State Highway Log

Planning Report 2024

Olympic Region

February 5, 2025

Highway Log Users

Re: 2024 State Highway Log

Dear User:

The 2024 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at: http://www.adobe.com/acrobat/readstep.html.

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

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

Sincerely,

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

NP/lb Enclosures

INTRODUCTION

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

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

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

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

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

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 MILEAGE SUMMARIES BY:

 DISTRICT, FUNCTIONAL CLASS,
 RURAL URBAN

 DISTRICT, FUNCTIONAL CLASS,
 SURFACE TYPE

 DISTRICT, LEVEL OF DEVELOPMENT,
 RURAL URBAN

 FUNCTIONAL CLASS, LEVEL OF
 DEVELOPMENT, RURAL URBAN

 MAINTENANCE AREA, SECTION,
 SURFACE TYPE
 - 1 2024 STATE HIGHWAY LOG

STATE HIGHWAY LOG REFERENCE

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

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

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

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

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

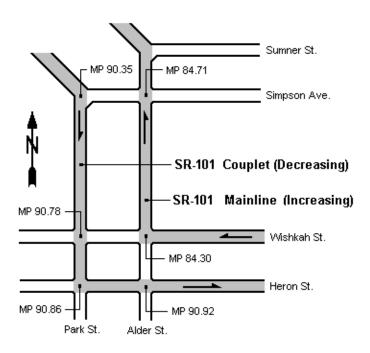
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

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

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

** Alternate Route contains no RRQ

COUPLET EXAMPLE



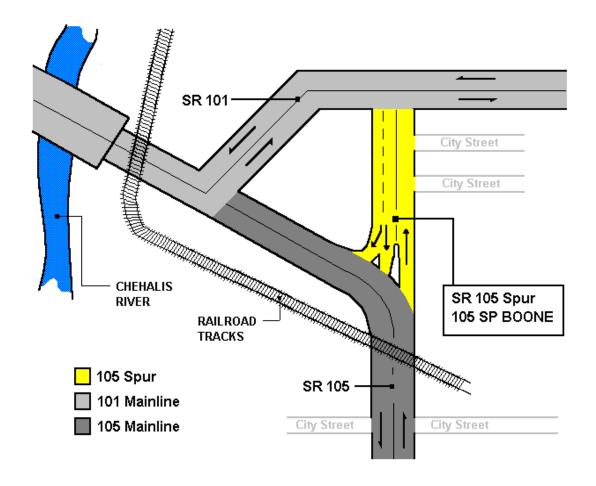
Grays Harbor County Aberdeen SR-101 SR-101 CO ABERDN

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

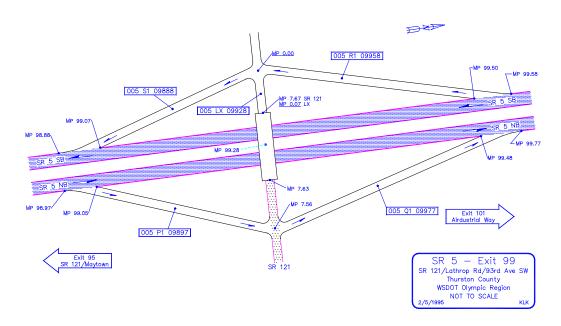
Where: 105 = SR Number SP = RRT for Spur

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 | U1 – U9 | Weigh Station Ramp, Inc |
| HD | Grade-Separated HOV-Dec | W1 – W9 | Weigh Station Ramp, Dec |
| HI | Grade-Separated HOV-Inc | X1 – X9 | Rest Area Ramp, Inc |
| | · | Y1 – Y9 | Rest Area Ramp, Dec |

DIAMOND INTERCHANGE EXAMPLE



EXAMPLE: 005 R1 09958

Where: 005 = SR Number

R1 = RRT for decreasing MP direction off-ramp (R ramp) 09958 = Mainline SRMP at beginning of the R ramp where it

leaves the mainline

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

FS Ferry Ship FT Ferry Terminal

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

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

STATE ROUTE MILEPOST (SRMP)

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

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

STATE ROUTE MILEPOST BACK (B) INDICATOR

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

A back SRMP occurs as a result of:

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

ACCUMULATED ROUTE MILE (ARM)

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

All length measurements are calculated using the ARM value.

LANE MILE

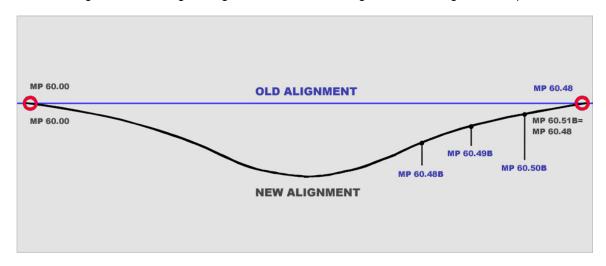
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

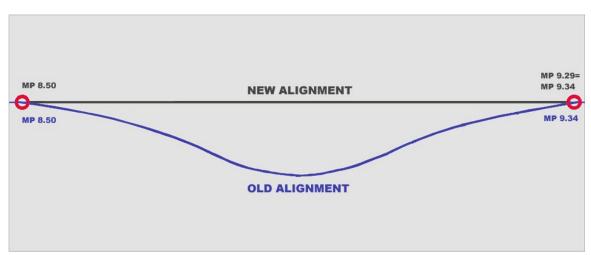
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

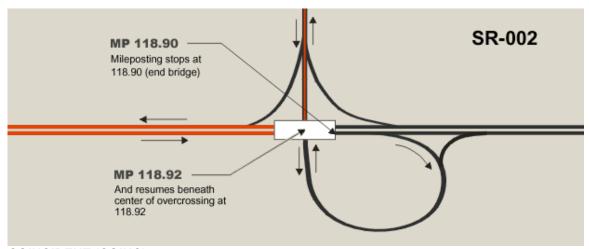
This drawing shows the lengthening of a route due to realignment, creating a back equation



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



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



COINCIDENT (COINC)

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

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

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

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

DIRECTION TO INVENTORY

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

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

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

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

LEFT/RIGHT INDICATOR

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

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

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

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

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

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

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

DESCRIPTION - DESCRIPTION OF FEATURE

Bridge/UXing/XRoad - OW (Owner Code)

ST = State CO = County CT = City
FS = Forest Service PK = Park Service RS = Reservation
PV = Private MY = Military OT = Other
SO = State/County SI = State/City CC = County/City

Bridge/UXing/XRoad - TC (Traffic Control)

SS = Stop Sign

AF = Amber Flashing

OT = Other Traffic Control

SZ = School Zone

YS = Yield Sign

RS = Railroad Signal

NO = No Traffic Control

PC = Pedestrian Control

SG = Stop and Go FS = Fire Signal

RF = Red Flashing OF = Officer or Flagman

Bridge/UXing/XRoad - L (Illumination) Y = Yes N = No

WIDTH AND SURFACE INFORMATION

DECREAS/DIV (DECREASING/DIVIDED)

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

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

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

S = Shoulder Surface Type

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

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

S = Roadway Surface Type

A = Asphalt P = Portland Cement Concrete

B = Bituminous G = Gravel S = Soil O = Other

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

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

MEDIAN

WD Median Width

S Median Surface Type

S = Soil G = Gravel O = Other A = Asphalt

B = Bituminous P = Portland Cement Concrete

BR Median Barrier Type

DE = Depressed CU = Curb

FB = Flex Beam JE = Jersey Type Barrier
GP = Guide Post RG = Rock Wall * Gabion
UP = Unprotected IA = Impact Attenuator

WA = Wall FE = Fence

SS = Snow Shed BE = Bridge End Guard Rails

GR = Guard Rail CA = Cable

INCRES/UNDI (INCREASING/UNDIVIDED)

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

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

S = Shoulder Surface Type

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

S = Roadway Surface Type

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

S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

Climbing Two Way Turn High Occupancy Vehicle
Bicycle Reversible Slow Vehicle Turnout
Chain Up Transit Truck Climbing Shoulder

Holding Weaving/Speed Change

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

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number SE = Maintenance Section Number

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

STFC State Functional Classification

R1 = Rural-Principal Arterial
R2 = Rural-Minor Arterial
R3 = Rural-Collector
R4 = Rural-Unclassified
R5 = Rural-Interstate

U1 = Urban-Principal Arterial
U2 = Urban-Minor Arterial
U3 = Urban-Collector
U4 = Urban-Unclassified
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
R 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.

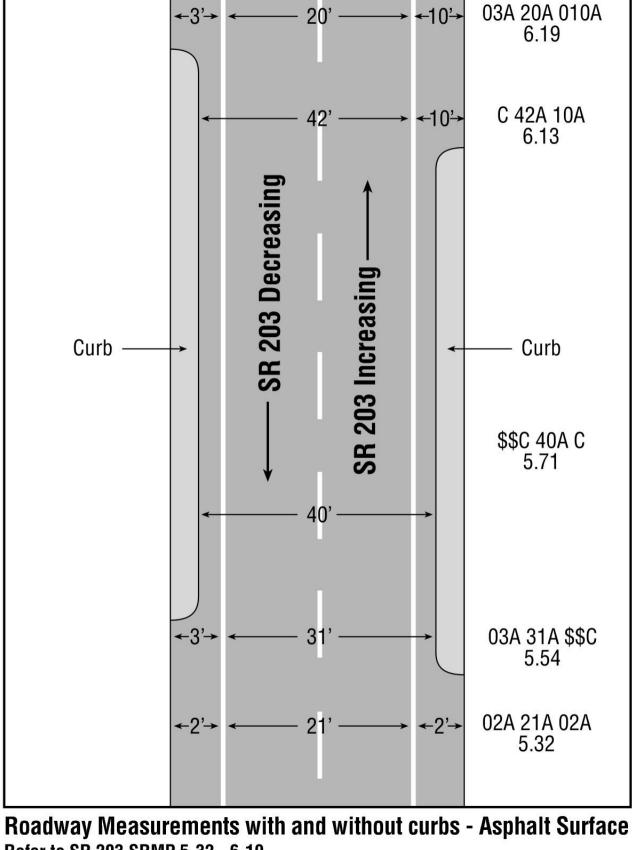
RIGHT Right acceleration lane in far approach of intersection.

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

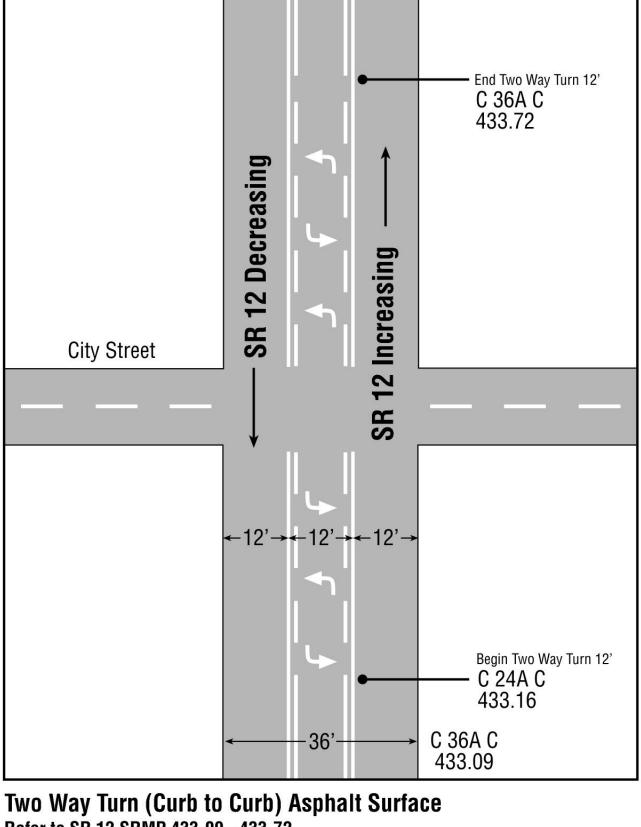
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

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.

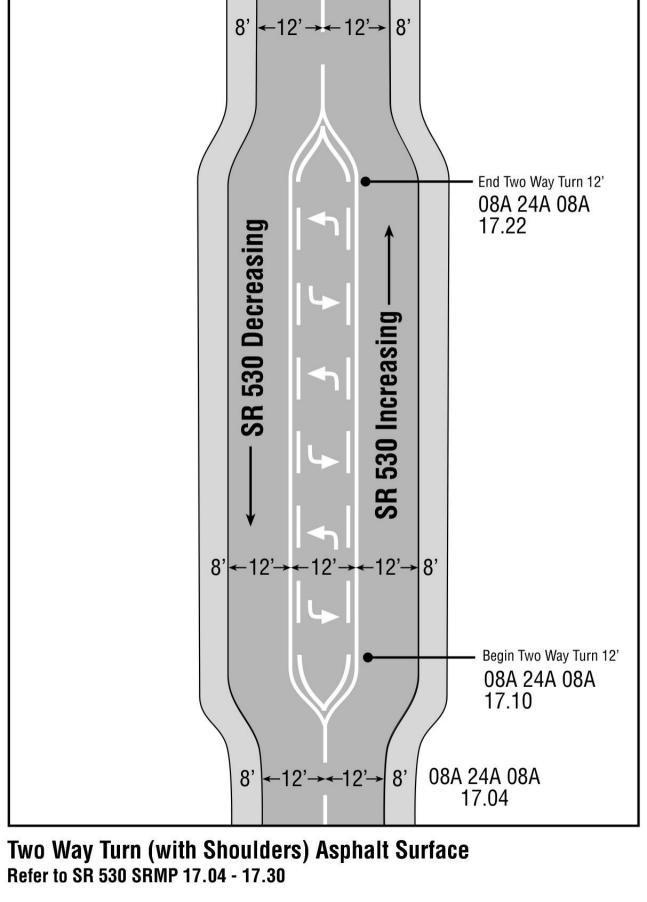


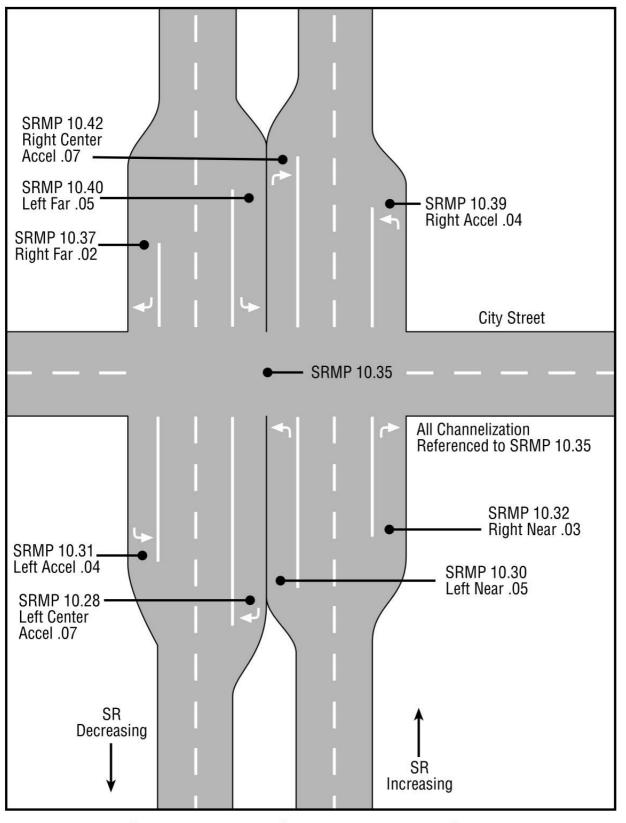
Refer to SR 203 SRMP 5.32 - 6.19



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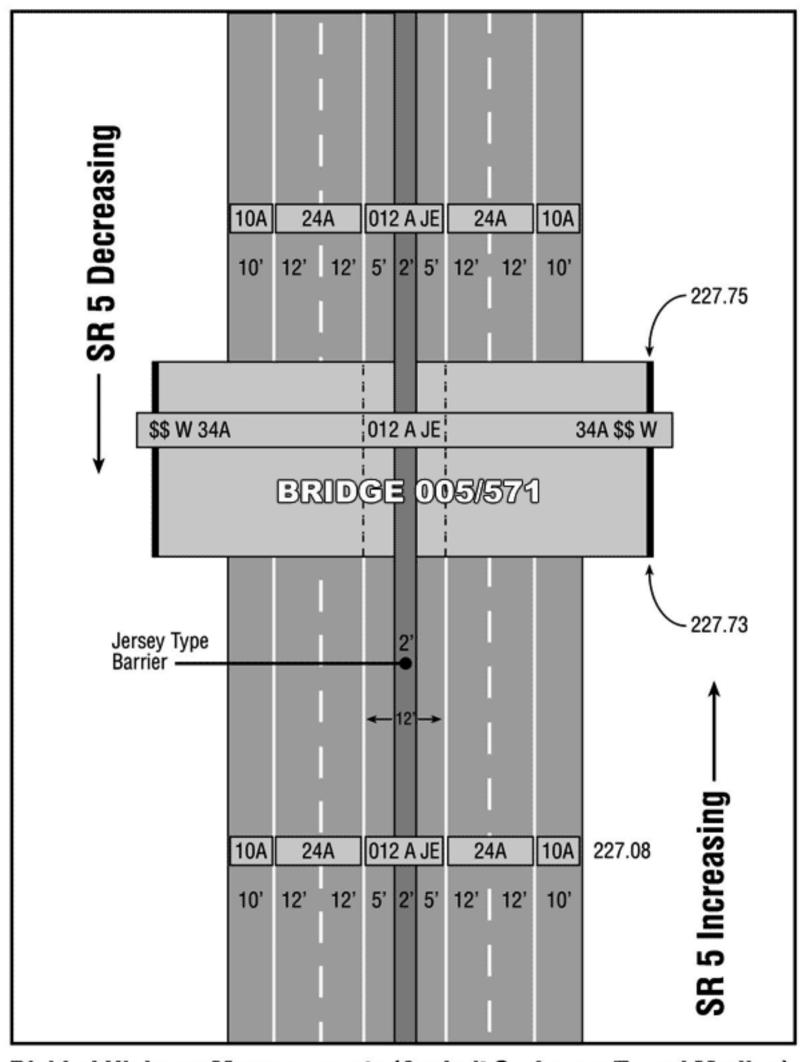
Refer to SR 12 SRMP 433.09 - 433.72



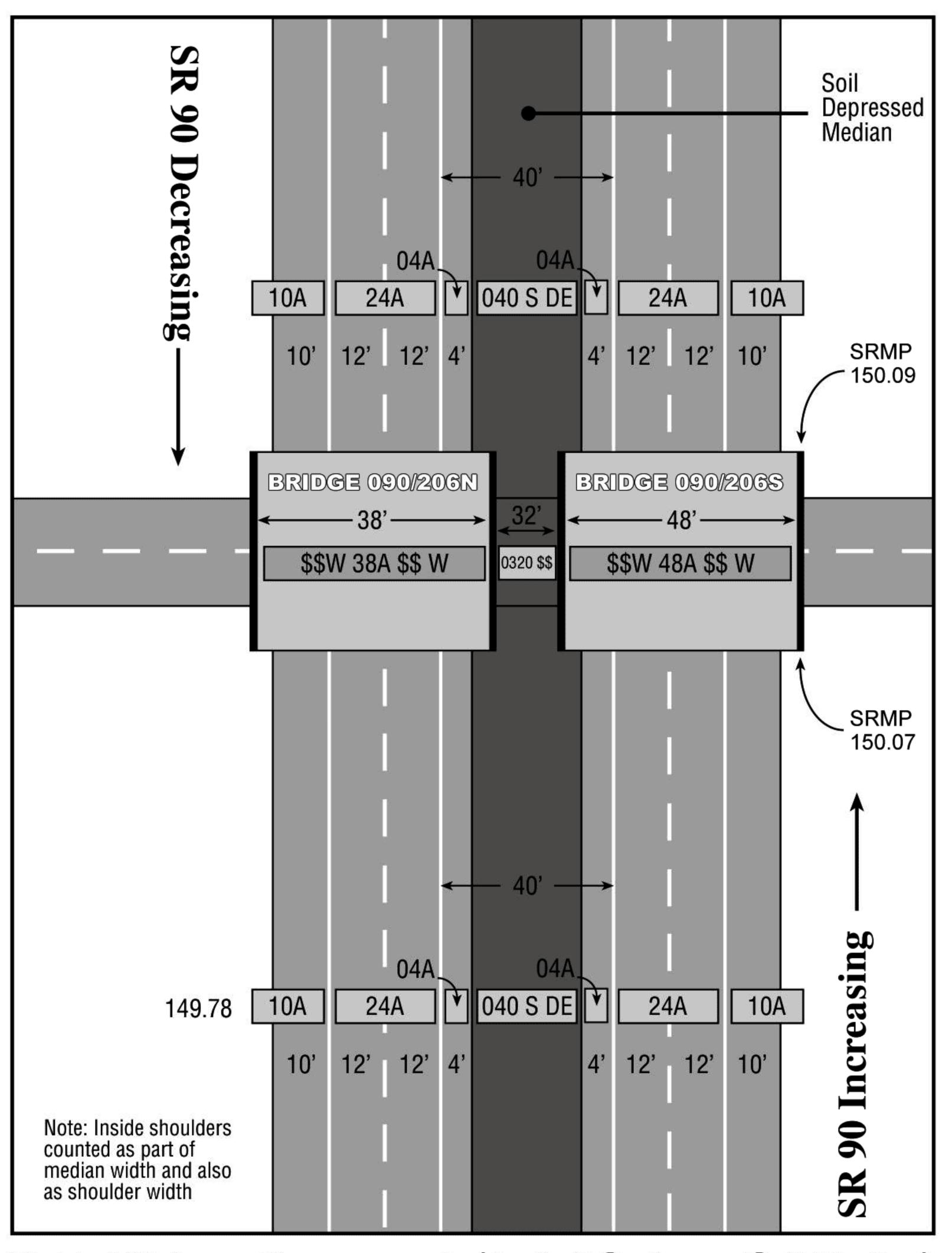


Intersection Channelization (Turn/Accel Lanes)
Examples of Turn/Acceleration Lanes Located at the Bottom

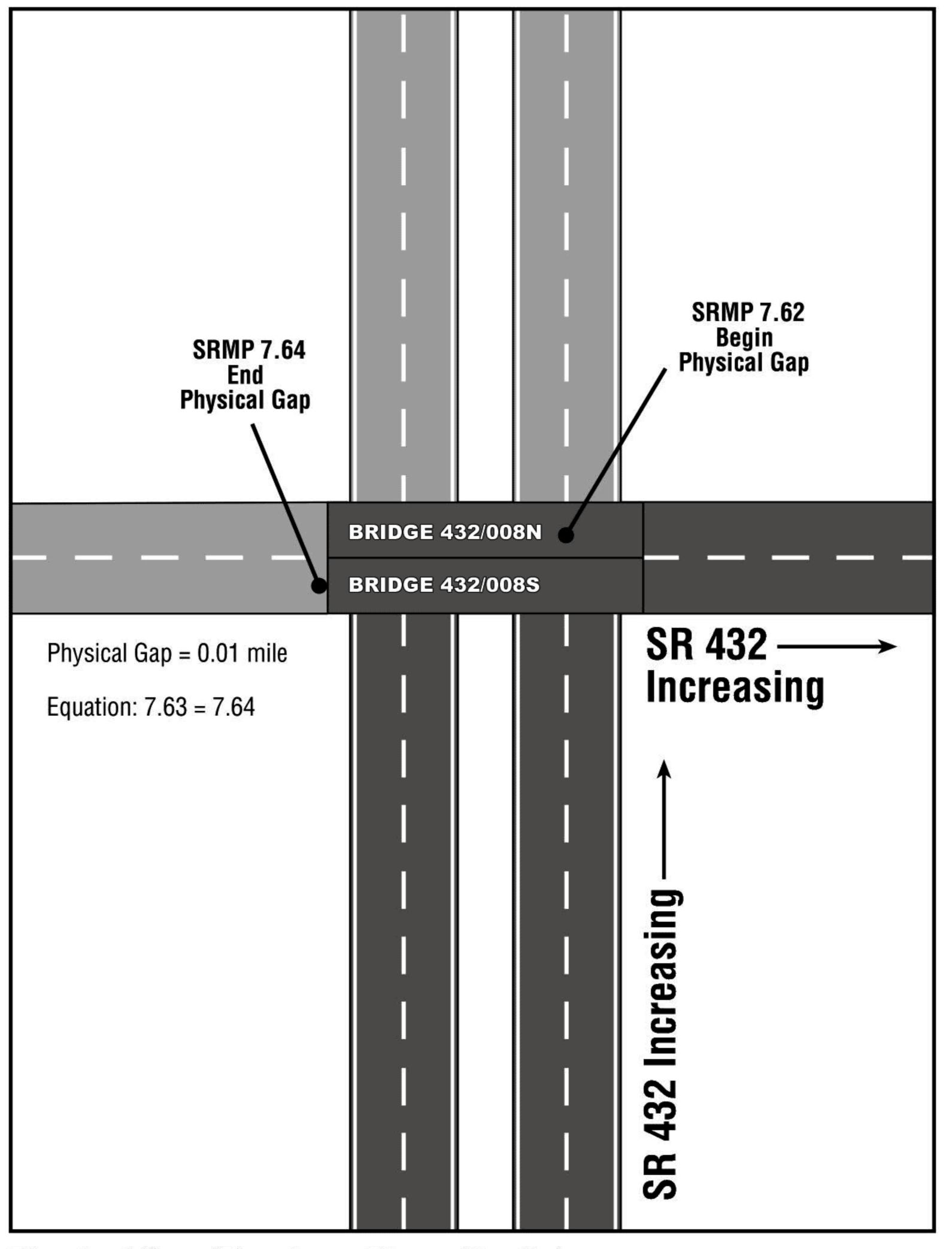
Examples of Turn/Acceleration Lanes Located at the Bottom of State Highway Log Pages



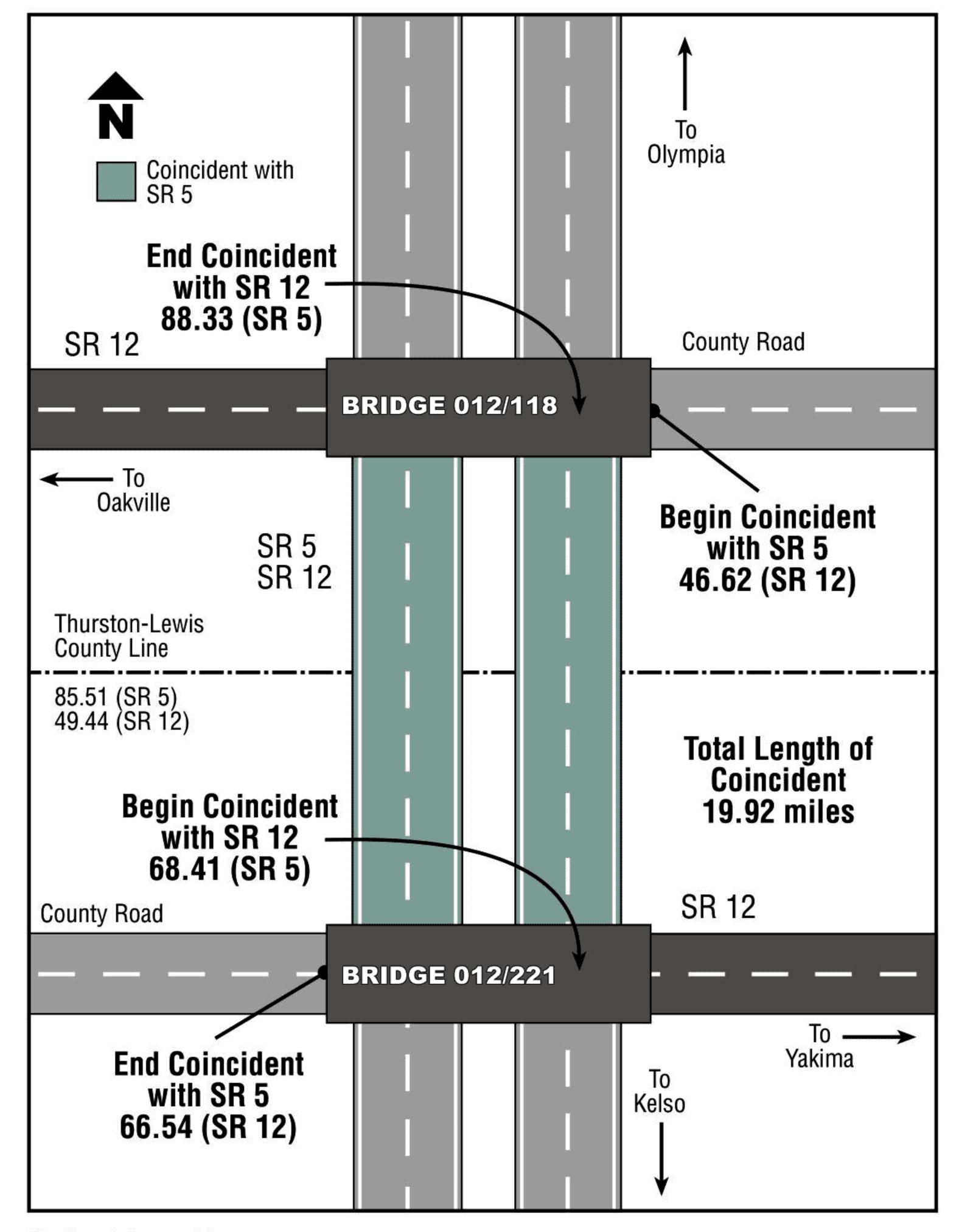
Divided Highway Measurements (Asphalt Surface w/Paved Median)
Refer to SR 5 SRMP 227.08 - 227.75



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

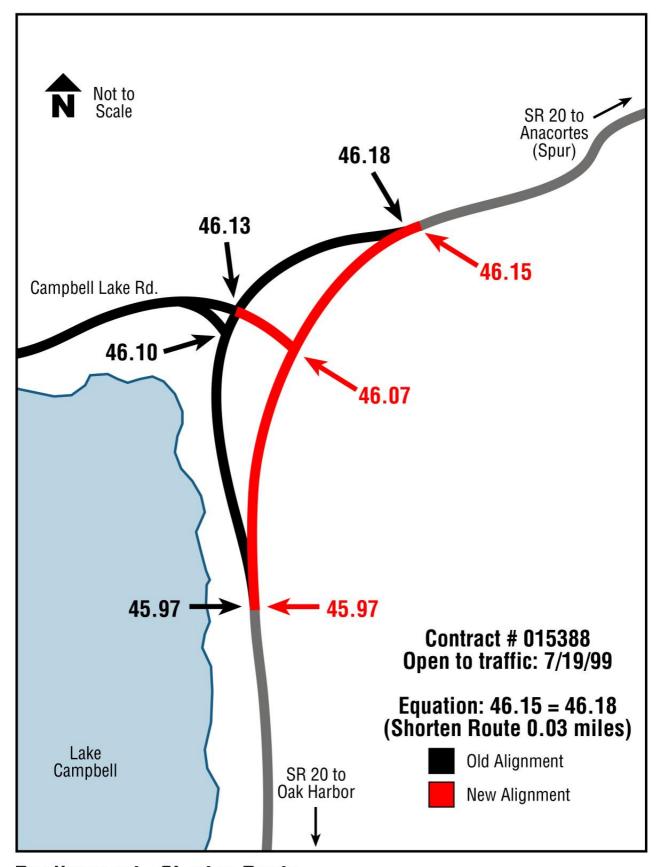


Physical Gap (Roadway Discontinuity)
Refer to SR 432 SRMP 7.62 - Vicinity

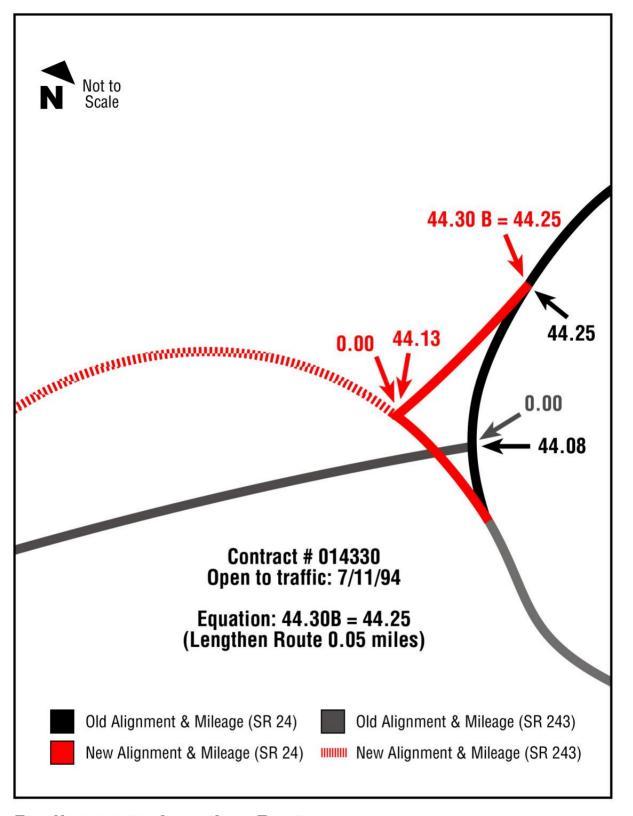


Coincident Route

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



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



Realignment - Lengthen Route
Refer to SR 24 SRMP 44.08 - Vicinity

Washington State Department of Transportation

Olympic Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP | |
|----------------|-----------------------|-----------------|----------------|-----------------|
| 003 | | 0.00 | 60.02 | 59.81 |
| 005 | | 85.51 | 139.50 | 53.90 |
| 005 | HI13358 | 0.00 | 0.28 | 0.28 |
| 005 | HD13393 | 0.00 | 0.28 | 0.28 |
| 007 | | 16.82 | 57.45 | 40.61 |
| 007 | | 57.78 | 58.60 | 0.82 |
| 800 | | 0.00 | 20.67 | 20.67 |
| 012 | | 0.00 | 20.99 | 20.99 |
| 012 | | 21.30 | 46.62 | |
| 012 | COABERDN | 0.33 | 0.68 | 0.35 |
| 016 | | 0.00 B | 29.19 | 27.16 |
| 016 | AR | 9.16 | 9.84 | 0.68 |
| 016 | SPGORST | 28.74 | 29.13 | 0.39 |
| 019 | | 0.00 | 14.09 | 14.09 |
| 020 | | 0.00 | 12.56 | 12.57 |
| 099 | | 0.00 | 6.15 | 2.50 |
| 101 | | 67.18 | 361.40 | 292.72 |
| 101 | | 361.52 | 367.41 | 5.89 |
| 101 | COABERDN | 87.49 | 91.66 | 4.17 |
| 101 | COHERON | 83.75 | 83.88 | 0.13 |
| 101 | COPRTANG | 249.65 | 251.32 | 1.67 |
| 102 | | 0.00 | 2.86 | 2.86 |
| 104 | | 0.20 | 24.53 | |
| 104 | COKNGSTN | 24.53 | 24.86 | 0.33 |
| 105 | 00000115 | 25.72 | 48.76 | 22.97 |
| 105 | SPBOONE | 48.63 | 48.78 | 0.15 |
| 105 | SPWESTPT | 30.28 | 34.34 | 4.02 |
| 106 | | 0.00 | 20.09 | 20.09 |
| 107 | | 0.00 | 7.97 | 7.93 |
| 108 | | 0.00 | 11.96 | 11.96 |
| 109 | COLIOLIIAM | 0.00 | 40.46 | 40.50 |
| 109 | COHQUIAM | 0.14 | 0.29 | 0.15 |
| 109 | SPLONNGR | 1.79 | 3.61 | 1.82 |
| 110 110 | SPMORA | 0.00 7.80 | 11.10 10.47 | 11.10 2.67 |
| 112 | SPINIONA | 0.00 | 61.08 | 61.31 |
| 113 | | 0.00 | 9.98 | 9.98 |
| 115 | | 0.00 | 2.28 | 2.28 |
| 116 | | 0.00 | 9.83 | 9.83 |
| 117 | | 0.00 | 1.40 | 1.40 |
| 117 | | 0.00 | 10.93 | 10.93 |
| 121 | | 0.00 | 7.67 | 7.67 |
| 160 | | 0.00 | 7.47 | 7.47 |
| 161 | | 0.00 | 25.83 | 25.83 |
| 161 | | 29.87 | 33.80 | 3.93 |
| 162 | | 0.00 | 19.78 | 17.37 |
| 163 | | 0.00 | 3.37 | 3.37 |
| 165 | | 0.00 | 21.17 | 21.18 |
| 166 | | 0.02 | 5.10 | 5.13 |
| 167 | | 0.00 | 11.17 | 12.41 |
| 101 | | 3.00 | , | 1 2. f 1 |

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Washington State Department of Transportation

Olympic Region State Route List

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

02/05/2025

Olympic Region SRMP Equation Listing

| State | RRT/RRQ | | | | |
|------------|---------------|------------|---|--------------|------------------------------|
| Route | Identifier SR | | В | ARM | Equation |
| 003 | | .99 | | 22.96 | 022.96 =022.99 |
| 003 | | .79 | | 36.74 | 036.77 = 036.79 |
| 003 | | .88 | | 53.67 | 053.72 = 053.88 |
| 005 | 117 | | | 117.43 | 117.36 =117.37 |
| 005 | 132 | | | 132.78 | 132.72 =132.80 |
| 007 | | .34 | | 23.33 | 023.33 =023.34 |
| 007 | | .82 | | 27.80 | 027.81 =027.82 |
| 007 | | .78 | | 57.44 | 057.46 = 057.78 |
| 012 | | .30 | _ | 21.00 | 021.00 =021.30 |
| 012 | | .62 | В | 46.32 | BEGIN BACK |
| 012 | | .62 | ь | 46.35 | 046.65B=046.62 |
| 016 | | .00 | В | 0.00 | BEGIN BACK |
| 016 | | .00 | | 0.15 | 000.15B=000.00 |
| 016 | | .28 | В | 5.20 | 005.05 =007.28 |
| 016 | | .00 | В | 24.92 | BEGIN BACK |
| 016 | | .00 | В | 24.97 | 027.05B=027.00 |
| 020 020 | | .85 .85 | В | 7.85 7.86 | BEGIN BACK |
| | | | | 1.62 | 007.86B=007.85 |
| 099 101 | | .27 .81 | | 80.46 | 001.62 = 005.27 |
| 101 | | .68 | В | 83.33 | 080.73 =080.81 BEGIN BACK |
| 101 | | .68 | Ь | 83.43 | 083.78B=083.68 |
| 101 | | .66 | | 87.26 | 087.51 =087.66 |
| 101 | | .92 | | 91.50 | 091.90 =091.92 |
| 101 | 126 | | В | 126.16 | BEGIN BACK |
| 101 | 126 | | | 126.17 | 126.59B=126.58 |
| 101 | 130 | | | 130.41 | 130.82 =130.83 |
| 101 | 152 | | | 152.12 | 152.54 =152.62 |
| 101 | 164 | | | 164.36 | 164.86 = 164.92 |
| 101 | 171 | | | 171.04 | 171.60 =171.65 |
| 101 | 174 | | | 173.63 | 174.24 =174.26 |
| 101 | 176 | | В | 175.94 | BEGIN BACK |
| 101 | 176 | | | 175.98 | 176.61B=176.57 |
| 101 | 185 | | В | 185.23 | BEGIN BACK |
| 101 | 185 | - | | 185.24 | 185.83B=185.82 |
| 101 | 228 | .27 | | 227.55 | 228.13 =228.27 |
| 101 | 239 | | | 238.99 | 239.71 =239.74 |
| 101 | 247 | .56 | В | 246.84 | BEGIN BACK |
| 101 | 247 | .56 | | 246.90 | 247.62B=247.56 |
| 101 | 252 | .91 | | 252.16 | 252.82 =252.91 |
| 101 | 253 | .88 | В | 253.13 | BEGIN BACK |
| 101 | 253 | .88 | | 253.14 | 253.89B=253.88 |
| 101 | 258 | .12 | | 257.36 | 258.10 = 258.12 |
| 101 | 266 | .91 | | 265.95 | 266.71 = 266.91 |
| 101 | 314 | .63 | | 313.66 | 314.62 = 314.63 |
| 101 | 350 | .12 | | 348.36 | 349.33 = 350.12 |
| 101 | 356 | .92 | В | 355.16 | BEGIN BACK |
| 101 | 356 | .92 | | 355.18 | 356.94B=356.92 |
| 101 | 361 | .52 | | 359.67 | 361.41 = 361.52 |
| 104 | 20 | .63 | В | 20.43 | BEGIN BACK |
| 104 | 20 | .63 | | 20.50 | 020.70B=020.63 |
| | | | | | |

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Washington State Department of Transportation

Olympic Region SRMP Equation Listing

| State | RRT/RRQ | | | | |
|------------|------------|-------|---|-------|----------------------------------|
| Route | Identifier | SRMP | В | ARM | Equation |
| 104 | | 24.45 | В | 24.32 | BEGIN BACK |
| 104 | | 24.45 | | 24.41 | 024.54B=024.45 |
| 105 | | 30.29 | В | 30.17 | BEGIN BACK |
| 105 | | 30.29 | | 30.22 | 030.34B=030.29 |
| 105 | | 41.09 | | 40.90 | 040.97 = 041.09 |
| 105 | SPWESTPT | 30.37 | | 0.05 | 030.33 = 030.37 |
| 106 | | 7.32 | В | 7.32 | BEGIN BACK |
| 106 | | 7.32 | | 7.37 | 007.37B=007.32 |
| 106 | | 16.02 | | 16.05 | 016.00 = 016.02 |
| 106 | | 20.02 | | 20.02 | 019.99 =020.02 |
| 107 | | 0.09 | | 0.06 | 000.06 =000.09 |
| 107 | | 7.86 | | 7.82 | 007.85 =007.86 |
| 109 | | 0.14 | В | 0.14 | BEGIN BACK |
| 109 | | 0.14 | | 0.18 | 000.18B=000.14 |
| 112 | | 9.99 | | 9.97 | 009.97 =009.99 |
| 112 | | 20.55 | | 20.48 | 020.50 = 020.55 |
| 112 | | 32.87 | В | 32.80 | BEGIN BACK |
| 112 | | 32.87 | | 32.84 | 032.91B=032.87 |
| 112 | | 36.63 | В | 36.60 | BEGIN BACK |
| 112 | | 36.63 | | 36.93 | 036.96B=036.63 |
| 112 | | 37.05 | В | 37.35 | BEGIN BACK |
| 112 | | 37.05 | | 37.37 | 037.07B=037.05 |
| 112 | | 50.46 | | 50.69 | 050.37 = 050.46 |
| 162 | | 3.21 | | 0.83 | 000.83 =003.21 |
| 162 | | 11.84 | | 9.43 | 011.81 =011.84 |
| 165 | | 19.04 | | 19.03 | 019.03 =019.04 |
| 165 | | 19.61 | В | 19.60 | BEGIN BACK |
| 165 | | 19.61 | | 19.62 | 019.63B=019.61 |
| 166 | | 3.94 | В | 3.92 | BEGIN BACK |
| 166 | | 3.94 | _ | 3.97 | 003.99B=003.94 |
| 167 | | 0.35 | | 0.31 | 000.31 =000.35 |
| 167 | | 5.26 | В | 5.22 | BEGIN BACK |
| 167 | | 5.26 | _ | 6.50 | 006.54B=005.26 |
| 303 | | 0.00 | В | 0.00 | BEGIN BACK |
| 303 | | 0.00 | _ | 0.16 | 000.16B=000.00 |
| 304 | | 0.19 | В | 0.19 | BEGIN BACK |
| 304 | | 0.19 | | 0.24 | 000.24B=000.19 |
| 304 | | 1.55 | | 1.54 | 001.49 =001.55 |
| 304 | | 3.46 | | 3.09 | 003.10 =003.46 |
| 507 | | 36.50 | | 36.81 | 036.49 = 036.50 |
| 509 | | 3.20 | В | 3.20 | BEGIN BACK |
| 509 | | 3.20 | D | 6.39 | 006.39B=003.20 |
| 509 510 | | 2.62 | | 0.49 | 000.59B-003.20 000.50 =002.62 |
| 510 | | 4.28 | | 1.69 | 000.50 -002.62 |
| 510 | | 13.61 | В | 11.02 | BEGIN BACK |
| 510 510 | | 13.61 | D | 11.02 | 013.64B=013.61 |
| 510 | | 13.65 | | 11.05 | 013.64 = 013.65 |
| 310 | | 13.03 | | 11.00 | 013.04 -013.03 |

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Washington State Department of Transportation

Olympic Region Coincident Route List

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

^{***} Begin of Region but not begin of coincident mileage

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^{****} End of Region but not end of coincident mileage

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

DATE 02/03/25 TRIPS SYSTEM TIME 07:25:18 PAGE 1

STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES BY DISTRICT, FUNCTION CLASS, AND RURAL, URBAN, OR URBANIZED LOCATION

SELECTION: DISTRICT 3

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

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | PRIN ARTERIAL | 372.90 | 848.90 | 77.31 | 216.59 | 178.41 | 671.33 | 255.72 | 887.92 | 628.62 | 1,736.82 |
| 3 | MINR ARTERIAL | 163.23 | 327.76 | 24.11 | 50.16 | 42.95 | 88.41 | 67.06 | 138.57 | 230.29 | 466.33 |
| 3 | COLLECTOR | 180.70 | 361.40 | 10.17 | 20.34 | 2.27 | 4.54 | 12.44 | 24.88 | 193.14 | 386.28 |
| 3 | UNCLASSIFIED | | | | | | | | | | |
| 3 | INTERSTATE | 7.23 | 45.38 | 4.88 | 29.28 | 43.29 | 317.66 | 48.17 | 346.94 | 55.40 | 392.32 |
| | | | | | | | | | | | |
| DISTF | RICT SUBTOTAL | 724.06 | 1,583.44 | 116.47 | 316.37 | 266.92 | 1,081.94 | 383.39 | 1,398.31 | 1,107.45 | 2,981.75 |
| STATE | PRIN ARTERIAL | 372.90 | 848.90 | 77.31 | 216.59 | 178.41 | 671.33 | 255.72 | 887.92 | 628.62 | 1,736.82 |
| STATE | MINR ARTERIAL | 163.23 | 327.76 | 24.11 | 50.16 | 42.95 | 88.41 | 67.06 | 138.57 | 230.29 | 466.33 |
| STATE | COLLECTOR | 180.70 | 361.40 | 10.17 | 20.34 | 2.27 | 4.54 | 12.44 | 24.88 | 193.14 | 386.28 |
| STATE | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | 7.23 | 45.38 | 4.88 | 29.28 | 43.29 | 317.66 | 48.17 | 346.94 | 55.40 | 392.32 |
| STATE | TOTAL | 724.06 | 1,583.44 | 116.47 | 316.37 | 266.92 | 1,081.94 | 383.39 | 1,398.31 | 1,107.45 | 2,981.75 |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 02/03/25 TIME 07:25:18 PAGE 2

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 3

ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------|---------------------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | PRIN ARTERIAL | | 34.68 | | 37.88 | | 205.90 | | 243.78 | | 278.46 |
| 3 | MINR ARTERIAL | | 6.14 | | 12.19 | | 25.37 | | 37.56 | | 43.70 |
| 3 | COLLECTOR UNCLASSIFIED | | 3.42 | | 1.64 | | 3.46 | | 5.10 | | 8.52 |
| 3 | INTERSTATE | | 4.86 | | 2.61 | | 102.01 | | 104.62 | | 109.48 |
| | | | | | | | | | | | |
| DISTR | ICT SUBTOTAL | | 49.10 | | 54.32 | | 336.74 | | 391.06 | | 440.16 |
| | PRIN ARTERIAL | | 34.68 | | 37.88 | | 205.90 | | 243.78 | | 278.46 |
| | MINR ARTERIAL | | 6.14 | | 12.19 | | 25.37 | | 37.56 | | 43.70 |
| | COLLECTOR | | 3.42 | | 1.64 | | 3.46 | | 5.10 | | 8.52 |
| | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | | 4.86 | | 2.61 | | 102.01 | | 104.62 | | 109.48 |
| STATE | TOTAL | | 49.10 | _ | 54.32 | _ | 336.74 | _ | 391.06 | _ | 440.16 |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 02/03/25 TIME 07:25:18 PAGE

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STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,

COLLECTORS I/D

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---|----------------------------|----------------------------|---------------------------|--------------------------|-------------------------------|----------------------------|-------------------------------|-----------------------------|----------------------------|------------------------------|
| 3 3 3 3 | PRIN ARTERIAL MINR ARTERIAL COLLECTOR UNCLASSIFIED | 372.90 163.23 180.70 | 883.58 333.90 364.82 | 77.31 24.11 10.17 | 254.47 62.35 21.98 | 178.41 42.95 2.27 | 877.23 113.78 8.00 | 255.72 67.06 12.44 | 1,131.70 176.13 29.98 | 628.62 230.29 193.14 | 2,015.28 510.03 394.80 |
| 3 DISTR | INTERSTATE ICT SUBTOTAL | 7.23 724.06 | 50.24 1,632.54 | 4.88 116.47 | 31.89 370.69 | 43.29 266.92 | 419.67 1,418.68 | 48.17 383.39 | 451.56 1,789.37 | 55.40 1,107.45 | 501.80 3,421.91 |
| STATE STATE | PRIN ARTERIAL MINR ARTERIAL COLLECTOR UNCLASSIFIED | 372.90 163.23 180.70 | 883.58 333.90 364.82 | 77.31 24.11 10.17 | 254.47 62.35 21.98 | 178.41 42.95 2.27 | 877.23 113.78 8.00 | 255.72 67.06 12.44 | 1,131.70 176.13 29.98 | 628.62 230.29 193.14 | 2,015.28 510.03 394.80 |
| | INTERSTATE TOTAL | 7.23 724.06 | 50.24 1,632.54 | 4.88 116.47 | 31.89 370.69 | 43.29 266.92 | 419.67 1,418.68 | 48.17 383.39 | 451.56 1,789.37 | 55.40 1,107.45 | 501.80 3,421.91 |

1 DOT-RNB160Q

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

TRIPS SYSTEM

STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

DATE 02/03/25

TIME 07:25:18 PAGE 4

BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3

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

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

| | FUNCT | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | TOTAL HIGHWAY | TOTAL LANE |
|-----------|-------------|------------------|---------------|------------------|---------------|------------------|------------------|------------------|---------------|------------------|---------------|------------------|------------------|
| DIST | CLASS | OTHER | OTHER | GRAVEL | GRAVEL | BITUM | BITUM | ASPHALT | ASPHALT | CONCRETE | CONCRETE | MILES | MILES |
| | | | | | | 176.44 | 261 10 | 102 20 | 400 04 | | | 272.00 | 050.70 |
| 3 | R1 R2 | .24 | .48 | | | 176.44 82.40 | 361.12 164.77 | 193.39 | 482.94 | 2.83 | 6.16 | 372.90 163.23 | 850.70 327.76 |
| 3 | | | | 0 00 | 10 10 | | | 80.27 | 161.87 | .56 | 1.12 | | |
| 3 | R3 | | | 9.20 | 18.40 | 158.08 | 316.16 | 12.68 | 25.36 | .74 | 1.48 | 180.70 | 361.40 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | 7.16 | 41.10 | .07 | 5.43 | 7.23 | 46.53 |
| 3 | U1 | .10 | .20 | | | 2.05 | 4.10 | 243.85 | 833.32 | 9.72 | 48.50 | 255.72 | 886.12 |
| 3 | U2 | | | | | 2.40 | 4.80 | 63.74 | 131.93 | .92 | 1.84 | 67.06 | 138.57 |
| 3 | U3 | | | | | 6.89 | 13.78 | 5.54 | 11.08 | .01 | .02 | 12.44 | 24.88 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | | 30.05 | 204.19 | 18.12 | 141.60 | 48.17 | 345.79 |
| DIST RURA | AL SUBTOTAL | .24 | .48 | 9.20 | 18.40 | 416.92 | 842.05 | 293.50 | 711.27 | 4.20 | 14.19 | 724.06 | 1,586.39 |
| DIST URBA | AN SUBTOTAL | .10 | .20 | | | 11.34 | 22.68 | 343.18 | 1,180.52 | 28.77 | 191.96 | 383.39 | 1,395.36 |
| DISTRICT | TOTAL | .34 | .68 | 9.20 | 18.40 | 428.26 | 864.73 | 636.68 | 1,891.79 | 32.97 | 206.15 | 1,107.45 | 2,981.75 |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 02/03/25 TIME 07:25:18 PAGE 5

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3

ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------|----------------|---------------------------|------------------------|----------------------------|-------------------------|---------------------------|------------------------|-----------------------------|--------------------------|------------------------------|---------------------------|---------------------------|------------------------|
| | | | | | | | | | | | | | |
| 3 | R1 | | | | | | 4.88 | | 29.80 | | | | 34.68 |
| 3 | R2 | | | | | | 1.25 | | 5.07 | | | | 6.32 |
| 3 | R3 | | | | | | .63 | | 2.71 | | .16 | | 3.50 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | | 4.83 | | .05 | | 4.88 |
| 3 | U1 | | | | | | .38 | | 232.34 | | 11.17 | | 243.89 |
| 3 | U2 | | | | | | .23 | | 34.86 | | 2.01 | | 37.10 |
| 3 | U3 | | | | | | | | 4.55 | | .54 | | 5.09 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | .04 | | 82.33 | | 22.33 | | 104.70 |
| | | | | | | | | | | | | | |
| DIST RUR | AL SUBTOTAL | ı | | | | | 6.76 | | 42.41 | | .21 | | 49.38 |
| DIST URB | AN SUBTOTAL | ı | | | | | .65 | | 354.08 | | 36.05 | | 390.78 |
| DISTRICT | TOTAL | | | | | | 7.41 | | 396.49 | | 36.26 | | 440.16 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 02/03/25 TIME 07:25:18 PAGE 6

STATE HIGHWAY TOTAL LANE/RAMP MILES BY DISTRICT, FUNCTION CLASS, AND SURFACE TYPE

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,

COLLECTORS I/D

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

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-----------|----------------|---------------------------|------------------------|----------------------------|-------------------------|---------------------------|------------------------|-----------------------------|--------------------------|------------------------------|---------------------------|---------------------------|------------------------|
| 3 | R1 | .24 | .48 | | | 176.44 | 366.00 | 193.39 | 512.74 | 2.83 | 6.16 | 372.90 | 885.38 |
| 3 | R2 | | | | | 82.40 | 166.02 | 80.27 | 166.94 | .56 | 1.12 | 163.23 | 334.08 |
| 3 | R3 | | | 9.20 | 18.40 | 158.08 | 316.79 | 12.68 | 28.07 | .74 | 1.64 | 180.70 | 364.90 |
| 3 | R4 | | | | | | | | | | | | |
| 3 | R5 | | | | | | | 7.16 | 45.93 | .07 | 5.48 | 7.23 | 51.41 |
| 3 | U1 | .10 | .20 | | | 2.05 | 4.48 | 243.85 | 1,065.66 | 9.72 | 59.67 | 255.72 | 1,130.01 |
| 3 | U2 | | | | | 2.40 | 5.03 | 63.74 | 166.79 | .92 | 3.85 | 67.06 | 175.67 |
| 3 | U3 | | | | | 6.89 | 13.78 | 5.54 | 15.63 | .01 | .56 | 12.44 | 29.97 |
| 3 | U4 | | | | | | | | | | | | |
| 3 | U5 | | | | | | .04 | 30.05 | 286.52 | 18.12 | 163.93 | 48.17 | 450.49 |
| DIST RUR | AL SUBTOTAL | .24 | .48 | 9.20 | 18.40 | 416.92 | 848.81 | 293.50 | 753.68 | 4.20 | 14.40 | 724.06 | 1,635.77 |
| DIST URBA | AN SUBTOTAL | .10 | .20 | | | 11.34 | 23.33 | 343.18 | 1,534.60 | 28.77 | 228.01 | 383.39 | 1,786.14 |
| DISTRICT | TOTAL | .34 | .68 | 9.20 | 18.40 | 428.26 | 872.14 | 636.68 | 2,288.28 | 32.97 | 242.41 | 1,107.45 | 3,421.91 |

1DOT-RNB160R

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

DATE 02/03/25 TRIPS SYSTEM TIME 07:25:18 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES PAGE 7

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

SELECTION: DISTRICT 3

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

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------|----------------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | DS | 92.90 | 308.62 | 60.44 | 198.57 | 147.38 | 738.43 | 207.82 | 937.00 | 300.72 | 1,245.62 |
| 3 | 3R | 465.67 | 943.84 | 46.07 | 97.82 | 84.31 | 272.14 | 130.38 | 369.96 | 596.05 | 1,313.80 |
| 3 | MO | 165.49 | 330.98 | 9.96 | 19.98 | 35.23 | 71.37 | 45.19 | 91.35 | 210.68 | 422.33 |
| | | | | | | | | | | | |
| DISTRICT | SUBTOTAL | 724.06 | 1,583.44 | 116.47 | 316.37 | 266.92 | 1,081.94 | 383.39 | 1,398.31 | 1,107.45 | 2,981.75 |
| STATE | DS | 92.90 | 308.62 | 60.44 | 198.57 | 147.38 | 738.43 | 207.82 | 937.00 | 300.72 | 1,245.62 |
| STATE | 3R | 465.67 | 943.84 | 46.07 | 97.82 | 84.31 | 272.14 | 130.38 | 369.96 | 596.05 | 1,313.80 |
| STATE | MO | 165.49 | 330.98 | 9.96 | 19.98 | 35.23 | 71.37 | 45.19 | 91.35 | 210.68 | 422.33 |
| STATE 1 | TOTAL | 724.06 | 1,583.44 | 116.47 | 316.37 | 266.92 | 1,081.94 | 383.39 | 1,398.31 | 1,107.45 | 2,981.75 |

1DOT-RNB160R

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

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

DATE 02/03/25 TRIPS SYSTEM TIME 07:25:18 PAGE 8

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

SELECTION: DISTRICT 3

ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------------|----------------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|--------------------------|
| 3 3 3 3 | DS 3R MO | | 25.31 21.78 2.01 | | 34.34 19.53 .45 | | 263.57 69.70 3.47 | | 297.91 89.23 3.92 | | 323.22 111.01 5.93 |
| DISTRICT | SUBTOTAL | | 49.10 | | 54.32 | | 336.74 | | 391.06 | | 440.16 |
| STATE STATE STATE | DS 3R MO | | 25.31 21.78 2.01 | | 34.34 19.53 .45 | | 263.57 69.70 3.47 | | 297.91 89.23 3.92 | | 323.22 111.01 5.93 |
| STATE I | COTAL | | 49.10 | | 54.32 | | 336.74 | | 391.06 | | 440.16 |

1DOT-RNB160R

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

DATE 02/03/25 TIME 07:25:18 TRIPS SYSTEM PAGE 9

STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------|----------------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 3 | DS | 92.90 | 333.93 | 60.44 | 232.91 | 147.38 | 1,002.00 | 207.82 | 1,234.91 | 300.72 | 1,568.84 |
| 3 | 3R | 465.67 | 965.62 | 46.07 | 117.35 | 84.31 | 341.84 | 130.38 | 459.19 | 596.05 | 1,424.81 |
| 3 | MO | 165.49 | 332.99 | 9.96 | 20.43 | 35.23 | 74.84 | 45.19 | 95.27 | 210.68 | 428.26 |
| | | | | | | | | | | | |
| DISTRICT | SUBTOTAL | 724.06 | 1,632.54 | 116.47 | 370.69 | 266.92 | 1,418.68 | 383.39 | 1,789.37 | 1,107.45 | 3,421.91 |
| STATE | DS | 92.90 | 333.93 | 60.44 | 232.91 | 147.38 | 1,002.00 | 207.82 | 1,234.91 | 300.72 | 1,568.84 |
| STATE | 3R | 465.67 | 965.62 | 46.07 | 117.35 | 84.31 | 341.84 | 130.38 | 459.19 | 596.05 | 1,424.81 |
| STATE | MO | 165.49 | 332.99 | 9.96 | 20.43 | 35.23 | 74.84 | 45.19 | 95.27 | 210.68 | 428.26 |
| | | | | | | | | | | | |
| STATE 1 | TOTAL | 724.06 | 1,632.54 | 116.47 | 370.69 | 266.92 | 1,418.68 | 383.39 | 1,789.37 | 1,107.45 | 3,421.91 |

1DOT-RNB160S STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 02/03/25 TIME 07:25:18 TRIPS SYSTEM

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PAGE

DISTRICT 3 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 3

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

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

| FUNCT CLASS | OF | 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 PRIN ARTERIAL PRIN ARTERIAL | DS 3R MO | 85.67 287.23 | 263.24 585.66 | 51.30 25.93 .08 | 158.72 57.65 .22 | 103.40 74.17 .84 | 419.39 | 154.70 100.10 .92 | 578.11 | 240.37 387.33 .92 | 841.35 893.29 2.18 |
| PRIN ARTERL SU | JBTOTAL | 372.90 | 848.90 | 77.31 | 216.59 | 178.41 | 671.33 | 255.72 | 887.92 | 628.62 | 1,736.82 |
| MINOR ARTERIAI MINOR ARTERIAI MINOR ARTERIAI | 3R MO | 163.23 | 327.76 | 4.26 19.77 .08 | 10.57 39.43 .16 | .69 10.14 32.12 | 1.38 22.16 64.87 | 4.95 29.91 32.20 | 11.95 61.59 65.03 | 4.95 193.14 32.20 | 11.95 389.35 65.03 |
| MINOR ARTERL S | | 163.23 | 327.76 | 24.11 | 50.16 | 42.95 | 88.41 | 67.06 | 138.57 | 230.29 | 466.33 |
| COLLECTOR COLLECTOR COLLECTOR | DS 3R MO | 15.21 165.49 | 30.42 330.98 | .37 9.80 | .74 19.60 | 2.27 | 4.54 | .37 12.07 | .74 24.14 | 15.58 177.56 | 31.16 355.12 |
| COLLECTOR SUBT | | 180.70 | 361.40 | 10.17 | 20.34 | 2.27 | 4.54 | 12.44 | 24.88 | 193.14 | 386.28 |
| UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED | DS 3R MO | | | | | | | | | | |
| UNCLASSIFIED S | SBTOTAL | | | | | | | | | | |
| INTERSTATE INTERSTATE INTERSTATE | DS 3R MO | 7.23 | 45.38 | 4.88 | 29.28 | 43.29 | 317.66 | 48.17 | 346.94 | 55.40 | 392.32 |
| INTERSTATE SUE | BTOTAL | 7.23 | 45.38 | 4.88 | 29.28 | 43.29 | 317.66 | 48.17 | 346.94 | 55.40 | 392.32 |
| DISTRICT DISTRICT DISTRICT | DS 3R MO | 92.90 465.67 165.49 | 308.62 943.84 330.98 | 60.44 46.07 9.96 | 198.57 97.82 19.98 | 147.38 84.31 35.23 | 738.43 272.14 71.37 | 207.82 130.38 45.19 | 937.00 369.96 91.35 | 300.72 596.05 210.68 | 1,245.62 1,313.80 422.33 |
| DISTRICT TOTAL | | 724.06 | 1,583.44 | 116.47 | 316.37 | 266.92 | 1,081.94 | 383.39 | 1,398.31 | 1,107.45 | 2,981.75 |

1DOT-RNB160S STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 02/03/25 TIME 07:25:18

TRIPS SYSTEM

DISTRICT 3 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

SELECTION: DISTRICT 3

ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

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

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

V-10

PAGE

| 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 PRIN ARTERIAL PRIN ARTERIAL | DS 3R MO | | 19.26 15.42 | | 27.97 9.91 | | 139.79 66.00 .11 | | 167.76 75.91 .11 | | 187.02 91.33 .11 |
| PRIN ARTERL SU | BTOTAL | | 34.68 | | 37.88 | | 205.90 | | 243.78 | | 278.46 |
| MINOR ARTERIAL MINOR ARTERIAL MINOR ARTERIAL | 3R MO | | 6.14 | | 2.63 9.56 | | 18.63 3.50 3.36 | | 21.26 13.06 3.36 | | 21.26 19.20 3.36 |
| MINOR ARTERL S | | | 6.14 | | 12.19 | | 25.49 | | 37.68 | | 43.82 |
| COLLECTOR COLLECTOR COLLECTOR | DS 3R MO | | 1.19 .22 2.01 | | 1.19 | | 3.14 .20 | | 4.33 .20 .45 | | 5.52 .42 2.46 |
| COLLECTOR SUBT | | | 3.42 | | 1.64 | | 3.34 | | 4.98 | | 8.40 |
| UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED | DS 3R MO | | | | | | | | | | |
| UNCLASSIFIED S | BTOTAL | | | | | | | | | | |
| INTERSTATE INTERSTATE INTERSTATE | DS 3R MO | | 4.86 | | 2.61 | | 102.01 | | 104.62 | | 109.48 |
| INTERSTATE SUB | TOTAL | | 4.86 | | 2.61 | | 102.01 | | 104.62 | | 109.48 |
| DISTRICT DISTRICT DISTRICT | DS 3R MO | | 25.31 21.78 2.01 | | 34.40 19.47 .45 | | 263.57 69.70 3.47 | | 297.97 89.17 3.92 | | 323.28 110.95 5.93 |
| DISTRICT TOTAL | | | 49.10 | | 54.32 | | 336.74 | | 391.06 | | 440.16 |

1DOT-RNB160S STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 02/03/25

T R I P S S Y S T E M TIME 07:25:18

DISTRICT 3 STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 3

MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,

COLLECTORS I/D

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

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PAGE

| 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 PRIN ARTERIAL PRIN ARTERIAL | DS 3R MO | 85.67 | 282.50 601.08 | 51.30 25.93 .08 | 186.69 67.56 .22 | 103.40 74.17 | 559.18 315.98 | 154.70 | 745.87 383.54 | 240.37 | 1,028.37 984.62 2.29 |
| PRIN ARTERL SU | | | 883.58 | 77.31 | 254.47 | 178.41 | 877.23 | 255.72 | | 628.62 | 2,015.28 |
| MINOR ARTERIAL MINOR ARTERIAL MINOR ARTERIAL | 3R MO | | 333.90 | 4.26 19.77 .08 | 13.20 48.99 .16 | .69 10.14 32.12 | 20.01 25.66 68.23 | 29.91 | 33.21 74.65 68.39 | 4.95 193.14 32.20 | 33.21 408.55 68.39 |
| MINOR ARTERL S | | 163.23 | 333.90 | 24.11 | 62.35 | 42.95 | | 67.06 | 176.25 | 230.29 | 510.15 |
| COLLECTOR COLLECTOR COLLECTOR | MO | 15.21 165.49 | 1.19 30.64 332.99 | .37 | 1.19 .74 20.05 | 2.27 | 3.14 .20 4.54 | .37 12.07 | 4.33 .94 24.59 | 15.58 177.56 | 5.52 31.58 357.58 |
| COLLECTOR SUBT | | | 364.82 | 10.17 | 21.98 | | 7.88 | 12.44 | | 193.14 | 394.68 |
| UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED | DS 3R MO | | | | | | | | | | |
| UNCLASSIFIED S | BTOTAL | | | | | | | | | | |
| INTERSTATE INTERSTATE INTERSTATE | DS 3R MO | 7.23 | 50.24 | 4.88 | 31.89 | 43.29 | 419.67 | 48.17 | 451.56 | 55.40 | 501.80 |
| INTERSTATE SUB | | 7.23 | 50.24 | 4.88 | 31.89 | 43.29 | 419.67 | 48.17 | 451.56 | 55.40 | 501.80 |
| DISTRICT DISTRICT DISTRICT | DS 3R MO | 92.90 465.67 165.49 | 333.93 965.62 332.99 | 60.44 46.07 9.96 | 117.29 20.43 | 84.31 35.23 | 74.84 | 130.38 45.19 | 1,234.97 459.13 95.27 | 300.72 596.05 210.68 | 1,568.90 1,424.75 428.26 |
| DISTRICT TOTAL | | 724.06 | 1,632.54 | 116.47 | 370.69 | 266.92 | 1,418.68 | 383.39 | 1,789.37 | 1,107.45 | 3,421.91 |

1DOT-RNB160T STATE OF WASHINGTON - DEPART

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

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DATE 02/03/25

TIME 07:25:18 PAGE 13

TRIPS SYSTEM

DISTRICT 3 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3

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

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

| | NTENANCE 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 1 1 | 01 02 03 | | | | | 47.96 | 95.92 | 107.42 15.01 1.15 | 341.09 90.70 11.94 | 6.12 | 36.83 87.46 | 161.50 26.48 1.15 | 473.84 178.16 11.94 |
| 1 | 05 | | | 9.20 | 18.40 | 5.23 | 10.46 | 104.43 | | 6.98 | 39.30 | 125.84 | 445.03 |
| AREA | SUBTOTAL | | | 9.20 | 18.40 | 53.19 | 106.38 | 228.01 | 820.60 | 24.57 | 163.59 | 314.97 | 1,108.97 |
| 2 2 2 | 01 02 03 | .24 | .48 | | | 52.38 | 105.06 | 135.33 71.77 | 399.18 167.11 | 1.79 .68 1.25 | 4.57 1.52 2.50 | 137.12 124.83 1.49 | 403.75 273.69 2.98 |
| AREA | SUBTOTAL | .24 | .48 | | | 52.38 | 105.06 | 207.10 | 566.29 | 3.72 | 8.59 | 263.44 | 680.42 |
| 3 | 01 02 | | | | | 55.00 129.83 | 109.97 263.90 | 85.96 8.53 | 204.71 17.06 | .92 .70 | 2.28 1.40 | 141.88 139.06 | 316.96 282.36 |
| AREA | SUBTOTAL | | | | | 184.83 | 373.87 | 94.49 | 221.77 | 1.62 | 3.68 | 280.94 | 599.32 |
| 4 4 | 01 02 | .10 | .20 | | | 30.48 107.38 | 62.18 217.24 | 61.39 45.69 | 183.17 121.73 | 1.20 1.86 | 3.58 4.94 | 93.07 155.03 | 248.93 344.11 |
| AREA | SUBTOTAL | .10 | .20 | | | 137.86 | 279.42 | 107.08 | 304.90 | 3.06 | 8.52 | 248.10 | 593.04 |
| DISTF | RICT TOTAL | .34 | .68 | 9.20 | 18.40 | 428.26 | 864.73 | 636.68 | 1,913.56 | 32.97 | 184.38 | 1,107.45 | 2,981.75 |

1DOT-RNB160T STATE OF WASHINGTON - DEPARTI

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

TRIPS SYSTEM

DISTRICT 3 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3

ALL RAMPS, REST AREAS, WEIGH STATIONS, COLLECTORS I/D

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

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| MAIN AREA 1 1 1 | TENANCE SECTION 01 02 05 | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM48 | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT 73.72 63.78 108.97 | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE 3.50 19.30 11.34 | TOTAL HIGHWAY MILES | TOTAL LANE MILES 77.70 83.08 120.35 |
|---------------------------------|--|---------------------------|------------------------|----------------------------|-------------------------|---------------------------|--------------------|-----------------------------|---------------------------------------|------------------------------|--------------------------------------|---------------------------|--|
| AREA | SUBTOTAL | | | | | | .52 | | 246.47 | | 34.14 | | 281.13 |
| 2 2 2 | 01 02 03 | | | | | | 1.62 | | 82.08 13.65 .04 | | 1.07 | | 83.15 15.40 .04 |
| AREA | SUBTOTAL | | | | | | 1.62 | | 95.77 | | 1.20 | | 98.59 |
| 3 | 01 02 | | | | | | .72 2.03 | | 27.65 1.58 | | .10 | | 28.47 3.61 |
| AREA | SUBTOTAL | | | | | | 2.75 | | 29.23 | | .10 | | 32.08 |
| 4 4 | 01 02 | | | | | | .40 2.18 | | 11.50 13.33 | | .57 .33 | | 12.47 15.84 |
| AREA | SUBTOTAL | | | | | | 2.58 | | 24.83 | | .90 | | 28.31 |
| 5 | 02 | | | | | | | | .02 | | .03 | | .05 |
| AREA | SUBTOTAL | | | | | | | | .02 | | .03 | | .05 |
| DISTR | ICT TOTAL | ı | | | | | 7.47 | | 396.32 | | 36.37 | | 440.16 |

1DOT-RNB160T

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION

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DATE 02/03/25 TIME 07:25:18

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TRIPS SYSTEM

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 3 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV, ALL RAMPS, REST AREAS, WEIGH STATIONS,

COLLECTORS I/D

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

| | | HIGHWAY | LANE | HIGHWAY | LANE | HIGHWAY | LANE | HIGHWAY | LANE | HIGHWAY | LANE | TOTAL | TOTAL |
|-------|---------|---------|-------|---------|--------|---------|--------|---------|----------|----------|----------|----------|----------|
| MAIN | TENANCE | MILES | MILES | MILES | MILES | MILES | MILES | MILES | MILES | MILES | MILES | HIGHWAY | LANE |
| AREA | SECTION | OTHER | OTHER | GRAVEL | GRAVEL | BITUM | BITUM | ASPHALT | ASPHALT | CONCRETE | CONCRETE | MILES | MILES |
| | | | | | | | | | | | | | |
| STATE | TOTAL | .34 | .68 | 9.20 | 18.40 | 428.26 | 872.20 | 636.68 | 2,309.88 | 32.97 | 220.75 | 1,107.45 | 3,421.91 |

