | 6.18 | MISC FEATR | R | GORE (P103265) | | | | | | | | | | | | | | | | | | | | |
| 32.87 | 6.28 | ON RAMP | L | NE 83RD ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 32.91 | 6.32 | MISC FEATR | L | GORE (S103258) | | 2 2 | 10A | 24P | 4A | 140S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 32.96 | 6.37 | UXING | B | PED XING | CO | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 205/030P | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 6.41 | MP MARKER | B | 33 | | | | | | | | | | | | | | | | | | | | |
| 33.04 | 6.45 | UXING | B | NE 83RD ST EB | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 205/030S | | | | | | | | | | | | | | | | | | | | |
| 33.06 | 6.47 | UXING | B | NE 83RD ST WB | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 205/030N | | | | | | | | | | | | | | | | | | | | |
| 33.09 | 6.50 | | | | | 2 2 | 10A | 24P | 4A | 94S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 33.14 | 6.55 | | | | | 2 2 | 10A | 24P | 4A | 94S DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 33.17 | 6.58 | MISC FEATR | L | GORE (S503287) | | | | | | | | | | | | | | | | | | | | |
| 33.26 | 6.67 | MISC FEATR | R | GORE (Q103353) | | | | | | | | | | | | | | | | | | | | |
| 33.35 | 6.76 | MISC FEATR | L | GORE (R103351) | | | | | | | | | | | | | | | | | | | | |
| 33.45 | 6.86 | | | | | 2 2 | 10A | 24P | 4A | 94S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |
| 33.51 | 6.92 | OFF RAMP | L | NE 83RD ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 33.52 | 6.93 | UXING | B | NE 69TH AVE | ST | 2 2 | 10A | 24P | 4A | 80S GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | | |

SR 401 MAINLINE

STATE ROUTE - SRSH

COUNTY PACIFIC

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-------|---------------------------|-------|-----|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | 8A | 26A | 8A | | 26 | 3 | 02 | | R1 | 40 | L | | | | |
| | | BEG CTLSEC | | SR 101/MEGLER TO SR 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CONTROL SECTION 2530 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | TRAF RCDR | B | SR 101 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | | S841 2 | | | | | | | | | | 1A | 23A | 6A | | 23 | 3 | 02 | | R1 | 40 | L | | | | |
| 0.92 | 0.92 | EXIT TO | R | REST AREA | ST | | Y | 1 | 1 | | | | | 7A | 23A | 7A | | 23 | 3 | 02 | | R1 | 40 | L | | | | |
| 0.94 | 0.94 | REST AREA | R | MEGLER FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | CS 253091 V457 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 0.95 | ENT FROM | R | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 3 | 02 | | R1 | 40 | L | | | | |
| 1.11 | 1.11 | ENT/EXIT | R | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | | | | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 3 | 02 | | R1 | 55 | L | | | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.70 | 4.70 | | | | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 3 | 02 | | R1 | 55 | R | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | 6.87 | BEG BRIDGE | B | BEAN CREEK | ST | | | 1 | 1 | | | | | \$\$W | 29P | \$\$W | | 29 | 3 | 02 | | R1 | 55 | R | | | | |
| | | | | BRDG NUM 401/005 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 6.89 | END BRIDGE | B | BEAN CREEK | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 3 | 02 | | R1 | 55 | R | | | | |
| 7.01 | 7.01 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.23 | 9.23 | INTRSECTN | R | KNAPPTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | BEG BRIDGE | B | DAVIS CREEK | ST | | | 1 | 1 | | | | | \$\$C | 38P | \$\$C | | 38 | 3 | 02 | | R1 | 55 | R | | | | |
| | | | | BRDG NUM 401/008 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.62 | 9.62 | END BRIDGE | B | DAVIS CREEK | | | | 1 | 1 | | | | | 8A | 22B | 8A | | 22 | 3 | 02 | | R1 | 55 | R | | | | |
| 10.01 | 10.01 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | MP MARKER | R | 11 | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 3 | 02 | | R1 | 55 | R | | | | |
| 11.07 | 11.07 | MISC FEATR | R | SGN ENT NASELLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.10 | 11.10 | | | | | | | 1 | 1 | | | | | 6A | 24B | 6A | | 24 | 3 | 02 | | R1 | 45 | R | | | | |
| 11.20 | 11.20 | | | | | | | 1 | 1 | | | | | 6A | 24B | 10A | | 24 | 3 | 02 | | R1 | 45 | R | | | | |
| 11.27 | 11.27 | INTRSECTN | R | S VALLEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PARPALA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.37 | 11.37 | BEG BRIDGE | B | NASELLE RIVER | ST | | | 1 | 1 | | | | | \$\$C | 26P | \$\$C | | 26 | 3 | 02 | | R1 | 45 | R | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .08 | 12 | | | | |

SR 409 MAINLINE

STATE ROUTE - SRSH

COUNTY WAHKIAKUM

DOT DISTRICT 4

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

3.84 3.84 END ROUTE

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-------------------------|-----------------|----|---|-----------------|---|-----|---------|-----|--------------------------|----|------|-----|-----|--------|-------|---|-------|------|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 50P | C | | 50 | 1 | 02 | 0695 | U2 | | 35 | L | P | * | | |
| | | | ENTER CITY | | | SR 432/LONGVIEW TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 0834 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 432 WB | | | | | | | | | | ST | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/008N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | WYE CONN | L | | TENNANT WAY FRONTAGE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | INTRSECTN | L | | TENNANT WAY FRONTAGE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 432 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 40P | C | 10 | 50 | 1 | 02 | 0695 | U2 | | 35 | L | P | * | | |
| 0.78 | 0.78 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 60P | C | \$\$\$ | 60 | 1 | 02 | 0695 | U2 | | 35 | L | P | * | | |
| 0.84 | 0.84 | | INTRSECTN | B | | HUDSON ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 40P | C | 10 | 50 | 1 | 02 | 0695 | U2 | | 35 | L | B | * | | |
| 0.99 | 0.99 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | | INTRSECTN | R | | RIVER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | | INTRSECTN | L | | PEARDALE LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | | | | | | | | | 1 | 1 | | | | | | C | 36P | C | 10 | 46 | 1 | 02 | 0695 | U2 | | 35 | L | B | * | | |
| 1.44 | 1.44 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 44P | C | \$\$\$ | 44 | 1 | 02 | 0695 | U2 | | 35 | L | B | * | | |
| 1.48 | 1.48 | | | | | | | | | 1 | 1 | | | | | | C | 44P | C | | 44 | 1 | 02 | 0695 | U2 | | 25 | L | B | * | | |
| 1.49 | 1.49 | | LEAVE CITY | | | LONGVIEW | | | | 1 | 1 | | | | | | C | 44P | C | | 44 | 1 | 02 | 0605 | U2 | | 25 | L | B | * | | |
| | | | END ST | I | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | KELSO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | FIRST AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | INTRSECTN | L | | WASHINGTON ST | CT | SG | Y | 1 | 1 | | | | | | C | 44P | C | | 44 | 1 | 02 | 0605 | U2 | | 25 | L | P | * | | |
| 1.55 | 1.55 | | INTRSECTN | L | | LINCOLN ST | CT | | Y | 2 | 2 | | | | | | C | 44P | C | | 44 | 1 | 02 | 0605 | U2 | | 25 | L | P | * | | |
| 1.61 | 1.61 | | INTRSECTN | B | | CATLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | | | | | | | | | 2 | 1 | | | | | | C | 44P | C | | 44 | 1 | 02 | 0605 | U2 | | 25 | L | P | * | | |
| 1.67 | 1.67 | | END ST | I | | FIRST AVE SW | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0605 | U2 | | 25 | L | R | * | | |
| | | | BEG ST | I | | FIRST AVE NW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ALLEN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.72 | 1.72 | | INTRSECTN | L | | GRANT ST | CT | | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0605 | U2 | | 25 | L | B | * | | |
| 1.78 | 1.78 | | INTRSECTN | L | | BYDAN LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.03 | 0.03 | | | .03 | 12 | | | | | .04 | 13 |
| 0.84 | 0.84 | | | .03 | 10 | | .03 | 10 | | | |
| 1.50 | 1.50 | | | .03 | 10 | | | | | | |
| 1.67 | 1.67 | | | | | .03 | 12 | .03 | 10 | | |

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|--------|--|----|---------|---|-----|-------------|-----|-----|-------------|----|-------|---------------------------|-------|-----|-----|---|----|----------|----|-------|---|----|----|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 1.79 | 1.79 | UXING | B | SR 4 BRDG NUM 004/230 | ST | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0605 | U2 | 35 | L | B | * |
| 1.99 | 1.99 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | INTRSECTN | L | FISHERS LN | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | LEAVE CITY ENTER CITY | | KELSO LONGVIEW | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 35 | L | B | * |
| 2.04 | 2.04 | | | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 45 | L | B | * |
| 2.05 | 2.05 | END ST MISC FEATR | I L | FIRST AVE NW SGN ENT KELSO | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 0695 | U2 | 45 | L | B | \$ |
| 2.13 | 2.13 | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | 0695 | U2 | 45 | L | B | |
| 2.14 | 2.14 | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | 0695 | U2 | 45 | L | P | |
| 2.51 | 2.51 | LEAVE CITY | | LONGVIEW | | | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | \$\$\$\$ | U2 | 45 | L | \$ | |
| 2.63 | 2.63 | MISC FEATR | L | SGN ENT LONGVIEW | | | 1 | 1 | | | | | | 6A | 35A | 8A | | 35 | 1 | 02 | | U2 | 45 | L | | |
| 2.93 | 2.93 | | | | | | 1 | 1 | | | | | | 6A | 35A | 8A | | 35 | 1 | 02 | | U2 | 45 | L | | |
| 2.95 | 2.95 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | INTRSECTN | L | NEVADA DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | INTRSECTN | L | ALPHA DR | CO | | Y | 1 | 1 | | | | | 8A | 32A | 8A | | 32 | 1 | 02 | | U2 | 45 | L | | |
| 3.11 | 3.11 | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | U2 | 45 | L | | |
| 3.14 | 3.14 | WYE CONN | L | BEACON HILL DR | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.15 | 3.15 | INTRSECTN | L | BEACON HILL DR | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.24 | | | | | | 1 | 1 | | | | | | 4A | 24A | 6A | | 24 | 1 | 02 | | U2 | 45 | L | | |
| 3.35 | 3.35 | UXING RR XING | B B | WEYERHAEUSER RR BRDG NUM 411/003 NUM 840549A STRUCTURE | ST | | | | | | | | | | | | | | | | | | | | | |
| 3.66 | 3.66 | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | U2 | 45 | L | | |
| 3.88 | 3.88 | INTRSECTN | L | SOLOMON RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.99 | 3.99 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | 45 | L | | |
| 4.24 | 4.24 | INTRSECTN | L | EARLY BIRD DR | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 4.27 | 4.27 | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | 35 | L | | |
| 4.52 | 4.52 | | | | | | 1 | 1 | | | | | | \$\$C | 44A | \$\$C | | 44 | 1 | 02 | | U2 | 35 | L | | |
| 4.58 | 4.58 | INTRSECTN | L | SPARKS DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.00 | 2.00 | .04 | 12 | | | | | | |
| 2.97 | 2.97 | .03 | 11 | | | | | | |
| 3.07 | 3.07 | .04 | 12 | | | | | | |
| 3.15 | 3.15 | .02 | 12 | | | | | | |
| 3.88 | 3.88 | .03 | 10 | | | .05 | 10 | | |
| 4.24 | 4.24 | .05 | 10 | | | .08 | 10 | | |

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|------|------|-----|---|---|---------|---------------------|----|-------------|---|---|------------|-----|-----|-----|------|-----|-----|-----|--------------------------|-----|-------|----|-------|------|----|-----|----|----|----|---|---|---|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | | S | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | | K | T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | | |
| 4.58 | 4.58 | | INTRSECTN | R | | LEXINGTON BRIDGE DR | CO | SG | Y | 1 | 1 | | | | | | C | 44A | C | | 44 | 1 | 02 | | U2 | | 35 | L | | | | | | | |
| 4.67 | 4.67 | | | | | | | | | | | | | | | | 6A | 24A | 4A | | 24 | 1 | 02 | | U2 | | 35 | L | | | | | | | |
| 4.71 | 4.71 | | INTRSECTN | L | | LEXINGTON AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.77 | 4.77 | | INTRSECTN | R | | COWLITZ DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.96 | 4.96 | | INTRSECTN | L | | RAINBOW WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | | ENT FROM | R | | RIVERSIDE PARK | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.07 | 5.07 | | INTRSECTN | L | | JOHN ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.13 | 5.13 | | INTRSECTN | L | | LOUISE ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.17 | 5.17 | | EXIT TO | R | | RIVERSIDE PARK | CO | | N | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | U2 | | 35 | L | | | | | | | |
| 5.33 | 5.33 | | | | | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 1 | 02 | | U2 | | 35 | L | | | | | | |
| 5.46 | 5.46 | | INTRSECTN | L | | PONDEROSA DR | CO | | N | 1 | 1 | | | | | | 6A | 24A | 8A | | 24 | 1 | 02 | | U2 | | 35 | L | | | | | | | |
| 5.53 | 5.53 | | INTRSECTN | L | | AARON DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.76 | 5.76 | | INTRSECTN | L | | KING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | U2 | | 35 | L | | | | | | |
| 5.80 | 5.80 | | MISC FEATR | L | | SGN LEXINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 5.81 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | U2 | | 45 | L | | | | | | |
| 5.83 | 5.83 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 45 | L | | | | | | |
| 5.99 | 5.99 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | 6.16 | | | | | | | | | 1 | 1 | | | | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | R2 | | 45 | L | | | | | | |
| 6.17 | 6.17 | | INTRSECTN | L | | HAZEL DELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 6.99 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.06 | 7.06 | | | | | | | | | 1 | 1 | | | | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | R2 | | 55 | L | | | | | | |
| 7.30 | 7.30 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 55 | R | | | | | | |
| 7.42 | 7.42 | | INTRSECTN | L | | GRAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.97 | 7.97 | | TRAF RCDR | B | | S819 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.98 | 7.98 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.13 | 8.13 | | INTRSECTN | L | | SANDY BEND RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.37 | 8.37 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 50 | R | | | | | | |
| 8.43 | 8.43 | | | | | | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 50 | R | | | | | | |
| 8.98 | 8.98 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 9.07 | | INTRSECTN | R | | COOK FERRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.32 | 9.32 | | INTRSECTN | L | | WATERS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.59 | 9.59 | | INTRSECTN | L | | BEVERLY HTS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.58 | 4.58 | | .03 | 12 | .06 | 12 | | | | |
| 4.77 | 4.77 | | | | .04 | 12 | | | | |
| 4.96 | 4.96 | | .03 | 12 | | | | | | |
| 6.17 | 6.17 | | .03 | 12 | | | | | | |

SR 411 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|---------------------|-------------|-----|-----|--------------|-----|-----|-----|-----|------|----|------|--------------------------|------|-------|-----|---|----|------|----|---|----|----|---|---|---|--|--|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | T | | P | | S | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | D | IB | R | K | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 9.69 | | 9.69 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | | 50 | R | | | | | | | |
| 9.74 | | 9.74 | WYE CONN | R | | HOYER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.77 | | 9.77 | INTRSECTN | R | | HOYER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | 9.98 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.11 | | 10.11 | INTRSECTN | L | | HICKS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.52 | | 10.52 | INTRSECTN | R | | CAMELOT DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.58 | | 10.58 | INTRSECTN | R | | BREWERS HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.97 | | 10.97 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.17 | | 11.17 | INTRSECTN | L | | WREN LOOP RD | CO | | N | 1 | 1 | | | | | | 7A | 24A | 8A | | 24 | 1 | 02 | | R2 | | | 50 | R | | | | | | | |
| 11.26 | | 11.26 | BEG BRIDGE | B | | ARKANSAS CREEK | ST | | | 1 | 1 | | | | | | \$SW | 40A | \$SW | | 40 | 1 | 02 | | R2 | | | 50 | R | | | | | | | |
| | | | | | | BRDG NUM 411/008 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.29 | | 11.29 | END BRIDGE | B | | ARKANSAS CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | | 50 | R | | | | | | | |
| 11.33 | | 11.33 | INTRSECTN | L | | DELAMETER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.59 | | 11.59 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 02 | | R2 | | | 50 | R | | | | | | | |
| 11.67 | | 11.67 | INTRSECTN | L | | CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.68 | | 11.68 | ENTER CITY | | | CASTLE ROCK | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 02 | 0170 | R2 | | | 50 | R | P | | | | | | |
| 11.98 | | 11.98 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.01 | | 12.01 | BEG ST | I | | PH NO. 10 RD | | | | 1 | 1 | | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | 0170 | R2 | | | 35 | L | P | * | | | | | |
| | | | INTRSECTN | L | | PH NO 10 RD | CT | | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WEST SIDE HWY | CT | | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.13 | | 12.13 | MISC FEATR | B | | BOX CULVERT | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 02 | 0170 | R2 | | | 35 | L | P | * | | | | | |
| 12.17 | | 12.17 | INTRSECTN | L | | MADDUX RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.18 | | 12.18 | BEG BRIDGE | B | | CATTLE PASS | ST | | | 1 | 1 | | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | 0170 | R2 | | | 35 | L | P | * | | | | | |
| | | | | | | BRDG NUM 411/008.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.19 | | 12.19 | END BRIDGE | B | | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.25 | | 12.25 | INTRSECTN | R | | FAIR LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.35 | | 12.35 | INTRSECTN | L | | MOSIER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.37 | | 12.37 | BEG BRIDGE | B | | COWLITZ RIVER | ST | | | 1 | 1 | | | | | | \$SC | 28P | \$SC | | 28 | 1 | 02 | 0170 | R2 | | | 35 | L | P | * | | | | | |
| | | | | | | BRDG NUM 411/009 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.46 | | 12.46 | END BRIDGE | B | | COWLITZ RIVER | | | | 1 | 1 | | | | | | C | 30A | C | | 30 | 1 | 02 | 0170 | R2 | | | 35 | L | P | * | | | | | |
| | | | MISC FEATR | R | | SGN ENT CASTLE ROCK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.49 | | 12.49 | END ST | I | | PH NO. 10 RD | | | | 1 | 1 | | | | | | C | 43A | C | | 43 | 1 | 02 | 0170 | R2 | | | 25 | L | P | * | | | | | |
| | | | BEG ST | I | | A ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 4TH AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.51 | | 12.51 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.54 | | 12.54 | INTRSECTN | B | | 3RD AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.60 | | 12.60 | INTRSECTN | B | | 2ND AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.65 | | 12.65 | INTRSECTN | B | | 1ST AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.70 | | 12.70 | INTRSECTN | B | | FRONT AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.74 | | 12.74 | END ST | I | | A ST | | | | 1 | 1 | | | | | | 6A | 24A | 4A | | 24 | 1 | 02 | 0170 | R2 | | | 25 | R | P | * | | | | | |
| | | | BEG ST | I | | HUNTINGTON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | HUNTINGTON AVE | CT | | RF | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.77 | | 12.77 | INTRSECTN | B | | COWLITZ ST E | CT | | RF | Y | 1 | 1 | | | | | 4A | 24A | 7A | | 24 | 1 | 02 | 0170 | R2 | | | 25 | R | P | * | | | | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|------|---|------|------------|---|----|--------------------------|----|----|-------------|---|---|------------|-----|-----|--------------------------|----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | USE | TOT | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 4/LONGVIEW TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0831 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | WILLOW GROVE CONN RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | | 0.01 | WYE CONN | R | | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | | 0.02 | WYE CONN | L | | SR 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | | 0.84 | INTRSECTN | R | | WILLOW GROVE RD | | | | | | | | | | | | | | | | | | | | | | | |
| 0.93 | | 0.93 | INTRSECTN | L | | SCHNEIDER DR | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | | 1.21 | END ST | I | | WILLOW GROVE CONN RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | | 1.82 | INTRSECTN | L | | PIONEER MT SOLO CMTRY RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | | 2.11 | MISC FEATR | R | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.17 | | 2.17 | ENTER CITY | | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | | 2.58 | INTRSECTN | L | | BRADFORD PL | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | | 2.75 | MISC FEATR | L | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | | 2.78 | LEAVE CITY | | | LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | MT SOLO RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | INDUSTRIAL WAY | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MEMORIAL PARK DR | | | | | | | | | | | | | | | | | | | | | | | |
| 2.79 | | 2.79 | BEG BRIDGE | B | | DITCH NO 10 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 432/002C | | | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | | 2.80 | END BRIDGE | B | | DITCH NO 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.87 | | 2.87 | ENT/EXIT | R | | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | | 2.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | | 3.04 | ENT/EXIT | R | | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | | 3.24 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.30 | | 3.30 | INTRSECTN | L | | 38TH AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | LONGVIEW ALUMINUM CO | | | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | | 3.31 | WYE CONN | L | | 38TH AVE | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | | 0.00 | | | .03 | 12 | | | | |
| 0.84 | | 0.84 | | | .02 | 12 | | | | |
| 2.87 | | 2.87 | | | .04 | 10 | | | | |
| 3.30 | | 3.30 | .03 | 12 | .05 | 12 | | | | |
| 3.31 | | 3.31 | | | | | .04 | 13 | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|-------|---|------|------------------------|----|-------------|-----|-----|------------|---------|-----|------|-----|-----|-----|------|---------------------------|-----|-------|----|-----|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 3.33 | 3.33 | | | | | | | 1 | 1 | | | | | 8A | 48A | 3A | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.35 | 3.35 | | | | | | | 2 | 1 | | | | | 8A | 48A | 3A | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.39 | 3.39 | ENT/EXIT | R | LONGVIEW ALUMINUM CO | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 3.40 | 3.40 | | | | | | | 2 | 1 | | | | | 8A | 48A | 5G | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.50 | 3.50 | | | | | | | 2 | 1 | | | | | 2G | 48A | 2G | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.77 | 3.77 | WYE CONN | L | PRUDENTIAL BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.78 | INTRSECTN | L | PRUDENTIAL BLVD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 3.79 | 3.79 | | | | | | | 2 | 1 | | | | | 4A | 48A | 2G | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.80 | 3.80 | WYE CONN | L | PRUDENTIAL BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.87 | 3.87 | | | | | | | 2 | 1 | | | | | 2G | 48A | 2G | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 3.88 | 3.88 | ENT/EXIT | R | WEYERHAEUSER PULP CO | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | INTEROX CO | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.18 | 4.18 | ENT/EXIT | R | WEYERHAEUSER PAPER CO | PV | | N | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | INTEROX CO | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 4.29 | 4.29 | | | | | | | 2 | 1 | | | | | 2G | 48A | 2A | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 4.40 | 4.40 | WYE CONN | L | WASHINGTON WAY | CO | | Y | 1 | 1 | | | | | 2G | 48A | 2A | 48 | 1 | 02 | | U1 | | 50 | L | | | * |
| 4.41 | 4.41 | EXIT TO | R | WEYERHAEUSER PAPER CO | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.43 | 4.43 | INTRSECTN | L | WASHINGTON WAY | CO | SG | Y | 1 | 1 | | | | | 4A | 36A | 2A | 36 | 1 | 02 | | U1 | | 50 | L | | | * |
| | | ENT/EXIT | R | WEYERHAEUSER PAPER CO | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.45 | 4.45 | WYE CONN | L | WASHINGTON WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.54 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 24 | 1 | 02 | | U1 | | 50 | L | | | * |
| 4.72 | 4.72 | | | | | | | 1 | 1 | | | | | 6A | 24A | 3A | 24 | 1 | 02 | | U1 | | 50 | L | | | * |
| 4.75 | 4.75 | ENT/EXIT | R | WEYERHAEUSER-NORPAC CO | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.79 | 4.79 | RR XING | B | NUM 840534K GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | 4.85 | ENT/EXIT | R | WEYERHAEUSER CO | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | DOUGLAS ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.97 | 4.97 | | | | | | | 1 | 1 | | | | | 2A | 24A | 2A | 24 | 1 | 02 | | U1 | | 50 | L | | | * |
| 4.99 | 4.99 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 5.25 | | | | | | | 1 | 1 | | | | | 10A | 24A | 2A | 24 | 1 | 02 | | U1 | | 50 | L | | | * |
| 5.36 | 5.36 | INTRSECTN | L | 26TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.39 | 3.39 | | | .02 | 12 | | | | |
| 3.78 | 3.78 | .03 | 12 | | | | | | |
| 3.80 | 3.80 | | | | | | | .02 | 12 |
| 3.88 | 3.88 | .02 | 12 | .03 | 12 | | | | |
| 4.18 | 4.18 | .02 | 12 | .02 | 12 | | | | |
| 4.43 | 4.43 | .03 | 12 | .04 | 12 | | | | |
| 4.75 | 4.75 | | | .04 | 12 | | | .03 | 12 |
| 4.85 | 4.85 | .04 | 12 | .03 | 12 | | | | |
| 5.36 | 5.36 | .03 | 12 | | | | | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|------------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|------|------|------|-------|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 5.64 | | 5.64 | ENT/EXIT | R | | WEYERHAEUSER-NORPAC CO | PV | | N | 1 | 1 | | | | | | 10A | 24A | 2A | | 24 | 1 | 02 | | U1 | 50 | L | * | |
| 5.81 | | 5.81 | | | | | | | | 1 | 1 | | | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | U1 | 50 | L | * | |
| 5.90 | | 5.90 | RR XING | B | | NUM 101806G GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 5.95 | | 5.95 | ENT/EXIT | R | | WEYERHAEUSER CO | PV | | Y | 1 | 2 | | | | | | 9A | 60A | 6A | | 60 | 1 | 02 | | U1 | 50 | L | * | |
| 6.01 | | 6.01 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | | 6.02 | | | | | | | | | 2 | 2 | | | | | 9A | 60A | 6A | | 60 | 1 | 02 | | U1 | 50 | L | * | |
| 6.07 | | 6.07 | WYE CONN | R | | SR 433 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.09 | | 6.09 | ENTER CITY | | | LONGVIEW | | | | | 2 | 2 | | | | | 9A | 60A | 6A | | 60 | 1 | 02 | 0695 | U1 | 50 | L | P | * |
| 6.10 | | 6.10 | INTRSECTN | R | | SR 433 | ST | SG | Y | 2 | 2 | | | | | | \$\$C | 62A | 6A | | 62 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| | | | INTRSECTN | L | | OREGON WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 6.15 | | 6.15 | RR XING | B | | NUM 101794P GRADE | | | | | 2 | 2 | | | | | C | 50A | \$\$C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.21 | | 6.21 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 6.44 | | 6.44 | INTRSECTN | R | | COLUMBIA BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 6.60 | | 6.60 | | | | | | | | | 2 | 2 | | | | | C | 63A | C | | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.68 | | 6.68 | INTRSECTN | R | | INTERNATIONAL WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 6.74 | | 6.74 | BEG SU LN | C | | TWO WAY TURN | | | | 13A | | 2 | 2 | | | | C | 50A | C | 13 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.78 | | 6.78 | END SU LN | C | | TWO WAY TURN | | | | 13A | | 2 | 2 | | | | C | 63A | C | \$\$\$ | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.80 | | 6.80 | INTRSECTN | R | | FIBRE WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 6.86 | | 6.86 | BEG SU LN | C | | TWO WAY TURN | | | | 13A | | 2 | 2 | | | | C | 50A | C | 13 | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 6.98 | | 6.98 | END SU LN | C | | TWO WAY TURN | | | | 13A | | 2 | 2 | | | | C | 63A | C | \$\$\$ | 63 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 7.01 | | 7.01 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | | 7.04 | INTRSECTN | B | | CALIFORNIA WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 7.10 | | 7.10 | END ST | I | | INDUSTRIAL WAY | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | INDUSTRIAL WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 7.19 | | 7.19 | RR XING | B | | NUM 101826T GRADE | | | | | 2 | 2 | | | | | C | 50A | C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * |
| 7.42 | | 7.42 | ENT FROM | L | | HOME DEPOT | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.44 | EXIT TO | L | | HOME DEPOT | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.47 | | 7.47 | OFF RAMP | R | | SR 432 | ST | | Y | 2 | 1 | | | | | | C | 50A | C | | 50 | 1 | 02 | 0695 | U1 | 35 | L | P | * |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.95 | | 5.95 | | | | .07 | 12 | | | | |
| 6.07 | | 6.07 | | | | .07 | 12 | | | | |
| 6.10 | | 6.10 | | .03 | 12 | .08 | 12 | | | | |
| 6.44 | | 6.44 | | | | .03 | 12 | | | | |
| 6.68 | | 6.68 | | | | .04 | 13 | | | | |
| 6.80 | | 6.80 | | | | .04 | 13 | | | | |
| 7.04 | | 7.04 | | .04 | 13 | .04 | 13 | | | | |
| 7.10 | | 7.10 | | | | .04 | 13 | | | | |
| 7.44 | | 7.44 | | | | | | .04 | 12 | | |

SR 432 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|------|------|-------------------------|---|---|----|--|-------------|----|---|--------------|-----|-----|-----|-----|------|-----|--------------------------|--------|-----|-------|--------|----------|------|----------|------|----|----|----|----|----|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | SPEED | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | T P S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 7.51 | 7.51 | | ON RAMP | L | | TENNANT WAY | ST | Y | 2 | 1 | | | | | | | C | 50A | C | | 50 | 1 | 02 | 0695 | U1 | | 35 | L | P | * | |
| 7.52 | 7.52 | | OFF RAMP | L | | SR 432 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.55 | 7.55 | | MISC FEATR | R | | GORE (P100747) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.61 | 7.61 | | UXING | B | | SR 432 EB BRDG NUM 432/008S | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.62 | 7.62 | | LEAVE CITY END ST END CTLSEC BEG PH GP UXING | I I I B | | LONGVIEW 3RD AVE CONTROL SECTION 0831 BEGIN PHYSICAL GAP SR 432 WB BRDG NUM 432/008N | | | | | \$ | \$ | | | | | \$ | \$\$\$ | \$ | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | | 35 | \$ | \$ | \$ | |
| 7.64 | 7.63 | | ENTER CITY EQUATION BEG CTLSEC BEG BRIDGE BEG BRIDGE END PH GP | I I I D | | LONGVIEW 007.63 =007.64 CONTROL SECTION 0831 SR 432-3RD AVE BRDG NUM 432/008S SR 432-3RD AVE BRDG NUM 432/008N END PHYSICAL GAP | | 2 | 2 | | W | 33P | | 15P | WA | | 39P | W | | 72 | 1 | 02 | 0695 | U1 | | 55 | L | P | | | |
| 7.70 | 7.69 | | END BRIDGE END BRIDGE | I D | | SR 432-3RD AVE SR 432-3RD AVE | | 2 | 2 | 10A | 24A | | 15A | JE | | 24A | 8A | | 48 | 1 | 02 | 0695 | U1 | | 55 | L | P | | | | |
| 7.75 | 7.74 | | ON RAMP | R | | SR 432-3RD AVE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | 7.86 | | MISC FEATR | L | | GORE (R100800) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.90 | 7.89 | | MISC FEATR | R | | GORE (P100747) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 7.99 | | OFF RAMP | L | | SR 411-3RD AVE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | 8.03 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.17 | 8.16 | | ON RAMP | R | | SR 432-3RD AVE | ST | Y | 2 | 2 | 10A | 24A | | 15A | JE | | 24A | 10A | | 48 | 1 | 02 | 0695 | U1 | | 55 | L | P | | | |
| 8.45 | 8.44 | | MISC FEATR | L | | SGN ENT LONGVIEW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | 8.45 | | LEAVE CITY | | | LONGVIEW | | 2 | 2 | 10A | 24A | | 15A | JE | | 24A | 10A | | 48 | 1 | 02 | \$\$\$\$ | U1 | | 55 | L | \$ | | | | |
| 8.51 | 8.50 | | | | | | | 2 | 2 | 10A | 24A | | 15A | UP | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 55 | L | | | | | |
| 8.54 | 8.53 | | RR XING | B | | NUM 101842C GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.56 | 8.55 | | | | | | | 2 | 2 | 10A | 24A | | 15A | JE | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 55 | L | | | | | |
| 8.65 | 8.64 | | | | | | | 2 | 2 | 10A | 24A | | 15A | GR | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 55 | L | | | | | |
| 9.05 | 9.04 | | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 9.06 | | | | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 55 | L | | | | | |
| 9.09 | 9.08 | | ON RAMP | L | | DIKE RD | ST | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.23 | 9.22 | | OFF RAMP | R | | DIKE RD | ST | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.34 | 9.33 | | MISC FEATR | R | | GORE (P100923) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 9.34 | | MISC FEATR | L | | GORE (S100909) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.43 | 9.42 | | MISC FEATR | R | | GORE (Q500966) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.54 | 9.53 | | MISC FEATR | L | | GORE (R100966) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.57 | 9.56 | | | | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 45 | L | | | | | |
| 9.58 | 9.57 | | BEG BRIDGE | I | | COWLITZ RIVER | ST | 2 | 2 | \$\$C | 38P | | C | 160 | \$\$ | W | 28P | \$\$W | | 66 | 1 | 02 | | U1 | | 55 | L | | | | |