DATE 01/31/25 TIME 17:13:52 PAGE 1

| | | | | | | | | | | | , | ᅜᄺᅩᅜᅲᇿ | 1 7/MTC | SURFAC | ידי דוז | EODM? | Λ T' T ∩ N | т | | | | | | |
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| | | | • 1 | זסדר | ECTION TO | T NT/ENT! | DV | -BR | rnat | | | WIDIF REAS/ | | SURFAC | | RES/U | | | | | CT 7.9 | SSIFIC | አጥፐ <i>ር</i> | MC |
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| SRMP B | ARM | FEATURE | ΙD | LR | DESCRIPTI | ON | | | | | | | | WD/S BR | | | | | | | | | | |
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| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUT | Έ | | | | 1 1 | | | | | 7A | 24A | 9A | | 24 | 2 02 | | U1 | 40 | R |
| | | | | | SR 101/SH | ELTON TO | O SR 104 | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | C | | CONTROL S | SECTION : | 2331 | | | | | | | | | | | | | | | | | |
| | | UXING | В | | SR 101 | | | ST | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | |
| 0.06 | | ON RAMP | | | SR 101 NB | | | ST | Y | | | | | | | | | | | | | | | |
| | | OFF RAMP | | | SR 101 NB | | | ST | Y | | | | | | | | | | | | | | | |
| 0.08 | | MISC FEAT | R | | GORE (SR | 101 R23 | 5023) | | | | | | | | | | | | | | | | | |
| 0.11 | | ON RAMP | | R | SR 101 | | | ST | Y | | | | | | | | | | | | | | | _ |
| 0.13 | 0.13 | | | _ | | | | | _ | 1 1 | - | | | | 7A | 24A | 8A | | 24 | 2 02 | | U1 | 40 | R |
| 0.15 | | WYE CONN | | | SE CRAIG | | | CO | | - | | | | | | | | | | | | | | |
| 0.17 | | INTRSECTN | | R | SE CRAIG | RD | | CO | Y | | | | | | 4.7 | 0.47 | 4.7 | | 0.4 | 0 00 | | ***1 | 4.0 | _ |
| 0.23 | 0.23 | | | _ | | D.D. | | 00 | | . 1 1 | - | | | | 4A | 24A | 4A | | 24 | 2 02 | | U1 | 40 | R |
| 0.58 0.63 | 0.58 | INTRSECTN | | ш | VIC KING | RD | | CO | I/ | I 11 | | | | | Г л | 23A | Г 7 | | 2.2 | 2 02 | | U1 | 40 | D |
| 0.63 | | INTRSECTN | | D | MILL CREE | מם שי | | CO | 7. | | | | | | SA | . 23A | SА | | 23 | 2 02 | | UI | 40 | ĸ |
| 0.70 | 0.70 | INIRSECIN | | ĸ | MILL CKEE | ע אט | | CO | 1 | 11 | | | | | 47 | 24A | 67 | | 2.4 | 2 02 | | U1 | 40 | D |
| 0.92 | | BEG BRIDG | r D | | MILL CREE | יעי | | ST | | 1 1 | | | | | | 26A | | | | 2 02 | | U1 | 40 | |
| 0.92 | 0.92 | BEG BKIDG | ם ם | | BRDG NUM | | | 51 | | т 1 | - | | | | J J C | ZUA | J J C | | 20 | 2 02 | | OI | 10 | IX. |
| 0.94 | 0 94 | END BRIDG | E B | | MILL CREE | | | | | 1 1 | | | | | 3 Z | 24A | 5 A | | 24 | 2 02 | | U1 | 40 | R |
| 1.00 | | MP MARKER | | R | | 110 | | | | | • | | | | 511 | . 2 111 | 311 | | 2 1 | 2 02 | | 01 | 10 | 10 |
| 1.19 | | MISC FEAT | | | SGN ENT S | SHELTON | | | | | | | | | | | | | | | | | | |
| 1.25 | 1.25 | 11200 1 2111 | | | 2011 2111 2 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | 1 1 | | | | | 4 A | 24A | 4A | | 24 | 2 02 | | U1 | 40 | R |
| 1.42 | 1.42 | | | | | | | | | 1 1 | | | | | | 24A | | | | 2 02 | | U1 | 30 | |
| 1.49 | | INTRSECTN | | L | ARCADIA A | VE | | CO S | SG Y | 7 1 1 | _ | | | | | 38A | | | | 2 02 | | U1 | 30 | R |
| | | INTRSECTN | | R | ARCADIA R | 2D | | CO S | SG Y | 7 | | | | | | | | | | | | | | |
| 1.51 | 1.51 | WYE CONN | | R | ARCADIA R | 2D | | CO | Y | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | BEG SU LN | | С | TWO WAY T | URN | 12A | | | 1 1 | - | | | | C | 24A | 2A | 12 | 36 | 2 02 | | U1 | 30 | R |
| 1.58 | 1.58 | ENTER CIT | Y | | SHELTON | | | | | 1 1 | - | | | | C | 24A | 2A | 12 | 36 | 2 02 | 1165 | U1 | 30 | R P * |
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| | | INTRSECTN | | | BELLEVUE | | | CT | | | | | | | | | | | | | | | | |
| 1.59 | | END SU LN | | С | TWO WAY T | URN | 12A | | | | | | | | | | | | | | | | | RP* |
| 1.60 | 1.60 | | | | | | | | | 1 1 | - | | | | С | 40A | \$\$C | | 40 | 2 02 | 1165 | U1 | 30 | R P * |
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| SKMP D | | | | | | TGI WD | | ЦС. | | | | | L WD | TGI WD | ' | | | | | | | | | |
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| 1.63 | 1 62 | INTRSECTN | В | CASCADE | 7/17/27 | | CI | ' SG | v | 1 1 | | | | | | C | 40A | С | | 40 | 2 | 0.2 | 1165 | тт1 | 20 | RI | D * |
| 1.69 | | BEG SU LN | | TWO WAY | | 1.2 | A A | | | 1 1 | | | | | | | 32A | | 1 2 | | | | 1165 | | | RI | |
| 1.70 | | INTRSECTN | | DEARBORN | | 12. | C] | | | 1 1 | | | | | | _ | 32A | _ | 12 | | | | 1165 | - | | RI | _ |
| 1.75 | | INTRSECTN | | ELLINOR | | | CI | | | | | | | | | C | JZA | C | 12 | 11 | _ | 02 | 1103 | 01 | 30 | 10 1 | |
| 1.82 | | END SU LN | | TWO WAY | | 12 | A A | | | 1 1 | | | | | | C | 40A | C | \$\$\$ | 40 | 2 | 0.2 | 1165 | TT1 | 3.0 | RI | D * |
| 1.02 | 1.02 | INTRSECTN | | FAIRMONT | | | . Cl | | | | | | | | | C | TUA | C | YYY | 40 | _ | 02 | 1105 | ΟŢ | 30 | 10 1 | - |
| 1.98 | 1 98 | BEG SU LN | | CLIMBING | | | A C | | - | 1 1 | | | | | | C | 28A | C | 12 | 40 | 2 | 0.2 | 1165 | тт1 | 3.0 | RI | D * |
| 2.00 | | MP MARKER | | 2 | , | 12. | -1 | | | | | | | | | C | ZUA | C | 12 | 40 | _ | 02 | 1105 | ΟŢ | 30 | 10 1 | - |
| 2.16 | 2.16 | rii riiittetti | . 10 | 2 | | | | | | 1 1 | | | | | | 1 A | 27A | C | 12 | 39 | 2 | 0.2 | 1165 | тт1 | 3.0 | RI | D * |
| 2.18 | | END SU LN | т. | CLIMBING | 1 | 12 | A | | | 1 1 | | | | | | | 31A | | | | | | 1165 | - | | RI | |
| 2.10 | 2.10 | INTRSECTN | | DELAWARE | | 12. | Cl | 1 | | | | | | | | 111 | 3111 | C | 444 | 31 | 2 | 02 | 1103 | OI | 23 | 10 1 | _ |
| 2.25 | 2 25 | INTRSECTN | | HARVARD | | | CI | | | 1 1 | | | | | | \$\$0 | 39A | С | | 39 | 2 | 0.2 | 1165 | тт1 | 25 | R I | г. * |
| 2.30 | | INTRSECTN | | PIONEER | | | CI | | | | | | | | | 770 | 5511 | C | | 5,5 | _ | 02 | 1100 | 0 = | 23 | | _ |
| 2.31 | | END ST | I | S OLYMPI | | | 0. | • | _ | 1 1 | | | | | | C | 47¤ | 6A | | 47 | 2 | 0.2 | 1165 | TT1 | 25 | R I | г. * |
| 2.31 | | BEG ST | Ī | S FIRST | | | | | | | | | | | | • | 1,11 | 011 | | - / | _ | 02 | 1100 | 0 = | 23 | | _ |
| | | INTRSECTN | | MILL ST | - | | СП | SG | Υ | | | | | | | | | | | | | | | | | | |
| 2.36 | 2.36 | BEG SU LN | | | TURN | 11 | A O | | | 1 1 | | | | | | C | 36A | 6A | 11 | 47 | 2 | 0.2 | 1165 | 111 | 25 | R I | Γ. * |
| 2.38 | | INTRSECTN | | TURNER A | | | . CI | | | 1 1 | | | | | | Ċ | 32A | 5G | 11 | 43 | | | 1165 | | | RI | |
| 2.39 | | END SU LN | | | | 11 | A O | | | 1 1 | | | | | | Č | 43A | 5G | \$\$\$ | 43 | | | 1165 | | | RI | |
| 2.44 | | INTRSECTN | | PARK ST | 10111 | | CJ | | | 1 1 | | | | | | | | 6A | | | | | 1165 | | | RI | |
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| 2.45 | 2.45 | BEG BRIDG | | | ROUGH CRE | | SI | 1 | | 1 1 | | | | | | C | 24A | \$\$C | | 24 | 2 | 02 | 1165 | IJ1 | 25 | RI | P * |
| | | | | | 1 003/003 | | | | | | | | | | | _ | | 11- | | | _ | | | | | | - |
| 2.46 | 2.46 | END BRIDG | EΒ | | ROUGH CRE | | | | | 1 1 | | | | | | C | 44A | С | | 44 | 2 | 02 | 1165 | IJ1 | 25 | RI | в * |
| 2.52 | | BEG SU LN | | TWO WAY | | 12. | Д | | | 1 1 | | | | | | | 32A | | 12 | | | | 1165 | | | RI | |
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| 2.59 | 2.59 | END SU LN | | TWO WAY | | 12. | _ | | | 1 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 02 | 1165 | IJ1 | 25 | R I | L * |
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| 2.62 | 2.62 | | | | | | | | | | | | | | | C | 40A | С | | 40 | 2 | 02 | 1165 | IJ1 | 25 | RI | P * |
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| | | | | | | | | | | _ | | W | חיים | ZMT | ר פי | TIDEA | CF | TME | r O P M 7 | ערד∩ג | J | | | | | | | | |
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| 2.11 | 4.11 | BEG ST | Ī | | FRONT ST | AVE | | | | | . т | | | | | | | C | 30A | 3G | | 30 | ۷ ر | 0 2 | 1103 | ΟŢ | 20 | , ц | ъ |
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| 2.93 | 2.93 | END ST | . I | | FRONT ST | | | | | | . т | | | | | | | 3A | 23A | 3A | | 23 | 2 (| 02 | 1165 | UI | 35 |) Ь | R \$ |
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| 3.35 | 3.35 | UXING | В | | USG RR | | | ST | | | | | | | | | | | | | | | | | | | | | |
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| | | RR XING | В | | NUM 96574 | F STRU | CTURE | | | | | | | | | | | | | | | | | | | | | | |
| 3.51 | 3.51 | | | | | | | | | 1 | . 1 | | | | | | | 3A | 23A | 7A | | 23 | 2 (| 02 | 1165 | U1 | 35 | L | R |
| 3.56 | 3.56 | MISC FEAT | 'R | L | SGN ENT S | SHELTON | | | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | 3.58 | LEAVE CIT | Ϋ́ | | SHELTON | | | | | 1 | . 1 | | | | | | | 3A | 23A | 7A | | 23 | 2 (| 02 | \$\$\$\$ | R1 | 50 |) R | \$ |
| 3.65 | 3.65 | | | | | | | | | 1 | . 1 | | | | | | | 3A | 23A | 3A | | 23 | 2 (| 02 | | R1 | 50 |) R | |
| 4.00 | 4.00 | MP MARKER | 1 | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.05 | 4.05 | UXING | В | | GRAVEL CH | IUTE | | PV | | | | | | | | | | | | | | | | | | | | | |
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| 4.45 | 4.45 | | | | | | | | | 1 | . 1 | | | | | | | 3A | 23A | 3A | | 23 | 2 (| 02 | | R1 | 40 |) R | |
| 5.00 | 5.00 | MP MARKER | | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.20 | | | | | | | | | 1 | . 1 | | | | | | | 3A | 23A | 3A | | 23 | 2 (| 02 | | R1 | 5.0 | R | |
| 6.00 | | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | _ | - | | | | | |
| 6.40 | 6.40 | | - | | · | | | | | 1 | . 1 | | | | | | | ЗΔ | 23A | 3Δ | | 23 | 2 (| 0.2 | | R1 | 40 | R | |
| 6.52 | | INTRSECT | г | R | BAYSHORE | DR | | PV | 1 | N T | | | | | | | | 511 | 2311 | 311 | | 23 | _ ' | _ | | 101 | 10 | | |
| 6.57 | | INTRSECT | | | JOHNS PRA | | | CO | _ | N | | | | | | | | | | | | | | | | | | | |
| 6.59 | | BEG BRIDG | | | JOHNS CRE | | | ST | | 1 | | | | | | | | | 36P | ¢¢С | | 36 | 2 (| n 2 | | R1 | 4.0 | R | |
| 0.55 | 0.35 | DEG DRIDG | ם מו | | BRDG NUM | | | DI | | _ | | | | | | | • | 740 | 301 | γγC | | 50 | ۷ ر | 02 | | 1/1 | 10 | , 10 | |
| 6.61 | 6 61 | END BRIDG | ידי ס | | JOHNS CRE | | | | | 1 | . 1 | | | | | | | 27 | 23A | 27 | | 23 | 2 1 | n 2 | | R1 | 4.0 | R | |
| 6.78 | | ENT/EXIT | | | PUBLIC FI | | | ST | , | Υ | | | | | | | | JA | ZJA | JА | | 23 | ۷ ر | 0 2 | | KI | 10 | 11 | |
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| 7.00 | | MP MARKER | | | | | | a o | | | | | | | | | | | | | | | | | | | | | |
| 7.24 | | INTRSECTN | l | ь | MASON LAK | LE RD | | CO | | Y | - | | | | | | | 0.7 | 007 | 0.7 | | 0.0 | _ | | | D 1 | | | |
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| SRMP B | ARM | | LGT | | LGT WD | LGT WD | LGT WD | LG | .T. MJ | D | ĽGТ | C WD | LGT | | | | | | | | | | | | | | | | |
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| 7.24 | 7.24 | | .03 | TT | | | | | | | | | .02 | 11 | | | | | | | | | | | | | | | |

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| 8.33 | 8.33 | | | | | | | 1 1 | | | | | 3A | 23A | 3A | | 23 | | | R1 | 40 | |
| 8.36 | 8.36 | INTRSECTN | I L | NASON RD | | CO | N | | | | | | | | | | | | | | | |
| 8.56 | | BEG BRIDG | | CRANBERRY CREE | 7 | ST | | 1 1 | | | | | \$\$C | 28A | \$\$C | | 28 | 2 (| 2 | R1 | 40 | R |
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| 8.58 | 8.58 | END BRIDG | E B | CRANBERRY CREE | | | | 1 1 | | | | | 3A | 23A | 3A | | 23 | 2 (|)2 | R1 | 40 | R |
| 8.76 | | INTRSECTN | | E CRANBERRY CR | | CO | | 1 1 | | | | | | | 3A | | 24 | | | R1 | 40 | |
| 8.89 | | INTRSECTN | | DEER CREEK RD | | CO | | | | | | | | | | | | _ ` | | | | |
| 8.92 | | BEG BRIDG | | DEER CREEK | | ST | | 1 1 | | | | | \$\$0 | 284 | \$\$C | | 28 | 2 (| 12 | R1 | 40 | R |
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| 8.98 | | WYE CONN | | AGATE RD | | CO | | | | | | | 011 | | 011 | | | - ` | | | - 0 | |
| 8.99 | | INTRSECTN | | AGATE RD | | CO | | | | | | | | | | | | | | | | |
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| 12.00 | | MP MARKER | | 12 | | 00 | | | | | | | | | | | | | | | | |
| 12.22 | | INTRSECTN | | KRABBENHOFT RD | | CO | Y | | | | | | | | | | | | | | | |
| 12.71 | | INTRSECTN | | ISLAND VIEW RD | | CO | N | | | | | | | | | | | | | | | |
| 13.00 | | MP MARKER | | 13 | | CO | 14 | | | | | | | | | | | | | | | |
| 14.00 | | MP MARKER | | 14 | | | | | | | | | | | | | | | | | | |
| 14.24 | | INTRSECTN | | MASON-BENSON R | | CO | Y | | | | | | | | | | | | | | | |
| 14.75 | | INTRSECTN | | GRAPEVIEW LOOP | | | | 1 1 | | | | | 4 z | 24 b | 4A | | 24 | 2 (| 12 | R1 | 55 | P |
| 15.00 | | MP MARKER | | 15 | TCD | CO | - | | | | | | 111 | 2 111 | 171 | | 2 1 | 2 (| , 4 | TCT. | 33 | 10 |
| 15.40 | | BEG SU LN | т т. | | 25a | | | 1 1 | | | | | \$\$\$ | 24 b | 4 z | 25 | 49 | 2 (|)2 | R1 | 55 | P |
| 15.46 | | END SU LN | т. | SLOW VEHICLE SLOW VEHICLE | 25A | | | 1 1 | | | | | 4 b | 241 | 4A 4A | \$\$\$ | 24 | 2 (| 12 | R1 | 55 | |
| 16.00 | | MP MARKER | | 16 | 23A | | | | | | | | TA | ZIA | IA | YYY | 21 | ۷ (| 7 2 | ICI | 33 | IC |
| 10.00 | 10.00 | MF MARKEN | | 10 | | | | | | | | | | | | | | | | | | |
| INTERSE | ים מסדדי | ETATI. | | TURN LANES- | | | | ACCE | T.ERAT | 'TON | T.ANF | !S | | | | | | | | | | |
| | | | | R NEAR L FAR | R FAR | | | | | | | RIGHT- | | | | | | | | | | |
| SRMP B | | | LGT WD | LGT WD LGT W | LGT WD | | | | T WD | | | LGT WD | | | | | | | | | | |
| 8.98 | | | | 02 12 | | | | | | | | | | | | | | | | | | |
| | 8.98 8.99 | | | .02 12 |) | | | | | | | | | | | | | | | | | |
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| 10.76 | 10.76 | | | .07 12 .03 1 | 4 | | | | | | | | | | | | | | | | | |

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| | | | • 1 | וחדר | ECTION TO INVENTORY | l pr | RIDGI | | | N | VIDTI REAS | | SU | JRFA | | | | | N SPC | | ı | | CLAS | 'CTE | T (7) T | יד∩וי | NIC! |
|----------------|---------|--------------------|------|------|---|------------|-------|-----|------|-------|---------------|------|-----|-------|------|-------|----------|-------|-----------|------|----------|-----|------|----------|----------|----------|-------|
| | | | | | EFT/RIGHT INDICATOR | 1 | | - 1 | NBR | LFT | (EAD) | RHT | | | LE | | | | USE | | | | СПАЗ | | LEGA | | .15 |
| | | | : | : | | -XF | ROAD- | - : | LNS | SHD | | SHD | | | | | RDY | SHD | LNS | RDY | MП | | | | | | T P S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC 1 | [] | Ι | W/S | W/S | W/S | WD/ | S B | R ₩/ | 'S [V | N/S | W/S | WID | WID | A, | SE | NBR | FC : | D 'I | B 1 | RKT |
| | | | -1-1 | | | l — | lI- | _ - | -1- | l | l | l | | — I — | -1 | — I - | <u> </u> | | l | l —— | <u>_</u> | .—I | | <u> </u> | <u> </u> | <u> </u> | _ _ _ |
| 16.03 | 16.03 | | | | | | | | 1 1 | | | | | | _ | IA 2 | 24A | 4A | | 2.4 | 2 | 02 | | R1 | - | 5 1 | R |
| 16.59 | | INTRSECTN | | R | DAWN DR | PV | 1 | Ŋ. | | | | | | | | | | | | | _ | 02 | | | | | |
| 17.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.00 | MP MARKER | | R | 18 | | | | 1 1 | | | | | | 4 | lΑ 2 | 22A | 4A | | 22 | 2 | 02 | | R1 | 5 | 5 | R |
| 19.00 | 19.00 | MP MARKER | | R | 19 | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | | MP MARKER | | R | 20 | | | | | | | | | | | | | | | | | | | | | | |
| 20.21 | 20.21 | | | | | | | | 1 1 | | | | | | 4 | lA 2 | 22A | 4A | | 22 | 2 | 02 | | R1 | 3 | 5 | R |
| 20.32 | | INTRSECTN | | R | GRAPEVIEW LOOP RD | CO | 7 | Y | | | | | | | | | | | | | | | | | | | |
| 20.36 | 20.36 | BEG BRIDG | ΕВ | | SHERWOOD CREEK | ST | | | 1 1 | | | | | | \$\$ | SC 2 | 26A | \$\$C | | 26 | 2 | 02 | | R1 | 3 | 5 | R |
| | | | | | BRDG NUM 003/015 | | | | | | | | | | | | | | | | _ | | | | | | _ |
| 20.39 | | END BRIDG | | _ | SHERWOOD CREEK | | | | 1 1 | | | | | | 4 | łA 2 | 22A | 5A | | 22 | 2 | 02 | | R1 | 3 | 5 | R |
| 20.40 | | MISC FEAT | χ. | | SGN ENT ALLYN | a o | | | | | | | | | | | | | | | | | | | | | |
| 20.48 | | INTRSECTN | | L | SHERWOOD CREEK RD | CO | 1 | . I | 1 1 | | | | | | _ | - 7 - | 2 2 2 | Г 7 | | 2.2 | 2 | 0.0 | | R1 | _ | | Б |
| 20.83 20.93 | 20.83 | INTRSECTN | | т | LAKELAND DR | CO | • | Y. | т т | | | | | | 5 | OA 2 | ZZA | 5A | | 22 | 4 | 02 | | KI | - | 5 | ス |
| 20.93 | 40.93 | INTRSECTN | | | E EVANS ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 21.00 | 21 00 | MP MARKER | | | 21 | CO | • | L | | | | | | | | | | | | | | | | | | | |
| 21.05 | 21.05 | ни нинеше | | 10 | 21 | | | | 1 1 | | | | | | _ | LA 2 | 22A | 5A | | 22 | 2 | 02 | | R1 | - | 5 1 | R |
| 21.11 | | INTRSECTN | | R | DRUM ST | CO | 1 | N. | | | | | | | | | | 311 | | | _ | 02 | | | ~ | | |
| 21.24 | | WYE CONN | | | E NORTH BAY RD | CO | | V. | | | | | | | | | | | | | | | | | | | |
| 21.28 | | INTRSECTN | | | E N BAY RD (OLD SR 302) | CO | 7 | Y : | 1 1 | | | | | | 4 | IA 2 | 22A | 4A | | 22 | 2 | 02 | | R1 | 3 | 5 | R |
| | | MISC FEAT | 3. | | SGN ENT ALLYN | | | | | | | | | | | | | | | | | | | | | | |
| 21.44 | 21.44 | | | | | | | | 1 1 | | | | | | 4 | IA 2 | 22A | 4A | | 22 | 2 | 02 | | R1 | 5 | 0] | R |
| 21.99 | | MP MARKER | | R | 22 | | | | | | | | | | | | | | | | | | | | | | |
| 22.00 | 22.00 | | | | | | | | 1 1 | | | | | | 4 | lA 2 | 24A | 4A | | 24 | 2 | 02 | | R1 | 5 | 0 1 | R |
| 22.03 | | INTRSECTN | | | OLD SR 3 | CO | | V | | | | | | | | | | | | | | | | | | | |
| 22.20 | | INTRSECTN | | | E HOMESTEAD DR | CO | | V | | | | | | | | | | | | | | | | | | | |
| 22.79 | | INTRSECTN | | | SHADY VLLY LN (OLD SR 3) | CO | 1 | V | | | | | | | | | | | | | | | | | | | |
| 22.93 | | MP MARKER | | | 23 | a o | | | | | | | | | | | | | | | | | | | | | |
| 22.94 | | INTRSECTN | | ь | LAKE DEVEREAUX RD | CO | 1 | Ŋ | | | | | | | | | | | | | | | | | | | |
| 22.99 23.26 | | EQUATION INTRSECTN | | D | 022.96 =022.99 SR 302-VICTOR CUTOFF RD | ST | • | Y | | | | | | | | | | | | | | | | | | | |
| 23.20 | | INTRSECTN | | | NORTH MASON SCHOOL RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 23.81 | | UXING | В | 1 | USG RR | ST | | L | | | | | | | | | | | | | | | | | | | |
| 23.01 | 23.70 | OZING | ם | | BRDG NUM 003/017 | DI | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | | NUM 96595Y STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION DE | ETAIL | | | TURN LANES | | | - A | CCE | LERAT | CION | LANE | :S | | _ | | | | | | | | | | | | |
| | | | | | R NEAR L FAR R FAR | | | | | CNTR | | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | LGT WD LGT WD | | | | | r WD | | | | T W | | | | | | | | | | | | | |
| 22.20 | 22.20 | | | | .03 12 | | | | 0 | 3 12 | | | | | | | | | | | | | | | | | |
| 23.01 | 23.01 | | | | .03 12 | | | | • 0. | J | | | | | | | | | | | | | | | | | |

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| | | | _ | | | | | | | | | V | | | SUR | FACE | | | | | | ı | | | ~ | ~ | | |
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| | | | | | ECTION TO EFT/RIGHT | | | | | IDGE ING- | | DECE LFT | REAS/ | RHT | | | LFT | KES/U | JNDI RHT | USE | ТОТ | | | -CLAS | | EGAL | | |
| | | | | : | 22 17 112 0111 | | 011 | | -XR | DAD- | LNS | SHD | RDY | SHD | | | SHD | | SHD | LNS | RDY | ľΜΊ | | CITY | ST S | PEEL | TP | |
| SRMP I | 3 ARM | FEATURE | D | LR | DESCRIPT | ION | | | 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 | IE | RK | T |
| | _ | l | -1- | l — I | | | | —- I | <u> </u> | | -1-1- | - | I | I | | - | l | l —— ! | | | l —— | l — I | | I | | _ | - - | · I — |
| 23.86 | 23.83 | | | | | | | | | | 1 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | : | R1 | 50 | R | |
| 24.00 | 23.97 | MP MARKER | | R | 24 | | | | | | | | | | | | | | | | | | | | | | | |
| 24.29 | 24.26 | INTRSECTN | | L | JUDY LN | | | | CO | N | Γ | | | | | | | | | | | | | | | | | |
| 24.45 | 24.42 | MISC FEAT | R | R | SGN ENT | BELFAIR | | | | | | | | | | | | | | | | | | | | | | |
| 24.81 | 24.78 | | | | | | | | | | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 2 | 02 | | R1 | 35 | R | |
| 24.90 | 24.87 | | | | | | | | | | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 2 | 02 | | J1 | 35 | R | |
| 24.91 | 24.88 | INTRSECT | | L | SR 106 | | | | ST S | SG Y | 1 1 | | | | | | бA | 22A | 4A | | 22 | 2 | 02 | | J1 | 35 | R | |
| 24.95 | 24.92 | | | | | | | | | | 1 1 | | | | | | бΑ | 22A | 4A | | 22 | 2 | 01 | | J1 | 35 | R | |
| 25.00 | 24.97 | MP MARKER | | R | 25 | | | | | | | | | | | | | | | | | | | | | | | |
| 25.30 | 25.27 | | | | | | | | | | 1 1 | | | | | | | 22A | | | 22 | | | | J1 | | R | |
| 25.34 | 25.31 | | | | | | | | | | 1 1 | | | | | | | 22A | | | 22 | | | | J1 | | R | |
| 25.37 | 25.34 | | | | | | | | | | 1 1 | | | | | | | 27A | | | 27 | | | | J1 | | R | |
| 25.39 | 25.36 | | | | | | | | | | 1 1 | | | | | | | 32A | | | 32 | | | | J1 | | R | |
| 25.42 | | BEG SU LN | | | TWO WAY | | | 2A | | | 1 1 | | | | | | С | 32A | С | 12 | 44 | 2 | 01 | | J1 | 30 | R | |
| 25.43 | | MISC FEAT | | | PED XING | • | , | | | | | | | | | | | | | | | | | | | | | |
| 25.44 | | END SU LN | | | TWO WAY | | | 2A | | | 1 1 | | | | | | С | 44A | С | \$\$\$ | 44 | 2 | 01 | | J1 | 30 | R | |
| 25.51 | | INTRSECTN | | | ROESSEL I | | | _ | | | | | | | | | | | | | | _ | | | _ | | | |
| 25.52 | | BEG SU LN | | | TWO WAY | | | 2A | | | 1 1 | • | | | | | С | 32A | С | 12 | 44 | 2 | 01 | | J1 | 30 | R | |
| 25.66 | | INTRSECTN | | | BYERLY D | | _ | | PV | | | | | | | | _ | | | | | _ | | | | | _ | |
| 26.00 | 25.97 | END SU LN | | | TWO WAY | TURN | 1 | 2A | | | 1 1 | - | | | | | С | 44A | С | \$\$\$ | 44 | 2 | 01 | | J1 | 30 | R | |
| 0.5.01 | 05 00 | MP MARKER | | R | | ~ | | | | | _ | | | | | | | | | | | | | | | | | |
| 26.01 | | INTRSECTN | | | NE ROMAN | | | | CO | Y | | | | | | | ~ | 207 | ~ | 1.0 | 4.4 | _ | 0.1 | | 1 | 2.0 | _ | |
| 26.07 | | BEG SU LN | | | TWO WAY | | Т | 2A | DII | | . 1 1 | • | | | | | C | 32A | C | 12 | 44 | 2 | UΙ | | J1 | 30 | R | |
| 26.15 | | ENT/EXIT | | | CREDIT U | | | | PV | Y Y | | | | | | | | | | | | | | | | | | |
| 26.34 26.38 | | INTRSECTN | | | BELFAIR SR 300 | 51 | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 26.48 | | INTRSECTN END SU LN | | | TWO WAY | TITINI | | | | _ | 1 1 | | | | | | ~ | 117 | a | 444 | 44 | 2 | 0.1 | | J1 | 2.0 | R | |
| 26.46 | | INTRSECTN | | | | | | | | | 1 1 | | | | | | C | 56A | C | 999 | 56 | | | | J1 | | R R | |
| 26.55 | 26.52 | INIRSECIN | | ь | NE CLIFT | ON TIN | | | CO S | 5G I | 1 1 | | | | | | C | 56A | C | | 56 | | | | R1 | | R R | |
| 26.60 | | BEG SU LN | | С | TWO WAY | ייים אי | | | | | 1 1 | | | | | | _ | 44A | _ | 1 2 | 56 | | | | R1 | | R | |
| 26.61 | | ENT FROM | | | SHOPPING | | | ZA | D17 | v | | | | | | | C | TTA | C | 12 | 50 | _ | 01 | | N.I. | 30 | IC | |
| 26.62 | | EXIT TO | | | SHOPPING | | | | DV/ | Y | | | | | | | | | | | | | | | | | | |
| 20.02 | 20.39 | EXII IO | | ш | SHOFFING | CENTER | | | FV | 1 | | | | | | | | | | | | | | | | | | |
| TNTERS | ECTION D | ETATI. | | | TURN | LANES | | _ | | | ACCE | T.ERAT | TON | TANE | :s | | | | | | | | | | | | | |
| 111111111111111111111111111111111111111 | iciion D | | | | R NEAR | | R FAR | | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP I | 3 ARM | | | | | LGT WD | | | | | | T WD | | | | | | | | | | | | | | | | |
| | | | | | | | | _ | | | | | | | | | | | | | | | | | | | | |
| 24.91 | 24.88 | | .03 | 12 | | | .05 1 | 2 | | | | | | | | | | | | | | | | | | | | |
| 25.51 | 25.48 | | .06 | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.01 | 25.98 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 26.15 | 26.12 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 26.55 | 26.52 | | .04 | 12 | | .04 12 | .07 1 | 2 | | | | | | | | | | | | | | | | | | | | |
| 26.62 | 26.59 | | | | | | .03 1 | 2 | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | AT DTE | ı zını | O SURF | ra C E | TNE | rORMZ | ALL UN | T | | | | | | |
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| | | | :DTR | ECTION TO INVENTORY | I | -BRID | | | | REAS/ | | | _ | | - | JNDI | | | I | CLA | SSTET | CATT | ONS |
| | | | | EFT/RIGHT INDICATOR | | -UXIN | | NBR | | CLIIO, | RHT | | | LFT | сшо, с | RHT | | тот | | 011 | | LEGAL | 1 |
| | | | : : | BITTHEGIT INDICATION | | | | | | BDA | | MEDIA | | | BDA | | | | | CE CITY | | - | TIDIS |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | | | | | | | | | | SE NBR | FC | | RKT |
| DIGIT D | | LILLIONE | | DEBCRIT TION | | 011 | اٿر | ٦ | "/" | " | " , 5 | """ | DIC ' | ,, D | W, D | ", 5 | WID | W T D | 11 | DE NEK | - | , ID | |
| | I ——— | | 1-1 | | —— I | | 1-1 | -1- | I | I —— I | l —— | | 1- | | | | | l —— | 1-1 | I | . - | | - - - |
| 26.64 | 26.61 | | | | | | | 1 1 | | | | | | С | 44A | С | 12 | 56 | 2 | 01 | R1 | 30 | R |
| 26.66 | 26.63 | | | | | | | 1 1 | | | | | | C | 32A | С | 12 | 44 | 2 | 01 | R1 | 30 | R |
| 26.78 | 26.75 | INTRSECTN | R | COKELET LN | | PV | Y | 1 1 | | | | | | C | 44A | С | 12 | 56 | 2 | 01 | R1 | 30 | R |
| 26.86 | 26.83 | END SU LN | С | TWO WAY TURN | 12A | | | 1 1 | | | | | | 3A | 24A | 3A | \$\$\$ | 24 | 2 | 01 | R1 | 30 | R |
| | | ENT/EXIT | R | SHOPPING CENTER | | PV | Y | | | | | | | | | | | | | | | | |
| 26.93 | 26.90 | BEG SU LN | R | CLIMBING | 12A | | | 1 1 | | | | | | 3A | 24A | 3A | 12 | 36 | 2 | 01 | R1 | 45 | R |
| 27.00 | 26.97 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | |
| 27.38 | 27.35 | UXING | В | USG RR | | ST | | 1 1 | | | | | | 8A | 24A | 3A | 12 | 36 | 2 | 01 | R1 | 45 | R |
| | | | | BRDG NUM 003/021 | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 96598U STRUCTURE | | | | | | | | | | | | | | | | | | | |
| 27.53 | 27.50 | BEG SU LN | С | TWO WAY TURN | 12A | | | 1 1 | | | | | | 8A | 24A | 3A | 24 | 48 | 2 | 01 | R1 | 45 | R |
| 27.56 | 27.53 | WYE CONN | L | NE PENINSULA PL | | PV | Y | | | | | | | | | | | | | | | | |
| 27.57 | 27.54 | INTRSECTN | L | NE PENINSULA PL | | PV | Y | | | | | | | | | | | | | | | | |
| 27.66 | 27.63 | END SU LN | R | CLIMBING | 12A | | | 1 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 2 | 01 | R1 | 45 | R |
| 27.82 | 27.79 | INTRSECTN | L | PVT RD | | PV | N | | | | | | | | | | | | | | | | |
| 27.87 | 27.84 | END SU LN | С | TWO WAY TURN | 12A | | | 1 1 | 8A | 12A | | 12A | UP S | \$\$\$ | 12A | 8A | \$\$\$ | 24 | 2 | 01 | R1 | 45 | R |
| 27.91 | 27.88 | | | | | | | 1 1 | \$\$C | 13A | | 12P | CU | | 12A | 8A | | 25 | 2 | 01 | R1 | 45 | R |
| 27.93 | 27.90 | | | | | | | 1 1 | C | 13A | | 12P | CU | | 14A | \$\$C | | 27 | 2 | 01 | R1 | 45 | R |
| 27.96 | 27.93 | ROUNDABOUT | В | LOG YARD RD EB | | PV YS | Y | 1 1 | C | 13A | | 12P | CU | | 14A | C | | 27 | 2 | 01 | R1 | 50 | R |
| 27.97 | 27.94 | ROUNDABOUT | В | LOG YARD RD WB | | PV YS | Y | | | | | | | | | | | | | | | | |
| 28.00 | 27.97 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | |
| 28.01 | 27.98 | | | | | | | 1 1 | 8A | 12A | | 12A | UP | | 12A | 8A | | 24 | 2 | 01 | R1 | 50 | R |
| 28.11 | 28.08 | | | | | | | 1 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 5A | 22A | 5A | | 22 | 2 | 01 | R1 | 50 | R |
| 28.20 | 28.17 | MISC FEATR | R | SGN ENT KITSAP COUNTY | | | | | | | | | • | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT MASON COUNTY | | | | | | | | | | | | | | | | | | | |
| 28.23 | 28.20 | END CTLSEC | | CONTROL SECTION 2331 | | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | MASON | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | <i>P</i> | CCELERAT | 'ION LANE | S |
|---------------------|--------|--------|--------|--------|----------|----------|-----------|--------|
| | 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 |
| | | | | | | | | |
| 26.86 26.83 | | .08 12 | .03 12 | | | | | |
| 27.57 27.54 | | | | .08 12 | | | | |
| 27.82 27.79 | | | | .08 12 | | | | |

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| SERIOR B ARM | | | | | | | | | | | V | VIDTE | H ANI | SURFACE | | | | | | | | | | | |
|--|-----------------|-------|-----------|---------|-------------|----------|--------|-----|-------|-----------|-------|-------|-------|---------|-----|-----|------|--------|-----|------|----------|--------|-------|-------|-------|
| SEMP B ARM FEATURE D LR DESCRIPTION ON TO L D I W/S | | | | :DIR | ECTION TO | INVENTO | RY | | | | | REAS | /DIV | | | | JNDI | SPC | | | C | LAS | SIFIC | :ATIC | NS |
| SAMP B ARM FEATURE D LR DESCRIPTION ON TC L D I W/S | | | | : :L] | EFT/RIGHT | INDICATO | OR | -U2 | KING- | · NBI | RLFT | | | | | | RHT | USE | TOT | | | | LE | | |
| 28.23 28.20 ENTER CO BEG CTLSEC BEG CTLSEC CONTROL SECTION 1801 R LAKE FLORA RD CO Y 29.00 28.97 MP MARKER 30.51 30.48 HINTESCUTN 31.00 30.97 MP MARKER 31.04 31.01 EXIT TO 31.40 31.41 BEG SU LN 31.40 31.45 LEAVE CITY 31.40 31.47 MPC CONN 31.50 31.47 MPC CONN 31.60 31.77 ENTER CITY BEMEMERTON 1 1 5A 22A 5A 22 2 01 0115 U1 50 R P 31.81 31.78 LEAVE CITY BREMERTON 1 1 5A 22A 5A 22 2 01 0115 U1 50 R P 31.82 31.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.81 31.78 LEAVE CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.82 31.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.81 31.78 LEAVE CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.82 31.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.81 31.79 LEAVE CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.82 31.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 31.82 31.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 32.20 31 32.28 32.20 32.27 SEG SU N L CLUMBING 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 32.30 32.37 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 33.50 33.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 33.60 32.77 INTERCUT BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 33.60 32.77 INTERCUT BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 33.60 33.79 SNTER CITY BREMERTON 1 1 5A 22A 5A 12 34 2 01 0115 U1 50 R P 33.60 33.79 INTERCUT BREMERTON | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 31.50 | | 45 LE | CAVE CITY | | BREMERTON | 1 | | | | | L | | | | 5A | 22A | 5A | 12 | 34 | 2 (|)1 \$\$ | \$\$ 1 | U1 | 50 | R \$ |
| 31.50 | 31.49 31. | 46 IN | ITRSECTN | R | AIRPORT W | MAY SW | | CO | Y | | | | | | | | | | | | | | | | |
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| 32.15 32.12 LEAVE CITY BREMERTON 1 1 1 5A 22A 5A 22 2 01 \$\$\$\$ U1 50 R \$ 32.30 32.27 BEG SU LN L CLIMBING 11A 1 1 5A 22A 5A 11 33 2 01 U1 50 R \$ 32.30 32.27 BEG SU LN L CLIMBING 11A 1 1 5A 22A 5A 11 33 2 01 U1 50 R \$ 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y \$ 33.00 32.97 MP MARKER R 33 | 31.82 31. | 79 EN | TER CITY | | BREMERTON | 1 | | | | 1 : | L | | | | | | | | | | | | | 50 | RΡ |
| 32.15 32.12 LEAVE CITY BREMERTON 1 1 1 5A 22A 5A 22 2 01 \$\$\$\$ UI 50 R \$ 32.30 32.27 BEG SU LN L CLIMBING 11A 1 1 5A 22A 5A 11 33 2 01 UI 50 R \$ 32.30 32.27 BEG SU LN L CLIMBING 11A 1 1 5A 22A 5A 11 33 2 01 UI 50 R \$ 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y \$ 33.00 32.97 MP MARKER R 33 | 31.95 31. | 92 EN | ID SU LN | С | TWO WAY T | URN | 12A | | | 1 : | L | | | | 5A | 22A | 5A | \$\$\$ | 22 | 2 (| 01 01 | 15 1 | U1 | 50 | RΡ |
| 32.15 32.12 LEAVE CITY BREMERTON 11 1 5A 22A 5A 22 2 01 \$\$\$\$\$\$ U1 50 R \$ 32.30 32.27 BEG SU LN L CLIMBING 11A 1 1 5A 22A 5A 11 33 2 01 U1 50 R 32.31 32.28 11 32.28 2A 5A 11 33 2 01 U1 50 R 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y 33.00 32.97 MP MARKER R 33 33.50 33.47 ENTER CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.76 33.73 LEAVE CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.80 33.91 NITRSECTN L DIVISION AVE W CO N INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 MSC FEATR R SGN ENT GORST 34.04 END SU LN L CLIMBING 11A 1 1 4A 22A 6A 11 33 2 01 U1 40 R 34.11 34.08 INTRSECTON DETAIL | 32.00 31. | 97 ME | MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | |
| 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y 33.00 32.97 MP MARKER R 33 33.50 33.47 ENTER CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.76 33.73 LEAVE CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 \$\frac{1}{2}\$\$ U1 50 R \$\frac{1}{2}\$\$ 33.82 33.79 INTRSECTN L DIVISION AVE W CO N INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 1 1 4A 22A 6A 11 33 2 01 U1 40 R 34.01 34.02 SI | | 12 LE | CAVE CITY | | BREMERTON | 1 | | | | 1 : | L | | | | 5A | 22A | 5A | | 22 | 2 (| 1 \$\$ | \$\$ 1 | U1 | 50 | R \$ |
| 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y 33.00 32.97 MP MARKER R 33 33.50 33.47 ENTER CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.76 33.73 LEAVE CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 \$\frac{1}{2}\$\$ U1 50 R \$\frac{1}{2}\$\$ 33.82 33.79 INTRSECTN L DIVISION AVE W CO N INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 1 1 4A 22A 6A 11 33 2 01 U1 40 R 34.01 34.02 SI | | | | L | CLIMBING | | 11A | | | 1 : | L | | | | | | | | | | | | | 50 | R |
| 32.60 32.57 INTRSECTN R SUNNYSLOPE RD SW CO Y 33.00 32.97 MP MARKER R 33 33.50 33.47 ENTER CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.76 33.73 LEAVE CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 \$\frac{1}{2}\$\$ U1 50 R \$\frac{1}{2}\$\$ 33.82 33.79 INTRSECTN L DIVISION AVE W CO N INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 1 1 4A 22A 6A 11 33 2 01 U1 40 R 34.01 34.02 SI | | | | | | | | | | 1 : | L | | | | | | | | | | | | U1 | 50 | R |
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| 33.50 33.47 ENTER CITY BREMERTON 1 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.76 33.73 LEAVE CITY BREMERTON 1 1 1 4A 22A 6A 11 33 2 01 0115 U1 50 R P 33.82 33.79 INTRSECTN R W PLEASANT ST CO N INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 | | | | R | 33 | | | | | | | | | | | | | | | | | | | | |
| 33.76 33.73 LEAVE CITY BREMERTON 1 1 4A 22A 6A 11 33 2 01 \$\$\$\$ U1 50 R \$ 33.82 33.79 INTRSECTN R W PLEASANT ST CO N 33.93 33.90 MISC FEATR R SGN ENT GORST 34.00 33.97 MP MARKER L 34 | | | | | BREMERTON | 1 | | | | 1 : | L | | | | 4 A | 22A | 6A | 11 | 33 | 2 (| 01 01 | 15 1 | IJ1 | 50 | RР |
| 33.82 33.79 INTRSECTN L DIVISION AVE W PLEASANT ST CO N | | | | | | | | | | | | | | | | | | | | | | | | 50 | R \$ |
| INTRSECTN R W PLEASANT ST CO N | | | | L | | | | CO | N | | | | | | | | | | | | | | | | • |
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| 34.00 33.97 MP MARKER L 34 INTRSECTN L FRONTAGE RD CO N 34.02 33.99 | 33.93 33. | | | | | | | | _ | - | | | | | | | | | | | | | | | |
| INTRSECTN L FRONTAGE RD CO N 34.02 33.99 34.07 34.04 END SU LN L CLIMBING 11A 1 1 4A 22A 6A 11 33 2 01 U1 40 R 34.11 34.08 INTERSECTION DETAILTURN LANES | | | | | | .01.01 | | | | | | | | | | | | | | | | | | | |
| 34.07 34.04 END SU LN L CLIMBING 11A 1 1 4A 22A 6A \$\$\$ 22 2 01 U1 40 R 34.11 34.08 11 | | | | | | RD | | CO | IV. | ī | | | | | | | | | | | | | | | |
| 34.07 34.04 END SU LN L CLIMBING 11A 1 1 4A 22A 6A \$\$\$ 22 2 01 U1 40 R 34.11 34.08 11 | | | | _ | 11101111102 | | | - | _ | | | | | | 4 A | 22A | 6A | 11 | 33 | 2. (|)1 | 1 | 111 | 40 | R |
| 34.11 34.08 | | | | | | | 11 A | | | 1 | _ | | | | | | | | | | | | | | |
| INTERSECTION DETAILTURN LANESACCELERATION LANES L NEAR R NEAR L FAR R FAR LEFT L-CNTR R-CNTR RIGHT- SRMP B ARM LGT WD 28.78 28.75 .02 11 .03 11 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .08 12 32.60 32.57 .05 11 .04 11 | | | | _ | 0221122110 | | | | | | | | | | | | | | | | | | - | | |
| L NEAR R NEAR L FAR R FAR LEFT L-CNTR R-CNTR RIGHT- SRMP B ARM LGT WD 28.78 28.75 .02 11 .03 11 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .05 11 .04 11 | 31.11 31. | | | | | | | | | | _ | | | | 011 | | 011 | | | _ ` | - | | - | | |
| L NEAR R NEAR L FAR R FAR LEFT L-CNTR R-CNTR RIGHT- SRMP B ARM LGT WD 28.78 28.75 .02 11 .03 11 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .05 11 .04 11 | INTERSECTION | DETA | ΛΤΤ, -· | | TURN I | ANES | | | | ACCI | TERAT | TON | TANE | ZS | | | | | | | | | | | |
| SRMP B ARM LGT WD LGT W | 111121102011011 | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.78 28.75 .02 11 .03 11 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .08 12 32.60 32.57 .05 11 .04 11 | SRMP B ARM | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .08 12 32.60 32.57 .05 11 .04 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.51 30.48 .03 12 .03 12 .08 12 31.04 31.01 .08 12 32.60 32.57 .05 11 .04 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.04 31.01 .08 12 32.60 32.57 .05 11 .04 11 | | | . (| 03 12 | | | .08 12 | | | | | | | | | | | | | | | | | | |
| 32.60 32.57 .05 11 .04 11 | | | • | | | | | | | | | | | | | | | | | | | | | | |
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| | | | . (| 02 11 | | | | | | • ` | | | | | | | | | | | | | | | |

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| | | | • D | בח כד | POTTON TO INVENTO | DV | 1 - | חדח | OF. | | | -WII CRE <i>P</i> | | | SUR | FAC | _ | | ATION | | | ı | | OT A C | CTE | T C A TT | T () N | arc. |
|----------------------------------|-------------------------|---|----------------------|--------|---|-----------------|----------|--------------|--------|-------------------|----------|----------------------|--------|-----|----------------|----------|--------|-------------------|------------------|--------|----------------|---|----------------|----------|----------------|----------|------------|--------|
| | | | | | ECTION TO INVENTO: EFT/RIGHT INDICAT | | - 1 | BRID UXIN | | l . | | | | RHT | | | LFT | KES/ | JNDI RHT | | TOT | | | -CLAS | | LEGA: | | 12 |
| SRMP B | ARM | FEATURE | : : D I _ _ _ | | DESCRIPTION | | | | | | | | | | | | | | | | | | | CITY NBR | | | | |
| 34.14 | 34.11 | BEG SU LN INTRSECTN ENT/EXIT | · | 2 | TWO WAY TURN W PLEASANT ST BUSINESS | 11. | A C | - | N N | 1 1 | | | | | | | бA | 22A | бA | 11 | 33 | 2 | 01 | | U1 | 4 |) F | ર |
| 34.17 34.18 | | OFF RAMP | Ι | 2 | SR 16 SPGORST (S | PUR) | S' | | | 1 1 | | | | | | | 3A | 22A | 5A | 11 | 33 | 2 | 01 | | U1 | 4 |) F | 5 |
| 34.21 34.22 34.23 34.26 | 34.19 34.20 | MISC FEAT INTRSECTN END SU LN INTRSECTN INTRSECTN | . I | | GORE (P103418) FRONE DR TWO WAY TURN SR 16 SPGORST (S: SAM CHRISTOPHERS | PUR) | | T SG | Y | 1 1 | | | | | | | 3A | 33A | 5A | \$\$\$ | 33 | 2 | 01 | | U1 | 4 |) F | 3 |
| 34.27 34.31 34.36 34.41 | 34.28 34.33 | OFF RAMP MISC FEAT BEG BRIDG | Ι | ۶ ۲ | SR 16 EB GORE (P103427) SR 16 | | S' S' | Т | Y | 1 1 1 1 1 1 | 6 | A 14 | A | 2A | 8A | | W | | 9A \$\$W W | | 28 42 42 | 2 | | | U1 U1 U1 | 4 | O F O F | 3 |
| 34.45 34.46 | 34.42 34.43 | INTRSECTN | . 1 | | BRDG NUM 003/1033 U-TURN ACCESS | N-N | S' | Т | Y | | 82 | A 14 | A | 5A | 60 | | W | 28P | W | | 42 | 2 | 01 | | U1 | 4 |) F | 5 |
| 34.48 34.50 34.51 | 34.45 34.47 | INTRSECTN | | | SR 16 E BND | | S' | Т | | 1 1 1 1 3 1 | 82 | A 14 | A | 5A | 60 60 60 | | W | 22P 22P 22P | W W W | | 36 | 2 | 01 01 01 | | U1 U1 U1 | 4 | O F O I | L |
| 34.56 | 34.53 | BEG BRIDG | E D | | GORST CREEK BRDG NUM 003/104 | | S' | Т | | 3 1 | \$\$1 | W 38 | A | W | 60 | | W | 22P | W | | 60 | 2 | 01 | | U1 | 4 | I C | _ |
| 34.57 34.58 34.62 | 34.55 34.59 | END BRIDG | | | GORST CREEK | | | | | 3 1 3 1 | 32 32 | A 33 A 33 A 33 | A A | \$ | 60 60 60 | | W W | 22P 28P 28A | W | | 61 61 | 2 | 01 01 01 | | U1 U1 U1 | 4 4 | I C I C | Ŀ Ŀ |
| 34.67 34.76 | | END BRIDG INTRSECTN EXIT TO | I | RC | SR 16 SR 16 W BELFAIR VALLEY | RD | S' | | Y Y | | 32 | A 33 | A | | 6A | JE | \$ | 50A | 10A | | 83 | 2 | 01 | | U1 | 4 |) I | |
| 34.81 34.87 | 34.78 34.84 | UXING | В | | USG RR BRDG NUM 003/105 | | S' | Т | | 2 2 2 | | | | | | JE JE | | | 10A 6A | | 48 48 | | 01 01 | | U1 U1 | | I C | |
| 34.97 34.98 35.00 | | RR XING MISC FEAT MP MARKER | | | NUM 96608X STRU SGN ENT GORST 35 | CTURE | | | | 2 2 | 82 | A 24 | A | | бA | JE | | 24A | 6A | | 48 | 2 | 01 | | U1 | 5 |) I | Ĺ |
| INTERSEC | CTION D | | | | TURN LANES | | | | | | | | | | S | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT V | ۷D | LGT WD LGT WD | R FAR LGT WD | | | | | | | | | RIG LGT | | | | | | | | | | | | | |
| 34.14 34.26 34.76 | 34.11 34.23 34.73 | | .03 1 | 11 | .03 11 | .05 12 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | ידר דע | וא א ד | SURI | ביא מים | r TNE | r∩DM7 | \ T'T ∩ N' | T | | | | | | | | |
|---------|-------|------------|-------|---------------------------------------|---------|-------|------|-------|--------|--------|--------|---------|-------|-------|------------|--------|-----|----------------|----|-------|----------|---------|---------|---|
| | | | :DTPI | ECTION TO INVENTORY | l_Bp | IDGE | | | REAS | |) BUKI | ACI | | | JNDI | | | l | | -CT.A | CCTEI | Слтт | ONS | _ |
| | | | | EFT/RIGHT INDICATOR | | | | LFT | (LIAD) | RHT | | | LFT | | RHT | | | | | СПА | | EGAL | | |
| | | | : : | BIT/RIGHT INDICATION | -XR | ΔD- | T.MG | SHD | BDA | | MEDIZ | | | RDA | SHD | T.NIG | BDA | мт | CE | CTTV | | | T P | S |
| SRMP E | R ARM | | | DESCRIPTION | OW | דת ד. | T T | W/S | W/S | W/S | MD/S | BB | W/S | W/S | W/S | MID | MID | Δ | SE | NBB | EC L |) TE | RK | т |
| DIGHE I | | FEATORE | | DESCRIPTION | OW . | | | W/5 | W/5 | , ", 5 | WD/5 | | "/" | W/5 | W/5 | WID | WID | ^ | | IVDIC | | , , , , | ' `` `` | _ |
| | -1 | l ——— I | -1 | I | ı — ı - | 1- | -1- | I —— | | | | I —— I | | | | | | I — I | | | I —— I – | — I — | -1-1-1 | _ |
| 35.04 | 35.01 | | | | | | 2 2 | 8A | 24A | | 6A | JΕ | | 24A | 6A | | 48 | 2 | 01 | | U1 | 5.0 | L | |
| 36.00 | | MP MARKER | В | 36 | | | | | | | | | | | | | | | | | | | | |
| 36.07 | | ON RAMP | | SR 304 | ST | Y | | | | | | | | | | | | | | | | | | |
| 36.22 | 36.19 | | | | - | | 2 2 | 8A | 24A | | 6A | JΕ | | 24A | 8A | | 48 | 2 | 01 | | U1 | 50 | L | |
| 36.25 | 36.22 | | | | | | | 8A | | | 14A | | | 24A | | | 48 | | | | U1 | 50 | L | |
| 36.26 | 36.23 | OFF RAMP | R | SR 304 | ST | Y | | | | | | | | | | | | | | | | | | |
| 36.37 | 36.34 | | | | | | 2 2 | 12A | 22A | | 14A | JΕ | | 24A | 8A | | 46 | 2 | 01 | | U1 | 50 | L | |
| 36.45 | 36.42 | MISC FEATR | L | GORE (S103607) | | | | | | | | | | | | | | | | | | | | |
| 36.54 | 36.51 | MISC FEATR | R | GORE (P103626) | | | 2 2 | 12A | 22A | | 14A | JΕ | | 24A | 16A | | 46 | 2 | 01 | | U1 | 50 | L | |
| 36.59 | 36.56 | UXING | В | SR 304 WB | ST | | 2 2 | 12A | 22A | | 14A | JΕ | | 24A | 10A | | 46 | 2 | 01 | | U1 | 50 | L | |
| | | | | BRDG NUM 304/001W-S | | | | | | | | | | | | | | | | | | | | |
| 36.66 | 36.63 | MISC FEATR | R | GORE (Q103668) | | | | | | | | | | | | | | | | | | | | |
| 36.67 | 36.64 | ENTER CITY | | BREMERTON | | | 2 2 | 12A | 22A | | 14A | JΕ | | 24A | 10A | | 46 | 2 | 01 | 0115 | U1 | 50 | LP | |
| 36.68 | 36.65 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | 2 2 | 12A | 22A | | 14A | JΕ | | 24A | 10A | 12 | 58 | 2 | 01 | 0115 | U1 | 50 | LP | |
| | | ON RAMP | | SR 304 | ST | Y | | | | | | | | | | | | | | | | | | |
| 36.75 | 36.72 | | | | | | 2 2 | 10A | 24A | | 14A | JΕ | | 24A | 10A | 12 | 60 | 2 | 01 | 0115 | U1 | 50 | LP | |
| 36.79 | 36.74 | EQUATION | | 036.77 = 036.79 | | | | 10A | | | 22A | JΕ | | 24A | 10A | 12 | 60 | 2 | 01 | 0115 | U1 | 60 | RP | |
| 36.91 | | ON RAMP | L | W WERNER RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 37.00 | 36.95 | MP MARKER | | 37 | | | | | | | | | | | | | | | | | | | | |
| 37.03 | 36.98 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | 2 2 | 10A | 24A | | 22A | JΕ | | 24A | 10A | \$\$\$ | 48 | 2 | 01 | 0115 | U1 | 60 | RP | |
| | | OFF RAMP | | LOXIE EAGANS BLVD | ST | Y | | | | | | | | | | | | | | | | | | |
| 37.12 | 37.07 | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | |
| 37.15 | | MISC FEATR | | GORE (S103691) | | | | | | | | | | | | | | | | | | | | |
| 37.30 | 37.25 | | | , | | | 2 2 | 10A | 24A | | 22A | JΕ | | 24A | 10A | | 48 | 2 | 01 | 0115 | U1 | 60 | R \$ | |
| 37.31 | | UXING | В | W WERNER RD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/114 | | | | | | | | | | | | | | | | | | | | |
| 37.47 | 37.42 | | | | | | 2 2 | 10A | 24A | | 22A | JΕ | | 24A | 10A | | 48 | 2 | 01 | 0115 | U1 | 60 | RP | |
| 37.51 | 37.46 | MISC FEATR | L | GORE (R103758) | | | | | | | | | | | | | | | | | | | | |
| 37.53 | 37.48 | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | |
| 37.58 | 37.53 | BEG SU LN | L | WEAVING/SPEED CHANGE 14A | | | 2 2 | 10A | 24A | | 22A | JΕ | | 24A | 10A | 14 | 62 | 2 | 01 | 0115 | U1 | 60 | RP | |
| | | OFF RAMP | | W WERNER RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 37.78 | 37.73 | ON RAMP | | LOXIE EAGANS BLVD | ST | Y | | | | | | | | | | | | | | | | | | |
| 37.82 | | | В | SEARLE ST PED XING | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/116 | | | | | | | | | | | | | | | | | | | | |
| 37.86 | 37.81 | END SU LN | L | WEAVING/SPEED CHANGE 14A | | | 2 2 | 10A | 24A | | 22A | JΕ | | 24A | 10A | \$\$\$ | 48 | 2 | 01 | 0115 | U1 | 60 | RP | |
| | | ON RAMP | L | AUTO CENTER WAY | ST | Y | | | | | | | | | | | | | | | | | | |
| 38.00 | 37.95 | MP MARKER | В | 38 | | | | | | | | | | | | | | | | | | | | |
| 38.02 | 37.97 | MISC FEATR | L | GORE (S103786) | | | | | | | | | | | | | | | | | | | | |
| 38.04 | | OFF RAMP | R | · · · · · · · · · · · · · · · · · · · | ST | Y | | | | | | | | | | | | | | | | | | |
| 38.14 | | MISC FEATR | | GORE (P103804) | - | = | | | | | | | | | | | | | | | | | | |
| 38.29 | | BEG BRIDGE | | SR 310-KITSAP WAY | ST | | 2 2 | \$\$W | 43A | W | 40 | \$\$ | W | 43P | \$\$W | | 86 | 2 | 01 | 0115 | U1 | 60 | RP | |
| | | | | BRDG NUM 003/118E | | | _ | | | •• | | | | | | | | - | | 3 | | | = | |
| | | BEG BRIDGE | D | SR 310-KITSAP WAY | ST | | | | | | | | | | | | | | | | | | | |
| | | | | ** | | | | | | | | | | | | | | | | | | | | |