SR 433 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------------|----|----|-------------|-----|-----|--------------|-----|-----|-----|---------|---------------------------|-----|-------|-----|-----|------|------|----|-------|----|-----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | TOT | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | 1 | 1 | | | | | C | 34P | C | | 34 | 1 | 02 | | U1 | | 35 | L | |
| | | | BEG CTLSEC | | | OREGON ST LINE TO SR 432 | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | CONTROL SECTION 0806 | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BEGIN ON BRIDGE | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | COLUMBIA RIVER | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 433/001 | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | | END BRIDGE | B | | COLUMBIA RIVER | | | 1 | 1 | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | U1 | | 35 | L | | |
| | | | END CTLSEC | | | CONTROL SECTION 0806 | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 0805 | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | | TRAF RCDR | B | | S503 0 | | | | | | | | | | | | | | | | | | | | | |
| 0.76 | 0.76 | | | | | | | | 1 | 1 | | | | 7A | 24A | 8A | | 24 | 1 | 02 | | U1 | | 35 | L | | |
| 0.79 | 0.79 | | WYE CONN | B | | PORT RD | | | CO | Y | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | | | | | | | 1 | 1 | 8A | 14A | | 4A | CU | \$\$\$ | 14A | 8A | | 28 | 1 | 02 | | U1 | | 35 | L |
| 0.87 | 0.87 | | ENTER CITY | | | LONGVIEW | | | 1 | 1 | 8A | 14A | | 12A | CU | | 14A | 8A | | 28 | 1 | 02 | 0695 | U1 | | 35 | L P |
| 0.88 | 0.88 | | INTRSECTN | B | | PORT RD | | | CT | Y | 2 | 2 | 2A | 30A | | 6A | CU | 30A | \$\$C | 60 | 1 | 02 | 0695 | U1 | | 35 | L P |
| 0.92 | 0.92 | | WYE CONN | L | | SR 432 | | | ST | Y | | | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | | INTRSECTN | B | | SR 432-INDUSTRIAL WAY | | | ST | SG | Y | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0805 | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|-----|----------------------|------|-----|-----|------------------------------|----|-----|--------|
| SRMP | B | ARM | LGT | L | R | L | R | LEFT-- | L | R | RIGHT- |
| | | | | NEAR | NEAR | FAR | FAR | LGT | WD | LGT | WD |
| 0.94 | 0.94 | | | .04 | 24 | | | | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|-----|-----|-----|-----|-------|-----|------|----------|-------|----|----|----|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | SE | NBR | FC | D | IB | R | K | S | |
| 1.41 | 1.41 | | | | | | | 2 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | 1350 | U1 | | 55 | R | P | | | |
| 1.43 | 1.43 | OFF RAMP | L | ST JOHNS BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | ON RAMP | R | ST JOHNS BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | LEAVE CITY | | VANCOUVER | | | | 2 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | \$\$\$\$ | U1 | | 55 | R | \$ | | | |
| 1.69 | 1.69 | | | | | | | 2 2 | 10A | 24A | | 6A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 1.72 | 1.72 | | | | | | | 2 2 | 10A | 24A | | 6A | UP | 24A | 8A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 1.79 | 1.79 | WYE CONN | R | NE 42ND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | INTRSECTN | B | NE 42ND AVE | CO | SG | Y | 2 2 | 8A | 24A | | 6A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.81 | WYE CONN | L | NE 42ND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | UXING | B | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 500/004.2P | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | 1.87 | | | | | | | 2 2 | 8A | 24A | | 22A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 1.91 | 1.91 | | | | | | | 2 2 | 8A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 1.93 | 1.93 | | | | | | | 2 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 2.00 | 2.00 | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | | | | | | 2 2 | 10A | 24A | | 22A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 2.28 | 2.28 | | | | | | | 2 2 | 10A | 24A | | 22A | UP | 24A | 8A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 2.30 | 2.30 | ENTER CITY | | VANCOUVER | | | | 2 2 | 10A | 24A | | 22A | UP | 24A | 8A | | 48 | 1 | 01 | 1350 | U1 | | 55 | R | P | | | |
| 2.32 | 2.32 | | | | | | | 2 2 | 10A | 24A | | 6A | UP | 24A | 8A | | 48 | 1 | 01 | 1350 | U1 | | 55 | R | P | | | |
| 2.37 | 2.37 | LEAVE CITY | | VANCOUVER | | | | 2 2 | 10A | 24A | | 6A | UP | 24A | 8A | | 48 | 1 | 01 | \$\$\$\$ | U1 | | 55 | R | \$ | | | |
| | | WYE CONN | B | NE 54TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.38 | INTRSECTN | B | NE 54TH AVE | CO | SG | Y | 2 2 | 8A | 24A | | 6A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.39 | 2.39 | WYE CONN | B | NE 54TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | | | | | | | 2 2 | 8A | 24A | | 22A | UP | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | R | | | | |
| 2.48 | 2.48 | | | | | | | 2 2 | 8A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | L | | | | |
| 2.49 | 2.49 | | | | | | | 2 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | | U1 | | 55 | L | | | | |
| 2.61 | 2.61 | ON RAMP | L | NE ANDRESEN RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.66 | ENTER CITY | | VANCOUVER | | | | 2 2 | 10A | 24A | | 22A | JE | 24A | 10A | | 48 | 1 | 01 | 1350 | U1 | | 55 | L | P | | | |
| 2.67 | 2.67 | OFF RAMP | R | NE ANDRESEN RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 2.86 | MISC FEATR | R | GORE (P100267) | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.79 | 1.79 | | | .05 | 12 | | | | |
| 1.80 | 1.80 | .07 | 11 | | | .07 | 11 | | |
| 1.81 | 1.81 | | | | | | | .05 | 12 |
| 2.37 | 2.37 | | | .04 | 12 | | | | |
| 2.38 | 2.38 | .06 | 11 | | | .06 | 11 | | |
| 2.39 | 2.39 | | | | | | | .04 | 12 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-------------------------|---|---|----|--|-------------|----|---|--------------|---|--------|--------|-----|----------|------|---------------------------|-----|-----|-----|--------|--------|------|----|-------|------|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 4.73 | 4.73 | | BEG SU LN ON RAMP BEG BRIDGE | R | | WEAVING/SPEED CHANGE 12P SR 205 SB SR 205 BRDG NUM 500/006 | | | | 3 | 2 | C | | | 36P | 18P | JE | | | 36P | C | 24 | 96 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 4.80 | 4.80 | | END BRIDGE END SU LN END SU LN OFF RAMP ON RAMP | B | L | SR 205 WEAVING/SPEED CHANGE 12P WEAVING/SPEED CHANGE 12P NE 112TH*GHER*SR 205 NB SR 205 NB | | | | 3 | 2 | 10A | 36A | | 18A | JE | | | | 24A | 10A | 24 | 84 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 4.85 | 4.85 | | MISC FEATR | L | | GORE (SR 205 P503097) | | | | 3 | 2 | 8A | 36A | | 18A | JE | | | | 24A | 10A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 4.87 | 4.87 | | MISC FEATR | R | | GORE (P100480) | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.94 | | | | | | | | | 3 | 2 | 8A | 36A | | 22A | JE | | | | 24A | 10A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.01 | 5.01 | | MP MARKER MISC FEATR | B | L | 5 GORE (SR 205 Q103117) | | | | 3 | 2 | 10A | 36A | | 22A | JE | | | | 24A | 10A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.07 | 5.07 | | MISC FEATR | R | | GORE (SR 205 P103060) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.09 | | OFF RAMP | L | | SR 205 NB | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.16 | 5.16 | | | | | | | | | 3 | 2 | 10A | 36A | | 22A | JE | | | | 24A | 8A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.21 | 5.21 | | | | | | | | | 3 | 3 | 10A | 36A | | 22A | JE | | | | 36A | 8A | | 72 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.26 | 5.26 | | ON RAMP | L | | NE 112TH AVE*NE GHER RD | | | | 2 | 3 | 10A | 24A | | 22A | JE | | | | 36A | 8A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.30 | 5.30 | | ON RAMP MISC FEATR | R | L | SR 205 NB GORE (S100526) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.40 | 5.40 | | BEG BRIDGE | B | | NE 112TH AVE*NE GHER RD BRDG NUM 500/007 | | | | 2 | 3 | \$\$\$ | 34P | | 22P | JE | | | | 46P | \$\$\$ | | 80 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.45 | 5.45 | | END BRIDGE | B | | NE 112TH AVE*NE GHER RD | | | | 2 | 3 | 10A | 24A | | 22A | JE | | | | 36A | 10A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.58 | 5.58 | | MISC FEATR | R | | GORE (Q100583) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.66 | 5.66 | | MISC FEATR | L | | GORE (R100579) | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.72 | 5.72 | | | | | | | | | 2 | 3 | 8A | 24A | | 22A | JE | | | | 36A | 8A | | 60 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.79 | 5.79 | | BEG SU LN OFF RAMP | L | | WEAVING/SPEED CHANGE 12A NE 112TH AVE*NE GHER RD | | | | 2 | 3 | 8A | 24A | | 22A | JE | | | | 36A | 8A | 12 | 72 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.83 | 5.83 | | BEG SU LN ON RAMP | R | | WEAVING/SPEED CHANGE 12A NE 112TH AVE*NE GHER RD | | | | 2 | 3 | 8A | 24A | | 22A | JE | | | | 36A | 8A | 24 | 84 | 1 | 01 | 1350 | U1 | 55 | L | P |
| 5.84 | 5.84 | | | | | | | | | 2 | 3 | 8A | 24A | | 22A | JE | | | | 36A | 8A | 24 | 84 | 1 | 01 | 1350 | U1 | 40 | L | P |
| 5.85 | 5.85 | | | | | | | | | 2 | 3 | 8A | 24A | | 18A | JE | | | | 36A | 8A | 24 | 84 | 1 | 01 | 1350 | U1 | 40 | L | P |
| 5.92 | 5.92 | | | | | | | | | 2 | 3 | 8A | 24A | | 13A | UP | | | | 36A | 8A | 24 | 84 | 1 | 01 | 1350 | U1 | 40 | L | P |
| 5.94 | 5.94 | | END SU LN END SU LN WYE CONN | L | R | WEAVING/SPEED CHANGE 12A WEAVING/SPEED CHANGE 12A NE 4TH PLAIN RD | | | | 2 | 2 | 8A | 24A | | 13A | UP | | | | 24A | 8A | \$\$\$ | 48 | 1 | 01 | 1350 | U1 | 40 | L | P |
| 5.96 | 5.96 | | BEG ST INTRSECTN | I | B | NE 117TH AVE NE 4TH PLAIN RD | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | | | 65A | \$\$C | | 65 | 1 | 01 | 1350 | U1 | 40 | L | P |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.96 | 5.96 | .06 | 12 | | | .08 | 12 | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|-----|--------|--------|--------|--------------------------|------|--------|-------|-----|-----|-----|-----|----|----|----------|----|----|----|---|----|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 5.97 | 5.97 | | WYE CONN | L | | NE 4TH PLAIN RD | CT | Y | 2 | 2 | | | | | | | C | 65A | C | | 65 | 1 | 01 | 1350 | U1 | | 40 | L | P | * | | | | | |
| 5.98 | 5.98 | | WYE CONN | R | | NE 4TH PLAIN RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | 6.06 | | INTRSECTN | L | | ROSEWOOD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | 6.08 | | LEAVE CITY | | | VANCOUVER | | | 2 | 2 | | | | | | | C | 65A | C | | 65 | 1 | 01 | \$\$\$\$ | U1 | | 40 | L | \$ | * | | | | | |
| 6.14 | 6.14 | | INTRSECTN | B | | NE 65TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.19 | 6.19 | | INTRSECTN | L | | NE 66TH ST (TO IND PARK) | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.47 | 6.47 | | INTRSECTN | B | | NE 71ST ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.60 | 6.60 | | ENT/EXIT | R | | SHOPPING MALL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | 6.61 | | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.62 | 6.62 | | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | 6.69 | | INTRSECTN | B | | NE 76TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.78 | 6.78 | | INTRSECTN | R | | NE 78TH WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | 6.87 | | INTRSECTN | R | | NE 79TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.94 | 6.94 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.96 | 6.96 | | WYE CONN | R | | SR 500 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | PADDEN PKWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.98 | 6.98 | | END ST | I | | NE 117TH AVE | | | 2 | 2 | | | | | | | 8A | 86A | 8A | | 86 | 1 | 01 | | U1 | | 40 | L | P | * | | | | | |
| | | | BEG ST | I | | PADDEN PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 503 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PADDEN PKWY | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | WYE CONN | R | | SR 500 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | SR 503 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | 7.04 | | | | | | | | 2 | 2 | | | | | | | 8A | 86A | 8A | | 86 | 1 | 01 | | U1 | | 50 | L | \$ | * | | | | | |
| 7.22 | 7.22 | | | | | | | | 2 | 2 | 8A | 24A | | 10A | JE | \$\$\$ | 24A | 8A | | 48 | 1 | 01 | | U1 | | 50 | L | | * | | | | | | |
| 7.31 | 7.31 | | | | | | | | 2 | 2 | 8A | 24A | 2A | 10S | GR | 2A | 24A | 8A | | 48 | 1 | 01 | | U1 | | 50 | L | | * | | | | | | |
| 7.62 | 7.62 | | UXING | B | | NE 130TH AVE | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 500/008 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | 7.86 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | | 8A | 60A | 8A | | 60 | 1 | 01 | | U1 | | 50 | L | | * | | | | | |
| 7.98 | 7.98 | | INTRSECTN | B | | NE 137TH AVE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.97 | 5.97 | | | | | | | | | | |
| 6.14 | 6.14 | | | .06 | 13 | .04 | 12 | .07 | 13 | | |
| 6.47 | 6.47 | | | .04 | 13 | | | .04 | 13 | .07 | 12 |
| 6.62 | 6.62 | | | | | | | | | .03 | 12 |
| 6.69 | 6.69 | | | .12 | 13 | .05 | 14 | .06 | 13 | | |
| 6.78 | 6.78 | | | | | | | .05 | 13 | | |
| 6.96 | 6.96 | | | | | .04 | 12 | | | | |
| 6.98 | 6.98 | | | .15 | 13 | | | .20 | 12 | | |
| 7.00 | 7.00 | | | | | | | | | .05 | 14 |
| 7.98 | 7.98 | | | .09 | 12 | .08 | 12 | .05 | 12 | .02 | 12 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-----------------|----|---|-------------|---|--------|---------|--------|----------|---------------------------|-------|-----|-------|--------|-----|------|------|------|-------|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 8.06 | | 8.06 | | | | | | | | 2 | 2 | 8A | 24A | 2A | 10S | GR | 2A | 24A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | * | |
| 8.23 | | 8.23 | UXING | B | | PED UXING | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 500/008.5P | | | | | | | | | | | | | | | | | | | | | | | |
| 8.30B | | 8.30 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | |
| 8.64B | | 8.64 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 8A | 60A | 8A | | 60 | 1 | 01 | | U1 | 50 | L | * | |
| 8.67B | | 8.67 | | | | | | | | 2 | 1 | | | | | | 8A | 60A | 8A | | 60 | 1 | 01 | | U1 | 50 | L | * | |
| 8.73B | | 8.73 | INTRSECTN | B | | NE 152ND AVE | CO | SG | Y | 2 | 1 | | | | | | \$\$C | 60A | \$\$C | | 60 | 1 | 01 | | U1 | 50 | L | * | |
| 8.79B | | 8.79 | | | | | | | | 2 | 1 | C | 30A | | 14S | CU | \$ | 16A | C | | 46 | 1 | 01 | | U1 | 50 | L | * | |
| 8.91B | | 8.91 | | | | | | | | 2 | 1 | C | 30A | | 14S | CU | | 16A | C | | 46 | 1 | 01 | | U1 | 45 | L | * | |
| 8.96B | | 8.96 | INTRSECTN | R | | NE WARD AVE | CO | SG | Y | 2 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 60A | C | | 60 | 1 | 01 | | U1 | 45 | L | * | |
| 9.10B | | 9.10 | END ST | I | | PADDEN PKWY | | | | 2 | 2 | | | | | | C | 70A | C | | 70 | 1 | 01 | | U1 | 45 | L | * | |
| | | | BEG ST | I | | NE WARD RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | NE WARD AVE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 9.17B | | 9.17 | INTRSECTN | L | | NE 160TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.26B | | 9.26 | END ST | I | | NE WARD RD | | | | 2 | 2 | C | 22A | | 14S | CU | \$ | 22A | C | 10 | 54 | 1 | 01 | | U1 | 45 | L | * | |
| | | | BEG SU LN | L | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 162ND AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE WARD RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.31B | | 9.31 | | | | | | | | 2 | 2 | C | 22A | | 14S | CU | | 22A | C | 10 | 54 | 1 | 01 | | U1 | 40 | L | * | |
| 9.46B | | 9.46 | INTRSECTN | B | | NE 81ST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.63B | | 9.63 | INTRSECTN | B | | NE 78TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.75B | | 9.75 | INTRSECTN | B | | NE 76TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.88B | | 9.88 | INTRSECTN | B | | NE 73RD ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.03B | | 10.03 | END SU LN | R | | BICYCLE | | | | 2 | 2 | C | 22A | | 14S | CU | | 27A | C | 5 | 54 | 1 | 01 | | U1 | 40 | L | * | |
| 10.05B | | 10.05 | END SU LN | L | | BICYCLE | | | | 2 | 2 | C | 27A | | 14S | CU | | 27A | C | \$\$\$ | 54 | 1 | 01 | | U1 | 40 | L | * | |
| 10.11B | | 10.11 | ENTER CITY | | | VANCOUVER | | | | 2 | 2 | C | 27A | | 14S | CU | | 27A | C | | 54 | 1 | 01 | 1350 | U1 | 40 | L | P | * |
| 8.30 | | 10.13 | END ST | I | | NE 162ND AVE | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 60A | 8A | | 60 | 1 | 01 | 1350 | U2 | 50 | L | P | * |
| | | | EQUATION | | | 010.13B=008.30 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 4TH PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.73B | | 8.73 | .06 | 12 | .06 | 12 | .03 | 12 | .02 | 12 |
| 8.96B | | 8.96 | | | | | .07 | 12 | | |
| 9.17B | | 9.17 | .03 | 12 | | | | | | |
| 9.26B | | 9.26 | | | | | | | .05 | 12 |
| 9.46B | | 9.46 | .03 | 12 | | | .04 | 12 | | |
| 9.63B | | 9.63 | .03 | 12 | | | .04 | 12 | | |
| 9.75B | | 9.75 | .03 | 12 | | | .03 | 12 | | |
| 9.88B | | 9.88 | .03 | 12 | | | .04 | 12 | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|-----|-----|------|--------------------------|-------|-----|-------|-----|-----|------|------|--------|-------|----|---|----|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| 8.30 | 10.13 | | INTRSECTN | R | | NE 4TH PLAIN*OLD SR 500 | CO | SG | Y | 2 | 2 | | | | | | C | 60A | 8A | | 60 | 1 | 01 | 1350 | U2 | 50 | L | P | * | | | | |
| | | | INTRSECTN | R | | NE 162ND AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.38 | 10.21 | | | | | | | | | | | | | | | | C | 48A | 8A | | 48 | 1 | 01 | 1350 | U2 | 50 | L | P | * | | | | |
| 8.50 | 10.33 | | ENT/EXIT | L | | PIONEER ELEM SCHOOL | PV | | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | * | | | | |
| 8.58 | 10.41 | | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | 1350 | U2 | 50 | L | P | * | | | | |
| 8.80 | 10.63 | | LEAVE CITY | | | VANCOUVER | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | \$\$\$ | R2 | 50 | L | \$ | * | | | | |
| 8.85 | 10.68 | | BEG BRIDGE | B | | FIFTH PLAIN CREEK | ST | | | | | | | | | | \$\$C | 26A | \$\$C | | 26 | 1 | 01 | | R2 | 50 | L | | * | | | | |
| | | | BRDG NUM 500/009 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | 10.69 | | END BRIDGE | B | | FIFTH PLAIN CREEK | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | | R2 | 50 | L | | * | | | | |
| 9.00 | 10.83 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.14 | 10.97 | | INTRSECTN | L | | NE 182ND AVE | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | 10.99 | | BEG BRIDGE | B | | LACAMAS CREEK | ST | | | | | | | | | | \$\$C | 26P | \$\$C | | 26 | 1 | 01 | | R2 | 50 | L | | * | | | | |
| | | | BRDG NUM 500/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 11.01 | | END BRIDGE | B | | LACAMAS CREEK | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | | R2 | 50 | L | | * | | | | |
| 9.42 | 11.25 | | INTRSECTN | L | | NE 65TH ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.95 | 11.78 | | END ST | I | | NE 4TH PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 58TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 11.79 | | | | | | | | | | | | | | | | 2G | 22A | 2G | | 22 | 1 | 01 | | R2 | 50 | L | | * | | | | |
| 10.00 | 11.83 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 12.10 | | INTRSECTN | R | | NE 199TH AVE | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 10.28 | 12.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 12.83 | | MP MARKER | R | | 11 | | | | | | | | | | | 2G | 22A | 2G | | 22 | 1 | 01 | | R3 | 50 | L | | * | | | | |
| 11.92 | 13.75 | | END ST | I | | NE 58TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 232ND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE 232ND AVE | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 13.83 | | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.10 | 13.93 | | END ST | I | | NE 232ND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 54TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.34 | 14.17 | | END ST | I | | NE 54TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 237TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.39 | 14.22 | | INTRSECTN | L | | NE 53RD ST | CO | | | N | 1 | 1 | | | | | 2G | 22A | 2G | | 22 | 1 | 01 | | R3 | 50 | R | | * | | | | |
| 12.90 | 14.73 | | END ST | I | | NE 237TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 44TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 14.83 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.11 | 14.94 | | END ST | I | | NE 44TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 242ND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.30 | 10.13 | | | .06 | 24 | .05 | 12 | | | | |
| 8.50 | 10.33 | | | .06 | 14 | | | | | .02 | 12 |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|---|----|----------------|---------|----|-------------|-----|-----|--------------|---------------------------|-----|------|-----|-----|-----|------|------|-----|-------|----|-----|------|----|----|----|---|---|---|--|--|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 13.12 | 14.95 | | | | | | | | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 1 | 01 | | R3 | | 50 | R | * | | | | | | | | |
| 13.34 | 15.17 | INTRSECTN | L | | NE 39TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.84 | 15.67 | END ST | I | | NE 242ND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE DRESSER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | NE 28TH ST | CO | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.96 | 15.79 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.20 | 16.03 | END ST | I | | NE DRESSER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE 25TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | NE 249TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.38 | 16.21 | END ST | I | | NE 25TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE BRUNNER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | | NE 252ND AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.71 | 16.54 | INTRSECTN | L | | NE 259TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 16.83 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.14 | 16.97 | END ST | I | | NE BRUNNER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE 267TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.23 | 17.06 | INTRSECTN | L | | NE 19TH ST | CO | | Y | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 1 | 01 | | U3 | | 50 | R | P | * | | | | | | | |
| 15.80 | 17.63 | INTRSECTN | L | | NE 9TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 17.84 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.08 | 17.91 | INTRSECTN | L | | NE HATHAWAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.12 | 17.95 | | | | | | | | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 1 | 01 | | U2 | | 50 | R | P | * | | | | | | | |
| 16.13 | 17.96 | INTRSECTN | L | | NE ROBINSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.15 | 17.98 | END ST | I | | NE 267TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.17 | 18.00 | INTRSECTN | L | | NE 3RD ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.36 | 18.19 | END ST | I | | NE 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | NE EVERETT RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | NE 3RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.48 | 18.31 | ENTER CITY | | | CAMAS | | | | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 1 | 01 | 0145 | U2 | | 50 | R | P | * | | | | | | | |
| 16.72 | 18.55 | ENT/EXIT | R | | CHURCH | PV | | Y | 1 | 1 | | | | | | 2G | 22A | 4A | | | 22 | 1 | 01 | 0145 | U2 | | 50 | R | P | * | | | | | | | |
| 16.84 | 18.67 | END ST | I | | NE EVERETT RD | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 1 | 01 | 0145 | U2 | | 50 | R | P | * | | | | | | | |
| | | BEG ST | I | | SE EVERETT RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.86 | 18.69 | ENT/EXIT | L | | SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.94 | 18.77 | INTRSECTN | L | | EVERETT DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | 18.84 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 16.72 | 18.55 | | | .02 | 12 | | | .04 | 12 | |
| 16.86 | 18.69 | | | | | | | | .02 | 11 |
| 16.94 | 18.77 | .03 | 11 | | | | | | | |