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| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | IDGE | | | WIDTI REAS, | | SURE | | | RES/U | ATION NDI RHT | SPC | | | CLA | | ICAT: LEGA! | | 3 |
|----------------|-------|--------------|-----|---|-----|--------|------------|------------|----------------|-------|---------------|------------|------------------|-------|-------------------------|-----|-----|-----|----------------------|-----------|----------------|------------|---|
| SRMP B | ARM | | : : | | -XR | OAD- | LNS | SHD | | SHD | MEDIA WD/S | /N- | SHD | RDY | SHD | LNS | RDY | | E CITY E NBR | ST | SPEE | o T | |
| 20.00 | 20.04 | | | | | | | | 40- | | 4.0 | | | 40- | | | 0.5 | | | | _ | | _ |
| 38.29 | 38.24 | | _ | BRDG NUM 003/118W | | | 2 2 | | 43A | W | 40 | | | 43P | W | | | | 1 0115 | _ | |) R | |
| 38.33 | 38.28 | END BRIDGE | | SR 310-KITSAP WAY | | | 2 2 | 10A | 24A | \$ | 22A | JΕ | Ş | 24A | IUA | | 48 | 2 0 | 1 0115 | UΤ | 6 |) R | Ь |
| 20 20 | 20 22 | END BRIDGE | D | SR 310-KITSAP WAY | | | 2 2 | 103 | 043 | | 007 | ~ T | | 047 | 107 | | 4.0 | 2 0 | 1 0115 | TT1 | | . D | Б |
| 38.38 | 38.33 | MICC DRAMD | Б | GODE (010307E) | | | 2 2 | 10A | 24A | | 22A | CA | | 24A | 10A | | 48 | 2 0 | 1 0115 | UΙ | 6 |) R | Р |
| 38.42 | | MISC FEATR | R | GORE (Q103875) | | | 2 2 | 103 | 043 | 4.70 | 400 | ~ ~ | 4.70 | 047 | 107 | | 4.0 | 2 0 | 1 0115 | TT1 | | n - D | Б |
| 38.46 | 38.41 | MICC DRAMD | - | GODE (D102060) | | | 2 2 | IUA | 24A | 4A | 40S | CA | 4A | 24A | IUA | | 48 | 2 0 | 1 0115 | UΙ | 6 |) R | Р |
| 38.50 | | MISC FEATR | | GORE (R103860) | | | | | | | | | | | | | | | | | | | |
| 38.58 | | MED XING | - | OFFICIAL KITSAP WAY | αш | | | | | | | | | | | | | | | | | | |
| 38.60 | | OFF RAMP | | | | Y | | | | | | | | | | | | | | | | | |
| 38.75 | | ON RAMP | | | ST | Y | | | | | | | | | | | | | | | | | |
| 38.96 | | ON RAMP | | | ST | Y | | | | | | | | | | | | | | | | | |
| 39.00 | | MP MARKER | | 39 | αш | | | | | | | | | | | | | | | | | | |
| 39.09 | | OFF RAMP | | | ST | Y | | | | | | | | | | | | | | | | | |
| 39.15 | | MISC FEATR | L | GORE (S103896) | | | | | | | | | | | | | | | | | | | |
| 39.17 | | MISC FEATR | | GORE (P103909) | αш | | | | | | | | | | | | | | | | | | |
| 39.32 | 39.27 | UXING | В | AUSTIN DR | ST | | | | | | | | | | | | | | | | | | |
| 20 42 | 20 20 | MICC DRAMD | - | BRDG NUM 003/120 | | | | | | | | | | | | | | | | | | | |
| 39.43 | | MISC FEATR | | GORE (R103953) | | | | | | | | | | | | | | | | | | | |
| 39.45 | | MISC FEATR | | GORE (Q103975) | αш | | | | | | | | | | | | | | | | | | |
| 39.53 | | OFF RAMP | | | ST | Y Y | | | | | | | | | | | | | | | | | |
| 39.75 | | ON RAMP | | | ST | Y | | | | | | | | | | | | | | | | | |
| 40.00 | | MP MARKER | В | 40 | | | 2 2 | 107 | 0.43 | 4 70 | 400 | חח | 47 | 0.43 | 107 | | 40 | 2 0 | 1 0115 | TT1 | - | о п | Ъ |
| 40.42 | 40.37 | T DAVID OTOX | | DDEMEDRON | | | | | | | 40S | | | | 10A | | 48 | 2 0 | 1 0115 1 \$\$\$\$ | UI TT1 | |) R | |
| 40.43 40.44 | | LEAVE CITY | - | BREMERTON | ST | | | | | | 40S | | | | | | | | | | |) R | |
| 40.44 | 40.39 | BEG BRIDGE | Т | | 51 | | 2 2 | \$\$C | 30P | \$\$C | 400 | \$\$ | \$\$C | 30P | \$\$C | | 60 | 2 0 | Т | UI | ю |) R | |
| | | DEG DDIDGE | Б | BRDG NUM 003/123E | αш | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | ע | | ST | | | | | | | | | | | | | | | | | | |
| 40 47 | 40 40 | EMD DDIDGE | - | BRDG NUM 003/123W | | | 2 2 | 107 | 0.43 | 4 70 | 400 | חח | 4 7 | 0.43 | 107 | | 4.0 | 2 0 | 1 | TT1 | - | о п | |
| 40.47 | 40.42 | END BRIDGE | | ERLAND PT RD | | | 2 2 | IUA | 24A | 4A | 40S | BE | 4A | 24A | IUA | | 48 | 2 0 | Т | U1 | ю |) R | |
| 40 50 | 40.45 | END BRIDGE | ע | ERLAND PT RD | | | 2 2 | 107 | 0.43 | 4 70 | 400 | C 7 | 4 7 | 0.43 | 107 | | 4.0 | 2 0 | 1 | TT1 | - |) R | |
| 40.50 | | | | | | | | 10A 10A | | | | | | 24A | | | | 2 0 | | U1 | | | |
| 40.66 | 40.61 | OHE DAMP | Б | CHT CO WAY | ST | τ, | | | | | | | | | | | | 2 0 | | U1 | |) R) R | |
| 40.79 40.81 | | OFF RAMP | | | SI | | 2 2 | IUA | 24A | 555 | 10A | υĿ | 444 | 24A | IUA | | 48 | 2 0 | Т | U1 | ю | JR | |
| | | - | | | SI | Y | | <u></u> | 445 | | 1 0 D | T 173 | | 445 | Ċ Ċ T.T | | 0.0 | 2 0 | 1 | TT1 | - |) R | |
| 40.88 | 40.83 | BEG BRIDGE | В | | 51 | | 2 2 | \$\$W | 441 | | 10P | UĿ | | 441 | \$\$W | | 88 | 2 0 | 1 | U1 | 0 | JR | |
| 40.92 | 40 07 | END BRIDGE | D | BRDG NUM 003/123.5 CHICO CREEK | | | 2 1 | 10A | 2/17 | | 107 | TE | | 2/17 | 10A | | 10 | 2 0 | 1 | IJ1 | <i>c</i> . |) R | |
| | | | | | | | Z Z | ΤUA | ∠4A | | 10A | υĽ | | ∠4A | ΙUΑ | | 48 | ∠ U | Т | UΤ | יס | JK | |
| 40.96 | | MISC FEATR | K | GORE (P104079) | | | 2 2 | 107 | 247 | 47 | 400 | CD | 47 | 247 | 107 | | 10 | 2 0 | 1 | U1 | <i>c</i> . | n ر | |
| 40.98 40.99 | 40.93 | MISC FEATR | т | CODE (C104001) | | | Z Z | ΤUA | ∠4A | 4A | 40S | GK | ΉA | ∠4A | ΙUΑ | | 48 | 2 0 | Т | UΤ | יס |) R | |
| 40.99 | | MP MARKER | В | GORE (S104081) 41 | | | | | | | | | | | | | | | | | | | |
| 41.00 | | BEG BRIDGE | | | ST | | 2 2 | 440 | 207 | 660 | 400 | ት ት | _ር ሩ ር | 207 | 440 | | 76 | 2 0 | 1 | IJ1 | e |) R | |
| 41.09 | 41.04 | DEG BKINGE | т | | SΙ | | 4 4 | PAC | SOA | 33C | 400 | Ģφ | 29C | BOC | 33C | | 70 | ∠ 0 | т | UΤ | 0 | JK | |
| | | | | BRDG NUM 003/124E | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | _ | | 1 | WIDT | H ANI | D SUR | FAC | F. TNI | FORM | וחדדם | J | | | | | | | | |
|----------------|-------|-----------------|-----|-----|-------------------------|-------|-------|-------|------|-------|------|-------|-------|-------|--------|------|-------|-----|-----|-----|-----|-------|----------|------|------|------|
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| | | | | | EFT/RIGHT INDICATOR | 1 | KING. | - 1 | | | | RHT | | | LFT | | | USE | | | | 02110 | - | LEGA | _ | ~ |
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| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | WD/S | | | | | | | | | | | | | |
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| | | I | 1-1 | | | · — · | | - 1 - | -1-1 | | - | | 1 | - 1 | | | | 11 | | 1-1 | | | | | | 1-1- |
| 41.09 | 41.04 | BEG BRIDGE | D | | CHICO WAY | ST | | 2 | 2 2 | C | 38A | C | 400 |) | C | 38A | С | | 76 | 2 | 01 | | U1 | 6 | 0 R | |
| | | | | | BRDG NUM 003/124W | | | | | | | | | | | | | | | | | | | | | |
| 41.13 | 41.08 | END BRIDGE | I | | CHICO WAY | | | 2 | 2 2 | 10A | 24A | 4A | 408 | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | U1 | 6 | 0 R | |
| | | END BRIDGE | D | | CHICO WAY | | | | | | | | | | | | | | | | | | | | | |
| 41.14 | 41.09 | | | | | | | 2 | 2 2 | 10A | 24A | 4A | 408 | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | U1 | 6 | 0 R | |
| 41.27 | 41.22 | | | | | | | 2 | 2 2 | 10A | 24A | 4A | 508 | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | U1 | 6 | 0 R | |
| 41.29 | 41.24 | MISC FEATR | | L | GORE (R104140) | | | | | | | | | | | | | | | | | | | | | |
| 41.40 | | OFF RAMP | | | CHICO WAY | ST | 1 | Y | | | | | | | | | | | | | | | | | | |
| 41.43 | | MISC FEATR | | | GORE (Q104171) | | | | | | | | | | | | | | | | | | | | | |
| 41.71 | | ON RAMP | | R | CHICO WAY | ST | 7 | Y | | | | | | | | | | | | | | | | | | |
| 42.00 | 41.95 | MP MARKER | | В | 42 | | | | | | | | | | | | | | | | | | | | | |
| 42.01 | 41.96 | UXING | В | | ELDORADO HILL RD | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 003/126 | | | | | | | | | | | | | | | | | | | | | |
| 42.33 | | MED XING | | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 42.93 | | ON RAMP | | | NEWBERRY HILL RD | ST | 7 | Y | | | | | | | | | | | | | | | | | | |
| 43.00 | | MP MARKER | | | 43 | | | | | | | | | | | | | | | | | | | | | |
| 43.20 | | OFF RAMP | | | NEWBERRY HILL RD | ST | 7 | Y | | | | | | | | | | | | | | | | | | |
| 43.32 | 43.27 | MISC FEATR | | | GORE (S104293) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (P104320) | | | | | | | | | | | | | | | | | | | | | |
| 43.48 | 43.43 | BEG BRIDGE | D | | NEWBERRY HILL RD | ST | | 2 | ≥ 2 | \$\$C | 38P | \$\$C | 508 | BE | 4A | 24A | 10A | | 62 | 2 | 01 | | U1 | 6 | 0 R | |
| | | | | | BRDG NUM 003/128W | | | _ | | | | | | | | | | | | _ | | | | _ | _ | |
| 43.49 | 43.44 | BEG BRIDGE | I | | NEWBERRY HILL RD | ST | | 2 | 2 2 | С | 38P | С | 50C | \$\$ | \$\$C | 38P | \$\$C | | 76 | 2 | 01 | | U1 | 6 | 0 R | |
| | | | _ | | BRDG NUM 003/128E | | | _ | | | | | | | _ | | | | | _ | | | | _ | | |
| 43.53 | | END BRIDGE | | | NEWBERRY HILL RD | | | | | 10A | | | | BE | | 38P | | | 62 | | | | U1 | | 0 R | |
| 43.54 | | END BRIDGE | Τ | | NEWBERRY HILL RD | | | | | 10A | | | | BE | | | 10A | | 48 | | | | U1 | | 0 R | |
| 43.55 | 43.50 | WT00 | | _ | GODD (D1043EG) | | | 2 | 2 2 | IUA | 24A | 4A | 508 | CA | 4A | 24A | IUA | | 48 | 2 | 01 | | U1 | 6 | 0 R | |
| 43.64 | | MISC FEATR | | | GORE (R104376) | | | | | | | | | | | | | | | | | | | | | |
| 43.72 | | MISC FEATR | | | GORE (Q104401) | СШ | | , | | | | | | | | | | | | | | | | | | |
| 43.76 | | OFF RAMP | | ш | NEWBERRY HILL RD | ST | | Y | 2 2 | 103 | 0.43 | 4 70 | C00 | | 4.70 | 0.43 | 107 | | 4.0 | _ | 0.1 | | 1 | _ | 0 D | |
| 43.83 | 43.78 | MD MADKED | | _ | 1.1 | | | _ | 1 4 | IUA | 24A | 4A | 688 | CA | 4A | 24A | IUA | | 48 | 2 | OΤ | | U1 | 6 | 0 R | |
| 44.00 | | MP MARKER | | | 44 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 44.01 | | ON RAMP | | | NEWBERRY HILL RD | 51 | | ĭ | | | | | | | | | | | | | | | | | | |
| 44.62 44.67 | 44.57 | MED XING | | C | OFFICIAL | | | _ | 2 2 | 107 | 247 | 17 | 688 | יום י | 47 | 247 | 107 | | 48 | 2 | 0.1 | | тт1 | c | 0 R | |
| 44.07 | | BEG BRIDGE | т. | | ANDERSON HILL RD | ST | | | | | | | 680 | | | | | | 76 | | | | U1 U1 | | 0 R | |
| 44.70 | 44.05 | BEG BRIDGE | Т | | BRDG NUM 003/130E | 21 | | | 5 Z | \$\$C | 30P | \$\$C | 000 | , 55 | ŞŞW | 30P | ŞŞW | | 70 | 4 | UΙ | | UΙ | O | UR | |
| | | BEG BRIDGE | Ъ | | ANDERSON HILL RD | ST | | | | | | | | | | | | | | | | | | | | |
| | | DEG DKIDGE | ע | | BRDG NUM 003/130W | 21 | | | | | | | | | | | | | | | | | | | | |
| 44.73 | 11 60 | END BRIDGE | т | | ANDERSON HILL RD | | | - | 2 2 | 107 | 2/17 | 47 | 688 | ים י | 17 | 247 | 107 | | 48 | 2 | 0.1 | | U1 | 6 | 0 R | |
| TT./3 | 11.00 | END BRIDGE | | | ANDERSON HILL RD | | | | ے د | IUA | ΔIA | . TA | 002 | ם כו | TΑ | ΔTA | TOA | | 10 | 4 | 0.1 | | OΙ | O | J K | |
| 44.77 | 44.72 | האחר חוודה מהיה | ע | | THIS INDUITION INTERIOR | | | - | 2 2 | 102 | 241 | 47 | 688 | . CA | 4 n | 241 | 102 | | 48 | 2 | 0.1 | | IJ1 | 6 | 0 R | |
| 45.00 | | MP MARKER | | R | 45 | | | | . 4 | TOA | 210 | | 002 | , ch | 111 | 217 | 1011 | | 10 | _ | O 1 | | <u> </u> | U | 5 10 | |
| 45.15 | | ON RAMP | | | SR 303 | ST | , | Y | | | | | | | | | | | | | | | | | | |
| 10.10 | 13.10 | 014 10711-11 | | | 511 505 | D I | | - | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | ידמדש | H ANT | SURI | FACE | TNI | FORM | ИОТТА | J | | | | | | | | |
|--------|-------|------------|------|---------------------|-------|------|-----|---------|-------|---------|-------|--------|-------|------|-------|--------|----|----|-----------|-------|-------|-----|-------|--|
| | | | :DIR | ECTION TO INVENTORY | -BR | IDGE | | | REAS | | | | | | UNDI | | | | CL2 | ASSIE | TICA | TIO | NS | |
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| | | | : : | | l | | 1 | | | | MEDIA | AN- | | RDY | | | | МТ | CE CITY | | | | TIPIS | |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | | | | | | | | | | | | | | SE NBR | | | | | |
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| | | | 1-1 | | . — . | | | - | 1 | I ——— I | | . —— . | . —— | | . —— | ı —— ı | | | | - 1 1 | . — . | | | |
| 45.21 | 45.16 | | | | | | 2 2 | 2 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | U1 | | 60 | R | |
| 45.27 | 45.22 | MED XING | С | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 45.30 | 45.25 | OFF RAMP | R | CLEAR CREEK RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 45.40 | 45.35 | MISC FEATR | L | GORE (S104515) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P104530) | | | | | | | | | | | | | | | | | | | | |
| 45.58 | 45.53 | UXING | В | SR 303 | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 303/042 | | | | | | | | | | | | | | | | | | | | |
| 45.59 | 45.54 | OFF RAMP | R | SR 303 SB | ST | Y | | | | | | | | | | | | | | | | | | |
| 45.69 | 45.64 | MISC FEATR | R | GORE (P104559) | | | | | | | | | | | | | | | | | | | | |
| 45.91 | 45.86 | UXING | В | SR 303(WAAGA WAY) | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 303/040 | | | | | | | | | | | | | | | | | | | | |
| 45.96 | 45.91 | | | | | | 3 2 | 2 10A | 36A | 4A | 40S | CA | 4A | 24A | 10A | | 60 | 2 | 01 | U1 | | 60 | R | |
| 46.00 | 45.95 | MP MARKER | В | 46 | | | | | | | | | | | | | | | | | | | | |
| 46.02 | 45.97 | MISC FEATR | R | GORE (Q104624) | | | | | | | | | | | | | | | | | | | | |
| 46.04 | 45.99 | MISC FEATR | L | GORE (R104611) | | | | | | | | | | | | | | | | | | | | |
| 46.11 | 46.06 | OFF RAMP | L | SR 303 | ST | Y | | | | | | | | | | | | | | | | | | |
| 46.18 | 46.13 | | | | | | 3 3 | 3 10A | 36A | 4A | 40S | CA | 4A | 36A | 10A | | 72 | 2 | 01 | U1 | | 60 | R | |
| 46.24 | 46.19 | ON RAMP | R | SR 303 | ST | Y | | | | | | | | | | | | | | | | | | |
| 46.37 | 46.32 | | | | | | 3 3 | 3 10A | 36A | 4A | 48S | CA | 4A | 36A | 10A | | 72 | 2 | 01 | U1 | | 60 | R | |
| 46.42 | 46.37 | ON RAMP | L | TRIGGER AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 46.59 | 46.54 | OFF RAMP | R | TRIGGER AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 46.72 | 46.67 | MISC FEATR | R | GORE (P104659) | | | | | | | | | | | | | | | | | | | | |
| 46.74 | 46.69 | MISC FEATR | L | GORE (S104642) | | | | | | | | | | | | | | | | | | | | |
| 46.89 | 46.84 | UXING | В | TRIGGER AVE | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/137 | | | | | | | | | | | | | | | | | | | | |
| 47.00 | 46.95 | MP MARKER | В | 47 | | | | | | | | | | | | | | | | | | | | |
| 47.02 | 46.97 | MISC FEATR | L | GORE (R104714) | | | | | | | | | | | | | | | | | | | | |
| 47.04 | 46.99 | MISC FEATR | R | GORE (Q104733) | | | | | | | | | | | | | | | | | | | | |
| 47.14 | 47.09 | OFF RAMP | L | TRIGGER AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 47.33 | | ON RAMP | R | TRIGGER AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 47.87 | | ON RAMP | | LUOTO RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 47.96 | | OFF RAMP | | SR 308 | ST | Y | 3 2 | 2 10A | 36A | 4A | 48S | CA | 4A | 24A | 10A | | 60 | 2 | 01 | U1 | | 60 | R | |
| 47.97 | 47.92 | UXING | В | MOUNTAIN VIEW RD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/139 | | | | | | | | | | | | | | | | | | | | |
| 48.00 | | MP MARKER | В | 48 | | | | | | | | | | | | | | | | | | | | |
| 48.02 | 47.97 | | | | | | 2 2 | 2 10A | 24A | 4A | 48S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | U1 | | 60 | R | |
| 48.21 | | MISC FEATR | L | GORE (S104787) | | | | | | | | | | | | | | | | | | | | |
| 48.23 | | MISC FEATR | R | GORE (P104796) | | | | | | | | | | | | | | | | | | | | |
| 48.45 | 48.40 | | | | | | | | | | 48S | | | | | | 48 | | | U1 | | 60 | | |
| 48.48 | 48.43 | BEG BRIDGE | I | SR 308 | ST | | 2 2 | 2 \$\$W | 38A | \$\$W | 480 | \$\$ | \$\$W | 38A | \$\$W | | 76 | 2 | 01 | U1 | | 60 | R | |
| | | | | BRDG NUM 003/140E | | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | N-W RAMP | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/140N-W | | | | | | | | | | | | | | | | | | | | |
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| | | | : DI | RECTION TO INVENTORY | 1 | _BD | IDGE | | | REAS | | | . ACI | | | | SPC | | | | -CLAS | SCIE | тсъп | ירחי | MG | _ |
| | | | | LEFT/RIGHT INDICATOR | | | | | LFT | KEAD, | RHT | | | LFT | (110) | | USE | | | | СПА | | LEGA | | LVD | |
| | | | : : | | | -XR | UZD- | T.NIS | SHD | BDA | | MEDIA | ΔN — | | BDA | | | | мт | CE I | CITY | | | | тІрІ | S |
| SRMP B | ΔPM | FEATURE | | LR DESCRIPTION | | | | | | | | WD/S | | | | | | | | | | | | | | |
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| | l I | l | - - | — I | | — I | | 1-1- | 1 | I —— | I | l | l —— | l —— | ı —— | · | l —— I | | -1- | | | I —— I · | 1- | - | -1-1 | _ |
| 48.48 | 48 43 | BEG BRIDGE | D | SR 308 | | ST | | 2 2 | W | 38A | W | 480 | | W | 38A | W | | 76 | 2 | 01 | | U1 | F | 50 1 | R | |
| 10.10 | 10.15 | DEG DRIDGE | _ | BRDG NUM 003/140W | | - | | | • | 5011 | ••• | 100 | | • • • | 3011 | • | | , 0 | _ | O <u>-</u> | | 01 | , | | | |
| 48.50 | 48 45 | END BRIDGE | Т | SR 308 | | | | 2 2 | 104 | 24A | 4 A | 48S | BE | 3 A | 244 | 10A | | 48 | 2 | 01 | | U1 | F | 50 1 | R | |
| 10.50 | | END BRIDGE | | ~- 200 | | | | | 1011 | 2 111 | | 100 | | 311 | 2 111 | 1011 | | 10 | _ | O <u>-</u> | | 01 | , | | | |
| 48.53 | 48.48 | END DRIDGE | _ | SR 308 L GORE (R104881) R GORE (Q104901) | | | | 2 2 | 104 | 24A | 4 A | 48S | CA | 3 A | 244 | 1 N A | | 48 | 2 | 01 | | U1 | F | 50 1 | R | |
| 48.55 | 48.50 | | | | | | | | | | | 40S | | | | | | | | | | U1 | | 50 1 | | |
| 48.70 | | MISC FEATR | Ι | GORE (R104881) | | | | | 1011 | 2 111 | | 100 | 011 | | 2 111 | 1011 | | 10 | _ | O <u>-</u> | | 01 | , | | | |
| 48.75 | | MISC FEATR | | R GORE (0104901) | | | | | | | | | | | | | | | | | | | | | | |
| 48.81 | | OFF RAMP | | L LUOTO RD | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 49.00 | | MP MARKER | | 3 49 | | O I | - | | | | | | | | | | | | | | | | | | | |
| 49.01 | | ON RAMP | | R SR 308 | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 49.18 | 49.13 | OIV ICINII | 1 | C BIC 500 | | O I | - | | 102 | 247 | <i>4</i> 7\ | 40S | $C\Delta$ | 47 | 247 | 102 | | 4 8 | 2 | Λ 1 | | p1 | 6 | 50 1 | Þ | |
| 50.00 | | MP MARKER | Е | 3 50 | | | | 2 2 | 1011 | 2 111 | 121 | 105 | C11 | 111 | 2 111 | 1011 | | 10 | 2 | 0 1 | | 1(1 | | , , | | |
| 50.31 | | MED XING | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.34 | | UXING | В | SHERMAN HILL RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 30.34 | 30.27 | OZING | Ь | BRDG NUM 003/142 | | DI | | | | | | | | | | | | | | | | | | | | |
| 51.00 | 50.95 | MP MARKER | Е | 3 51 | | | | | | | | | | | | | | | | | | | | | | |
| 51.77 | | MED XING | | C OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 51.82 | | ON RAMP | Ī | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 51.92 | | OFF RAMP | | R FINN HILL RD | | ST | | | 104 | 24A | 4 A | 40S | CA | 4 A | 244 | 1 N A | | 48 | 2 | 01 | | TT1 | F | 50 1 | R | |
| 52.00 | | MP MARKER | | 3 52 | | - | - | | 1011 | 2 111 | | 100 | 011 | | 2 111 | 1011 | | 10 | _ | O <u>-</u> | | 01 | , | | | |
| 52.07 | | MISC FEATR | | R GORE (P105192) | | | | | | | | | | | | | | | | | | | | | | |
| 52.11 | | MISC FEATR | I | • | | | | | | | | | | | | | | | | | | | | | | |
| 52.27 | | UXING | В | FINN HILL RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 32.27 | 32.22 | 0111110 | _ | BRDG NUM 003/145 | | - | | | | | | | | | | | | | | | | | | | | |
| 52.37 | 52 32 | ENTER CITY | | POULSBO | | | | 2 2 | 104 | 24A | 4 A | 40S | CA | 4 A | 244 | 1 N A | | 48 | 2 | 01 | 1010 | TT1 | F | 50 1 | R P | |
| 52.40 | 52.35 | DIVIDIC CITI | | 1002020 | | | | | | | | 38S | | | | | | | | | 1010 | | | | R P | |
| 52.41 | | OFF RAMP | F | R SR 305 | | ST | Y | | 1011 | 2 111 | | 305 | 011 | | 2 111 | 1011 | | 10 | _ | O <u>-</u> | 1010 | 01 | , | | | |
| 52.55 | | MISC FEATR | | R GORE (P105241) | | - | - | | | | | | | | | | | | | | | | | | | |
| 52.57 | | ON RAMP | | SR 305 | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 52.74 | 52.69 | 011 101111 | _ | 510 303 | | - | - | | 104 | 24A | 4 A | 38S | BE | 4 A | 244 | 1 N A | | 48 | 2 | 01 | 1010 | TT1 | F | 50 1 | R P | |
| 52.75 | | BEG BRIDGE | Т | SR 305 | | ST | | | | | | 380 | | | | | | | | | 1010 | | | | R P | |
| 32.73 | 32.70 | DEG DRIDGE | _ | BRDG NUM 003/150E | | - | | | 7711 | 021 | 7711 | 300 | 7 7 | 7711 | 301 | 7711 | | 100 | _ | O <u>-</u> | 1010 | 01 | , | | | |
| | | BEG BRIDGE | D | SR 305 | | ST | | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDGE | | BRDG NUM 003/150W | | - | | | | | | | | | | | | | | | | | | | | |
| 52.78 | 52 73 | END BRIDGE | т | SR 305 | | | | 2 2 | 1 N Z | 241 | 4 z | 38S | BE | 4 z | 242 | 102 | | 48 | 2 | 0 1 | 1010 | TT1 | 6 | 50 1 | RР | |
| 32.70 | 32.73 | END BRIDGE | | | | | | 2 2 | 1011 | 2 111 | 121 | 305 | םם | 111 | 2 171 | 1011 | | 10 | 2 | 0 1 | 1010 | OI | | , , | | |
| 52.79 | 52.74 | LIAD DICIDOR | ע | SR 305 L GORE (S505257) R GORE (Q105328) B 53 | | | | 2 2 | 1 0 2 | 241 | 4 2 | 38S | $C\Delta$ | 4 2 | 241 | 1 0 2 | | 4.8 | 2 | 0.1 | 1010 | тт1 | 6 | 50 1 | RР | |
| 52.86 | | MISC FEATR | I | . GORE (9505257) | | | | | | | | 38S | | | | | | 36 | | | 1010 | | | | R P | |
| 52.97 | | MISC FEATR | F | CORE (01053237) | | | | ۷ 1 | IUA | 4 TA | TA | 202 | CA | TOM | 12A | TIM | | 50 | _ | O T | TOTO | 01 | (| , 0 . | L | |
| 53.00 | | MP MARKER | | 3 53 | | | | | | | | | | | | | | | | | | | | | | |
| 53.06 | | MISC FEATR | _ | GORE (R105321) | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | | LEAVE CITY | | POULSBO | | | | 2 1 | 104 | 241 | 47 | 38S | $C\Delta$ | 15A | 124 | 11a | | 36 | 2 | 0 1 | \$\$\$\$ | TT1 | 6 | 50 1 | R \$ | |
| 33.07 | 33.02 | CIII | | 100000 | | | | 2 I | IOA | 2 17 | 117 | 200 | C21 | 1311 | 127 | 114 | | 50 | | <u> </u> | ~ ~ ~ ~ | 01 | | | Y | |

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| | | | | | | | | | | | ATDTF | ı anı | SURI | FACE | TNI | TORM: | ATTON | J | | | | | | |
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| | | | :DI | RECTION T | O INVENTO | RY | -BRII | | | | REAS | | | | | | JNDI | | | | CLA | SSIFI | CATI | ONS |
| | | | | LEFT/RIGH | T INDICAT | OR | -UXII | | | | | RHT | | | $_{ m LFT}$ | | | USE | | | | | LEGAL | |
| CDMD D | 7 D.M | | : : | | TI ON | | | | | | | | | | | | | | | | CE CITY | | | |
| SRMP B | ARM | FEATURE | | RDESCRIP | TION | | I OW IC | 7 [| וע | W/S | W/S | W/S | WD/S | BK | W/S | W/S | W/S | MID | MID | A S | SE NBR | FCL | , IR | RKT |
| | | | | -1 | | | -11 | -1-1 | -1- | I | | | | | | l ——— | | | | -1- | | 11- | — I —— | 1-1-1- |
| 53.09 | 53.04 | | | | | | | | 2 1 | 10A | 24A | 4A | 38S | CA | 15A | 12A | 11A | | 36 | 2 (|)1 | U1 | 50 | R |
| 53.12 | | MED XING | _ | OFFICIA | L | | | | | 8A | 12A | 15A | 38S | DE | 15A | 12A | 11A | | 24 | 2 (|)1 | U1 | 50 | R |
| 53.21 | | OFF RAMP | L | SR 305 | | | ST | Y | | | | | | | | | | | | | | | | |
| 53.23 | 53.18 | | | | | | | | | 10A | 12A | 4A | 60S | DE | 4A | 12A | 10A | | 24 | 2 (| 01 | U1 | 50 | R |
| 53.28 | | ON RAMP | R | SR 305 | | | ST | Y | | | | | | | 10- | 0.4- | 10- | | 0.4 | | | | | _ |
| 53.45 | 53.40 | | | | | | | | | | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | | | | | 24 | | | U1 | 50 | |
| 53.56 | 53.51 | TNEED CEICEN | | THOMP GO | NI DD NIU | | ao. | | 1 1 | | | | | | A8 | 24A | 8A | | 24 | 2 (| JΤ | U1 | 50 | R |
| 53.60 53.61 | 53.55 | INTRSECTN | 1 1 | THOMPSO | N KD NW | | CO | _ | 1 1 | | | | | | 0.7 | 247 | 8A | | 24 | 2 (| 11 | R1 | 50 | Ъ |
| 53.71 | 53.66 | | | | | | | | 1 1 | | | | | | | | 6A | | 24 | | | R1 | 50 | |
| 53.88 | | EQUATION | | 053.72 | -053 88 | | | | т т | | | | | | OA | ZHA | OA | | 24 | 2 (|) 1 | KI | 50 | K |
| 54.00 | | MP MARKER | | 54 | -033.00 | | | | | | | | | | | | | | | | | | | |
| 54.19 | | INTRSECT | | | IAN DR NW | | CO | N | | | | | | | | | | | | | | | | |
| 54.66 | 54.45 | INTRODUCTION | | поприн | 1711V DIC 1VVV | | CO | | 1 1 | | | | | | 82 | 244 | 8A | | 24 | 2 (| 11 | R1 | 50 | R |
| 54.76 | | INTRSECT | т. | PTONEER | HILL RD | NW | CO | Y | | | | | | | 011 | 2 111 | 011 | | | _ ` | , _ | 111 | 30 | 10 |
| 31.70 | 51.55 | INTRSECTN | | BEAVER | | | PV | | | | | | | | | | | | | | | | | |
| 54.86 | 54.65 | | | | | | | | 1 1 | | | | | | 6A | 24A | 6A | | 24 | 2 (|)1 | R1 | 50 | R |
| 55.00 | 54.79 | MP MARKER | R R | 55 | | | | | | | | | | | | | | | | | | | | |
| 55.29 | 55.08 | INTRSECTN | I L | DENTON | RD NW | | CO | N | | | | | | | | | | | | | | | | |
| 55.51 | 55.30 | | | | | | | | 1 1 | | | | | | бA | 24A | бA | | 24 | 2 (|)1 | U1 | 50 | R |
| 55.92 | 55.71 | | | | | | | | 1 1 | | | | | | 8A | 24A | A8 | | 24 | 2 (|)1 | U1 | 50 | R |
| 56.00 | | MP MARKER | | 56 | | | | | | | | | | | | | | | | | | | | |
| 56.03 | 55.82 | INTRSECTN | 1 L | PIONEER | WAY NW | | CO SC | _ | 1 1 | | | | | | A8 | 24A | A8 | | 24 | 2 (|)1 | R1 | 50 | R |
| | | INTRSECTN | | TYTLER | | | CO SC | _ | | | | | | | | | | | | | | | | |
| 56.06 | | EXIT TO | | BUSINES | | | PV | Y | | | | | | | | | | | | | | | | |
| 56.07 | | ENT FROM | R | BUSINES | S | | PV | Y | | | | | | | 10- | 0.4- | 10- | | 0.4 | | | _ 1 | | _ |
| 56.53 | 56.32 | | | | | | GO | | 1 1 | | | | | | IUA | 24A | 10A | | 24 | 2 (| ĴΤ | R1 | 50 | R |
| 56.80 | | INTRSECTN | і Г | LOFALL | RD NE | | CO | Y | | | | | | | 107 | 043 | C 3 | | 0.4 | 2 | 11 | D 1 | F 0 | Б |
| 56.96 57.00 | 56.75 | MP MARKER | | 57 | | | | | 1 1 | | | | | | IUA | 24A | бA | | 24 | 2 (| JΤ | R1 | 50 | R |
| 57.00 | | INTRSECTN | | PARK ST | NE | | CO | Y | | | | | | | | | | | | | | | | |
| 57.03 | 30.02 | INIKSECIN | , ь | PARK SI | NE | | CO | ĭ | | | | | | | | | | | | | | | | |
| INTERSEC | TION D | ETAIL | | TURN | LANES | | | A | CCE | LERAT | rion | LANI | S | | | | | | | | | | | |
| | | | | | L FAR | | | | | | | | RIG | | | | | | | | | | | |
| SRMP B | ARM | | LGT W | D LGT WD | LGT WD | LGT WD | LGT | WD | LG' | T WD | LGT | C WD | LGT | WD | | | | | | | | | | |
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| 53.60 | 53.55 | | .07 1 | | | | | | | | .05 | 5 12 | | | | | | | | | | | | |
| 54.19 | 53.98 | | .03 1 | | 02 10 | | | | | | | | | | | | | | | | | | | |
| 54.76 | 54.55 | | .03 1 | | .03 12 | | | | | | | | | | | | | | | | | | | |
| 56.03 | 55.82 | | .U3 I | 2 .02 12 | | | | | | | | | | | | | | | | | | | | |
| 56.06 | 55.85 | | .03 1 | .01 12 | | | | | | | | | | | | | | | | | | | | |
| 56.80 57.03 | 56.59 56.82 | | .03 1 | | | | | | | | | | | | | | | | | | | | | |
| 51.03 | 50.02 | | .U3 I | ۵ | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | WIDT | H ANI | SURFACE | INI | FORMA | TION | i – – – . | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BR | IDGI | | DECREAS | /DIV | | INC | RES/U | NDI | SPC | | | CLA | SSIFIC | CATIONS |
| | | | : :L | EFT/RIGHT INDICATOR | -UX | ING- | - NBR | LFT | RHT | | $_{ m LFT}$ | | RHT | USE | rot | | | L | EGAL |
| | | | : : | | | OAD- | | SHD RDY | | | | | | | | | E CITY | | PEED T P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TCI | 'D I | W/S W/S | W/S | WD/S BR | W/S | W/S | W/S | MID | diw | AS | E NBR | FC D | IB R K T |
| | | | . _ _ | | -11 | _ | -1-1- | | . | | | | | | | _ _ | _ | _ | - - - |
| 57.06 | 56.85 | | | | | | 1 1 | | | | 67 | 24A | 6A | | 24 | 2 0 | 1 | R1 | 50 R |
| 57.00 | | INTRSECTN | т | KINIMANI DID NIE | ao | CC 1 | | | | | θA | ZAA | θA | | 24 | Z 0 | 1 | KI | 50 K |
| 57.09 | 30.00 | | Ъ | KINMAN RD NE BIG VALLEY RD NE | | SG Y | | | | | | | | | | | | | |
| 57.46 | E7 0E | INTRSECTN INTRSECTN | T. | FALKNER RD NE | CO | SG Y | | | | | | | | | | | | | |
| 57.40 | | INTRSECTN | T L | FALKNER RD NE FALKNER RD NE | CO | 1 | - | | | | | | | | | | | | |
| 57.92 | 57.72 | INIKSECIN | П | FALKNER RD NE | CO | 1 | 11 | | | | 67 | 24A | 67 | | 24 | 2 0 | 1 | U1 | 50 R |
| 57.93 | | INTRSECTN | R | SCENIC DR NE | CO | 1 | | | | | OA | ZHA | OA | | 2 1 | 2 0 | 1 | UΙ | 30 K |
| 58.00 | | MP MARKER | R | 58 | CO | 1 | 4 | | | | | | | | | | | | |
| 58.13 | | INTRSECTN | т | SUNSET WAY NE | CO | 1 | т | | | | | | | | | | | | |
| 58.30 | | INTRSECTN | R. | SCENIC DR NE | CO | 1 | | | | | | | | | | | | | |
| 58.31 | | INTRSECTN | K L | SCENIC DR NE | CO | 1 | | | | | | | | | | | | | |
| 58.46 | 58.25 | INIKSECIN | П | SCENIC DR NE | CO | 1 | 11 | | | | 67 | 24A | 67 | | 24 | 2 0 | 1 | R1 | 50 R |
| 59.00 | | MP MARKER | R | 59 | | | т т | | | | OA | ZHA | OA | | 2 1 | 2 0 | 1 | KI | 30 K |
| 59.00 | | INTRSECTN | т | BALTIC LN NE | CO | 1 | т | | | | | | | | | | | | |
| 59.48 | 59.10 | INIKSECIN | П | BALITC LIN INE | CO | 1 | 11 | | | | 67 | 24A | 6A | | 24 | 2 0 | 1 | R1 | 45 R |
| 59.73 | | INTRSECTN | R | BABCOCK ST NE | CO | 1 | | | | | UA | ZIA | UA | | 27 | 2 0 | _ | IXI | 43 K |
| 59.73 | 59.53 | ININGECIN | 10 | BABCOCK SI NE | CO | 1 | 11 | | | | ΩΛ | 24A | 8A | | 24 | 2 0 | 1 | R1 | 45 R |
| 59.84 | | INTRSECTN | т | S BRIDGE WAY NE | CO | 1 | 111 | | | | | 24A | | | | 2 0 | | R1 | 45 R |
| 59.97 | | WYE CONN | L | SR 104 | ST | 7 | | | | | IUA | ZIA | IUA | | 27 | 2 0 | _ | IXI | 43 K |
| 60.00 | | MP MARKER | R | 60 | 51 | - | • | | | | | | | | | | | | |
| 60.02 | | INTRSECTN | L | SR 104 | СТ | SG Y | , | | | | | | | | | | | | |
| 00.02 | 37.01 | END CTLSEC | _ | CONTROL SECTION 1801 | 51 | . DG | | | | | | | | | | | | | |
| | | END CILSEC | | CONTROL PECITON 1001 | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | TURN | LANES | ACCELERA | TION LANES |
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| | L NEAR R NEAR | L FAR R FAR | LEFT L-CNTR | R-CNTR RIGHT- |
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| | | | | |
| 57.09 56.88 | .02 12 | .04 12 | | |
| 57.46 57.25 | .03 12 | | | |
| 59.97 59.76 | | | .06 12 | |
| 60.02 59.81 | .05 12 | | | |
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| | | | | | | | | | - W I | DTH | AND | SURI | FACE | INE | ORMA | ATION | J <i></i> | | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BR | IDGE | | | | | DIV | | | | | JNDI | | ĺ | | | -CLASS | IFI | CAT | IONS | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | WO | TC L | D | I W/ | S W | V/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SEN | IBR E | 'C D |) I | 3 R | KT |
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| | | | . — . — — | | ' | | 1-1 | | | | | | . —— . | | | | | | | | | | _ , | -1-1 | _,_ |
| 85.51 | 85.58 | BEG ROUTE | | MAIN ROUTE | | | 3 | 3 10 |)A 3 | 36A | | 24A | JΕ | | 36A | 10A | | 72 | 1 | 01 | Ţ | 15 | 7 |) R | |
| | | | | OREGON ST LINE TO CANADA | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3401 | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT THURSTON CO | | | | | | | | | | | | | | | | | | | | | |
| 85.55 | 85.62 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 86.00 | 86.07 | MP MARKER | В | 86 | | | | | | | | | | | | | | | | | | | | | |
| 86.34 | 86.41 | UXING | В | 216TH AVE SW | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/301 | | | | | | | | | | | | | | | | | | | | | |
| 87.00 | 87.07 | MP MARKER | В | 87 | | | | | | | | | | | | | | | | | | | | | |
| 87.62 | 87.69 | | | | | | | | | | | 40S | | | | | | 75 | | | | 15 | |) R | |
| 87.65 | 87.72 | | | | | | | 3 10 |)A 3 | 39A | 10A | 40A | JΕ | 10A | 36A | 10A | | 75 | 1 | 01 | J | 15 | 7 |) R | |
| 87.80 | | ON RAMP | L | SR 12 | ST | Y | | | | | | | | | | | | | | | | | | | |
| 87.95 | 88.02 | BEG BRIDGE | I | PRAIRIE CREEK | ST | | 3 | 3 \$\$ | SW 6 | 58P | \$\$W | 400 | \$\$ | \$\$W | 68P | \$\$W | | 136 | 1 | 01 | Ţ | 15 | 7 |) R | |
| | | | | BRDG NUM 005/302E | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | | ST | | | | | | | | | | | | | | | | | | | | |
| 0.0 | 00 00 | | _ | BRDG NUM 005/302W | | | _ | 2 10 | | | 10- | 400 | | 10- | 26- | 10- | | | _ | 0.1 | _ | - | _ | | |
| 87.96 | 88.03 | END BRIDGE | | PRAIRIE CREEK | | | 3 | 3 IU |)A 3 | 39A | IUA | 40S | JΕ | IUA | 36A | IUA | | 75 | Τ | 0.1 | Ĺ | 15 | ./ |) R | |
| 0 | 00.06 | END BRIDGE | | PRAIRIE CREEK | | | | | | | | | | | | | | | | | | | | | |
| 87.99 | | MP MARKER | В | 88 | ~- | | _ | 2 10 | | | | 00- | | | 26- | 10- | | | _ | 0.1 | _ | - | _ | | |
| 88.02 | | OFF RAMP | R | | ST | Y | 3 | 3 10 |)A 3 | 39A | \$\$\$ | 22A | JΕ | \$\$\$ | 36A | 10A | | 75 | 1 | 01 | Ţ | 15 | ./(|) R | |
| 88.13 | | MISC FEATR | L | GORE (S108780) | | | _ | 2 10 | | | | 00- | | | 26- | 10- | | | _ | 0.1 | _ | - | _ | | |
| 88.16 | 88.23 | | _ | (-100000) | | | 3 | 3 10 |)A 3 | 36A | | 22A | JΕ | | 36A | 10A | | 72 | Τ | 0.1 | Ĺ | 15 | ./ |) R | |
| 88.23 | | MISC FEATR | R | GORE (P108802) | с т | | | | | | | | | | | | | | | | | | | | |
| 88.36 | 88.43 | UXING | В | SR 12 | ST | | | | | | | | | | | | | | | | | | | | |
| 00 40 | 00 56 | MICC PRAMP | Б | BRDG NUM 012/118 | | | | | | | | | | | | | | | | | | | | | |
| 88.49 88.67 | | MISC FEATR | | GORE (Q108890) | | | | | | | | | | | | | | | | | | | | | |
| 88.82 | | MISC FEATR | L | GORE (R108882) SR 12 | СП | 37 | | | | | | | | | | | | | | | | | | | |
| 88.82 | | OFF RAMP | L | | ST ST | Y Y | | | | | | | | | | | | | | | | | | | |
| 89.00 | | ON RAMP | R B | 89 | 21 | 1 | | | | | | | | | | | | | | | | | | | |
| 89.84 | | MP MARKER UXING | В | 183RD AVE SW | ST | | | | | | | | | | | | | | | | | | | | |
| 09.04 | 09.91 | UXING | В | BRDG NUM 005/304 | 21 | | | | | | | | | | | | | | | | | | | | |
| 90.00 | 00 07 | MP MARKER | В | 90 | | | | | | | | | | | | | | | | | | | | | |
| 90.00 | | MED XING | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 90.08 | | BEG BRIDGE | _ | SCATTER CREEK | ST | | 2 | 3 \$\$ | TAT / | 16D | | 22P | тυ | | 46P | ¢ ¢ tat | | 92 | 1 | Λ 1 | т | 15 | 7 | R | |
| 20.31 | 20.44 | TEG DEIDGE | ם | BRDG NUM 005/305 | υI | | ی | ک ک | , VV 4 | IUP | | 22P | UE | | TUP | γŅW | | シム | т | υт | C | ,) | / ' | л с | |
| 90.39 | 90 46 | END BRIDGE | B | SCATTER CREEK | | | 3 | 3 10 |) Z 3 | 862 | | 22A | JE. | | 364 | 10A | | 72 | 1 | 01 | ī | .5 | 7 | R | |
| 90.44 | | OFF RAMP | | REST AREA | ST | Y | | 5 10 | ,17 | Z | | ZZA | ت ن | | JUA | TOA | | 12 | _ | 0 1 | 1 | | , | <i>J</i> 10 | |
| 90.55 | | MISC FEATR | | GORE (X109044) | ∵ 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 90.80 | | REST AREA | | SCATTER CREEK | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.07 | 111.111 | | CS 340192 J327 MAJOR | | | | | | | | | | | | | | | | | | | | | |
| 91.00 | 91.07 | MP MARKER | В | 91 | | | | | | | | | | | | | | | | | | | | | |
| 91.12 | | MISC FEATR | | GORE (X109044) | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | SUR | FACI | E INF | ORM | ATION | 1 | | _ | | | | | |
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| | | | | ECTION TO INVENTORY | | -BRI | | | | REAS | | | | | RES/I | JNDI | | | | CLA | | _ | _ | 1S |
| | | | | EFT/RIGHT INDICATOR | | | | | LFT | DDI | RHT | MEDI | 7.7. | LFT | DDI | RHT | USE | TOT | ,,,,,, | an Latmy | | LEGA | | |
| SRMP E | D WILLY | FEATURE | : : | DESCRIPTION | | | | | | | | MEDI. | | SHD | RDY | SHD | LINS | RDY | <u> </u> M.T. | CE CITY SE NBR | ST | SPEE | : ענ | |
| SRMP E | ARM | FEATURE | אַדן ען | DESCRIPTION | | OWI | ГГ | וען | W/S | W/5 | W/5 | WD/S | I BK | W/S | W/S | W/5 | עדשן | мтр | A I | SE NBR | FC. | ו ע | 1 [۵. | X V 1 |
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| 91.13 | 91.20 | | | | | | | 3 3 | 10A | 36A | | 22A | JE | | 36A | 10A | | 72 | 1 | 01 | R5 | 7 | '0 I | 2 |
| 91.53 | | ON RAMP | R | REST AREA | | ST | Y | | | | | | - | | | | | | | | | | | |
| 91.86 | 91.93 | MED XING | С | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 92.00 | 92.07 | MP MARKER | В | 92 | | | | | | | | | | | | | | | | | | | | |
| 92.87 | | ON RAMP | L | REST AREA | | ST | Y | | | | | | | | | | | | | | | | | |
| 93.00 | 93.07 | MP MARKER | В | 93 | | | | | | | | | | | | | | | | | | | | |
| 93.29 | 93.36 | MISC FEATR | L | GORE (Y109372) | | | | | | | | | | | | | | | | | | | | |
| 93.43 | 93.50 | REST AREA | L | MAYTOWN | | | | | | | | | | | | | | | | | | | | |
| | | | | CS 340191 J331 MAJOR | | | | | | | | | | | | | | | | | | | | |
| 93.52 | | MISC FEATR | L | GORE (Y109372) | | | | | | | | | | | | | | | | | | | | |
| 93.72 | 93.79 | BEG SU LN | L | CLIMBING 1 | 2A | | | 3 3 | 10A | 36A | | 22A | JE | | 36A | 10A | 12 | 84 | 1 | 01 | R5 | 7 | '0 I | 3 |
| | | OFF RAMP | L | REST AREA | | ST | Y | | | | | | | | | | | | | | | | | |
| 94.00 | 94.07 | MP MARKER | В | 94 | | | | | | | | | | | | | | | | | | | | |
| 94.82 | 94.89 | | | | | | | | 10A | 36A | | 22A | JE | | 36A | 10A | 12 | 84 | 1 | 01 | U5 | 7 | '0 I | ? |
| 94.87 | 94.94 | OFF RAMP | R | SR 121 | | | Y | | | | | | | | | | | | | | | | | |
| 94.91 | 94.98 | END SU LN | L | CLIMBING 1 | 2A | | | 3 3 | 10A | 36A | | 22A | JE | | 36A | 10A | \$\$\$ | 72 | 1 | 01 | U5 | 7 | '0 I | ? |
| | | ON RAMP | L | MAYTOWN RD (OLD SR 121 |) | ST | Y | | | | | | | | | | | | | | | | | |
| 95.00 | 95.07 | MP MARKER | В | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (S109491) | | | | | | | | | | | | | | | | | | | | |
| 95.08 | | MISC FEATR | R | GORE (P109487) | | | | | | | | | | | | | | | | | | | | |
| 95.11 | 95.18 | MISC FEATR | $_{\rm L}$ | GORE (R509535) | | | | | | | | | | | | | | | | | | | | |
| 95.16 | | MISC FEATR | R | GORE (Q509521) | | | | | | | | | | | | | | | | | | | | |
| 95.21 | 95.28 | BEG SU LN | R | CLIMBING 1 | | | | 3 3 | \$\$W | 59P | | 22P | JΕ | | 44P | \$\$W | 15 | 118 | 1 | 01 | U5 | 7 | '0 I | 5 |
| | | ON RAMP | | SR 121 | | ST | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 396755N STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 396754G STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | В | SR 121 | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/308 | | | | | | | | | | | | | | | | | _ | _ | | |
| 95.25 | 95.32 | END BRIDGE | | SR 121 | | | | 3 3 | 10A | 36A | | 22A | JE | | 36A | 10A | 15 | 87 | 1 | 01 | U5 | 7 | '0 I | 3 |
| | | CHG SU LN | | | 2A | | | | | | | | | | | | | | | | | | | |
| 95.35 | | OFF RAMP | | MAYTOWN RD (OLD SR 121 | | | Y | | | | | | | | | | 1. 1. 1. | | _ | | | | | _ |
| 95.87 | | END SU LN | R | CLIMBING 1 | 2A | | | | 10A | | | 22A | | | | 10A | \$\$\$ | 72 | | | U5 | | 0 I | |
| 95.90 | 95.97 | | _ | 2.5 | | | | 3 3 | 10A | 36A | | 22A | JE | | 36A | 22A | | 72 | Τ | 01 | U5 | | '0 I | ₹ |
| 96.00 | | MP MARKER | В | 96 | | | | | 107 | 263 | | 1.63 | | | 263 | 007 | | п. | - | 0.1 | | _ | | _ |
| 96.16 | 96.23 | | | | | | | | 10A | | | 16A | | | | 22A | | 72 | | | U5 | | '0 I | |
| 96.20 | 96.27 | | _ | 0.0 | | | | 3 3 | 10A | 36A | | 16A | UE | | 36A | 10A | | 72 | Τ | 01 | U5 | 1 | '0 I | ર |
| 97.00 | | MP MARKER | В | 97 | | | | 2 7 | 103 | 263 | | 1 (3 | TP | | 267 | 107 | | 70 | 1 | 0.1 | TTE | _ | | |
| 97.21 | 97.28 | IIVING | Б | 112001 2000 000 | | αш | | 3 3 | 10A | 36A | | 16A | UE | | 36A | 10A | | 72 | Τ | UΙ | U5 | ., | 0 1 | _ |
| 97.22 | 97.29 | UXING | В | 113TH AVE SW | | ST | | | | | | | | | | | | | | | | | | |
| 98.00 | 00 07 | MD MYDYED | п | BRDG NUM 005/309 98 | | | | | | | | | | | | | | | | | | | | |
| 98.00 | | MP MARKER ENTER CITY | | TUMWATER | | | | 2 2 | 10A | 267 | | 16A | TE | | 267 | 10A | | 70 | 1 | 01 1325 | TTE | - | 0 1 | . Б |
| | | | | | | СT | Y | | TUA | SOA | | тоА | UE | | AOC | ΤUA | | 12 | Т | UI 1345 | υb | , | U I | 1 P |
| 98.68 | 90./5 | ON RAMP | ш | 93RD AVE SW | | ST | Y | | | | | | | | | | | | | | | | | |

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| | | | | | | | | V | VIDTE | H AND | SURI | FACE | INF | ORMA | TION | 1 | | | | | | | |
|------------------|--------|------------|--------|----------------------------------|------|--------|-------|-------|-------|-------|-------------|------|-------------|-------|-------|-----|-----|------|----------|------|------|-------|-------|
| | | | :DIR | ECTION TO INVENTORY | | IDGE | | DECF | REAS | /DIV | | | INCR | | | | | | CLA | SSIF | ICAT | IONS | |
| | | | | EFT/RIGHT INDICATOR | | | NBR | | | RHT | | | $_{ m LFT}$ | | | USE | | | | | LEGA | | |
| | | i | : : | | | OAD- | | | | | MEDIA | - NA | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEE | D T : | ₽ S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW. | TC L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D'I | B R 1 | K T |
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| 00.00 | 00.05 | | | | | | | 10- | 26- | | 1 | | | 26- | 10- | | | | 1005 | | _ | | _ |
| 98.88 | 98.95 | | _ | 101 | ~- | | | 10A | 36A | | 16A | JΕ | | 36A | 10A | | ./2 | 1 01 | 1325 | U5 | ./ | 0 L I | ₽ |
| 98.90 | | OFF RAMP | R | SR 121 | ST | Y | | | | | | | | | | | | | | | | | |
| 99.00 | | MP MARKER | В | 99 | | | | | | | | | | | | | | | | | | | |
| 99.07 | 99.14 | MISC FEATR | | GORE (S109868) | | | | | | | | | | | | | | | | | | | |
| 00.00 | 00 25 | MISC FEATR | | GORE (P109890) | a.m. | | | | | | | | | | | | | | | | | | |
| 99.28 | 99.35 | UXING | В | SR 121 | ST | | | | | | | | | | | | | | | | | | |
| 00 40 | 00 55 | MICC FRANC | Б | BRDG NUM 121/015 | | | | | | | | | | | | | | | | | | | |
| 99.48 | | MISC FEATR | | GORE (Q109977) | | | | | | | | | | | | | | | | | | | |
| 99.50 | | MISC FEATR | | GORE (R109958) | CIT. | 3.7 | | | | | | | | | | | | | | | | | |
| 99.58 | | OFF RAMP | L | 93RD AVE SW | ST | Y | | | | | | | | | | | | | | | | | |
| 99.77 | | ON RAMP | R | SR 121 | ST | Y | | 107 | 263 | | 1 (7 | | | 263 | 107 | | 7.0 | 1 01 | 4444 | TT. | 7 | о т | 4 |
| 99.80 | | LEAVE CITY | Б | TUMWATER | | | 3 3 | 10A | 36A | | 16A | UΕ | | 36A | IUA | | 12 | T 0T | \$\$\$\$ | U5 | / | 0 Ь | Ş |
| 100.00 100.52 | | MP MARKER | | 100 | | | 2 2 | 107 | 267 | | 1 (7 | T 17 | | 267 | 107 | | 7.0 | 1 01 | 1205 | TTE | 7 | о т : | Б |
| 100.52 | 100.59 | ENTER CITY | | TUMWATER | | | 3 3 | 10A | 30A | | 16A | UΕ | | 36A | IUA | | 12 | T 0T | 1325 | US | / | 0 Ь 1 | 2 |
| 100 74 | 100 01 | MISC FEATR | | | СШ | 3.7 | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | TUMWATER BLVD | ST | Y Y | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | TUMWATER BLVD | ST | Y | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 101 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (S110074) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | В | GORE (P110093) | ST | | | | | | | | | | | | | | | | | | |
| 101.30 | 101.37 | UXING | В | TUMWATER BLVD | 51 | | | | | | | | | | | | | | | | | | |
| 101 [1 | 101 50 | MICC DEAD | - | BRDG NUM 005/311.5 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R110162) GORE (Q110187) | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R L | TUMWATER BLVD | ST | Y | | | | | | | | | | | | | | | | | |
| 101.62 | | | В | ISRAEL RD | ST | ĭ | | | | | | | | | | | | | | | | | |
| 101.67 | 101.74 | UXING | В | BRDG NUM 005/312 | 51 | | | | | | | | | | | | | | | | | | |
| 101.87 | 101 04 | ON RAMP | R | TUMWATER BLVD | ST | Y | | | | | | | | | | | | | | | | | |
| 101.07 | | | В | PED XING | ST | 1 | | 10A | 267 | | 16A | TE | | 36A | 107 | | 72 | 1 01 | 1325 | TTE | 6 | 0 ь і | D |
| 102.00 | 102.07 | UXING | ь | BRDG NUM 005/313P | 51 | | 5 5 | IUA | JUA | | IOA | 0 15 | | JUA | IUA | | 12 | 1 01 | 1323 | 05 | U | о ц. | - |
| | | MP MARKER | D | 102 | | | | | | | | | | | | | | | | | | | |
| 102.45 | 102 52 | ME MARKER | 10 | 102 | | | 3 3 | 10A | 367 | | 12A | TE | | 36A | 107 | | 72 | 1 01 | 1325 | TTE | 6 | 0 ь і | D |
| | | ON RAMP | L | TROSPER RD | ST | Y | | IUA | JUA | | IZA | 0 15 | | JUA | IUA | | 12 | 1 01 | 1323 | 05 | U | о ц. | - |
| | | OFF RAMP | R | TROSPER RD | ST | Y | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P110255) | 51 | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q510317) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (Q510317) GORE (S510247) | | | | | | | | | | | | | | | | | | | |
| 102.78 | | | В | TROSPER RD | ST | | | | | | | | | | | | | | | | | | |
| 102.19 | 102.00 | 0221110 | ب | BRDG NUM 005/314 | 51 | | | | | | | | | | | | | | | | | | |
| 102 91 | 102 98 | MISC FEATR | L | GORE (R110303) | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 103 | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | TROSPER RD | ST | v | 3 3 | 14A | 36A | | 12A | JE | | 36A | 10A | | 72 | 1 01 | 1325 | IJ5 | 6 | 0 ь і | Р |
| | | ON RAMP | | TROSPER RD | ST | Y | | _ 1/1 | 5 511 | | -211 | 0 11 | | 5 511 | ± 011 | | , 2 | _ 01 | 1020 | | J | | - |
| -00.1 | -00.21 | J. 101111 | 10 | 11.001 11.110 | 2 - | _ | | | | | | | | | | | | | | | | | |

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| Second S | 510 005 | | | | | 111111111111111111111111111111111111111 | 100 | / | | | | 01111 | | 510510. | •• | | | | | 20. | | -51 | | 5 | | | | |
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| SAMP | | | | | | | | | | | | WIDT | H ANI | SUR: | FAC: | E INI | FORM | ATIO | N | | | | | | | | | |
| 103.18 103.25 103.37 103.38 103.37 103.38 103.37 103.38 103.37 103.38 1 | | | | : [| DIR | ECTION TO INVENTORY | -BF | RIDG | Ε | | DEC | REAS | /DIV | | | INC | RES/ | UNDI | SPC | | | | -CLAS | SSIF | ICAT: | ON | IS- | |
| SEMPH B ARM | | | | : | :L | EFT/RIGHT INDICATOR | -UX | ING | - : | NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGAI | . . | | |
| 103.18 103.25 103.37 BEG BRIDGE B 103.80 103.37 BEG BRIDGE B 103.90 103.37 BEG BRIDGE B 103.90 103.37 BEG BRIDGE B 103.90 103.42 103.42 103.42 103.42 103.42 103.42 103.42 103.43 103.45 103.47 BEG BRIDGE B 103.42 103.64 103.64 103.64 103.65 103.67 BEG BRIDGE B 103.56 103.67 BEG BRIDGE B 103.57 103.56 103.67 BEG BRIDGE B 104.05 URING B 104.05 UR | | | | : | : | | -XF | ROAD | - | LNS | SHD | RDY | SHD | MEDI. | AN- | SHD | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPEEI | r c | ' P | S |
| 103.37 103.37 103.38 103 103.37 103 103.38 103 1 | SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | ᄓ | DΙ | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D II | 3 F | R K | . T |
| 103.37 103.37 103.38 103 103.37 103 103.38 103 1 | | . | | l_ | | | | | _ , | _ _ | . | | | | | | | | | | _ | | | | _ | _ _ | _ _ | - _ |
| 103.37 103.37 103.38 103 103.37 103 103.38 103 1 | | | | | | | | | | | | | | | | | | | | | | | | _ | | | | |
| BRIG NIM 005/315 103.38 END BRIDGE B 103.49 OFF RAMP 103.42 103.49 OFF RAMP 103.64 MISC FEATE 104.09 DFF RAMP 103.94 103.69 104.39 MISC FEATE 104.09 DFF RAMP 104.09 DFF | | | | _ | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.42 103.48 ND SRIDGE B CORE (PILO342) 103.63 103.63 NT SFEATE R CORE (PILO342) 103.63 103.63 NT SFEATE R CORE (PILO342) 103.63 103.63 NT SFEATE R CORE (PILO342) 104.00 104.05 UXING B L CUSTER WAY ST Y SRIDE NUM 005/316 104.00 104.07 MP MARKER R R CORE (SILO373) 104.00 104.07 MP MARKER R R CORE (SILO373) 104.03 104.30 MISC FEATE R L CORE (SILO373) 104.31 104.20 MISC FEATE R L CORE (SILO373) 104.32 104.33 NUMSC FEATE R L CORE (SILO373) 104.32 104.33 NUMSC FEATE R L CORE (SILO373) 104.32 104.33 NUMSC FEATE R L CORE (SILO373) 104.34 104.35 NUMSC FEATE R L CORE (SILO373) 104.35 NUMSC FEATE R L CORE (SILO373) 104.36 104.37 END BRIDGE B RECONDED R | 103.30 | 103.37 | BEG BRIDGE | В | | | ST | | | 3 3 | ŞŞW | 50P | | 4P | JΕ | | 50P | ŞŞW | | 100 | 1 | 01 | 1325 | U5 | 6(|) I | ı P | |
| 103.42 103.49 OFF RAMP OF | 100 01 | 100 00 | | _ | | | | | | | | 26- | | 10- | | | 26- | 10- | | | _ | 0.1 | 1005 | | | | _ | |
| 103.54 103.61 MISC FEATE R GORE (F110342) ST Y ST 103.63 ST Y ST ST Y ST ST ST | | | | В | | | с т | | | 3 3 | 14A | 36A | | 12A | JΕ | | 36A | IUA | | 72 | Τ | UΙ | 1325 | U5 | 6(|) I | ıР | |
| 103.73 103.80 ON RAMP L SR 101 ST ST ST ST ST ST ST ST | | | | | | | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 103.90 104.05 UXING | | | MISC FEATR | | R | GORE (P110342) | | | | 2 2 | 1 4 3 | 263 | | 107 | | | 263 | 1 1 7 | | 70 | 1 | 0.1 | 1205 | TT. | - | · - | _ | |
| 104.05 104.07 MP MARKER R 104.09 OFF RAMP ROSE REDG NUM 005/316 BEDG NUM 005/310 BEDG NUM 005/320 BEDG NUM 0 | | | OM DAMD | | т | CP 101 | СT | | | 3 3 | 14A | 30A | | 12A | UĽ | | 30A | 14A | | 12 | Т | UΙ | 1325 | US | 0(| JΙ | ı P | |
| 104.00 104.07 MP MARKER R 104 | | | | Ъ | | | | | I | | | | | | | | | | | | | | | | | | | |
| 104.00 104.07 MP MARKER R 104 | 103.90 | 104.05 | UNING | Ъ | | | 21 | | | | | | | | | | | | | | | | | | | | | |
| 104.02 104.09 OFF RAMP | 104 00 | 104 07 | MD MYDKED | | Ð | | | | | | | | | | | | | | | | | | | | | | | |
| 104.05 104.12 | | | | | | | ST | | v | | | | | | | | | | | | | | | | | | | |
| 104.13 MISC FEATR L L GORE (\$110373) 104.20 MISC FEATR C GORE (\$110435) 104.23 104.30 MISC FEATR C GORE (\$110435) 104.28 104.35 BEG BRIDGE B BEG BRI | | | OII IGHI | | 10 | Sit 101 | DI | | | 3 3 | 14A | 36A | | 12A | JE. | | 36A | 14A | | 72 | 1 | 01 | 1325 | 115 | 60 |) F | P | , |
| 104.13 104.20 MISC FEATR LOWING | | | MISC FEATR | | т. | GORE (S110373) | | | | 5 5 | | 3011 | | | 0 _ | | 5011 | | | , 2 | _ | 0 - | 1323 | 0.5 | 0. | | | |
| 104.23 104.30 MISC FEATR L GORE (R110435) 104.24 104.35 BEG BRIDGE B BRDG NUM 005/320 104.30 104.37 END BRIDGE B DESCHUTES PKWY ST ST SA 3 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | , | | | | | | | | | | | | | | | | | | | | | | |
| 104.38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.30 | | | | В | | , | ST | | | 3 3 | \$\$W | 82P | | 4P | JΕ | | 58P | \$\$W | | 140 | 1 | 01 | 1325 | U5 | 60 |) F | 2 P | , |
| 104.32 | | | | | | BRDG NUM 005/320 | | | | | | | | | | | | | | | | | | | | | | |
| BRDG NUM 101/515E-N CUSTER WAY*2ND AVE ST Y SON ENT TUMWATER | 104.30 | 104.37 | END BRIDGE | В | | DESCHUTES PKWY | | | | 3 3 | 14A | 36A | | 12A | JΕ | | 36A | 14A | | 72 | 1 | 01 | 1325 | U5 | 60 |) F | P P |) |
| 104.35 104.42 OFF RAMP L CUSTER WAY*2ND AVE ST Y 104.42 104.49 MISC FEATR L SGN ENT TUMMATER 104.44 104.51 | 104.32 | 104.39 | UXING | В | | SR 101 | ST | | | | | | | | | | | | | | | | | | | | | |
| 104.42 104.49 MISC FEATR L GORE (R110459) 104.45 104.52 MISC FEATR R GORE (R110459) 104.47 104.54 MISC FEATR R GORE (Q110481) 104.55 104.59 BEG BRIDGE B FADDER BRIDGE B BEG SULN OLYMPIA 104.56 104.66 END BRIDGE B BEG SULN OFF RAMP L GRAPH CONFIGURATION ST STUDIOL BLVD ST BRDG NUM 005/322 104.81 104.88 ON RAMP R ST 104.89 PARKER R ST 105.00 105.07 MP MARKER R SON ENT OLYMPIA 105.00 105.07 MP MARKER R SON ENT OLYMPIA 105.00 105.07 MP MARKER R SON ENT OLYMPIA 105.00 105.07 MISC FEATR R SON ENT OLYMPIA 105.00 105.12 MISC FEATR R C GORE (S110489) 105.00 105.13 RX XING B NUM 807871R STRUCTURE S 3 4 \$\$W 53A 4A JE 65A \$\$W 118 1 01 0920 U5 60 R P | | | | | | BRDG NUM 101/515E-N | | | | | | | | | | | | | | | | | | | | | | |
| 104.44 104.51 | 104.35 | 104.42 | OFF RAMP | | L | CUSTER WAY*2ND AVE | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 104.45 104.52 MISC FEATR R GORE (R110459) 104.47 104.54 MISC FEATR R GORE (Q110481) 104.52 104.59 BEG BRIDGE B CAPITOL LAKE ST 3 3 \$\$\$ \$\$ 778 4A JE 95A \$\$\$ 172 1 01 1325 U5 60 R P BRDG NUM 005/321 104.56 104.63 LEAVE CITY ENTER CITY COLYMPIA 104.59 104.66 END BRIDGE B CAPITOL LAKE ST 3 3 W 77A 4A JE 95A W 172 1 01 0920 U5 60 R P BRDG NUM 005/321 104.59 104.66 END BRIDGE B CAPITOL LAKE ST 3 4 14A 36A 22A JE 48A 14A 84 1 01 0920 U5 60 R P BRDG NUM 005/322 104.77 104.84 UXING B CAPITOL BLVD ST Y CAPITOL BLVD ST BRDG NUM 005/322 104.81 104.88 ON RAMP R SR 101*DESCHUTES WAY ST Y 104.89 104.96 END SU LN ON RAMP L WEAVING/SPEED CHANGE 12A ON RAMP L HENDERSON BLVD ST Y 104.94 105.01 MISC FEATR R SGN ENT OLYMPIA 105.00 105.07 MP MARKER R 105 NUM 807871R STRUCTURE SA 4 \$\$\$ \$\$\$ \$\$\$ 4 \$\$\$ \$\$\$ \$\$\$ \$\$\$ 105 NUM 807871R STRUCTURE SA 4 \$\$\$\$ \$\$\$\$ \$\$\$\$ 4 \$\$\$ \$\$\$\$\$ \$\$\$\$ 118 1 01 0920 U5 60 R P \$ | | | MISC FEATR | | L | SGN ENT TUMWATER | | | | | | | | | | | | | | | | | | | | | | |
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| 104.52 104.59 BEG BRIDGE B CAPITOL LAKE ST 3 3 \$\$\forall \text{77A} \text{4A JE} \text{95A \$\$\forall \text{101 1325 U5} 60 R P} \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 104.56 | 104.52 | 104.59 | BEG BRIDGE | В | | | ST | | | 3 3 | \$\$W | 77A | | 4A | JΕ | | 95A | \$\$W | | 172 | 1 | 01 | 1325 | U5 | 60 |) F | R P | |
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| 104.59 | 104.56 | 104.63 | | | | | | | | 3 3 | W | '/'/A | | 4A | JΕ | | 95A | W | | 172 | Τ | UΙ | 0920 | U5 | 6(|) F | S P | |
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| 105.06 105.13 BEG BRIDGE B BN RR | ST | | 3 4 | W | 53A | | 4A | JΕ | 65. | W A | | 118 | 1 0 | 1 09 | 20 t | J5 | 60 | RР | |
| BRDG NUM 005/323 | | | | | | | | | | | | | | | | | | | |
| 105.07 105.14 END BRIDGE B BN RR | | | 3 4 | 10A | 36A | | 22A | JΕ | 48. | A 14A | | 84 | 1 0 | 1 09 | 20 T | J5 | 60 | RР | |
| 105.17 105.24 OFF RAMP R HENDERSON BLVD*CITY CTR | ST | Y | | | | | | | | | | | | | | | | | |
| 105.23 105.30 BEG BRIDGE B HENDERSON BLVD | ST | | 3 4 | \$\$W | 53A | | 4A | JΕ | 86. | A \$\$W | | 139 | 1 0 | 1 09 | 20 t | J5 | 60 | RР | |
| BRDG NUM 005/324 | | | | | | | | | | | | | | | | | | | |
| 105.24 105.31 END BRIDGE B HENDERSON BLVD | | | 3 4 | 10A | 36A | | 22A | JΕ | 48. | A 10A | | 84 | 1 0 | 1 09 | 20 t | J5 | 60 | RР | |
| 105.28 105.35 MISC FEATR R GORE (P110517) | | | | | | | | | | | | | | | | | | | |
| 105.37 105.44 MISC FEATR R GORE (Q510563) | | | | | | | | | | | | | | | | | | | |
| 105.45 105.52 UXING B 14TH AVE | ST | | | | | | | | | | | | | | | | | | |
| BRDG NUM 005/325 | | | | | | | | | | | | | | | | | | | |
| 105.63 105.70 ON RAMP R 14TH AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 105.68 105.75 UXING B EASTSIDE ST | ST | | | | | | | | | | | | | | | | | | |
| BRDG NUM 005/327 | - | | | | | | | | | | | | | | | | | | |
| 105.75 105.82 UXING B E-N RAMP | ST | | | | | | | | | | | | | | | | | | |
| BRDG NUM 005/328E-N | ~ - | | | | | | | | | | | | | | | | | | |
| 105.82 105.89 | | | 3 4 | 14A | 36A | | 22A | JΕ | 48 | A 10A | | 84 | 1 0 | 1 09 | 20 T | 15 | 60 | RР | |
| 105.92 105.99 MISC FEATR R GORE (Q110623) | | | | | 5 011 | | | ٠_ | 10. | | | 0 - | | _ 0, | | | | | |
| 105.94 106.01 MISC FEATR L GORE (R110623) | | | | | | | | | | | | | | | | | | | |
| 106.00 106.07 MP MARKER R 106 | | | | | | | | | | | | | | | | | | | |
| 106.23 106.30 ON RAMP R PLUM ST | ST | V | 4 4 | 14A | 484 | | 22A | JE. | 48 | A 14A | | 96 | 1 0 | 1 09 | 2.0 T | 15 | 60 | RР | |
| OFF RAMP L PLUM ST | ST | Ÿ | | | 1011 | | 2211 | 0 _ | 10. | | | 70 | _ 0 | 1 0) | | | 00 | | |
| 106.24 106.31 | 01 | - | | 14A | 482 | | 22A | JE. | 48 | A 14A | | 96 | 1 0 | 1 09 | 20 т | 15 | 60 | R \$ | |
| 106.62 106.69 UXING B BLVD RD | ST | | | 10A | | | 22A | | | A 14A | | | | 1 09 | | | | R | |
| BRDG NUM 005/330 | DI | | | . 1011 | 1011 | | 2211 | ОП | 10. | 1 1111 | | 20 | _ 0 | 1 00 | 20 0 | , , | 00 | 10 | |
| 106.66 106.73 | | | Δ Δ | 10A | 497 | | 22A | JE. | 4.8 | A 10A | | 96 | 1 0 | 1 09 | 20 т | 15 | 60 | Þ | |
| 106.82 106.89 | | | | 10A | | | 22A | | | A 10A | | | | 1 09 | | | | R P | |
| 106.91 106.98 ON RAMP L PACIFIC AVE | ST | Y | | IUA | TOA | | 220 | 015 | 40. | A IUA | | 70 | _ 0 | 1 00 | 20 0 | , , | 00 | IC E | |
| 107.00 107.07 MP MARKER R 107 | 51 | | | | | | | | | | | | | | | | | | |
| 107.00 107.07 MP MARKER R 107 107.09 107.16 OFF RAMP R PACIFIC AVE | ST | Y | | | | | | | | | | | | | | | | | |
| | 21 | 1 | | | | | | | | | | | | | | | | | |
| 107.19 107.26 MISC FEATR L GORE (S110691) 107.20 107.27 MISC FEATR R GORE (P110709) | | | | | | | | | | | | | | | | | | | |
| · · · · · · · · · · · · · · · · · · · | ST | | 1 1 | <u></u> | E O D | | 22P | TD | го. | P \$\$W | | 116 | 1 0 | 1 00 | о т | | 60 | ъ ъ | |
| 107.45 107.52 BEG BRIDGE B PACIFIC AVE | 51 | | 4 4 | \$\$W | 58P | | 22P | UΕ | 58 | 5 SSM | | 110 | Ι 0 | 1 09 | 20 C | 75 | 60 | R P | |
| BRDG NUM 005/332 | | | 1 1 | 107 | 407 | | 227 | T 177 | 4.0 | x 10x | | 0.6 | 1 0 | 1 00 | о т | T. | 60 | ъ ъ | |
| 107.51 107.58 END BRIDGE B PACIFIC AVE | | | 4 4 | 10A | 48A | | 22A | UΕ | 48. | A 10A | | 96 | Ι 0 | 1 09 | 20 C | 75 | 60 | R P | |
| 107.60 107.67 MISC FEATR R GORE (Q110789) | | | | | | | | | | | | | | | | | | | |
| 107.63 107.70 MISC FEATR L GORE (R110774) | | | 4 4 | 1 4 - | 407 | | 003 | | 4.0 | n 10= | | 0.0 | 1 ^ | 1 00 | 20 - | TE | ~ ^ | D - | |
| 107.73 107.80 | CITI | | | 14A | 48A | | 22A | υĿ | 48. | A 10A | | 96 | Τ 0 | 1 09 | ∠U L | 75 | 60 | R P | |
| 107.74 107.81 OFF RAMP L PACIFIC AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 107.84 107.91 ON RAMP L SLEATER KINNEY RD | ST | Y | | 10- | 40- | | 00- | | | . 10- | | 0 - | 1 ^ | 1 00 | 20 - | | | | |
| 107.87 107.94 UXING B LILLY RD | ST | | 4 4 | 10A | 48A | | 22A | JΕ | 48. | A 10A | | 96 | Τ 0 | 1 09 | 20 t | J5 | 60 | R P | |
| BRDG NUM 005/333 | ~ | | | | | | | | | | | | | | | | | | |
| 107.89 107.96 ON RAMP R PACIFIC AVE | ST | Y | | | | | | | | | | | | | | | | | |

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| WIDTH AND SURFACE INFORMATION | |
|---|---------------------------------------|
| | CLASSIFICATIONS |
| : :LEFT/RIGHT INDICATOR DRING- NBR LFT RHT LFT RHT USE TOT | |
| : : -XROAD- LNS SHD RDY SHD RDY SHD LNS RDY | MTCE CITY ST SPEED TIPIS |
| SRMP B ARM FEATURE D LR DESCRIPTION OW TC L D I W/S W/S WD/S BR W/S W/S WID WID | A SE NBR FC D TB R K T |
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| 107.93 108.00 OFF RAMP R COLLEGE ST*SLTR KINNY RD ST Y 4 3 10A 48A 22A JE 36A 10A 84 | 1 01 0920 U5 60 R P |
| 108.00 108.07 MP MARKER R 108 | 1 01 0320 03 00 10 1 |
| 108.12 108.19 UXING B PED XING ST | |
| BRDG NUM 005/334P | |
| | 1 01 0643 U5 60 R P |
| ENTER CITY LACEY | 1 01 0013 03 00 10 1 |
| 108.15 108.22 MISC FEATR L GORE (S110784) | |
| MISC FEATR R GORE (P110793) | |
| 108.16 108.23 MISC FEATR R SGN ENT LACEY | |
| 108.35 108.42 MISC FEATR L GORE (R510846) | |
| 108.39 108.46 UXING B SLEATER KINNEY RD ST | |
| BRDG NUM 005/335 | |
| 108.46 108.53 OFF RAMP L SLEATER KINNEY RD ST Y | |
| 108.52 108.59 MISC FEATR R GORE (P210793) | |
| 108.79 108.86 MISC FEATR L SGN ENT OLYMPIA | |
| | 1 01 0643 U5 60 R P |
| 108.83 108.90 ON RAMP L MARTIN WAY ST Y | 1 01 0043 03 00 10 1 |
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| BRDG NUM 005/336 | 1 01 0013 03 00 10 1 |
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| 108.94 109.01 OFF RAMP R MARTIN WAY ST Y | 1 01 0010 00 00 10 11 |
| 109.00 109.07 MP MARKER R 109 | |
| | 1 01 0643 U5 60 R P |
| 109.05 109.12 MISC FEATR R GORE (P110894) | |
| | 1 01 0643 U5 60 R P |
| BRDG NUM 005/337W | |
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| BRDG NUM 005/337E | |
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| 109.25 109.32 MISC FEATR L GORE (R110934) | |
| 109.32 109.39 MISC FEATR R GORE (Q110952) | |
| 109.34 109.41 OFF RAMP L MARTIN WAY ST Y | |
| 109.52 109.59 ON RAMP R MARTIN WAY ST Y | |
| 109.95 110.02 3 3 10A 36P 6A 92S CA 6A 36P 10A 72 | 1 01 0643 U5 60 R P |
| 110.00 110.07 MP MARKER R 110 | |
| 110.16 110.23 MED XING C OFFICIAL | |
| 110.40 110.47 UXING B CARPENTER RD ST | |
| BRDG NUM 005/339 | |
| 110.55 110.62 ON RAMP L MARVIN RD ST Y | |
| 110,00 110,01 01, 1111 11 1111 110 01 1 | |

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| 110.84 110.91 0 | | | SR 510 | ST | Y | 3 3 | 10A | 36P | 6A | 92S | CA | 6A | 36P | 10A | | ./2 | 1 0 | 1 0643 | U5 | 6 |) R | Р |
| 111.00 111.07 M | | | 111 | | | | | | | | | | | | | | | | | | | |
| 111.04 111.11 M | MED XING | C | OFFICIAL | | | 2 2 | 107 | 260 | C 7 | 1 20 0 | C 3 | C 7 | 2 C D | 107 | | 70 | 1 0 | 1 0642 | TTE | - | ٦ n | Б |
| 111.25 111.32 111.40 111.47 M | ATCC EENTD | R | GORE (P111084) | | | 3 3 | 10A | 36P | ЬΑ | 120S | CA | ЮΑ | 30P | IUA | | 12 | 1 0 | 1 0643 | US | Ю |) R | Р |
| 111.40 111.47 N 111.94 112.01 U | | В | SR 510 | ST | | 2 2 | 10A | 26D | 67 | 80S | C A | 67 | 26D | 1 0 7 | | 72 | 1 0 | 1 0643 | TTE | 6 |) R | D |
| 111.94 112.01 0 | DAING | Ь | BRDG NUM 510/001 | 21 | | 3 3 | IUA | 30P | OA | 005 | CA | UΑ | 30P | IUA | | / Z | 1 0 | 1 0043 | 05 | 0 | JK | P |
| 111.98 112.05 | | | BRDG NON 310/001 | | | 2 2 | 10A | 36P | 6 A | 80S | DE | 6 A | 36P | 1 N Z | | 72 | 1 0 | 1 0643 | 115 | 61 |) R | D |
| 112.00 112.07 M | MP MARKER | R | 112 | | | 5 5 | 1011 | 301 | 011 | 000 | םם | 011 | 301 | 1011 | | , 2 | | 1 0015 | 03 | 0 | <i>J</i> 10 | - |
| 112.13 112.20 M | | | GORE (0111247) | | | | | | | | | | | | | | | | | | | |
| 112.14 112.21 M | | | GORE (R111225) | | | | | | | | | | | | | | | | | | | |
| 112.23 112.30 I | | | LACEY | | | 3 3 | 10A | 36P | 6A | 80S | DE | бA | 36P | 10A | | 72 | 1 0 | 1 \$\$\$\$ | U5 | 6 |) R | \$ |
| 112.25 112.32 | OFF RAMP | L | MARVIN RD | ST | Y | | | | | | | | | | | | | | | | | • |
| 112.29 112.36 | | | | | | 3 3 | 10A | 36P | 6Α | 140S | DE | бA | 36P | 10A | | 72 | 1 0 | 1 | U5 | 6 |) R | |
| 112.47 112.54 C | ON RAMP | R | SR 510 | ST | Y | | | | | | | | | | | | | | | | | |
| 112.67 112.74 | | | | | | 3 3 | 10A | 36P | | 140S | | | | | | | 1 0 | | U5 | |) R | |
| 112.76 112.83 | | | | | | 3 3 | 10A | 36P | 6A | 40S | CA | бΑ | 36P | 10A | | 72 | 1 0 | L | U5 | 6 |) R | |
| 113.01 113.08 M | | | 113 | | | | | | | | | | | | | | | | | | | |
| 113.08 113.15 t | JXING | В | MERIDIAN RD | ST | | | | | | | | | | | | | | | | | | |
| 112 00 112 16 1 | ================================ | - | BRDG NUM 005/341 | | | | | | | | | | | | | | | | | | | |
| 113.09 113.16 M | | | SGN ENT LACEY | αш | 7.7 | | | | | | | | | | | | | | | | | |
| 113.70 113.77 0 | | | NISQUALLY | ST ST | Y Y | | | | | | | | | | | | | | | | | |
| 113.85 113.92 C 113.94 114.01 M | | | NISQUALLY GORE (P111385) | 51 | Y | | | | | | | | | | | | | | | | | |
| 113.94 114.01 N | | | GORE (\$111365) GORE (\$111370) | | | | | | | | | | | | | | | | | | | |
| 113.90 114.03 N 114.00 114.07 N | | | 114 | | | | | | | | | | | | | | | | | | | |
| 114.06 114.13 | TE MARKER | 10 | TTI | | | 3 3 | 1 N A | 36P | 6 A | 40S | BE | 6 A | 36P | 1 N A | | 72 | 1 0 | 1 | U5 | 61 |) R | |
| 114.09 114.16 E | SEG BRIDGE | Т | MCALLISTER CREEK | ST | | | | | | 400 | | | | | | | 1 0 | | U5 | |) R | |
| 111.07 111.10 1 | 200 211202 | _ | BRDG NUM 005/342E | ~ - | | 5 5 | 770 | -0- | 770 | 100 | ** | 770 | -0- | 770 | | - 0 | | _ | 0.0 | | | |
| E | BEG BRIDGE | D | MCALLISTER CREEK | ST | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/342W | | | | | | | | | | | | | | | | | | | |
| 114.14 114.21 E | END BRIDGE | I | MCALLISTER CREEK | | | 3 3 | 10A | 36P | 6Α | 40S | BE | бA | 36P | 10A | | 72 | 1 0 | 1 | U5 | 6 |) R | |
| | END BRIDGE | D | MCALLISTER CREEK | | | | | | | | | | | | | | | | | | | |
| 114.16 114.23 | | | | | | | 10A | | 6A | | | | | 10A | | | 1 0 | | U5 | |) R | |
| 114.28 114.35 | | | | | | 3 3 | 10A | 36P | бA | 40S | GR | бA | 36P | 10A | | 72 | 1 0 | L | U5 | 6 |) R | |
| 114.29 114.36 U | JXING | В | S-E RAMP | ST | | | | | | | | | | | | | | | | | | |
| 114 06 114 10 - | | _ | BRDG NUM 005/344S-E | | | | | | | | | | | | | | | | | | | |
| 114.36 114.43 M | | R | GORE (Q111465) | | | | | | | | | | | | | | | | | | | |
| 114.49 114.56 M | MISC FEATR | L | GORE (R111458) | | | 2 2 | 107 | 265 | C 7 | 400 | a D | C 7 | 263 | 107 | | 70 | 1 0 | , | | _ | · - | |
| 114.51 114.58 | DEC DETECT | т. | NITCOLLA LLY CLOUCU | CIT. | | | | | | 40S | | | | | | | 1 0 | | U5 U5 | |) R | |
| 114.54 114.61 E | SEG RKIDGE | Τ | NISQUALLY SLOUGH BRDG NUM 005/344E | ST | | 5 3 | \$\$C | эZР | \$\$C | 380 | 99 | γŞW | 3 / P | Ν¢¢ | _ | 109 | 1 0 | L | UD | 6 |) R | |
| Ε | BEG BRIDGE | D | NISOUALLY SLOUGH | ST | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | | | | | | VIDTE | H ANI | SURFAC | E IN | FORM | ATION | 1 | | | | |
|--------|-------------------|------|----------------------|-----|------|-----|-------|-------|-------|----------|-------|-------|-------|-----|-------|------|-----------|-------------|
| | | :DIR | ECTION TO INVENTORY | -BR | IDGE | | | | /DIV | | | RES/U | | | - | | -CLASSIF | 'ICATIONS |
| | | : :L | EFT/RIGHT INDICATOR | -UX | ING- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | LEGAL |
| | | : : | | -XR | -DAO | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY I | MTCE | CITY ST | SPEED T P S |
| SRMP B | ARM FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | ASE | NBR FC | D IB R K T |
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| 114.54 | 114.61 | | BRDG NUM 005/344W | | | 3 3 | C | 52P | C | 380 | W | 57P | W | | 109 | 1 01 | U5 | 60 R |
| 114.58 | 114.65 END BRIDGE | I | NISOUALLY SLOUGH | | | | 10A | | _ | 28S GR | | 36A | | | 72 | | U5 | 60 R |
| | END BRIDGE | | NISQUALLY SLOUGH | | | | | | | | | | | | | | | |
| | OFF RAMP | L | NISQUALLY | ST | Y | | | | | | | | | | | | | |
| 114.65 | 114.72 ON RAMP | R | NISQUALLY | ST | Y | | | | | | | | | | | | | |
| 114.88 | 114.95 BEG BRIDGE | I | NISQUALLY RIVER | ST | | 3 3 | \$\$C | 48P | \$\$C | 400 \$\$ | \$\$W | 44P | \$\$W | | 92 | 1 01 | U5 | 60 R |
| | | | BRDG NUM 005/345E | | | | | | | | | | | | | | | |
| | BEG BRIDGE | D | NISQUALLY RIVER | ST | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/345W | | | | | | | | | | | | | | | |
| 114.93 | 115.00 END CTLSEC | | CONTROL SECTION 3401 | | | | | | | | | | | | | | | |
| | LEAVE CO | | THURSTON | | | | | | | | | | | | | | | |