SR 500 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
|-------|-------|-----|--------------|---|----|------------------|----|-----|-------------|-----|-----|------------|-----|-----|-----|---------|--------------------------|-----|-----|-----|-------|------|------|----|-------|---|---|---|--|--|--|--|--|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -XROAD- | | | | | | | | | USE | TOT | | | | | | | | | | | | | | | | | | |
| | | | | : : | | | | | | | | | | | LNS | RDY | A | SE | NBR | FC | SPEED | D | IB | R | K | T | | | | | | | | |
| 17.04 | 18.87 | | MISC FEATR | R | | SGN ENT CAMAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.16 | 18.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.26 | 19.09 | | INTRSECTN | R | | SE LEADBETTER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.33 | 19.16 | | INTRSECTN | L | | NE 43RD AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.34 | 19.17 | | WYE CONN | L | | NE 43RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.41 | 19.24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.57 | 19.40 | | INTRSECTN | L | | NE 38TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.62 | 19.45 | | INTRSECTN | R | | NE 37TH CIRCLE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.73 | 19.56 | | INTRSECTN | L | | NE 35TH AVE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.77 | 19.60 | | BEG BRIDGE B | | | LACAMAS LAKE | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 500/016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.78 | 19.61 | | END BRIDGE B | | | LACAMAS LAKE | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.82 | 19.65 | | BEG SU LN | L | | BICYCLE | | 04A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.85 | 19.68 | | BEG SU LN | R | | BICYCLE | | 04A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.90 | 19.73 | | INTRSECTN | R | | NE LAKE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 19.83 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.33 | 20.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.34 | 20.17 | | END SU LN | L | | BICYCLE | | 04A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | BICYCLE | | 04A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.36 | 20.19 | | END ST | I | | SE EVERETT RD | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | SE EVERETT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.37 | 20.20 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 23RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.44 | 20.27 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE 22ND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.49 | 20.32 | | INTRSECTN | R | | NE 21ST AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.58 | 20.41 | | INTRSECTN | R | | NE 19TH AVE | CT | PC | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.59 | 20.42 | | INTRSECTN | L | | NE 19TH AVE | CT | PC | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.67 | 20.50 | | INTRSECTN | R | | NE 17TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.75 | 20.58 | | INTRSECTN | B | | NE 15TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.80 | 20.63 | | END ST | I | | SE EVERETT ST | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 14TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 14TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.86 | 20.69 | | INTRSECTN | L | | NE FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 17.26 | 19.09 | | | | | .03 | 11 | | | | |
| 17.33 | 19.16 | | | .03 | 11 | | | | | | |
| 17.34 | 19.17 | | | | | | | .06 | 11 | | |
| 17.90 | 19.73 | | | | | .03 | 11 | | | | |

SR 500 MAINLINE STATE ROUTE - SRSH COUNTY CLARK DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|---------|----|-----|-------------|-----|-----|-------------|----|-----|---------------------------|-----|-----|-----|------|------|------|-------|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 18.90 | 20.73 | END ST | I | NE 14TH AVE | | | | 1 | 1 | | | | | C | 37A | C | | 37 | 1 | 01 | 0145 | U2 | | 25 | R | R | * |
| | | BEG ST | I | NE GARFIELD ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE GARFIELD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 14TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 18.92 | 20.75 | BEG BRIDGE | B | CANAL | ST | | | 1 | 1 | | | | | C | 37A | C | | 37 | 1 | 01 | 0145 | U2 | | 25 | R | P | * |
| | | | | BRDG NUM 500/018 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.93 | 20.76 | END BRIDGE | B | CANAL | | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 20.83 | INTRSECTN | B | NE 6TH AVE | CT | | Y | 1 | 1 | | | | | C | 40A | C | | 40 | 1 | 01 | 0145 | U2 | | 25 | R | P | * |
| 19.02 | 20.85 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.05 | 20.88 | INTRSECTN | B | NE 5TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.10 | 20.93 | INTRSECTN | B | NE 4TH AVE | CT | | Y | 2 | 1 | | | | | C | 50A | C | | 50 | 1 | 01 | 0145 | U2 | | 25 | R | P | * |
| 19.15 | 20.98 | END ST | I | NE GARFIELD ST | | | | 2 | 2 | | | | | C | 50A | C | | 50 | 1 | 01 | 0145 | U1 | | 25 | R | P | * |
| | | BEG ST | I | NE 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE GARFIELD ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 3RD AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.20 | 21.03 | INTRSECTN | R | NE FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.25 | 21.08 | INTRSECTN | B | NE EVERETT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.27 | 21.10 | | | | | | | 2 | 1 | | | | | C | 50A | C | | 50 | 1 | 01 | 0145 | U1 | | 25 | R | P | * |
| 19.29 | 21.12 | END ST | I | NE 3RD AVE | | | | 1 | 1 | | | | | C | 50A | C | | 50 | 1 | 01 | 0145 | U2 | | 25 | R | P | * |
| | | BEG ST | I | NE DALLAS ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 3RD AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE DALLAS ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.34 | 21.17 | INTRSECTN | B | NE 2ND AVE | CT | | Y | 1 | 1 | | | | | C | 30A | C | | 30 | 1 | 01 | 0145 | U2 | | 25 | R | P | * |
| 19.38 | 21.21 | RR XING | B | NUM 90107X STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 500/022 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.43 | 21.26 | END BRIDGE | B | BN RR | | | | | | | | | | | | | | | | | | | | | | | |
| 19.46 | 21.29 | | | | | | | 1 | 1 | | | | | C | 30A | C | | 30 | 1 | 01 | 0145 | U2 | | 35 | R | P | * |
| 19.48 | 21.31 | END ST | I | NE DALLAS ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 6TH AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SE EVERETT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.54 | 21.37 | INTRSECTN | R | SE 3RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.55 | 21.38 | INTRSECTN | R | SE FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.59 | 21.42 | BEG BRIDGE | B | WASHOUGAL RIVER | ST | | | 1 | 1 | | | | | C | 26A | C | | 26 | 1 | 01 | 0145 | U2 | | 35 | L | P | * |
| | | | | BRDG NUM 500/024 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.68 | 21.51 | END BRIDGE | B | WASHOUGAL RIVER | | | | 1 | 1 | | | | | 4A | 30A | C | | 30 | 1 | 01 | 0145 | U2 | | 35 | L | P | * |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 19.15 | 20.98 | | .02 | 15 | | | | | |
| 19.29 | 21.12 | | .02 | 12 | | | | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|--------------------------|-----|-----|-----|-----|---|----|------|----|-------|----|---|----|---|---|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 3 | 3 | | | | | | C | 99A | | C | | | 99 | 1 | 01 | 1350 | U1 | | 35 | L | P | | | | |
| | | | ENTER CITY | | | SR 5/VANCOUVER TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | CONTROL SECTION 0631 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | OFF RAMP | L | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 501 COVANCVR (COUPLT) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COVANCVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | WYE CONN | R | | SR 5 SB ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | BEG ST | I | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | | INTRSECTN | B | | D ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | | INTRSECTN | B | | C ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | INTRSECTN | B | | BROADWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | INTRSECTN | B | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | | INTRSECTN | B | | WASHINGTON ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | COLUMBIA ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.53 | 0.53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | END ST | I | | E 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MILL PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | FRANKLIN ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COVANCVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | KAUFFMAN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.05 | 0.05 | .04 | 15 | | | | | | |
| 0.07 | 0.07 | | | | | | | | .04 20 |
| 0.39 | 0.39 | .02 | 12 | | | | | | |
| 0.61 | 0.61 | .08 | 12 | | .04 | 12 | | | |
| 0.80 | 0.80 | .03 | 12 | | .03 | 12 | | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|-----------------------|-----------|----|-------------|-----|-----|--------------|-----|--------|---------|-----|---------------------------|-----|-----|-----|----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | LEGAL | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 0.83 | 0.83 | MISC FEATR | R | BUS PULLOUT | | | | 2 2 | C | 26A | | 4P | CU | 26A | C | 12 | 64 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 0.85 | 0.85 | INTRSECTN | L | MARKLE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.88 | 0.88 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | 0.91 | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | 2 2 | W | 26A | | 4P | CU | 26A | W | 12 | 64 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| | | INTRSECTN | B | LINCOLN AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | | | | | | 2 2 | W | 24A | | 4A | UP | 24A | W | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | CHG SU LN | R | BICYCLE | | | | 2 2 | W | 24P | | 4P | UP | 24P | W | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| | | CHG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 92279M | STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | BNSF RR | | | | | | | | ST | | | | | | | | | | | | | | |
| | | | | BRDG NUM 501/008 | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | END BRIDGE | B | BNSF RR | | | | 2 2 | W | 24A | | 4A | UP | 24A | W | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| | | CHG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | | | | | | | 2 2 | W | 24A | | 11S | CU | 24A | W | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 1.28 | 1.28 | | | | | | | 2 2 | C | 24A | | 11S | CU | 24A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 1.30 | 1.30 | | | | | | | 2 2 | C | 24A | | 4P | CU | 24A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 1.32 | 1.32 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | INTRSECTN | R | W 20TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | THOMPSON AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | RR XING | B | NUM 0000000 | GRADE | | | | | | | | | | | | | | | | | | | | | |
| 1.38 | 1.38 | RR XING | B | NUM 0000000 | GRADE | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.51 | 1.51 | ENT/EXIT | L | WATER TREATMENT PLANT | CT | | Y | 2 2 | C | 24A | | 14S | CU | 24A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | WYE CONN | R | FOURTH PLAIN BLVD | CT | | Y | 2 1 | C | 24A | | 14S | CU | 24A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 2.03 | 1.73 | END ST | I | MILL PLAIN BLVD | | | | 2 1 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 63A | C | 12 | 75 | 1 | 01 | 1350 | U1 | 35 | L | P | * |
| | | EQUATION | | 001.73 =002.03 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | FOURTH PLAIN BLVD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | ST FRANCIS LN | CT | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.91 | 0.91 | .03 | 12 | | | | | | |
| 1.36 | 1.36 | .04 | 12 | | | | | | |
| 1.51 | 1.51 | .05 | 12 | | | | | | |