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| | | | | | | | | | WIDT | H AN | SURFACE INFORMATION- | | | | | | | | | | | | | |
|--------|--------|-----------------------|-----------|--|------|-------|-----|-----|----------------|------|----------------------|------|--------|-------|----------|-----|-----|--------------|-----|-------|----------|-------|-----|-------|
| | | | :DIR | ECTION TO INVENTORY | l-BE | RIDGE | | | | /DIV | | | | | | SPC | | | | -CLAS | SSIF | 'ICAT | 'IO | NS |
| | | | : :L | EFT/RIGHT INDICATOR | -U2 | KING- | NBR | | | RHT | | | LFT | , | | USE | | | | | | LEGA | AL | - |
| | | | : : | | | | | | | | MEDIA | AN- | SHD | RDY | | | | | CE | CITY | ST | SPE | ED | 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 . | в : | R K T |
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| 114.93 | 115.00 | ENTER CO | | PIERCE | | | 3 3 | C | 48P | С | 400 | | C | 42P | C | | 90 | 1 | 01 | | U5 | 6 | 0 | R |
| | | BEG CTLSEC | | CONTROL SECTION 2701 | | | | | | | | | | | | | | | | | | | | |
| 114.97 | 115.04 | END BRIDGE | | NISQUALLY RIVER | | | 3 3 | 10A | . 36P | 6A | 40S | GR | бA | 36A | 10A | | 72 | 1 | 01 | | U5 | 6 | 0 | R |
| | | END BRIDGE | D | NISQUALLY RIVER | | | | | | | | | | | | | | _ | | | | | | _ |
| | 115.05 | | | | | | | | 36P | | | | | | 10A | | 72 | | | | R5 | | 0 | |
| 115.00 | | | _ | ~- ~ | ~- | | | | 36P | | 40S | | | | | | 72 | | | | R5 | | 0 | |
| 115.37 | 115.44 | BEG BRIDGE | D | SLOUGH | ST | | 3 3 | ŞŞC | 48P | ŞŞC | 325S | GR | 6A | 36A | IUA | | 84 | Τ | 02 | | R5 | 6 | 0 | R |
| 115 40 | 115 40 | DEG BRIDGE | _ | BRDG NUM 005/402W | αш. | | 2 2 | | 405 | ~ | 400 | 44 | 4 41.1 | FOD | d dr. | | 100 | -1 | 00 | | D.F. | , | - 0 | D. |
| 115.42 | 115.49 | BEG BRIDGE | Τ | SLOUGH | ST | | 3 3 | C | 48P | С | 400 | \$\$ | ŞŞW | 52P | ŞŞW | | 100 | Т | 02 | | R5 | 6 | 0 | R |
| 115 45 | 115 50 | END DDIDGE | Б | BRDG NUM 005/402E | | | 2 2 | 107 | . 36P | C 70 | 440 | αD | T.7 | E O D | T.7 | | 88 | 1 | 00 | | DГ | , | 50 | D |
| | | END BRIDGE END BRIDGE | | SLOUGH SLOUGH | | | | | . 36P . 36P | | 44S 440S | | | | W 10A | | 72 | | | | R5 R5 | | 50 | |
| 115.49 | | END BRIDGE | Т | SLOUGH | | | | | | | 440S 480S | | | | | | 72 | | | | R5 | | 50 | |
| 115.50 | | TIVING | I | BN RR | ST | | 3 3 | IUA | . 30P | θA | 4005 | GR | θA | 30A | IUA | | 1 4 | Т | UΖ | | КS | (| | ĸ |
| 113.03 | 113.70 | OXING | 1 | BRDG NUM 005/404E | 21 | | | | | | | | | | | | | | | | | | | |
| | | RR XING | I | NUM 85761H STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| 115 68 | 115.75 | | D | BN RR | ST | | | | | | | | | | | | | | | | | | | |
| 113.00 | 113.73 | OXING | ט | BRDG NUM 005/404W | DI | | | | | | | | | | | | | | | | | | | |
| | | RR XING | D | NUM 85762P STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| 115.94 | 116 01 | | D | NON 037021 BIROCIORE | | | 3 3 | 104 | . 36P | 6A | 300S | GR | 6A | 36A | 1 N A | | 72 | 1 | 0.2 | | R5 | f | 0 | R |
| 115.97 | | | | | | | | | . 36P | | 300S | | | | 10A | | 72 | | | | R5 | | 50 | |
| | | MP MARKER | R | 116 | | | 5 5 | | . 501 | 011 | 5005 | | 011 | 5 011 | | | | _ | ~ _ | | | ` | | |
| 116.38 | | | I | BN RR | ST | | 3 3 | 10A | 36P | бA | 300S | GR | бA | 36A | 10A | | 72 | 1 | 02 | | R5 | f | 50 | R |
| | | | | BRDG NUM 005/405E | - | | | | | | | _ | | | | | | | | | | | | |
| | | RR XING | I | NUM 85839A STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| 116.41 | 116.48 | OFF RAMP | R | MOUNTS RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 116.42 | 116.49 | ON RAMP | L | MOUNTS RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 116.43 | 116.50 | UXING | D | BN RR | ST | | 3 3 | 10A | 36P | бA | 300S | DE | 6A | 36A | 10A | | 72 | 1 | 02 | | R5 | 6 | 50 | R |
| | | | | BRDG NUM 005/405W | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | D | NUM 85840U STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P111641) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | $_{ m L}$ | GORE (S111642) | | | | | | | | | | | | | | | | | | | | |
| 116.58 | | | | | | | | | | | 300S | _ | | | | | 72 | | | | R5 | | 0 | |
| 116.64 | | | | | | | | | | | 26A | | | | | | 72 | | | | R5 | | 0 | |
| 116.67 | | | | | | | 3 4 | 10A | . 36P | | 26A | JΕ | | 45A | 10A | | 81 | 1 | 02 | | R5 | 6 | 0 | R |
| 116.70 | 116.77 | UXING | В | MOUNTS-OLD NISQUALLY RD BRDG NUM 005/406 | ST | | | | | | | | | | | | | | | | | | | |
| 116.72 | | | | | | | 3 4 | 10A | 36A | | 26A | JE | | 45A | 10A | | 81 | 1 | 02 | | R5 | 6 | 0 | R |
| | | MISC FEATR | R | GORE (Q111708) | | | | | | | | | | | | | | | | | | | | |
| 116.89 | | | | | | | 4 4 | 10A | 44A | | 26A | JE | | 45A | 10A | | 89 | 1 | 02 | | R5 | 6 | 0 | R |
| | | MP MARKER | | 117 | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | MOUNTS RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 117.14 | 117.21 | MISC FEATR | L | GORE (R111725) | | | | | | | | | | | | | | | | | | | | |

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| | | :DTR | ECTION TO INVENTORY | -BR | IDGE | | | REAS/ | | , BOKI | ACE | INCR | | | | | l | | CLAS | STF | тсът | TON | JS |
| | | | EFT/RIGHT INDICATOR | | ING- | NBR | | | RHT | | | LFT | .шо, с | | USE | тот | | | CLITIC | | LEGA | _ | 10 |
| | | : : | III / REGIII IIIDECIIIOR | | | | | | | MEDIA | | | RDY | SHD | LNS | RDY | МП | CEL | CITY | | | | rlpls |
| SRMP B ARM | FEATURE | | DESCRIPTION | | | | | | | | BR | W/S | W/S | W/S | WID | WID | I A | SE | NBR | FC | D T | | RKT |
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| | I | -1-1 | | | | -1- | | | | | I —— I | | | | | | 1-1 | | | | | - 1 - | -1-1- |
| 117.18 117 | 25 | | | | | 4 4 | 10A | 44A | | 26A | JΕ | | 45A | 10A | | 89 | 1 | 02 | | R5 | 6 | 0 F | 2 |
| 117.19 117 | | | | | | | 10A | | | 26A | | | | 10A | | | | 02 | | R5 | 6 | 0 F | 3 |
| 117.25 117 | 32 BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | 4 4 | 10A | 44A | | 26A | JΕ | | 44A | 10A | 12 | 100 | 1 | 02 | | R5 | 6 | 0 F | 3 |
| | OFF RAMP | L | MOUNTS RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 117.28 117 | 35 OFF RAMP | R | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | | | |
| 117.37 117 | 43 EQUATION | | 117.36 = 117.37 | | | | | | | | | | | | | | | | | | | | |
| | 45 MISC FEATE | R R | GORE (U111728) | | | | | | | | | | | | | | | | | | | | |
| 117.41 117 | 47 END SU LN | L | WEAVING/SPEED CHANGE 12A | | | 4 4 | 10A | 44A | | 26A | JΕ | | 44A | 10A | \$\$\$ | 88 | 1 | 02 | | R5 | 6 | 0 F | 3 |
| | ON RAMP | L | CENTER DR | ST | Y | | | | | | | | | | | | | | | | | | |
| 117.51 117 | 57 WEIGH STA | R | NUMBER 07 | | | | | | | | | | | | | | | | | | | | |
| 117.60 117 | 66 MISC FEATE | R L | GORE (S111741) | | | | | | | | | | | | | | | | | | | | |
| 117.78 117 | 84 OFF RAMP | R | CENTER DR | ST | Y | | | | | | | | | | | | | | | | | | |
| 117.79 117 | 85 | | | | | 4 4 | 10A | 44A | | 26A | JΕ | | 44A | 10A | | 88 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| 117.94 118 | 00 MISC FEATE | R R | GORE (P511778) | | | | | | | | | | | | | | | | | | | | |
| 117.95 118 | 01 | | | | | 4 4 | 10A | 48A | | 26A | JΕ | | 44A | 10A | | 92 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| 117.96 118 | 02 UXING | В | CENTER DR | ST | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/407 | | | | | | | | | | | | | | | | | | | | |
| 118.01 118 | 07 MP MARKER | R | 118 | | | | | | | | | | | | | | | | | | | | |
| 118.14 118 | | | | | | 4 4 | 10A | 48A | | 12A | JΕ | | 44A | 10A | | 92 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| 118.27 118 | 33 MISC FEATE | R L | GORE (R111840) | | | | | | | | | | | | | | | | | | | | |
| 118.28 118 | 34 MISC FEATE | R R | GORE (0111849) | | | | | | | | | | | | | | | | | | | | |
| 118.33 118 | 39 RR XING | В | NUM 85837L STRUCTURE | | | 4 4 | \$\$W | 58P | | 12P | JΕ | | 44P | \$\$W | | 102 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| | BEG BRIDGE | ΣВ | BN RR | ST | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/407.5 | | | | | | | | | | | | | | | | | | | | |
| 118.37 118 | 43 END BRIDGE | ΣВ | BN RR | | | 4 4 | 10A | 48A | | 12A | JΕ | | 44A | 10A | | 92 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| 118.40 118 | 46 OFF RAMP | L | CENTER DR | ST | Y | | | | | | | | | | | | | | | | | | |
| 118.49 118 | 55 ON RAMP | R | CENTER DR | ST | Y | 4 4 | 10A | 48A | | 12A | JE | | 48A | 10A | | 96 | 1 | 02 | | U5 | 6 | 0 F | 2 |
| 118.64 118 | 70 ON RAMP | L | STEILACOOM DUPONT RD | ST | Y | 3 4 | 10A | 36A | | 12A | JE | | 48A | 10A | | 84 | 1 | 02 | | U5 | 6 | 0 F | 2 |
| 118.67 118 | 73 OFF RAMP | R | STEILACOOM DUPONT RD | ST | Y | 3 3 | 10A | 36A | | 12A | JE | | 36A | 10A | | 72 | 1 | 02 | | U5 | 6 | 0 F | 2 |
| 118.80 118 | 86 MISC FEATE | R R | GORE (P111867) | | | | | | | | | | | | | | | | | | | | |
| 118.82 118 | 88 MISC FEATE | R L | GORE (S111864) | | | | | | | | | | | | | | | | | | | | |
| 119.00 119 | 06 MP MARKER | R | 119 | | | | | | | | | | | | | | | | | | | | |
| 119.01 119 | 07 UXING | В | STEILACOOM DUPONT RD | ST | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/408 | | | | | | | | | | | | | | | | | | | | |
| 119.20 119 | 26 MISC FEATE | R R | GORE (Q111938) | | | | | | | | | | | | | | | | | | | | |
| 119.21 119 | 27 MISC FEATE | R L | GORE (R111933) | | | | | | | | | | | | | | | | | | | | |
| 119.33 119 | | L | STEILACOOM DUPONT RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 119.38 119 | 44 ON RAMP | R | STEILACOOM DUPONT RD | ST | Y | 3 3 | \$\$C | 52A | | 12A | JE | | 52A | \$\$C | | 104 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| | BEG BRIDGE | ΣВ | PENDLETON AVE | ST | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 005/409 | | | | | | | | | | | | | | | | | | | | |
| 119.39 119 | 45 END BRIDGE | ΣВ | PENDLETON AVE | | | 3 3 | 10A | 36A | | 24A | JE | | 36A | 10A | | 72 | 1 | 02 | | U5 | 6 | 0 F | 3 |
| 120 00 120 | | | | | | | | | | | ~ — | | 0011 | | | | | | | | | | |
| 12U.UU 12U | 06 MP MARKER | R | 120 | | | | | | | | - | | 5 011 | | | | | | | | | | |

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| | | | | | | | | | | | MT D.T. | T 70 N.T.T | CIID | □ 7 △1 | . TNT | ZODM7 | Λ ΠΙΤ ΛΙ Υ | , | | | | | | | |
|--------|--------|----------------------|------|-------|------------------------|------------------------|---------------|------|-------------|-------|---------|------------|------|---------------|-------|--------------|-------------------|--------------|------|------|-------|---------|---------|-------|-------|
| | | TORY | -BR | IDGE | | | WIDI. REAS | | O SURI I | FACE | | | JNDI | | | l | C | T.ASST | FTCA | רד ו | NS | | | | |
| | | ATOR | | ING- | 1 | 1 | | RHT | | | LFT | спр, с | RHT | | | | C | D2 1001 | LEG | | ND | | | | |
| | | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | MT | CE CI | TY SI | SPE | ED | T P S | | | | |
| SRMP B | ARM | FEATURE | D LR | DESCR | RIPTION | | OW | TC L | D 1 | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE NB | R FC | ! D : | IB | R K T |
| | | | _ _ | | | | | _ | _ _ | _ | | | | | | | | | | _ . | _ | _ | . . | . | _ _ _ |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.15 | | | | | | | | | | 10A | | | 24A | | | | 10A | | | 1 | | U5 | | 50 1 | |
| | | BEG SU LN | | | | VEHICL11A | | | | 10A | | | 16A | - | | | 10A | | | | | U5 | | 50 1 | |
| | | OFF RAMP | | NBCD | | | ST | Y | 4 3 | S LUA | 48A | | 16A | UΕ | | 33A | 10A | ТТ | 92 | Τ | 02 | U5 | • | 50 I | Χ. |
| | | MISC FEATR | | | (CI12049) (CD12139) | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | ТC | UTCU | (CDIZI39) | 77FUTCT 1 2 A | | | 2 : | 107 | 367 | | 167 | .T.D | | 3 3 V | 107 | 23 | 92 | 1 | n 2 | U5 | | 60 I | D |
| | | CHG SU LN | T.C | HIGH | OCCUPANCI | VEHICL12A VEHICL11A | | | 2 : | . 44C | 41 A | C | 360 | 44 | C | 41 A | 44C | 22 | 104 | 1 | 02 | U.S | | 50 I | |
| 120.07 | 120.73 | BEG BRIDGE | Т | 41 ST | DIVISION I | DR | ST | | 5 | , ,,, | TIA | C | 300 | ŲΫ | C | TIA | γγC | 22 | 104 | _ | 02 | 0.2 | | 00 1 | |
| | | DEG BRIDGE | _ | | NUM 005/41 | 11E | - | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG | NUM 005/41 | 11W | | | | | | | | | | | | | | | | | | | |
| 120.90 | 120.96 | END BRIDGE | I | 41ST | DIVISION I | OR 11W OR OR | | | 3 3 | 10A | 33A | \$ | 18A | JΕ | \$ | 33A | 10A | 22 | 88 | 1 | 02 | U5 | , | 60 I | ર |
| | | END BRIDGE | D | 41ST | DIVISION J | DR | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | | (CI12049) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE | (CD12139) | | | | | | | | 1 | | | | 10- | 0.0 | 0.0 | _ | | | | | _ |
| 121.29 | | ON DAME | Б | MDCD | T 22TD | | ST | 3.7 | | 3 IUA | 33A | | 16A | JΕ | | 33A | 10A | 22 | 88 | Τ | 02 | U5 | • | 50 1 | ₹ |
| | | ON RAMP BEG SU LN | | NBCD | | CHANGE 11A | | Y | | 10A | 227 | | 16A | TE | | 227 | 10A | 2.2 | 99 | 1 | 0.2 | IJ5 | | 50 1 | n |
| 121.39 | | OFF RAMP | | SBCD | | | ST | v | 3 3 |) IUA | 33A | | IOA | UE | | SSA | IUA | 33 | 99 | Т | 02 | US | • | 50 . | Χ. |
| 121.50 | | - | ш | SECD | LANE | | 21 | 1 | | 10A | 3 3 Z | | 24A | JE. | | 3 3 D | 10A | 33 | 99 | 1 | 0.2 | U5 | | 50 I | R |
| | | MP MARKER | R | 122 | | | | | , |) IUA | JJA | | ZIA | 0 15 | | JJA | IUA | 55 | | _ | 02 | 0.2 | | 50 . | |
| 122.17 | | III IIIIIIIII | | | | | | | 3 3 | 10A | 33A | | 12A | JΕ | | 33A | 10A | 33 | 99 | 1 | 0.2 | IJ5 | , | 60 I | R |
| | | OFF RAMP | R | BERKE | LEY ST | | ST | Y | | | | | | - | | | | | | | | | | | |
| 122.35 | 122.41 | END SU LN | L | WEAVI | NG/SPEED (| CHANGE 11A | | | 3 3 | 10A | 33A | | 12A | JΕ | | 33A | 10A | 22 | 88 | 1 | 02 | U5 | , | 50 I | R |
| | | ON RAMP | | SBCD | | | ST | Y | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | | (CD12397) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE | (P112234) | | | | _ | | | | | | | | | | | | | _ | | | |
| 122.57 | 122.63 | CHG SU LN | RC | HIGH | OCCUPANCY | VEHICL12A | | | 3 3 | 3 11A | 36A | | 20A | JΕ | | 36A | 13A | 24 | 96 | 1 | 02 | US | | 50 I | ? |
| 100 66 | 100 70 | CHG SU LN | P.C. | HIGH | OCCUPANCY | VEHICL12A | СШ | | | | | | | | | | | | | | | | | | |
| 122.66 | 122.72 | UXING | В | BEKKE | TEX S.I. | 13 DD | ST | | | | | | | | | | | | | | | | | | |
| 122 67 | 100 70 | ENTER CITY | | BRDG | NUM 005/4. | 13 | | | 2 2 | 117 | 267 | | 20A | TE | | 267 | 127 | 2.4 | 06 | 1 | 02 06 | 6 E TTE | | د n : | R P |
| | | MISC FEATR | Þ | CCM F | NT LAKEWOO | מכ | | | 3 3 |) TIA | 30A | | 20A | OE | | 30A | IJA | 24 | 90 | Т | 02 00 | 05 05 | • | 50 1 | X P |
| | | MISC FEATR | R | GORE | (Q112295) | JD | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | 00112 | (QTTDD)) | VEHICL11A | | | | | | | 16A | JΕ | | 33A | 13A | 23 | 92 | 1 | 02 06 | 65 U5 | , | 60 I | R P |
| 122.93 | | | | | | | | | 3 3 | 11A | 36A | | 16A | - | | | 10A | | | | 02 06 | | | 50 1 | R P |
| 122.95 | 123.01 | BEG SU LN | R | WEAVI | NG/SPEED (| CHANGE 11A | | | 3 3 | 11A | 36A | | 10A | | | 33A | 10A | | | | 02 06 | | | 50 1 | R P |
| | | ON RAMP | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | | OCCUPANCY | VEHICL11A | | | 3 3 | 11A | 36A | | 10A | JE | | 33A | 10A | 33 | 102 | 1 | 02 06 | 65 U5 | | 50 I | R P |
| | | MP MARKER | R | 123 | | | | | | | | | | | | | | | | | | | | | |
| 123.05 | | | | | | | | | | 11A | | | 10A | - | | | | | | | 02 06 | | | 50 1 | |
| 123.18 | 123.24 | | | | | | | | 4 3 | 10A | 44A | | 10A | JΕ | | 33A | 10A | 33 | 110 | 1 | 02 06 | 65 U5 |) | 50 I | R P |

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| | | | | | | | | Ta | ייים דו | 1 7\NTF | SURE | 7 A C E | TNE | ODM7 | ייי רייי | т | | | | | | | | |
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| | | | :DTPI | ECTION TO INVENTORY | -BD | IDGE | | DECF | | |) SURI | | INCR | | | | | | | CLA | RETE | тсат | r ∩ NT | g |
| | | | | EFT/RIGHT INDICATOR | | | | LFT | | RHT | | | LFT | | RHT | | | | | СПА | | LEGAI | | D |
| | | | : : | II 1/ KIGIII INDICIIIOK | | | | | BDA | SHD | MEDIA | | | צחצ | CHD | ZM.T | BDA | MT | CE | CTTV | | | | plg |
| SRMP B | ARM | FEATURE | | DESCRIPTION | OW | TC I. | DT | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | MID | WID | Δ. | SE | NBR | FC | D TE | S R | K T |
| Dian D | | DITTORE | | Discitlifien | | | | "/" | ", 5 | ", " | WD, 5 | | ., 5 | ., 5 | ., 5 | "12 | "12 | 1 | | IIDI(| | | | |
| | 1 | I ———— | 1-1 | | 1- | 1- | 1-1- | | | | | ı —— I | | | | | | 1-1 | | | I —— I | | - 1 — | 1-1- |
| 123.21 | 123.27 | | | | | | 4 3 | 10A | 44A | | 10A | JΕ | | 33A | 10A | 33 | 110 | 1 | 02 | 0665 | IJ5 | 60 |) R | P |
| | | END SU LN | R | WEAVING/SPEED CHANGE 11A | | | 4 3 | 10A | | | 10A | | | | | | | | | 0665 | | |) R | |
| | | OFF RAMP | R | THORNE LN | ST | Y | | | | | | | | | | | | | | | | | | |
| 123.39 | 123.45 | MISC FEATR | | GORE (P112324) | | | | | | | | | | | | | | | | | | | | |
| 123.45 | | | | THORNE LN | | | 4 3 | 10A | 44A | | 14A | JΕ | | 36A | 10A | 22 | 102 | 1 | 02 | 0665 | U5 | 60 |) R | P |
| 123.52 | 123.58 | UXING | В | THORNE LN | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/414 | | | | | | | | | | | | | | | | | | | | |
| 123.60 | 123.66 | UXING | В | MURRAY RD SW | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/414.5 | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | LC | HIGH OCCUPANCY VEHICL11A | | | 4 3 | 10A | 44A | | 16A | JΕ | | 36A | 10A | 11 | 91 | 1 | 02 | 0665 | U5 | 60 |) R | P |
| 123.76 | 123.82 | MISC FEATR | R | GORE (Q112385) | | | | | | | | | | | | | | | | | | | | |
| 123.78 | 123.84 | MISC FEATR | L | GORE (CD12397) | | | | | | | | | | | | | | | | | | | | |
| 123.85 | 123.91 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | 4 3 | 10A | 44A | | 16A | JΕ | | 36A | 10A | 23 | 103 | 1 | 02 | 0665 | U5 | 6(|) R | P |
| | | ON RAMP | ĸ | I HORNE LIN | DΙ | I | | | | | | | | | | | | | | | | | | |
| 123.97 | 124.03 | BEG SU LN | L | WEAVING/SPEED CHANGE 11A | | | | 10A | 44A | | 16A | JΕ | | 36A | 10A | 34 | 114 | 1 | 02 | 0665 | U5 | 60 |) R | P |
| | | OFF RAMP | | SBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 124 | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | L | WEAVING/SPEED CHANGE 11P | | | 4 3 | 10A 10A | 44P | | 16A | | | | | | | | | 0665 | | |) R | |
| 124.32 | 124.38 | END SU LN | R | WEAVING/SPEED CHANGE 117 WEAVING/SPEED CHANGE 12A | | | 4 3 | 10A | 44P | | 16A | JΕ | | 36P | 10A | 22 | 102 | 1 | 02 | 0665 | U5 | 60 |) R | P |
| | | OFF RAMP | R | GRAVELLY LAKE DR | ST | | | | | | | | | | | | | | | | | | | |
| 124.39 | 124.45 | END SU LN | | WEAVING/SPEED CHANGE 11P | | | | 10A | 44P | | 16A | JΕ | | 36P | 10A | 11 | 91 | 1 | 02 | 0665 | U5 | 60 |) R | P |
| | | ON RAMP | | GRAVELLY LAKE DR | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P112432) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (S112439) | | | | | | | | | | | | | | _ | | | | | | _ |
| | | END SU LN | RC | HIGH OCCUPANCY VEHICL11A | | | 4 4 | 10A | 44P | | 16A | JE | | | | | | | | 0665 | | |) R | |
| 124.56 | | | | | с т | | 4 4 | IUA | 48P | | 16A | JΕ | | 48P | IUA | | 96 | Τ | 02 | 0665 | U5 | 60 |) R | Р |
| 124.64 | 124.70 | UXING | В | | ST | | | | | | | | | | | | | | | | | | | |
| 104.00 | 104.06 | MICC DRAMP | Б | BRDG NUM 005/415 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (Q112509) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R112493) | αш | 3.7 | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP MP MARKER | | GRAVELLY LAKE DR 125 | 51 | Y | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | | ST | Y | | | | | | | | | | | | | | | | | | |
| 125.09 | | | В | | ST | 1 | | | | | | | | | | | | | | | | | | |
| 125.25 | 125.29 | UAING | В | BRDG NUM 005/416 | 21 | | | | | | | | | | | | | | | | | | | |
| 125 /5 | 125 51 | ON RAMP | т | | ST | Y | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | D | DD IDGEDODE WAY | ОШ | 3.7 | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | В | CLOVER CREEK BRDG NUM 005/417 CLOVER CREEK | ST | 1 | | \$\$W | 70p | | 16P | a Tr | | 70Þ | \$\$W | | 140 | 1 | 02 | 0665 | 115 | 61 |) R | P |
| 123.04 | 123.10 | THO DICTORE | ב | BRDG NIM 005/417 | J1 | | 1 1 | Y Y W | , 01 | | TOE | <u> </u> | | , 01 | 4 Y W | | T 10 | _ | 02 | 5005 | | 0 (| , 10 | - |
| 125 65 | 125 71 | END BRIDGE | В | CLOVER CREEK | | | 4 4 | 10A | 48Þ | | 16A | JE | | 48Þ | 10A | | 96 | 1 | 0.2 | 0665 | TJ5 | 61 | R | P |
| | | MISC FEATR | R | GORE (P112560) | | | | -011 | 101 | | -011 | J <u>L</u> | | -01 | _ 011 | | 20 | _ | J 2 | 5005 | 55 | 3. | | - |
| | | | | GORE (S112545) | | | | | | | | | | | | | | | | | | | | |
| 125.86 | | | В | | ST | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | 1 | ייירו דוא | ווא מ דו | o sur | FACE | י דאד | r∩pmr | 7.T.T.∪V. | r | | | | | | | |
|--------|--------|------------|-----------|----------------------|------|-------|-------|--|-----------|----------|-------|------|-------|--------|-----------|---|-----|------|----------|-----|------|-------|----------|
| | | | :DTR | ECTION TO INVENTORY | l-BF | RIDGE | | | | /DIV | | | | | JNDI | | | | CLAS | STF | тсат | TON | S |
| | | | | EFT/RIGHT INDICATOR | - 1 | | NBR | 1 | СШТО | RHT | | | LFT | сшБ/ (| RHT | | | | CLIIO | | LEGA | | <i>-</i> |
| | | | : : | | | | | | RDY | | MEDI | | | RDY | | | | MTCE | CITY | | | | lp S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | | | | | | | | | | | | | | NBR | | | | |
| | | | l_I_ | | _ | I_ | . _ _ | <u> </u> | l | l | | . | | · | ll | | | _1 | | | | _ _ | 1_1_ |
| | | . ———— | . – . – – | | | | | | | | | | | | | | | | | | | - 1 - | |
| 125.86 | | | | BRDG NUM 005/418 | | | 4 4 | 10A | 48P | | 16A | JE | | 48P | 10A | | 96 | 1 02 | 0665 | U5 | 6 | 0 R | P |
| | | MISC FEATR | | GORE (Q112620) | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 126 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R112615) | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | BRIDGEPORT WAY | ST | 7 | | | | | | | | | | | | | | | | | |
| 126.19 | 126.25 | UXING | В | 47TH AVE SW | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/419 | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | BRIDGEPORT WAY | ST | 7 | | | | | | | | | | | | | | | | | |
| 126.41 | 126.47 | UXING | В | BN RR | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/420 | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 85406U STRUCTURE | | | | | | | | | | | | | | | | | | | |
| 126.77 | 126.83 | ON RAMP | L | S512677 | ST | 7 | | | | | | | | | | | | | | | | | |
| 127.00 | 127.06 | MP MARKER | R | 127 | | | | | | | | | | | | | | | | | | | |
| 127.06 | 127.12 | MISC FEATR | L | GORE (S112677) | | | | | | | | | | | | | | | | | | | |
| 127.13 | 127.19 | OFF RAMP | R | NBCD LANE | ST | 7 | | | | | | | | | | | | | | | | | |
| 127.16 | 127.22 | UXING | В | S TACOMA WAY | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/421 | | | | | | | | | | | | | | | | | | | |
| 127.22 | 127.28 | MISC FEATR | R | GORE (CI12713) | | | | | | | | | | | | | | | | | | | |
| 127.48 | 127.54 | UXING | В | SR 512 | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/001 | | | | | | | | | | | | | | | | | | | |
| 127.72 | 127.78 | MISC FEATR | L | GORE (R112806) | | | | | | | | | | | | | | | | | | | |
| 127.75 | 127.81 | MISC FEATR | R | GORE (CI12713) | | | | | | | | | | | | | | | | | | | |
| 128.00 | 128.06 | MP MARKER | | 128 | | | | | | | | | | | | | | | | | | | |
| 128.02 | 128.08 | ON RAMP | R | NBCD LANE | ST | 7 | | | | | | | | | | | | | | | | | |
| 128.06 | 128.12 | BEG BRIDGE | I | 96TH ST | ST | | 4 4 | \$\$W | 69P | | 16A | JE | | 63P | \$\$W | | 132 | 1 02 | 0665 | U5 | 6 | 0 R | P |
| | | | | BRDG NUM 005/424E | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SR 512/S TACOMA WY | ST | 7 | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | | 96TH ST | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/424W | | | | | | | | | | | | | | | | | | | |
| 128.08 | 128.14 | END BRIDGE | I | 96TH ST | | | 4 4 | 10A | 48P | | 16A | JE | | 48P | 10A | | 96 | 1 02 | 0665 | U5 | 6 | 0 R | P |
| | | END BRIDGE | | 96TH ST | | | | | | | | | | | | | | | | | | | |
| 128.48 | 128.54 | ON RAMP | L | 84TH ST | ST | 7 | | | | | | | | | | | | | | | | | |
| 128.56 | 128.62 | MISC FEATR | L | SGN ENT LAKEWOOD | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | 84TH ST | ST | 7 | | | | | | | | | | | | | | | | | |
| | | LEAVE CITY | | LAKEWOOD | | | 4 4 | 10A | 48P | | 16A | JE | | 48P | 10A | | 96 | 1 02 | \$\$\$\$ | U5 | 6 | 0 R | \$ |
| | | MISC FEATR | | GORE (P112859) | | | | | | | | | | | | | | | **** | | | | т. |
| | | MISC FEATR | | GORE (S112848) | | | | | | | | | | | | | | | | | | | |
| 128.92 | | | В | SO 84TH ST | ST | | | | | | | | | | | | | | | | | | |
| , | , | | _ | BRDG NUM 005/425 | | | | | | | | | | | | | | | | | | | |
| 129.00 | 129.06 | MP MARKER | R | 129 | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | TACOMA MALL BLVD | ST | 7 | - | | | | | | | | | | | | | | | | |
| 129.17 | | ENTER CITY | | TACOMA | | | | 10A | 48P | | 16A | JE | | 48P | 10A | | 96 | 1 02 | 1280 | IJ5 | 6 | 0 R | P |
| | | MISC FEATR | | SGN ENT TACOMA | | | - • | | -0- | | | | | | | | | | | | J | | _ |
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| | | | | | WTDT. | H ANI | O SURFA | CE INF | ORMA | ИОТТА | J | | | | | |
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| :DIRECTION TO INVENTORY | l-BR | IDGE | | | | /DIV | | | | UNDI | | | | CLA | SSIFI | CATIONS |
| : :LEFT/RIGHT INDICATOR | | | | R LFT | | RHT | | LFT | | RHT | | | | | | EGAL |
| :: | | | | | | | MEDIAN- | - SHD | RDY | | | | MTCE | CITY | STS | PEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | OW | TC L | D : | [W/S | W/S | W/S | WD/S BI | R W/S | W/S | W/S | WID | WID | A SE | NBR | FC D | IB R K T |
| | _ | _ | . _ . | _ | l | l | | _ | | | | | _ _ | . | _ | _ _ _ _ |
| | | • | | · | | | | | | | | | | · | | |
| 129.36 129.42 OFF RAMP R S 72ND ST | ST | Y | 4 4 | 10A | 48P | | 16A JI | E | 48P | 10A | | 96 | 1 02 | 1280 | U5 | 60 R P |
| 129.39 129.45 MISC FEATR L GORE (S112910) | | | | | | | | | | | | | | | | |
| 129.48 129.54 MISC FEATR R GORE (P112936) | | | | | | | | | | | | | | | | |
| 129.59 129.65 UXING B 74TH-72ND STS | ST | | | | | | | | | | | | | | | |
| BRDG NUM 005/426 | | | | | | | | | | | | | | | | |
| 129.67 129.73 MISC FEATR L GORE (R213000/R113000) | | | | | | | | | | | | | | | | |
| 129.76 129.82 MISC FEATR R GORE (Q113002) | | | | | 40- | | a.c | _ | 40- | 10- | 1.0 | 100 | 1 00 | 1000 | | |
| 130.00 130.06 BEG SU LN L WEAVING/SPEED CHANGE 12A | Ā | | 4 4 | 1 10A | 48P | | 16A JI | E | 48P | IUA | 12 | T08 | 1 02 | 1280 | U5 | 60 R P |
| MP MARKER R 130 | | 7.7 | | | | | | | | | | | | | | |
| OFF RAMP L 74TH ST*TACOMA MALL BLVI | | Y | | 1 103 | 400 | | 167 77 | _ | 400 | 107 | 0.4 | 100 | 1 00 | 1000 | TT. | 60 D D |
| 130.02 130.08 BEG SU LN R WEAVING/SPEED CHANGE 12F | ST | Y | | 1 10A | 48P | | 16A JI | E | 48P | IUA | 24 | 120 | 1 02 | 1280 | 05 | 60 R P |
| ON RAMP R 72ND ST 130.23 130.29 END SU LN L WEAVING/SPEED CHANGE 12A | | Y | | 10A | 40D | | 16A JI | T-7 | 40D | 107 | 10 | 100 | 1 00 | 1280 | TTE | 60 R P |
| ON RAMP L SBCD LANE | ST | Y | | ± IUA | 401 | | TOA UI | Ŀ | 40P | IUA | 12 | 100 | 1 02 | 1200 | 05 | 60 R P |
| 130.31 130.37 END SU LN R WEAVING/SPEED CHANGE 12A | | | | 1 10A | /1 Q D | | 16A JI | c | / Q D | 107 | 444 | 96 | 1 02 | 1280 | TTE | 60 R P |
| OFF RAMP R NBCD LANE | ST | Y | | I IOA | 101 | | IOA OI | Ľ | 101 | IUA | 777 | 20 | 1 02 | 1200 | 03 | 00 K F |
| 130.38 130.44 MISC FEATR R GORE (CI13031) | 51 | _ | | | | | | | | | | | | | | |
| 130.50 130.56 MISC FEATR L GORE (CD13108) | | | | | | | | | | | | | | | | |
| 130.69 130.75 UXING B 56TH ST | ST | | | | | | | | | | | | | | | |
| BRDG NUM 005/428 | 01 | | | | | | | | | | | | | | | |
| 130.91 130.97 MISC FEATR R GORE (CI13031) | | | | | | | | | | | | | | | | |
| 130.98 131.04 MISC FEATR L GORE (CD13108) | | | | | | | | | | | | | | | | |
| 131.01 131.07 MP MARKER R 131 | | | | | | | | | | | | | | | | |
| 131.08 131.14 OFF RAMP L SBCD LANE | ST | Y | | | | | | | | | | | | | | |
| 131.19 131.25 UXING B 48TH ST | ST | | | | | | | | | | | | | | | |
| BRDG NUM 005/429 | | | | | | | | | | | | | | | | |
| 131.22 131.28 ON RAMP R NBCD LANE | ST | Y | | | | | | | | | | | | | | |
| 131.29 131.35 OFF RAMP R SR 16*S 38TH ST | ST | | | 3 10A | | | 16A JI | | | 10A | | | | 1280 | | 60 R P |
| 131.34 131.40 ON RAMP L S 38TH ST | ST | Y | 3 3 | 3 10A | 36P | | 16A JI | E | 36P | 10A | | 72 | 1 02 | 1280 | U5 | 60 R P |
| 131.48 131.54 MISC FEATR R GORE (P113129) | | | | | | | | | | | | | | | | |
| 131.66 131.72 BEG SU LN RC HIGH OCCUPANCY VEHICL12F |) | | 3 3 | 3 10A | 36P | | 16A JI | E | 36P | 10A | 12 | 84 | 1 02 | 1280 | U5 | 60 R P |
| 131.68 131.74 MISC FEATR L GORE (S113134) | | | | | | | | | | | | | | | | |
| 131.72 131.78 OFF RAMP R NBCD LANE | ST | Y | | | 26- | | a.c | _ | 26- | 10- | 0.4 | 0.5 | 1 00 | 1000 | | |
| 131.79 131.85 BEG SU LN LC HIGH OCCUPANCY VEHICL12F | | | | 3 10A | 36P | | 16A JI | E | 36P | 10A | 24 | 96 | 1 02 | 1280 | U5 | 60 R P |
| ON RAMP LC SR 16 EB (HOV ONLY) | ST | Y | | | | | | | | | | | | | | |
| 131.83 131.89 UXING B S 38TH ST | ST | | | | | | | | | | | | | | | |
| BRDG NUM 005/430 131.92 131.98 UXING B PED XING | ST | | | | | | | | | | | | | | | |
| BRDG NUM 005/430.5P | 51 | | | | | | | | | | | | | | | |
| 132.00 132.06 MP MARKER R 132 | | | | | | | | | | | | | | | | |
| 132.00 132.00 MP MARKER R 132 132.03 132.09 OFF RAMP RC SR 16 WB (HOV ONLY) | ST | Y | | | | | | | | | | | | | | |
| 132.05 132.11 | 31 | 1 | | 3 10P | 36D | | 16P J | F. | 36P | 10p | 24 | 96 | 1 02 | 1280 | 115 | 60 R P |
| 132.09 132.15 MISC FEATR LC GORE (S113179) | | | υ. | , TOP | 202 | | TOP UI | ш | JUP | TOP | 44 | ں ر | 1 02 | 1200 | | 00 K F |
| 132.05 132.13 Filed I lifting Le Gold (D113175) | | | | | | | | | | | | | | | | |

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| | | ON RAMP | | SR 16 EB | ST | Y | 3 3 | 10P | 36P | | 16P | JΕ | | 36P | 10P | 24 | 96 | 1 | 02 | 1280 | U5 | 60 |) R | P |
| | | MISC FEATR | | GORE (P113203) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (CI13172) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (S113211) | | | | | | | | | | | | | | | | | | | | |
| 132.31 | 132.37 | UXING | I | SR 16 WB | ST | | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 005/433N-N | | | | 4. 4 | | | | | | | | | | _ | | | | | | _ |
| 132.35 | 132.41 | BEG BRIDGE | D | HOV RAMPS | ST | | 3 3 | \$\$W | 57P | W | 16P | JΕ | | 36P | 10P | 24 | 117 | 1 | 02 | 1280 | U5 | 6(|) R | P |
| 120 26 | 120 40 | DEG DETEGE | _ | BRDG NUM 005/434W | a.m. | | 2 2 | | | | 1.00 | | | 70D | 44 | 0.4 | 1 - 0 | -1 | 0.0 | 1000 | | - | | - |
| 132.36 | 132.42 | BEG BRIDGE | 1 | SR 16 EB | ST | | 3 3 | W | 57P | W | 160 | \$\$ | W | 78P | \$\$W | 24 | 159 | Τ | 02 | 1280 | U5 | 60 |) R | Р |
| 120 20 | 120 45 | TND DDIDGE | _ | BRDG NUM 005/434E | | | 2 2 | 7.7 | - 7 D | 7.7 | 160 | | 4 | 265 | 100 | 0.4 | 110 | 1 | 00 | 1000 | TTE | - | | Б |
| 132.39 | 132.45 | END BRIDGE | D | SR 16 EB SR 16 WB | ST | | 3 3 | W | 57P | W | 16P | JΕ | Ş | 36P | 10P | 24 | 11/ | Т | 02 | 1280 | U5 | 60 |) R | Р |
| | | UXING | D | BRDG NUM 005/433N-N | 51 | | | | | | | | | | | | | | | | | | | |
| 122 44 | 122 50 | END BRIDGE | D | HOV RAMPS | | | 2 2 | 10P | 26D | بغ | 16P | TE | | 26D | 1 O D | 24 | 0.6 | 1 | 0.2 | 1280 | TTE | 60 |) R | D |
| | | MISC FEATR | | | | | 3 3 | IUP | 30P | Ą | 101 | UE | | 30P | TOP | 24 | 90 | Τ. | 02 | 1200 | 03 | 0.0 | Л | P |
| | | MISC FEATR | | GORE (R113260) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R113203) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (0113306) | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | _ | SR 16 WB (HOV ONLY) | ST | Y | | | | | | | | | | | | | | | | | | |
| | | EOUATION | | 132.72 =132.80 | | _ | | 10A | 60P | | 16A | JΕ | | 36P | 10A | 24 | 120 | 1 | 02 | 1280 | U5 | 60 |) R | P |
| | | OFF RAMP | L | S 38TH ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 132.84 | 132.82 | BEG BRIDGE | В | M ST | ST | | 5 3 | \$\$W | 70P | | 16P | JΕ | | 36P | \$\$W | 24 | 130 | 1 | 02 | 1280 | U5 | 60 |) R | P |
| | | | | BRDG NUM 005/437 | | | | | | | | | | | | | | | | | | | | |
| 132.88 | 132.86 | END BRIDGE | В | M ST | | | | 10A | | | 16A | JΕ | | 36P | 10A | 24 | 120 | 1 | 02 | 1280 | U5 | 60 |) R | P |
| 132.89 | 132.87 | BEG SU LN | L | WEAVING/SPEED CHANGE 12P | | | 5 3 | 10A | 60P | | 16A | JΕ | | 36P | 10A | 36 | 132 | 1 | 02 | 1280 | U5 | 60 |) R | P |
| | | OFF RAMP | | SR 16 WB | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 133 | | | | 10A | 60P | | 16A | JΕ | | 36P | 10A | 36 | 132 | 1 | 05 | 1280 | U5 | 60 |) R | P |
| | | ON RAMP | | SR 16 EB (HOV ONLY) | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | | | | | | | | | | | | | | | _ | | | | | | _ |
| 133.20 | 133.18 | END SU LN | | WEAVING/SPEED CHANGE 12P | a.m. | | | 10A | 48P | | 16A | JΕ | | 36P | IUA | 24 | T08 | Τ | 05 | 1280 | U5 | 60 |) R | Р |
| 122 02 | 122 01 | ON RAMP | | SR 705-SR 7-PACIFIC AVE | | Y | | | | | | | | | | | | | | | | | | |
| 133.23 | 133.21 | UXING | В | YAKIMA AVE | ST | | | | | | | | | | | | | | | | | | | |
| 133.35 | 122 22 | TIVING | В | BRDG NUM 005/439 DELIN ST | ST | | | | | | | | | | | | | | | | | | | |
| 133.35 | 133.33 | UXING | В | BRDG NUM 005/440 | 51 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | т | GORE (S113320) | | | | | | | | | | | | | | | | | | | | |
| 122 /11 | 133 30 | ON RAMP | | NBCD LANE | ST | v | 1 1 | 10A | /1 Q D | | 16A | .T.D | | / Q D | 1 0 7 | 24 | 120 | 1 | 05 | 1280 | TTE | 60 |) R | D |
| | | END SU LN | | HIGH OCCUPANCY VEHICL12P | 51 | 1 | | 10A | | | 16A | _ | | | | | | | | 1280 | | |) R | |
| 100.00 | 100.00 | OFF RAMP | | | ST | Y | | TOM | 101 | | TOA | 0 15 | | 101 | T 0 M | 44 | ±00 | _ | 55 | -200 | | 0 (| , 10 | - |
| 133.65 | 133.63 | END SU LN | | HIGH OCCUPANCY VEHICL12P | 21 | - | | 10A | 48P | | 16A | JΕ | | 48P | 10A | \$\$\$ | 96 | 1 | 0.5 | 1280 | IJ5 | 60 |) R | P |
| 100.00 | _55.55 | ON RAMP | | | ST | Y | | | -01 | | | | | | | 777 | - 0 | _ | | | 0.0 | 3 (| | - |
| 133.69 | 133.67 | - | В | PACIFIC AVE | ST | _ | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/444 | | | | | | | | | | | | | | | | | | | | |
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| 133.70 | 133.68 | BEG BRIDGE | D | SR 705/TE RR | ST | | 4 4 | ı şşw | 62P | | 16A | JΕ | | 48P | 10A | | 110 | Ι (| 15 | 1280 | U5 | 60 | R I | Р |
| 122 71 | 122 60 | DEG DDIDGE | _ | BRDG NUM 005/445W | ST | | 4 | 1 7/ | . can | T-7 | 1.00 | 44 | 7.7 | 700 | | | 120 | 1 (| ٦.F | 1 2 0 0 | TTE | C 0 | ъ. | Б |
| 133./1 | 133.69 | BEG BRIDGE | 1 | SR 705/TE RR BRDG NUM 005/445E | 51 | | 4 4 | ŧ v | 62P | W | 160 | \$\$ | W | /UP | \$\$W | | 132 | Ι (| Jo | 1280 | US | 60 | R | Р |
| 133 72 | 133 70 | RR XING | В | NUM 0000000 STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| | | END BRIDGE | | SR 705/TE RR | | | 4 4 | . 1∩z | 48P | \$ | 160 | | W | 70P | W | | 118 | 1 (| 15 | 1280 | 115 | 60 | R | P |
| | | END BRIDGE | | SR 705/TE RR | | | | | 48P | Y | 16A | JE | | | 10A | | | | | 1280 | | | R | |
| 200.00 | 100.01 | BEG SU LN | | HIGH OCCUPANCY VEHICL12P | | | | | . 101 | | | ~ _ | т | | | | 20 | - ` | | | 0.0 | 0.0 | | _ |
| | | ON RAMP | | HOV SEPARATED (HI13358) | ST | Y | | | | | | | | | | | | | | | | | | |
| 133.93 | 133.91 | BEG SU LN | | HIGH OCCUPANCY VEHICL12P | | | 4 4 | 10A | 48P | | 16A | JΕ | | 48P | 10A | 24 | 120 | 1 (| 05 | 1280 | U5 | 60 | R | P |
| | | OFF RAMP | LC | HOV SEPARATED (HD13393) | ST | Y | | | | | | | | | | | | | | | | | | |
| 133.96 | 133.94 | MISC FEATR | R | GORE (Q113407) | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 134 | | | | | | | | | | | | | | | | | | | | |
| 134.01 | 133.99 | UXING | В | MCKINLEY WAY | ST | | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 005/448 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R113425) | | | | | 40- | | | | | 40- | 10- | 4.0 | | | | 1000 | | | | _ |
| 134.07 | 134.05 | BEG SU LN | | WEAVING/SPEED CHANGE 24P | СШ | 3.7 | | I TOA | 48P | | 16A | JΕ | | 48P | IUA | 48 | 144 | Ι (| 15 | 1280 | U5 | 60 | R I | Р |
| 124 25 | 124 02 | ON RAMP BEG SU LN | R | SR 705-SR 7-PACIFIC AVE WEAVING/SPEED CHANGE 12A | | Y | | 1 107 | 48P | | 16A | TE | | 40D | 10A | 60 | 1 5 6 | 1 (|) E | 1280 | TTE | 60 | R | D |
| 134.25 | 134.23 | OFF RAMP | L L | | ST | Y | | E IUA | . 40P | | IOA | UE | | 40P | IUA | 00 | 120 | Τ (| JS | 1200 | US | 60 | ĸ. | P |
| 134 27 | 134 25 | CHG SU LN | | HIGH OCCUPANCY VEHICL11P | 21 | 1 | | 1 1 N Z | 44P | | 16A | JE. | | 4 Q D | 10A | 59 | 151 | 1 (| าร | 1280 | TT5 | 60 | R | D |
| | | CHG SU LN | | HIGH OCCUPANCY VEHICL11A | | | | | 44P | | 16A | | | | 10A | | | | | 1280 | | | R | |
| 134.40 | | ciic bo Liv | 100 | midir decorrater viniteziiii | | | | | 45P | | 16A | - | | | 10A | | | | | 1280 | | | R | |
| | | CHG SU LN | R | WEAVING/SPEED CHANGE 12P | | | | | 45P | | 16A | | | | | | | | | 1280 | | | R | |
| | | OFF RAMP | R | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 134.55 | 134.53 | ON RAMP | L | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | | |
| 134.60 | 134.58 | UXING | В | EAST L ST | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/451 | | | | | | | | | | | | | | | | | | | | |
| 134.64 | 134.62 | CHG SU LN | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | |
| 124 50 | 124 60 | MISC FEATR | | GORE (S113455) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P113454) | | | | 1 103 | 4 F D | | 1 (3 | | | 4 F D | 107 | 2.4 | 104 | 1 (| ٦.F | 1000 | TTE | <i>-</i> 0 | ъ. | Б |
| 134.84 | 134.82 | END SU LN OFF RAMP | | WEAVING/SPEED CHANGE 12A SR 167 | | Y | | E TUP | 45P | | 16A | UΕ | | 45P | IUA | 34 | 124 | Ι (| JS | 1280 | U5 | 60 | R I | Р |
| 12/ 97 | 12/ 05 | CHG SU LN | R L | | ST | ĭ | | l ¢¢tv | 65P | TAT | 160 | 44 | TAT | 61D | ¢ ¢ tat | 3 / | 163 | 1 (| 15 | 1280 | TTE | 60 | R | D |
| 134.07 | 134.03 | BEG BRIDGE | | PORTLAND AVE | ST | | T 7 | r yyw | UJF | VV | 100 | ųγ | VV | OTF | γγW | 21 | 103 | Τ (|)) | 1200 | 05 | 00 | 10. | F |
| | | DEG DICIDOE | _ | BRDG NUM 005/452E | DI | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | PORTLAND AVE | ST | | | | | | | | | | | | | | | | | | | |
| | | 32 | | BRDG NUM 005/452W | | | | | | | | | | | | | | | | | | | | |
| 134.91 | 134.89 | END BRIDGE | I | PORTLAND AVE | | | 4 4 | 104 | 45A | \$ | 16A | JΕ | \$ | 48P | 2P | 34 | 127 | 1 (| 05 | 1280 | U5 | 60 | R | P |
| | | END BRIDGE | D | PORTLAND AVE | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | _ | HIGH OCCUPANCY VEHICL11A | | | _ | | | | | | | | _ | | | | | | _ | | | |
| 134.93 | 134.91 | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12A | | | 4 4 | 10A | 45A | | 16A | JΕ | | 48P | 2P | 35 | 128 | 1 (| J5 | 1280 | U5 | 60 | R I | P |

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| SRMP B ARM FEATURE D LR DESCRIPTION | l Ow I | TC L | נ ען | L W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | MID | MID | AS | E NB | K F(| י ען: | -B 1 | RKT |
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| 134.97 134.95 | | | 4 4 | 1 10A | 45A | | 16A | JE | | 48P | 2P | 35 | 128 | 1 (| 5 12 | 30 US | 5 6 | 50 I | R P |
| 134.99 134.97 END SU LN L WEAVING/SPEED CHANGE 12A | | | | 1 10A | 45A | | 16A | JE | | 48P | 2P | 23 | 116 | 1 (| 5 12 | 30 US | 5 (| 50 I | R P |
| ON RAMP L SR 167 | ST | Y | | | | | | | | | | | | | | | | | |
| 135.00 134.98 MISC FEATR R GORE (P113484) | | | | | | | | | | | | | | | | | | | |
| 135.02 135.00 MP MARKER R 135 135.03 135.01 CHG SU LN LC HIGH OCCUPANCY VEHICL11F | | | 4 4 | 1 ¢¢w | 69D | | 16A | TF. | | 70D | ¢¢W | 23 | 162 | 1 (| 5 12 | an tte | | i 0. | R P |
| RR XING B NUM 85711E STRUCTURE | | | 1 . | : | UJE | | IOA | 015 | | 701 | γγW | 23 | 102 | 1 (| ,, 12 | 30 0. | , (| , 0 1 | X E |
| BEG BRIDGE B SR 167 EB | ST | | | | | | | | | | | | | | | | | | |
| BRDG NUM 005/453 | | | | | | | | | | | | | | | | | | | |
| 135.06 135.04 END BRIDGE B SR 167 EB | | | 4 4 | 1 10A | 45A | | 16A | JΕ | | 48A | 10A | 23 | 116 | 1 (| 5 12 | 30 US | 5 (| 50 I | R P |
| CHG SU LN LC HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | |
| 135.12 135.10 MISC FEATR E GORE (S113499) 135.21 135.19 MISC FEATR R GORE (O113534) | | | | | | | | | | | | | | | | | | | |
| 135.23 135.21 MISC FEATR L GORE (R113539) | | | | | | | | | | | | | | | | | | | |
| 135.28 135.26 CHG SU LN LC HIGH OCCUPANCY VEHICL11F | | | 4 4 | 1 \$\$W | 51P | W | 160 | \$\$ | | 48A | 10A | 23 | 122 | 1 (| 5 12 | 30 US | 5 (| 50 I | R P |
| BEG BRIDGE D PUYALLLUP RIVER | ST | | | | | | | | | | | | | | | | | | |
| BRDG NUM 005/456W 135.30 135.28 CHG SU LN RC HIGH OCCUPANCY VEHICL12F | | | 4 4 | 1 T.: | 51P | 7.7 | 1.60 | | 7.7 | 0.6.0 | <u></u> | 2.2 | 1.0 | 1 (| VE 10 |) O TT | - , | - 0 - | R P |
| BEG BRIDGE I PUYALLUP RIVER | ST | | 4 4 | ± W | SIP | W | 160 | | W | 00P | ŞŞW | 43 | 100 | 1 (| 5 12 | 50 05 | , , | 1 00 | X P |
| BRDG NUM 005/456E | 01 | | | | | | | | | | | | | | | | | | |
| 135.33 135.31 RR XING D NUM 808590K STRUCTURE | | | | | | | | | | | | | | | | | | | |
| RR XING I NUM 808589R STRUCTURE | | | _ | _ | | | | | | | | | | | | | _ | | |
| 135.34 135.32 BEG SU LN R WEAVING/SPEED CHANGE 12F ON RAMP R SR 167 | | Y | 4 4 | 1 W | 51P | W | 160 | | W | 74P | W | 35 | 160 | 1 (| 5 12 | 30 US | 5 (| 50 I | R P |
| ON RAMP R SR 167 135.39 135.37 BEG SU LN L WEAVING/SPEED CHANGE 11F | ST | ĭ | 4 4 | 1 Tx | 51P | TAT | 160 | | TλT | 74P | W | 46 | 171 | 1 (| 5 12 | an ite | 5 6 | i 0 | R P |
| OFF RAMP L SR 167 | ST | Y | | . , | 311 | ** | 100 | | ** | , 11 | ** | 10 | / _ | _ (| ,, 12 | 30 03 | , | , 0 1 | |
| 135.44 135.42 LEAVE CITY TACOMA | | | 4 4 | 1 W | 51P | W | 160 | | W | 74P | W | 46 | 171 | 1 (| 5 04 | 50 US | 5 6 | 50 I | R P |
| ENTER CITY FIFE | | | | | | | | | | | | | | | | | | | |
| 135.50 135.48 RR XING D NUM 906446M STRUCTURE | | | | | | | | | | | | | | | | | | | |
| RR XING I NUM 906445F STRUCTURE 135.58 135.56 END BRIDGE D PUYALLLUP RIVER | | | 4 4 | 1 4 2 | 45a | 4 z | 160 | | TλT | 74P | ŢλŢ | 46 | 165 | 1 (| 5 04 | 50 TT | 5 6 | i 0 | R P |
| CHG SU LN L WEAVING/SPEED CHANGE 11A | | | | 1 11. | 1 1 5 1 1 | 111 | 100 | | ** | , 11 | ** | 10 | 103 | _ (| ,5 01 | 0000 | , , | , 0 1 | |
| CHG SU LN LC HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | |
| 135.59 135.57 END BRIDGE I PUYALLUP RIVER | | | 4 4 | 4 4 2 | 45A | \$\$\$ | 24A | JE | \$ | 48A | 10A | 46 | 139 | 1 (| 5 04 | 50 US | 5 6 | 50 I | R P |
| CHG SU LN R WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | |
| CHG SU LN RC HIGH OCCUPANCY VEHICL12A | | | 1 / | 1 /17 | 45A | | 24A | TE | | 107 | 1 0 7 | 2 5 | 1 2 0 | 1 (| 5 04 | = O TTE | | : О т | R P |
| ON RAMP L PORT OF TACOMA RD | ST | Y | | 1 1/- | . TJA | | ZIA | O E | | HOF | IUA | 33 | 120 | 1 (| ,, 04 | 0.00 | , (| , 0 1 | X F |
| MISC FEATR L SGN ENT TACOMA | ~ - | - | | | | | | | | | | | | | | | | | |
| 135.77 135.75 MISC FEATR L GORE (S113564) | | | | | | | | | | | | | | | | | | | |
| 135.85 135.83 END SU LN R WEAVING/SPEED CHANGE 12A | | | 4 4 | 4 4 2 | 45A | | 24A | JE | | 48A | 10A | 23 | 116 | 1 (| 5 04 | 50 US | 5 (| 50 I | R P |
| OFF RAMP R PORT OF TACOMA RD | ST | Y | 1 | 1 /17 | . 48A | | 24A | .T.D | | 107 | 1 0 7 | 22 | 110 | 1 (| 5 04 | בח דדם | | . n | R P |
| 133.74 133.70 | | | 4 4 | 1 4 <i>P</i> | HOF | | 24A | UĿ | | TOA | TUA | 43 | 119 | Τ (| J U4 | JU U | , (| 1 0 | . P |

TRIPS SYSTEM

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 01/31/25 TIME 17:13:52 PAGE 34 STATE HIGHWAY LOG

| SR 005 | MAINLINE | INTERSTATE - ISSH | COUNTY PIERCE | DOT DISTRICT 3 |
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| | | | | | | | | | _ TAT T | חידם: | ZANTE | SURI | FACE | דאד י | r∩pMr | \TT∩N | T — — — - | | | | | | | |
|---------|--------|------------|------|--------------------------|--------|-------|-------|----------|---------|-----------|-------|--------|------|-------|-------|-------|-----------|-----|------|--------|---------|-------|--------|---------|
| | | | :DTP | ECTION TO INVENTORY | l_BE | RIDGE | | | | | DIV |) BUIL | | | | JNDI | | | l | CL | A C C T | FTCAT | יר∩די | rg |
| | | | | EFT/RIGHT INDICATOR | I | ING- | 1 | | | | RHT | | | LFT | (111) | RHT | | | | CLL | TOOL | LEGA | | 15 |
| | | | : : | EFI/RIGHT INDICATOR | | | | | | | | MEDIZ | ΔN- | | RDA | | | | | : Істт | v I gr | | | פוסוי |
| SRMP B | ΔRM | FEATURE | | DESCRIPTION | | | | | | | | WD/S | | | | | | | | | | | | |
| DIGHE D | I AKIN | PEATORE | | DESCRIPTION | | 10 1 | ו לוי | - W / | 5 1 | 1,5 | W/5 | WD/5 | | W/5 | W/D | " / 5 | WID | WID | | INDIC | 1.0 | | יון בי | . . |
| | l | I | 1-1 | I | I —— I | | -1-1- | - | - | I | | | I —— | | | I I | | | - - | -1 | - | 11- | | -1-1- |
| 135.95 | 135.93 | | | | | | 4 4 | 4 4 | 1A 4 | 18A | | 24A | JΕ | | 48A | 10A | 23 | 119 | 1 0 | 045 |) U5 | 6 | 0 R | P |
| 136.00 | 135.98 | MP MARKER | R | 136 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P113585) | | | | | | | | | | | | | | | | | | | | |
| 136.07 | 136.05 | OFF RAMP | | PORT OF TACOMA RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 136.09 | 136.07 | UXING | В | PORT OF TACOMA RD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/457 | - | | | | | | | | | | | | | | | | | | | |
| 136.14 | 136.12 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | 4 4 | 4 4 | 1A 4 | 18A | | 24A | JΕ | | 48A | 10A | 24 | 120 | 1 0 | 045 |) U5 | 6 | 0 R | P |
| | | MISC FEATR | | GORE (P513607) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (Q113651) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R113655) | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | PORT OF TACOMA RD | ST | Y | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | PORT OF TACOMA RD | ST | Y | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | | WAPATO CREEK | ST | _ | | 4 \$\$ | SW 6 | 7 A | TAT | 40 | \$\$ | TAT | 682 | \$\$0 | 24 | 159 | 1 0 | 045 | 1115 | 6 | 0 R | D |
| 130.03 | 130.01 | DEG DRIDGE | _ | BRDG NUM 005/458E | DI | | - | <u>.</u> | ,,, | , , , , , | ** | 10 | ΥŸ | ** | 0011 | γγC | 2 1 | 137 | 1 0. | 015 | 0 0 0 | | , 0 10 | |
| | | BEG BRIDGE | D | WAPATO CREEK | ST | | | | | | | | | | | | | | | | | | | |
| | | DEG BRIDGE | D | BRDG NUM 005/458W | DI | | | | | | | | | | | | | | | | | | | |
| 136 64 | 136 62 | END BRIDGE | Т | WAPATO CREEK | | | 4 4 | 1 10 |) A 4 | LΑA | Ś | 24A | JE | Ś | 48A | 1 N A | 24 | 120 | 1 0 | 045 |) 115 | 6 | 0 R | P |
| 130.01 | 130.02 | END BRIDGE | | WAPATO CREEK | | | - | 0 | | . 011 | Υ | 2 111 | 0 - | ~ | 1011 | 1011 | | 120 | _ 0. | 015 | 0 0 0 | | , 0 10 | |
| 136 75 | 136 73 | ON RAMP | | SR 99 | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 137 | DI | _ | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (S113675) | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | SR 99 | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P113715) | 51 | 1 | | | | | | | | | | | | | | | | | | |
| | | MED XING | | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| | | | _ | | ST | | | | | | | | | | | | | | | | | | | |
| 137.45 | 137.43 | UXING | В | SR 99 | 51 | | | | | | | | | | | | | | | | | | | |
| 127 61 | 127 50 | MICC PRAND | - | BRDG NUM 099/400 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R113772) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (Q113804) | ~- | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | SR 99 | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 138 | | _ | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | SR 99 | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | SGN ENT FIFE | | | | | | | | | | | | | | | | | | | | |
| 138.35 | 138.33 | UXING | В | WAPATO WAY E | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/461 | | | | | | | | | | | | | | | | | | | | |
| | | LEAVE CITY | | FIFE | | | | 1 10 | | | | 24A | | | | | | | | \$\$\$ | | | 0 R | |
| 138.76 | 138.74 | BEG BRIDGE | I | HYLEBOS CREEK | ST | | 4 4 | 4 \$\$ | 5W 6 | 57A | W | 40 | \$\$ | W | 67A | \$\$W | 24 | 158 | 1 0 | 5 | U5 | 6 | 0 R | - |
| | | | | BRDG NUM 005/462E | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | HYLEBOS CREEK | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/462W | | | | | | | | | | | | | | | | | | | | |
| 138.78 | 138.76 | END BRIDGE | I | HYLEBOS CREEK | | | 4 4 | 4 10 |)A 4 | 88 | \$ | 24A | JΕ | \$ | 48A | 10A | 24 | 120 | 1 0 | 5 | U5 | 6 | 0 R | - |
| | | END BRIDGE | | HYLEBOS CREEK | | | | | | | | | | | | | | | | | | | | |
| 138.97 | 138.95 | ENTER CITY | | MILTON | | | 4 4 | 4 10 |)A 4 | 88 | | 24A | JΕ | | 48A | 10A | 24 | 120 | 1 0 | 078 | 5 U5 | 6 | 0 R | P |
| 139.00 | 138.98 | MP MARKER | R | 139 | | | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | | | | - | | V | IDTH | I ANI | SURFAC | E INE | FORMA | OITA | 1 | | | | | | | |
|--------|--------|------------|------|-------------------------|--------|--------|-----|-------|------|-------|---------|-------|--------|-------|-----|-----|-----|-------|--------|-------|------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BRIDG | GE | | DECF | EAS/ | /DIV | | INC | RES/U | INDI | SPC | | | CI | ASSI | FICA' | rion | IS |
| | | | : :L | EFT/RIGHT INDICATOR | -UXING | g- 1 | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEG | AL | |
| | | | : : | | -XROAI | D- 1 | INS | SHD | RDY | SHD | MEDIAN- | SHD | | | | | МТС | E CIT | YIST | SPE | EDIT | PIS |
| SRMP E | 3 ARM | FEATURE | D LR | DESCRIPTION | OW TC | - 1 | | | | | WD/S BR | 1 | | | l 1 | | | - 1 | | 1 | | KT |
| - | | | lт | | | | | , | | | 1 | | | , | | | 1 | | | 1 1 | | |
| | -1 | 1 | 1-1 | 1 | ·—· | 1-1- | -1- | 1 | | · · | | | ı —— ı | | | | | _ | — I —— | 11- | _ | -1-1- |
| 139.00 | 138.98 | MISC FEATR | R | SGN ENT MILTON | | 4 | 4 4 | 10A | 48A | | 24A JE | | 48A | 10A | 24 | 120 | 1 0 | 5 078 | 5 U5 | | 50 R | 2 P |
| 139.06 | 139.04 | UXING | В | PORTER WAY (OLD SR 514) | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/463 | | | | | | | | | | | | | | | | | | |
| 139.11 | 139.09 | BEG BRIDGE | I | HYLEBOS CREEK | ST | 4 | 4 4 | \$\$W | 66A | W | 40 \$\$ | W | 66A | \$\$W | 24 | 156 | 1 0 | 5 078 | 5 U5 | (| 50 R | P. P |
| | | | | BRDG NUM 005/464E | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | HYLEBOS CREEK | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/464W | | | | | | | | | | | | | | | | | | |
| 139.18 | 139.16 | END BRIDGE | I | HYLEBOS CREEK | | 4 | 4 4 | 10A | 48A | 10A | 32S GR | 10A | 48A | 10A | 24 | 120 | 1 0 | 5 078 | 5 U5 | | 50 R | P. |
| | | END BRIDGE | D | HYLEBOS CREEK | | | | | | | | | | | | | | | | | | |
| 139.39 | 139.37 | | | | | 4 | 4 4 | 10A | 48A | 10A | 48S GR | 10A | 48A | 10A | 24 | 120 | 1 0 | 5 078 | 5 U5 | | 50 R | P. |
| 139.49 | 139.47 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | |
| 139.50 | 139.48 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT KING COUNTY | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | | | | | | | | | | | | | | | | | | | |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 005 HOV LANE SEPARATION-INC 13358

INTERSTATE - ISSH COUNTY PIERCE

DOT DISTRICT 3

| | 13330 | | | | | | | V | VIDTH | ANI | SURFACE | INE | ORMA | MOITA | 1 | | | | | | |
|--------|-------|------------|------|-----------------------|------|------|-----|------|-------|-----|---------|-------|-------|-------|-----|-----|-------------------|------|------|------------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BRI | DGE | | DECF | REAS/ | DIV | | INCE | RES/U | JNDI | SPC | - 1 | | CLA | SSIE | CICATIONS | S |
| | | | : :L | EFT/RIGHT INDICATOR | -UXI | NG- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGAL | |
| | | | : : | | |)AD- | | | | | MEDIAN- | | | | | | | | | SPEED T | PS |
| SRMP B | ARM | FEATURE | DLR | DESCRIPTION | r WO | C L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A _, SE | NBR | FC | D IB R | K T |
| | l | | _ _ | l | _ | _ _ | _ _ | l | I | l | | l | I | | | | _ | l | · | _ _ | _ _ |
| 0.00 | 0.00 | BEG ROUTE | | 13358 | | | 1 | | | | | 8P | 12P | 8P | | 12 | 1 05 | 1280 | 115 | 60 | |
| | | | | SR 5 NB TO SR 5 NB | | | _ | | | | | | | | | | | | - | | |
| | | ENTER CITY | | TACOMA | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2701 | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 5 NB | ST | Y | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | UXING | I | PACIFIC AVE | ST | | 1 | | | | | 6P | 12P | 4P | | 12 | 1 05 | 1280 | U5 | 60 | |
| | | | | BRDG NUM 005/444 | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | BEG BRIDGE | I | SR 705/TE RR | ST | | 1 | | | | | \$\$W | 22P | \$\$₩ | | 22 | 1 05 | 1280 | U5 | 60 | |
| | | | | BRDG NUM 005/445HOV | | | | | | | | | | | | | | | | | |
| 0.14 | | RR XING | I | NUM_0000000 STRUCTURE | | | _ | | | | | _ | | _ | | | | | _ | | |
| 0.27 | | END BRIDGE | | SR 705/TE RR | | | 1 | | | | | 6P | 12P | 4P | | 12 | 1 05 | 1280 | U5 | 60 | |
| 0.28 | 0.28 | INTRSECTN | R | SR 5 NB | ST | Y | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2701 | | | | | | | | | | | | | | | | | |
| | | END SECTN | | 13358 | | | | | | | | | | | | | | | | | |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 005 HOV LANE SEPARATION-DEC INTERSTATE - ISSH COUNTY PIERCE 13393

DOT DISTRICT 3

| 25575 | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | - | G- NB | DECI R LFT | REAS/I | DIV RHT | | INCE | RES/U | NDI RHT | SPC USE 3 | TOT | | | 1 | ICATIONS LEGAL SPEED T P S |
|------------------------------|---|--|-------|-------|---------------|--------|------------|---------|---------|---------|------------|-----------|-------|--------|------|------------|--|
| SRMP B ARM FE | EATURE D LR | DESCRIPTION | OW TC | L D | W/S | W/S [| W/S W | WD/S BR | W/S | W/S | W/S | WID | WID A | SE | NBR | FC I | D IB R K T |
| E1 BI | EG ROUTE NTER CITY EG CTLSEC NTRSECTN R | 13393 SR 5 SB TO SR 5 SB TACOMA CONTROL SECTION 2701 SR 5 SB | ST | Y | 1 | | | | 3P | 12P | 8P | | 12 1 | . 05 | 1280 | U 5 | 60 |
| | EG BRIDGE I | SR 705/TE RR BRDG NUM 005/445HOV | ST | | 1 | | | | \$\$W | 23P | \$\$W | | 23 1 | . 05 | 1280 | U5 | 60 |
| 0.09 0.09 RF 0.22 0.22 EN | R XING I ND BRIDGE I | NUM 0000000 STRUCTURE SR 705/TE RR | | | 1 | | | | ΩD | 12P | 8P | | 10 1 | 0.5 | 1280 | TTE | 60 |
| 0.22 0.22 EF 0.24 0.24 UX | - | | ST | | T | | | | 24 | 125 | OP | | 12 1 | . 03 | 1200 | 05 | 00 |
| El | NTRSECTN R ND CTLSEC ND SECTN | SR 5 SB CONTROL SECTION 2701 13393 | ST | Y | | | | | | | | | | | | | |

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| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | | IDGE | | W DECR | | | SURI | | | | ATION JNDI RHT | SPC | | | CLA | | ICAT LEGA | | S |
|----------------|---------|---------------------|-------------|--------|---|------|-----|------|-----|--------------|------------|-------|---------------|-----|-----|------------|------------------------|--------|-----|------------|-----------------|----|--------------|-----|------------|
| SRMP B | ARM | FEATURE | : | : | DESCRIPTION | | -XR | OAD- | LNS | SHD | RDY W/S | SHD | MEDIA WD/S | AN- | SHD | RDY W/S | SHD | LNS | RDY | MTC A S | E CITY E NBR | ST | SPEE | D T | P S K T |
| 16.82 | 16.82 | BEG ROUTE | | | MAIN ROUTE | | | | 1 1 | | | | | | 3A | 24A | 3A | | 24 | 1 0 | 1 | R2 | 3 | 0 L | ı |
| | | BEG CTLSE | a | | SR 12/MORTON TO SR 5/ CONTROL SECTION 2728 | 'TAC | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | SR 706 | | ST | SS Y | | | | | | | | | | | | | | | | | |
| 16.90 | 16.90 | | | | | | | | 1 1 | | | | | | 7A | 24A | 7A | | 24 | 1 0 | 1 | R2 | 3 | 0 L | I |
| 16.95 | 16.95 | INTRSECTN | | R | 542ND ST E | | CO | N | | | | | | | | | | | | | | | | | |
| 17.01 | | INTRSECTN | | | 180TH AVE CT E | | CO | N | | | | | | | | | | | | | | | | | |
| 17.03 | 17.03 | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 17.07 | 17.07 | INTRSECTN | | R | 541ST ST E | | CO | N | | | | | | | | | | | | | | | | | |
| 17.11 | | EXIT TO | | R | ELBE REST AREA | | ST | Y | | | | | | | | | | | | | | | | | |
| 17.13 | | ENT FROM | | R | ELBE REST AREA | | ST | Y | | | | | | | | | | | | | | | | | |
| 17.20 | 17.20 | ENT/EXIT | | R | VOLCANO EVACUATION RO | OUTE | ST | N | | | | | | | | | | | | | | | | | |
| | | MISC FEATE | | L | SGN ENT ELBE | | | | | | | | | | | | | | | | | | | | |
| 17.23 | | BEG SU LN | | L | WEAVING/SPEED CHANGE | | | | 1 1 | | | | | | | | 7A | | | | | R2 | | 0 L | |
| 17.24 | | BEG SU LN | _ | R | WEAVING/SPEED CHANGE | 11A | | | 1 1 | | | | | | 7A | 24A | 7A | 22 | 46 | 1 0 | 1 | R2 | 3 | 0 L | |
| 17.25 | | RR XING | В | _ | NUM 397175B GRADE | | | | | | | | | | | | | | | | _ | | _ | | |
| 17.29 | | END SU LN | | | WEAVING/SPEED CHANGE | | | | 1 1 | | | | | | | 24A | | 11 | | 1 0 | | R2 | | 0 L | |
| 17.31 | | END SU LN | | R | WEAVING/SPEED CHANGE | IIA | | | 1 1 | | | | | | | 24A | | \$\$\$ | | 1 0 | | R2 | | 0 L | |
| 17.33 | 17.33 | MD MADIETO | | Б | 1.0 | | | | 1 1 | | | | | | /A | 24A | /A | | 24 | 1 0 | 1 | R2 | 5 | 5 L | |
| 17.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 19.99 20.94 | | MP MARKER INTRSECTN | | R | 20 ROTTER RD E | | CO | N | | | | | | | | | | | | | | | | | |
| 20.94 | | MP MARKER | | R R | | | CO | IN | | | | | | | | | | | | | | | | | |
| 21.15 | | INTRSECTN | | | LILLIE DALE RD | | CO | N | | | | | | | | | | | | | | | | | |
| 21.69 | | INTRSECTN | | | ALDER CUTOFF RD E | | CO | N | | | | | | | | | | | | | | | | | |
| 21.75 | | ENT/EXIT | | L | SUNNY BEACH REC AREA | | CO | N | | | | | | | | | | | | | | | | | |
| 21.88 | | ENT/EXIT | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 22.01 | | MP MARKER | | R | | | | TA | | | | | | | | | | | | | | | | | |
| 22.19 | 22.19 | | | | | | | | 1 1 | | | | | | 7A | 24A | 7A | | 24 | 1 0 | 1 | R2 | 4 | 5 L | |
| 22.20 | | MISC FEATE | R | R | SGN ENT ALDER | | | | | | | | | | , | | , | | | | _ | | - | - | |
| 22.54 | | ENT FROM | | | ALDER LAKE PARK | | CO | N | | | | | | | | | | | | | | | | | |
| 22.57 | | EXIT TO | | L | ALDER LAKE PARK | | CO | N | | | | | | | | | | | | | | | | | |
| 22.63 | | MISC FEATE | | | SGN ENT ALDER | | | | | | | | | | | | | | | | | | | | |
| 22.67 | 22.67 | | | | | | | | 1 1 | | | | | | 8A | 22A | бA | | 22 | 1 0 | 1 | R2 | 4 | 5 L | 1 |
| 22.70 | 22.70 | | | | | | | | 1 1 | | | | | | | 22A | | | | 1 0 | | R2 | | 5 M | |
| 22.92 | 22.92 | | | | | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 1 0 | 1 | R2 | 4 | 5 M | |
| INTERSEC | CTION D | | | | TURN LANES | | | | | LERAT | | | | | | | | | | | | | | | |
| SRMP B | ARM | | L NE LGT | | R NEAR L FAR R FA | WD | | L MD | | CNTR T WD | | WD WD | RIGI LGT | | | | | | | | | | | | |
| 16.82 | 16.82 | - | | | .04 | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | T | מדרודנו | 7 117 | SURFAC | דאד ישי | EODM. | ז תד רוז | ΛT | | | | | | | |
|--------|-------------------------------------|-------|---------------------|------|---------|-------------------------------|---------|---------|-------|---------|---------|------------|----------|------|-----|-------|------------|------|------|-------|-------|
| | | • DTD | ECTION TO INVENTORY | مم ا | RIDG | | | REAS/ | | SURPAC | | | | SPC | | | CLA | CCTE | TCNT | TONIC | |
| | | | | I . | | - NBR | 1 | | RHT | | LFT | | | USE | | | СПА | | | | , |
| | | : : | EFT/RIGHT INDICATOR | | | | | | | MEDIAN- | | | | | | N/ICC | an Latmy | | LEGA | | D L C |
| CDMD D | 3 DM DD 3 DH DD | | DEGGE TREETON | -XK | CAD | - PM2 | SHU | RDY | SHU | MEDIAN- | SHD | KDY | SHD | TIND | KDY | IvI T | CE CITY | 21 | SPEE | | |
| SRMP B | ARM FEATURE | רא יח | DESCRIPTION | low, | TC | ד'ת ק | . W/S | W/S | W/S | WD/S BE | K W/S | W/S | W/S | MIDI | MID | A | SE NBR | FC | ד' ת | B R | K T |
| | | . _ _ | . | II | <u></u> | _ _ _ | - | lI | | I | - | l | l | l l | | _1- | | - | I_ | _ _ | _ _ |
| 00.00 | | _ | 0.0 | | | | | | | | | | a - | | 0.0 | | 0.1 | - 0 | | | |
| 22.99 | 22.99 MP MARKER | R | 23 | | | 1 1 | | | | | | | 3A | | 22 | | | R2 | | 5 M | |
| 23.20 | 23.20 | | | | | 1 1 | | | | | 9A | 22A | 12A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 23.25 | 23.25 INTRSECTN | R | PILGRIM RD E | CO | | N | | | | | | | | | | | | | | | |
| 23.30 | 23.30 | | | | | 1 1 | | | | | 5A | 22A | 3A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 23.34 | 23.33 EQUATION | | 023.33 = 023.34 | | | | | | | | | | | | | | | | | | |
| 23.41 | 23.40 | | | | | 1 1 | | | | | | | 3A | | 22 | | | R2 | 4 | 5 M | |
| 23.45 | 23.44 | | | | | 1 1 | | | | | 3A | 22A | 3A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 24.00 | 23.99 MP MARKER | R | 24 | | | 1 1 | | | | | 9A | 22A | бA | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 24.05 | 24.04 | | | | | 1 1 | | | | | | 22A | | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 24.35 | 24.34 | | | | | 1 1 | | | | | 2A | 22A | 2A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 24.45 | 24.44 | | | | | 1 1 | | | | | | 22A | | | 22 | | | R2 | 4 | 5 M | |
| 24.50 | 24.49 | | | | | $\overline{1}$ $\overline{1}$ | | | | | 5 A | 22A | 3A | | 22 | | | R2 | | 5 M | |
| 24.55 | 24.54 | | | | | 1 1 | | | | | | | 12A | | 22 | | | R2 | | 5 M | |
| 24.58 | 24.57 | | | | | 1 1 | | | | | | 22A | | | 22 | | | R2 | | 5 M | |
| 24.75 | 24.74 | | | | | 1 1 | | | | | | 22A 22A | | | 22 | | | | | | |
| | | | | | | | | | | | | | | | | | | R2 | | 5 M | |
| 24.95 | 24.94 | _ | 0.5 | | | 1 1 | | | | | 2A | 22A | 3A | | 22 | Τ | 01 | R2 | 4 | 5 M | |
| 25.00 | 24.99 MP MARKER | R | 25 | | | | | | | | | | | | | _ | | | | | |
| 25.20 | 25.19 | | | | | 1 1 | | | | | | 22A | | | 22 | | | R2 | | 5 M | |
| 25.50 | 25.49 | | | | | 1 1 | | | | | 4A | 22B | 3A | | 22 | | | R2 | 4 | 5 M | |
| 25.60 | 25.59 | | | | | 1 1 | | | | | 9A | 22B | 9A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 25.65 | 25.64 | | | | | 1 1 | | | | | 5A | 22B | 11A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 25.70 | 25.69 | | | | | 1 1 | | | | | | 22B | | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 25.75 | 25.74 | | | | | 1 1 | | | | | | 22B | | | 22 | | | R2 | | 5 M | |
| 25.81 | 25.80 MISC FEATR | R | SGN ENT LA GRANDE | | | | - | | | | | | | | | _ | - | | _ | | |
| 25.92 | 25.91 INTRSECTN | | LA GRANDE RD E | CO | | N | | | | | | | | | | | | | | | |
| 26.00 | 25.91 INTRSECTN | R | 26 | CO | | IA | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 26.13 | 26.12 MISC FEATR | | SGN ENT LA GRANDE | DII | | | | | | | | | | | | | | | | | |
| 26.64 | 26.63 INTRSECTN | | 453RD ST E | PV | | N | | | | | | | | | | | | | | | |
| 26.99 | 26.98 INTRSECTN | | SR 161 | ST | | N | | | | | | | | | | | | | | | |
| | INTRSECTN | | WEYERHAEUSER RD | PV | | N | | | | | | | | | | | | | | | |
| 27.00 | 26.99 MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | |
| 27.40 | 27.39 | | | | | 1 1 | | | | | | 22B | | | 22 | | | R2 | 4 | 5 M | |
| 27.60 | 27.59 | | | | | 1 1 | | | | | 7A | 22B | 7A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 27.75 | 27.74 | | | | | 1 1 | | | | | | 22B | | | 22 | | | R2 | 4 | 5 M | |
| 27.76 | 27.75 | | | | | 1 1 | | | | | 7A | 22A | 2A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 27.82 | 27.80 EQUATION | | 027.81 = 027.82 | | | | | | | | | | | | | | | | | | |
| 27.87 | 27.85 | | | | | 1 1 | | | | | 1 A | 224 | 1A | | 22 | 1 | 01 | R2 | 4 | 5 M | |
| 27.91 | 27.89 BEG BRIDGE | В | MASHEL RIVER | ST | | 1 1 | | | | | | | \$\$C | | 24 | | | R2 | | 5 M | |
| 21.71 | ZO. DEG DKIDGE | ם | BRDG NUM 007/105 | DI | | | | | | | γγC | ZIA | YYC | | 4 | _ | O <u>T</u> | 1\2 | 7 | J 1·1 | |
| 27.95 | 27.93 END BRIDGE | B | MASHEL RIVER | | | 1 1 | | | | | 67 | 22A | 3A | | 22 | 1 | 01 | R2 | 1 | 5 M | |
| 27.95 | 27.93 END BRIDGE 27.97 MP MARKER | | 28 | | | т 1 | • | | | | UΑ | ZZA | SА | | 44 | _ | ОΤ | I\Z | 4 | ا∗ا ر | |
| | | ĸ | 20 | | | 1 1 | | | | | 63 | 227 | 0.7 | | 2.2 | 1 | 0.1 | ъЭ | 4 | E 1/4 | |
| 28.35 | 28.33 | _ | | ~~ | | 1 1 | • | | | | ЬΑ | 22A | 8A | | 22 | Т | υТ | R2 | 4 | 5 M | |
| 28.52 | 28.50 WYE CONN | R | EATONVILLE HWY | CO | | N | | | | | | | | | | | | | | | |

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| | | | | | | | | N | IIDTH | i ani | SUI | RFACI | E INI | FORM | MOITA | J | | | | | | | | | |
|--------|-------|---------------|------|---------------------|----------------|------|-----|-----|-------|-------|------|-------|--------|-----------------|--------|-----|-----|----|------------|-------|------|------|-----|-----|----|
| | | | :DIR | ECTION TO INVENTORY | l-BR | IDGE | i | | REAS | | | | _ | | UNDI | | | | | -CLAS | SIF | ICAT | CIO | NS | |
| | | | | EFT/RIGHT INDICATOR | | ING- | 1 | 1 | | RHT | | | LFT | | | USE | TOT | | | | | LEGA | | | |
| | | | : : | | -XR | OAD- | LNS | SHD | RDY | SHD | MED: | IAN- | SHD | RDY | SHD | LNS | RDY | MI | CE | CITY | ST | SPE | D | TP | S |
| SRMP I | 3 ARM | FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S | S BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC : | D I | в: | r K | Т |
| | _ | | _ _ | | | _ | _ _ | | | | | _ | | | | | | _ | | | | _ | . | _ _ | l_ |
| | • | • | | | | • | | | | | | • | | • | | | | | | | · | · | · | | |
| 28.55 | 28.53 | | | | | | 1 1 | | | | | | бΑ | 22A | 9A | | 22 | 1 | 01 | | R2 | 4 | 15 | M | |
| 28.59 | 28.57 | INTRSECTN | R | EATONVILLE HWY | CO | N | 1 1 | | | | | | бΑ | 22A | 9A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 28.60 | 28.58 | | | | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 28.99 | 28.97 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | |
| 29.09 | 29.07 | | | | | | 1 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 29.31 | | INTRSECTN | L | MASHEL PRAIRIE RD E | CO | N | | | | | | | | | | | | | | | | | | | |
| 29.99 | | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | |
| 30.14 | | WYE CONN | R | OHOP VALLEY RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 30.19 | 30.17 | INTRSECTN | R | OHOP VALLEY RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 30.36 | 30.34 | BEG BRIDGE | В | OHOP SLOUGH NO 2 | ST | | 1 1 | | | | | | \$\$C | 22A | \$\$C | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| | | | | BRDG NUM 007/107 | | | | | | | | | | | | | | | | | | | | | |
| 30.37 | 30.35 | END BRIDGE | В | OHOP SLOUGH NO 2 | | | 1 1 | | | | | | | | 5A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 30.47 | 30.45 | BEG BRIDGE | В | OHOP SLOUGH NO 1 | ST | | 1 1 | | | | | | \$\$C | 22A | \$\$C | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| | | | | BRDG NUM 007/108 | | | | | | | | | | | | | | | | | | | | | |
| 30.48 | 30.46 | END BRIDGE | В | OHOP SLOUGH NO 1 | | | 1 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 30.70 | 30.68 | | | | | | 1 1 | | | | | | 2A | 22B | 3A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 30.71 | 30.69 | WYE CONN | L | KJELSTAD RD E | CO | N | | | | | | | | | | | | | | | | | | | |
| 30.73 | | INTRSECTN | L | KJELSTAD RD E | CO | N | | | | | | | | | | | | | | | | | | | |
| 30.87 | 30.85 | INTRSECTN | R | OHOP VALLEY RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 31.00 | 30.98 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | |
| 31.10 | 31.08 | | | | | | 1 1 | | | | | | 1A | 22B | 1A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 31.40 | 31.38 | | | | | | 1 1 | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 31.45 | 31.43 | | | | | | 1 1 | | | | | | | 22B | | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 31.55 | 31.53 | | | | | | 1 1 | | | | | | | 22B | | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 31.70 | 31.68 | INTRSECTN | L | 416TH ST E | CO | N | | | | | | | | | | | | | | | | | | | |
| 31.75 | | INTRSECTN | L | 66TH AVE E | CO | N | | | | | | | | | | | | | | | | | | | |
| 32.00 | | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | |
| 32.55 | 32.53 | | | | | | 1 1 | | | | | | 6A | 22B | 4A | | 22 | 1 | 01 | | R2 | 4 | 15 | R | |
| 32.67 | 32.65 | WYE CONN | L | SILVER LAKE RD | CO | N | 1 1 | | | | | | | 22B | | | 22 | | | | R2 | 4 | 15 | R | |
| 32.78 | 32.76 | | | | | | 1 1 | | | | | | | 22B | | | 22 | | | | R2 | | 15 | | |
| 32.83 | 32.81 | INTRSECTN | L | SILVER LAKE RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 33.00 | | MP MARKER | | 33 | | | | | | | | | | | | | | | | | | | | | |
| 33.03 | 33.01 | | | | | | 1 1 | | | | | | 6A | 22B | бA | | 22 | 1 | 01 | | R2 | | 55 | R | |
| 33.07 | | INTRSECTN | L | DEAN KREGER RD | CO | N | | | | | | | | | | | | _ | - | | | | | | |
| 33.07 | 33.03 | INTRSECTN | R | STRINGTOWN RD | CO | N | | | | | | | | | | | | | | | | | | | |
| 34.00 | 33.98 | MP MARKER | R | 34 | 00 | | | | | | | | | | | | | | | | | | | | |
| 34.06 | | INTRSECTN | | 384TH ST E | CO | N | | | | | | | | | | | | | | | | | | | |
| 34.43 | | BEG BRIDGE | | TANWAX CREEK | ST | 14 | 1 1 | | | | | | \$\$\$ | 34 _A | \$\$\$ | | 34 | 1 | 01 | | R2 | | 55 | R | |
| 51.15 | 51.11 | THE DISTURB | _ | BRDG NUM 007/111 | υ ₁ | | | | | | | | ~ ~ ~ | J 111 | ~ ~ ~ | | 51 | _ | о <u>т</u> | | | - | | | |
| 34.44 | 34 42 | END BRIDGE | В | TANWAX CREEK | | | 1 1 | | | | | | 64 | 22B | 6A | | 22 | 1 | 01 | | R2 | | 55 | R | |
| 35.00 | | MP MARKER | | 35 | | | | | | | | | JA | 222 | JA | | 22 | _ | 0 1 | | | , | | | |
| 35.60 | | INTRSECTN | L | TANWAX BLVD | CO | N | | | | | | | | | | | | | | | | | | | |
| 35.99 | | MP MARKER | | 36 | | 14 | | | | | | | | | | | | | | | | | | | |
| 55.77 | 55.51 | III PRINTERIA | 10 | 30 | | | | | | | | | | | | | | | | | | | | | |

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| | | | :] | DIRE | CTION TO | INVENTO | RY | I | -BRI | IDGE | | W | VIDTE REAS/ | | SUR | FACE | | | ATION UNDI | | | | CLA | SSIFI | CAT: | ONS | |
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| | | | | | FT/RIGHT | | | | | | | LFT | , | RHT | | | LFT | | RHT | USE | | | | L | EGAI | | |
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| SRMP | B ARM | FEATURE | םן | | DESCRIPTI | LON | | | .' WO | I.G T | ויםןי | W/S | W/S | w/S | WD/S | BR | W/S | W/S | W/S | MID | MID | A S | E NBR | FCD | I TF | 3 R K T | |
| | _ | l | -1- | I —— I | | | | I | 1- | - | -1-1- | I I | I —— I | lI | | - | I —— | I | l | l ——— I | | -1- | I | I —— I — | -1 | -1-1-1- | |
| 36.05 | 36.03 | | | | | | | | | | 1 1 | | | | | | 6A | 22B | бA | | 22 | 1 (| 1 | R2 | 5! | 5 R | |
| 36.06 | 36.04 | | | | | | | | | | 1 1 | | | | | | 8A | 22B | 8A | | 22 | 1 0 | 1 | R2 | 5! | 5 R | |
| 36.08 | 36.06 | INTRSECT | Ī | R | EATONVILI | LE CUTOF | F RD | | CO S | SG Y | 1 1 | | | | | | 8A | 22A | 8A | | 22 | 1 0 | 1 | R2 | 5! | 5 R | |
| | | INTRSECT | Γ | L | SR 702 | | | | ST S | SG Y | | | | | | | | | | | | | | | | | |
| 36.83 | 36.81 | INTRSECT | Γ | L | CHRISTENS | SEN MUCK | RD | | CO | Y | • | | | | | | | | | | | | | | | | |
| | | INTRSECT | Ī | R | 340TH ST | E | | | CO | Y | | | | | | | | | | | | | | | | | |
| 36.92 | 36.90 | BEG BRIDG | E B | | SOUTH CRE | EEK | | | ST | | 1 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 1 (| 1 | R2 | 5.5 | 5 R | |
| | | | | | BRDG NUM | 007/113 | | | | | | | | | | | | | | | | | | | | | |
| 36.93 | | END BRIDG | | | SOUTH CRE | EEK | | | | | 1 1 | | | | | | A8 | 22A | 8A | | 22 | 1 (| 1 | R2 | 55 | 5 R | |
| 37.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 37.33 | | INTRSECT | | | 332ND ST | | | | CO | N | Ī | | | | | | | | | | | | | | | | |
| 37.48 | 37.46 | BEG BRIDG | E B | | S TRIBUTA | | | RK | ST | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
| 37.49 | | END BRIDG | | | S TRIBUTA | | OUTH C | | | | | | | | | | | | | | | | | | | | |
| 37.58 | | INTRSECTN | | | 328TH ST | E | | | CO | N | Ī | | | | | | | | | | | | | | | | |
| 37.98 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 38.09 | | INTRSECT | | | 320TH ST | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 38.10 | 38.08 | BEG BRIDG | E B | | N TRIBUTA | | | :RK | ST | | | | | | | | | | | | | | | | | | |
| 20 11 | 20.00 | | | | BRDG NUM | , | | | | | | | | | | | | | | | | | | | | | |
| 38.11 | | END BRIDG | | | N TRIBUTA | | OO.I.H C | | ~~ | | | | | | | | | | | | | | | | | | |
| 38.34 | | INTRSECTN | | | 316TH ST | E | | | CO | N | | | | | | | | | | | | | | | | | |
| 39.00 | | MP MARKER | | R | | | | | a | | | | | | | | | | | | | | | | | | |
| 39.09 | 39.07 | INTRSECT | | | KAPOWSIN | | | | | SG Y | | | | | | | | | | | | | | | | | |
| 20 10 | 39.08 | INTRSECT | l | ш | 304TH ST | E | | | 00 8 | SG Y | 1 1 | | | | | | 0.7 | 227 | 0.7 | | 2.2 | 1 (| . 1 | D 1 | | - n | |
| 39.10 39.28 | | INTRSECT | г | L | 301ST ST | To: | | | CO | N | | | | | | | 8A | ZZA | 8A | | 22 | 1 (| 1 | KI | 53 | 5 R | |
| 39.20 39.59 | | INTRSECT | | | 296TH ST | | | | CO | N | | | | | | | | | | | | | | | | | |
| 39.39 | | INTRSECT | | | 292ND ST | | | | CO | N | | | | | | | | | | | | | | | | | |
| 40.00 | | MP MARKER | | R | | E | | | CU | 1/ | | | | | | | | | | | | | | | | | |
| 40.10 | | INTRSECT | | | 288TH ST | ਧ | | | CO | Y | | | | | | | | | | | | | | | | | |
| 40.28 | | INTROLCTI | • | 10 | 200111 51 | 15 | | | CO | | 1 1 | | | | | | 1 N 🛚 | 22A | 8A | | 22 | 1 0 | 1 | R1 | 51 | 5 R | |
| 40.34 | | BEG SU LN | Г | т. | CLIMBING | | 1 | 2Δ | | | 1 1 | | | | | | | 22A | | 12 | | 1 (| | R1 | | R R | |
| 40.38 | | DEG DO EL | | | CHIMDING | | _ | . 211 | | | 1 1 | | | | | | | 22A | | 12 | | 1 0 | | R1 | | R R | |
| 40.56 | | INTRSECTN | ī | R | 52ND AVE | E | | | CO | N | 1 1 | | | | | | | | 1A | | | 1 0 | | R1 | | R R | |
| 40.94 | | MP MARKER | | R | | _ | | | | | | | | | | | | | | | | | _ | | | - | |
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| INTERS | ECTION D | ETAIL | | | TURN I | LANES | | | | | ACCE | LERAT | CION | LANE | :S | | | | | | | | | | | | |
| | | | L N | EAR | R NEAR | L FAR | R FAR | 2 | LEI | T | L- | CNTR | R-C | CNTR | RIG | HT- | | | | | | | | | | | |
| SRMP | B ARM | | LGT | | LGT WD | LGT WD | LGT W | ID | LG | r wd | LG | T WD | LGT | T WD | LGT | ' WD | | | | | | | | | | | |
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| 36.08 | | | .03 | | | .04 12 | | | | | | | | | | | | | | | | | | | | | |
| 39.09 | | | .05 | 12 | | .05 12 | | | | | | | | | | | | | | | | | | | | | |
| 40.10 | 40.08 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | ECTION TO | | | | RIDGE | : | DECF | REAS/ | DIV | SURFAC | INC | RES/ | UNDI | SPC | | | CL | | _ | | NS |
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| | | | | | EFT/RIGHT | INDICAT | OR | | XING- | | | | RHT | MUDIAN | LFT | | | USE | | | an Later | | LEGA | | nlnla |
| SRMP B | ARM | FEATURE | : D _ _ | | DESCRIPT | ION | | | | | | | | MEDIAN- WD/S BR | | | | | | | | | | | |
| 41 00 | 40.00 | This cit is | | _ | CI TABING | | 107 | | | 1 1 | | | | • | . 1 2 | | 1 7 | 444 | 2.2 | 1 | 0.1 | D 1 | | | |
| 41.00 41.12 | 40.98 | END SU LN | | Ъ | CLIMBING | | 12A | | | 1 1 1 | | | | | | | 1A 8A | | 22 | | | R1 R1 | | 55 1 55 1 | |
| 41.12 | | BEG BRIDG | E B | | MUCK CRE | EK | | ST | | 1 1 | | | | | OA | ZZA | OA | | 22 | Τ. | ΟI | KI | - | ו כו | IX. |
| 11.13 | 11.11 | DEG DRIDG | ם ם | | BRDG NUM | | С | DI | | | | | | | | | | | | | | | | | |
| 41.14 | 41.12 | END BRIDG | ΕВ | | MUCK CRE | | | | | | | | | | | | | | | | | | | | |
| 41.16 | 41.14 | _ | | | | | | | | 1 1 | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | U1 | | 55 1 | R |
| 41.17 | 41.15 | WYE CONN | | L | WEILER R | D | | CO | Y | | | | | | | | | | | | | | | | |
| 41.18 | 41.16 | INTRSECTN | | L | WEILER R | D | | CO | Y | | | | | | | | | | | | | | | | |
| 41.19 | 41.17 | WYE CONN | | L | WEILER R | D | | CO | Y | | | | | | | | | | | | | | | | |
| 41.24 | 41.22 | | | | | | | | | 1 1 | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | R1 | 5 | 55 1 | R |
| 41.39 | 41.37 | | | | | | | | | 1 1 | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | R1 | 5 | 55 1 | R |
| 41.49 | 41.47 | INTRSECTN | | R | 268TH ST | E | | CO | Y | | | | | | | | | | | | | | | | |
| 41.55 | 41.53 | INTRSECTN | | L | 267TH ST | E | | CO | N | I | | | | | | | | | | | | | | | |
| 41.98 | | MP MARKER | | R | 42 | | | | | | | | | | | | | | | | | | | | |
| 42.00 | 41.98 | | | | | | | | | 1 1 | | | | | | | 7A | | 23 | | | U1 | | 55 1 | |
| 42.01 | | INTRSECTN | | В | 260TH ST | | | CO | SG Y | 1 1 | | | | | 7A | 23A | 7A | | 23 | 1 | 01 | U1 | 5 | 0 1 | R |
| 42.08 | 42.06 | MISC FEAT | | | SGN ENT | | N | | | | | | | | | | | | | | | | | | |
| 42.40 | 42.38 | INTRSECTN | | | 255TH ST | | | CO | | | | | | | | | | | | | | | | | |
| 42.41 | | WYE CONN | | | 255TH ST | | | CO | | | | | | | | | | | | | | | | | |
| 42.58 | | INTRSECTN | | | 252ND ST | | | PV | | | | | | | | | | | | | | | | | |
| 42.64 | | INTRSECTN | | R | 251ST ST | | | CO | - | | | | | | | | | | | | | | | | |
| 42.84 | 42.82 | | | | | | | | | 1 1 | | | | | | | 8A | | 24 | | | U1 | | 0 1 | |
| 42.98 | 42.96 | BEG SU LN | | | TWO WAY | | 12A | | | 1 1 | | | | | 6A | 24A | 8A | 12 | 36 | 1 | 01 | U1 | Ē | 0 1 | R |
| | | INTRSECTN | | | 246TH ST | CT E | | CO | Y | | | | | | | | | | | | | | | | |
| 43.02 | | MP MARKER | | | 43 | _ | | | | _ | | | | | | | | | | | | | | | |
| 43.06 | | INTRSECTN | | | 245TH ST | | 10- | CO | | | | | | | 0 - | 0.4- | 0 - | | | | 0.1 | | _ | | _ |
| 43.22 | | END SU LN | | | TWO WAY | | 12A | | | . 1 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | Τ | OΤ | UI | Ę | 0 1 | R |
| 43.27 | | INTRSECTN | | | 243RD ST | | | CO | | | | | | | | | | | | | | | | | |
| 43.28 | | WYE CONN | | | 243RD ST | | | CO | | | | | | | | | | | | | | | | | |
| 43.37 | | WYE CONN | | | 241ST ST | | | CO | | | | | | | | | | | | | | | | | |
| 43.38 | 43.30 | INTRSECTN | | Ъ | 241ST ST | Ł | | CO | Y | | | | | | | | | | | | | | | | |
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| 41.19 | 41.17 | | | | | | .02 12 | | | | | | | | | | | | | | | | | | |
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| 42.40 | 42.38 | | .06 | | | | | | | | | | | | | | | | | | | | | | |
| 42.41 | 42.39 | | | | | | .10 12 | | | | | | | | | | | | | | | | | | |
| 43.27 | 43.25 | | .03 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 43.28 | 43.26 | | | | | | .01 12 | | | | | | | | | | | | | | | | | | |
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| | | | • D.T.D. | | TATTENTO | DV | مم ا | TDOE | | | | | SURFACE | | | | | | | CI A | QQT EIT (| IA TIT ONG | |
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| | | | | ECTION TO EFT/RIGHT | | | -UX | | NBR | DECR LFT | | RHT | | $_{ m LFT}$ | | JNDI RHT | USE | TOT | | | LE | !ATIONS GAL | |
| SRMP B | ARM | FEATURE | : : D LR _ _ | DESCRIPT | ION | | OW | OAD- TC I _ | LNS D I | S SHD W/S | RDY W/S | SHD W/S | MEDIAN- WD/S BR | SHD W/S | RDY W/S | SHD W/S | LNS WID | RDY WID | MTC A S | E CITY E NBR | ST SE | PEED T P IB R K | S T |
| 43.39 | 12 27 | WYE CONN | т. | 241ST ST | r. | | CO | | 1 1 | | | | | Ωπ | 24A | 8A | | 24 | 1 0 | 1 | U1 | 50 R | |
| 43.42 | 43.40 | WIE COM | ш | 24151 51 | ь | | CO | 1 | 1 1 | | | | | | 23A | | | | 1 0 | | U1 | 50 R | |
| 43.46 | | INTRSECT | | 240TH ST | E | | CO | Y | | | | | | | | | | | | | | | |
| 44.00 | | MP MARKER | | 44 | _ | | a o | | | | | | | | | | | | | | | | |
| 44.04 44.16 | | INTRSECTNO OFF RAMP | | 232ND ST WEIGH ST | | | CO ST | Y Y | | | | | | | | | | | | | | | |
| 44.16 | | MISC FEAT | | GORE (U1 | | | 21 | 1 | | | | | | | | | | | | | | | |
| 44.37 | | WEIGH STA | | NUMBER 1 | , | | | | | | | | | | | | | | | | | | |
| 44.43 | | MISC FEAT | | GORE (U1 | | | | | | | | | | | | | | | | | | | |
| 44.44 | | ON RAMP | | WEIGH ST | , | | ST | Y | • | | | | | | | | | | | | | | |
| 44.47 | 44.45 | | | | | | | | 1 1 | | | | | 5A | 24A | 5A | | 24 | 1 0 | 1 | U1 | 50 R | |
| 44.58 | 44.56 | | | | | | | | 2 2 | | | | | | 44A | 7A | | | 1 0 | | U1 | 50 R | |
| 44.64 | | INTRSECT | | 224TH ST | | | | | 2 2 | | | | | | 56A | 7A | | | 1 0 | | U1 | 50 R | |
| 44.71 | | BEG SU LN | | TWO WAY | | 12A | | | 2 2 | 2 | | | | 7A | 44A | 7A | 12 | 56 | 1 0 | 1 | U1 | 50 R | |
| 44.72 | | ENT/EXIT | | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | |
| 44.79 | | ENT/EXIT | R | | | | PV | Y | | , | | | | 77 | F C 3 | 7.7 | 444 | г.с | 1 0 | 1 | TT1 | F0 D | |
| 44.87 | 44.85 | END SU LN | | YAW OWT | | 12A | | Y | . 2 2 | 4 | | | | /A | 56A | 7A | \$\$\$ | 56 | 1 0 | 1 | U1 | 50 R | |
| 44.94 | 11 02 | INTRSECTN BEG SU LN | | 22ND AVE | | 12A | | Y | 2 2 |) | | | | 77 | 117 | 7A | 1 2 | 56 | 1 0 | 1 | IJ1 | 50 R | |
| 45.00 | | MP MARKER | | 45 | IUKN | IZA | | | 2 2 | • | | | | / A | HHH | /A | 12 | 50 | 1 0 | _ | OI | 30 K | |
| 45.56 | | UXING | В | CW RR | | | ST | | | | | | | | | | | | | | | | |
| 13.30 | 13.31 | 0111110 | | BRDG NUM | 007/116 | | 01 | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 3966 | | | | | | | | | | | | | | | | | | | |
| 45.70 | 45.68 | | | | | | | | 2 2 | 2 | | | | 7A | 44A | 7A | 12 | 56 | 1 0 | 1 | U1 | 40 R | |
| 45.79 | 45.77 | | | | | | | | 2 2 | 2 | | | | | 44A | | | 56 | 1 0 | 1 | U1 | 40 L | |
| 45.92 | 45.90 | END SU LN | | TWO WAY | | | | | | 2 | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 0 | 1 | U1 | 40 L | |
| | | INTRSECTN | | 208TH ST | | | | | | | | | | _ | | _ | | | | _ | | | |
| 45.98 | | BEG SU LN | | TWO WAY | TURN | 12A | | | 2 2 | 2 | | | | 7A | 44A | 7A | 12 | 56 | 1 0 | 1 | U1 | 40 L | |
| 46.00 | | MP MARKER | | 46 | | | D | | | | | | | | | | | | | | | | |
| 46.16 | 46.14 | ENT/EXIT | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | |
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| SRMP B | | | LGT WD | | LGT WD | LGT WD | LG | |) LG | T WD | LGT | | LGT WD | | | | | | | | | | |
| 43.39 | 43.37 | | | | | .02 12 | | | | | | | | | | | | | | | | | |
| 44.04 | 44.02 | | | | .08 12 | | | | | | | | | | | | | | | | | | |
| 44.64 | 44.62 | | | | .04 12 | | | | | | | | | | | | | | | | | | |
| 44.72 | 44.70 | | | .02 12 | | | | | | | | | | | | | | | | | | | |
| 44.79 | 44.77 | | | .02 12 | | | | | | | | | | | | | | | | | | | |
| 44.87 | 44.85 | | | | .04 12 | | | | | | | | | | | | | | | | | | |
| 45.92 | 45.90 | | | 00 10 | .03 12 | | | | | | | | | | | | | | | | | | |
| 46.16 | 46.14 | | | .02 12 | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | W | TDTF | I ANT |) SII | IRFACI | TN | FORM | וחדדם | J | | | | | | | | |
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| SRMP B | ARM | FEATURE | D L | R DESCRIPT | ΓΙΟΝ | | | OW T | C L | DI | W/S | W/S | W/S | WD/ | S BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC I | O II | 3 R | KT |
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| 46.20 | | END SU LN | | TWO WAY | | | | | | 2 2 | | | | | | '/A | 56A | '/A | \$\$\$ | 56 | 1 | 01 | | U1 | 4 | L | |
| 46.25 | 46.23 | INTRSECTN | | 205TH S7 | | | | PV S | | | | | | | | | | | | | | | | | | | |
| 46.20 | 46.20 | INTRSECTN | | 204TH S7 | | | 103 | CO S | G Y | 0 0 | | | | | | | 4.43 | | 1.0 | - - - | - | 0.1 | | 1 | 4 | · - | |
| 46.32 | | BEG SU LN | | TWO WAY | | | 12A | DII | 7.7 | | | | | | | /A | 44A | /A | 12 | 56 | Τ | OΤ | | U1 | 4 |) L | |
| 46.33 | | EXIT TO | | BUSINESS | | | | PV PV | Y | | | | | | | | | | | | | | | | | | |
| 46.35 | | ENT FROM | | BUSINESS | | | | PV | | | | | | | | 77 | EGA | 77 | ት ት ት | E 6 | 1 | 0.1 | | тт1 | 4 |) L | |
| 46.40 | | END SU LN MISC FEATE | | TWO WAY BUS PULI | | | IZA | | | 2 2 | | | | | | /A | SOA | /A | 999 | 56 | Т | UΙ | | UΙ | 4 |) Г | |
| 46.46 | | WYE CONN | K K L | | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 46.47 | | INTRSECTN | | 8TH AVE | | | | CO G | C V | | | | | | | | | | | | | | | | | | |
| 46.48 | | WYE CONN | | 8TH AVE | | | | CO S | G I | | | | | | | | | | | | | | | | | | |
| 46.53 | | BEG SU LN | C | | | | 12A | | | 2 2 | | | | | | 7 A | 447 | 7 A | 12 | 56 | 1 | 01 | | U1 | 4 |) L | |
| 46.66 | | END SU LN | - | TWO WAY | | | 12A | | | 2 2 | | | | | | | | | | 56 | | | | U1 | |) L | |
| 46.72 | | INTRSECTN | | FIELD RI | | | | CO | Y | 2 2 | | | | | | ,,, | 3011 | ,,, | 444 | 50 | _ | 01 | | 01 | 1 | | |
| 46.79 | | BEG SU LN | | TWO WAY | | | 12A | | _ | 2 2 | | | | | | 7 A | 44A | 7 A | 12 | 56 | 1 | 01 | | U1 | 4 |) L | |
| 46.93 | | END SU LN | | TWO WAY | | | 12A | | | 2 2 | | | | | | | | | | 56 | | | | U1 | | L | |
| | | INTRSECTN | | B ST E | | | | | Y | | | | | | | | | | 7 7 7 | | _ | | | | _ | _ | |
| | | INTRSECTN | | PIRNIE F | RD E | | | CO CO | Y | | | | | | | | | | | | | | | | | | |
| 47.00 | 46.98 | BEG SU LN | | TWO WAY | | | 12A | | | 2 2 | | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | 4 |) L | |
| | | MP MARKER | L | 47 | | | | | | | | | | | | | | | | | | | | | | | |
| 47.30 | 47.28 | BEG ST | I | PACIFIC | AVE | | | | | 2 2 | | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 01 | | U1 | 4 |) L | * |
| | | ENT/EXIT | L | PARK ANI | O RIDE LO | T | | ST | Y | | | | | | | | | | | | | | | | | | |
| 47.32 | 47.30 | END SU LN | С | TWO WAY | TURN | | 12A | | | 2 2 | | | | | | 7A | 56A | 7A | \$\$\$ | 56 | 1 | 01 | | U1 | 4 |) L | * |
| 47.38 | 47.36 | INTRSECTN | L | SR 507 | | | | ST S | | | | | | | | | 56A | | | 56 | | | | U1 | 4 |) L | * |
| 47.40 | 47.38 | BEG SU LN | | TWO WAY | TURN | | 12A | | | | | | | | | 7A | 44A | 7A | 12 | 56 | 1 | 05 | | U1 | 4 |) L | * |
| 47.42 | | WYE CONN | | SR 507 | | | | | | | | | | | | | | | | | | | | | | | |
| 47.43 | 47.41 | BEG SU LN | | BICYCLE | | | | | | 2 2 | | | | | | 7A | 44A | \$\$C | 22 | 66 | 1 | 05 | | U1 | 4 |) L | * |
| | | BEG SU LN | R | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | |
| 47.48 | 47.46 | | | | | | | | | 2 2 | | | | | | | 44A | | | | | | | U1 | |) L | * |
| 47.55 | | END SU LN | | TWO WAY | | | | | | 2 2 | | | | | | 6A | 56A | С | 10 | 66 | 1 | 05 | | U1 | 4 |) L | * |
| 45 50 | | MISC FEATE | | | G (FLASHI | | | | | 0 0 | | | | | | 63 | 4.43 | ~ | 0.0 | | - | ٥. | | 1 | 4 | · - | * |
| 47.58 | 47.56 | BEG SU LN | C | TWO WAY | TURN | | 12A | | | 2 2 | | | | | | 6A | 44A | C | 22 | 66 | Τ | 05 | | U1 | 4 |) L | * |
| TAMEDOE | CELON D | | | MIIDN | TANDO | | | | | 7 CCE | T 1111 A 111 | T O NT | T 7 NTT | 10 | | | | | | | | | | | | | |
| INTERSE | CITON D | | | TURN | | | | | | | LEKAI CNTR | | | | | | | | | | | | | | | | |
| SRMP B | лъм | | | R R NEAR D LGT WD | | R FA | | | | | T WD | | | | | | | | | | | | | | | | |
| D PINAG | ARM | | ⊔G1 W. | | HGI WD | тот | WD | тет | WD | | | Т.С.1 | L WD | | | | | | | | | | | | | | |
| 46.25 | 46.23 | | .03 1 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 46.33 | 46.31 | | .05 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.47 | 46.45 | | .03 1 | | .03 12 | .04 | 12 | | | | | | | | | | | | | | | | | | | | |
| 46.72 | 46.70 | | .03 1 | | .03 12 | | - | | | | | | | | | | | | | | | | | | | | |
| 46.93 | 46.91 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 47.38 | 47.36 | | .03 1 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | :DIR | ECTION TO | INVENTO | RY | -ві | RIDG | | | DECR | | | DOIG | | | | | | | | | CLAS | SIFI | CATIO | NS- | |
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| | | | : : | | | | -XI | ROAD | - L | NS | SHD I | RDY | SHD | MEDIA | -NE | SHD | RDY | SHD | LNS | RDY | МЛ | CEC | ITY | ST S | PEED | TP | S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPT | ION | | | | | | | | | WD/S | | | | | | | | | | | | | |
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| 47.58 | | INTRSECTN | | 188TH ST | | | CO | | Y 2 | 2 | | | | | | бA | 44A | C | 22 | 66 | 1 | 05 | 1 | U1 | 40 | L | * |
| 47.79 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 47.81 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 47.82 | | END SU LN | | TWO WAY | | | | | | | | | | | | 6A | 56A | С | 10 | 66 | 1 | 05 | 1 | U1 | 40 | L | * |
| 47.83 | | INTRSECTN | | 184TH ST | | | | | | | | | | | | | | | | | | | | | | | |
| 47.88 | | BEG SU LN | | TWO WAY | | 12A | | | 2 | 2 | | | | | | 6A | 44A | C | 22 | 66 | 1 | 05 | 1 | U1 | 40 | $_{\rm L}$ | * |
| 47.96 | | INTRSECTN | R | 182ND ST | S | 12A | CO | | Y | | | | | | | | | | | | | | | | | | |
| 47.98 | 47.96 | | | | | | | | 2 | 2 | | | | | | 6A | 44A | C | 22 | 66 | 1 | 05 | 1 | U1 | 35 | $_{\rm L}$ | * |
| 48.00 | 47.98 | MP MARKER | В | 48 | | | | | | | | | | | | | | | | | | | | | | | |
| 48.05 | 48.03 | END SU LN | | BICYCLE | | 05A | | | 2 | 2 | | | | | | бA | 44A | С | 17 | 61 | 1 | 05 | 1 | U1 | 35 | L | * |
| | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 48.06 | | END SU LN | | | | | | | | 2 | | | | | | бA | 56A | С | 5 | 61 | 1 | 05 | 1 | U1 | 35 | L | * |
| 48.07 | | INTRSECTN | | 180TH ST | | | CO | PC | Y | | | | | | | | | | | | | | | | | | |
| 48.09 | 48.07 | MISC FEAT | R R | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 48.14 | 48.12 | BEG SU LN | | TWO WAY | | | | | | 2 | | | | | | | 44A | | | 61 | | | | U1 | 35 | | * |
| 48.22 | 48.20 | END SU LN | | TWO WAY | | 12A | | | 2 | 2 | | | | | | бA | 56A | С | 5 | 61 | 1 | 05 | 1 | U1 | 35 | L | * |
| 48.24 | | MISC FEAT | R R | SGN ENT | SPANAWAY | | | | | | | | | | | | | | | | | | | | | | |
| 48.27 | 48.25 | | | | | | | | 2 | 2 | | | | | | 7A | 56A | C | 5 | 61 | 1 | 05 | 1 | U1 | 35 | L | * |
| 48.31 | | WYE CONN | | SR 704 | | 057 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 48.33 | 48.31 | INTRSECTN | | SR 704 | | | ST | SG | Y 2 | 2 | | | | | | \$\$C | 56A | С | 5 | 61 | 1 | 05 | 1 | U1 | 35 | L | * |
| | | INTRSECTN | R | 176TH ST | S | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 48.40 | 48.38 | BEG SU LN | L | BICYCLE | | 05A | | | 2 | 2 | | | | | | С | 56A | C | 10 | 66 | 1 | 05 | 1 | U1 | 35 | L | * |
| | | INTRSECTN | | 175TH ST | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 48.48 | 48.46 | INTRSECTN | В | 174TH ST | S | | | | Y | | | | | | | | | | | | | | | | | | |
| 48.55 | 48.53 | BEG SU LN | | TWO WAY | | 12A | | | | 2 | | | | | | С | 44A | С | 22 | 66 | 1 | 05 | 1 | U1 | 35 | L | * |
| | | INTRSECTN | | 173RD ST | | | CO | PC | Y | | | | | | | | | | | | | | | | | | |
| 48.62 | | INTRSECTN | | 171ST ST | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 48.70 | | INTRSECTN | | 170TH ST | S | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 48.77 | | INTRSECTN | | 169TH ST | S | 12A | CO | | Y | | | | | | | | | | | | | | | | | | |
| 48.78 | | END SU LN | | TWO WAY | TURN | 12A | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | 1 | U1 | 35 | L | * |
| 48.81 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 48.84 | 48.82 | INTRSECTN | В | 168TH ST | S | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 3.0 | a== | | T 017 | | | | | | | | | | | | | | | |
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| CDMD D | 7.73.4 | | | R NEAR | | | | | | | | | | RIGH | | | | | | | | | | | | | |
| SRMP B | | | | LGT WD | T.G.I. MD | T.G.I. MD | | −−− G.T. M | | | . WD | | | LGT | WD | | | | | | | | | | | | |
| 47.83 | | | | | .03 12 | | | | - | | | | | | | | | | | | | | | | | | |
| 47.83 | 48.05 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 48.07 | 48.29 | | | | .04 12 | | | 14 1 | 2 | | | | | | | | | | | | | | | | | | |
| 48.31 | 48.29 | | .07 24 | | .05 24 | 04 12 | • - | т д Т | 4 | | | | | | | | | | | | | | | | | | |
| 48.48 | 48.46 | | .07 24 | | .05 44 | .04 12 | | | | | | | | | | | | | | | | | | | | | |
| 48.84 | 48.82 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 70.07 | 10.02 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | _ | | W | IIDTH | I ANI |) St | URFAC | E IN | FORM | ATION | J | | | | | | | | |
|---------|----------|-----------|-------|-----|-----------|---------|--------|-----|----------|------|------------|------|-------|-------|------|-------|------|------|-------|-----|-----|----|------|--------|----------|-------|-----|---|
| | | | :D | IRE | ECTION TO | INVENTO | RY | -1 | BRIDG | | | DECR | | | | | - | | UNDI | | | | | CLAS | SIFI | CATIO | NS- | |
| | | | : | :LE | EFT/RIGHT | INDICAT | OR | | UXING | | | | | RHT | | | LFT | | | | TOT | | | | 1 | EGAL | | |
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| SRMP B | ARM | FEATURE | D, | LR | DESCRIPTI | ON | | 10 | WITC | L I | וויכ | W/S | W/S | W/S | WD/ | /S BR | W/S | W/S | W/S | WID | WID | A, | SE N | BR I | FC D | IB | RK | T |
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| 48.87 | /O OE | MISC FEAT | D. | D | BUS PULLO | ידידי | | | | , | 2 2 | | | | | | C | 56A | С | 10 | 66 | 1 | ΛE | т | IJ1 | 35 | т | * |
| 48.90 | | BEG SU LN | | | TWO WAY T | | 127 | | | | | | | | | | _ | 44A | _ | 22 | 66 | | | | U1 | 35 | | * |
| 48.92 | | INTRSECTN | | | 167TH ST | | IZA | | 1 | | Z Z | | | | | | C | TIA | C | 22 | 00 | _ | 0.5 | | OI | 33 | ш | |
| 48.94 | | END SU LN | | | TWO WAY T | | | | 9 | | 2 2 | | | | | | C | 56A | C | 1.0 | 66 | 1 | 05 | Т | IJ1 | 35 | т. | * |
| 48.96 | | MISC FEAT | | | BUS PULLO | TTT | | | | | ے د | | | | | | C | 5011 | C | 10 | 00 | _ | 03 | ` | 01 | 33 | ш | |
| 48.98 | | INTRSECTN | | | 166TH ST | S | | C | o sg | Y | | | | | | | | | | | | | | | | | | |
| 48.99 | | MP MARKER | | | 49 | _ | | ٠. | 0 00 | - | | | | | | | | | | | | | | | | | | |
| 49.01 | | MISC FEAT | | | BUS PULLO | IJТ | | | | | | | | | | | | | | | | | | | | | | |
| 49.03 | | BEG SU LN | | | TWO WAY T | | 12A | | | 3 | 2 2 | | | | | | С | 44A | С | 22 | 66 | 1 | 05 | ī | U1 | 35 | L | * |
| 49.06 | | INTRSECTN | | | 165TH ST | | | C |) | Y | | | | | | | Ū | | Ū | | 0.0 | _ | 0.0 | • | <u> </u> | 00 | _ | |
| 49.13 | | INTRSECTN | | | 163RD ST | | | C | 0 | Ÿ | | | | | | | | | | | | | | | | | | |
| 49.19 | | END SU LN | | | TWO WAY T | | | | | | | | | | | | C | 56A | C | 10 | 66 | 1 | 0.5 | τ | IJ1 | 35 | L | * |
| 49.20 | | INTRSECTN | | | 162ND ST | | | | O PC | | | | | | | | _ | | _ | | | | | | - | | _ | |
| 49.21 | | BEG SU LN | | | TWO WAY T | | | | | | | | | | | | С | 44A | С | 22 | 66 | 1 | 05 | τ | U1 | 35 | L | * |
| 49.27 | | INTRSECTN | | | 161ST ST | | | C | Э | Y | | | | | | | | | | | | | | | | | | |
| 49.34 | | INTRSECTN | | | 160TH ST | | | C | O C | Y | | | | | | | | | | | | | | | | | | |
| 49.37 | | MISC FEAT | | | BUS PULLO | | | | | | | | | | | | | | | | | | | | | | | |
| 49.38 | 49.36 | END SU LN | | С | TWO WAY T | URN | 12A | | | 2 | 2 2 | | | | | | С | 56A | С | 10 | 66 | 1 | 05 | Ţ | U1 | 35 | L | * |
| 49.39 | 49.37 | INTRSECTN | | R | 159TH ST | S | | | O SG | | | | | | | | | | | | | | | | | | | |
| 49.41 | 49.39 | MISC FEAT | R | R | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | | |
| 49.44 | 49.42 | BEG SU LN | | C | TWO WAY T | URN | 12A | | | 2 | 2 2 | | | | | | С | 44A | С | 22 | 66 | 1 | 05 | Ţ | U1 | 35 | L | * |
| 49.61 | 49.59 | END SU LN | | C | TWO WAY T | URN | 12A | | | | 2 2 | | | | | | C | 56A | С | 10 | 66 | 1 | 05 | τ | U1 | 35 | L | * |
| | | MISC FEAT | R | L | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | | |
| 49.63 | 49.61 | INTRSECTN | | R | 155TH ST | S | | C | O PC | Y | | | | | | | | | | | | | | | | | | |
| 49.65 | 49.63 | MISC FEAT | R : | R | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | | |
| 49.68 | 49.66 | BEG SU LN | | C | TWO WAY T | URN | 12A | | | 2 | 2 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | Ţ | U1 | 35 | L | * |
| 49.69 | 49.67 | INTRSECTN | | | 154TH ST | | | C | С | Y | | | | | | | | | | | | | | | | | | |
| 49.78 | 49.76 | INTRSECTN | | R | 153RD ST | S | | C | С | Y | | | | | | | | | | | | | | | | | | |
| 49.80 | | END SU LN | | | TWO WAY T | | 12A | | | 2 | 2 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 05 | Ţ | U1 | 35 | L | * |
| 49.85 | | MISC FEAT | | | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | | |
| 49.88 | | INTRSECTN | | | MILITARY | RD | | C | O SG | Y | | | | | | | | | | | | | | | | | | |
| 49.90 | | MISC FEAT | | | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | | |
| 49.97 | | BEG SU LN | | | TWO WAY T | URN | 12A | | | 2 | 2 2 | | | | | | С | 44A | С | 22 | 66 | 1 | 05 | τ | U1 | 35 | L | * |
| 50.00 | 49.98 | MP MARKER | | R | 50 | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETATI. | | | TURN L | ANES | | | | - A(| CCEI | FRAT | TON | TANE | 7.S | | | | | | | | | | | | | |
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| SRMP B | | | LGT | WD | LGT WD | LGT WD | LGT WD | | LGT W | | | | | | | GT WD | | | | | | | | | | | | |
| 48.98 | 48.96 | | .02 | | | .03 12 | | | | - | | | | | | | | | | | | | | | | | | |
| 49.39 | 49.37 | | . 02 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 49.63 | 49.61 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 49.88 | 49.86 | | 06 | 12 | | 06 12 | .04 12 | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | FEATURE | DLR | DESCRIPT: | ION | | OW | I TC | r p | , I I | W/S I | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | MID | A i | SE NBR | FC I |) IE | RK | . T |
| I | | | _ _ _ | | | | -1 | - | _ _ | _ - | I- | I. | | | -1 | l | l —— I | l —— I | | lI | _ - | | ll- | <u> </u> | -1-1- | · I — |
| 50.01 | 49.99 | | | | | | | | 2 | 2 | | | | | | 0 | 44A | С | 22 | 66 | 1 | ΛE | U1 | 2 5 | L | * |
| 50.01 | | END SU LN | C | TWO WAY | TITOM | 1 2 | A | | | 2 | | | | | | | 56A | C | 10 | 66 | | | U1 | | L L | * |
| 50.05 | 50.03 | INTRSECTN | | 149TH ST | | | - CC | | Y Z | | | | | | | C | SOA | C | ΤU | 00 | Τ. | 05 | UI | 33 | ь | |
| 50.10 | 50 08 | BEG SU LN | | TWO WAY | | 12 | | , | | 2 | | | | | | C | 44A | С | 22 | 66 | 1 | 0.5 | U1 | 3 5 | L | * |
| 50.16 | | END SU LN | | TWO WAY | | 12 | | | | 2 | | | | | | | 56A | | | 66 | | | U1 | | L | * |
| 50.10 | | MISC FEAT | | BUS PULL | | 121 | 7 | | | 2 | | | | | | C | JUA | C | 10 | 00 | _ | 03 | 01 | 55 | ш | |
| 50.15 | | INTRSECTN | | 146TH ST | | | CC | SG | V | | | | | | | | | | | | | | | | | |
| 50.23 | | MISC FEAT | | BUS PULL | | | CC | , 50 | _ | | | | | | | | | | | | | | | | | |
| 50.27 | | BEG SU LN | | TWO WAY | | 12 | Δ | | 2 | 2 | | | | | | C | 44A | С | 22 | 66 | 1 | 0.5 | U1 | 35 | L | * |
| 50.35 | | MISC FEAT | | SGN ENT | | | 7 | | | 2 | | | | | | C | 1 171 | C | 22 | 00 | _ | 03 | 01 | 33 | - | |
| 50.40 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | |
| 50.41 | | END SU LN | | TWO WAY | | 12 | Δ | | 2 | 2 | | | | | | C | 56A | С | 10 | 66 | 1 | 0.5 | U1 | 35 | L | * |
| 50.42 | | INTRSECTN | | 143RD ST | - | | | PC | | | | | | | | Č | 5011 | C | | 00 | _ | 0.5 | 01 | 55 | _ | |
| 50.43 | | BEG SU LN | | TWO WAY | | | | , 10 | | 2 | | | | | | C | 44A | С | 2.2 | 66 | 1 | 05 | U1 | 35 | L | * |
| 50.44 | | MISC FEAT | | BUS PULL | | | - | | _ | _ | | | | | | • | | Ū | | 0.0 | _ | | 0_ | | _ | |
| 50.61 | | INTRSECTN | | 140TH ST | | | CC |) | Y | | | | | | | | | | | | | | | | | |
| 50.64 | | END SU LN | | TWO WAY | | | | | _ 2 | 2 | | | | | | C | 56A | С | 10 | 66 | 1 | 0.5 | U1 | 3.5 | L | * |
| 50.69 | | INTRSECTN | | 138TH ST | | | | SG | | | | | | | | _ | | _ | | | | | - | | | |
| 50.75 | 50.73 | BEG SU LN | C | TWO WAY | TURN | 12 | A | | 2 | 2 | | | | | | С | 44A | C | 22 | 66 | 1 | 05 | U1 | 35 | L | * |
| 50.76 | 50.74 | MISC FEAT | R R | BUS PULLO | TUC | | | | | | | | | | | | | | | | | | | | | |
| 50.83 | | INTRSECTN | | 136TH ST | S | | CC |) | Y | | | | | | | | | | | | | | | | | |
| 50.88 | 50.86 | INTRSECTN | L | 135TH ST | S | | CC |) | Y | | | | | | | | | | | | | | | | | |
| 50.94 | 50.92 | MISC FEAT | R L | BUS PULLO | TUC | | | | | | | | | | | | | | | | | | | | | |
| 50.96 | 50.94 | END SU LN | C | TWO WAY | TURN | 12 | A | | 2 | 2 | | | | | | С | 56A | C | 10 | 66 | 1 | 05 | U1 | 35 | L | * |
| 50.97 | 50.95 | INTRSECTN | В | 134TH ST | S | | CC |) PC | | | | | | | | | | | | | | | | | | |
| 50.98 | 50.96 | BEG SU LN | C | TWO WAY | TURN | 12 | A | | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 05 | U1 | 35 | L | * |
| | | MISC FEAT | R R | BUS PULLO | TUC | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | 50.97 | MP MARKER | . R | 51 | | | | | | | | | | | | | | | | | | | | | | |
| 51.04 | | INTRSECTN | | 133RD ST | | | CC | | Y | | | | | | | | | | | | | | | | | |
| 51.09 | 51.07 | BEG BRIDG | EΒ | CLOVER C | | | SI | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
| 51.10 | | END BRIDG | | CLOVER C | | | | | | | | | | | | | | | | | | | | | | |
| 51.11 | | INTRSECTN | | 132ND ST | | | CC | | Y | | | | | | | | | | | | | | | | | |
| 51.19 | | INTRSECTN | | 131ST ST | | | CC |) | Y | | | | | | | | | | | | | | | | | |
| 51.21 | 51.19 | END SU LN | C | TWO WAY | TURN | 12 | Ą | | 2 | 2 | | | | | | C | 56A | С | 10 | 66 | 1 | 05 | U1 | 35 | L | * |
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| SRMP B | | | LGT WD | | LGT WD | TG.I. MD | | GT W | | ГС.І. | | LGT | | LGT | F. MD | | | | | | | | | | | |
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| 50.05 50.21 | 50.03 50.19 | | .03 12 | | .02 12 .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 50.21 | 50.19 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 30.03 | 50.07 | | .03 12 | | .03 14 | | | | | | | | | | | | | | | | | | | | | |

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| 51.21 | 51.19 | MISC FEAT | R B | BUS PULLO | JT | | | | 2 2 | | | | | | C | 56A | С | 10 | 66 | 1 05 | 5 | U1 | 35 | L | * |
| 51.26 | 51.24 | INTRSECTN | В | TULE LK RI |) | | CO | SG Y | | | | | | | | | | | | | | | | | |
| 51.30 | 51.28 | BEG SU LN | C | TWO WAY TU | JRN | 12A | | | 2 2 | | | | | | C | 44A | C | 22 | 66 | 1 05 | 5 | U1 | 35 | L | * |
| | | INTRSECTN | R | 129TH ST S | 5 | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.32 | 51.30 | INTRSECTN | L | 129TH ST S | 5 | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.36 | | INTRSECTN | | 128TH ST 9 | | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.42 | | INTRSECTN | | 127TH ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.47 | 51.45 | INTRSECTN | L | 126TH ST 9 | | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.52 | 51.50 | INTRSECTN | L | 125TH ST 9 | 5 | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.55 | | MISC FEAT | | BUS PULLO | JT | | | | | | | | | | | | | | | | | | | | |
| 51.56 | | END SU LN | | TWO WAY T | | 12A | | | 2 2 | | | | | | C | 56A | С | 10 | 66 | 1 05 | 5 | U1 | 35 | L | * |
| 51.57 | | INTRSECTN | | 124TH ST S | | | | PC Y | | | | | | | | | | | | | | | | | |
| 51.58 | | BEG SU LN | | TWO WAY T | | | | | 2 2 | | | | | | С | 44A | С | 22 | 66 | 1 05 | 5 | U1 | 35 | L | * |
| 51.62 | | INTRSECTN | | 123RD ST S | | | CO | Y | | | | | | | | | | | | | _ | | | | |
| 51.67 | 51.65 | END SU LN | | TWO WAY TU | | 12A | | | 2 2 | | | | | | С | 56A | С | 10 | 66 | 1 05 | 5 | U1 | 35 | L | * |
| | | INTRSECTN | | 122ND ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.72 | | INTRSECTN | | GARFIELD S | | | | SG Y | | | | | | | | | | | | | | | | | |
| 51.76 | | INTRSECTN | | 121ST ST (| | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.81 | | INTRSECTN | | 121ST ST S | | | | SG Y | | | | | | | | | | | | | | | | | |
| 51.86 | | INTRSECTN | | 120TH ST S | | 107 | CO | Y | | | | | | | ~ | 4.43 | a | 0.0 | | 1 01 | _ | 1 | 2.5 | - | |
| 51.87 | | BEG SU LN | | TWO WAY TU | | 12A | 00 | Y | 2 2 | | | | | | C | 44A | C | 22 | 66 | T 0; |) | U1 | 35 | L | ~ |
| 51.91 | | INTRSECTN | | 119TH ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 51.94 | | MISC FEAT | | BUS PULLO | | 107 | | | 2 2 | | | | | | ~ | ГСЛ | a | 1.0 | | 1 01 | - | TT1 | 2.5 | - | + |
| 51.95 51.96 | | END SU LN | | TWO WAY TO | | 12A | ao : | DG 37 | 2 2 | | | | | | C | 56A | С | 10 | 66 | 1 0: |) | U1 | 35 | L | • |
| 51.96 | | INTRSECTN BEG SU LN | | TWO WAY T | | | CO . | | 2 2 | | | | | | ~ | 44A | С | 22 | 66 | 1 0 | - | IJ1 | 2 5 | L | * |
| 52.00 | | MP MARKER | | 52 | JKIN | IZA | | | 2 2 | | | | | | C | HH | C | 22 | 00 | 1 0: |) | ΟŢ | 35 | ш | |
| 32.00 | | MISC FEAT | | BUS PULLO | TT | | | | | | | | | | | | | | | | | | | | |
| 52.01 | | INTRSECTN | | 117TH ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.06 | | INTRSECTN | | 116TH ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.11 | | INTRSECTN | | 115TH ST S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.13 | | MISC FEAT | | BUS PULLO | | | CO | _ | | | | | | | | | | | | | | | | | |
| 52.14 | | END SU LN | | TWO WAY TU | | 12A | | | 2 2 | | | | | | C | 56A | C | 1.0 | 66 | 1 0 | 5 | τJ1 | 3 = | L | * |
| 52.15 | | INTRSECTN | | VIOLET MEA | | | | PC Y | | | | | | | Č | 5011 | • | | 00 | _ 0. | • | 0 = | | _ | |
| 32.13 | 32.13 | | | VIOLEI 1121 | 220112 2 | _ | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT W | | | LGT WD | | T WD | | r wd | LGT | | LGT | | | | | | | | | | | | |
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| 51.26 | 51.24 | | .03 1 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 51.72 | 51.70 | | .03 13 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 51.81 | 51.79 | | .03 1 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 52.15 | 52.13 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | W | IDTH | AND | SURFA | CE | INF | 'ORMA | TION | I | | | | | | | |
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| | | | | EFT/RIGHT | ' INDICAT | OR | | | NBR | | | RHT | | | FT | | RHT | | | | | | LEGAI | | |
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| SRMP B | ARM | FEATURE | DLR | DESCRIPT | 'ION | | OW | TC L | DI | W/S | W/S | W/S | WD/S B | 8R W | √S, | W/S | W/S | WID | WID | A S | E NBR | FC I |) II | 3 R | KT |
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| FO 17 | FO 1F | MICC EENED | | DIIG DIII I | OTTE | | | | 2 2 | | | | | | a | ГСЛ | ~ | 1.0 | | 1 0 | - | TT1 | 2.1 | | + |
| 52.17 | | MISC FEATR | | BUS PULL | | 107 | | | 2 2 2 | | | | | | | 56A 44A | C C | 10 | | 1 0 | | U1 U1 | | 5 L | * |
| 52.20 | 52.18 | BEG SU LN INTRSECTN | C | TWO WAY | | | | FS Y | | | | | | | C | 44A | C | 22 | 00 | T 0: |) | UI | 33 | о Г | • |
| 52.30 | E2 20 | END SU LN | C | TWO WAY | | 12A | | rs i | 2 2 | | | | | | C | 56A | C | 10 | 66 | 1 0 | = | U1 | 2 [| 5 L | * |
| 52.33 | | MISC FEATR | | BUS PULL | | IZA | | | 2 2 | | | | | | C | JUA | C | 10 | 00 | 1 0 | 5 | ΟŢ | 3: |) Ц | |
| 52.36 | | END SU LN | | BICYCLE | 1001 | 05A | | | 2 2 | | | | | | 5 A | 567 | 5 N | 444 | 56 | 1 0 | 5 | U1 | 31 | 5 L | * |
| 32.30 | JZ.JI | END SU LN | | BICYCLE | | 05A | | | 2 2 | | | | | | JA | JUA | JA | אָטָא | 50 | 1 0. | J | ΟŢ | ٥. | , ц | |
| | | INTRSECTN | | 112TH ST | · C | UJA | | SG Y | | | | | | | | | | | | | | | | | |
| 52.43 | 52 41 | MISC FEATR | | BUS PULL | | | CO | 56 1 | | | | | | | | | | | | | | | | | |
| 52.46 | | MISC FEATR | | BUS PULL | | | | | | | | | | | | | | | | | | | | | |
| 52.52 | | ON RAMP | L | SR 512 | 1001 | | ST | SG Y | | | | | | | | | | | | | | | | | |
| 32.32 | 32.30 | OFF RAMP | | SR 512 | | | | SG Y | | | | | | | | | | | | | | | | | |
| 52.54 | 52.52 | BEG BRIDGE | | SR 512 | | | ST | JU 1 | 2 2 | | | | | Ś | SSC | 74P | \$\$C | | 74 | 1 0 | 5 | U1 | 31 | 5 L | * |
| 32.31 | 52.52 | 220 211202 | | BRDG NUM | 007/122 | | - | | | | | | | Τ | 7 - | | 770 | | | | | 0_ | | _ | |
| 52.56 | 52.54 | END BRIDGE | В | SR 512 | , | | | | 2 2 | | | | | | 5A | 56A | 5A | | 56 | 1 0 | 5 | U1 | 35 | 5 L | * |
| 52.58 | | OFF RAMP | | SR 512 | | | ST | Y | | | | | | | | | | | | | | - | | | |
| 52.63 | | INTRSECTN | | 108TH ST | 'S | | | SG Y | | | | | | | | | | | | | | | | | |
| 52.66 | 52.64 | BEG SU LN | C | TWO WAY | TURN | 12A | | | 2 2 | | | | | | 4A | 48A | 4A | 12 | 60 | 1 0 | 5 | U1 | 35 | 5 L | * |
| 52.67 | 52.65 | INTRSECTN | L | S 107TH | ST | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.71 | 52.69 | INTRSECTN | L | JUDSON S | T | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.76 | 52.74 | INTRSECTN | L | 106TH ST | 'S | | CO | Y | | | | | | | | | | | | | | | | | |
| 52.87 | 52.85 | INTRSECTN | L | 104TH ST | 'S | | CO | N | | | | | | | | | | | | | | | | | |
| 53.01 | 52.99 | MP MARKER | R | 53 | | | | | | | | | | | | | | | | | | | | | |
| 53.04 | 53.02 | MISC FEATR | L | SGN ENT | PARKLAND | | | | | | | | | | | | | | | | | | | | |
| 53.13 | 53.11 | INTRSECTN | В | 100TH ST | ' S | | CO | N | | | | | | | | | | | | | | | | | |
| 53.17 | | INTRSECTN | | S 99TH S | T | | CO | SG Y | | | | | | | | | | | | | | | | | |
| 53.18 | 53.16 | ENTER CITY | | TACOMA | | | | | 2 2 | | | | | | 4A | 46A | 4A | 10 | 56 | 1 0 | 5 1280 | U1 | 35 | 5 L | P * |
| | | CHG SU LN | | TWO WAY | | 10A | | | | | | | | | | | | | | | | | | | |
| 53.19 | | MISC FEATR | | SGN ENT | | | | | | | | | | | | | | | | | | | | | |
| 53.33 | | END SU LN | | TWO WAY | | | | | 2 2 | | | | | | 4A | 58A | 4A | \$\$\$ | 58 | | 5 1280 | | | | P * |
| 53.37 | | INTRSECTN | | S 96TH S | | | | | 2 2 | | | | | \$ | \$\$C | 56A | \$\$C | | 56 | | 5 1280 | | | | P * |
| 53.43 | | BEG SU LN | | TWO WAY | | 10A | | | | | | | | | С | 46A | C | 10 | 56 | 1 0 | 5 1280 | Ul | 35 |) L | P * |
| 53.50 | 53.48 | INTRSECTN | ىل | S 94TH S | T. | | CT | Y | | | | | | | | | | | | | | | | | |
| TNIED CEC | ים דיסאד די | | | MITDAT | TANTEC | | | | 3 GGE | | T () T | T 7\ 1\ T | a | | | | | | | | | | | | |
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| 52.36 | 52.34 | | 03 12 | | .07 22 | | | | | | | | | - | | | | | | | | | | | |
| 52.52 | 52.50 | • | UJ 14 | .02 12 | .07 22 | | | | | | | | | | | | | | | | | | | | |
| 52.63 | 52.61 | | 03 12 | | .04 12 | | | | | | | | | | | | | | | | | | | | |
| 53.17 | 53.15 | | 05 12 | | .02 12 | | | | | | | | | | | | | | | | | | | | |
| 53.37 | 53.35 | | 03 10 | | .04 10 | | | | | | | | | | | | | | | | | | | | |
| 33.37 | 33.33 | • | 00 10 | | .01 10 | | | | | | | | | | | | | | | | | | | | |