SR 501 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------------|----|----|-------------|---|---|------------|-----|-----|------|-----|---------------------------|--------|-----|---|----|------|-----|-----|------|------|----|-------|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | LEGAL | | T | P | S | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | | | | LNS | RDY | MTCE | CITY | ST | SPEED |
| 2.03 | 1.73 | | INTRSECTN | R | | FOURTH PLAIN BLVD | CT | SG | Y | 2 | 1 | | | | C | 63A | C | 12 | 75 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 2.04 | 1.74 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 2.08 | 1.78 | | WYE CONN | R | | FOURTH PLAIN BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 2.13 | 1.83 | | | | | | | | | 2 | 1 | | | | C | 48A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 35 | L | P | * | |
| 2.17 | 1.87 | | | | | | | | | 2 | 1 | | | | C | 48A | C | 12 | 60 | 1 | 01 | 1350 | U1 | 45 | L | P | * | |
| 2.24 | 1.94 | | END ST | I | | FOURTH PLAIN BLVD | | | | 1 | 1 | | | | 6A | 24A | 6A | \$\$\$ | 24 | 1 | 01 | 1350 | U1 | 45 | L | P | \$ | |
| | | | END SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SW 26TH ST EXT | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 2.60 | 2.30 | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 1 | 01 | 1350 | U1 | 50 | L | P | | |
| 3.00 | 2.70 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 3.11 | | INTRSECTN | L | | NW GATEWAY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 3.59 | 3.29 | | ENT/EXIT | L | | RIVER RD GENERATING PLNT | PV | | Y | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1350 | U1 | 50 | L | P | | |
| 4.00 | 3.70 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | 3.71 | | | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 4.06 | 3.76 | | WYE CONN | L | | OLD LOWER RIVER RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.10 | 3.80 | | INTRSECTN | L | | OLD LOWER RIVER RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.19 | 3.89 | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.01 | 4.71 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5.17 | 4.87 | | INTRSECTN | L | | NW OLD LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | |
| 5.24 | 4.94 | | INTRSECTN | R | | NW LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | |
| 5.25 | 4.95 | | | | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | 22 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.30 | 5.00 | | WYE CONN | R | | NW LOWER RIVER RD | CT | | N | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | FLUSHING CHANNEL | CT | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 501/010C | | | | | | | | | | | | | | | | | | | | | | |
| 5.31 | 5.01 | | END BRIDGE | B | | FLUSHING CHANNEL | | | | | | | | | | | | | | | | | | | | | | |
| 5.41 | 5.11 | | | | | | | | | 1 | 1 | | | | 1A | 20A | 1A | | 20 | 1 | 01 | 1350 | U2 | 50 | L | P | | |
| 5.65 | 5.24 | | EQUATION | | | 005.54 =005.65 | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 5.59 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 6.60 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7.88 | 7.47 | | | | | | | | | 1 | 1 | | | | 1A | 20A | 1A | | 20 | 1 | 01 | 1350 | U2 | 35 | L | P | | |
| 8.01 | 7.60 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.03 | 1.73 | | .03 | 12 | .03 | 12 | | | | |
| 2.08 | 1.78 | | | | | | | | | .02 12 |
| 2.24 | 1.94 | | .06 | 12 | .03 | 12 | | | | |
| 3.41 | 3.11 | | .04 | 12 | | | | | | |
| 3.59 | 3.29 | | .03 | 13 | | | | | | |
| 4.06 | 3.76 | | | | | | .04 | 12 | | |
| 4.10 | 3.80 | | .10 | 12 | | | | | | |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|-------|---|------|-------------------------|----|---------|---|-----|-------------|-----|-----|-------------|--------|--------|---------------------------|-----|-----|-----|----|----|------|----|-------|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 2 | 1 | | | | | W | 52P | W | | 52 | 1 | 01 | | U1 | 50 | L | | | | |
| | | BEG CTLSEC | | SR 5 TO SR 503/BATTLEGD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | CONTROL SECTION 0635 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 5 | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 502/001 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | END BRIDGE B | | SR 5 | | | | 2 | 1 | | | | | 8A | 36A | 8A | | 36 | 1 | 01 | | U1 | 50 | L | | | | |
| 0.33 | 0.33 | OFF RAMP | R | SR 5 NB | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | ON RAMP | R | SR 5 NB | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.35 | 0.35 | WYE CONN | R | SR 5 NB ON RAMP | | | | ST | Y | 2 | 2 | | | 8A | 48A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | | | | |
| 2.05 | 0.61 | EQUATION | | 000.61 =002.05 | | | | | | 2 | 2 | | | 8A | 48A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | | * | | |
| | | BEG ST | I | NE 219TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 10TH AVE | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 2.08 | 0.64 | | | | | | | 2 | 2 | 8A | 24A | | 13A | JE | \$\$\$ | 24A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | | * | |
| 2.16 | 0.72 | MISC FEATR | L | SGN ENT DULUTH | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.29 | 0.85 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$ | 8A | 48A | 8A | | 48 | 1 | 01 | | U1 | 50 | L | | * |
| 2.30 | 0.86 | INTRSECTN | R | NE 15TH AVE | | | | CO | Y | 2 | 2 | | | 8A | 48A | 8A | | 48 | 1 | 01 | | U1 | 50 | R | | * | | |
| 2.34 | 0.90 | | | | | | | | | 1 | 1 | | | 8A | 24A | 8A | | 24 | 1 | 01 | | U1 | 50 | R | | * | | |
| 2.46 | 1.02 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | 1.06 | | | | | | | | | 1 | 1 | | | 4A | 24A | 4A | | 24 | 1 | 01 | | U1 | 50 | R | | * | | |
| 2.66 | 1.22 | INTRSECTN | R | NE 22ND AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 3.02 | 1.58 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.05 | 1.61 | INTRSECTN | B | NE 29TH AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 3.43 | 1.99 | INTRSECTN | L | NE 37TH AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 3.67 | 2.23 | INTRSECTN | R | NE 42ND AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 4.02 | 2.58 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.04 | 2.60 | INTRSECTN | B | NE 50TH AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 4.64 | 3.20 | BEG BRIDGE B | | DRAINAGE SLOUGH | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 502/004.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.65 | 3.21 | END BRIDGE B | | DRAINAGE SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.78 | 3.34 | INTRSECTN | B | NE 67TH AVE | | | | CO | N | 1 | 1 | | | 4A | 24A | 4A | | 24 | 1 | 01 | | U1 | 35 | R | | * | | |
| 4.92 | 3.48 | | | | | | | | | 1 | 1 | | | 8A | 24A | 8A | | 24 | 1 | 01 | | U1 | 35 | R | | * | | |
| 5.00 | 3.56 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.03 | 3.59 | INTRSECTN | B | NE 72ND AVE | | | | CO | SG | Y | 1 | 1 | | 8A | 24A | 12A | | 24 | 1 | 01 | | U1 | 35 | R | | * | | |
| 5.12 | 3.68 | BEG BRIDGE B | | MILL CREEK #1 | | | | ST | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.33 | 0.33 | | | .05 | 13 | | | | |
| 2.05 | 0.61 | .08 | 13 | .03 | 12 | | | | |
| 3.05 | 1.61 | | | .09 | 13 | | | | |
| 5.03 | 3.59 | .04 | 10 | | 10 | | | | |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|---------|----|-----|-------------|-----|--------|-------------|--------|-----|--------------------------|-----|-----|-----|------|------|------|-------|----|---|-----|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 5.12 | 3.68 | | | BRDG NUM 502/005C | | | | 1 | 1 | | | | | 8A | 24A | 12A | | 24 | 1 | 01 | U1 | 35 | R | * | |
| 5.13 | 3.69 | END BRIDGE | B | MILL CREEK #1 | | | | | | | | | | | | | | | | | | | | | |
| 5.14 | 3.70 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | U1 | 35 | R | * | |
| 5.28 | 3.84 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | U1 | 50 | R | * | |
| 5.99 | 4.55 | BEG BRIDGE | B | MILL CREEK #2 | | | | | | | | | ST | | | | | | | | | | | | |
| | | | | BRDG NUM 502/008C | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 4.56 | END BRIDGE | B | MILL CREEK #2 | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | |
| 6.04 | 4.60 | ENTER CITY | | BATTLE GROUND | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 01 | 0060 | U1 | 50 | R | P * |
| | | INTRSECTN | L | NE 92ND AVE | | | CT | Y | | | | | | | | | | | | | | | | | |
| 6.53 | 5.09 | BEG SU LN | L | BICYCLE | | | | 1 | 2 | | | | | \$C | 60A | \$C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| | | BEG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT BATTLE GROUND | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | 5.17 | END ST | I | NE 219TH ST | | | | 2 | 2 | | | | | C | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| | | BEG ST | I | W MAIN ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | U-TURN ACCESS | | | ST | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NW 29TH AVE | | | CT | Y | | | | | | | | | | | | | | | | | |
| 6.63 | 5.19 | MISC FEATR | R | BUS PULLOUT | | | | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| 6.68 | 5.24 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| 6.70 | 5.26 | INTRSECTN | C | U-TURN ACCESS | | | ST | Y | | | | | | | | | | | | | | | | | |
| 6.74 | 5.30 | | | | | | | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| 6.78 | 5.34 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| 6.80 | 5.36 | INTRSECTN | R | PVT RD | | | PV | Y | | | | | | | | | | | | | | | | | |
| 6.82 | 5.38 | | | | | | | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | R | P * |
| 6.83 | 5.39 | ENT/EXIT | L | SHOPPING CENTER | | | PV | Y | | | | | | | | | | | | | | | | | |
| 6.85 | 5.41 | | | | | | | 2 | 2 | C | 24A | 12S | CU | | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P * |
| 6.86 | 5.42 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P * |
| 6.91 | 5.47 | ENT/EXIT | L | SHOPPING CENTER | | | PV | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | | |
| 6.93 | 5.49 | | | | | | | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P * |
| 6.99 | 5.55 | MP MARKER | R | 7 | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P * |
| 7.04 | 5.60 | INTRSECTN | L | NW 20TH AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SW 20TH AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.61 | 5.17 | .03 | 12 | .02 | 12 | | | | |
| 6.70 | 5.26 | | | .02 | 12 | | | | |
| 6.80 | 5.36 | | | .02 | 12 | | | | |
| 6.91 | 5.47 | .04 | 12 | .03 | 12 | | | | |
| 7.04 | 5.60 | .04 | 12 | .04 | 12 | | | | |

SR 502 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-------------|----|---|--------------|----|-----|--------|-----|--------|--------|---------------------------|--------|-----|--------|-----|------|------|------|-------|----|------|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 7.10 | 5.66 | | BEG SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | | C | 46A | C | 24 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 7.18 | 5.74 | | INTRSECTN | L | | NW 18TH AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.22 | 5.78 | | END SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | C | 24A | | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 7.25 | 5.81 | | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 7.29 | 5.85 | | INTRSECTN | L | | NW 15TH AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SW 15TH AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 7.32 | 5.88 | | | | | | | | | 2 | 2 | C | 24A | | 12S | CU | \$ | 24A | C | 10 | 58 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 7.40 | 5.96 | | INTRSECTN | L | | NW 13TH AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | 6.00 | | INTRSECTN | R | | SW 12TH AVE | | | | CT | SG | Y | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 60A | C | 10 | 70 | 1 | 01 | 0060 | U1 | 40 | L | P | * |
| | | | INTRSECTN | L | | NW 12TH AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 7.50 | 6.06 | | | | | | | | | 2 | 2 | | | | | | C | 72A | C | 10 | 82 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| 7.56 | 6.12 | | END ST | I | | W MAIN ST | | | | 2 | 2 | | | | | | C | 72A | C | \$\$\$ | 72 | 1 | 01 | 0060 | U1 | 40 | L | P | * | | | |
| | | | END SU LN | L | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 503 | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 0635 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.29 | 5.85 | .04 | 12 | .02 | 12 | | | | |
| 7.44 | 6.00 | .04 | 12 | .03 | 12 | | | | |
| 7.56 | 6.12 | .06 | 24 | | | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|-----|------|------|-----|-------|-----|---|----|-----|----|---|----|---|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 500 TO SR 5/WOODLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG COINCI | | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | | 1.02 | BEG CTLSEC | | | CONTROL SECTION 0634 | | | | 2 | 2 | | | | | | C | 65A | | C | | | 65 | 1 | 01 | | U1 | | 40 | L | * | | | |
| | | | BEG ST | I | | NE 117TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PADDEN PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | | 1.04 | WYE CONN | L | | PADDEN PKWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | | 1.11 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | | 1.16 | BEG SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | | 1.20 | END SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 1.25 | | 1.25 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | | 1.26 | INTRSECTN | L | | NE 87TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | | 1.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.45 | | 1.45 | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | | 1.46 | BEG SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | | 1.57 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | | 1.59 | END SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| 1.60 | | 1.60 | INTRSECTN | R | | NE 95TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.62 | | 1.62 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.66 | | 1.66 | INTRSECTN | L | | NE 96TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.70 | | 1.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | | 1.80 | INTRSECTN | B | | NE 99TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | | 1.86 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | | 1.87 | BEG SU LN | C | | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 100TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | B | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.02 | | 1.02 | | | .09 | 13 | | | | |
| 1.04 | | 1.04 | | | | | | | .03 | 14 |
| 1.26 | | 1.26 | .05 | 13 | | .07 | 13 | | | |
| 1.45 | | 1.45 | | | .03 | 12 | | | | |
| 1.60 | | 1.60 | | | .07 | 12 | | .03 | 13 | |
| 1.66 | | 1.66 | .01 | 13 | | | | | | |
| 1.80 | | 1.80 | .08 | 13 | .05 | 12 | .04 | 13 | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-------------|----|---|--------------|---|-----|--------|-----|--------|----|---------------------------|-----|-----|--------|-----|------|------|-----|-------|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 2.09 | | 2.09 | | | | | | | | 2 | 2 | | | | | | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.18 | | 2.18 | INTRSECTN | L | | NE 107TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | | 2.23 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | | 2.40 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | C | 26A | | 13P | CU | \$ | 26A | C | \$\$\$ | 52 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.51 | | 2.51 | INTRSECTN | R | | NE 113TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | | 2.56 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.64 | | 2.64 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.67 | | 2.67 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.76 | | 2.76 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | C | 65A | C | \$\$\$ | 65 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.81 | | 2.81 | INTRSECTN | B | | NE 119TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | | 2.86 | | | | | | | | 2 | 2 | | | | | | C | 52A | C | | 52 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.92 | | 2.92 | | | | | | | | 2 | 2 | C | 26A | | 13P | CU | \$ | 26A | C | | 52 | 1 | 01 | | U1 | 40 | L | * | | |
| 2.93 | | 2.93 | ENT FROM | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.94 | | 2.94 | EXIT TO | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | | 2.99 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 40 | L | * | | |
| 3.02 | | 3.02 | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | | 3.08 | | | | | | | | 2 | 2 | | | | | | C | 52A | C | 13 | 65 | 1 | 01 | | U1 | 50 | L | * | | |
| 3.43 | | 3.43 | INTRSECTN | L | | NE 131ST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.44 | | 3.44 | | | | | | | | 2 | 2 | | | | | | C | 52A | C | 13 | 65 | 1 | 01 | | R1 | 50 | L | * | | |
| 3.99 | | 3.99 | | | | | | | | 2 | 2 | | | | | | C | 66A | C | 13 | 79 | 1 | 01 | | R1 | 50 | L | * | | |
| 4.00 | | 4.00 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.06 | | 4.06 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | C | 65A | C | \$\$\$ | 65 | 1 | 01 | | R1 | 50 | L | * | | |
| | | | INTRSECTN | R | | NE 144TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.12 | | 4.12 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | C | 52A | C | 13 | 65 | 1 | 01 | | R1 | 50 | L | * | | |
| 4.22 | | 4.22 | END SU LN | C | | TWO WAY TURN | 13A | | | 2 | 2 | | | | | | C | 75A | C | \$\$\$ | 75 | 1 | 01 | | R1 | 55 | L | * | | |
| 4.30 | | 4.30 | WYE CONN | R | | NE CAPLES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.31 | | 4.31 | INTRSECTN | R | | NE CAPLES RD*OLD SR 503 | CO | SG | Y | 2 | 2 | | | | | | 6A | 60A | 6A | | 60 | 1 | 01 | | U1 | 55 | L | * | | |
| | | | INTRSECTN | L | | NE 149TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.32 | | 4.32 | WYE CONN | R | | NE CAPLES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.36 | | 4.36 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | | 4.48 | RR XING | B | | NUM 917071H GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | | 4.54 | | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | \$\$\$ | 24A | 6A | | 48 | 1 | 01 | | U1 | 55 | L | * | | |
| 4.58 | | 4.58 | INTRSECTN | L | | NE 154TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.81 | | 2.81 | .03 | 13 | .05 | 12 | .03 | 13 | | |
| 2.94 | | 2.94 | | | | | .05 | 12 | | |
| 4.06 | | 4.06 | | | .07 | 14 | .03 | 13 | | |
| 4.30 | | 4.30 | | | .07 | 14 | | | | |
| 4.31 | | 4.31 | .06 | 13 | | | .04 | 13 | | |
| 4.58 | | 4.58 | .04 | 13 | | | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-----|---------------------------|-----|-------|-----|----|----|------|------|-------|----|---|-----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 4.61 | 4.61 | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | | U1 | 55 | L | * |
| 4.62 | 4.62 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | B | 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5.04 | 5.04 | BEG BRIDGE | B | SALMON CREEK | ST | | | 2 | 2 | \$\$W | 32P | | 6P | UP | | 32P | \$\$W | | 64 | 1 | 01 | | U1 | 55 | L | * |
| | | | | BRDG NUM 503/006 | | | | | | | | | | | | | | | | | | | | | | |
| 5.12 | 5.12 | END BRIDGE | B | SALMON CREEK | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | | U1 | 55 | L | * |
| 5.73 | 5.73 | ENTER CITY | | BATTLE GROUND | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| 5.83 | 5.83 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | 5.86 | END ST | I | NE 117TH AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | EQUATION | | 005.86 =006.08 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 122ND AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SW 40TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 179TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.10 | 5.88 | WYE CONN | R | NE 179TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.13 | 5.91 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 6.20 | 5.98 | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 22A | | 48 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| 6.21 | 5.99 | MP MARKER | B | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.10 | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| 6.58 | 6.36 | WYE CONN | R | SW 30TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.59 | 6.37 | INTRSECTN | L | NE 189TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SW 30TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.60 | 6.38 | WYE CONN | L | NE 189TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | SW 30TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.74 | 6.52 | INTRSECTN | L | NE 192ND ST | CT | | N | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.54 | | | | | | | 2 | 2 | 22A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| 6.86 | 6.64 | | | | | | | 2 | 2 | 6A | 24A | | 6A | UP | | 24A | 6A | | 48 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| 7.00 | 6.78 | MP MARKER | B | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | 6.82 | MISC FEATR | R | SGN ENT BATTLE GROUND | | | | | | | | | | | | | | | | | | | | | | |
| 7.08 | 6.86 | WYE CONN | R | NE 199TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 7.09 | 6.87 | INTRSECTN | B | NE 199TH ST | CT | SG | Y | 2 | 2 | \$\$C | 30A | | 6A | UP | | 30A | \$\$C | | 60 | 1 | 01 | 0060 | U1 | 55 | L | P * |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.08 | 5.86 | .03 | 13 | .03 | 13 | | | | |
| 6.58 | 6.36 | | | .02 | 12 | | | | |
| 6.59 | 6.37 | .04 | 13 | .03 | 13 | | | | |
| 6.60 | 6.38 | | | | | | | | .07 12 |
| 7.08 | 6.86 | | | .07 | 12 | | | | |
| 7.09 | 6.87 | .04 | 13 | .04 | 13 | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|----|-------------|-----|-----|-------------|--------|---------|---------|-------|---------------------------|-------|--------|-----|-----|-----|--------|------|------|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 7.10 | 6.88 | | | | | | | 2 | 2 | C | 30A | 6A | UP | 30A | C | | | | | 60 | 1 | 01 | 0060 | U1 | 55 | L | P | * |
| 7.11 | 6.89 | WYE CONN | R | NE 199TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.16 | 6.94 | | | | | | | 2 | 2 | C | 30A | 6A | JE | 30A | C | | | | | 60 | 1 | 01 | 0060 | U1 | 55 | L | P | * |
| 7.36 | 7.14 | EXIT TO | R | SW SCOTTON WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.38 | 7.16 | ENT FROM | R | SW SCOTTON WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.49 | 7.27 | | | | | | | 2 | 2 | C | 30A | 6A | UP | 30A | C | | | | | 60 | 1 | 01 | 0060 | U1 | 55 | L | P | * |
| 7.98 | 7.76 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | C | 73A | C | | | | 73 | 1 | 01 | 0060 | U1 | 55 | L | P | * |
| 8.00 | 7.78 | MP MARKER | B | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.09 | 7.87 | INTRSECTN | L | SR 502 | ST | SG | Y | 2 | 2 | | | | | 8A | 48A | 8A | | | | 48 | 1 | 01 | 0060 | U1 | 55 | L | B | * |
| | | INTRSECTN | R | MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.17 | 7.95 | | | | | | | 2 | 1 | | | | | 8A | 48A | 8A | | | | 48 | 1 | 01 | 0060 | U1 | 55 | L | B | * |
| 8.19 | 7.97 | | | | | | | 1 | 1 | | | | | 8A | 48A | 8A | | | | 48 | 1 | 01 | 0060 | U1 | 55 | L | B | * |
| 8.27 | 8.05 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | | 22 | 1 | 01 | 0060 | U1 | 55 | L | B | * |
| 8.85 | 8.63 | INTRSECTN | B | NW ONSDORFF BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 8.78 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.30 | 9.08 | BEG SU LN | L | CLIMBING | | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U1 | 55 | L | B | * | | |
| 9.33 | 9.11 | MISC FEATR | L | SGN ENT BATTLE GROUND | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 9.13 | END ST | I | NE 122ND AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE LEWISVILLE HWY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 244TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | 9.14 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U2 | 55 | L | B | * | | |
| 9.65 | 9.43 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | 0060 | U2 | 55 | R | B | * | | |
| 9.85 | 9.63 | LEAVE CITY | | BATTLE GROUND | | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | \$\$\$ | U2 | 55 | R | \$ | * | | |
| 9.98 | 9.76 | END SU LN | L | CLIMBING | | | | 1 | 1 | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 1 | 01 | | U2 | 55 | R | | * | | |
| 10.00 | 9.78 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.07 | 9.85 | INTRSECTN | R | NE ROPER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 10.11 | 9.89 | BEG BRIDGE | B | E FORK LEWIS RIVER | ST | | | 1 | 1 | | | | | \$\$C | 28P | \$\$C | | | | 28 | 1 | 01 | | U2 | 55 | R | | * |
| | | | | BRDG NUM 503/011 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | 9.93 | | | | | | | 1 | 1 | | | | | C | 28P | C | | | | 28 | 1 | 01 | | R2 | 55 | R | | * |
| 10.16 | 9.94 | END BRIDGE | B | E FORK LEWIS RIVER | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | | 22 | 1 | 01 | | R2 | 55 | R | | * |
| 10.26 | 10.04 | INTRSECTN | L | NE PARK DR | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.29 | 10.07 | ENT/EXIT | R | LEWISVILLE COUNTY PARK | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.36 | 7.14 | | | .06 | 12 | | | | |
| 8.09 | 7.87 | .08 | 13 | .06 | 12 | .08 | 13 | | |
| 8.85 | 8.63 | .04 | 12 | .04 | 11 | .04 | 12 | | |
| 9.35 | 9.13 | .04 | 12 | .12 | 12 | .04 | 12 | | |
| 10.26 | 10.04 | .03 | 12 | | | | | | |
| 10.29 | 10.07 | | | .04 | 12 | .03 | 12 | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------|-------|-------------------------|------|---|----|-------------|-----|-----|------------|-----|-----|---------|-----|--------------------------|-----|-----|-----|------|------|----|-------|----|---|----|---|---|----|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 10.31 | 10.09 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.38 | 10.16 | BEG SU LN | R | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | * |
| 10.63 | 10.41 | INTRSECTN | L | NE 269TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | * |
| | | INTRSECTN | R | NE POTTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.70 | 10.48 | ENT FROM | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.72 | 10.50 | EXIT TO | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.93 | 10.71 | END SU LN | R | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | * |
| 11.00 | 10.78 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.61 | 11.39 | INTRSECTN | R | NE 132ND AVE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 11.78 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.27 | 12.05 | INTRSECTN | R | NE MCBRIDE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 299TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 12.99 | 12.77 | INTRSECTN | R | NE MCBRIDE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 142ND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 12.78 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.47 | 13.25 | INTRSECTN | L | NE 319TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 13.72 | 13.50 | INTRSECTN | R | NE ROCK CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.81 | 13.59 | | | | | | | | | | | | | | | | | | | | | | | | | | * |
| 13.82 | 13.60 | | | | | | | | | | | | | | | | | | | | | | | | | | * |
| 14.00 | 13.78 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.13 | 13.91 | | | | | | | | | | | | | | | | | | | | | | | | | | * |
| 14.35 | 14.13 | INTRSECTN | R | NE GABRIEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 14.46 | 14.24 | | | | | | | | | | | | | | | | | | | | | | | | | | * |
| 15.00 | 14.78 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.78 | 15.56 | INTRSECTN | L | NE 365TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 15.80 | 15.58 | | | | | | | | | | | | | | | | | | | | | | | | | | * |
| 15.85 | 15.63 | BEG BRIDGE | B | FARGHER LAKE SHED | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 503/013.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.86 | 15.64 | END BRIDGE | B | FARGHER LAKE SHED | | | | | | | | | | | | | | | | | | | | | | | |
| 15.98 | 15.76 | END ST | I | NE LEWISVILLE HWY | | | | | | | | | | | | | | | | | | | | | | | \$ |
| | | INTRSECTN | L | NE FARGHER LAKE HWY | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 16.00 | 15.78 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.11 | 15.89 | INTRSECTN | L | NE 156TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 16.65 | 16.43 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.70 | 16.48 | INTRSECTN | L | NE 165TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | | | | | | |
| 10.63 | 10.41 | .05 | 12 | | | | | | |
| 10.72 | 10.50 | | | .03 | 12 | | | | |
| 13.72 | 13.50 | .04 | 12 | .04 | 12 | .04 | 12 | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------------------|----|---------|---|-----|-------------|-----|-----|--------------|-----|-----|---------------------------|-------|-----|-------|-----|-----|------|------|----|-------|----|---|---|----|----|---|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | | | | |
| 27.87 | 27.60 | ENTER CO BEG CTLSEC | | COWLITZ CONTROL SECTION 0830 | | | | 1 | 1 | | | | | | | C | 17A | C | | 17 | 1 | 01 | | R2 | | | | 50 | M | | | |
| 27.92 | 27.65 | END BRIDGE B | | LEWIS RIVER | | | | 1 | 1 | | | | | | | 2G | 22A | 2G | | 22 | 1 | 01 | | R2 | | | | 50 | M | | | |
| 28.00 | 27.73 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.29 | 28.02 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | R2 | | | | | 50 | M | | |
| 28.39 | 28.12 | ENT/EXIT | L | CRESAP BAY REC AREA | | | | PV | N | | | | | | | | | | | | | | | | | | | | | | | |
| 28.43 | 28.16 | INTRSECTN | R | FRASIER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 28.45 | 28.18 | | | | | | | | | | | | | | | 2G | 22A | 2G | | 22 | 1 | 01 | | R2 | | | | | 50 | M | | |
| 29.00 | 28.73 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.26 | 28.99 | INTRSECTN | L | HAM RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 29.96 | 29.69 | | | | | | | | | | | | | | | 1A | 22A | 1A | | 22 | 1 | 01 | | R2 | | | | | 50 | M | | |
| 30.00 | 29.73 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.45 | 30.18 | INTRSECTN | R | WILLIAMS RD | | | | CO | N | 1 | 1 | | | | | 1B | 22B | 1B | | 22 | 1 | 01 | | R2 | | | | | 50 | M | | |
| 30.73 | 30.46 | BEG BRIDGE B | | SPEELYAI CREEK BRDG NUM 503/103 | | | | ST | | 1 | 1 | | | | | \$\$C | 26P | \$\$C | | 26 | 1 | 01 | | R2 | | | | | 50 | M | | |
| 30.75 | 30.48 | END BRIDGE B | | SPEELYAI CREEK | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | 22 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 31.00 | 30.73 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.31 | 31.04 | INTRSECTN | R | SR 503 SPCOUGAR (SPUR) | | | | ST | SS | N | 1 | 1 | | | | 6B | 24B | 6B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 32.00 | 31.73 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 32.73 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.04 | 32.77 | INTRSECTN | L | BAKER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 33.25 | 32.98 | INTRSECTN | L | ELK LN | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 33.52 | 33.25 | INTRSECTN | L | THURMAN AVE | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 33.60 | 33.33 | INTRSECTN | L | SPEELYAI BAY RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | 33.73 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.08 | 33.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.52 | 34.25 | | | | | | | | | | | | | | | 4B | 24B | 4B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 35.00 | 34.73 | MP MARKER | R | 35 | | | | | | | | | | | | 4B | 24B | 6B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 35.50 | 35.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 35.73 | MP MARKER | R | 36 | | | | | | | | | | | | 4B | 24A | 6B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.12 | 35.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.52 | 36.25 | | | | | | | | | | | | | | | 2B | 24A | 2B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.54 | 36.27 | | | | | | | | | | | | | | | 8B | 24A | 5B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.54 | 36.27 | | | | | | | | | | | | | | | 8B | 24B | 5B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.72 | 36.45 | BEG BRIDGE B | | ROCK CREEK BRDG NUM 503/109 | | | | ST | | 1 | 1 | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.80 | 36.53 | END BRIDGE B | | ROCK CREEK | | | | | | 1 | 1 | | | | | 6B | 24B | 6B | | 24 | 1 | 01 | | R2 | | | | | 50 | R | | |
| 36.98 | 36.71 | | | | | | | | | 1 | 1 | | | | | 4B | 22A | 4B | | 22 | 1 | 01 | | R2 | | | | | 50 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.39 | 28.12 | .03 | 11 | | | | | | |