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| | | | :DIE | RECTION TO | INVENTO | RY | -BRI | DGE | | DECR | | |] | | | | JNDI | | I | | | -CLAS | SSIF | ICATI | ONS- | |
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| SRMP B | ARM | FEATURE | D LI | DESCRIPT | ION | | | | | W/S | | | | | | | | | | | | | | D IB | | |
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| 53.62 | 53.60 | | | | | | | | 2 2 | | | | | | C | 46A | С | 10 | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | * |
| 53.65 | 53.63 | INTRSECTN | L | S 92ND S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 53.76 | 53.74 | MISC FEAT | RВ | PED XING | (FLASHII | NG) | | | | | | | | | | | | | | | | | | | | |
| 53.87 | 53.85 | INTRSECTN | L | S 88TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 54.00 | 53.98 | INTRSECTN | L | S 86TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 54.01 | 53.99 | MP MARKER | В | 54 | | | | | | | | | | | | | | | | | | | | | | |
| 54.09 | 54.07 | END SU LN | C | TWO WAY | TURN | 10A | | | 2 2 | | | | | | C | 56A | С | \$\$\$ | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | · * |
| 54.12 | 54.10 | INTRSECTN | В | S 84TH S | T | | CT S | G Y | 2 2 | | | | | | C | 56A | С | | 56 | 1 (| 05 1 | 280 | U1 | 35 | L I | _ * |
| 54.17 | 54.15 | BEG SU LN | C | TWO WAY | TURN | 10A | | | 2 2 | | | | | | C | 46A | С | 10 | 56 | 1 (| 05 1 | 280 | U1 | 35 | L I | _ * |
| 54.26 | 54.24 | INTRSECTN | В | S 82ND S | T | | CT | Y | 2 2 | | | | | | C | 46A | C | 10 | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | · * |
| 54.38 | 54.36 | INTRSECTN | L | S 80TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 54.43 | 54.41 | INTRSECTN | L | S 79TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 54.48 | 54.46 | INTRSECTN | L | S 78TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 54.63 | 54.61 | INTRSECTN | В | S 76TH S | T | | CT S | G Y | | | | | | | | | | | | | | | | | | |
| 54.84 | 54.82 | END SU LN | C | TWO WAY | TURN | 10A | | | 2 2 | | | | | | C | 56A | С | \$\$\$ | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | · * |
| 54.87 | 54.85 | INTRSECTN | В | s 72ND s | | | CT S | G Y | | | | | | | | | | | | | | | | | | |
| 54.93 | 54.91 | BEG SU LN | | | TURN | 10A | | | 2 2 | | | | | | C | 46A | С | 10 | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | · * |
| 55.00 | 54.98 | MP MARKER | В | 55 | | | | | | | | | | | | | | | | | | | | | | |
| 55.03 | 55.01 | INTRSECTN | | S 70TH S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.12 | 55.10 | INTRSECTN | В | S 68TH S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.21 | | INTRSECTN | | S 67TH S | T | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.29 | | INTRSECTN | | S 65TH S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.34 | | END SU LN | | TWO WAY | | 10A | | | 2 2 | | | | | | С | 56A | С | \$\$\$ | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | . * |
| 55.37 | | INTRSECTN | | S 64TH S | | | CT S | G Y | | | | | | | | | | | | | | | | | | |
| 55.42 | | BEG SU LN | | TWO WAY | | 10A | | | 2 2 | | | | | | C | 46A | С | 10 | 56 | 1 (| 05 1 | 280 | U1 | 35 | LE | > * |
| 55.47 | | INTRSECTN | | s 63RD s | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.51 | | INTRSECTN | | S 62ND S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.57 | | INTRSECTN | | S 61ST S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.62 | | INTRSECTN | | S 60TH S | | | CT S | _ | | | | | | | | | | | | | | | | | | |
| 55.68 | | INTRSECTN | | S 59TH S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.75 | | INTRSECTN | | S 58TH S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 55.81 | | INTRSECTN | | S 57TH S | | | CT | Y | 2 2 | | | | | | | | C | | | | | | | | LΙ | |
| 55.83 | | END SU LN | | TWO WAY | | 10A | | | 2 2 | | | | | | С | 56A | С | \$\$\$ | 56 | 1 (| 05 1 | .280 | U1 | 35 | L I | _ * |
| 55.88 | 55.86 | INTRSECTN | В | S 56TH S | T | | CT S | G Y | | | | | | | | | | | | | | | | | | |
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| INTERSEC | LITON DI | | | TURN | | | | | | LERAT | | | | | | | | | | | | | | | | |
| anun n | 7.77 | | | R NEAR | | R FAR | | | | | | | RIG | | | | | | | | | | | | | |
| SRMP B | | | LGT WI | | LGT WD | LGT WD | LGT | , MD | ЬĠ | T WD | ГС | ' WD | ГС | C MD | | | | | | | | | | | | |
| | | | 02 10 | | .03 10 | | | | | | | | | | | | | | | | | | | | | |
| 54.12 | 54.10 | | .03 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 54.87 | 54.85 | | .03 10 | | .05 10 | | | | | | | | | | | | | | | | | | | | | |
| 55.37 | 55.35 | | .02 10 | | .03 10 | | | | | | | | | | | | | | | | | | | | | |
| 55.88 | 55.86 | | .02 10 |) | .03 10 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | V | IIDTE | H ANI | D SURE | FACE | INE | ORM | MOITA | J | | | | | | | | |
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| | | | :DIF | ECTION TO | INVENTO | RY | - 1 | -BRI | DGE | | DECF | | | | | | | JNDI | | | | | -CLA | SSIE | ICATI | ONS- | |
| | | | : :[| EFT/RIGHT | ' INDICAT | 'OR | | -UXI | NG- | NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGAL | . | |
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| SRMP E | 3 ARM | FEATURE | D LE | DESCRIPT | 'ION | | | OW T | СL | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D IE | RI | КT |
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| 55.92 | | BEG SU LN | C | TWO WAY | | | 10A | | | 2 2 | | | | | | | 46A | | | | | | 1280 | - | | LI | |
| 55.95 | | INTRSECTN | | S 55TH S | T | | | CT | Y | 2 2 | | | | | | С | 46A | С | 10 | 56 | 1 | 05 | 1280 | U1 | 35 | L | > * |
| 56.00 | | MP MARKER | | 56 | | | | | | | | | | | | | | | | | | | | | | | |
| 56.01 | | INTRSECTN | В | S 54TH S | | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 56.08 | | INTRSECTN | | S 53RD S | | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 56.14 | | INTRSECTN | | S 52ND S | T | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 56.18 | | INTRSECTN | | PVT RD | | | | PV | Y | | | | | | | | | | | | | | | | | | |
| 56.24 | | INTRSECTN | В | S 50TH S | | | | CT S | | | | | | | | | | | | | | | | | | | |
| 56.36 | | END SU LN | | TWO WAY | | | | | | 2 2 | | | | | | C | 56A | C | \$\$\$ | | | | 1280 | | | LE | |
| 56.38 | | INTRSECTN | В | S 48TH S | | | | CT S | | | | | | | | C | 56A | C | | | | | 1280 | | | L F | |
| 56.41 | | BEG SU LN | C | TWO WAY | - | | | | | 2 2 | | | | | | C | 46A | C | 10 | | | | 1280 | | | L F | |
| 56.44 | | INTRSECTN | L | S 47TH S | | | | CT | Y | 2 2 | | | | | | C | 46A | C | | | | | 1280 | | | LI | |
| 56.46 | | END SU LN | C | TWO WAY | | | 10A | | ~ | 2 2 | | | | | | C | 56A | C | \$\$\$ | | | | 1280 | | | LI | |
| 56.48 | | INTRSECTN | В | S 46TH S | | | | CT S | | | | | | | | C | 56A | С | | 56 | Τ | 05 | 1280 | UΙ | 35 | LE | * د |
| 56.60 | | INTRSECTN | | S 45TH S | | | | C.I. | | | | | | | | | | | | | | | | | | | |
| 56.71 | | INTRSECTN | | S 43RD S | | | 107 | | Y | | | | | | | | | | 1.0 | - - | - | ٥- | 1000 | | 2.5 | | - 4 |
| 56.86 | | BEG SU LN | C | TWO WAY | | | | a m | | 2 2 | | | | | | C | 46A | C | 10 | 56 | Τ | 05 | 1280 | UΙ | 35 | LE | ∞ ر |
| 56.88 | | INTRSECTN | | S 40TH S | | | 107 | - | _ | 0 0 | | | | | | ~ | - - - - | ~ | | - - | - | ٥- | 1000 | | 2.5 | | - 4 |
| 56.98 | | END SU LN | C | TWO WAY | TURN | | LUA | | | 2 2 | | | | | | C | 56A | C | \$\$\$ | 56 | Τ | 05 | 1280 | UΙ | 35 | LE | * د |
| 57.00 | | MP MARKER | | 57 | | | | | | 0 0 | | | | | | ~ | | ~ | | | - | ٥- | 1000 | | 2.5 | | - 4 |
| 57.03 | 57.01 | END ST | I | PACIFIC | | | | am a | ~ | 2 2 | | | | | | C | 57A | С | | 5 / | Τ | 05 | 1280 | UΙ | 35 | LE | ۶ ۶ |
| | | INTRSECTN | | S 38TH S | | | | CT S | G Y | | | | | | | | | | | | | | | | | | |
| EE 10 | | INTRSECTN | | PACIFIC | | | 112 | CT S | G Y | 0 0 | | | | | | ~ | 463 | ~ | | | - | ٥- | 1000 | | 2.5 | | _ |
| 57.12 | | BEG SU LN | C | | TURN | | LIA | CIT. | | | | | | | | C | 46A | C | ΤŢ | 5 / | Τ | 05 | 1280 | UΙ | 35 | LE | ر. |
| 57.16 | | INTRSECTN | В | A ST | | | | CT | | | | | | | | | | | | | | | | | | | |
| 57.20 | | ON RAMP | | SR 7 SB | miina. | | | | Y | | ~ | 063 | | 4.7 | TTD | 4 | 067 | ~ | 444 | F 0 | 1 | 0.5 | 1000 | TT1 | 2.5 | | _ |
| 57.22 | | END SU LN | C | TWO WAY | | | LIA | | | 2 2 | C | 26A | | 4A | UP | Ş | 26A | C | \$\$\$ | 52 | Т | 05 | 1280 | UΙ | 35 | LE | ? |
| 57.27 | | MISC FEATI | | GORE (R1 | | | | | | 2 2 | ~ | 265 | | 4.5 | TTD | | 205 | ~ | | <i>-</i> 1 | 1 | 0.5 | 1000 | TT1 | 2.5 | | _ |
| 57.35 | 57.33 | MISC FEATE BEG BRIDGE | | GORE (R5 SR 7 | 05/81) | | | ST | | 2 2 | C | 26P | | 4P | UP | | 38P | С | | 64 | Τ | 05 | 1280 | UI | 35 | LE | ? |
| | | BEG BKIDG | r B | | | | | 51 | | | | | | | | | | | | | | | | | | | |
| 57.40 | E7 20 | ON RAMP | ъ | BRDG NUM SR 7 SB | 1 007/130 | | | ST | 37 | | | | | | | | | | | | | | | | | | |
| 57.40 | | | | | | | | 51 | Y | \$ \$ | بن | ტ ტ ტ | | 4 4 4 4 | ሉ ሉ | | \$\$\$ | ٠, | | ት ት ት | 1 | 0 E | 4444 | ራ ራ | ح بح | ٠, ٠, | 4 |
| 57.45 | | END BRIDGE LEAVE CITY | | SR 7 TACOMA | | | | | | \$ \$ | Ş | \$\$\$ | | \$\$\$\$ | \$\$ | | \$\$\$ | \$ | | 555 | Т | 05 | \$\$\$\$ | \$\$ | \$\$ | \$ \$ | > |
| | | END CTLSE | | CONTROL | CECTION | 2720 | | | | | | | | | | | | | | | | | | | | | |
| | | END CITSE(| - | CONTROL | SECTION | 2/20 | | | | | | | | | | | | | | | | | | | | | |
| TMTTDCT | CTION D | . דר אידי | | TURN | T 7 NTC C | | | | | 7 CCE | T 1710 7 1 | TAON | T 7\NTI | ES | | | | | | | | | | | | | |
| TMIERSE | CITON DI | | | R NEAR | L FAR | R FA | | | | | | | | RIGH | | | | | | | | | | | | | |
| SRMP E | 7 DM | | LGT WE | | LGT WD | | | | | | - | | | LGT | | | | | | | | | | | | | |
| SKMP E | | | 7GI MT | | HGI WD | | | 101 | | | | т. | | тет | WD | | | | | | | | | | | | |
| 56.38 | 56.36 | | .01 10 | | .02 10 | | _ | - | | | | | | - | | | | | | | | | | | | | |
| 56.48 | 56.46 | | .01 10 | | .02 10 | | | | | | | | | | | | | | | | | | | | | | |
| 57.03 | 57.01 | | .03 10 | | .02 10 | | | | | | | | | | | | | | | | | | | | | | |
| 37.03 | 37.01 | | .05 10 | | .03 10 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | ECTION TO INVENTORY | - 1 | BRID | - | | DEC | REAS | /DIV | 1 | | INC | | UNDI | SPC | | | | CLA | SSII | FICAT | | NS- |
|----------------|-----------|-----------------------|-----|--------|------------------------|-----|------|-----|-----|---------|------|------|------------|---------|-----|-------|------|--------|-----|-----|-------|--------------|------|----------------|------------|------------|
| | | | | : : | EFT/RIGHT INDICATOR | | | | | LFT | שחע | RHT | | 7. NT _ | LFT | שחע | | USE | | | ירה ו | l attv | ler | LEGAI SPEEI | | מוד |
| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | | | | | | | | | | D II | | |
| 57.45 | E7 42 | BEG PH GP | -1- | - | BEGIN PHYSICAL GAP | | - 1 | -1- | | · I ——— | 1 | | 1 | . — | | | | | | 1-1 | | | 1 | 11 | -1- | -1- |
| 37.43 | 57.43 | OFF RAMP | | R | SR 7 NB | ST | , | Y | | | | | | | | | | | | | | | | | | |
| 57.78 | 57.44 | ENTER CITY | | | TACOMA | | | | 1 1 | W | 27P | 11A | 1750 | JΕ | 36P | 14A | 8A | | 41 | 1 | 05 | 1280 | U1 | 5.5 | 5 J | RР |
| | | EQUATION | | | 057.46 = 057.78 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 2723 | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | | SR 7 | SI | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 007/130 | | | | | | | | | | | | | | | | | | | | | |
| | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | |
| 57.79 | | MISC FEATR | | | GORE (Q505782) | ~- | _ | | | | | | | | | | | | | | | | | | | |
| 57.81 | | OFF RAMP | | | E BND E 38TH ST | ST | | Y | 1 0 | 7.7 | 075 | 117 | 1750 | | 225 | 0.45 | 107 | | г1 | 1 | 0.5 | 1000 | TT1 | - | _ , | n n |
| 57.82 57.92 | | ON RAMP MISC FEATR | | | E BND E 38TH ST | ST | | Y | 1 2 | W | 2/12 | IIA | 1750 | UΕ | 22P | 24P | 12A | | 21 | Τ | 05 | 1280 | UI | 5: | 1 (| R P |
| 57.94 | 57.50 | MISC FEATR | | ĸ | GORE (Q105799) | | | | 2 2 | TAT | 27D | 117 | 1750 | .т.г | 220 | 24D | 127 | | 51 | 1 | 05 | 1280 | тт1 | 51 | 5 1 | R P |
| 57.95 | 57.61 | | | | | | | | 2 2 | | | | 2000 | | | | | | | | | 1280 | | | | R P |
| 57.96 | 57.62 | | | | | | | | 2 2 | | 36P | | 2000 | _ | | | | | | | | 1280 | _ | | | R P |
| 57.98 | 57.64 | | | | | | | | 3 2 | | 36P | | 2000 | _ | | | | | | | | 1280 | _ | | | R P |
| 57.99 | | BEG SU LN | | R | WEAVING/SPEED CHANGE 1 | 2A | | | 3 3 | | | | 2000 | | | | | | | | | | _ | | | R P |
| | | ON RAMP | | | 38TH ST | ST | | Y | | | | | | | | | | | | | | | | | | |
| 58.00 | 57.66 | MP MARKER | | В | 58 | | | | | | | | | | | | | | | | | | | | | |
| 58.08 | | MISC FEATR | | L | GORE (R105818) | | | | | | | | | | | | | | | | | | | | | |
| 58.14 | 57.80 | | | | | | | | 3 3 | | 36P | | 1200 | | | | | | | | | | | | | R P |
| 58.18 | 57.84 | BEG SU LN | | | WEAVING/SPEED CHANGE 1 | | | | 3 3 | 8A | 36P | A8 | 1200 | GR | A8 | 36P | 10A | 24 | 96 | 1 | 05 | 1280 | U1 | 5.5 | 5 F | R P |
| F0 01 | F.F. 0.F. | OFF RAMP | | | S 38TH ST | SI | | Y | | 0 - | 26- | 0 - | 1000 | ~- | 0- | 26- | 10- | 1.0 | 0.4 | - | ٥. | 1000 | | | | |
| 58.21 | 57.87 | END SU LN | | | WEAVING/SPEED CHANGE 1 | | , | Y | 3 3 | 8A | 36P | 8A | 1200 | GR | 8A | 36P | IUA | 12 | 84 | Τ | 05 | 1280 | UΤ | 5 | o I | R P |
| 58.28 | 57.94 | OFF RAMP | | R | SR 5 NB | ST | | Y | 3 3 | 0.70 | 36P | 0.7 | 500 | CD | 0.7 | 2 C D | 107 | 10 | 0.4 | 1 | 0 E | 1280 | тт1 | E 1 | E 1 | R P |
| 58.29 | | BEG BRIDGE | т | | CMSTP&P RR/SR 7 SB | ST | , | | 3 3 | | | | 250 | | | | | | | | | | | | | кр RP |
| 30.29 | 31.93 | DEG BRIDGE | | | BRDG NUM 007/132N-N | ا د | - | | 5 5 | OA | 30F | OA | 230 | γŅ | γγC | 725 | γņC | 12 | 90 | _ | 0.5 | 1200 | ΟŢ | ٦. | <i>J</i> I | Х Р |
| | | RR XING | I | | NUM 396649F STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (SR 5 0113407) | | | | | | | | | | | | | | | | | | | | | |
| 58.30 | 57.96 | END SU LN | | L | WEAVING/SPEED CHANGE 1 | 2A | | | 2 3 | 8A | 24A | 8A | 250 | | С | 42P | С | \$\$\$ | 66 | 1 | 05 | 1280 | U1 | 5.5 | 5 J | RР |
| | | ON RAMP | | L | SR 5 NB*SR 5 SB | SI | 7 | Y | | | | | | | | | | | | | | | | | | |
| 58.33 | 57.99 | MISC FEATR | | L | GORE (SR 5 R213425) | | | | | | | | | | | | | | | | | | | | | |
| 58.34 | 58.00 | UXING | D | | SR 7 NB | SI | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 007/132N-N | | | | | | | | | | | | | | | | | | | | | |
| 58.35 | 58.01 | UXING | I | | E 34TH ST | SI | ? | | 2 3 | 4A | 24A | 4A | 100 | | C | 42P | С | | 66 | 1 | 05 | 1280 | U1 | 5! | 5 F | R P |
| | | | | _ | BRDG NUM 007/132 | | _ | | | | | | | | | | | | | _ | | | | | _ | |
| 58.42 | | OFF RAMP | _ | | SR 5 SB | ST | | Y | 2 1 | | 24A | | | | | 42P | | | | | | 1280 | | | | R P |
| 58.43 | | END BRIDGE | | | CMSTP&P RR/SR 7 SB | | | | 2 1 | 8A | 24A | A8 | 100 | | 4A | 20A | 10A | | 44 | Τ | 05 | 1280 | UΊ | 5! | ۶ F | R P |
| 58.46 | | MISC FEATR | | | GORE (SR 5 S213320) | | | | | | | | | | | | | | | | | | | | | |
| 58.50 | 58.16 | MISC FEATR | | ьC | GORE (SR 5 Q213407) | | | | 2 1 | 07 | 247 | 0 7 | 100 | CD | 17 | 207 | 107 | | 11 | 1 | 0 E | 1200 | тт1 | | E 7 | ת ם |
| 58.52 58.54 | | UXING | D | | S-S RAMP | ST | , | | 2 1 | | | | 100 100 | | | | | | | | | 1280 1280 | | | | R P R P |
| 50.54 | 50.∠0 | DNITAU | ע | | AMAY G-C | 5. | - | | эΙ | οA | 30A | οA | ±00 | GK | 44 | ΖUA | ΤUA | | 50 | т | UD | 1Z0U | UΤ | 5: | ו כ | л Р |

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| | | | | | | | | | WIDTH | H ANI | D SURF | TACE | : TNF | ORMZ | TTON | J | | | | | | | |
|--------|-------|------------|------|--------------------------|------|-------|-------|------|-------|-------|--------|------|-------|-------|-------|-----|-----|------|-----|-------|-------|--------|-----|
| | | | :DIR | ECTION TO INVENTORY | l-BE | RIDGE | : 1 | | REAS | | | | | RES/U | | | - 1 | | CL | ASSII | CICAT | 'IONS- | |
| | | | : :L | EFT/RIGHT INDICATOR | 1 | | 1 | LFT | | RHT | | | LFT | | RHT | I | | | _ | | LEGA | | |
| | | | : : | | -XF | ROAD- | LNS | SHD | RDY | SHD | MEDIA | /N- | SHD | RDY | SHD | LNS | RDY | MTCI | CIT | Y ST | SPEE | DTF | PS |
| 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 SI | NBR | FC | DI | BRK | КT |
| | _ | | _ _ | | | _ | . _ _ | _ | | l | | | | | | | | _ _ | _ | _ | | _ _ _ | _ _ |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 58.54 | 58.20 | | | BRDG NUM 005/445S-S | | | 3 1 | . 8A | 36A | 8A | 100 | GR | 4A | 20A | 10A | | 56 | 1 0! | 128 | 0 U1 | 5 | 5 R F | ₽ |
| | | OFF RAMP | | SR 5 NB | ST | Y | | | | | | | | | | | | | | | | | |
| 58.55 | 58.21 | BEG BRIDGE | I | SR 7 SB | ST | | 3 1 | . 8A | 36A | 8A | 750 | \$\$ | \$\$C | 32P | \$\$C | | 68 | 1 0 | 128 | 0 U1 | 5 | 5 R F | ₽ |
| | | | | BRDG NUM 007/133N-N | | | | | | | | | | | | | | | | | | | |
| | | UXING | D | SR 7 NB | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 007/133N-N | | | | | | | | | | | | | | | | | | | |
| 58.58 | 58.24 | UXING | I | SR 5 NB | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/445E | | | | | | | | | | | | | | | | | | | |
| | | UXING | D | N-N RAMP | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/445N-N | | | | | | | | | | | | | | | | | | | |
| 58.59 | | END BRIDGE | | SR 7 SB | | | 3 1 | . 8A | 36A | A8 | 750 | | 4A | 20A | 10A | | 56 | 1 0 | 128 | 0 U1 | 5 | 5 R F | ₽ |
| 58.60 | 58.26 | UXING | В | SR 5 GRADE SEPARATED HOV | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/445HOV | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2723 | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | |

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SR 008 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | | | | | | | | | | | | WID: | TH AN | D SURI | FACE | INI | FORM | ATION | 1 | | | | | | |
|----------|---------|-----------|-------|------|----------------------|----------|---------|-------|--------------|---------|---------------|----------|--------------|----------|----------|------------|------|-------|-------|----------|-------------|------------|---------|------------|------|
| | | | | | CTION TO FT/RIGHT | | | -UX | | NBI | R LFT | • | S/DIV RHT | | | LFT | | | USE 7 | TOT | | CLA | LE | GAL | - |
| SRMP E | N T N | FEATURE | : | | DESCRIPT: | T O NT | | | | | | | | | | | | | | | | E CITY | | | |
| SKMP E | | FEATURE | _ _ _ | | JESCKIPI. | LOIN | | | | ـ الــا | _ W / S | | W/S | WD/S | | W/S | W/5 | W/S | MIDI | ין עביי. | _ _ | NDK | | | |
| | - | | | | | | | . — . | | 1-1- | | - | - | 1 | | | | | | | | | . — . — | | |
| 0.00 | 0.00 | BEG ROUTE | C | S | | | 101/OLY | | | 2 2 | 2 10 <i>I</i> | 247 | A 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 01 | 1 0385 | U1 | 60 | R P |
| | | ENTER CIT | | | ELMA | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL S | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | IK B | 1 | BEGIN AT | BR UIZ/ | OUN EPS | | | 2 ' | 2 1 0 7 | 2/17 | \ 17 | 100 | CΛ | <i>1</i> 7 | 247 | 107 | | / Q | ۸ n. | 1 0385 | тт1 | 60 | R P |
| 0.02 | | MISC FEAT | 'R | т. С | GORE (R10 | 00016) | | | | | Z 10F | 2 2 72 | A TA | 105 | CA | TA | ZIA | IUA | | 10 | T U. | 1 0303 | O1 | 00 | IV P |
| 0.11 | 0.11 | MISC FEAT | | | GORE (SR | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | OFF RAMP | | | SR 12 | & | , | ST | Y | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | ON RAMP | | | SR 12 | | | ST | Y | | | | | | | | | | | | | | | | |
| 0.48 | 0.48 | LEAVE CIT | ľΥ | E | ELMA | | | | | 2 2 | 2 10 <i>F</i> | 247 | 4 A | 40S | CA | 4A | 24A | 10A | | 48 | 4 0. | 1 \$\$\$\$ | U1 | 60 | R \$ |
| | | MISC FEAT | TR. | L S | SGN ENT I | ELMA | | | | | | | | | | | | | | | | | | | |
| 0.86 | 0.86 | | | | | | | | | | $2 10^{I}$ | 247 | 4 4 A | 40S | DE | 4A | 24A | 10A | | 48 | 4 01 | L | U1 | 60 | R |
| 0.89 | | INTRSECT | | | S UNION E | | | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | FAIRGROU | | | CO | Y | | | | | | | | | | | | | | | | |
| 0 00 | | INTRSECT | ١ | C N | MEDIAN XI | ROAD | | ST | Y | | 107 | 0.45 | . 47 | 400 | ~ | 4 7 | 043 | 107 | | 4.0 | 4 0 | | TT1 | <i>c</i> 0 | Б |
| 0.92 | 0.92 | MP MARKER | , | в 1 | 1 | | | | | 2 . | 2 IUA | 241 | 4 4A | 40S | CA | 4A | 24A | IUA | | 48 | 4 01 | L | U1 | 60 | R |
| 1.00 | 1.00 | | • | ь | L | | | | | 2 ' | 2 1 0 7 | 2/17 | \ 17 | 40S | DΓ | 47 | 247 | 107 | | 10 | ۸ n. | 1 | U1 | 60 | D |
| 1.10 | | BEG BRIDG | ਾ ਜਾ | | CLOOUALLA | AM CPFFK | | ST | | | | | | 320 | | | | | | | 4 01 | | R1 | 60 | |
| 1.10 | 1.10 | DEG DRIDG | T 11. | | BRDG NUM | | | DI | | 2 2 | 2 440 | . 501 | 1 990 | 320 | ŲΨ | γγC | JUA | PPC | | 00 | 1 0. | L | ICI | 00 | 10 |
| | | BEG BRIDG | E D | | CLOQUALLA | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | END BRIDG | E I | (| CLOQUALLA | AM CREEK | | | | 2 2 | 2 10 <i>F</i> | 247 | 4 A | 40S | BE | 4A | 24A | 10A | | 48 | 4 0. | 1 | R1 | 60 | R |
| | | END BRIDG | E D | (| CLOQUALLA | AM CREEK | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | | | | | | | | | $2 10^{I}$ | 247 | 4 4 A | 40S | CA | 4A | 24A | 10A | | 48 | 4 0. | L | R1 | 60 | R |
| 1.57 | | OFF RAMP | | | REST AREA | | | ST | Y | | | | | | | | | | | | | | | | |
| 1.68 | | MISC FEAT | | | GORE (X1) | | | | | | | | | | | | | | | | | | | | |
| 1.91 | 1.91 | REST AREA | Ą | | CLOQUALLA | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2 00 | MP MARKER | | В 2 | CS | 0000 M | IAJOR | | | | | | | | | | | | | | | | | | |
| 2.05 | | MISC FEAT | | | z GORE (X10 | 101571 | | | | | | | | | | | | | | | | | | | |
| 2.32 | | ON RAMP | | | REST AREA | | | ST | Y | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | - | | 10 1 | CDD1 7ICD2 | . 1 | | DI | _ | | 2 102 | 247 | 4 A | 40S | DE | 4 A | 24A | 10A | | 48 | 4 0 | 1 | R1 | 60 | R |
| 2.42 | | INTRSECTN | 1 | B F | HEISE RD | | | CO | Y | | | | | 102 | | | | | | | - 0- | _ | | 0.0 | |
| | | INTRSECT | | | MEDIAN XI | | | ST | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | | | | | | | | 2 2 | 2 10 <i>F</i> | 247 | 4 A | 40S | CA | 4A | 24A | 10A | | 48 | 4 0. | 1 | R1 | 60 | R |
| 3.00 | 3.00 | MP MARKER | 2 | В 3 | 3 | | | | | | | | | | | | | | | | | | | | |
| TMTTEDCE | CTION D | CTN TT | | | ו זאכוויים | ANTEC | | | | 7 001 | | ייר דריי | T T 7\1\T | r C | | | | | | | | | | | |
| TMIRKSE | CIION D | | | | R NEAR | | | | | | | | | RIG | | | | | | | | | | | |
| SRMP E | B ARM | | LGT | | LGT WD | | | | | | | | | LGT | | | | | | | | | | | |
| 2.42 | 2.42 | | | _ | - | | .10 14 | | - | | | | L3 12 | _ | | | | | | | | | | | |

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SR 008 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | | | | | | | | | | | WIDT | H ANI | SURI | FACI | INI | FORM | OITA | 1 | | | | | | | | |
|--------------|---------|----------------------|-------|--------|----------------------------------|---------|--------|------|-------|---------|------|-------|---------------|------------|-------|------|-------|---------|------------|-----|------------------|--------|----------|----------|--|-------|
| | | | | | CTION TO INVENTO | | | IDGE | | | | /DIV | | | | | | SPC | | | C | LAS | _ | - | | |
| | | | | | EFT/RIGHT INDICAT | COR | | | | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | EGAL | | - I - |
| CDMD D | 7.01/ | | | : | DEGCDIDETON | | -XR | OAD- | LNS | SISHD | RDY | SHD | MEDIA WD/S | AN- | SHD | RDY | SHD | LNS | RDY | MTC | CE CI | TY S | STIS | PEEC | $\left \frac{\mathbf{T}}{\mathbf{T}} \right $ | 2 S |
| SRMP B | ARM | FEATURE | ן די | ГK | DESCRIPTION | | l Ow i | IC L | ן עון | L W/S | W/S | W/5 | WD/S | BK | W/5 | W/5 | W/5 | MID | וחדש | A | PE NB | . 1 | FCL | , TE | | . 1 |
| | l | l | - — | I —— I | | | ı — I | 1- | -1-1- | - I ——— | 1 | l I | l | l —— I | l | I —— | l —— | l ——— I | | -1- | I | - | - | -! | -1-1- | -1- |
| 3.04 | 3.04 | | | | | | | | 2 2 | 2 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)1 | Ι | R1 | 60 | R | |
| 3.16 | 3.16 | BEG BRIDGE | I | | TRIB TO WILDCAT | CREEK | ST | | 2 2 | 2 10A | 24A | 4A | 40S | CA | \$\$W | 38P | \$\$₩ | | 62 | 4 (|)1 | Ι | R1 | 60 | R | |
| | | | | | BRDG NUM 008/009 | | | | | | | | | | | | | | | | | | | | | |
| 3.18 | | END BRIDGE | I | | TRIB TO WILDCAT | CREEK | | | 2 2 | 2 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)1 | Ι | R1 | 60 | R | |
| 4.01 | | MP MARKER | | В | 4 | | | | | | 0.4- | | 400 | | | 0.4- | 10- | | 4.0 | | | _ | _ 1 | | _ | |
| 4.11 | 4.11 | DEG DDIDGE | | | E EODY MILDONE | ND DDIA | αш | | | | | | 40S | | | | | | 48 | 4 (|) <u>1</u> | | R1 | | R | |
| 4.13 | 4.13 | BEG BRIDGE | i | | E FORK WILDCAT (BRDG NUM 008/010 | | ST | | 2 2 | 2 \$\$C | 30P | \$\$0 | 320 | \$\$ | \$\$C | 30P | \$\$C | | 60 | 4 (| JΙ | 1 | R1 | 60 | R | |
| | | BEG BRIDGE | ת י | | E FORK WILDCAT (| | ST | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDGE | | | BRDG NUM 008/010 | | 01 | | | | | | | | | | | | | | | | | | | |
| 4.15 | 4.15 | END BRIDGE | I | | E FORK WILDCAT (| | | | 2 2 | 2 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 (|)1 | Ι | R1 | 60 | R | |
| | | END BRIDGE | D | | E FORK WILDCAT (| CREEK | | | | | | | | | | | | | | | | | | | | |
| 4.17 | 4.17 | | | | | | | | | | | | 40S | | | | | | 48 | | | Ι | R1 | | R | |
| 4.42 | 4.42 | | | | | | | | | 2 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 (|)1 | Ι | R1 | 60 | R | |
| 4.46 | | INTRSECTN | | | MCKNIGHT RD | | CO | Y | | | | | | | | | | | | | | | | | | |
| 4.48 | 4.48 | INTRSECTN | | C | MEDIAN XROAD | | ST | Y | | 107 | 247 | 4 7 | 400 | C 7 | 47 | 247 | 107 | | 4.0 | 1 (| 11 | | n 1 | <i>c</i> | | |
| 4.48 5.00 | | BEG BRIDGE | т. | | MIDDLE FORK WILI | | СT | | | | | | 40S | | | | | | 48 76 | | | | R1 R1 | | R | |
| 5.00 | 5.00 | DEG DKIDGE | . т | | BRDG NUM 008/013 | | 21 | | | ν φον | 30P | ŞŞW | 320 | ې ې | ŞŞW | 30P | ŞŞW | | 70 | 4 (|) 1 | 1 | KI | 00 | Л | |
| | | BEG BRIDGE | . D | | MIDDLE FORK WILI | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 008/013 | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | MP MARKER | | В | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | END BRIDGE | | | MIDDLE FORK WILI | | | | 2 2 | 2 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)1 | Ι | R1 | 60 | R | |
| | | END BRIDGE | | | MIDDLE FORK WILI | CAT CRK | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | ENTER CITY | | _ | MCCLEARY | | | | 2 2 | 2 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (| 01 07 | 28 I | R1 | 60 | R | 5 |
| 6.01 | 6 01 | MP MARKER MISC FEATE | | В | 6 SGN ENT MCCLEARY SR 108 | 7 | | | 2 ′ | 107 | 2/17 | 47 | 40S | שת | 47 | 247 | 1 0 7 | | 10 | 1 (| 01 07 | о т | D 1 | 61 | R | D |
| 6.03 | | INTRSECTN | - | T. | SGN ENI MCCLEARI | 1 | СТ | Y | | LUA | ZHA | 4A | 405 | ביע | H | ZHA | IUA | | 40 | 4 (| 01 | 20 1 | KI | 00 | Т. | - |
| 0.03 | | INTRSECTN | | C | MEDIAN XROAD | | ST | Y | | | | | | | | | | | | | | | | | | |
| 6.05 | 6.05 | | | Ū | | | 2 - | - | | 2 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (| 01 07 | 28 I | R1 | 60 | R | P |
| 6.30 | 6.30 | BEG BRIDGE | I | | E FORK WILDCAT (| CREEK | ST | | 2 2 | 2 10A | 24A | 4A | 40S | CA | \$\$W | 38P | \$\$₩ | | 62 | 4 (| 01 07 | 28 I | R1 | 60 | R | ₽ |
| | | | | | BRDG NUM 008/014 | | | | | | | | | | | | | | | | | | | | | |
| 6.31 | 6.31 | BEG BRIDGE | D | | E FORK WILDCAT (| | ST | | 2 2 | 2 \$\$W | 38P | \$\$W | 320 | \$\$ | W | 38P | W | | 76 | 4 (| 01 07 | 28 I | R1 | 60 | R | 5 |
| 6 22 | 6 22 | | | | BRDG NUM 008/014 | | | | 0 (| | 205 | | 400 | ~ ~ | 4.7 | 0.43 | 107 | | <i>-</i> 0 | | 1 00 | a | n 1 | ٠, | | _ |
| 6.33 6.34 | | END BRIDGE | | | E FORK WILDCAT (| | | | 2 2 | | 38P | | 40S 40S | | | | | | | |)1 07.)1 07. | | | | RI | |
| 7.00 | | MP MARKER | עי | В | | REEK | | | 2 2 | LUA | 24A | 4A | 405 | CA | 4A | Z4A | IUA | | 40 | 4 (|)1 07. | 20 1 | KI | 00 | R. | - |
| 7.00 | 7.00 | ME MARKER | | ם | 1 | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | ETAIL - | | | TURN LANES | | | | ACCI | CLERA | TION | LANE | S | | | | | | | | | | | | | |
| | | I | N | EAR | R NEAR L FAR | R FAR | | | | | | | RIG | | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD LGT WD | LGT WD | LG | T WD | LO | T WD | LG | T WD | LGT | WD | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | 6.03 | • | υď | 13 | | | | | | | | | | | | | | | | | | | | | | |

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SR 008 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | | | | | | | | | ATDTF | I ANI | O SURFA | ACE IN | FORM | וחדדם | V | | | | | | | |
|--------|-------|------------|-----|------------------------|--------|-------|-------|-----|-------|-------|---------|---------------|------|-------|-----|-----|---------|------------|------|------|------|-----|
| | | | :DI | RECTION TO INVENTORY | l-в | RIDGE | | | REAS | | | | RES/ | _ | | | | CLA | SSIF | ICAT | IONS | ; |
| | | | | LEFT/RIGHT INDICATOR | | XING- | 1 | | , | RHT | | LFT | | | USE | TOT | | | | LEGA | | |
| | | | : : | | -X | ROAD- | LNS | SHD | RDY | | MEDIAN | ı- shi | RDY | | | | MTC | ECITY | IST | SPEE | DTI | PS |
| SRMP B | ARM | FEATURE | D L | R DESCRIPTION | OW | TC I | ' D I | W/S | W/S | W/S | WD/S E | BR W/S | W/S | W/S | WID | WID | A SI | E NBR | FC | D I | в R | KT |
| | l | | | | | . _ | _ _ _ | . | l | | | _ | . | l | | | _ _ | _ | . | _ | _ _ | _ _ |
| | | | | | | | | | | | , _ | | | | | | . — . — | _, | | | _,_, | _,_ |
| 7.07 | 7.07 | | | | | | 2 2 | 10A | 24A | 4A | 40S (| CA 4 <i>P</i> | 24A | 10A | | 48 | 4 0 | 1 0728 | R1 | 6 | 0 R | P |
| 7.12 | 7.12 | ON RAMP | L | MOX CHEHALIS RD | ST | 7 | 7 | | | | | | | | | | | | | | | |
| 7.32 | 7.32 | OFF RAMP | R | MOX CHEHALIS RD | ST | 7 | | | | | | | | | | | | | | | | |
| 7.39 | 7.39 | UXING | В | MOX CHEHALIS RD | ST | 1 | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 008/015 | | | | | | | | | | | | | | | | | | |
| 7.48 | 7.48 | MISC FEATR | L | GORE (S500712) | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P500732) | | | | | | | | | | | | | | | | | | |
| 7.51 | 7.51 | LEAVE CITY | | MCCLEARY | | | 2 2 | 10A | 24A | 4A | 40S (| CA 47 | 24A | 10A | | 48 | 4 0 | 1 \$\$\$\$ | R1 | 6 | 0 R | \$ |
| 7.60 | 7.60 | MISC FEATR | L | GORE (R100775) | | | | | | | | | | | | | | | | | | |
| 7.66 | 7.66 | MISC FEATR | R | GORE (Q100797) | | | | | | | | | | | | | | | | | | |
| 7.75 | 7.75 | OFF RAMP | L | MOX CHEHALIS RD | ST | 7 | | | | | | | | | | | | | | | | |
| 7.97 | 7.97 | ON RAMP | R | MOX CHEHALIS RD | ST | 7 | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | MP MARKER | В | 8 | | | | | | | | | | | | | | | | | | |
| 8.01 | 8.01 | MISC FEATR | L | SGN ENT MCCLEARY | | | | | | | | | | | | | | | | | | |
| 8.98 | 8.98 | | | | | | 2 2 | 10A | 24A | 4A | 40S I | 0E 4P | 24A | 10A | | 48 | 4 0 | l | R1 | 6 | 0 R | |
| 9.00 | 9.00 | INTRSECTN | В | MOX CHEHALIS RD E | CO | 7 | | | | | | | | | | | | | | | | |
| | | INTRSECTN | С | MEDIAN XROAD | ST | 7 | | | | | | | | | | | | | | | | |
| 9.01 | 9.01 | MP MARKER | В | 9 | | | | | | | | | | | | | | | | | | |
| 9.02 | 9.02 | | | | | | 2 2 | 10A | 24A | 4A | 40S (| CA 4 <i>P</i> | 24A | 10A | | 48 | 4 0 | l | R1 | 6 | 0 R | |
| 9.11 | 9.11 | BEG BRIDGE | В | TRIB TO MOX CHEHALIS C | CRK ST | 1 | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 008/017.25 | | | | | | | | | | | | | | | | | | |
| 9.12 | 9.12 | END BRIDGE | В | TRIB TO MOX CHEHALIS C | CRK | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | | | | | | 2 2 | 10A | 24A | 4A | 40S I | 0E 4P | 24A | 10A | | 48 | 4 0 | L | R1 | 6 | 0 R | |
| 9.82 | 9.82 | | | | | | 2 2 | 10A | 24A | 4A | 120S I | 0E 4P | 24A | 10A | | 48 | 4 0 | l | R1 | 6 | 0 R | |
| 10.00 | 10.00 | MP MARKER | В | 10 | | | | | | | | | | | | | | | | | | |
| 10.54 | 10.54 | END CTLSEC | | CONTROL SECTION 1408 | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | GRAYS HARBOR | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | 'ION LANE | S |
|---------------------|--------|--------|--------|--------|--------|----------|-----------|--------|
| | L NEAR | R NEAR | L FAR | R FAR | LEFT | L-CNTR | R-CNTR | RIGHT- |
| SRMP B ARM | LGT WD | LGT WD | LGT WD |
| | | | | | | | | |
| 9.00 9.00 | .03 12 | | | | | | | |

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SR 008 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON DOT DISTRICT 3

| SEMP B ARK FEATURE D LR DESCRIPTION SECONDARY SECOND | | | | | | | | | | | | 1 | ייים דע | ΠΔ T | וקווף כ | FACE | r TNI | r∩RM2 | ו∩דידע | N | | | | | | |
|--|---------|-----------|-----------|-----|------|---|----------|--------|------|-----------|--------------|-----------|---------|----------|--------------------|-----------|-------|-------|--------|-----|-----|----|-----------|--------|------|-------|
| SIRMP B ARM | | | | : 1 | DIRI | ECTION TO | INVENTO | RY | l-BR | IDGE | | | | | | 1101 | _ | | | | | | CLA | SSIFIC | CATI | ONS |
| SAMP B ARM | | | | | | | | | | | I | 1 | | | | | | | | | | | | | | |
| 10.54 10.54 ENTER CO THURSTON SECULATION 3404 10.58 10.56 ENTER CO CONTROL SECULATION 3404 10.58 10.58 10.56 ENTRESCIN B CONTROL SECULATION 3404 10.58 10.58 10.58 10.78 CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD COOPER RD CO Y STORY CONTROL SECULATION 3404 10.60 10.60 INTRESCIN B COOPER RD COOPE | | | | : | : | | | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDIA | AN- | SHD | RDY | SHD | LNS | RDY | МТ | CE CITY | STS | PEED | T P S |
| BEG CTLSEC CONTROL SECTION 3404 ST 10.78 10.78 10.78 10.78 10.78 10.78 10.78 10.78 10.78 10.80 INTERSECTIN B COOPER RD C C V TINTESECTIN C MEDIAN XROAD ST Y WEDIAN XROAD ST Y WEDIAN XROAD ST Y C C V WEDIAN XROAD ST Y WED | SRMP I | 3 ARM | FEATURE | D | LR | DESCRIPTI | ION | | OW ' | TC L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | Α | SE NBR | FC D | IB | RKT |
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| 10.80 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTRSECTN C MEDIAN XROAD ST Y | | | TNTRSECTN | ī | R | COOPER RE |) | | CO | Y | | 1011 | 2 111 | 121 | 300 | םם | 171 | 2 171 | 1011 | | 10 | - | 01 | 1(1 | 00 | 10 |
| 10.82 10.82 10.82 10.85 | 10.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.95 10.95 | 10.82 | | | | 0 | 111111111111111111111111111111111111111 | (0112 | | 01 | _ | | 10A | 24A | 4 A | 50S | CA | 4 A | 24A | 10A | | 48 | 4 | 01 | R1 | 60 | R |
| 11.00 MP MARKER B 11 11.07 11.07 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.07 12.00 12.00 MP MARKER B 12 12.30 12.00 MP MARKER B 12 12.31 12.43 12.43 12.43 12.43 12.5 DE 4A 24A 10A 48 4 01 R1 60 R 12.43 12.43 12.43 12.43 12.43 12.5 DE 4A 24A 10A 48 4 01 R1 60 R 12.57 12.57 12.57 2.72 2.72 2.72 2.72 2.72 2.72 2.72 | | | MP MARKER |) | В | 11 | | | | | | 1011 | 2 111 | | 305 | | | 2 111 | | | 10 | - | 01 | 111 | 00 | 10 |
| 12.00 MP MARKER B 12 12.30 12.30 MP MARKER B 12 12.30 12.30 12.30 MP MARKER B 12 12.31 12.43 | | | | • | _ | | | | | | 2 2 | 10A | 24A | 4 A | 120s | DE | 4 A | 24A | 10A | | 48 | 4 | 01 | R1 | 60 | R |
| 12.30 12.30 12.30 12.30 | | | MP MARKER |) | В | 12 | | | | | | | | | | | | | _ 011 | | | - | 0 _ | | 0.0 | |
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| 12.72 12.72 12.72 2 10.24A 4A 120S DE 4A 24A 10A 48 4 01 R1 60 R 12.80 12.80 12.80 2 103.24A 4A 120S DE 4A 24A 10A 48 4 01 R1 60 R 13.00 13.00 MP MARKER B 13 2 2 10A 24A 4A 120S DE 4A 24A 10A 48 4 01 R1 60 R 13.26 13.26 13.26 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.80 12.80 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 13.00 MP MARKER B 13 13.21 13.41 INTRSECTN L SUMMIT LAKE RD CO Y MEDIAN XROAD ST Y 13.54 13.54 13.54 13.70 13.70 2 2 10A 24A 4A 40 S DE 4A 24A 10A 48 4 01 R1 60 R 14.00 MP MARKER B 14 15.00 15.00 MP MARKER B 15 15.34 15.34 15.34 INTRSECTN R KENNEDY CR RD SW INTRSECTN C MEDIAN XROAD ST Y 15.46 15.46 15.46 16.00 MP MARKER B 16 16.00 16.00 MP MARKER B 16 16.10 16.00 MP MARKER B 16 16.11 16.12 16.12 INTRSECTN R ROCK CANDY MT RD PV Y INTRSECTN C MEDIAN XROAD ST Y 16.16 16 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.26 13.26 13.26 13.41 1NTRSECTN L SUMMIT LAKE RD CO Y INTRSECTN C MEDIAN XROAD ST Y 13.54 13.54 13.54 13.54 13.60 MP MARKER B 14 22 10A 24A 4A 40S DE 4A 24A 10A 48 4 01 R1 60 R 14.00 MP MARKER B 15 2 10A 24A 4A 40S DE 4A 24A 10A 48 4 01 R1 60 R 15.00 15.00 MP MARKER B 15 2 10A 24A 4A 40S DE 4A 24A 10A 48 4 01 R1 60 R 15.34 15.34 15.34 15.34 15.34 15.34 15.34 15.34 15.34 15.34 15.41 INTRSECTN C MEDIAN XROAD ST Y 10TRSECTN | | | MP MARKER | 2 | В | 13 | | | | | | | | | | 011 | | | _ 011 | | | - | - | | 0.0 | |
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| INTERSECT C MEDIAN KROAD ST Y | | | INTRSECT | I | L | SUMMIT LA | AKE RD | | CO | Y | | | | | | | | | | | | | | | | |
| 13.54 13.54 13.54 13.70 13.70 2 2 10A 24A 4A 40S DE 4A 24A 10A 48 4 01 R1 60 R 14.00 MP MARKER B 14 | | | | | C | MEDIAN XE | ROAD | | ST | Y | | | | | | | | | | | | | | | | |
| 14.00 14.00 MP MARKER B 14 15.00 15.00 MP MARKER B 15 15.34 15.34 | 13.54 | | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | R1 | 60 | R |
| 15.00 15.00 MP MARKER B 15 15.34 15.34 15.34 15.41 INTRSECTN R KENNEDY CR RD SW CO Y INTRSECTN C MEDIAN XROAD ST Y 15.46 15.46 15.46 16.00 MP MARKER B 16 16.00 16.00 MP MARKER B 16 16.12 16.12 INTRSECTN L SUMMIT LAKE RD CO Y INTRSECTN R ROCK CANDY MT RD INTRSECTN R ROCK CANDY MT RD INTRSECTN R ROCK CANDY MT RD ST Y 16.16 1 | 13.70 | 13.70 | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | R1 | 60 | R |
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| 16.00 16.00 MP MARKER B 16 16.08 16.08 16.12 INTRSECTN L SUMMIT LAKE RD CO Y INTRSECTN R ROCK CANDY MT RD PV Y INTRSECTN C MEDIAN XROAD ST Y 16.16 16.16 16.16 16.66 10.12 INTRSECTN C MEDIAN XROAD ST Y 10.14 13.41 .02 12 .03 12 10.15 15.41 .03 12 .03 12 | | | INTRSECT | I | С | MEDIAN XF | ROAD | | ST | Y | | | | | | | | | | | | | | | | |
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SR 008 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON DOT DISTRICT 3

| | | | | | | | | _ | | <i>.</i> | יייטדנ | ı zını | SUR | EV CI | י דאזו | FORM: | יירד∩ו | J | | | | | | | | | |
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| 16.85 | 16.85 | | | | | | | 2 | 2 | 1 N A | 244 | 4 A | 120S | CA | 4 A | 244 | 1 N A | | 48 | 4 | 01 | | R1 | e | 50 : | R | |
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| 17.53 | 17.53 | EXII IO | | 17 | WINDLOW DR 5W | CO | | | 2 | 107 | 247 | 17 | 40S | חב | 47 | 247 | 10A | | 48 | 1 | Λ1 | | R1 | - | 50 : | D | |
| 17.56 | | INTRSECTN | | L | WILSON RD NW | CO | | y ^Z | | IUA | ZHA | H | 405 | בשע | HA | ZHA | IUA | | 40 | 4 | UΤ | | KΤ | (| . 0 | T. | |
| 17.50 | 17.50 | | | | | | | Υ | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | WINSLOW DR SW | CO | | Y Y | | | | | | | | | | | | | | | | | | | |
| 10 50 | 10 50 | INTRSECTN | | C. | MEDIAN XROAD | ST | | _ | | 107 | 0.43 | 4.7 | 400 | ~ - | 4.7 | 0.43 | 107 | | 4.0 | | 0.1 | | D 1 | , | - ^ - | _ | |
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| 17.72 | 17.72 | | | | | | | | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | 6 | 50 | R | |
| 17.84 | | EXIT TO | | | WILSON RD NW | CO | | N | | | | | | | | | | | | | | | | | | | |
| 18.00 | | MP MARKER | | В | 18 | | | | | | | | | | | | | | | | | | | | | | |
| 18.61 | 18.61 | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | GR | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | 6 | 0 : | R | |
| 19.01 | 19.01 | MP MARKER | | В | 19 | | | | | | | | | | | | | | | | | | | | | | |
| 19.20 | 19.20 | | | | | | | 2 | 2 | 10A | 24A | 4A | 120S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | 6 | 50 | R | |
| 19.73 | 19.73 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | 6 | 50 | R | |
| 19.88 | 19.88 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 4 | 01 | | R1 | 6 | 0 : | R | |
| 19.91 | 19.91 | INTRSECTN | | L | OLD OLYMPIC HWY NW | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | OLD OLYMPIC HWY SW | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 19.94 | 19.94 | | | • | | - | | _ | 2 | 1 N A | 24A | 4 A | 40S | $C\Delta$ | 4 A | 24A | 1 N A | | 48 | 4 | 01 | | R1 | 6 | 50 | R | |
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| 20.59 | 20.59 | THINGECIN | | ш | SHARER CHORCH RD | CO | | | | 107 | 24A | 17 | 40S | יזכ | 47 | 24A | 107 | | 48 | 1 | 0.1 | | U1 | - | 50 : | n | |
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| 20.67 | 20.67 | END BRIDGE | | | SR 101 | | | | | | | | | | | | | | | | | | | | | | |
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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | | | | | | | | | | | TA | WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | |
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| 0.15 | 0.15 | | | | | | | | | | 2 | | | | | | C | 36A | A8 | | 36 | 4 (|)2 (| 0005 | U1 | 30 | LR | * |
| 0.16 | 0.16 | INTRSECTN | Ī | L | S KANSAS | ST | | CT | | Y | 2 | | | | | | C | 36A | 16A | | 36 | 4 (|)2 (| 0005 | U1 | 30 | LR | * |
| 0.22 | 0.22 | INTRSECTN | Ī | L | S HARBOR | ST | | CT | | Y | 2 | | | | | | C | 26A | \$\$C | | 26 | 4 (|)2 (| 0005 | U1 | 30 | L P | * |
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| 0.33 | 0.33 | END ST | I | | HORNSBY V | YAV | | | | | 2 2 | | | | | | C | 63A | 8A | | 63 | 4 (|)2 (| 0005 | U1 | 30 | L P | * |
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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3

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| SRMP B | ARM | FEATURE | ا ا | I LK | DESCRIPTION | | _ | | | _ v | w/5 | W/5 | W/5 | WD/S | BK | W/S | W/S | W/5 | MID | ותדש | A S | E NBK | FC | ו ע | B K | KII |
| | | | -!- | I —— | 1 | | | - | -11 | -!- | I | I | | | I —— I | | l —— | l ——— I | | I | -1- | _ | - | 1- | -1-1 | - - |
| 0.70 | 0.70 | | | | | | | | 2 | 2 | 4A | 22A | | 10A | JE | | 24A | бA | | 46 | 4 (| 2 000! | 5 U1 | 3 | 0 L | P * |
| 0.76 | 0.76 | | | | | | | | | | 4A | | | 6A | JE | | | бΑ | | | | 2 000! | - | 3 | 0 L | P * |
| 0.83 | 0.83 | | | | | | | | | | 4A | | | | JΕ | | | бΑ | | | | 2 000! | | | | P * |
| 0.95 | 0.95 | | | | | | | | 2 | 2 | 4A | 22A | | 6A | JΕ | | 24A | 20A | | 46 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.00 | 1.00 | MP MARKER | | R | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | BEG BRIDGE | ΞВ | | ABERDEEN VIADUCT BRDG NUM 012/015 | | ST | | 2 | 2 \$ | \$\$W | 28A | | бA | JE | | 30A | \$\$W | | 58 | 4 (| 000! | 5 U1 | 4 | 5 L | P * |
| 1.12 | 1.12 | END BRIDGE | з в | | ABERDEEN VIADUCT | | | | 2 | 2 | 5A | 22A | | 6A | JΕ | | 24A | 9A | | 46 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.15 | | | | | VIEWPOINT | | ST | Y | . – | _ | | | | | | | | | | | | | | _ | _ | _ |
| 1.18 | 1.18 | | | | | | | | 2 | 2 | 5A | 22A | | бA | JΕ | | 24A | 2A | | 46 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.20 | 1.20 | | | | | | | | | | | 22A | | | JΕ | | | 7A | | | | 2 000! | | | | P * |
| 1.26 | | ENT FROM | | R | VIEWPOINT | | ST | Y | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | | | | | | - | | 2 | 2 | 7A | 24A | | 6A | JΕ | | 24A | 7A | | 48 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.56 | | END ST | I | | E WISHKAH ST | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | | | WISHKAH BLVD | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | | | | | | | | 2 | 2 | 7A | 24A | | 6A \$\$\$\$ | JΕ | | 38A | \$\$C | | 62 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.71 | 1.71 | | | | | | | | 2 | 2 5 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 7A | 66A | | | 66 | 4 (| 2 000! | 5 U1 | 4 | 5 L | P * |
| 1.74 | 1.74 | INTRSECTN | | R | SARGENT BLVD | | CT S | G Y | 2 | 2 | | | | | | | 66A | 5A | | 66 | 4 (| 2 000! | 5 U1 | 4 | 5 L | в * |
| 1.76 | 1.76 | LEAVE CITY | Y | | ABERDEEN | | | | 2 | 2 | | | | | | 7A | 66A | 5A | | 66 | 4 (| 2 \$\$\$ | R1 | 4 | 5 L | \$ * |
| 1.77 | 1.77 | END ST | I | | WISHKAH BLVD | | | | 2 | 2 | | | | | | 7A | 66A | 5A | | 66 | 4 (| 2 | R1 | 4 | 5 L | \$ |
| | | MISC FEATE | 3 | L | SGN ENT ABERDEEN | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | 1.79 | | | | | | | | 2 | 2 | | | | | | 6A | 66A | \$\$C | | 66 | 4 (| 2 | R1 | 4 | 5 L | |
| 1.83 | 1.83 | BEG SU LN | | C | TWO WAY TURN | 16A | | | 2 | 2 | | | | | | бΑ | 52A | C | 16 | 68 | 4 (| 12 | R1 | 4 | 5 L | |
| 1.84 | 1.84 | | | | | | | | 2 | 2 | | | | | | бΑ | 52A | C | 16 | 68 | 4 (| 12 | R1 | 4 | 5 R | |
| 1.93 | 1.93 | INTRSECTN | | L | COPLAND RD | 16A | CO | N | | | | | | | | бΑ | 48A | 5A | 16 | 64 | 4 (| 12 | R1 | 4 | 5 R | |
| 1.99 | 1.99 | END SU LN | | C | TWO WAY TURN | 16A | | | 2 | 2 | | | | | | бΑ | 48A | 5A | \$\$\$ | 48 | 4 (| 12 | R1 | 4 | 5 R | |
| 2.00 | 2.00 | MP MARKER | | R | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | 2.04 | | | | | | | | 2 | 2 | бΑ | 24A | | бΑ | JΕ | \$\$\$ | 24A | бA | | 48 | 4 (| 12 | R1 | 4 | 5 R | |
| 2.62 | 2.62 | INTRSECTN | | L | EDGEWOOD RD | | CO | N | 1 2 | 2 | бΑ | 24A | | бΑ | JΕ | | 24A | бA | | 48 | 4 (| 12 | R1 | 5 | 0 R | |
| 2.87 | 2.87 | | | | | | | | | 2 | 6А | 24A | | бA | UP | | 24A | бΑ | | 48 | 4 (| 12 | R1 | 5 | 0 R | |
| 2.93 | 2.93 | INTRSECTN | | L | EDGEWOOD RD ABERDEEN LAKE RD | | CO | Y | • | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | | R | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.01 | | | | | | | | | | | 24A | | бA | JΕ | | 24A | бA | | 48 | | | R1 | 5 | 0 R | |
| 3.41 | 3.41 | | | | | | | | | 2 | бΑ | 24A | | бA | UP | | 24A | бA | | 48 | 4 (| 12 | R1 | 5 | 0 R | |
| 3.49 | 3.49 | INTRSECTN | | R | CENTRAL PARK DR | | CO | Y | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | | | | TURN LANES | | | | | | | | | S | | | | | | | | | | | | |
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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3

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| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | ION | | OW. | TC L | DI | W/S | W/S | W/S | | | W/S | W/S | W/S | WID | | | SE NBR | FC | D . 1 | [B] | R K T |
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| 3.85 | | INTRSECTN | | | BOBBY JO | HNSON LN | ^MA 4 HQ | ST | Y | | | | | | | | | | | | | | | | | |
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| 4.31 | 4.31 | | | | | | | | | | | 24A | | 6A | | | | 6A | | 48 | | | R1 | | 0 1 | |
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| 4.39 | | INTRSECTN | | | LINKSHIR | | | CO | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | LINKSHIR | | | CO | Y | | | | | | | | | | | | | | | _ | | _ |
| 4.45 | | INTRSECTN | | | BONNIE V | TEW DR | | CO | | | 6A | 24A | | 6A | JΕ | | 24A | бA | | 48 | 4 | 02 | U1 | Ę | 0 1 | R |
| 4.52 | | INTRSECTN | | L | YORK DR | | | CO | N | | | | | | | | | | | | | | | | | |
| 4.54 | | INTRSECTN | | | SCHRADER | | | PV | N | | | | | | | | | | | | | | | | | |
| 4.64 | | MISC FEAT | 'R | R | SGN ENT | CENTRAL | PARK | | | | | | | | | | | | | | | | | | | |
| 4.71 | 4.71 | | | | | | | | | | бA | 24A | | бA | UP | | 24A | бΑ | | 48 | 4 | 02 | U1 | 5 | 0 1 | R |
| 4.80 | 4.80 | INTRSECT | 1 | R | KARJALA | RD | | CO | | | | | | | | | | | | | | | | | | |
| 4.85 | 4.85 | | | | | | | | | 2 2 | бA | 24A | | бΑ | JΕ | | 24A | бΑ | | 48 | 4 | 02 | U1 | Ę | 0 1 | R |
| 4.93 | 4.93 | | | | | | | | | 2 2 | бA | 24A | | бA | UP | | 24A | бΑ | | 48 | 4 | 02 | U1 | 5 | 0 1 | R |
| 5.00 | 5.00 | MP MARKER | { | R | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 5.01 | INTRSECT | 1 | R | SOLKI RD |) | | CO | Y | | | | | | | | | | | | | | | | | |
| 5.06 | 5.06 | | | | | | | | | 2 2 | бA | 24A | | бA | JΕ | | 24A | бA | | 48 | 4 | 02 | U1 | Ę | 50 1 | R |
| 5.42 | 5.42 | | | | | | | | | 2 2 | бA | 24A | | бA | | | 24A | бA | | 48 | 4 | 02 | U1 | 5 | 0 1 | R |
| 5.50 | 5.50 | INTRSECTN | 1 | R | PIONEER | RD | | CO | AF Y | | | | | | | | | | | | | | | | | |
| 5.60 | | INTRSECTN | | L | REYNVAAN | I DR | | CO | Y | | | | | | | | | | | | | | | | | |
| 5.72 | 5.72 | INTRSECTN | 1 | L | HIRSCHBE | CK HEIGH | TS RD | CO | Y | | | | | | | | | | | | | | | | | |
| 5.82 | 5.82 | | | | | | | | | 2 2 | 6A | 24A | | 6A | JΕ | | 24A | бA | | 48 | 4 | 02 | U1 | | 0 1 | R |
| 5.98 | 5.98 | | | | | | | | | 2 2 | 6A | 24A | | 13A | | | | 6A | | | | | IJ1 | | 0 1 | R |
| 6.00 | | MP MARKER | 2 | R | 6 | | | | | | | | | | _ | | | | | | | | | | | |
| 6.07 | | INTRSECTN | | | | | | CO | AF Y | | | | | | | | | | | | | | | | | |
| 6.13 | | INTRSECTN | | | N BANK R | מי | | | Y | | | | | | | | | | | | | | | | | |
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| 3.85 | 3.85 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
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| J.±J | 3.13 | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | 1 | I | -1-1- | — I ———— | | | - | 1 | -!- | -1- | I —— | I | I —— | I ——— | I —— I | I —— | I —— | ı —— | | | ı — I | - | | _ | | -1-1-1- |
| 6.29 | 6.29 | | | | | | | | | 2 2 | 8A | 24A | | 13A | UP | | 24A | 8A | | 48 | 4 | 02 | | U1 | 50 | R |
| 6.37 | | MISC FEAT | R I | SGN ENT | CENTRAL | PARK | | | | | | | | | _ | | | | | | | | | | | |
| 6.38 | | INTRSECTN | | DEER PAR | | | CO | | Y : | 2 2 | 8A | 24A | | 10A | UP | | 24A | 8A | | 48 | 4 | 02 | | U1 | 50 | R |
| 6.44 | 6.44 | | | | | | | | | 2 2 | 8A | 24A | | 10A | JΕ | | 24A | 8A | | 48 | 4 | 02 | | U1 | 50 | R |
| 6.47 | 6.47 | | | | | | | | | 2 2 | | 24A | | 10A | JΕ | | | 8A | | 48 | 4 | 02 | | U1 | | R |
| 6.57 | 6.57 | | | | | | | | | 2 2 | 8A | 24A | | 10A | UP | | 24A | 8A | | 48 | 4 | 02 | | U1 | 55 | R |
| 6.67 | 6.67 | INTRSECTN | F | BRYRWOOI | DR | | CO | | Y | | | | | | | | | | | | | | | | | |
| 6.74 | 6.74 | | | | | | | | | 2 2 | 8A | 24A | | 10A | JΕ | | 24A | 8A | | 48 | 4 | 02 | | U1 | 55 | R |
| 6.98 | 6.98 | | | | | | | | | | | 24A | | 10A | | | | 8A | | 48 | | | | U1 | | R |
| 7.00 | | MP MARKER | Е | 7 | | | | | | | | | | | _ | | | | | | | | | | | |
| 7.04 | | INTRSECTN | | ALDERBRO | OK DR | | CO | | Y | | | | | | | | | | | | | | | | | |
| 7.11 | 7.11 | | | | | | | | | 2 2 | 8A | 24A | | 10A | JΕ | | 24A | 8A | | 48 | 4 | 02 | | U1 | 55 | R |
| 7.74 | 7.74 | | | | | | | | | | | 24A | | 10A | | | | 8A | | 48 | 4 | 02 | | U1 | 5.5 | R |
| 7.81 | 7.81 | INTRSECTN | Е | CLEMONS | RD | | CO | SG | | | | 24A | | 12A | | | | 8A | | 48 | 4 | 02 | | U1 | | R |
| 8.00 | 8.00 | MP MARKER | E | 8 | | | | - | | | | | | | - | | | | | | | | | | | |
| 8.07 | 8.07 | | | | | | | | | 2 2 | 6A | 24A | | 12A | IJΡ | | 24A | бA | | 48 | 4 | 02 | | U1 | 5.5 | R |
| 8.12 | 8.12 | | | | | | | | | | | 24A | | 12A | | | | 4A | | 48 | | | | U1 | | R |
| 8.16 | 8.16 | INTRSECTN | I | W WYNOO | HEE RD | | CO | | | | | \$\$\$ | | \$\$\$\$ | | 4 A | | | | 48 | | | | IJ1 | | R |
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| 8.33 | 8.33 | BEG BRIDG | | WYNOOCHE | | | ST | | | 2 2 | | | | | | \$\$C | 44A | \$\$C | | 44 | 4 | 02 | | U1 | 5.5 | R |
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| 8.39 | 8.39 | END BRIDG | ЕВ | | | | | | | 2 2 | | | | | | 8A | 48A | 7A | | 48 | 4 | 02 | | U1 | 5.5 | R |
| 8.42 | 8.42 | _ | | | | | | | | 2 2 | | | | | | | | 7A | | 48 | 4 | 02 | | U1 | | R |
| 8.93 | | ON RAMP | I | DEVONSH | RE RD | | ST | | Y | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | | BEG BRIDG | | UNNAMED | TRIBUTAR | Y | ST | | | | | | | | | | | | | | | | | | | |
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| 9.08 | 9.08 | END BRIDG | ΕВ | | TRIBUTAR | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | 9.13 | OFF RAMP | F | DEVONSH | RE RD | | ST | | Y : | 2 2 | 8A | 24A | 4A | 38S | CA | 4A | 24A | 7A | | 48 | 4 | 02 | | U1 | 60 | R |
| 9.24 | | MISC FEAT | | GORE (PI | 000131 | | | | | | | | | | | | | | | | | | | | | |
| 9.25 | | MISC FEAT | | GORE (S1 | .00893) | | | | | 2 2 | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | 60 | R |
| 9.37 | | MISC FEAT | | GORE (Q | 00961) | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT W | | LGT WD | | | | | | | | | LGT | | | | | | | | | | | | |
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|] | | | | 220011212011 | " | 1 | 1 | , 5 | 1 | , Z | 112, 5 | | , 2 | , 2 | , 2 | | | 1 | ~_ . | | - 0 | | - | |
| | | - | - 1 1 | | - 1 1 | | 1-1- | . | I ——— | I ——— I | l ——— | I —— I | | . ——— | I ——— I | | | ı — ı · | | | | | -1-1 | -1- |
| 9.41 | 9.41 | UXING E | 3 | DEVONSHIRE RD BRDG NUM 012/028 | ST | | 2 2 | 10A | 24A | 4A | 38S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | 60 |) R | |
| 9.52 | 9.52 | OFF RAMP | L | DEVONSHIRE RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | MISC FEATR | R | SGN ENT MONTESANO | | | | | | | | | | | | | | | | | | | | |
| 9.61 | 9.61 | ON RAMP | R | DEVONSHIRE RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.64 | 9.64 | | | | | | 2 2 | 10A | 24A | 4A | 38S | BE | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | 6(|) R | |
| 9.65 | 9.65 | BEG BRIDGE I | - | SYLVIA CREEK/NP | ST | | 2 2 | \$\$C | 33P | \$\$C | 400 | \$\$ | \$\$C | 33P | \$\$C | | 66 | 4 | 02 | | U1 | 60 |) R | |
| | | | | BRDG NUM 012/031S | | | | | | | | | | | | | | | | | | | | |
| | | RR XING E | 3 | NUM 96676Y STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D | | SYLVIA CREEK/NP RR | ST | | | | | | | | | | | | | | | | | | | |
| | | 220 211202 2 | | BRDG NUM 012/031N | | | | | | | | | | | | | | | | | | | | |
| 9.86 | 9 86 | END BRIDGE I | | SYLVIA CREEK/NP | | | 2 2 | 1 N Z | 241 | 4 z | 40S | BE | 4 D | 242 | 1 N Z | | 48 | 4 | 02 | | U1 | 60 |) R | |
| 2.00 | J.00 | END BRIDGE D | | SYLVIA CREEK/NP RR | | | 2 2 | 1011 | 2 111 | 171 | 100 | יום | 111 | 2 111 | 1011 | | 10 | 1 | 02 | | 01 | 0.0 | , 10 | |
| 9.88 | 0 99 | ON RAMP | | SR 107 | ST | v | 2 2 | 107 | 247 | 17 | 40S | C_{λ} | 47 | 247 | 1 0 7 | | 48 | 1 | 0.2 | | IJ1 | 61 |) R | |
| 10.00 | | MP MARKER | | 10 | 51 | | | IUA | ZIA | TA | 405 | CA | TA | ZIA | IUA | | 40 | 7 | 02 | | OI | 01 |) 1 | |
| 10.05 | | ENTER CITY | ь | MONTESANO | | | 2 2 | 107 | 247 | 47 | 40S | C 7 | 47 | 247 | 107 | | 10 | 1 | 02 / | 0795 | тт1 | 61 |) R | D |
| 10.05 | 10.05 | | D | | ST | Υ | | IUA | 24A | 4A | 405 | CA | 4A | 24A | IUA | | 40 | 4 | 02 (| 0/95 | UΙ | 01 | K | Р |
| 10 10 | 10 10 | OFF RAMP | | SR 107 | 21 | 1 | | | | | | | | | | | | | | | | | | |
| 10.10 | | MISC FEATR | R | GORE (P101005) | | | | | | | | | | | | | | | | | | | | |
| 10.15 | | MISC FEATR | L | GORE (S100988) | | | | 107 | 0.43 | 4.7 | 400 | | 4.7 | 0.43 | 107 | | 4.0 | 4 | 00 | 0000 | 1 | - / | | - |
| 10.23 | 10.23 | DEG DDIDGE T | | CD 105 | a.m. | | | | | | 40S | | | | | | | | | 0795 | | |) R | |
| 10.24 | 10.24 | BEG BRIDGE I | - | SR 107 | ST | | 2 2 | ŞŞC | 33P | ŞŞC | 400 | \$\$ | ŞŞC | 33P | ŞŞC | | 66 | 4 | 02 (| 0795 | UΙ | 6(|) R | Р |
| | | | | BRDG NUM 012/034S | ~- | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D |) | SR 107 | ST | | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 012/034N | | | | | | | | | | | | | | | | | | | | _ |
| 10.62 | 10.62 | END BRIDGE I | | SR 107 | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 02 (| 0795 | U1 | 6(|) L | Р |
| | | END BRIDGE D |) | SR 107 | | | | | | _ | | | _ | | | | | | | | _ | | | |
| 10.64 | 10.64 | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 (| 0795 | U1 | 60 |) L | P |
| 10.68 | 10.68 | MISC FEATR | | GORE (Q101085) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R101077) | | | | | | | | | | | | | | | | | | | | |
| 10.77 | 10.77 | OFF RAMP | | SR 107 | ST | Y | | | | | | | | | | | | | | | | | | |
| 10.85 | | ON RAMP | | SR 107 | ST | Y | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.00 | MP MARKER | В | 11 | | | | | | | | | | | | | | | | | | | | |
| 11.20 | 11.20 | MISC FEATR | L | SGN ENT MONTESANO | | | | | | | | | | | | | | | | | | | | |
| 11.21 | 11.21 | LEAVE CITY | | MONTESANO | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | \$\$\$\$ | U1 | 6(|) L | \$ |
| 11.50 | 11.50 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR E | 3 | FARM ACCESS ROAD OXING | | | | | | | | | | | | | | | | | | | | |
| 11.99 | 11.99 | MP MARKER | В | 12 | | | | | | | | | | | | | | | | | | | | |
| 12.34 | | BEG BRIDGE D | | CAMP CREEK | ST | | 2 2 | \$\$W | 50P | \$\$W | 40S | CA | 4A | 24A | 10A | | 74 | 4 | 02 | | U1 | 60 |) L | |
| | | | | BRDG NUM 012/047.8N | | | | | | | _ | | | | | | | | | | | | | |
| 12.36 | 12.36 | END BRIDGE D |) | CAMP CREEK | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 02 | | U1 | 6(|) L | |
| | 50 | BEG BRIDGE E | | UNNAMED CREEK | ST | | | | | | | | | | | | | _ | | | | | _ | |
| | | | | BRDG NUM 012/047.75 | ~- | | | | | | | | | | | | | | | | | | | |
| 12.37 | 12.37 | END BRIDGE E | 3 | UNNAMED CREEK | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | VIDT | H ANI | D SUR | FACI | E INI | FORM | OITA | J | | | | | | | |
|--------|----------|-----------|-----|-----|-------------|----------|-------|-------|------|-----|-------|------|-------|-------|------|-------|------|-------|-----|----|-----|-------|---------|-------|------|-------|
| | | | : [| IRE | ECTION TO | INVENTO | RY | -BR | IDGE | | | | /DIV | | | | | | | | | C | LASSI | FICA | TIO | NS |
| | | | | | EFT/RIGHT | | | 1 | ING- | 1 | | | RHT | | | LFT | | | USE | | | | | LEG | | |
| | | | : | | | | | | | | | RDY | | MEDI | AN- | SHD | RDY | | | | | CE CI | TY ST | | | T P S |
| SRMP 1 | B ARM | FEATURE | D | LR | DESCRIPTION | ON | | | | | | | | | | | | | | | | | | | | RKT |
| | _ | | _ _ | | | | | 1 | | | | İ | I | | 1 | | İ | I | | | _1_ | _ | _ | 1 | _ | _ _ _ |
| | _, | | _ | | | | | . — . | | | | | | | | | | | | | | | | . — . | | -1-1- |
| 12.42 | 12.42 | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)2 | U1 | | 60 : | Ĺ |
| 12.46 | 12.46 | WYE CONN | | R | MONTE BRA | DY RD | | CO | Y | | | | | | | | | | | | | | | | | |
| 12.51 | 12.51 | INTRSECTN | | В | MONTE BRA | DY RD | | CO | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | C | MEDIAN XR | OAD | | ST | Y | | | | | | | | | | | | | | | | | |
| 12.57 | 12.57 | WYE CONN | | L | MONTE BRA | DY RD | | CO | Y | | | | | | | | | | | | | | | | | |
| 12.87 | 12.87 | ON RAMP | | L | WEIGH STA | TION | | ST | Y | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | R | WEIGH STA | TION | | ST | Y | | | | | | | | | | | | | | | | | |
| 12.95 | 12.95 | MISC FEAT | R | R | GORE (U10 | 1287) | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 13.00 | MP MARKER | | В | 13 | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | 13.05 | WEIGH STA | | R | NUMBER 20 | | | | | | | | | | | | | | | | | | | | | |
| 13.09 | 13.09 | MISC FEAT | R | L | GORE (W10 | 1339) | | | | | | | | | | | | | | | | | | | | |
| 13.16 | 13.16 | MISC FEAT | R | R | GORE (U10 | 1287) | | | | 2 2 | 10A | 24A | 9A | 40S | CA | 9A | 24A | 10A | | 48 | 4 (|)2 | U1 | | 60 : | Ĺ |
| 13.20 | 13.20 | WEIGH STA | | L | NUMBER 19 | | | | | | | | | | | | | | | | | | | | | |
| 13.31 | | MED XING | | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 13.33 | 13.33 | MISC FEAT | R | L | GORE (W10 | 1339) | | | | | | | | | | | | | | | | | | | | |
| 13.38 | | ON RAMP | | | WEIGH STA | | | ST | Y | | | | | | | | | | | | | | | | | |
| 13.39 | 13.39 | OFF RAMP | | L | WEIGH STA | TION | | ST | Y | | | | | | | | | | | | | | | | | |
| 13.42 | 13.42 | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)2 | U1 | | 60 : | Ĺ |
| 13.99 | 13.99 | MP MARKER | | В | | | | | | | | | | | | | | | | | | | | | | |
| 14.76 | 14.76 | INTRSECTN | | В | MONTE BRA | DY RD | | CO | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | С | MEDIAN XR | OAD | | ST | Y | | | | | | | | | | | | | | | | | |
| 14.95 | 14.95 | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)1 | U1 | | 60 : | Ĺ |
| 15.01 | | MP MARKER | | В | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15.35 | | | | | | | | | | | | | | 40S | | | | | | 48 | | | U1 | | 60 : | |
| 15.37 | 15.37 | BEG BRIDG | ΕI | | SATSOP RI | V OFLW 1 | NO 3 | ST | | 2 2 | \$\$C | 30A | \$\$C | 400 | \$\$ | \$\$C | 30A | \$\$C | | 60 | 4 (|)1 | U1 | | 60 : | Ĺ |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | SATSOP RI | V OFLW 1 | NO 3 | ST | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | |
| 15.41 | 15.41 | END BRIDG | | | SATSOP RI | | | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 (|)1 | U1 | | 60 : | Ĺ |
| | | END BRIDG | E D | | SATSOP RI | V OFLW 1 | NO 3 | | | | | | | | | | | | | | | | | | | |
| 15.43 | | | | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (|)1 | U1 | | 60 : | Ĺ |
| 15.46 | | MED XING | | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 15.55 | | | | | | | | | | | | | | 40S | | | | | | 48 | | | U1 | | 60 : | |
| 15.57 | 15.57 | BEG BRIDG | ΕI | | SATSOP RI | V OFLW 1 | NO 2 | ST | | 2 2 | \$\$C | 30A | \$\$C | 400 | \$\$ | \$\$C | 30A | \$\$C | | 60 | 4 (|)1 | U1 | | 60 : | Ĺ |
| | | | | | BRDG NUM | 012/049 | S | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | SATSOP RI | V OFLW 1 | NO 2 | ST | | | | | | | | | | | | | | | | | | |
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| INTERS | ECTION D | | | | TURN L | | | | | | | | | | | | | | | | | | | | | |
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| SRMP 1 | | | | | LGT WD | | | LG | T WD | | | | | LGT | | | | | | | | | | | | |
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| | 12.51 | | .03 | | | .03 11 | | | | . 1 | 1 11 | | | | | | | | | | | | | | | |
| 14.76 | 14.76 | | .07 | 12 | | .03 12 | | | | | | .1 | 3 12 | | | | | | | | | | | | | |