SR 503 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|---|------|------------------------|---------|-------------|-----|-----|------------|---------|-----|-----|-----|-----|-----|---------------------------|-----|-------|------|------|----|---|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | T P S | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | R K T | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | D | IB | R | K | T | |
| 50.07 | 49.80 | | | | | | 1 | 1 | | | | 8B | 24B | 8B | | | 24 | 1 | 01 | | R2 | | | 55 | R | | |
| 50.37 | 50.10 | INTRSECTN | L | OLD LEWIS RIVER RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FINN HALL RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 50.55 | 50.28 | INTRSECTN | L | OLD LEWIS RIVER RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NEVALA RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 50.77 | 50.50 | INTRSECTN | R | BUTTE HILL RD | CO | N | 1 | 1 | | | | 7B | 24B | 7B | | | 24 | 1 | 01 | | R2 | | | 50 | R | | |
| 50.92 | 50.65 | | | | | | 1 | 1 | | | | 4B | 24B | 4B | | | 24 | 1 | 01 | | R2 | | | 50 | R | | |
| 51.00 | 50.73 | MP MARKER | R | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | RUDY ROSS RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 51.16 | 50.89 | BEG BRIDGE | B | ROSS CREEK | ST | | 1 | 1 | | | | \$S | W | 41B | \$S | W | 41 | 1 | 01 | | R2 | | | 50 | R | | |
| | | BRDG NUM 503/116 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.17 | 50.90 | END BRIDGE | B | ROSS CREEK | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | R2 | | | 50 | R | | |
| 51.82 | 51.55 | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | | 50 | R | | |
| 52.00 | 51.73 | MP MARKER | R | 52 | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | | 50 | L | | |
| 52.04 | 51.77 | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | | U2 | | | 35 | L | | |
| 52.19 | 51.92 | | | | | | 1 | 1 | | | | 2A | 23A | 2A | | | 23 | 1 | 01 | | U2 | | | 35 | L | | |
| 52.23 | 51.96 | INTRSECTN | L | MCCRACKEN RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 52.27 | 52.00 | MISC FEATR | R | SGN ENT WOODLAND | | | | | | | | | | | | | | | | | | | | | | | |
| 52.28 | 52.01 | ENT/EXIT | R | WOODLAND MIDDLE SCHOOL | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.31 | 52.04 | ENTER CITY | | WOODLAND | | | 1 | 1 | | | | 2A | 23A | 2A | | | 23 | 1 | 01 | 1470 | U2 | | | 35 | L | P | |
| 52.42 | 52.15 | INTRSECTN | R | SALMON ST | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.49 | 52.22 | BEG ST | I | LEWIS RIVER DR | | | 1 | 1 | | | | 4A | 23A | 5A | | | 23 | 1 | 01 | 1470 | U2 | | | 35 | L | P | * |
| | | INTRSECTN | R | SPRUCE AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.57 | 52.30 | INTRSECTN | R | DEHNING DR | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.64 | 52.37 | INTRSECTN | L | MACKENZIE RD | CT | N | | | | | | | | | | | | | | | | | | | | | |
| 52.72 | 52.45 | INTRSECTN | R | EVERGREEN LN | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.77 | 52.50 | INTRSECTN | L | MISTY DR | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.78 | 52.51 | | | | | | 1 | 1 | | | | 3A | 23A | 6A | | | 23 | 1 | 01 | 1470 | U2 | | | 35 | L | P | * |
| 52.89 | 52.62 | INTRSECTN | R | FIR AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.95 | 52.68 | INTRSECTN | R | VALLEY WAY | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | 52.73 | INTRSECTN | R | GUN CLUB RD | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.01 | 52.74 | MP MARKER | R | 53 | | | 1 | 1 | | | | 4A | 23A | 4A | | | 23 | 1 | 01 | 1470 | U2 | | | 35 | L | P | * |
| 53.12 | 52.85 | | | | | | 1 | 1 | | | | 6A | 22A | 6A | | | 22 | 1 | 01 | 1470 | U2 | | | 35 | L | P | * |
| 53.19 | 52.92 | INTRSECTN | R | INSEL RD | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.28 | 53.01 | INTRSECTN | L | RIVER ROCK LN | CT | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 52.28 | 52.01 | | | .04 | 13 | | | | |
| 52.77 | 52.50 | | | | | .02 | 10 | | |
| 53.00 | 52.73 | | | .04 | 12 | | | | |

SR 503 SPUR STATE ROUTE - SRSH COUNTY COWLITZ DOT DISTRICT 4
COUGAR

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|---------|-----|----|-----------------|-----|-----|-------------|------|----|---------|-----|--------------------------|--------|-----|----|----|------|----|-------|----|----|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 31.31 | 0.00 | BEG ROUTE | | COUGAR | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 1 | 01 | | R3 | | 50 | R | |
| | | BEG CTLSEC | | SR 503 TO SKAMANIA CO. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 0826 | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.88 | 0.57 | INTRSECTN | R | SR 503 | | | | ST | N | | | | | | | | | | | | | | | | | | | |
| 32.00 | 0.69 | MP MARKER | R | SHETLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 32.11 | 0.80 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.16 | 0.85 | INTRSECTN | L | DOLPH DR | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 32.39 | 1.08 | INTRSECTN | R | ARROWHEAD RD | | | | PV | N | | | | | | | | | | | | | | | | | | | |
| 32.49 | 1.18 | BEG BRIDGE | B | SPEELYIA CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 26P | \$\$C | | | 26 | 1 | 01 | | R3 | | 50 | R | |
| | | | | BRDG NUM 503/150SP | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.51 | 1.20 | END BRIDGE | B | SPEELYIA CREEK | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | | 22 | 1 | 01 | | R3 | | 50 | R | |
| 33.00 | 1.69 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.01 | 1.70 | INTRSECTN | R | REESE RD | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 34.00 | 2.69 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.56 | 3.25 | ENT/EXIT | R | YALE PARK REC AREA | | | | PV | N | | | | | | | | | | | | | | | | | | | |
| 35.00 | 3.69 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.56 | 4.25 | ENT FROM | L | LOG SCALEHOUSE | | | | PV | N | | | | | | | | | | | | | | | | | | | |
| 35.68 | 4.37 | EXIT TO | L | LOG SCALEHOUSE | | | | PV | N | | | | | | | | | | | | | | | | | | | |
| 35.72 | 4.41 | INTRSECTN | L | FS RD #8100 | | | | FS | N | | | | | | | | | | | | | | | | | | | |
| 35.83 | 4.52 | BEG BRIDGE | B | DOG CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 503/155.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.84 | 4.53 | END BRIDGE | B | DOG CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 4.69 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.01 | 4.70 | MISC FEATR | R | SGN COUGAR UNINC | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.14 | 4.83 | | | | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | | 22 | 1 | 01 | | R3 | | 50 | R | |
| 36.17 | 4.86 | | | | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | | 22 | 1 | 01 | | R3 | | 25 | R | |
| 36.29 | 4.98 | BEG SU LN | C | TWO WAY TURN | | | 12A | | | 1 | 1 | | | | 2A | 22A | 2A | 12 | 34 | 1 | 01 | | R3 | | 25 | R | | |
| | | INTRSECTN | R | COUGAR CREST RD | | | | CO | N | | | | | | | | | | | | | | | | | | | |
| 36.48 | 5.17 | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | | R3 | | 25 | R | | |
| 36.58 | 5.27 | END SU LN | C | TWO WAY TURN | | | 12A | | | 1 | 1 | | | | 2A | 22A | 2A | \$\$\$ | 22 | 1 | 01 | | R3 | | 25 | R | | |
| | | INTRSECTN | L | OLD LAKE MERRILL RD | | | | CO | Y | | | | | | | | | | | | | | | | | | | |
| 36.62 | 5.31 | | | | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | | 22 | 1 | 01 | | R3 | | 25 | R | |
| 36.65 | 5.34 | | | | | | | | | 1 | 1 | | | | 2B | 22B | 2B | | | 22 | 1 | 01 | | R3 | | 50 | R | |
| 36.85 | 5.54 | ENT/EXIT | R | COUGAR PARK REC AREA | | | | PV | N | | | | | | | | | | | | | | | | | | | |
| 37.00 | 5.69 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.06 | 5.75 | BEG BRIDGE | B | PANAMAKER CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 31.31 | 0.00 | | | .03 | 11 | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|------|-------|---|------|----------------------|----|-----|-------------|---|---|--------------|-----|-----|------|----|-------|---------------------------|-------|--------|-----|------|-------|-----|----------|----|----|----|----|----|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | T | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | A SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | W | 56P | W | | | 56 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| | | ENTER CITY | | SR 5 TO MT ST HELENS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CASTLE ROCK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | | CONTROL SECTION 0832 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 5 | | | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 504/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | END BRIDGE B | | SR 5 | | | | 1 | 1 | | | | | | 8A | 27A | 8A | | | 27 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| 0.10 | 0.10 | OFF RAMP | L | SR 5 | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 5 | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | INTRSECTN | L | OLD PACIFIC HWY | | | | | | CT | SG | Y | 1 | 1 | \$\$C | 56A | \$\$C | | | 56 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| | | INTRSECTN | R | DOUGHERTY DR NE | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | BEG SU LN | C | TWO WAY TURN | | 13A | | | | | | | 1 | 1 | C | 44A | C | 13 | | 57 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| 0.24 | 0.24 | INTRSECTN | L | BOYD AVE NE | | | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | END SU LN | C | TWO WAY TURN | | 13A | | | | | | | 1 | 1 | C | 56A | C | \$\$\$ | | 56 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| 0.40 | 0.40 | BEG SU LN | R | CLIMBING | | 12A | | | | | | | 1 | 1 | 8A | 23A | 4A | 12 | | 35 | 1 | 02 | 0170 | R2 | | 35 | R | P | | |
| 0.47 | 0.47 | INTRSECTN | R | SALMON CREEK LN | | | | | | CT | | N | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | LEAVE CITY | | CASTLE ROCK | | | | | | | | | 1 | 1 | 8A | 23A | 4A | 12 | | 35 | 1 | 02 | \$\$\$\$ | R2 | | 55 | R | \$ | | |
| | | MISC FEATR | L | SGN ENT CASTLE ROCK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | | | | | | | | | | | 1 | 1 | 8A | 23A | 10A | 12 | | 35 | 1 | 02 | | | R2 | | 55 | R | | |
| 0.78 | 0.78 | | | | | | | | | | | | 1 | 1 | 8A | 23A | 4A | 12 | | 35 | 1 | 02 | | | R2 | | 55 | R | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | INTRSECTN | L | LONE MAPLE DR | | | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | INTRSECTN | L | STUDEBAKER RD | | | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | INTRSECTN | L | KROLL RD | | | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | | | | | | | | | | | | 1 | 1 | 8A | 24A | 4A | 12 | | 36 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | TOWER RD | | | | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | | | | | | | | | | | | 1 | 1 | 8A | 23A | 4A | 12 | | 35 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.17 | 2.17 | | | | | | | | | | | | 1 | 1 | 4A | 23A | 4A | 12 | | 35 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.19 | 2.19 | END SU LN | R | CLIMBING | | 12A | | | | | | | 1 | 1 | 4A | 23A | 4A | \$\$\$ | | 23 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.21 | 2.21 | | | | | | | | | | | | 1 | 1 | 4A | 23A | 14A | | | 23 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.31 | 2.31 | | | | | | | | | | | | 1 | 1 | 4A | 24A | 4A | | | 24 | 1 | 02 | | | R2 | | 55 | R | | |
| 2.70 | 2.70 | INTRSECTN | R | SI TOWN RD | | | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | INTRSECTN | L | REYNOLDS RD | | | | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.10 | 0.10 | .04 | 13 | | | | | | |
| 0.15 | 0.15 | .02 | 13 | | .02 | 13 | | | |
| 2.00 | 2.00 | .03 | 12 | | | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|---------|-----|-----|-------------|-----|-----|-------------|----|-----|---------|-----|---------------------------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 3.03 | 3.03 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 3.40 | 3.40 | BEG SU LN | R | CLIMBING | | | 12A | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| 3.46 | 3.46 | | | | | | | 1 | 1 | | | | | 4A | 40A | 4A | 12 | 52 | 1 | 02 | | R2 | 55 | R | | | | |
| 3.59 | 3.59 | INTRSECTN | R | S SILVER LAKE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.78 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| 3.80 | 3.80 | END SU LN | R | CLIMBING | | | 12A | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 3.88 | 3.88 | | | | | | | 1 | 1 | | | | | 4A | 36A | 4A | | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| 4.00 | 4.00 | BEG SU LN | L | CLIMBING | | | 12A | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | |
| | | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | INTRSECTN | R | CARNINE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SCHAFFRAN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 4.32 | 4.32 | END SU LN | L | CLIMBING | | | 12A | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 4.59 | 4.59 | INTRSECTN | L | ESTES RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | | | | | | | 1 | 1 | | | | | 20A | 24A | 6A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 5.12 | 5.12 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 5.22 | 5.19 | EQUATION | | 005.19 =005.22 | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 5.28 | 5.25 | EXIT TO | R | SEAQUEST STATE PARK | ST | | | N | | | | | | | | | | | | | | | | | | | | |
| 5.60 | 5.57 | ENT/EXIT | B | SEAQUEST STATE PARK | ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.70 | 5.67 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 5.92 | 5.89 | INTRSECTN | L | PAINÉ RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 5.99 | MP MARKER | R | 6 | | | | 1 | 1 | | | | | 8A | 24A | 10A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 6.21 | 6.18 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 6.26 | 6.23 | INTRSECTN | R | SILVER COVE DR | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.35 | 6.32 | INTRSECTN | R | LAKEVIEW DR | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.53 | 6.50 | INTRSECTN | L | OWENS RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.63 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | |
| 6.76 | 6.73 | INTRSECTN | R | EL COSTA-LOTTA PL | PV | | | N | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 6.86 | INTRSECTN | R | SILVER SHORES DR | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 6.98 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | 7.84 | INTRSECTN | R | KERR RD | CO | | | N | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 7.98 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | 8.43 | INTRSECTN | L | GEORGE TAYLOR RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.01 | 8.98 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.09 | 9.06 | INTRSECTN | R | HALL RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 3.59 | 3.59 | | | .03 | 13 | | | | |
| 5.28 | 5.25 | | .03 | 12 | | | | | |
| 5.60 | 5.57 | .04 | 14 | .04 | 14 | | | | |
| 9.09 | 9.06 | | | .03 | 12 | | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|---------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-------|---------------------------|-------|-----|-----|---|----|------|----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T |
| 9.14 | 9.11 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 9.42 | 9.39 | | | | | | | 1 | 1 | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 9.59 | 9.56 | INTRSECTN | L | MARTIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 9.62 | 9.59 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 9.75 | 9.72 | | | | | | | 1 | 1 | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 9.91 | 9.88 | | | | | | | 1 | 1 | | | | | 4A | 24A | 10A | | 24 | 1 | 02 | | R2 | | 35 | R | | |
| 9.97 | 9.94 | INTRSECTN | R | HANSEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 9.97 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.02 | 9.99 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | | 24 | 1 | 02 | | R2 | | 35 | R | | |
| 10.56 | 10.53 | INTRSECTN | R | SIGHTLY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.57 | 10.54 | INTRSECTN | R | S TOUTLE RD | CO | | Y | 1 | 1 | | | | | 4A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 35 | R | | |
| 10.75 | 10.72 | | | | | | | 1 | 1 | | | | | 4A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 10.83 | 10.80 | INTRSECTN | L | COAL BANKS RD | CO | | N | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 10.95 | 10.92 | BEG BRIDGE B | | CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 504/009C | | | | | | | | | | | | | | | | | | | | | | | |
| 10.96 | 10.93 | END BRIDGE B | | CULVERT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 10.97 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | 11.01 | BEG BRIDGE B | | TOUTLE RIVER | ST | | | 1 | 1 | | | | | \$\$W | 40P | \$\$W | | 40 | 1 | 02 | | R2 | | 55 | R | | |
| | | | | BRDG NUM 504/010 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.14 | 11.11 | END BRIDGE B | | TOUTLE RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 11.46 | 11.43 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 12.01 | 11.98 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | 12.98 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.64 | 13.61 | INTRSECTN | L | TOWER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 14.01 | 13.98 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.43 | 14.40 | INTRSECTN | L | FINKAS RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 14.72 | 14.69 | INTRSECTN | L | SR 505 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.01 | 14.98 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 15.98 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | 16.98 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.29 | 17.26 | BEG BRIDGE B | | N FORK TOUTLE RIVER | ST | | | 1 | 1 | | | | | \$\$C | 28A | \$\$C | | 28 | 1 | 02 | | R2 | | 55 | R | | |
| | | | | BRDG NUM 504/015 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.38 | 17.35 | END BRIDGE B | | N FORK TOUTLE RIVER | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 17.84 | 17.81 | INTRSECTN | R | KID VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 17.86 | 17.83 | | | | | | | 1 | 1 | | | | | 16A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 17.92 | 17.89 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.18 | 18.15 | INTRSECTN | B | ROAD 1900 | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 18.19 | 18.16 | | | | | | | 1 | 1 | | | | | 10A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 18.23 | 18.20 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 18.27 | 18.24 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 02 | | R2 | | 55 | R | | |
| 18.30 | 18.27 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 1 | 02 | | R2 | | 45 | R | | |
| 18.31 | 18.28 | MISC FEATR | R | SGN ENT KID VALLEY | | | | | | | | | | | | | | | | | | | | | | | |
| 18.36 | 18.33 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 45 | R | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|-----|----|-------------|-----|-----|--------------|-----|------|---------|--------|-----|---------------------------|--------|-----|---|----|------|----|-------|---|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 18.50 | 18.47 | | | | | | | 1 | 1 | | | | | 10A | 24A | 4A | | 24 | 1 | 02 | | R2 | 45 | R | | | | | |
| 18.51 | 18.48 | MISC FEATR | L | SGN ENT KID VALLEY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.59 | 18.56 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 1 | 02 | | R2 | 45 | R | | | | | |
| 18.64 | 18.61 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 45 | R | | | | | |
| 18.66 | 18.63 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 18.90 | 18.87 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.14 | 19.09 | EQUATION | | 019.12 =019.14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.43 | 19.38 | TRAF RCDR | B | S840 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.02 | 19.97 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.92 | 20.87 | ENT/EXIT | L | FISH HOLDING FACILITY | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.99 | 20.94 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.08 | 21.03 | INTRSECTN | R | SR 504 SPOLD504 (SPUR) | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 21.21 | 21.16 | BEG BRIDGE | B | N FORK TOUTLE RIVER | ST | | | 1 | 1 | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | | | |
| | | | | BRDG NUM 504/015.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.43 | 21.38 | END BRIDGE | B | N FORK TOUTLE RIVER | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 21.83 | 21.78 | BEG SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | |
| 22.02 | 21.97 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.17 | 22.12 | INTRSECTN | L | PVT RD (601) | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 22.55 | 22.50 | BEG SU LN | L | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | \$\$\$ | 24A | 4A | 24 | 48 | 1 | 02 | | R2 | 55 | R | | | | | |
| 22.61 | 22.56 | END SU LN | L | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | |
| 22.63 | 22.58 | END SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 23.02 | 22.97 | INTRSECTN | R | PVT RD | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 23.03 | 22.98 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.67 | 23.62 | BEG SU LN | R | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | |
| 23.79 | 23.74 | INTRSECTN | L | PVT RD (2500) | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 23.82 | 23.77 | END SU LN | R | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 24.02 | 23.97 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.09 | 24.04 | INTRSECTN | R | ECO PARK RD | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 24.30 | 24.25 | BEG BRIDGE | B | E FORK PULLEN CREEK | ST | | | 1 | 1 | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | | | |
| | | | | BRDG NUM 504/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.39 | 24.34 | END BRIDGE | B | E FORK PULLEN CREEK | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 24.56 | 24.51 | INTRSECTN | L | PVT RD (2502) | | | PV | N | | | | | | | | | | | | | | | | | | | | | |
| 25.02 | 24.97 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.24 | 25.19 | BEG SU LN | R | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | |
| 25.35 | 25.30 | END SU LN | R | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| 26.02 | 25.97 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.28 | 26.23 | BEG SU LN | L | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | \$\$\$ | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | |
| 26.30 | 26.25 | BEG SU LN | R | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | | 24A | \$\$\$ | 24 | 48 | 1 | 02 | | R2 | 55 | R | | | | | |
| 26.45 | 26.40 | END SU LN | L | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | |
| | | END SU LN | R | SLOW VEHICLE | 12A | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.67 | 26.62 | EXIT TO | R | HOFFSTADT VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | | |
| 26.71 | 26.66 | ENT/EXIT | R | HOFFSTADT VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 26.71 | 26.66 | | | .03 | 12 | | | .07 | 12 |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|--------|--------|-----|------|------|----|-------|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 26.73 | 26.68 | | ENT FROM | R | | HOFFSTADT VIEWPOINT | FS | | N | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | |
| 27.02 | 26.97 | | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | |
| 27.45 | 27.40 | | BEG BRIDGE | B | | HOFFSTADT BLUFFS BRDG NUM 504/023 | ST | | | 1 | 1 | | | | | | \$W | 32P | \$W | | 32 | 1 | 02 | | R2 | | 55 | R | |
| 27.53 | 27.48 | | END BRIDGE | B | | HOFFSTADT BLUFFS | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | |
| 27.57 | 27.52 | | MISC FEATR | R | | VEHICLE PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 27.92 | 27.87 | | BEG SU LN | R | | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 02 | | R2 | | 55 | R | |
| 28.02 | 27.97 | | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.04 | 27.99 | | END SU LN | R | | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | | 55 | R | |
| 28.13 | 28.08 | | INTRSECTN | L | | PVT RD (2502) | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 28.25 | 28.20 | | BEG BRIDGE | B | | COW CREEK BRDG NUM 504/025 | | ST | | 1 | 1 | | | | | | \$W | 32P | \$W | | 32 | 1 | 02 | | R2 | | 55 | R | |
| 28.41 | 28.36 | | END BRIDGE | B | | COW CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | |
| 28.62 | 28.57 | | BEG SU LN | L | | CHAIN UP | 22A | | | 1 | 1 | | | | | | \$\$\$ | 24A | 4A | 22 | 46 | 1 | 02 | | R2 | | 55 | R | |
| 28.67 | 28.62 | | BEG SU LN | R | | CHAIN UP | 22A | | | 1 | 1 | | | | | | | 24A | \$\$\$ | 44 | 68 | 1 | 02 | | R2 | | 55 | R | |
| 28.92 | 28.87 | | ENT/EXIT | R | | DOT STOCKPILE | | ST | | N | | | | | | | | | | | | | | | | | | | |
| 29.01 | 28.96 | | END SU LN | L | | CHAIN UP | 22A | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | | 55 | R | |
| | | | END SU LN | R | | CHAIN UP | 22A | | | | | | | | | | | | | | | | | | | | | | |
| 29.02 | 28.97 | | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.38 | 29.33 | | INTRSECTN | L | | PVT RD (2900) | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 29.48 | 29.43 | | BEG BRIDGE | B | | HOFFSTADT CREEK BRDG NUM 504/027 | | ST | | 1 | 1 | | | | | | \$W | 32P | \$W | | 32 | 1 | 02 | | R2 | | 55 | R | |
| 29.92 | 29.87 | | END BRIDGE | B | | HOFFSTADT CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | | 55 | R | |
| 30.02 | 29.97 | | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.72 | 30.67 | | INTRSECTN | B | | PVT RD (3100) | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 30.78 | 30.73 | | BEG SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | | 55 | R | |
| 31.02 | 30.97 | | MP MARKER | R | | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.64 | 31.59 | | BEG SU LN | L | | SLOW VEHICLE | 12A | | | 1 | 1 | | | | | | \$\$\$ | 24A | 4A | 24 | 48 | 1 | 02 | | R2 | | 55 | R | |
| 31.82 | 31.77 | | END SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | | 55 | R | |
| | | | END SU LN | L | | SLOW VEHICLE | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 32.02 | 31.97 | | MP MARKER | R | | 32 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.02 | 32.97 | | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.06 | 33.01 | | EXIT TO | R | | FOREST LEARNING CENTER | | FS | | N | | | | | | | | | | | | | | | | | | | |
| 33.08 | 33.03 | | ENT/EXIT | R | | FOREST LEARNING CENTER | | FS | | N | | | | | | | | | | | | | | | | | | | |
| 33.09 | 33.04 | | BEG SU LN | R | | CLIMBING | 12A | | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | | 55 | R | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|--|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 26.73 | 26.68 | | | | | | | | | | .07 | 12 |
| 33.06 | 33.01 | | | .01 | 12 | | | | | | | |
| 33.08 | 33.03 | | | | .03 | 12 | | .07 | 12 | | | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------|-----------------|-----|---|--------------|---|-----|---------|-----|------|----|---------------------------|-----|--------|--------|-----|---|----|------|----|-------|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 33.09 | | 33.04 | ENT FROM | R | | FOREST LEARNING CENTER | FS | | N | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 33.73 | | 33.68 | INTRSECTN | R | | PVT RD (3354) | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.02 | | 33.97 | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.13 | | 34.08 | INTRSECTN | L | | PVT RD (3300) | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.21 | | 34.16 | MISC FEATR | L | | TRUCK RUN AWAY RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.73 | | 34.68 | END SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 35.02 | | 34.97 | MP MARKER | R | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.36 | | 35.31 | BEG BRIDGE | B | | BEAR CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 32P | \$\$W | | 32 | 1 | 02 | | R2 | 55 | R | | | | | | |
| | | | | | | BRDG NUM 504/030 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.45 | | 35.40 | END BRIDGE | B | | BEAR CREEK | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 35.48 | | 35.43 | INTRSECTN | L | | PVT RD (3344) | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.60 | | 35.55 | BEG SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 36.02 | | 35.97 | MP MARKER | R | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.06 | | 36.01 | END SU LN | R | | CLIMBING | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 36.84 | | 36.79 | EXIT TO | R | | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.86 | | 36.81 | BEG SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 36.87 | | 36.82 | ENT/EXIT | R | | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.96 | | 36.91 | END SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 36.97 | | 36.92 | ENT FROM | R | | ELK ROCK VIEWPOINT | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.02 | | 36.97 | MP MARKER | R | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.16 | | 37.11 | BEG SU LN | R | | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | | 4A | 24A | \$\$\$ | 22 | 46 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 37.25 | | 37.20 | BEG SU LN | L | | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | | \$\$\$ | 24A | | 44 | 68 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 37.45 | | 37.40 | END SU LN | R | | SLOW VEHICLE | | 22A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| | | | END SU LN | L | | SLOW VEHICLE | | 22A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.02 | | 37.97 | MP MARKER | R | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.21 | | 38.16 | BEG BRIDGE | B | | ELK CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 35P | \$\$W | | 35 | 1 | 02 | | R2 | 55 | R | | | | | | |
| | | | | | | BRDG NUM 504/032 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.35 | | 38.30 | END BRIDGE | B | | ELK CREEK | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 38.39 | | 38.34 | MISC FEATR | R | | VEHICLE PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.99 | | 38.94 | BEG BRIDGE | B | | EAST FORK ELK CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 35P | \$\$W | | 35 | 1 | 02 | | R2 | 55 | R | | | | | | |
| | | | | | | BRDG NUM 504/034 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.02 | | 38.97 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.15 | | 39.10 | END BRIDGE | B | | EAST FORK ELK CREEK | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 39.60 | | 39.55 | BEG SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | \$\$\$ | 24A | 4A | 12 | 36 | 1 | 02 | | R2 | 55 | R | | | | | | |
| 39.75 | | 39.70 | END SU LN | L | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R2 | 55 | R | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 36.84 | | 36.79 | | | .02 | 12 | | | | | |
| 36.87 | | 36.82 | | | | .04 | 12 | | | | |
| 36.97 | | 36.92 | | | | | | | .03 | 12 | |