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| | | | | | | | | | IIDTI | H ANI | SURF | ACE | INF | ORM | ATION | J | | | | | | |
|----------------|-----------|---------------------|-------|-----------------------------------|-----|-------|------|-------|-------|-------|------------|--------------|-------|------|-------|-----|-----|------------|------------|------------|------|---------|
| | | | :DI | RECTION TO INVENTORY | -BF | RIDGE | | DECI | | | | | | | | | | | CLA | SSIF | ICAT | IONS |
| | | | : :: | LEFT/RIGHT INDICATOR | | KING- | | | | RHT | | | LFT | | | USE | | | | | LEGA | |
| | | | : : | | | | | | | | | | | | | | | | | | | D T P S |
| SRMP B | ARM | FEATURE | D L | R DESCRIPTION | OW. | TCL | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A S | SE NBR | FC | D I | BRKT |
| | l | | _ _ _ | | - | l_ | _ _ | . | | l ! | | - | | | | | | _ - | | . | _ | _ _ _ |
| 15.57 | 15.57 | | | BRDG NUM 012/049N | | | 2 2 | a | 30A | С | 400 | | a | 30A | С | | 60 | 1 (| 1 1 | U1 | 6 | 0 L |
| 15.61 | | END BRIDG | г т | SATSOP RIV OFLW NO 2 | | | | | | 47 | 400 40S | סס | _ | | 10A | | 48 | | | UI UI | - | 0 L |
| 13.01 | 13.01 | END BRIDG | | SATSOP RIV OFLW NO 2 | | | | IUA | ZIA | TA | 105 | DE | TA | ZIA | IUA | | 10 | T (| <i>J</i> | ΟŢ | U | о п |
| 15.63 | 15.63 | END BRIDG. | ט ט | SAISOF KIV OF LW NO Z | | | 2 2 | 104 | 24A | 4 A | 40S | CA | 4 A | 24A | 10A | | 48 | 4 (| 11 | U1 | 6 | 0 L |
| 15.66 | 15.66 | | | | | | | | | | 40S | | | | | | 48 | | | U1 | | 0 L |
| 15.68 | | BEG BRIDG | ΕI | SATSOP RIV OFLW NO 1 | ST | | | | | | 400 | | | | | | 60 | | | U1 | | 0 L |
| | | | | BRDG NUM 012/050S | - | | | | | | | | | | | | | | | _ | | |
| | | BEG BRIDG | E D | SATSOP RIV OFLW NO 1 | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/050N | | | | | | | | | | | | | | | | | | |
| 15.71 | 15.71 | END BRIDG | ΕI | SATSOP RIV OFLW NO 1 | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 (| 01 | U1 | 6 | 0 L |
| | | END BRIDG | ΕD | SATSOP RIV OFLW NO 1 | | | | | | | | | | | | | | | | | | |
| 15.73 | 15.73 | | | | | | | 10A | | | 40S | | | | 10A | | 48 | | | U1 | | 0 L |
| 15.77 | 15.77 | | | | | | | | | | 40S | | | | | | 48 | | | U1 | | 0 L |
| 15.79 | 15.79 | BEG BRIDG | ΕI | SATSOP RIVER | ST | | 2 2 | \$\$C | 30P | \$\$C | 400 | \$\$ 5 | \$\$C | 30P | \$\$C | | 60 | 4 (| 01 | U1 | 6 | 0 L |
| | | DEG DD - DG | | BRDG NUM 012/051S | a | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | SATSOP RIVER | ST | | | | | | | | | | | | | | | | | |
| 15.87 | 15 07 | END BRIDG | пт | BRDG NUM 012/051N SATSOP RIVER | | | 2 2 | 107 | 247 | 47 | 40S | שת | 47 | 247 | 107 | | 48 | 1 (| 1 | IJ1 | 6 | 0 L |
| 15.67 | 15.67 | END BRIDG | | | | | 2 2 | IUA | 24A | 4A | 405 | ВĿ | 4A | Z4A | IUA | | 40 | 4 (| JI | UI | 0 | υ ь |
| 15.89 | 15.89 | END BRIDG. | E D | SATSOP RIVER KEYS RD | | | 2 2 | 107 | 2/17 | 17 | 40S | C_{Δ} | 47 | 217 | 107 | | 48 | 1 (| 1 1 | U1 | 6 | 0 L |
| 15.96 | | INTRSECTN | R | KEYS RD | CO | N | | IUA | ZIA | TA | 105 | CA | TA | ZIA | IUA | | 10 | T (| <i>J</i> | ΟŢ | U | о п |
| 16.02 | | MP MARKER | | 16 | CO | IA | | | | | | | | | | | | | | | | |
| 16.38 | | INTRSECTN | | FOURTH ST | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | KEYS RD | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| 16.39 | 16.39 | WYE CONN | R | KEYS RD | CO | Y | | | | | | | | | | | | | | | | |
| 16.63 | 16.63 | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 (| 01 | R1 | 6 | 0 L |
| 16.86 | 16.86 | | | | | | | | | | 40S | | | | | | 48 | 4 (| 01 | R1 | 6 | 0 L |
| 16.87 | 16.87 | BEG BRIDG | ΕI | NEWMAN CREEK | ST | | 2 2 | \$\$C | 36A | \$\$C | 400 | \$\$ 5 | \$\$C | 36A | \$\$C | | 72 | 4 (| 01 | R1 | 6 | 0 L |
| | | | | BRDG NUM 012/053S | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | NEWMAN CREEK | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/053N | | | | | | _ | | | _ | | | | | _ | | _ | _ | _ |
| 16.88 | 16.88 | END BRIDG | | NEWMAN CREEK | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 (| 01 | R1 | 6 | 0 L |
| 16.00 | 16.00 | END BRIDG | E D | NEWMAN CREEK | | | | 107 | 0.43 | 4.7 | 400 | ~ ~ | 4.5 | 0.43 | 107 | | 4.0 | | 0.1 | D 1 | _ | o = |
| 16.89 | 16.89 | MD MADKED | Б | 17 | | | 2 2 | IUA | 24A | 4A | 40S | CA | 4A | 24A | IUA | | 48 | 4 (| JI | R1 | 6 | 0 L |
| 17.01 18.01 | | MP MARKER MP MARKER | | 17 18 | | | | | | | | | | | | | | | | | | |
| 10.01 | 10.01 | MP MARKER | ь | 10 | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL | | TURN LANES | | ; | ACCE | LERA | TION | LANE | ES | | | | | | | | | | | |
| 22 | - | | | R R NEAR L FAR R FAR | | | | | | | RIGH | | | | | | | | | | | |
| SRMP B | ARM | | | D LGT WD LGT WD LGT WD | | | | | | | LGT | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 16.38 | 16.38 | | .06 1 | 2 .07 14 | | | . 2 | 0 14 | .13 | 3 12 | | | | | | | | | | | | |

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| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | -U2 | RIDG KING | E - 1 | NBR | DECF LFT | REAS | DIV RHT | SUR MEDI | | INC | RES/I | UNDI RHT | USE | TOT | | | | | LEGA | ΔL | NS [P S |
|---------|------------|-------------|--------|--|-----|--------------|--------------|-----|-------------|------|------------|-------------|------------|-------|-------|-------------|-----|-----|---|-----|----------|----------|------|-------|-------------|
| SRMP E | 3 ARM _ | FEATURE | | DESCRIPTION | | | | | | | | | | | | | | | | | | | | | R K T |
| 10 00 | 10 00 | | | | | | | 2 2 | 107 | 047 | 47 | 400 | C 7 | 4 70 | 247 | 107 | | 4.0 | 1 | 0.1 | | D 1 | , | - ^ - | |
| 18.08 | 18.08 | MATE CONTAI | т | CONOUMENTED DD | ao | | | | | | | 40S | | | | 10A | | 48 | | | | R1 U1 | | 0 : | |
| 18.09 | | WYE CONN | | SCHOUWEILER RD | CO | | | Z Z | IUA | 24A | 4A | 40S | CA | 4A | 24A | IUA | | 48 | 4 | UΤ | | UΙ | , | 50 : | _ |
| 18.11 | 18.11 | INTRSECTN | | SCHOUWEILER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 10 00 | 10 00 | INTRSECTN | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | |
| 19.00 | | MP MARKER | | 19 | | | | | | | | | | | | | | | | | | | | | |
| 19.51 | | MED XING | | OFFICIAL | | | | | 107 | 0.43 | 4 7 | 400 | ~ ~ | 4.7 | 0.43 | 107 | | 4.0 | 4 | 0.1 | 0005 | 1 | | | |
| 19.93 | | ENTER CIT | | ELMA | ~- | | | 2 2 | IUA | 24A | 4A | 408 | CA | 4A | 24A | IUA | | 48 | 4 | UΤ | 0385 | UΙ | (| 0 1 | K P |
| 19.94 | | ON RAMP | | 3RD ST | ST | | Y | | | | | | | | | | | | | | | | | | |
| 19.98 | | MISC FEAT | | SGN ENT ELMA | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | |
| 20.06 | | OFF RAMP | | 3RD ST | ST | | Y | | | | | | | | | | | | | | | | | | |
| 20.14 | | MISC FEAT | | GORE (P102006) | | | | | | | | | | | | | | | | | | | | | |
| 20.19 | 20.19 | UXING | В | 3RD ST | ST | | | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 012/057 | | | | | | | | | | | | | | | | | | | | | |
| 20.23 | | MISC FEAT | | GORE (S501994) | | | | | | | | | | | | | | | | | | | | | |
| 20.29 | | MISC FEAT | | GORE (Q102055) | | | | | | | | | | | | | | | | | | | | | |
| 20.34 | | MISC FEAT | | GORE (R102046) | | | | | | | | | | | | | | | | | | | | | |
| 20.46 | | OFF RAMP | | 3RD ST | ST | | Y | | | | | | | | | | | | | | | | | | |
| 20.55 | | ON RAMP | R | 3RD ST | ST | | Y | | | | _ | | | _ | | | | | | | | | | | |
| 20.57 | | MISC FEAT | | SGN ENT ELMA | | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | 0385 | Ul | | 50 1 | |
| 20.59 | 20.59 | LEAVE CIT | | | | | | 2 2 | \$\$C | 30A | \$\$C | 400 | \$\$ | \$\$C | 30A | \$\$C | | 60 | 4 | 01 | \$\$\$\$ | U1 | 6 | 50 1 | R \$ |
| | | BEG BRIDG | ΕI | BN RR | st | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/059S | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 96521G STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | BN RR | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/059N | | | | | | | | | | | | | | | | | | | | | |
| 20.61 | 20.61 | END BRIDG | | BN RR | | | : | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 4 | 01 | 0385 | U1 | 6 | 0 1 | R P |
| | | END BRIDG | | BN RR | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CIT | Y | ELMA | | | | | | | | | | | | | | | | | | | | | |
| 20.63 | 20.63 | | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | 0385 | U1 | 6 | 0 1 | R P |
| 20.65 | | ON RAMP | | SR 12 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 20.79 | | OFF RAMP | | SR 12 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 20.85 | 20.85 | MISC FEAT | R L | GORE (S102065) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | R R | GORE (P102079) | | | | | | | | | | | | | | | | | | | | | |
| 20.94 | 20.94 | | | | | | | | | | | | | | | | | | | | | | (| 0 1 | R P |
| 20.96 | 20.96 | BEG BRIDG | ΕI | SR 12 | ST | | : | 2 2 | \$\$C | 30P | \$\$C | 40S | DE | \$\$C | 30P | \$\$C | | 60 | 4 | 01 | 0385 | U1 | (| 0 1 | R P |
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| SRMP E | | | LGT WD | | | | | | | LG: | r WD | LGT | WD | | | | | | | | | | | | |
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| | 18.09 | | | | | 22 1 | 2 | | | _ | | | | | | | | | | | | | | | |
| 18.11 | 18.11 | | .05 12 | .03 12 .10 12 | | | | | | . 24 | 1 12 | | | | | | | | | | | | | | |

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| | | | | | CTION TO INVENTORY | | BRIDG | - 1 | | | REAS | | | | | | ES/U | | SPC | | | | CLA | SSI | - | _ | NS- | |
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| SRMP B | ARM | FEATURE | | | DESCRIPTION | 01 | ARUAL W TC | л- Т. | D I | W/S | W/S | W/S | WD. | DIAN. | B M | /S | W/S | W/S | UTM SMT | WID | A IMI | SE. | NBR | FC | D | TB | RK | T |
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| 20.96 | 20.96 | BEG BRIDGE | י ה | | BRDG NUM 012/060S SR 12 | S | T | | 2 2 | C | 30P | C | 4 | los di | E | C | 30P | С | | 60 | 4 | ОΤ | 0385 | UΙ | | 60 | R P | , |
| | | BEG BRIDGE | עי | | BRDG NUM 012/060N | 5 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 20.99 | 20.99 | END BRIDGE | . D | | SR 12 | | | | \$ \$ | Ś | \$\$\$ | \$ | \$\$ | \$\$\$ \$\$ | \$ | Ġ | \$\$\$ | \$ | | \$\$\$ | 4 | 01 | \$\$\$\$ | \$\$ | | \$\$ | \$ \$ | 5 |
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| | | LEAVE CITY | | | ELMA | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | 1 | | CONTROL SECTION 1405 | | | | | | | | | | | | | | | | | | | | | | | |
| 01 00 | 01 00 | BEG PH GP | _ | | BEGIN PHYSICAL GAP | | | | | | | | | | | | 04- | 10- | | | | 0.1 | 0005 | | | | | |
| 21.30 | 21.00 | ENTER CITY | | | ELMA 021.00 =021.30 | | | | 1 1 | | | | | | | /A | 24A | 10A | | 24 | 4 | ÛΙ | 0385 | UΙ | | 35 | L P | , |
| | | EQUATION BEG CTLSEC | 4 | | CONTROL SECTION 1405 | | | | | | | | | | | | | | | | | | | | | | | |
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| | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | |
| 21.31 | 21.01 | UXING | В | | SR 12 EB | S | Γ | | | | | | | | | | | | | | | | | | | | | |
| 21.34 | 21 04 | ON RAMP | | | BRDG NUM 012/060S SR 12 | S | г | Y | | | | | | | | | | | | | | | | | | | | |
| 21.31 | 21.01 | OFF RAMP | | | SR 8 | S | | Ÿ | | | | | | | | | | | | | | | | | | | | |
| 21.37 | 21.07 | BEG BRIDGE | В | | CLOQUALLAM CREEK | S | Γ | | 1 1 | | | | | | \$ | \$C | 24A | \$\$C | | 24 | 4 | 01 | 0385 | U1 | | 35 | L P |) |
| | | | | | BRDG NUM 012/061 | | | | | | | | | | | _ | | _ | | | | | | | | | | |
| 21.42 | | END BRIDGE | В | | CLOQUALLAM CREEK | | | | 1 1 | | | | | | | | | 5A | | | | | 0385 | | | | L P | |
| 21.60 21.70 | 21.30 | LEAVE CITY | , | | ELMA | | | | 1 1 1 1 | | | | | | | | | 5A 5A | | | | | 0385 \$\$\$\$ | | | | L P L \$ | |
| 21.70 | | INTRSECTN | | | BUSWELL RD | C | 1 | N | | | | | | | : | SA | 24A | SА | | 24 | 4 | UΙ | 4444 | UΙ | | ככ | ΤЭ | |
| 21.72 | 21.42 | INTROLCIN | | ш | DOSWELL RD | C | | | 1 1 | | | | | | | 5 A | 24A | 10A | | 2.4 | 4 | 01 | | U1 | | 55 | т. | |
| 21.79 | | INTRSECTN | | R | TWIDWELL RD | C | Э | N | | | | | | | | | | | | | - | - | | 0_ | | | _ | |
| 21.96 | 21.66 | | | | | | | | 1 1 | | | | | | | 4A | 24A | 6A | | 24 | 4 | 01 | | U1 | | 55 | L | |
| 21.97 | | INTRSECTN | | | J A DURRELL DR | P | V | Y | | | | | | | | | | | | | | | | | | | | |
| 22.00 | | MP MARKER | | R | | _ | _ | | | | | | | | | | | | | | | | | | | | _ | |
| 22.35 | | INTRSECTN | | | MURRAY PL | C(| | Y Y | 1 1 | | | | | | (| 6A | 24A | 4A | | 24 | 4 | 01 | | U1 | | 55 | L | |
| 22.78 | 22.48 | INTRSECTN | | R | BLOCKHOUSE RD N | C |) | _ | 1 1 | | | | | | | 67 | 217 | 6A | | 24 | 1 | 01 | | U1 | | 55 | т | |
| 22.92 | 22.62 | | | | | | | | 1 1 | | | | | | | | | 6A | | 24 | | | | R1 | | 55 | | |
| 22.95 | 22.65 | | | | | | | | 1 1 | | | | | | | | | 8A | | 24 | | | | R1 | | 55 | | |
| 23.00 | 22.70 | MP MARKER | | R | 23 | | | | | | | | | | | | | | | | | | | | | | | |
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| 21.72 | 21.42 | | 02 | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.79 | 21.49 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 22.35 | 22.05 | • | 03 | 12 | .03 12 | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | :DI | RECTION TO | INVENTO | RY | -BR | IDGE | | | REAS/ | | 501111 | | | S/UNDI | | | | CL <i>P</i> | SSIFI | CATI | ONS |
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| SRMP B | ARM | FEATURE | DI | R DESCRIPT | 'ION | | OW | TC L | DI | W/S | W/S | W/S | WD/S I | 3R W / | S W | /S W/S | WID | WID | A. | SE NBR | FC D | IB | RKT |
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| 23.05 | | ENT/EXIT | 1 | BUSINESS | i | | PV | Y | 1 1 1 1 | | | | | | A 24 | | | 24 | | | R1 | | L |
| 23.15 23.47 | 22.85 | INTRSECTN | | BLOCKHOU | CE DD M | | CO | 7/ | . 1 1 | | | | | | A 24 | łA 5 <i>1</i> | 7 | 24 | 4 | UI | R1 | 22 | L |
| 23.47 | 23.17 | INIKSECIN | 1 1 | БЦОСКНОС | SE KU N | | CO | | 1 1 | | | | | 6 | י א | 1A 6 <i>P</i> | | 24 | 1 | 01 | R1 | 55 | L |
| 24.01 | | MP MARKER | R | 24 | | | | | | | | | | | 'A 2- | in or | 1 | 24 | - | OI | ICI | 55 | _ |
| 24.11 | | INTRSECTN | | BLOCKHOU | SE RD S | | CO | N | ī | | | | | | | | | | | | | | |
| 24.50 | | INTRSECTN | | DUNLAP R | | | CO | N | | | | | | | | | | | | | | | |
| 24.54 | 24.24 | | | 2011211 | | | 00 | | 1 1 | | | | | 4 | A 24 | 1A 6 <i>P</i> | | 24 | 4 | 01 | R1 | 55 | L |
| 24.58 | | INTRSECTN | I I | BLOCKHOU | SE RD S | | CO | N | | | | | | | | | | | | | | | |
| 25.00 | | MP MARKER | | 25 | | | | | | | | | | | | | | | | | | | |
| 25.43 | 25.13 | | | | | | | | 1 1 | | | | | 4 | A 24 | 1A 6 <i>P</i> | 1 | 24 | 4 | 01 | R1 | 50 | L |
| 25.48 | 25.18 | MISC FEAT | 'R R | SGN ENT | MALONE | | | | | | | | | | | | | | | | | | |
| 25.49 | 25.19 | | | | | | | | 1 1 | | | | | 4 | A 24 | 1A 47 | 1 | 24 | 4 | 01 | R1 | 50 | L |
| 25.53 | 25.23 | INTRSECTN | I | MOX CHEH | ALIS RD | | CO | Y | | | | | | | | | | | | | | | |
| 25.60 | 25.30 | INTRSECTN | I | GORE AVE | | | CO | N | Ī | | | | | | | | | | | | | | |
| 25.67 | 25.37 | INTRSECTN | I I | VANCE AV | Έ | | CO | Y | • | | | | | | | | | | | | | | |
| 25.75 | 25.45 | INTRSECTN | I | MCKAY ST | 1 | | CO | N | Ī | | | | | | | | | | | | | | |
| 25.80 | 25.50 | BEG BRIDG | EΒ | MOX CHEH | ALIS CRE | EK | ST | | 1 1 | | | | | \$\$ | C 24 | ła \$\$C | 1 | 24 | 4 | 01 | R1 | 50 | L |
| | | | | | 012/064 | | | | | | | | | | | | | | | | | | |
| 25.83 | | END BRIDG | | | ALIS CRE | EK | | | 1 1 | | | | | 4 | A 24 | ła 6 <i>7</i> | 7 | 24 | 4 | 01 | R1 | 50 | L |
| 25.84 | | MISC FEAT | | SGN ENT | MALONE | | | | | | | | | | | | | | | | | | |
| 26.00 | | MP MARKER | . R | 26 | | | | | 1 1 | | | | | | | ła 6 <i>1</i> | | 24 | | | R1 | | L |
| 26.30 | 26.00 | | | | | | | | 1 1 | | | | | Ę | A 22 | 2B 7 <i>P</i> | 7 | 22 | 4 | 01 | R1 | 55 | L |
| 27.00 | | MP MARKER | . R | 27 | | | | | | | | | | | | _ | | | | | | | |
| 27.14 | 26.84 | | | | | | | | 1 1 | | | | | 4 | A 22 | 2B 8 <i>P</i> | 7 | 22 | 4 | 01 | R1 | 55 | L |
| 27.17 | | MISC FEAT | | SGN ENT | - | | ~~ | | | | | | | | - 0 | | | 0.0 | | 0.1 | _ 1 | | _ |
| 27.22 | | WYE CONN | | PORTER C | | | CO | | 1 1 | | | | | 6 | A 22 | 2B 7 <i>P</i> | 7 | 22 | 4 | 01 | R1 | 55 | L |
| 27.24 | 26.94 | INTRSECTN | | PORTER C | | | CO | | | | | | | | | | | | | | | | |
| 07 20 | 27 00 | INTRSECTN | l K | PORTER C | RK RD W | | CO | Y | | | | | | | · 7 · 0 · | | | 2.2 | 4 | 0.1 | D 1 | | - |
| 27.30 27.31 | 27.00 | | | CITAMI EST | CITI. | | a 0 | 3.7 | . 1 1 | | | | | | A 22 | 2B 7 <i>P</i> | 7 | 22 | 4 | UI | R1 | 55 | L |
| 27.31 | | INTRSECTN | | SHAMLEY | | | CO ST | N | 1 1 | | | | | ٠, ٠ | .a | 1D && | • | 2.4 | 4 | 0.1 | R1 | 55 | т |
| 27.35 | 27.05 | BEG BRIDG | E B | PORTER C | | | 51 | | ТТ | | | | | Ş٩ | C 24 | łB \$\$C | | 24 | 4 | UI | KI | 22 | Ъ |
| 27.37 | 27.07 | END BRIDG | E B | PORTER C | 1 012/066 REEK | | | | 1 1 | | | | | 5 | A 22 | 2B 7 <i>P</i> | 1 | 22 | 4 | 01 | R1 | 55 | L |
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| SRMP B | | | _ | D LGT WD | TG.L. MD | LG.I. MD | ЬG | I. MD | LG LG | I. MD | LG'I' | WD | LGT V | ND | | | | | | | | | |
| 23.05 | 22.75 | | .03 1 | | | | | | | | | | | _ | | | | | | | | | |
| 25.53 | 25.23 | | .03 1 | | | | | | | | | | | | | | | | | | | | |
| 27.22 | 26.92 | | .05 1 | | | | | | | | | | | | | | | | | | | | |
| 27.22 | 26.94 | | | 1 | .04 11 | | | | | | | | .04 | 12 | | | | | | | | | |
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| | | | : [| DIR | ECTION TO INVENTORY | -BR | RIDG | E | | DECF | REAS | /DIV | | | INC | RES | 'UNDI | SPC | | | | -CLAS | SIF | ICATI | ONS | S |
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| | | | : | : | | -XF | ROAD | - I | LNS | SHD | RDY | SHD | MEI | OIAN- | - SHI | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPEED | T | P S |
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| 27.38 | 27.08 | | | _ | CON END DODDED | | | 1 | L 1 | | | | | | 5 <i>F</i> | 22E | 3 7A | | 22 | 4 | UΙ | | R1 | 55 | L | |
| 27.42 27.46 | | MISC FEATR | | L | SGN ENT PORTER | CO | , | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | BUTLER MILL RD | CO | | .N | | | | | | | | | | | | | | | | | | |
| 28.00 | | MP MARKER | | ĸ | 28 | | | 1 | . 1 | | | | | | 77 | 225 | . 77 | | 2.2 | 4 | Λ1 | | D 1 | | - | |
| 28.04 | 27.74 | MD MADKED | | ъ | 20 | | | 1 | L 1 | | | | | | 1 F | 22E | 3 7A | | 22 | 4 | UΙ | | R1 | 55 | L | |
| 29.00 | | MP MARKER | | ĸ | 29 | | | - | | | | | | | 7. | 0.25 | | | 0.0 | 4 | 0.1 | | D 1 | | _ | |
| 29.30 | 29.00 | DEG DETEGE | _ | | GIDGON GDERK | СШ | | | L 1 | | | | | | | 23E | | | | 4 | | | R1 | | L | |
| 29.93 | 29.63 | BEG BRIDGE | В | | GIBSON CREEK | ST | | | L 1 | | | | | | \$\$0 | : 24/ | 4 \$\$C | | 24 | 4 | ÛΙ | | R1 | 55 | L | |
| 00 05 | 00 65 | | _ | | BRDG NUM 012/068 | | | - | | | | | | | 4.7 | 0.45 | | | 0.4 | , | 0.1 | | - 1 | | - | |
| 29.97 | | END BRIDGE | В | _ | GIBSON CREEK | | | | L 1 | | | | | | 4 <i>P</i> | 24E | 3 4A | | 24 | 4 | ÛΙ | | R1 | 55 | L | |
| 30.00 | | MP MARKER | | | 30 | 90 | | | | | | | | | | | | | | | | | | | | |
| 30.14 | 29.84 | INTRSECTN | | | ELMA GATE RD W | CO | | Λ. | | | | | | | | | | | | | | | | | | |
| 21 22 | 20 70 | INTRSECTN | | L | GIBSON CRK RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 31.00 | | MP MARKER | | | 31 | ~~ | | _ | | | | | | | | | | | | | | | | | | |
| 31.73 | | INTRSECTN | _ | L | CEDAR CREEK RD | CO | | N | | | | | | | | | | | 0.4 | | 0.1 | | | | _ | |
| 31.80 | 31.50 | BEG BRIDGE | В | | CEDAR CREEK | ST | | 1 | L 1 | | | | | | \$\$0 | 24E | 3 \$\$C | | 24 | 4 | 01 | | R1 | 55 | L | |
| | | | | | BRDG NUM 012/070 | | | | | | | | | | | | _ | | | | | | | | | |
| 31.82 | | END BRIDGE | В | | CEDAR CREEK | | | 1 | 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | | R1 | 55 | L | |
| 32.00 | | MP MARKER | | | 32 | | | | | | | | | | | | | | | | | | | | | |
| 32.01 | 31.71 | INTRSECTN | | R | SHELTON RD | CO | | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | DOWNEY LN | PV | | N | | | | | | | | | | | | | | | | | | |
| 32.65 | | INTRSECTN | | L | RD TO CAPITOL FOREST | CO | | N | | | | | | | | | | | | | | | | | | |
| 33.00 | | MP MARKER | | L | 33 | | | | | | | | | | | | | | | | | | | | | |
| 33.35 | 33.05 | | | | | | | | L 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | | R1 | 40 | L | |
| 33.41 | | INTRSECTN | | L | ROY LONBORG RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 33.62 | | INTRSECTN | | L | ROSS RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 33.82 | | INTRSECTN | | L | ALFREDSON RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 34.00 | | MP MARKER | | R | 34 | | | | | | | | | | | | | | | | | | | | | |
| 34.25 | 33.95 | RR XING | В | | NUM 92589G STRUCTURE | | | 1 | 1 | | | | | | \$\$0 | 24E | 3 \$\$C | | 24 | 4 | 01 | | R1 | 40 | L | |
| | | BEG BRIDGE | В | | BN RR | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 012/073 | | | | | | | | | | | | | | | | | | | | | |
| 34.28 | | END BRIDGE | В | | BN RR | | | 1 | L 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | | R1 | 40 | L | |
| 34.53 | | INTRSECTN | | R | ELMA GATE RD W | CO | | N | | | | | | | | | | | | | | | | | | |
| 34.62 | | INTRSECTN | | L | CEDAR ST | CO | | N 1 | L 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | | R1 | 30 | L | |
| 34.73 | 34.43 | MISC FEATR | | R | SGN ENT OAKVILLE | | | | | | | | | | | | | | | | | | | | | |
| 34.76 | 34.46 | ENTER CITY | | | OAKVILLE | | | 1 | L 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | 0900 | R1 | 30 | L | Ρ |
| 34.90 | | INTRSECTN | | R | SCHOOL ST | CT | | N | | | | | | | | | | | | | | | | | | |
| 34.97 | 34.67 | BEG ST | Ι | | W PINE ST | | | | L 1 | | | | | | 47 | 24E | 3 4A | | 24 | 4 | 01 | 0900 | R1 | 30 | L | Ρ, |
| | | INTRSECTN | | | PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 34.98 | | INTRSECTN | | | PARK ST | CT | | Y 1 | L 1 | | | | | | \$\$0 | 40E | 3 12A | | 40 | 4 | 01 | 0900 | R1 | 30 | L | В ; |
| 34.99 | | MP MARKER | | R | 35 | | | | | | | | | | | | | | | | | | | | | |
| 35.03 | 34.73 | | | | | | | 1 | L 1 | | | | | | C | 52E | 3 \$\$C | | 52 | 4 | 01 | 0900 | R1 | 30 | L | В ; |
| 35.07 | 34.77 | INTRSECTN | | В | N SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | WIDTH | ı zını | ם מ | מים סוז! | CF | TNE | r∩₽M7 | ערד∩ו | J | | | | | | | | | |
|--------|-------|------------|-----|-----|----------------------|------|------|-------|-----|-----|----------|--------|-----|----------|----|--------|-------|-------|-----|-----|------|----|----------|--------|-------|-----|-----|-----|
| | | | : 1 |)TR | ECTION TO INVENTORY | l_BI | RIDO | | | | REAS/ | | | OKLA | | | | JNDI | | | l | | CLA | SSTI | TCA | тто | NS | |
| | | | | | EFT/RIGHT INDICATOR | | | | NBR | LFT | .сштьо / | RHT | | | | LFT | шо, с | | USE | тот | | | CLIII | JU _ 1 | LEG | _ | -10 | |
| | | | | : | | | | | | | RDY | | | DIAN | | | RDY | | | | l MI | CE | CITY | ST | | | тl | Pls |
| SRMP B | ARM | FEATURE | lъ | LR | DESCRIPTION | OW | TC | ᄓ | DI | W/S | W/S | W/S | WD |)/S E | | | | | | | | | NBR | | | | | |
| - | | _ | | | | | | ıl | | , | | | | , T | | | , | | | | lι | - | | | | | | |
| | - | | 1— | · | | - | ' | 1 — 1 | | | . —— . | | 1 | | | | | | | | 1-1 | | | · | . — . | | -1- | |
| 35.14 | 34.84 | INTRSECTN | | В | N FIRST ST | CT | | Y | 1 1 | | | | | | | C | 55B | С | | 55 | 4 | 01 | 0900 | R1 | | 30 | L i | в * |
| 35.19 | 34.89 | INTRSECTN | | В | N NEWTON ST | CT | | Y | 1 1 | | | | | | | C | 49B | С | | 49 | 4 | 01 | 0900 | R1 | | 30 | L : | В * |
| 35.24 | 34.94 | INTRSECTN | | В | N STATE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 35.30 | 35.00 | END ST | I | | W PINE ST | | | | 1 1 | | | | | | | 10A | 25B | 13A | | 25 | 4 | 01 | 0900 | R1 | | 30 | L : | В * |
| | | BEG ST | I | | E PINE ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | В | S CENTER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 35.36 | 35.06 | INTRSECTN | | R | S ALLEN ST | CT | | Y | 1 1 | | | | | | | 10A | 24B | 4A | | 24 | 4 | 01 | 0900 | R1 | | 30 | L : | P * |
| 35.43 | 35.13 | END ST | I | | E PINE ST | | | | 1 1 | | | | | | | 4A | 24B | 4A | | 24 | 4 | 01 | 0900 | R1 | | 30 | L : | Р\$ |
| | | INTRSECTN | | L | MURRAY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 35.50 | 35.20 | LEAVE CITY | | | OAKVILLE | | | | 1 1 | | | | | | | | 24B | 4A | | 24 | 4 | 01 | \$\$\$\$ | R1 | | 30 | L | \$ |
| 35.54 | 35.24 | | | | | | | | 1 1 | | | | | | | 4A | 24B | 4A | | 24 | 4 | 01 | | R1 | | 40 | L | |
| 35.57 | 35.27 | MISC FEATR | | L | SGN ENT OAKVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| 35.79 | 35.49 | INTRSECTN | | L | MERRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 36.00 | | MP MARKER | | R | 36 | | | | 1 1 | | | | | | | 4A | 24B | 4A | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 36.35 | 36.05 | INTRSECTN | | R | BLOCKHOUSE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 36.36 | 36.06 | INTRSECTN | | L | BLOCKHOUSE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 36.78 | 36.48 | | | | | | | | 1 1 | | | | | | | 4A | 24A | 4A | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 37.00 | | MP MARKER | | R | 37 | | | | | | | | | | | | | | | | | | | | | | | |
| 37.44 | | INTRSECTN | | R | ELMA GATE RD E | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 37.58 | | INTRSECTN | | L | ELMA GATE RD E | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 37.59 | 37.29 | BEG BRIDGE | В | | BLACK RIVER | ST | | | 1 1 | | | | | | : | \$\$C | 24A | \$\$C | | 24 | 4 | 01 | | R1 | | 55 | L | |
| | | | | | BRDG NUM 012/076 | | | | | | | | | | | | | | | | | | | | | | | |
| 37.62 | | END BRIDGE | В | | BLACK RIVER | | | | 1 1 | | | | | | | 4A | 24A | 4A | | 24 | 4 | 01 | | R1 | | 55 | L | |
| 37.66 | | ENT/EXIT | | R | PUBLIC FISHING | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 37.82 | | INTRSECTN | | R | PEARSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | MP MARKER | | R | 38 | | | | | | | | | | | | | | | | | | | | | | | |
| 38.25 | | INTRSECTN | | L | SICKMAN FORD RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 38.72 | 38.42 | BEG BRIDGE | В | | SLOUGH | ST | | | 1 1 | | | | | | : | \$\$W | 37A | \$\$W | | 37 | 4 | 01 | | R1 | | 55 | L | |
| | | | | | BRDG NUM 012/078 | | | | | | | | | | | | | | | | | | | | | | | |
| 38.74 | | END BRIDGE | В | | SLOUGH | | | | 1 1 | | | | | | | | | 5A | | 22 | | | | R1 | | 55 | | |
| 38.78 | 38.48 | | | | | | | | 1 1 | 5A | 11A | | 1 | .8P C | U: | \$\$\$ | 11A | 5A | | 22 | 4 | 01 | | R1 | | 55 | L | |
| 38.83 | | ROUNDABOUT | | R | ANDERSON RD SW SB | CO | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 38.84 | 38.54 | END CTLSEC | | | CONTROL SECTION 1405 | | | | | | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | | GRAYS HARBOR | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
|---------------------|--------|--------|--------|--------|--------|----------|----------|--------|
| | 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 |
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| 37.44 37.14 | | | .03 12 | | | | | |

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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY THURSTON DOT DISTRICT 3

| | | | | | | | | _ | | N | TDTF | H ANI |) SII | IRFA | CE I | INFO | ORMA | TTON | J | | | | | | | |
|----------|---------|------------------------|------|-----|---|------|------|------|------|----------------|--------|----------|--------|---------|------|-------|-------|-------|--------------------|-----|----|-------|-------|------|-----|----------|
| | | | : [| IRE | CTION TO INVENTORY | I -в | RIDG | | | DECE | | | | ,101 11 | | | | | SPC | | | C | LASSI | FICA | TIO | NS |
| | | | | | FT/RIGHT INDICATOR | | | | | LFT | | RHT | | | | FT | | | USE | | | | | LEG | AL | |
| | | | : | | | | | | | | | | | | | | | | | | | CE CI | | | | |
| SRMP B | ARM | FEATURE | D. | LR | DESCRIPTION | OW | TC | L D | Į.I | W/S | W/S | W/S | | | R ₩/ | /S [V | N/S | W/S | WID | WID | Α. | SE NB | R FC | !D | IB | R K T |
| | l | | - - | | | | | _ _ | . _ | ll | | | | _ | _ _ | _ | | | | | _ | _ | _ | - | | _ _ _ |
| 38.84 | 20 E4 | ENTED CO | | | THURSTON | | | 1 | 1 | 5A | 117 | | 10 | P C | т | 1 | 117 | 5A | | 22 | 1 | 0.1 | R1 | | 55 | т |
| 38.84 | 38.54 | ENTER CO BEG CTLSEC | ٦ | | CONTROL SECTION 3403 | | | | Т | SА | TIA | | 18 | iP C | U | _ | LIA | SА | | 22 | 4 | UI | K1 | • | 22 | Ь |
| 38.85 | 38 55 | ROUNDABOUT | | R | ANDERSON RD SW NB | CO | VS . | v | | | | | | | | | | | | | | | | | | |
| 38.90 | 38.60 | | _ | 10 | THIS BILL ON THE | CO | 10 | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$ \$ | \$ 1 | 5 A 2 | 22A | 5 A | | 22 | 4 | 01 | R1 | | 55 | т. |
| 38.96 | 38.66 | | | | | | | 1 | 1 | *** | ~ ~ ~ | | 444 | Y Y | | | | 4A | | 24 | | | R1 | | 55 | |
| 39.01 | | MP MARKER | | R | 39 | | | _ | _ | | | | | | | | | | | | - | 01 | 102 | - | 55 | _ |
| 39.19 | | BEG BRIDGE | | | OVERFLOW CHANNEL | ST | | 1 | 1 | | | | | | \$ 5 | \$₩ ? | 3 8 Z | \$\$W | | 38 | 4 | 01 | R1 | | 55 | т. |
| 33.12 | 30.02 | 220 211201 | | | BRDG NUM 012/102 | - | | _ | _ | | | | | | Υ 1 | , c | | 77" | | 50 | - | 0.1 | | | 00 | _ |
| 39.22 | 38.92 | END BRIDGE | В | | OVERFLOW CHANNEL | | | 1 | 1 | | | | | | 4 | 4A 2 | 24A | 4A | | 24 | 4 | 01 | R1 | | 55 | L |
| 39.85 | | INTRSECTN | | | MOON RD | CO | | Y - | | | | | | | | | | | | | | | | | | |
| 39.86 | | BEG BRIDGE | | | SLOUGH | ST | | | 1 | | | | | | \$5 | SW 3 | 36A | \$\$W | | 36 | 4 | 01 | R1 | | 55 | L |
| | | | | | BRDG NUM 012/104C | - | | | | | | | | | | | | | | | | | | | | |
| 39.87 | 39.57 | END BRIDGE | ΣВ | | SLOUGH | | | 1 | 1 | | | | | | 4 | 4A 2 | 24A | 4A | | 24 | 4 | 01 | R1 | | 55 | L |
| 40.00 | | MP MARKER | | R | 40 | | | | | | | | | | | | | | | | | | | | | |
| 40.30 | 40.00 | BEG BRIDGE | В | | SLOUGH | ST | | 1 | 1 | | | | | | \$5 | \$W 3 | 36A | \$\$W | | 36 | 4 | 01 | R1 | | 55 | L |
| | | | | | BRDG NUM 012/106 | | | | | | | | | | | - | | | | | | | | | | |
| 40.31 | 40.01 | END BRIDGE | ΕВ | | SLOUGH FORSTROM RD | | | 1 | 1 | | | | | | 4 | 4A 2 | 24A | 4A | | 24 | 4 | 01 | R1 | | 55 | L |
| 40.86 | 40.56 | INTRSECTN | | В | FORSTROM RD | CO | | Y 1 | 1 | | | | | | 4 | 4A 2 | 24A | 4A | | 24 | 4 | 01 | U1 | | 55 | L |
| 41.00 | 40.70 | MP MARKER | | R | 41 | | | | | | | | | | | | | | | | | | | | | |
| 41.40 | 41.10 | BEG BRIDGE | ΕВ | | SLOUGH | ST | | 1 | 1 | | | | | | \$5 | \$W 3 | 36A | \$\$W | | 36 | 4 | 01 | U1 | | 55 | L |
| | | | | | BRDG NUM 012/108 | | | | | | | | | | | | | | | | | | | | | |
| 41.41 | | END BRIDGE | В | | SLOUGH | | | | 1 | | | | | | | | | 4A | | 24 | | | U1 | | 55 | |
| 41.63 | 41.33 | | | | | | | 1 | 1 | | | | | | 4 | 4A 2 | 24A | 4A | | 24 | 4 | 01 | U1 | | 30 | |
| 41.73 | | BEG SU LN | | C | TWO WAY TURN 12A | | | | | | | | | | 4 | 4A 2 | 24A | 4A | 12 \$\$\$ | 36 | 4 | 01 | U1 | | 30 | L |
| 41.74 | | ENT/EXIT | | | BAILEY'S IGA | PV | 1 | N | | | | | | | | | | | | | | | | | | |
| 41.82 | | END SU LN | | - | TWO WAY TURN 12A | | | | 1 | | | | | | . 4 | 4A 3 | 36A | 4A | \$\$\$ | 36 | 4 | 01 | U1 | | 30 | |
| 41.88 | 41.58 | INTRSECTN | | | ALBANY ST (OLD SR 121) | | | | | | | | | | \$5 | \$C 7 | 70A | \$\$C | | 70 | 4 | 01 | U1 | | 30 | L |
| | | INTRSECTN | | | ALBANY ST | | | | | | | | | | | | | _ | 12 12 \$\$\$ | | | | | | | _ |
| 41.93 | | BEG SU LN | | C | TWO WAY TURN 12A | | | _ 1 | 1 | | | | | | | C 5 | A8c | C | 12 | ./0 | 4 | 01 | U1 | | 30 | |
| 41.95 | | INTRSECTN | | В | TWO WAY TURN 12A BEND RD TWO WAY TURN 12A CORVALLIS ST SW | CO | | Y 1 | 1 | | | | | | 1(|)A 2 | 24A | 10A | 12 | 36 | 4 | 01 | U1 | | 30 | |
| 41.96 | | END SU LN | | C | TWO WAY TURN 12A | ~~ | | Ι. 1 | 1 | | | | | | Τ(| JA 2 | 24A | IUA | \$\$\$ | 24 | 4 | 01 | U1 | | 30 | _ |
| 42.01 | | INTRSECTN | | Г | CORVALLIS ST SW | CO | | ΥL | Τ | | | | | | 4 | 4A 2 | 24A | 12A | | 24 | 4 | 01 | U1 | | 30 | L |
| 42.02 | | MP MARKER | | R | 42 | ~~ | | | | | | | | | | | | | | | | | | | | |
| 42.07 | | INTRSECTN | | | DALLAS ST FOSTER ST | CO | | Υ 1 | | | | | | | | 4 7 6 | 2 4 3 | 107 | | 0.4 | 4 | 01 | ***1 | | 20 | - |
| 42.19 | | INTRSECTN | | R | FOSTER ST GRESHAM ST SW | CO | | | Т | | | | | | 4 | 4A 2 | 24A | IUA | | 24 | 4 | 01 | U1 | | 30 | Ь |
| 42.25 | 41.95 | INTRSECTN | | В | GRESHAM ST SW | CO | | Y | | | | | | | | | | | | | | | | | | |
| INTERSE | OTTON D | פיייא דד | | | TURN LANES | | | 7.0 | O E: | די אי כוים ז | TAOT | T 7/1/11 | 7.0 | | | | | | | | | | | | | |
| INTERSEC | CIION D | | | | R NEAR L FAR R FAR | | | _ | - | LEKA 1 CNTR | _ | | | | | | | | | | | | | | | |
| SRMP B | ΔPM | | | | LGT WD LGT WD LGT WD | | | | | I WD | | | | | | | | | | | | | | | | |
| SKMF B | | | | | | _ | | _ | | | | | | | _ | | | | | | | | | | | |
| | 39.55 | | . 03 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| | 41.58 | | . 03 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY THURSTON DOT DISTRICT 3

| | | | | | | | | | | W | IDTH | AND | SUF | RFACI | E IN | FORM | OITA | N | | | | | | | |
|---------|----------|------------|--------|-------------------|---------|--------|-------|---------|-------|---------------------|-------|-----|------|-------|-------|-------|-------|-----|-----|----|---------|-------|------|-------|---------|
| | | | :DIR | ECTION TO | INVENTO | RY | -BRII | OGE | | DECR | EAS/D | VI | | | INC | RES/I | | | | | | -CLAS | SSIF | ICAT: | IONS |
| | | | | EFT/RIGHT | INDICAT | OR | -UXIN | | | | | THS | | | LFT | | RHT | USE | TOT | | | | | LEGAI | |
| | | | : : | i | | | | | | | | | | | | | | | | | | | | | TPS |
| SRMP B | ARM | FEATURE | DLR | DESCRIPT | ION | | OW TO | [L] | D'I | W/S _, 1 | W/S W | 1/S | WD/S | S BR | W/S | W/S | W/S | WID | WID | A, | SE | NBR | FC | D ¦IE | B R K T |
| | | | _ _ _ | . | | | . _ | - - - | _ _ | | _ | l. | | -1 | l | l | l | l l | | _ | . — - | | | | - - - - |
| 42.26 | 41.96 | | | | | | | | 1 1 | | | | | | 47 | 24A | 1 0 7 | | 2.4 | 1 | 01 | | U1 | 3 (|) L |
| 42.33 | 42.03 | | | | | | | | 1 1 | | | | | | | 24A | | | 24 | | | | U1 | | 5 L |
| 42.34 | 42.04 | | | | | | | | 1 1 | | | | | | | 24A | | | | | 01 | | U1 | | 5 L |
| 42.40 | | INTRSECTN | R | PAULSON S | ST SW | | CO | N . | | | | | | | 111 | 2 171 | 111 | | 21 | - | 0 1 | | 01 | 5. | , 1 |
| 42.41 | 42.11 | IIIIIIIIII | | IIIOLDOIN I | 31 DW | | 00 | | 1 1 | | | | | | 4 A | 24A | 4 A | | 2.4 | 4 | 01 | | U1 | 4 5 | 5 L |
| 42.53 | | INTRSECTN | R | LARRY'S | LN | | PV | | 1 1 | | | | | | | 24A | | | | | 01 | | U1 | | 5 L |
| 42.70 | | INTRSECTN | | NICODY LI | | | PV | N | | | | | | | | | | | | | | | | | |
| 42.85 | | INTRSECTN | | 183RD AVI | E SW | | CO | Y | | | | | | | | | | | | | | | | | |
| 42.89 | 42.59 | INTRSECTN | R | ROSEBURG | ST SW | | CO | N | | | | | | | | | | | | | | | | | |
| 42.90 | 42.60 | | | | | | | | 1 1 | | | | | | 9A | 24A | 9A | | 24 | 4 | 01 | | R1 | 45 | 5 L |
| 42.95 | 42.65 | | | | | | | | 1 1 | | | | | | 9A | 24A | 9A | | 24 | 4 | 01 | | R1 | 5(|) L |
| 42.98 | 42.68 | | | | | | | | 1 1 | | | | | | 5A | 24A | 5A | | 24 | 4 | 01 | | R1 | 50 |) L |
| 43.00 | 42.70 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | |
| 43.20 | 42.90 | INTRSECTN | R | HILT ST | | | CO | N | | | | | | | | | | | | | | | | | |
| 43.37 | 43.07 | BEG BRIDG | ЕВ | SCATTER (BRDG NUM | | | ST | | 1 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 4 | 01 | | R1 | 5(|) L |
| 43.38 | 43.08 | END BRIDGE | ЕВ | SCATTER (| | | | | 1 1 | | | | | | 5A | 24A | 5A | | 2.4 | 4 | 01 | | R1 | 5(|) L |
| 43.49 | | INTRSECTN | | DENMARK S | | | CO | Y | | | | | | | | | | | | | | | | | |
| 43.95 | 43.65 | - | | | | | | | 1 1 | | | | | | 5A | 24A | 5A | | 24 | 4 | 01 | | U1 | 50 |) L |
| 43.96 | 43.66 | INTRSECTN | R | HUNTINGT | ON ST | | CO | N | | | | | | | | | | | | | | | | | |
| 44.00 | 43.70 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | | |
| 44.27 | 43.97 | | | | | | | | 1 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | U1 | 5(|) L |
| 44.42 | 44.12 | INTRSECTN | R | PVT RD | | | PV | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | JOSELYN S | ST SW | | CO | Y | | | | | | | | | | | | | | | | | |
| 44.66 | | INTRSECTN | | OLD HWY | | | CO | Y | | | | | | | | | | | | | | | | | |
| 44.92 | | RR XING | В | NUM 92568 | 8N STRU | CTURE | | | 1 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 4 | 01 | | U1 | 50 |) L |
| | | BEG BRIDG | ЕВ | BN RR | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM | 012/114 | | | | | | | | | | | | | | | | | | | | |
| 44.97 | | END BRIDG | | BN RR | | | | - | 1 1 | | | | | | 8A | 24A | A8 | | 24 | 4 | 01 | | U1 | 5(|) L |
| 44.98 | | MP MARKER | | 45 | | | | | | | | | | | | | | | | | | | | | |
| 45.20 | | INTRSECTN | | PECAN ST | SW | | CO | N | | | | | | | | | | | | | | | | | |
| 45.98 | 45.68 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION DE | TAIL | | TURN | LANES | | | A | CCEI | LERAT: | ION L | ANE | S | | | | | | | | | | | | |
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| SRMP B | | | LGT WE | | | LGT WD | | | | r wd | | | | | | | | | | | | | | | |
| 42.53 | | • | | .03 12 | .03 12 | | | | | 3 12 | | | | | | | | | | | | | | | |
| 42.53 | 42.23 | | .05 12 | | .03 12 | .07 12 | | | . 0 : |) <u>1</u> <u>2</u> | | | | | | | | | | | | | | | |
| 42.89 | 42.55 | | .05 12 | | .02 12 | .0/ 12 | | | | | | | | | | | | | | | | | | | |
| 44.42 | 44.12 | | .03 11 | | .02 12 | .09 12 | .09 | 12 | | | | | | | | | | | | | | | | | |
| 44.66 | 44.36 | | | .06 12 | | .07 12 | .07 | 14 | 0.4 | 1 12 | | | | | | | | | | | | | | | |
| 45.20 | 44.90 | | .03 12 | | .03 12 | | | | . 0 | | | | | | | | | | | | | | | | |
| 13.20 | 11.70 | | | • | .00 12 | | | | | | | | | | | | | | | | | | | | |

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SR 012 MAINLINE U.S. ROUTE - USSH COUNTY THURSTON DOT DISTRICT 3

| | | | :DIR | ECTION TO INVENTORY | | -BI | RIDGE | | | WIDTI REAS | | D SUR | .FAC | _ | | ATION JNDI | | | | | CLAS | SIF | 'ICAT | IOI | IS |
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| | | | | EFT/RIGHT INDICATOR | | -U2 | KING- | NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGA | L | |
| SRMP | B ARM | | : : D LR _ _ | DESCRIPTION | | | | | | | | | | | | | | | | | NBR | | | | |
| 45.99 | 9 45.69 | | | | | | | 1 1 | | | | | | 0.7 | 0.47 | 8A | | 2.4 | 1 | 01 | | U1 | _ | 0 I | |
| 46.04 | | | | | | | | 1 1 | | 20A | | 0.0 | ОТТ | | | \$\$C | | | | 01 | | U1 | | 0 I | |
| 46.11 | | ROUNDABOUT | D | SARGENT RD SW SB | | CO | YS Y | | C | 20A | | OP | CU | 444 | 20A | 33C | | 40 | 4 | UΙ | | ΟŢ | 5 | U I | 1 |
| 46.12 | | | ь | SARGENI KD SW SB | | CO | 15 1 | | | 20A | | 8P | CII | | 207 | С | | 40 | 1 | 01 | | IJ1 | 1 | 0 I | |
| 46.13 | | ROUNDABOUT | D | SARGENT RD SW NB | | CO | YS Y | | C | 20A | | OP | CU | | 20A | C | | 40 | 4 | UΙ | | ΟŢ | 4 | U I | 1 |
| 46.2 | | ROUNDABOUT | ь | SARGENI KD SW NB | | CO | 15 1 | 1 1 | ė | \$\$\$ | | \$\$\$\$ | 44 | Ω7\ | 247 | Ωη | | 24 | 1 | 01 | | U1 | 1 | 0 I | |
| 46.33 | | BEG SU LN | D | BICYCLE | 05A | | | 1 1 | | אָטָא | | 7777 | ųγ | | | 8A | 5 | | | | | U1 | | 0 I | |
| 46.3 | | BEG SU LN | | BICYCLE | 05A | | | 1 2 | | | | | | | | \$\$C | | | _ | | | U1 | _ | 0 I | _ |
| 40.5 | 10.07 | INTRSECTN | | ELDERBERRY ST | | | SG Y | | | | | | | J J C | / TA | J J C | 10 | 0 1 | 7 | OΙ | | ΟŢ | - | 0 1 | |
| | | INTRSECTN | | OLD HWY 99 | | CO | SG V | | | | | | | | | | | | | | | | | | |
| 46.4 | 7 46.17 | | 10 | OLD HWI 99 | | CO | SG Y | 2 2 | | | | | | C | 74A | С | 10 | 84 | Δ | Λ1 | | U1 | 4 | 0 I | |
| 46.52 | | CHG SU LN | R | BICYCLE | 05P | | | 2 2 | | | | | | _ | 73P | | | 83 | | | | U1 | _ | 0 I | _ |
| 40.52 | 10.22 | CHG SU LN | | BICYCLE | 05P | | | 2 2 | | | | | | ** | 135 | ** | 10 | 0.5 | - | OΙ | | 01 | - | 0 1 | |
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| | | BEG BRIDGE | | CMSTP&P RR | | | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDGE | Ъ | BRDG NUM 012/117 | | 51 | | | | | | | | | | | | | | | | | | | |
| 46.54 | 1 46 24 | END BRIDGE | B | CMSTP&P RR | | | | 2 2 | | | | | | C | 73A | C | 1 0 | 83 | 4 | Λ1 | | IJ1 | 4 | 0 I | |
| 10.5 | 10.21 | CHG SU LN | | BICYCLE | 05A | | | 2 2 | | | | | | C | 7 311 | C | 10 | 03 | - | 0 1 | | 01 | - | 0 1 | - |
| | | CHG SU LN | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | |
| 46.56 | 46 26 | OFF RAMP | | SR 5 SB | | | SG V | 2 2 | | | | | | C | 61A | С | 10 | 71 | 4 | 0.1 | | IJ1 | 4 | 0 I | |
| 10.5 | 10.20 | ON RAMP | | SR 5 SB | | ST | SG Y SG Y | 2 2 | | | | | | C | 0 111 | C | 10 | , _ | - | 0 1 | | 01 | - | 0 1 | - |
| 46.59 | 46 29 | CHG SU LN | | BICYCLE | | | 50 1 | 2 2 | | | | | | TAT | 61P | TAT | 10 | 71 | 4 | 0.1 | | TT1 | 4 | 0 I | |
| 10.5 | , 10.25 | CHG SU LN | | BICYCLE | 05P | | | 2 2 | | | | | | ** | 011 | ** | 10 | , _ | - | 01 | | 01 | - | 0 1 | • |
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| | | DEG DRIDGE | ם | BRDG NUM 012/118 | | DI | | | | | | | | | | | | | | | | | | | |
| 46.63 | 46 31 | END SU LN | R | | 05P | | | 2 2 | | | | | | W | 61P | M | \$\$\$ | 61 | 4 | 0.1 | | IJ1 | 4 | 0 I | |
| 10.01 | 10.31 | END SU LN | | BICYCLE | 05P | | | | | | | | | • | 011 | • | 777 | 01 | - | 0 - | | 0 - | - | 0 - | • |
| 46.62 | 2B 46.32 | END BRIDGE | | SR 5 | 001 | | | \$ \$ | | | | | | Ś | \$\$\$ | \$ | | \$\$\$ | 4 | 0.1 | | \$\$ | Ś | \$ \$ | 3 |
| 10.01 | | BEG EO | _ | BEGIN BACK | | | | 7 7 | | | | | | Υ | *** | Υ | | *** | - | - | | * * | τ. | Υ 1 | |
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| | | END CTLSEC | | CONTROL SECTION 3403 | | | | | | | | | | | | | | | | | | | | | |
| 46.62 | 46.35 | EQUATION | | 046.65B=046.62 | | | | | | | | | | | | | | | | | | | | | |
| 49.44 | | END SECTN | | | | | | | | | | | | | | | | | | | | | | | |
| INTERS | SECTION D | ETAIL | | TURN LANES | | | | ACCE: | LERA | TION | LAN] | ES | | | | | | | | | | | | | |
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| 46.3° 46.56 | | | 2 13 | .10 26 .10 .07 12 .05 13 | 12 | | | | | | | | | | | | | | | | | | | | |

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SR 012 COUPLET ABERDN

U.S. ROUTE - USSH COUNTY GRAYS HARBOR

DOT DISTRICT 3

| ABERDN | | | | | | | т.т | тъшт | 7. 3.11 | OTTO ELA CE | 1 TATI | | штол | т | | | | | | | | |
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| | | | EFT/RIGHT INDICATOR | 1 | | 1 | ı | | | | | | | | | | | | | | | i |
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| ARM | FEATURE | DLR | DESCRIPTION | OW | CC L | DI | W/S | W/S [| 7/S | WD/S BR | W/S | .W/S | W/S | WID | MID | A S | SE I | NBR | FC D | .IB | R K | $\Gamma \mid T$ |
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| 0.00 | BEG ROUTE | | | | | 2 | | | | | C | 3 Z A | C | | 3 2 | 4 (| 02 (| 0005 | UI | 30 | ЪК | |
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| 0.17 | BEG BRIDGE | I | | ST | | 2 | | | | | С | 270 | С | | 27 | 4 (| 02 (| 0005 | U1 | 30 | L F | * |
| | | | BRDG NUM 012/012N | | | | | | | | | | | | | | | | | | | |
| 0.22 | | | | | | 2 | | | | | С | 48A | С | | 48 | 4 (| 02 (| 0005 | U1 | 30 | L F | * |
| 0.23 | INTRSECTN | R | FULLER WAY | CT | Y | | | | | | | | | | | | | | | | | |
| 0.24 | END BRIDGE | I | WISHKAH RIVER | | | 3 | | | | | C | 48A | С | | 48 | 4 (| 02 (| 0005 | U1 | 30 | L F | * |
| 0.28 | INTRSECTN | В | S F ST | CT S | SG Y | 3 | | | | | C | 48A | С | | 48 | 4 (| 02 (| 0005 | U1 | 30 | LΕ | 3 * |
| 0.35 | END ST | I | WISHKAH | | | | | | | | | | | | | | | | | | | |
| | INTRSECTN | R | S G ST | CT S | SG Y | | | | | | | | | | | | | | | | | |
| | INTRSECTN | L | SR 101 | ST S | SG Y | | | | | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 1405 | | | | | | | | | | | | | | | | | | | |
| | END SECTN | | ABERDN | | | | | | | | | | | | | | | | | | | |
| | 0.02 0.07 0.14 0.17 0.22 0.23 0.24 0.28 | 0.00 BEG ROUTE ENTER CITY BEG CTLSEC BEG ST INTRSECTN 0.02 WYE CONN 0.07 INTRSECTN 0.14 INTRSECTN 0.17 BEG BRIDGE 0.22 0.23 INTRSECTN 0.24 END BRIDGE 0.28 INTRSECTN 0.35 END ST INTRSECTN INTRSECTN INTRSECTN END CTLSEC | I | ARM FEATURE D LR DESCRIPTION 0.00 BEG ROUTE ABERDN S NEWELL ST TO S G ST ENTER CITY ABERDEEN BEG CTLSEC CONTROL SECTION 1405 BEG ST I WISHKAH INTRSECTN B S NEWELL ST-SR 12 0.02 WYE CONN L SR 12 WB-HORNSBY WAY 0.07 INTRSECTN B S HARBOR ST 0.14 INTRSECTN B S KANSAS ST 0.17 BEG BRIDGE I WISHKAH RIVER BRDG NUM 012/012N 0.22 0.23 INTRSECTN R FULLER WAY 0.24 END BRIDGE I WISHKAH RIVER 0.28 INTRSECTN B S F ST 0.35 END ST I WISHKAH INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN L SR 101 END CTLSEC CONTROL SECTION 1405 | ELEFT/RIGHT INDICATOR : : LEFT/RIGHT INDICATOR : : : | ELEFT/RIGHT INDICATOR : : LEFT/RIGHT INDICATOR : : : | ELEFT/RIGHT INDICATOR : : LEFT/RIGHT INDICATOR : : | EDIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR : :LEFT/RIGHT INDICATOR : :LEFT/RIGHT INDICATOR : : : | Control to inventory Control to inventory | :DIRECTION TO INVENTORY ::LEFT/RIGHT INDICATOR ::LEFT/RIGHT INDICATOR ::LEFT/RIGHT INDICATOR :::LEFT/RIGHT INDICATOR :::LEFT/RIGHT INDICATOR :::LEFT/RIGHT INDICATOR -UXING-NBR LFT RHT -XROAD-LNS SHD RDY SHD OW TC L D I W/S W/S W/S OW TC L D I W/S W/S W/S S NEWELL ST TO S G ST ENTER CITY BEG CTLSEC CONTROL SECTION 1405 BEG ST I WISHKAH INTRSECTN B S NEWELL ST-SR 12 CT Y 0.02 WYE CONN L SR 12 WB-HORNSBY WAY ST Y 2 0.07 INTRSECTN B S HARBOR ST CT Y 0.14 INTRSECTN B S KANSAS ST CT Y 0.17 BEG BRIDGE I WISHKAH RIVER BRDG NUM 012/012N 0.22 0.23 INTRSECTN R FULLER WAY CT Y 0.24 END BRIDGE I WISHKAH RIVER 0.28 INTRSECTN B S F ST CT SG Y 3 0.35 END ST I WISHKAH INTRSECTN R S G ST CT SG Y INTRSECTN R S G ST CT SG Y INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN R S G ST INTRSECTN L SR 101 ST SG Y END CTLSEC | CDIRECTION TO INVENTORY CHARLES CONTROL SECTION 1405 | DIRECTION TO INVENTORY ST Y ST | DIRECTION TO INVENTORY ST SG Y Control to inventory | C C C C C C C C C C | Control Cont | Control Cont | Color | SIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UNDI SPC C | Column | SDIRECTION TO INVENTORY -BRIDGE -UXING- NEW LFT RHT STORE -UXING- NEW LFT RHT SHORE STORE -UXING- NEW LFT RHT SHORE STORE SDIRECTION TO INVENTORY SILEPT/RIGHT INDICATOR SILEPT/RIGHT INDIC |