SR 504 MAINLINE

STATE ROUTE - SRSH

COUNTY COWLITZ

DOT DISTRICT 4

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|---|-------|------------|-------------------------|----|---|---------|-----|-------------|-----|------------|-----|-----|------|---------|---------------------------|---------|--------|-----|----|-------|---|----|----|---|------|
| | | | | D | LR | DESCRIPTION | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| | | | | | | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | LNS | RDY | A | SE | NBR | FC | SPEED | D | IB | R | K | T |
| 39.84 | | 39.79 | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.02 | | 39.97 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | |
| 40.24 | | 40.19 | INTRSECTN | R | | VEHICLE TURNAROUND | ST | N | | | | | | | | | | | | | | | | | | |
| 40.26 | | 40.21 | EXIT TO | R | | CASTLE LAKE VIEWPOINT | ST | N | | | | | | | | | | | | | | | | | | |
| 40.27 | | 40.22 | ENT/EXIT | R | | CASTLE LAKE VIEWPOINT | ST | N | | | | | | | | | | | | | | | | | | |
| 40.77 | | 40.72 | BEG SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | | | 8A | 24A | \$\$\$ | 12 | 36 | 1 | 02 | | | R2 | | 55 R |
| 40.80 | | 40.75 | BEG SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | | | \$\$\$ | 24A | | 24 | 48 | 1 | 02 | | | R2 | | 55 R |
| 40.87 | | 40.82 | END SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | | | | 24A | 4A | 12 | 36 | 1 | 02 | | | R2 | | 55 R |
| 40.89 | | 40.84 | END SU LN | L | | SLOW VEHICLE | | | 12A | | | 1 | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | | R2 | | 55 R |
| 41.02 | | 40.97 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | |
| 41.35 | | 41.30 | BEG SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | | | 4A | 24A | \$\$\$ | 12 | 36 | 1 | 02 | | | R2 | | 55 R |
| 41.46 | | 41.41 | END SU LN | R | | SLOW VEHICLE | | | 12A | | | 1 | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | | R2 | | 55 R |
| 41.68 | | 41.63 | BEG BRIDGE | B | | MARATTA CREEK | ST | | | | | 1 | | | \$\$\$W | 32P | \$\$\$W | | 32 | 1 | 02 | | | R2 | | 55 R |
| | | | | | | BRDG NUM 504/038 | | | | | | | | | | | | | | | | | | | | |
| 41.78 | | 41.73 | END BRIDGE | B | | MARATTA CREEK | | | | | | 1 | | | 4A | 24A | 4A | | 24 | 1 | 02 | | | R2 | | 55 R |
| 41.86 | | 41.81 | INTRSECTN | L | | PVT RD (3540) | PV | N | | | | | | | | | | | | | | | | | | |
| 42.02 | | 41.97 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | |
| 42.62 | | 42.57 | | | | | | | | | | 1 | | | 4A | 24A | 4A | | 24 | 1 | 02 | | | R2 | | 25 R |
| 42.74 | | 42.69 | OFF RAMP | R | | SR 504 EB | ST | N | | | | | | | | | | | | | | | | | | |
| 42.84 | | 42.79 | MISC FEATR | R | | GORE (P504274) | | | | | | | | | | | | | | | | | | | | |
| 42.93 | | 42.88 | BEG BRIDGE | B | | SR 504 LOOP | ST | | | | | 1 | | | \$\$\$W | 32P | \$\$\$W | | 32 | 1 | 02 | | | R2 | | 25 R |
| | | | | | | BRDG NUM 504/038 | | | | | | | | | | | | | | | | | | | | |
| 42.95 | | 42.90 | END BRIDGE | B | | SR 504 LOOP | | | | | | 1 | | | 4A | 24A | 4A | | 24 | 1 | 02 | | | R2 | | 25 R |
| 42.98 | | 42.93 | WYE CONN | L | | SR 504 | ST | N | | | | | | | | | | | | | | | | | | |
| 43.02 | | 42.97 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | |
| 43.03 | | 42.98 | ENT/EXIT | R | | COLDWATER COMPLEX | FS | N | | | | | | | | | | | | | | | | | | |
| 43.07 | | 43.02 | WYE CONN | L | | SR 504 | ST | N | 1 | 1 | | | | | 4A | 28A | 4A | | 28 | 1 | 02 | | | R2 | | 25 R |
| 43.08 | | 43.03 | MISC FEATR | B | | GATE (SEASONAL) | | | | | | 1 | | | 4A | 24A | 4A | | 24 | 1 | 02 | | | R2 | | 25 R |
| 43.20 | | 43.15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.23 | | 43.18 | UXING | B | | SR 504 LOOP | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 504/038 | | | | | | | | | | | | | | | | | | | | |
| 43.27 | | 43.22 | MISC FEATR | R | | GORE (P504274) | | | | | | | | | | | | | | | | | | | | |
| 43.45 | | 43.40 | ON RAMP | R | | SR 504 EB | ST | N | | | | | | | | | | | | | | | | | | |
| 43.61 | | 43.56 | | | | | | | | | | 1 | | | 4A | 26A | 4A | | 26 | 1 | 02 | | | R2 | | 25 R |
| 44.02 | | 43.97 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | |
| 44.03 | | 43.98 | | | | | | | | | | 1 | | | 4A | 24A | 4A | | 24 | 1 | 02 | | | R2 | | 25 R |

INTERSECTION DETAIL

| SRMP | B | ARM | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | | |
|-------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|----|-----|----|-----|----|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | | | | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 40.26 | | 40.21 | | | | | | | | | | | | | | |
| 40.27 | | 40.22 | | | | | .05 | 12 | | | | | | | .03 | 12 |

SR 505 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------------|---|----|---------------------|-------------|----|---|-------------|---|-----|---------|-----|---------------------------|----|-------|-----|-------|-----|-----|----|------|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 3.03 | 3.03 | | ON RAMP | R | | SR 5 | ST | Y | 1 | 1 | | | | | | | 6A | 22A | 8A | 22 | 2 | 01 | | R3 | 50 | L | * | | | | |
| 3.09 | 3.09 | | INTRSECTN | R | | CAMUS RD | CO | N | 1 | 1 | | | | | | | 6A | 22A | 8A | 22 | 2 | 01 | | R3 | 55 | L | * | | | | |
| 3.16 | 3.16 | | | | | | | | 1 | 1 | | | | | | | 6A | 22A | 6A | 22 | 2 | 01 | | R3 | 55 | L | * | | | | |
| 3.47 | 3.47 | | BEG BRIDGE | B | | LACAMAS CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 26A | \$\$C | 26 | 2 | 01 | | R3 | 55 | L | * | | | | |
| | | | BRDG NUM 505/120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.51 | 3.51 | | END BRIDGE | B | | LACAMAS CREEK | | | 1 | 1 | | | | | | | 6A | 22A | 6A | 22 | 2 | 01 | | R3 | 55 | L | * | | | | |
| 3.85 | 3.85 | | INTRSECTN | L | | HENRIOT RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 3.96 | 3.96 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.25 | 4.25 | | BEG BRIDGE | B | | MILL CREEK | ST | | 1 | 1 | | | | | | | \$\$W | 33P | \$\$W | 33 | 2 | 01 | | R3 | 55 | L | * | | | | |
| | | | BRDG NUM 505/115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.26 | 4.26 | | END BRIDGE | B | | MILL CREEK | | | 1 | 1 | | | | | | | 6A | 22A | 6A | 22 | 2 | 01 | | R3 | 55 | L | * | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.19 | 5.19 | | | | | | | | 1 | 1 | | | | | | | 6A | 22A | 6A | 22 | 2 | 01 | | R3 | 40 | L | * | | | | |
| 5.30 | 5.30 | | INTRSECTN | L | | LAUSSIER RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.44 | 5.44 | | | | | | | | 1 | 1 | | | | | | | 5A | 24A | 5A | 24 | 2 | 01 | | R3 | 40 | L | * | | | | |
| 5.46 | 5.46 | | INTRSECTN | L | | JACKSON HWY | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PLOMONDON RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.57 | 5.57 | | | | | | | | 1 | 1 | | | | | | | 6A | 22A | 6A | 22 | 2 | 01 | | R3 | 40 | L | * | | | | |
| 5.60 | 5.60 | | INTRSECTN | L | | PACIFIC RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.75 | 5.75 | | ENT/EXIT | R | | TOLEDO HIGH SCHOOL | PV | Y | 1 | 1 | | | | | | | 3A | 22A | 7A | 22 | 2 | 01 | | R3 | 40 | L | * | | | | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | 6.16 | | ENTER CITY | | | TOLEDO | | | 1 | 1 | | | | | | | 3A | 22A | 7A | 22 | 2 | 01 | 1300 | R3 | 40 | L | R | * | | | |
| 6.18 | 6.18 | | | | | | | | 1 | 1 | | | | | | | 3A | 22A | 7A | 22 | 2 | 01 | 1300 | R3 | 25 | L | R | * | | | |
| 6.26 | 6.26 | | INTRSECTN | L | | PACIFIC RD | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.27 | 6.27 | | END ST | I | | TOLEDO WINLOCK RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | N FIFTH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SALAL ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.32 | | INTRSECTN | L | | ASH ST | CT | Y | 1 | 1 | | | | | | | 5A | 26A | \$\$C | 26 | 2 | 01 | 1300 | R3 | 25 | R | B | * | | | |
| | | | INTRSECTN | R | | ASH ST (OLD SR 505) | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.38 | 6.38 | | INTRSECTN | B | | HEMLOCK ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.43 | 6.43 | | INTRSECTN | R | | N FIFTH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.45 | 6.45 | | END ST | I | | N FIFTH ST | | | 1 | 1 | | | | | | | 2A | 22A | 4A | 22 | 2 | 01 | 1300 | R3 | 25 | R | P | * | | | |
| | | | BEG ST | I | | KELLOGG WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | ST HELENS ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.52 | 6.52 | | INTRSECTN | B | | SILVER ST | CT | Y | 1 | 1 | | | | | | | 3A | 26A | \$\$C | 26 | 2 | 01 | 1300 | R3 | 25 | R | P | * | | | |
| 6.68 | 6.68 | | END ST | I | | KELLOGG WAY | | | 1 | 1 | | | | | | | \$\$C | 44A | C | 44 | 2 | 01 | 1300 | R3 | 25 | R | B | * | | | |
| | | | BEG ST | I | | COWLITZ ST | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.46 | 5.46 | | | | | | | .10 | 12 |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|---|------|------------|---|----|--------------------------|----|----|-------------|-----|-----|------------|-----|-----|---------------------------|---------|-----|-----|-----|-----|-----|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | TOT | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5/CENTRALIA TO SR 7 | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | CENTRALIA | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2135 | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MELLEN ST | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/230 | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | | 0.03 | OFF RAMP | L | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | | 0.07 | INTRSECTN | B | | ELLSBURY ST | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | | 0.18 | INTRSECTN | B | | MARSH ST | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | | 0.27 | INTRSECTN | B | | YEW ST | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | | 0.39 | END ST | I | | MELLEN ST | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | ALDER ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ALDER ST | | | | | | | | | | | | | | | | | | | | | |
| 0.46 | | 0.46 | INTRSECTN | L | | ELM ST | | | | | | | | | | | | | | | | | | | | | |
| 0.47 | | 0.47 | RR XING | B | | NUM 396776G GRADE | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | | 0.48 | INTRSECTN | R | | WOODLAND AVE | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | | 0.54 | INTRSECTN | L | | W CHESTNUT ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RICHMOND ST | | | | | | | | | | | | | | | | | | | | | |
| 0.58 | | 0.58 | WYE CONN | L | | S WASHINGTON AVE | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | | 0.60 | INTRSECTN | R | | HAMILTON AVE | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S WASHINGTON AVE | | | | | | | | | | | | | | | | | | | | | |
| 0.67 | | 0.67 | END ST | I | | ALDER ST | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | WEST CHERRY ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S OAK ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W CHERRY ST | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | | 0.74 | INTRSECTN | B | | S ROCK ST | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | | 0.80 | INTRSECTN | B | | S IRON ST | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | | 0.84 | INTRSECTN | B | | S SILVER ST | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | | 0.90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | | 0.91 | INTRSECTN | L | | SR 507 COPEARL (COUPLET) | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S PEARL ST | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLET - COPEARL | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | | 0.95 | END ST | I | | WEST CHERRY ST | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | S TOWER AVE | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|------|-----|-----|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L | R | L | R | LEFT-- | L | R | RIGHT- |
| | | | | NEAR | NEAR | FAR | FAR | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.27 | | 0.27 | | .02 | 12 | | | | | | |
| 0.91 | | 0.91 | | | .02 | 12 | | | | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
|------|-------|-------------------------|------|---|----|----|-----------------|-----|-----|------------|-----|------|-------------|--------|-----|---------|--------------------------|------|----|------|-----|----|----|-------|---|-------|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | T P S | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 0.95 | 0.95 | INTRSECTN | R | S TOWER AVE | CT | SG | Y | 2 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | |
| | | INTRSECTN | R | E CHERRY ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | INTRSECTN | B | E PLUM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.11 | INTRSECTN | L | W PEAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.18 | 1.18 | INTRSECTN | B | E WALNUT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | 1.26 | INTRSECTN | L | CENTRALIA COLLEGE BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E LOCUST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.31 | END ST | I | S TOWER AVE | | | | 2 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | |
| | | BEG ST | I | N TOWER AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.39 | INTRSECTN | B | E PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | INTRSECTN | B | E MAGNOLIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.47 | 1.47 | BEG BRIDGE | I | CHINA CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 507/005E | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | END BRIDGE | I | CHINA CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | INTRSECTN | B | E MAPLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 1.59 | INTRSECTN | B | CENTER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | INTRSECTN | B | E HANSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | 1.79 | INTRSECTN | R | E FIRST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W FIRST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | | | | | | | 2 | | | | | | C 44A | C | | 44 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | |
| 1.87 | 1.87 | INTRSECTN | B | E SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 1.96 | INTRSECTN | B | E THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | INTRSECTN | B | E FOURTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | INTRSECTN | B | FIFTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.12 | 2.12 | RR XING | I | NUM 092546N GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 2.18 | WYE CONN | R | E SIXTH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | END ST | I | N TOWER AVE | | | | 1 | 1 | | | | | C 36A | C | | 36 | 2 | 01 | 0180 | U2 | | 30 | L | P | * | | |
| | | BEG ST | I | W SIXTH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E SIXTH ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | N TOWER AVE | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | END ST | I | W SIXTH ST | | | | 1 | 1 | | | | | 4A 24A | 4A | | 24 | 2 | 01 | 0180 | U2 | | 30 | L | B | * | | |
| | | BEG ST | I | N PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W SIXTH ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 507 COPEARL (COUPLET) | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | COUPLET - COPEARL | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 2.26 | 2.26 | .02 | 12 | | | | | | |

SR 507 MAINLINE

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-------------------------|---|----|----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|---|----|-----|----|---|----|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 5.44 | | 5.40 | MISC FEATR END SECTN | L | | SGN ENT LEWIS COUNTY | | | | | 1 | 1 | | | | | 2A | 24A | 2A | | 24 | 2 | 01 | | R3 | | | | | 50 | L |

SR 507 COUplet
PEARL

STATE ROUTE - SRSH

COUNTY LEWIS

DOT DISTRICT 4

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----------------|----|---|-------------|----|-----|---------|-----|------|---------------------------|-----|-----|-----|-----|-----|------|------|----|-------|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| 2.26 | | 0.00 | BEG ROUTE | | | PEARL | | | | 2 | | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | | |
| | | | ENTER CITY | | | SIXTH ST TO W CHERRY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CENTRALIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | N PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 507-E SIXTH ST | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W SIXTH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.35 | | 0.09 | RR XING | I | | NUM 092547V GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | | 0.10 | INTRSECTN | B | | W FIFTH ST | | | | CT | | | | | | | \$C | 30A | \$C | | | 30 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | | |
| 2.43 | | 0.17 | INTRSECTN | B | | W FOURTH ST | | | | CT | | | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | | |
| 2.52 | | 0.26 | INTRSECTN | B | | W THIRD ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.61 | | 0.35 | INTRSECTN | B | | W SECOND ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | | 0.43 | INTRSECTN | B | | W FIRST ST | | | | CT | SG | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.76 | | 0.50 | INTRSECTN | B | | W HANSON ST | | | | CT | | | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | L | * | | | | |
| 2.82 | | 0.56 | | | | | | | | | | | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U2 | | 25 | L | B | * | | | | |
| 2.87 | | 0.61 | INTRSECTN | B | | W CENTER ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.93 | | 0.67 | INTRSECTN | B | | W MAPLE ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | | 0.72 | BEG BRIDGE | I | | CHINA CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 507/005W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | | 0.73 | END BRIDGE | I | | CHINA CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 0.74 | INTRSECTN | B | | W MAGNOLIA ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | | 0.80 | INTRSECTN | B | | W PINE ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.13 | | 0.87 | END ST | I | | N PEARL ST | | | | | | | | | | | C | 44A | C | | | 44 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | | | |
| | | | BEG ST | I | | S PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | W MAIN ST | | | | CT | SG | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.20 | | 0.94 | INTRSECTN | B | | CENTRALIA COLLEGE BLVD | | | | CT | SG | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | | 1.02 | INTRSECTN | B | | W WALNUT ST | | | | CT | | | | | | | C | 36A | C | | | 36 | 2 | 01 | 0180 | U1 | | 25 | L | B | * | | | | |
| 3.35 | | 1.09 | INTRSECTN | B | | W PEAR ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | | 1.15 | INTRSECTN | B | | W PLUM ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.49 | | 1.23 | END ST | I | | S PEARL ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 507-W CHERRY ST | | | | ST | SG | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | PEARL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.13 | | 0.87 | | | | .02 | 12 | | | | |
| 3.49 | | 1.23 | | | | .02 | 12 | | | | |