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| | | | | | ECTION TO INVENTORY | | RIDGE | | | | EAS | /DIV | | | | RES/I | UNDI | SPC | | | | CLA | SSI | | | |
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| | | | | | EFT/RIGHT INDICATOR | | KING- | | | | | RHT | | | LFT | | | USE | | | . ~ 1 | . ~ | | | GAL | |
| MPB. | ARM | FEATURE | | : LR | DESCRIPTION | | | | | | | | | | | | | | | | | CITY NBR | | | | |
| | | | 1-1 | | 1 | - | | 1-1 | _ ' - | | | | | -1 | | | - | | . —— | 1-1 | | | ' | | . — | '- |
| 0.00B | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 2 | | | | | | W | 43P | W | | 43 | 1 | 02 | 1280 | U1 | | 60 | R |
| | | | | | SR 5/TACOMA TO SR 3 | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | | TACOMA | | | | | | | | | | | | | | | | | | | | | |
| | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 2704 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | I | | SR 5 | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 005/433N-N | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | I | | NUM 85379A STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| .09B | 0.09 | UXING | D | | SR 5 NB | ST | | 2 | 2 | 18P | 26P | 6P | 175S | DE | W | 43P | W | | 69 | 1 | 02 | 1280 | U1 | | 60 | R |
| | | | | | BRDG NUM 005/434E | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | | SR 5 NB ON RAMP AHEAD | | | _ | | | | _ | | | | | | | | | | | | | | |
| .00 | | EQUATION | | | 000.15B=000.00 | | | | | | 26P | | 175S | | | 43P | W | | | | | 1280 | | | | |
| .01 | 0.16 | UXING | D | | SR 5 SB | ST | | 2 | 2 | 10P | 24P | 6P | 1758 | DE | W | 43P | W | | 67 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | | | | BRDG NUM 005/434W | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | LC | SPRAGUE AVE | ST | Y | | _ | | | | | | | | | | | | | | | | | |
| .03 | 0.18 | BEG BRIDGE | D | | HOV RAMPS | ST | | 2 | 2 5 | \$\$W | 52P | \$\$W | 175S | DE | W | 43P | W | | 95 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | | | | BRDG NUM 016/003W | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.20 | END BRIDGE | | | SR 5 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | I | | NALLEY VALLEY | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 016/005E | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.21 | | | | | | | 2 | | | 52P | | 175S | | | 43P | W | | | | | 1280 | | | | |
| 0.07 | 0.22 | UXING | D | | SBCD RAMP | ST | | 2 | 2 | W | 52P | W | 1008 | BE | W | 43P | W | | 95 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | | | | BRDG NUM 005/434SCD | | | | | | | | | | | | | | | | | | | | | |
| 80.0 | | END BRIDGE | | | HOV RAMPS | | | | 2 | 10P | 24P | бP | 1008 | BE | W | 43P | W | | 67 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| .12 | | OFF RAMP | | R | SPRAGUE AVE | ST | Y | | | | | | | | | | | | | | | | | | | |
| 1.13 | 0.28 | RR XING | D | | NUM 85379A STRUCTURE | | | 2 | 2 : | \$\$W | 50P | \$\$W | 100 | \$\$ | W | 43P | W | | 93 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | BEG BRIDGE | D | | NALLLEY VALLEY VIADUCT | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 016/005W | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | | MISC FEATR | | | GORE (SR 5 S113211) | | | | | | | | | | | | | | | | | | | | | |
| .21 | | MISC FEATR | | | GORE (S100001) | | | | | | | | | | | | | | | | | | | | | |
| .22 | 0.37 | OFF RAMP | | | SR 5 SB | ST | Y | 3 | 2 | W | 50P | W | 100 |) | W | 43P | W | | 93 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | MISC FEATR | | | GORE (SR 5 S213211) | | | | | | | | | | | | | | | | | | | | | |
| .26 | | MISC FEATR | | R | GORE (P100012) | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | | END BRIDGE | | | NALLEY VALLEY | | | 3 | | | 50P | | 100 | | | 25P | | | | | | 1280 | | | | |
| .40 | | END BRIDGE | | | NALLLEY VALLEY VIADUCT | | | 3 | 2 | 10P | 36P | 6P | 225 | GR | 8P | 25P | 8P | | 61 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| .41 | 0.56 | UXING | В | | SPRAGUE AVE | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 016/007 | | | | | | | | | | | | | | | | | | | | | |
| .46 | | MISC FEATR | | LC | GORE (SR 5 Q113306) | | | | | | | | | | | | | | | | | | | | | |
| .48 | 0.63 | | | | | | | | | | 36P | | | GR | | 25P | | | | | | 1280 | | | | |
| .50 | 0.65 | | | | | | | | | | 36P | | | GR | | 24P | | | | | | 1280 | | | | |
| 1.52 | 0.67 | BEG SU LN | | | HIGH OCCUPANCY VEHICL12P | | | | 2 | 10P | 36P | 6P | 428 | GR | 8P | 24P | 8P | 12 | 72 | 1 | 02 | 1280 | U1 | 50 | 60 | R |
| | | OFF RAMP | | | SR 5 (HOV ONLY) | ST | Y | | | | | | | | | | | | | | | | | | | |
| .56 | n 71 | MISC FEATR | | R | GORE (SR 5 R113289) | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | 1 | WIDT: | H ANI | SUR | FACI | E IN | FORM | OITA | J | | | | | | | | |
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| | | | | ECTION TO INVENTORY | | BRIDG | | | | REAS | /DIV | | | | | UNDI | | | | · – – - | CLA | SSI | | | ONS |
| | | | | EFT/RIGHT INDICATOR | | UXING | - 1 | | | | RHT | | | LFT | | | USE | | | | | | LEG | | |
| | | 1 | : : | I | | XROAD | | | | | | | | | | | | | | | | | | | TPS |
| SRMP | BARM | FEATURE | DLR | DESCRIPTION | 0 | WTC | 나 : | 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 | RKT |
| | | | - | | _ _ | _ | _ . | _ _ | l | l —— | l | | l | | <u> </u> | | | l | <u> </u> _ | | l | l | l — l | | _ _ _ |
| 0 57 | 0.70 | MICC EENED | - | GODE (D100060) | | | | 2 2 | 100 | 2 C D | 27 | 400 | αD | 0.0 | 245 | 0.0 | 10 | 70 | 1 | 0.0 | 1 2 0 0 | TT1 | г О | <i>c</i> 0 | ם ח |
| 0.57 0.63 | | MISC FEATR | | GORE (R100069) | D | | | | 10P 10P | | | | | | 24P 36P | | 12 24 | | | | 1280 1280 | | | | |
| 0.63 | 0.76 | BEG SU LN ON RAMP | | WEAVING/SPEED CHANGE 12 SR 5 SB*SPRAGUE AVE | | Т | Y | 3 3 | IUP | 30P | SА | 42S | DE | OP | 30P | OP | 24 | 90 | Т | 02 | 1200 | UΙ | 50 | 60 | RP |
| 0.69 | 0.84 | OFF RAMP | | SPRAGUE AVE | | | Υ | | | | | | | | | | | | | | | | | | |
| 0.72 | | - | ш | SPRAGOE AVE | ٥ | 1 | - | 2 2 | 10P | 36D | 444 | 42D | яT. | 444 | 36P | 8P | 24 | 96 | 1 | 0.2 | 1280 | TT1 | 50 | 60 | P D |
| 0.72 | | END SU LN | R | WEAVING/SPEED CHANGE 12 | D | | | | 10P | | | 42P | | YYY | 36P | | 12 | | | | 1280 | | | | |
| 0.70 | 0.51 | OFF RAMP | | | S | | Y | | 101 | 301 | | 721 | O E | | JUE | OF | 12 | 04 | _ | 02 | 1200 | 01 | 50 | 00 | IC F |
| 0.81 | 0.96 | BEG BRIDGE | | CEDAR ST | | T | | | \$\$0 | 40p | C | 360 | \$\$ | TAT | 4 N D | \$\$W | 12 | 92 | 1 | 02 | 1280 | TT1 | 50 | 60 | R D |
| 0.01 | 0.50 | DEG BRIDGE | _ | BRDG NUM 016/012E | D | - | | 5 5 | PPC | 101 | C | 300 | ΥY | ** | 101 | γγN | 12 | 2 | _ | 02 | 1200 | 01 | 50 | 00 | 10 1 |
| | | BEG BRIDGE | D | CEDAR ST | S | Т | | | | | | | | | | | | | | | | | | | |
| | | 220 211202 | _ | BRDG NUM 016/012W | _ | _ | | | | | | | | | | | | | | | | | | | |
| 0.85 | 1.00 | END BRIDGE | I | BRDG NUM 016/012W CEDAR ST | | | | 3 3 | 10P | 36P | Ġ | 48P | JΕ | Ś | 36P | 10P | 12 | 84 | 1 | 02 | 1280 | U1 | 50 | 60 | RР |
| | | END BRIDGE | D | CEDAR ST | | | | | | | | | | • | | | | | | | | | | | |
| 0.86 | 1.01 | | | | | | | 3 3 | 10P | 36P | | 48P | JΕ | | 36P | 10P | 12 | 84 | 1 | 02 | 1280 | U1 | \$\$ | 60 | R P |
| 0.88 | 1.03 | ON RAMP | L | UNION AVE | S | Т | Y | | | | | | | | | | | | | | | | | | |
| 0.89 | 1.04 | END SU LN | LC | HIGH OCCUPANCY VEHICL12 | Ρ | | | 3 3 | 10P | 36P | | 48P | JΕ | | 36P | 10P | \$\$\$ | 72 | 1 | 02 | 1280 | U1 | | 60 | R P |
| 1.01 | 1.16 | MISC FEATR | L | GORE (S100088) | | | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.20 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P100076) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | RC | GORE (SR 5 P113203) | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.29 | BEG BRIDGE | I | UNION AVE | S | Т | | 3 3 | \$\$W | 49P | W | 480 | \$\$ | W | 40P | \$\$W | | 89 | 1 | 02 | 1280 | U1 | | 60 | R P |
| | | | | BRDG NUM 016/015E | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | UNION AVE | S | T | | | | | | | | | | | | | | | | | | | |
| | | | | UNION AVE BRDG NUM 016/015W UNION AVE | | | | | | | | | | | | | | | | | | | | | |
| 1.19 | 1.34 | END BRIDGE | I | UNION AVE | | | | 3 3 | 10P | 36P | Ş | 24P | JΕ | Ş | 36P | 10P | | 72 | 1 | 02 | 1280 | Ul | | 60 | R P |
| | | END BRIDGE | | UNION AVE | _ | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | HIGH OCCUPANCY VEHICL12 | | _ | | | | | | | | | | | | | | | | | | | |
| 1 20 | 1 45 | ON RAMP | | SR 5 (HOV ONLY) | S | T | Y | | | | | | | | | | | | | | | | | | |
| 1.30 | | MISC FEATR | | GORE (R100141) | | | | | | | | | | | | | | | | | | | | | |
| 1.34 1.41 | | MISC FEATR | | GORE (Q100162) | Ъ | | | 2 2 | 100 | 2 C D | | 245 | 777 | | 260 | 100 | 2.2 | ٥٢ | 1 | 0.0 | 1000 | тт1 | | <i>c</i> 0 | ם ח |
| 1.41 | 1.50 | BEG SU LN OFF RAMP | | WEAVING/SPEED CHANGE 11 UNION AVE | | | Y | | IUP | 30P | | 24P | UE | | 30P | 10P | 23 | 95 | Τ. | UΔ | 1280 | UΙ | | 00 | R P |
| 1.57 | 1 72 | BEG BRIDGE | | UNION AVE TYLER ST | S C | T | | | Ċ Ċ TAT | 700 | TAT | 20 | ታ ታ | TAT | E/ID | ¢ ¢ tat | 22 | 1/7 | 1 | 0.2 | 1280 | тт1 | | 60 | RР |
| 1.57 | 1./2 | DEG DKIDGE | _ | BRDG NUM 016/020E | ٥ | 1 | | 3 3 | ŞŞW | / U P | VV | 20 | ې ې | VV | 342 | ŞŞW | 23 | T#/ | _ | UZ | 1200 | UΙ | | 00 | K P |
| | | BEG BRIDGE | ח | TYLER ST | Q | Т | | | | | | | | | | | | | | | | | | | |
| | | BEG BKIDGE | ט | DDDC NIIM 016/020M | | | | | | | | | | | | | | | | | | | | | |
| 1.62 | 1 77 | ON RAMP | R | UNION AVE | S | т | Y | | | | | | | | | | | | | | | | | | |
| 1.67 | | END BRIDGE | | UNION AVE TYLER ST | D | - | | | 8A | 24A | Ś | 30A | дE | Ś | 36A | 10A | 23 | 83 | 1 | 0.2 | 1280 | TJ1 | | 60 | RР |
| 1.07 | 1.02 | END BRIDGE | | TYLER ST | | | | | 011 | ~ 117 | Y | JUA | 0 11 | Y | 5 511 | ± 011 | ري | 55 | _ | J 21 | 1200 | О Т | | 0.0 | |
| | | CHG SU LN | | WEAVING/SPEED CHANGE 11 | A | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | HIGH OCCUPANCY VEHICL12 | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | HIGH OCCUPANCY VEHICL12 | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | CENTER ST | | Т | Y | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | SUR | FACI | | | | | | | | | | | | |
|--------------|-------|--|------|--|------|--------------|------------|-------|-------|------------|-------|------|---------------|-------|-------------|-----|-----|----|-------|------|-----|-----------------------|-------|-------|
| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | IDGE ING- | | | REAS | DIV RHT | | | INCR LFT | RES/U | JNDI RHT | | | | | -CLA | | 'ICAT LEG <i>I</i> | | 1S |
| | | | : : | EFI/RIGHT INDICATOR | - XF | OAD- | LNS | SHD | RDY | SHD | MEDI. | AN- | | RDY | SHD | LNS | RDY | MT | 'CE l | CITY | | | | rlels |
| SRMP 1 | B ARM | FEATURE | D LF | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D] | в | RKT |
| | _ | | _ _ | - | | _ | _ _ | l | | | | . | | | | | | _ | | | | _ | _ | - - - |
| 1.68 | 1 02 | | | | | | 2 2 | 07 | 247 | | 207 | TE | | 267 | 1 0 7 | 2 5 | 0.5 | 1 | 0.2 | 1200 | тт1 | 6 | . O E | ת נ |
| 1.71 | | END SII I.N | т. | WEAVING/SPEED CHANGE 11A | | | | | | | | | | | | | | | | | | | | |
| , _ | 1.00 | | | | | Y | | 011 | 2 111 | | 3011 | | | 5011 | 1011 | | 01 | _ | 02 | 1200 | 01 | ` | , 0 1 | |
| 1.76 | 1.91 | | | - | | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.92 | MISC FEATR | R | GORE (P100167) | | | | | | | | | | | | | | | | | | | | |
| 1.79 | 1.94 | MISC FEATR | L | GORE (S100171) | | | | | | | | | | | | | | | | | | | | |
| 1.92 | | | L | | ST | Y | | | | | | | | | | | | | | | | | | |
| 1.95 | 2.10 | UXING | В | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | | OFF RAMP | R | S 19TH ST | ST | Y | | | | | | | | | | | | _ | | | | | | |
| 2.12 | | | _ | (-10000F) | | | 2 3 | 8A | 24A | | 24A | JE | | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | (| 0 F | 8 P |
| 2.21 | | MISC FEATR | R | GORE (P100207) | | | 2 2 | 107 | 047 | | 0.47 | | | 263 | 107 | 0.4 | 0.4 | 1 | 00 | 1000 | TT1 | , | | |
| 2.24 | | MICC FRANC | - | GODE (G100100) | | | 2 3 | IUA | 24A | | 24A | UE | | 36A | IUA | 24 | 84 | Τ | 02 | 1280 | UΙ | 6 | 1 U | K P |
| 2.30 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 2.51 | | | | | СП | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.00 | UAING | Ь | | 21 | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.69 | BEG SU LN | L | | | | 2 3 | 10A | 24A | | 24A | JE | | 36A | 10A | 36 | 96 | 1 | 02 | 1280 | IJ1 | 6 | 0 F | 2 P |
| | | OFF RAMP | | ORCHARD ST | ST | Y | | | | | | | | | | | | | | | _ | | | |
| 2.57 | 2.72 | OFF RAMP | R | ORCHARD ST | ST | Y | 2 2 | 10A | 24A | | 24A | JE | | 24A | 10A | 36 | 84 | 1 | 02 | 1280 | U1 | 6 | 0 F | R P |
| 2.67 | 2.82 | MISC FEATR | L | GORE (R100280) | | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.85 | MISC FEATR | R | GORE (P100257) | | | | | | | | | | | | | | | | | | | | |
| 2.80 | | | L | S 19TH ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 2.84 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.24 | | | | | | 2 3 | \$\$W | 52P | M | 20 | \$\$ | W | 56P | \$\$W | 36 | 144 | 1 | 02 | 1280 | U1 | 6 | 60 F | 8 P |
| | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | BEG BRIDGE | Τ | | ST | | | | | | | | | | | | | | | | | | | |
| | | DEG DDIDGE | Б | | СШ | | | | | | | | | | | | | | | | | | | |
| | | BEG BKIDGE | D | 016/004 | | | | | | | | | | | | | | | | | | | | |
| 3.12 | 2 27 | END DDIDGE | т | C 12TH CT | | | 2 2 | 107 | 247 | بغ | 247 | TE | ċ | 267 | 107 | 26 | 0.6 | 1 | 0.2 | 1200 | тт1 | 6 | · 0 - | ת נ |
| 3.12 | 3.47 | | | S 1211 S1 C 19TU CT | | | 4 3 | IUA | ZHA | Ą | 24A | UE | Ą | 30A | IUA | 30 | 90 | Т | UZ | 1200 | UI | (|) U F | CP |
| | | 2.10 MING B W-S RAMP BROW NO16/021 2.15 MP MARKER B Z S 19TH ST ST Y S S S S S S S S S S S S S S S S | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | Y | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | |
| 3.22 | 3.37 | - | _ | | - | _ | 2 2 | 10A | 24A | | 24A | JE | | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | 6 | 0 F | R P |
| 3.25 | 3.40 | MISC FEATR | L | GORE (S100312) | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | SUR | | | | | | | | | | | | | |
|--------------|------|-------------------|--------------|--|------------|----------------|-----|-------------|-------|-----|------------|-----|------|--------|-------|-------------|-----|-----|---|-----|------|-----|-----------------|-----|-------|
| | | | : :L1 | ECTION TO INVENTORY EFT/RIGHT INDICATOR | -UX | RIDGE KING- | NB | r Li | FT | | DIV RHT | | | LFT | | JNDI RHT | USE | TOT | | | | | 'ICAT: LEGAI | ն | |
| SRMP B | ARM | FEATURE | : : D LR | DESCRIPTION | | | | | | | | | | | | | | | | | | | SPEEI D II | | |
| | | | _ _ | | | _ | _ . | _ _ | _ | | | | . | | | | | | _ | | | | _ | _ _ | - - - |
| 3.29 | 2 11 | MISC FEATR | ъ | GORE (P100312) | | | 2 | 2 10 | 0 7 0 | 17 | | 24A | TE | | 247 | 10A | 2.4 | 72 | 1 | 0.2 | 1200 | тт1 | 6.0 | 0 R | , D |
| 3.46 | | MISC FEATR | | GORE (P100312) GORE (R100360) | | | 4 | Z 1(| UA Z | H | | ZHA | UE | | ZHA | IUA | 24 | / 4 | _ | 02 | 1200 | UΙ | 01 | J K | . Р |
| 3.48 | | CHG SU LN | | HIGH OCCUPANCY VEHICL12P | | | 2 | 2 \$3 | \$W 4 | 16P | W | 20 | \$\$ | W | 47p | \$\$W | 2.4 | 117 | 1 | 02 | 1280 | тт1 | 60 | 0 R | P |
| 3.10 | 3.03 | CHG SU LN | | HIGH OCCUPANCY VEHICL12P | | | _ | <u>.</u> y. | γ., | | " | 20 | 44 | ••• | - / - | 7711 | 2.1 | | _ | 02 | 1200 | 01 | 0. | - 1 | - |
| | | BEG BRIDGE | | 6TH AVE | ST | | | | | | | | | | | | | | | | | | | | |
| | | 220 211202 | _ | BRDG NUM 016/030E | ~ - | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | 6TH AVE | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/030W | | | | | | | | | | | | | | | | | | | | | |
| 3.52 | 3.67 | END BRIDGE | I | 6TH AVE | | | 2 | 2 10 | 0A 2 | 24A | \$ | 24A | JE | \$ | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | 60 | 0 R | P |
| | | END BRIDGE | D | 6TH AVE | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | |
| 3.60 | | OFF RAMP | L | PEARL ST | ST | Y | | | | | | | | | | | | | | | | | | | |
| 3.62 | 3.77 | | | | | | | 2 10 | | | | | JE | | | 10A | | | | | | | | 0 R | |
| 3.63 | 3.78 | CHG SU LN | | HIGH OCCUPANCY VEHICL12P | | | 2 | 2 \$8 | ŞW 4 | 6P | W | 20 | \$\$ | W | 4'/P | ŞŞW | 24 | 117 | 1 | 02 | 1280 | U1 | 6(| 0 R | . Р |
| | | CHG SU LN | | HIGH OCCUPANCY VEHICL12P | с т | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | Т | SR 163-PEARL ST | ST | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | BRDG NUM 016/031E SR 163-PEARL ST | ST | | | | | | | | | | | | | | | | | | | | |
| | | BEG BKIDGE | ט | BRDG NUM 016/031W | 51 | | | | | | | | | | | | | | | | | | | | |
| 3.68 | 3.83 | END BRIDGE | I | SR 163-PEARL ST | | | 2 | 2 10 | 0A 2 | 24A | \$ | 24A | JE | \$ | 24A | 10A | 24 | 72 | 1 | 02 | 1280 | U1 | 60 | 0 R | P |
| | | END BRIDGE | D | SR 163-PEARL ST | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | |
| 3.83 | | MISC FEATR | | GORE (Q100395) | | | _ | | _ | | | | | | | | | | | | | | | _ | |
| 3.95 | | ON RAMP | | SR 163-PEARL ST | ST | Y | 2 | 3 10 | 0A 2 | 24A | | 24A | JE | | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | 60 | 0 R | . P |
| 4.00 | | MP MARKER | В | | СШ | 3.7 | | | | | | | | | | | | | | | | | | | |
| 4.15 4.38 | | ON RAMP | | JACKSON AVE | ST | | | | | | | | | | | | | | | | | | | | |
| 4.38 | | OFF RAMP UXING | В | JACKSON AVE PED XING | ST ST | Y | | | | | | | | | | | | | | | | | | | |
| 4.41 | 4.50 | UAING | В | BRDG NUM 016/040P | 21 | | | | | | | | | | | | | | | | | | | | |
| 4.47 | 4 62 | MISC FEATR | Þ | GORE (P100438) | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | | MISC FEATR | | GORE (F100430) GORE (S100415) | | | | | | | | | | | | | | | | | | | | | |
| 4.59 | | MISC FEATR | | GORE (Q500490) | | | | | | | | | | | | | | | | | | | | | |
| 4.62 | 4.77 | | | (2000170) | | | 2 | 3 10 | 0A 2 | 24A | 4A | 36S | JΕ | 4A | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | 6(| 0 R | P |
| 4.67 | | UXING | В | JACKSON AVE | ST | | | | | | | | - | | | | | | | | | - | | | |
| | | | | BRDG NUM 016/080 | | | | | | | | | | | | | | | | | | | | | |
| 4.83 | 4.98 | | | | | | 2 | 3 10 | 0A 2 | 24A | \$\$\$ | 36A | JE | \$\$\$ | 36A | 10A | 24 | 84 | 1 | 02 | 1280 | U1 | 60 | 0 R | . P |
| 4.90 | 5.05 | ON RAMP | R | JACKSON AVE | ST | Y | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R100504) | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | MP MARKER | В | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.17 | | _ | | | | | 3 10 | | | | | JE | | | \$\$C | | | | | 1280 | | | 0 R | |
| 5.04 | 5.19 | OFF RAMP | L | JACKSON AVE | ST | Y | 3 | 3 10 | UA 3 | 6A | | 36A | JE | | 36A | C | 24 | 96 | 1 | 02 | T280 | U1 | 60 | 0 R | . Р |

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| | | | | | | | | _ | | | VIDTE | i ANI | SUR | .FACI | INI | FORM | ATION | 1 | | | | | | | | | |
|--------------|------------|------------------------|---|----|--|----|----------------|------------|---------|-------|-------|------------|-------|--------|-----|------|-------------|-----|-----|---------|-----|----------|-----|-------|-----|-------|-------|
| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | ı | RIDGE XING- | - 1 | BR | | REAS | DIV RHT | | | INC | RES/ | UNDI RHT | | TOT | | | CLAS | | 'ICA' | | NS- | . – – |
| | | | | : | , - | | | | | | RDY | SHD | MEDI | AN- | SHD | RDY | | | | | CE | CITY | ST | SPE | ED | T P | S |
| SRMP I | B ARM _ | FEATURE | D | LR | DESCRIPTION | OW | TC I | _ _ 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 20 | г оо | HOLLAMITON | | | | | | | | 107 | 267 | | 267 | | | 167 | | 2.4 | 100 | 1 | 0.2 | 1000 | TT1 | | - 0 | · | |
| 7.28 | 5.20 | EQUATION END CTLSEC | | | 005.05 =007.28 CONTROL SECTION 2704 | | | 3 | 3 | 10A | 36A | | 36A | JE | C | 46A | С | 24 | 106 | Τ | 03 | 1280 | UI | , | 00 | L P | , |
| | | BEG CTLSEC | | | CONTROL SECTION 2704 CONTROL SECTION 2705 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | | | TACOMA NARROWS | ST | | | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDGE | _ | | BRDG NUM 016/110E | DI | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | | NUM 85740P STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| 7.30 | 5.22 | BEG BRIDGE | | | TACOMA NARROWS | ST | | 3 | 3 | \$\$W | 50A | W | 600 | \$\$ | С | 46A | С | 2.4 | 120 | 1 | 03 | 1280 | TT1 | | 50 | L P |) |
| | 3.22 | DEG BRIEDGE | _ | | BRDG NUM 016/110W | - | | _ | | 77. | 0 011 | | 000 | 77 | Ū | | Ū | | | _ | 0.5 | | - | | | | |
| 7.44 | 5.36 | LEAVE CITY | | | TACOMA | | | 3 | 3 | W | 50A | W | 600 | | С | 46A | С | 24 | 120 | 1 | 03 | \$\$\$\$ | U1 | (| 50 | L \$ | ; |
| 8.35 | | END BRIDGE | | | TACOMA NARROWS | | | 3 | 3 | 10A | | \$ | | | | 46A | | | 106 | | | | U1 | | 50 | | |
| 8.38 | 6.30 | ON RAMP | | L | 24TH ST NW | ST | Y | 7 | | | | | | | | | | | | | | | | | | | |
| 8.41 | 6.33 | END BRIDGE | I | | TACOMA NARROWS | | | 3 | 3 | 10A | 36A | | 36A | JE | \$ | 36A | 10A | 24 | 96 | 1 | 03 | | U1 | (| 50 | R | |
| | | END CTLSEC | | | CONTROL SECTION 2705 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 2706 | | | | | | | | | | | | | | | | | | | | | | |
| 8.43 | 6.35 | | | | | | | | | 10A | | | | . JE | | | 10A | | | | | | U1 | | 50 | | |
| 8.47 | 6.39 | ENT FROM | | | SR 16 AR (ALTERNATE) | ST | | | 3 | 10A | 24A | | 36A | JE | | 36A | 10A | 24 | 84 | 2 | 01 | | U1 | (| 50 | R | |
| | | OFF RAMP | | R | 24TH ST NW | ST | Z | 7 | _ | | | | | | | | | | | _ | | | | | | _ | |
| 8.51 | 6.43 | | | _ | GODE (D10004E) | | | 2 | 3 | 10A | 24A | | 4A | JE | | 36A | 10A | 24 | 84 | 2 | 01 | | U1 | (| 50 | R | |
| 8.56 | | MISC FEATR | | R | GORE (P100847) | | | _ | _ | 107 | 0.43 | | 4.5 | | | 0.43 | 103 | 0.4 | 70 | ^ | 0.1 | | TT1 | | - ^ | _ | |
| 8.58 8.59 | 6.50 | MISC FEATR | | L | CODE (CD 16 AD) | | | 2 | 2 | 10A | 24A | | 4A | JE | | 24A | 10A | 24 | 72 | 2 | UΙ | | U1 | , | 50 | R | |
| 8.72 | 6.64 | | | ш | GORE (SR 16 AR) | | | 2 | 2 | 10A | 2/17 | | 167 | JE | | 247 | 10A | 24 | 72 | 2 | 0.1 | | U1 | | 50 | D | |
| 8.77 | | UXING | В | | 24TH ST NW | ST | | _ | _ | IUA | ZIA | | IUA | . 0 15 | | ZIA | IUA | 21 | 1 4 | 2 | OΙ | | ΟŢ | , | 0 | I | |
| 0.77 | 0.05 | OXING | ם | | BRDG NUM 016/115 | DI | | | | | | | | | | | | | | | | | | | | | |
| 8.94 | 6.86 | MISC FEATR | | R | GORE (Q100919) | | | | | | | | | | | | | | | | | | | | | | |
| 8.97 | 6.89 | | | | (E = 1 1 1 7 | | | 2 | 2 | 1A | 24A | | 16A | JE | | 24A | 10A | 24 | 72 | 2 | 01 | | U1 | (| 50 | R | |
| 9.00 | 6.92 | MP MARKER | | R | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | 7.00 | MISC FEATR | | L | GORE (SR 16 AR) | | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | 7.08 | BEG SU LN | | L | WEAVING/SPEED CHANGE 24A | | | 2 | 2 | 1A | 24A | | 16A | JE | | 24A | 10A | 48 | 96 | 2 | 01 | | U1 | (| 50 | R | |
| | | EXIT TO | | | SR 16 AR (ALTERNATE) | ST | | 7 | | | | | | | | | | | | | | | | | | | |
| 9.19 | | ON RAMP | | R | 24TH ST NW | ST | У | | | | | | | | | | | | | | | | | | | | |
| 9.26 | 7.18 | | | | | | | | | 1A | | | | JE | | | 10A | 48 | | | | | U1 | | 50 | | |
| 9.43 | 7.35 | END SU LN | | L | WEAVING/SPEED CHANGE 24A | | _ | | 2 | 1A | 24A | | 32A | JE | | 24A | 10A | 24 | 72 | 2 | 01 | | U1 | (| 50 | R | |
| 0 55 | - 4- | ON RAMP | | L | 36TH ST NW | ST | У | 7 | | | | | | | | | | | | | | | | | | | |
| 9.55 | | MISC FEATR | | | GORE (S100943) | αш | | 7 | | | | | | | | | | | | | | | | | | | |
| 9.58 9.67 | 7.50 | OFF RAMP | | R | WEIGH STATION | ST | У | 7 | 2 | 107 | 0.43 | | 207 | T 17 | | 047 | 107 | 2.4 | 70 | 2 | 0.1 | | тт1 | | - ^ | ъ | |
| 9.67 | | MISC FEATR | | D | GORE (U100958) | | | 4 | 4 | 10A | 24A | | 3 Z A | JE | | 24A | 10A | 24 | 12 | 2 | UΙ | | U1 | , | 50 | R | |
| 9.68 | | END SU LN | | | HIGH OCCUPANCY VEHICL12A | | | 2 | 3 | 107 | 247 | | 327 | JE | | 367 | 10A | 1 2 | 72 | 2 | 01 | | U1 | | 50 | Ð | |
| 9.12 | 7.04 | MISC FEATR | | | GORE (R100987) | | | | J | TUA | ZIA | | JZA | . 015 | | JUA | TOH | 12 | 1 4 | 4 | ΟŢ | | ΟŢ | , | 0 | 17 | |
| 9.79 | 7.71 | WEIGH STA | | | NUMBER 10 | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | | OFF RAMP | | | | ST | Y | 7 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | | GORE (U100958) | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | o arror | 77.00 | | IODMI | | - | | | | | | | |
|--------|-------|------------|-------|---|------|------|-----|-------|---------------|-------|---------|-------|-------|-------|-------|--------|----|-----|-------|-------|--------|-----|-----|
| | | | :DTPI | ECTION TO INVENTORY | _ BD | IDGE | | - | WIDII REAS | | O SURI | | | | JNDI | | | | CT. | TPP | FICATI | ONG | ! |
| | | | | ECTION TO INVENTORT EFT/RIGHT INDICATOR | | | 1 | LFT | | RHT | | | LFT | (113) | | USE | | | СШ | TOOT. | LEGAI | | |
| | | | : : | BIT, RIGHT INDIGHTOR | | | | | | | MEDIA | | | RDY | | | | MTC | ElCIT | ZIST | SPEEL | | PlS |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | | | | | | | | | | | D IE | | |
| | | | l_I_ | | 1 | _ | | . | 1 | I | | I | | | l | | | _ _ | _ | _ | lI_ | _ _ | _ _ |
| , | | | | • | | • | | • | | • | | | | | | | | | • | • | | | • |
| 9.97 | 7.89 | | | | | | 2 3 | 10A | 24A | | 32A | JΕ | | 36A | 10A | 12 | 72 | 2 0 | 1 | U1 | 60 |) R | |
| 10.00 | 7.92 | MP MARKER | В | 10 | | | | | | | | | | | | | | | | | | | |
| 10.11 | | ON RAMP | | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | | |
| 10.15 | 8.07 | ENTER CITY | | GIG HARBOR | | | | 10A | 24A | | 32A | JΕ | | 36A | 10A | 12 | 72 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 10.28 | 8.20 | ON RAMP | L | OLYMPIC DR NW | ST | Y | | | | | | | | | | | | | | | | | |
| 10.41 | | OFF RAMP | | OLYMPIC DR NW | ST | Y | 2 2 | 10A | 24A | | 32A | JΕ | | 24A | 10A | 12 | 60 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 10.58 | 8.50 | MISC FEATR | | GORE (S101028) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P101041) | | | | | | | | | | | | | | | | | | | |
| 10.65 | 8.57 | | | | | | 2 2 | 10A | 24A | | 45A | JΕ | | 24A | 10A | 12 | 60 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 10.71 | | END SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | 2 2 | 10A | 24A | | 45A | JΕ | | 24A | 10A | \$\$\$ | 48 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 10.74 | 8.66 | UXING | В | OLYMPIC DR NW | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/120 | | | | | | | | | | | | | | | | | | | |
| 10.82 | 8.74 | | | | | | | | | | 45S | | | | | | | | 1 049 | - | |) R | |
| 10.86 | 8.78 | | | | | | 2 2 | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 10.89 | 8.81 | MISC FEATR | | GORE (R101102) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q101119) | | | | | | | | | | | | | | | | | | | |
| 10.93 | 8.85 | | | | | | 2 2 | 10A | 24A | 4A | 53S | CA | 4B | 24A | 10B | | 48 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 11.00 | | MP MARKER | | 11 | | | | | | | | | | | | | | | | | | | |
| 11.02 | | OFF RAMP | L | OLYMPIC DR NW | ST | Y | | | | | | | | | | | | | | | | | |
| 11.13 | 9.05 | | | | | | | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 11.19 | | ON RAMP | | OLYMPIC DR NW | ST | Y | | | | | | | | | | | | | | | | | |
| 11.71 | | OFF RAMP | | PIONEER WAY | ST | Y | | | | | | | | | | | | | | | | | |
| 11.83 | | MISC FEATR | | GORE (P101171) | | | | | | | | | | | | | | | | | | | |
| 11.88 | | ON RAMP | L | WOLLOCHET DR NW | ST | Y | | | | | | | | | | | | | | | | | |
| 11.92 | | MISC FEATR | | GORE (Q501217) | | | | | | | | | | | | | | | | | | | |
| 12.00 | | MP MARKER | _ | 12 | | | | | | | | | | | | | | | | | | | |
| 12.01 | 9.93 | UXING | В | WOLLOCHET DR NW | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/125 | | | | | | | | | | | | | | | | | | | |
| 12.10 | | MISC FEATR | | , | | | | | | | | | | | | | | | | | | | |
| 12.17 | 10.09 | ON RAMP | | PIONEER WAY | ST | Y | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | , | | | | | | | | | | | | | | | | | | | |
| 12.30 | | OFF RAMP | L | WOLLOCHET DR NW | ST | Y | | | | _ | | | | | | | | | | | | | |
| 12.71 | 10.63 | | | | | | | | | | 53S | | | | | | | | | | |) R | |
| 12.76 | 10.68 | BEG BRIDGE | I | ROSEDALE RD | ST | | 2 2 | \$\$C | 38A | \$\$C | 530 | \$\$ | \$\$C | 28A | \$\$C | | 66 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| | | | | BRDG NUM 016/130E | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | ROSEDALE RD | ST | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 016/130W | | | | | | | | | | | | | | | | | | | _ |
| 12.79 | | END BRIDGE | | ROSEDALE RD | | | 2 2 | | 38A | | | | | | 10A | | | | 1 049 | | |) R | |
| 12.80 | | END BRIDGE | D | ROSEDALE RD | | | | 10A | | | 53S | | | | | | | | 1 049 | - | |) R | |
| 12.98 | 10.90 | | _ | | | | 2 2 | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 049 |) U1 | 60 |) R | P |
| 13.01 | | MP MARKER | | 13 | | | | | | | | | | | | | | | | | | | |
| 13.08 | | ENT/EXIT | R | HAVEN OF REST CEMETERY | PV | Y | | | | | | | | | | | | | | | | | _ |
| 13.62 | 11.54 | | | | | | 2 2 | 10A | 24A | 4A | 53S | GR | 4A | 24A | 10A | | 48 | 2 0 | 1 049 | J Ul | 60 |) R | Ь |

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| | | | | | | | | | ודמדע | H ANI | SURF | TACE | TNF | TORM: | וחדדם | J | | | | | | | |
|--------|--------|------------|-----|----------------------|------|------|-----|-------|-------|-------|--------------|------|-------|-------|-------|--------|------------|-----|----------|---------|-------|------------|-------|
| | | | :DI | RECTION TO INVENTORY | l-BR | IDGE | | | | /DIV | | | | | | SPC | | | CI | ASS | IFIC | ATIC | NS |
| | | | | LEFT/RIGHT INDICATOR | | ING- | 1 | | | RHT | | | LFT | | | USE | | | | | _ | GAL | |
| | | | : : | | | | | | RDY | | MEDIA | | | RDY | | | | МТС | ElCII | 'Y S' | | | T P S |
| SRMP B | B ARM | FEATURE | bг | R DESCRIPTION | | | | | | | | | | | | | | | | | | | RKT |
| | 1 | | | | " | | | , _ | , - | , ~ | , ~ | | , . | , - | , ~ | | | | _ | · - | _ _ | _ | |
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| 13.90 | 11.82 | LEAVE CITY | | GIG HARBOR | | | 2 2 | 10A | 24A | 4A | 53S | GR | 4A | 24A | 10A | | 48 | 2 0 | 1 \$\$\$ | \$\$ U | 1 | 60 | R \$ |
| 13.92 | 11.84 | | | | | | 2 2 | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 | U | 1 | 60 | R |
| 14.00 | 11.92 | MP MARKER | R | . 14 | | | | | | | | | | | | | | | | | | | |
| 14.02 | 11.94 | | | | | | 2 2 | 10A | 24A | 4A | 53S | GR | 4A | 24A | 10A | | | 2 0 | | U | 1 | 60 | R |
| 14.22 | 12.14 | | | | | | | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 | U | 1 | 60 | R |
| 14.36 | 12.28 | ON RAMP | I | BURNHAM DR | ST | Y | | | | | | | | | | | | | | | | | |
| 14.44 | | ENTER CITY | | GIG HARBOR | | | | 10A | 24A | 4A | 53S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 049 | 0 U | 1 | 60 | R P |
| 14.56 | | OFF RAMP | R | BURNHAM DR | ST | Y | | | | | | | | | | | | | | | | | |
| 14.64 | | MISC FEATR | I | | | | | | | | | | | | | | | | | | | | |
| 14.68 | | MISC FEATR | | GORE (P101456) | | | | | | | | | | | | | | | | | | | |
| 14.86 | 12.78 | UXING | В | BURNHAM DR | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/140 | | | | | | | | | | | | | | | | | | | |
| 14.95 | | MED XING | | OFFICIAL | | | | | | | | | | | | | | | | | | | |
| 15.00 | | MP MARKER | | 15 | | | | | | | | | | | | | | | | | | | |
| 15.08 | | MISC FEATR | | GORE (Q101536) | | | | | | | | | | | | | | | | | | | |
| 15.10 | | MISC FEATR | I | GORE (R101521) | | | | | | | | | | | | | | | | | | | |
| 15.11 | 13.03 | | | | | | | | | | 53S | | | | | | | | 1 049 | | | | R P |
| 15.18 | 13.10 | | | | | | | 10A | 24A | 4A | 54S | GR | бA | 24A | 10A | | 48 | 2 0 | 1 049 | 0 U | 1 | 60 | R P |
| 15.21 | | OFF RAMP | | BURNHAM DR | ST | Y | | | | | | | | | | | | | | | | | |
| 15.36 | | ON RAMP | | BURNHAM DR | ST | Y | | | | | | | | | | | | | | | | | |
| 15.39 | | ON RAMP | | SR 302 | ST | Y | | | | | | | | | | | | | | | | | |
| 15.40 | | OFF RAMP | | SR 302 | ST | Y | | | | | | | | | | | | | | | | | |
| 15.54 | | MISC FEATR | R | / | | | | | | | | | | | | | | | | | | | |
| 15.68 | | MISC FEATR | L | (0=0=0) | | | | | | | | | | | | | | | | | _ | | |
| 15.75 | 13.67 | BEG BRIDGE | I | SR 302 | ST | | 2 2 | 10A | 24A | 4A | 540 | \$\$ | \$\$W | 38P | \$\$W | | 62 | 2 0 | 1 049 | 90 U | 1 | 60 | R P |
| | | | _ | BRDG NUM 016/150E | | | | 4. 4 | | | | | | | | | | | | | _ | | |
| 15.77 | 13.69 | BEG BRIDGE | D | SR 302 | ST | | 2 2 | \$\$₩ | 38P | \$\$W | 540 | | W | 38P | W | | 76 | 2 0 | 1 049 | 90 U | 1 | 60 | R P |
| | | | _ | BRDG NUM 016/150W | | | | | | | | | | | | | | | | | _ | | |
| 15.80 | | END BRIDGE | | SR 302 | | | 2 2 | | 38P | W | | | | | 10A | | | | 1 049 | | | | R P |
| 15.81 | | END BRIDGE | D | SR 302 | | | | 10A | | | | | | | 10A | | | | 1 049 | | | | R P |
| 16.00 | 13.92 | LEAVE CITY | _ | GIG HARBOR | | | 2 2 | 10A | 24A | 4A | 54S | BE | 4A | 24A | 10A | | 48 | 2 0 | 1 \$\$\$ | \$\$ U | 1 | 60 | R \$ |
| | | MP MARKER | Е | 16 | | | | | | | | | | | | | | | _ | | _ | | _ |
| 16.03 | 13.95 | | _ | | | | 2 2 | 10A | 24A | 4A | 54S | CA | 4A | 24A | 10A | | 48 | 2 0 | 1 | U | 1 | 60 | R |
| 17.00 | | MP MARKER | _ E | | | | | | | | | | | | | | | | | | | | |
| 17.02 | 14.94 | UXING | В | 144TH ST NW | ST | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 016/155 | | | | 4. 4 | | | | | | | | | | | _ | | _ | | _ |
| 17.60 | 15.52 | BEG BRIDGE | D | PURDY CREEK | ST | | 2 2 | ŞŞW | 38P | ŞŞW | 54S | CA | 4A | 24A | 10A | | 62 | 2 0 | 1 | U | 1 | 60 | R |
| 15.60 | | | _ | BRDG NUM 016/159W | ~- | | | | 205 | | 5 4 6 | | | 205 | | | | | - | | | | _ |
| 17.62 | 15.54 | BEG BRIDGE | Ι | PURDY CREEK | ST | | 2 2 | W | 38P | W | 540 | \$\$ | ŞŞW | 38P | ŞŞW | | 76 | 2 0 | Τ | U | Т | 60 | R |
| 15 6: | 15 5 5 | | _ | BRDG NUM 016/159E | | | 0 0 | 10- | 0.4- | 4 - | F 4 ~ | a- | | 20- | | | <i>-</i> - | 0 0 | - | | 1 | <i>~</i> ^ | _ |
| 17.64 | | END BRIDGE | | PURDY CREEK | | | | 10A | | | | | | 38P | W | | | 2 0 | | U | | 60 | |
| 17.66 | | END BRIDGE | | PURDY CREEK | a= | | 2 2 | TUA | 24A | 4A | 54S | CA | 4A | 24A | 10A | | 48 | 2 0 | Т | U | Т | 60 | R |
| 17.73 | 15.65 | UXING | В | 154TH ST NW | ST | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 01/31/25 TIME 17:13:52 PAGE 82 STATE HIGHWAY LOG

| SR 016 | MAINLINE | STATE ROUTE - SRSH | COUNTY PIERCE | DOT DISTRICT 3 |
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| | | | | | | W | IDTH | I AND | SURF | ACE | INFO | RMATIO | N | | | | | |
|-------------|-------------|-------|-----------------------|---------|-----|------|------|-------|--------|------|-------|--------|-----|-----|------|----------|--------|------------|
| | : | DIRE | ECTION TO INVENTORY | -BRIDGE | | DECR | EAS/ | DIV | | I | NCRE | S/UNDI | SPC | | | -CLASS | SIFI | CATIONS |
| | : | : :LE | EFT/RIGHT INDICATOR | -UXING- | NBR | LFT | | RHT | | L | ŀFΤ | RHT | USE | TOT | | | L | EGAL |
| | : | : : | | -XROAD- | LNS | SHD | RDY | SHD | MEDIA | N- S | SHD R | DY SHD | LNS | RDY | MTCE | CITY S | ST S | PEED T P S |
| SRMP B ARM | FEATURE I |) LR | DESCRIPTION | OW TC L | DI | W/S | W/S | W/S | WD/S I | BR W | I/S W | /S W/S | WID | WID | A SE | NBR I | rc D | IB R K T |
| | | _ | | _ _ _ | _ _ | | | | | _ | _ | | | | _ | _ | _ | _ _ _ _ |
| 17 72 15 65 | | | DDDG 2004 016 /160 | | 0 0 | 107 | 0.43 | 4.70 | E 4 G | ~ ~ | 43 0 | 43 103 | | 4.0 | 0 01 | - | -1 | 60 B |
| 17.73 15.65 | | | BRDG NUM 016/160 | | 2 2 | IUA | 24A | 4A | 54S (| ĽΑ | 4A Z | 4A 10A | | 48 | 2 01 | (| J1 | 60 R |
| 17.76 15.68 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | |
| 17.99 15.91 | MP MARKER | В | 18 | | | | | | | | | | | | | | | |
| 18.04 15.96 | UXING H | 3 | SR 302 SPPURDY (SPUR) | ST | | | | | | | | | | | | | | |
| | | | BRDG NUM 302/003SP | | | | | | | | | | | | | | | |
| 18.10 16.02 | END CTLSEC | | CONTROL SECTION 2706 | | | | | | | | | | | | | | | |
| | LEAVE CO | | PIERCE | | | | | | | | | | | | | | | |

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| | | | | | l pr | | | | | | SURE | FACE | | | | | | | GT 3 | | | .017.0 |
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| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | 1 | RIDGE KING- | NBR | LFT | | RHT | | | $_{ m LFT}$ | | | USE ' | TOT | | | 1 | LEGAI | |
| SRMP E | 2 7 DM | FEATURE | : : םז ח | DESCRIPTION | | ROAD- | LNS | SHD | RDY | SHD | MEDIA | N- | SHD | RDY | SHD W/C | LNS | RDY | MTC | E CITY | ST | SPEEL | T P S R K T |
| | _ | LEATURE | | DESCRIPTION | . | _ _ | _ _ | . W/ 5 | | | WD/3 | | | W/5 | | WID | WID | _ _ | | | _ _ | |
| 18.10 | 16 02 | ENTER CO | | KITSAP | | | 2 2 | 104 | 241 | 4 A | 54S | CA | 4 A | 241 | 104 | | 48 | 2 (| 11 | U1 | 60 | R |
| 10.10 | 10.02 | BEG CTLSEC | | CONTROL SECTION 1806 | | | | | 2 | | 3 15 | 011 | | 2 111 | 1011 | | 10 | | - | 01 | | - 10 |
| | | MISC FEATR | | SGN ENT KITSAP COUNTY | | | | | | | | | | | | | | | | | | |
| 10 00 | 16 00 | MISC FEATR | L | SGN ENT PIERCE COUNTY | | | 2 2 | 103 | 0.43 | 0.7 | F 4 G | ~ 3 | 4.7 | 0.43 | 107 | | 4.0 | 2 0 | . 7 | TT1 | - | |
| 18.28 18.34 | | MISC FEATR | L R | GORE (R101842) GORE (O101864) | | | 2 2 | IUA | 24A | 8A | 54S | CA | 4A | 24A | IUA | | 48 | 2 (|) _ | U1 | 60 | R |
| 18.42 | | OFF RAMP | L | SR 302 SPPURDY (SPUR) | ST | Y | | | | | | | | | | | | | | | | |
| 18.64 | | ON RAMP | R | SR 302 SPPURDY (SPUR) | ST | | | 1 N A | 24A | 8 2 | 54S | CA | 4 A | 24A | 10A | | 48 | 2 (| 11 | R1 | 60 | R |
| 19.00 | | MP MARKER | В | 19 | 01 | _ | | | | | 80S | | | | | | 48 | | | R1 | | R |
| 19.05 | | ON RAMP | L | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | |
| 19.39 | 17.31 | MISC FEATR | L | GORE (W101963) | | | | | | | | | | | | | | | | | | |
| 19.44 | | WEIGH STA | L | NUMBER 0 | | | | | | | | | | | | | | | | | | |
| 19.50 | | MISC FEATR | L | GORE (W101963) | | | | | | | | | | | | | | | | | | |
| 19.63 | | OFF RAMP | L | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | |
| 19.72 | | ON RAMP | L | SE BURLEY-OLALLA RD | ST | Y | | | | | | | | | | | | | | | | |
| 19.84 | | OFF RAMP | R | SE BURLEY-OLALLA RD | ST | Y | | | | | | | | | | | | | | | | |
| 19.97 | 17.89 | MISC FEATR | R | GORE (P101984) GORE (S101972) | | | | | | | | | | | | | | | | | | |
| 20.00 | 17 92 | MP MARKER | L B | 20 | | | | | | | | | | | | | | | | | | |
| 20.10 | | BEG BRIDGE | _ | SE BURLEY-OLALLA RD | ST | | 2 2 | ŚŚW | 40P | SSW | 360 | \$\$ | ŚŚW | 40P | SSW | | 8.0 | 2 (| 11 | R1 | 60 | R |
| 20.10 | 10.02 | DEG DRIDGE | _ | BRDG NUM 016/180E | 01 | | | 7711 | 101 | 7711 | 300 | 7 7 | 7711 | 101 | 7711 | | 00 | | - | 101 | | - 10 |
| | | BEG BRIDGE | D | SE BURLEY-OLALLA RD | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/180W | | | | | | | | | | | | | | | | | | |
| 20.12 | 18.04 | END BRIDGE | I | SE BURLEY-OLALLA RD | | | 2 2 | 10A | 24A | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 2 0 | 1 | R1 | 60 | R |
| | | END BRIDGE | | SE BURLEY-OLALLA RD | | | | | | | | | | | | | | | | | | |
| 20.25 | | MISC FEATR | R | GORE (Q102052) | | | | | | | | | | | | | | | | | | |
| 20.28 | | MISC FEATR | L | GORE (R102042) | | | | | | | | | | | | | | | | | | |
| 20.42 | | OFF RAMP | L | SE BURLEY-OLALLA RD | ST | Y | | 0.7 | 0.43 | 0.7 | 000 | | 4.7 | 0.43 | 107 | | 4.0 | | 1 | D 1 | | |
| 20.52 | | ON RAMP | R | | ST | Y | 2 2 | 8A | 24A | 2A | 80S | DE | 4A | 24A | IUA | | 48 | 2 (|) <u>T</u> | R1 | 60 | R |
| 21.00 22.00 | | MP MARKER MP MARKER | | 21 22 | | | | | | | | | | | | | | | | | | |
| 22.00 | | ON RAMP | | MULLENIX RD | ST | Y | | | | | | | | | | | | | | | | |
| 22.10 | 20.01 | - | ш | MODDENIA KD | 51 | 1 | | 82 | 24A | 2A | 80S | DF. | 4 A | 24A | 10A | | 48 | 2 (| 11 | U1 | 60 | R |
| 22.20 | 20.12 | | | | | | | | | | 80S | | | | | | 48 | | | U1 | | R |
| 22.27 | | OFF RAMP | R | MULLENIX RD | ST | Y | | | | | 000 | | | | | | | _ ` | _ | 0_ | | |
| 22.39 | | MISC FEATR | L | GORE (S102209) | | | | | | | | | | | | | | | | | | |
| 22.42 | 20.34 | MISC FEATR | R | GORE (P102227) | | | | | | | | | | | | | | | | | | |
| 22.59 | 20.51 | | | | | | 2 2 | 10A | 24A | 4A | 80S | ΒE | 4A | 24A | 10A | | 48 | 2 0 | 1 | U1 | 60 | R |
| 22.61 | 20.53 | BEG BRIDGE | I | MULLENIX RD | ST | | 2 2 | \$\$W | 38P | \$\$W | 800 | \$\$ | \$\$W | 38P | \$\$W | | 76 | 2 0 | 1 | U1 | 60 | R |
| | | | _ | BRDG NUM 016/200E | _ | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | MULLENIX RD | ST | | | | | | | | | | | | | | | | | |
| 22 63 | 20 55 | END DDIEGE | _ | BRDG NUM 016/200W | | | 2 2 | 103 | 0.43 | 4 3 | 000 | DE | 47 | 0.42 | 107 | | 4.0 | 2 0 | 11 | TT1 | <i>c c</i> | |
| 22.63 | ∠0.55 | END BRIDGE | Т | MULLENIX RD | | | 2 2 | τUA | ∠4A | 4A | 80S | ВE | 4A | ∠4A | ΤUΑ | | 48 | ∠ (|) Т | U1 | ь | R |

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| | | | | | | | | | - W Т | חדם | ΔΝΓ | SUR | FACE | r TNT | ZORM: | מת⊤∩ד | vi – – – – | | | | | | | | |
|--------|---------------|------------|------|---|------|-------|-----|------------|-------|-----|-----|--------|------|-------|---------|-------|------------|------------|-----|-----------|----------|------|------|----------------|-------|
| | | | :DTR | ECTION TO INVENTORY | l-BF | RIDGE | | | | | DIV |) DOIC | | | | | SPC | | | | -CLAS | SSTF | TCAT | TON | S |
| | | | | EFT/RIGHT INDICATOR | | | 1 | RLF | | | RHT | | | LFT | .сдо, . | | USE | | | | СШП | | LEGA | | |
| | | | : : | , | | | | | | | | MEDI | AN- | SHD | RDY | | | | МТ | CEl | CITY | | | | 'lp s |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | | | | | | | WD/S | | | | | | | | | | | | | |
| | l | | _ _ | | _ | | . _ | _ _ | _ _ | | | | I | | | l | | | _1_ | _ | | | _ | _ _ | . _ _ |
| | | | | • | | | | | | | | | | | | | | | | | | | • | | |
| 22.63 | 20.55 | END BRIDGE | D | MULLENIX RD | | | | 2 10 | | | | | | | | 10A | | 48 | | | | U1 | - | 0 F | - |
| 22.65 | 20.57 | | | | | | 2 | 2 10 | A 2 | 4A | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 2 (| 01 | | U1 | 6 | 0 F | |
| 22.79 | | MISC FEATR | | GORE (Q102308) | | | | | | | | | | | | | | | | | | | | | |
| 22.80 | | MISC FEATR | | , | | | | | | | | | | | | | | | | | | | | | |
| 22.95 | | OFF RAMP | | MULLENIX RD | ST | Y | | | | | | | | | | | | | | | | | | | |
| 23.00 | | MP MARKER | | 23 | | | | | | | | | | | | | | | | | | | | | |
| 23.08 | | ON RAMP | R | MULLENIX RD | ST | Y | | | | | | | | | | | | | | | | | | | |
| 23.74 | 21.66 | | | | ST | | 2 | 2 10 | A 2 | 4A | 4A | 80S | CA | 4A | 24A | 10A | | 48 | 2 (| 01 | | U1 | 6 | 0 F | |
| 23.80 | 21.72 | UXING | В | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/202 | | | | | | | | | | | | | | | | | | | | | |
| 23.89 | 21.81 | | | | | | 2 | 2 10 | A 2 | 4A | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 2 (| 01 | | U1 | 6 | 0 F | |
| 23.94 | | MED XING | - | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 24.00 | | MP MARKER | _ | 24 | | | | | | | | | | | | | | | | | | | | | |
| 24.68 | 22.60 | ENTER CITY | | PORT ORCHARD | | | | 2 10 | A 2 | 4A | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 2 (| 01 | 1000 | U1 | 6 | 0 F | . P |
| | | ON RAMP | L | SR 160(SEDGWICK RD) | ST | Y | | | | | | | | | | | | | | | | | | | |
| 24.85 | | OFF RAMP | R | , | ST | Y | • | | | | | | | | | | | | | | | | | | |
| 24.97 | 22.89 | MISC FEATR | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | • | | | | | | | | | | | | | | | | | | | | | |
| 25.00 | | MP MARKER | В | 25 | | | | | | | | | | | | | | | | | | | | | |
| 25.05 | 22.97 | | | | | | | 2 10 | | | | | | | | 10A | | | | | 1000 | | | 0 F | |
| 25.14 | 23.06 | UXING | В | SR 160(SEDGWICK RD) BRDG NUM 160/005 | ST | | 2 | 2 10 | A 2 | 4A | 4A | 60S | CA | 4A | 24A | 10A | | 48 | 2 (| 01 | 1000 | U1 | 6 | 0 F | . P |
| 25.23 | 23.15 | | | BRDG NOW 100/005 | | | 2 | 2 10 | 17 2 | 17 | 47 | 60S | חבי | 17 | 247 | 10A | | 10 | 2 1 | Λ1 · | 1000 | тт1 | 6 | 0 F | D |
| 25.23 | | MISC FEATR | L | GORE (R102543) | | | | | | | | 60S | | | | | | | | | 1000 | _ | | 0 R | |
| 25.30 | 23.22 | BEG BRIDGE | | BLACKJACK CREEK | ST | | _ | ۷ ېې | W S | IP | γŞW | 005 | DΕ | 4A | ZHA | IUA | | 75 | ۷ (| UI. | 1000 | UΙ | 0 | O K | . Р |
| | | DEG DKIDGE | ט | BRDG NUM 016/203W | SI | | | | | | | | | | | | | | | | | | | | |
| 25.32 | 22 24 | END BRIDGE | D | BLACKJACK CREEK | | | 2 | 2 10 | 17 2 | 17 | 47 | 60S | חבי | 17 | 247 | 107 | | 10 | 2 1 | Λ1 · | 1000 | тт1 | 6 | 0 F | D |
| 25.37 | | MISC FEATR | | | | | _ | 2 10 | A Z | TA | TA | 005 | יוע | TA | ZIA | IUA | | 10 | ۷ ر | OΙ. | 1000 | ΟŢ | U | 0 1 | . г |
| 25.43 | | OFF RAMP | | SR 160(SEDGWICK RD) | ST | Y | | | | | | | | | | | | | | | | | | | |
| 25.55 | | LEAVE CITY | | PORT ORCHARD | 51 | | | 2 10 | 17 2 | 117 | 47 | 60S | חם | 47 | 2/17 | 10A | | / Ω | 2 1 | 01 | \$\$\$\$ | тт1 | 6 | 0 F | Ċ |
| 25.59 | | ENTER CITY | | PORT ORCHARD | | | | 2 10 | | | | | | | | 10A | | | | | 1000 | | | 0 F | |
| 25.65 | | ON RAMP | | SR 160(SEDGWICK RD) | ST | Y | | 2 10 | A Z | TA | TA | 005 | יוע | TA | ZIA | IUA | | 10 | ۷ ر | OΙ. | 1000 | ΟŢ | U | 0 1 | . г |
| 25.87 | 23.79 | ON KAMP | А | SK 100 (SEDGWICK RD) | SI | 1 | | 2 10 | 17 2 | 17 | 47 | 60S | DГ | 17 | 247 | 10A | | 10 | 2 1 | Λ1 · | 1000 | тт1 | 6 | 0 R | D |
| 25.89 | | BEG BRIDGE | D | SIDNEY RD | ST | | | 2 \$\$ | | | | 60S | | | | 10A | | | | | 1000 | | | 0 F | |
| 23.69 | Z3.01 | DEG DKIDGE | ט | BRDG NUM 016/204W | 51 | | ۷ | ک ک | W 3 | OP | γĢW | 005 | ביע | H | 24A | IUA | | 02 | ۷ (| UΙ. | 1000 | ΟŢ | O | 0 1 | . Р |
| 25.91 | 23.83 | BEG BRIDGE | I | SIDNEY RD | ST | | 2 | 2 | W 3 | 8P | W | 600 | \$\$ | \$\$W | 38P | \$\$W | | 76 | 2 (| 01 | 1000 | U1 | 6 | 0 F | . P |
| 25 04 | 22.06 | END DDIDGE | Б | BRDG NUM 016/204E | | | _ | 0 10 | | 4.7 | C 7 | 600 | ъ. | T.7 | 205 | 7.7 | | C O | 2 | 01 | 1000 | TT1 | _ | о г | - D |
| 25.94 | | END BRIDGE | ט | SIDNEY RD | | | | 2 10 | | | 6A | 60S | | | 38P | W | | | | | 1000 | _ | | 0 F | |
| 25.95 | | LEAVE CITY | _ | PORT ORCHARD | | | | 2 10 | | | 6A | | | | 38P | W | | | | | \$\$\$\$ | | | 0 F | |
| 25.97 | | END BRIDGE | | SIDNEY RD | | | 4 | ∠ ⊥0 | A 2 | 4A | ЬΑ | 60S | DE | 4A | Z4A | 10A | | 48 | ۷ (| υТ | | U1 | 6 | 0 F | |
| 25.99 | | MP MARKER | | 26 | | | | | | | | | | | | | | | | | | | | | |
| 26.01 | | MED XING | | OFFICIAL | O.E. | ** | | | | | | | | | | | | | | | | | | | |
| 26.15 | ∠4. U/ | ON RAMP | Ъ | CLIFTON RD-TREMONT ST | ST | Y | | | | | | | | | | | | | | | | | | | |

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| | | | : : | RECTION TO INVENT LEFT/RIGHT INDICA | | -UX | | NBI | DEC R LFT | REAS | /DIV RHT | | | INC | RES/I | UNDI RHT | SPC USE | TOT | | | | | LEGA | L | NS |
|------------------|------------|--------------|-----------------------|--|------------|-----|------|-------|----------------|---------|-------------|---------------|------|-------|-------|-------------|---------|------|-----|-------------------|--------------|-----------|------|-----|-------|
| SRMP B | ARM | FEATURE | : : D L: _ _ _ | R DESCRIPTION | | | | | | | | MEDIA WD/S | | | | | | | | | | | | | |
| 26.17 | 24.09 | | | | | | | 2 . | 0 107 | 247 | 67 | 60S | יזיט | 17 | 247 | 10A | | 48 | 2 (| 1 1 | | U1 | 6 | 0 F | 2 |
| 26.17 | | ENTER CIT | יער | PORT ORCHARD | | | | | | | | 60S | | | | | | | | | 1000 | - | | | R. P. |
| 26.27 | | OFF RAMP | | CLIFTON RD-TREM | ONTE CT | ST | Y | | Z IUA | Z4A | OA | 005 | DE | 4A | 24A | IUA | | 40 | ۷ (| J T . | 1000 | UΙ | 0 | U F | CP |
| 26.43 | | MISC FEAT | | GORE (S102615) | JNI SI | 21 | 1 | | | | | | | | | | | | | | | | | | |
| 26.54 | | MISC FEAT | | GORE (5102615) GORE (P102641) | | | | | | | | | | | | | | | | | | | | | |
| 26.54 | 24.46 | MISC FEAT | .R R | GORE (P102641) | | | | 2 | 0 107 | 247 | 0.70 | 60S | יזכו | 47 | 247 | 107 | | 10 | 2 (| 11 | 1000 | тт1 | 6 | О Т | R P |
| 26.65 | | MISC FEAT | ID T | GODE (DECOCOTO) | | | | | | | | 60S | | | | | | 40 | 2 (|) I | 1000 1000 | UI TT1 | | | |
| | | | | GORE (R502678) | DD | αш | | | | | | | | | | | | | | | | | | | R P |
| 26.69 | 24.61 | BEG BRIDG | ₽₽ T | CLIFTON/TREMONT | | SI | | ۷. | Z ŞŞW | 34P | 555 | 520 | \$\$ | 555 | 38P | ŞŞW | | 12 | 2 (| JI. | 1000 | UΙ | О | 0 1 | R P |
| | | DEC DDID | ת ייני | BRDG NUM 016/20 CLIFTON/TREMONT | | ST | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | BRDG NUM 016/20 | | 21 | | | | | | | | | | | | | | | | | | | |
| 26.72 | 24 64 | END BRIDO | 1 T | | | | | · · | 0 107 | 247 | C 7 | 60S | חח | 4 7 | 047 | 107 | | 4.0 | 2 (| 11 | 1000 | тт1 | _ | О Т | R P |
| 26.72 | 24.64 | | | CLIFTON/TREMONT | | | | ۷. | Z IUA | 24A | bΑ | 605 | BE | 4A | 24A | IUA | | 48 | 2 (| JI. | 1000 | UI | О | 0 1 | CP |
| 26.75 | 24.67 | END BRIDG | E D | CLIFTON/TREMONT | KD | | | 2 | 0 107 | 247 | 67 | 60S | יזכו | 47 | 247 | 107 | | 10 | 2 (| 11 | 1000 | тт1 | 6 | О Т | R P |
| 26.78 | | OFF RAMP | т | CLIFTON RD-TREM | ONTEL CITE | ST | Y | | Z IUA | 24A | OA | 005 | DE | 4A | 24A | IUA | | 40 | ۷ (|) <u>T</u> | 1000 | UΙ | 0 | U F | CP |
| 26.78 | | MISC FEAT | | GORE (0102705) | | 21 | ĭ | | | | | | | | | | | | | | | | | | |
| 26.83 | 24.72 | MISC FEAT | .R R | GORE (Q102/05) | | | | 2 | 0 107 | 247 | 47 | 38S | יזכו | 47 | 247 | 107 | | 10 | 2 (| 11 | 1000 | тт1 | 6 | О Т | R P |
| 26.94 | | MED XING | a | OFFICIAL | | | | ۷. | Z IUA | 24A | 4A | 305 | DE | 4A | 24A | IUA | | 40 | ۷ (|) <u>T</u> | 1000 | UΙ | 0 | U F | CP |
| 26.94 | 24.88 | MED XING | C | OFFICIAL | | | | · · | 0 107 | 0.47 | ~ ~ ~ | 267 | T 13 | ~ ~ ~ | 047 | 107 | | 40 | 2 (| 11 | 1000 | тт1 | _ | О Т | R P |
| 26.96 27.00B | | BEG EO | | BEGIN BACK | | | | | 2 10A 2 10A | | | 36A 16A | | | | 10A | | | | | 1000 | | | | R P |
| 27.00B 27.02B | | BEG EQ | | BEGIN BACK | | | | | 2 10A 2 10A | | | A8 | - | | | 10A | | | | | 1000 | - | | | R P |
| 27.02B 27.00 | 24.94 | EOITA EL CAT | | 027.05B=027.00 | | | | ۷. | Z IUA | 24A | | 8A | UĿ | | 24A | IUA | | 48 | 2 (| JI. | 1000 | UI | О | 0 1 | CP |
| 27.00 | | EQUATION | | 027.05B=027.00 27 | | | | | | | | | | | | | | | | | | | | | |
| 27.05 | | MP MARKER | | CLIFTON RD-TREM | ONTEL CITE | ST | Y | | | | | | | | | | | | | | | | | | |
| 27.10 | | LEAVE CIT | | PORT ORCHARD | JNI SI | 21 | ĭ | | 2 10A | 247 | | 0.70 | JΕ | | 247 | 10A | | 10 | 2 (| 11 | \$\$\$\$ | тт1 | 6 | О Т | R \$ |
| 27.10 | | BEG BRIDO | | SR 166 | | ST | | | | | | 2000 | | | | | | 52 | | | | UI | | 0 F | |
| 27.01 | 25.70 | BEG BRIDG | 7E T | BRDG NUM 016/20 | E | 21 | | ۷. | Z IUA | 24A | 4A | 2000 | ŞŞ | C | 20P | \$\$C | | 54 | ۷ (| JΙ | | UΙ | 0 | U F | C |
| 27.86 | 25 02 | END BRIDG | י היי | SR 166 | 5 | | | 2 | 0 107 | 247 | 47 | 300S | CD | 47 | 247 | 0.7 | | 48 | 2 (| 11 | | IJ1 | 6 | 0 F | 2 |
| 28.00 | | MP MARKER | | 28 | | | | ۷. | Z IUA | 24A | HA | 3005 | GK | HA | ZHA | OA | | 40 | ۷ (| JΙ | | UΙ | 0 | U I | |
| 28.02 | | BEG BRIDO | | ANDERSON CREEK | | ST | | | | | | | | | | | | | | | | | | | |
| 20.02 | 43.99 | DEG DKIDO | ע פּּ | BRDG NUM 016/20 | 6 55 | 21 | | | | | | | | | | | | | | | | | | | |
| 28.03 | 26 00 | END BRIDG | ת ייני | ANDERSON CREEK | 0.55 | | | | | | | | | | | | | | | | | | | | |
| 20.03 | 20.00 | ENT FROM | | ANDERSON CREEK ANDERSON HILL R | D | CO | Y | | | | | | | | | | | | | | | | | | |
| 28.04 | 26 01 | BEG BRIDO | | ANDERSON TITLE K. | D | ST | | | | | | | | | | | | | | | | | | | |
| 20.04 | 20.01 | DEG DKIDO | 7E T | BRDG NUM 016/20 | 6 15 | 21 | | | | | | | | | | | | | | | | | | | |
| 28.05 | 26 02 | END BRIDG | ים ד | | 0.43 | | | 2 . | 2 1 0 7 | 247 | 47 | 40S | TTD | 47 | 217 | Ω7\ | | /ι Ω | 2 (| 11 | | IJ1 | 6 | 0 F | 5 |
| 20.03 | 20.02 | EXIT TO | | ANDERSON CREEK ANDERSON HILL R | | CO | Y | | Z IUA | ZIA | TA | 405 | UP | TA | ZIA | OA | | 10 | ۷ (| <i>)</i> <u>1</u> | | ΟŢ | U | 0 1 | |
| | | EXII IO | П | ANDERSON HILL R. | D | CO | 1 | | | | | | | | | | | | | | | | | | |
| INTERSEC | ים ארביייי | יייא דד. | | TURN LANES | | | : | א ממי | | ייר∩זיי | T 7\1\T | ES | | | | | | | | | | | | | |
| TNIEVSEC | TION D | THTT | | - | R FAR | | | | | | | RIGI | | | | | | | | | | | | | |
| SRMP B | ΔPM | | LGT W | | | | | | | | | LGT | | | | | | | | | | | | | |
| | | | w. | | MD | | | | | | | Т.С.1 | | | | | | | | | | | | | |
| 28.03 | | | | | | | 4 12 | | | | | | | | | | | | | | | | | | |
| 28.05 | | | | | .08 12 | | | | | | | | | | | | | | | | | | | | |
| 20.05 | 20.02 | | | | .00 12 | | | | | | | | | | | | | | | | | | | | |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | WIDTH AND SURFACE INFORMATION DIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UNDI SPC CLASSIFICATIONS | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--|-------------|---------|------------------------|-----|------|------|-----|-------|--------|--------|--------|----------|--------|--------|-----|--------|--------|------|----|-----|---------------------|------|------|------|-------|
| | | | :DT | RECTION TO INVENTORY | | l-BR | TDGE | | | | | | | | | - | | | | | | -CT _I AS | SSTE | TCA | וחדי | VS |
| | | | | LEFT/RIGHT INDICATOR | | 1 | ING- | 1 | | | , | RHT | | | LFT | , . | RHT | | тот | | | 0211 | | LEGA | | |
| | | | : : | | | _ | OAD- | 1 | - 1 | | RDY | | MEDIA | -14∠ | | RDY | SHD | LNS | RDY | мт | CEL | CTTY | | | | r p s |
| SRMP B | ARM | FEATURE | | R DESCRIPTION | | | | | | | | | WD/S | | | | | | | | | | | | | RKT |
| | | 1 2111 0112 | | | | " | 1 | | ı - I | , 2 | , 2 | '', ~ | , 2 | | , 2 | , 2 | '', ~ | | | | ~_ | -12-1 | - | - I | - | |
| | | | ı — ı — | _ 1 | | 1 | | 1-1 | ı — ı | | | · · | | I —— I | | | ı —— ı | | · —— | | | | | - | 1 - | -1-1- |
| 28.12 | 26.09 | ENTER CITY | | BREMERTON | | | | 2 | 2 | 10A | 24A | 4A | 40S | UP | 4A | 24A | 8A | | 48 | 2 | 01 | 0115 | U1 | 6 | 50 I | R P |
| 28.16 | 26.13 | INTRSECTN | С | SR 166 | | ST | Y | 3 | 3 | бA | 33A | \$\$\$ | 6A | JΕ | \$\$\$ | 33A | бΑ | | 66 | 2 | 01 | 0115 | U1 | 6 | 50 I | R P |
| 28.43 | 26.40 | LEAVE CITY | | BREMERTON | | | | 3 | 3 | бA | 33A | | 6A | JΕ | | 33A | бΑ | | 66 | 2 | 01 | \$\$\$\$ | U1 | 6 | 50 I | R \$ |
| 28.56 | 26.53 | | | | | | | 3 | 3 | бA | 33A | | бA | JΕ | | 33A | бA | | 66 | 2 | 01 | | U1 | 4 | 10 I | 3 |
| 28.68 | 26.65 | MISC FEATR | R | SGN ENT GORST | | | | | | | | | | | | | | | | | | | | | | |
| 28.74 | 26.71 | INTRSECTN | R | C SR 16 SPGORST (SPUR) | | ST | Y | 3 | 3 | бA | 33A | | 37A | UP | | 33A | бA | | 66 | 2 | 01 | | U1 | 4 | 10 I | .2 |
| 28.78 | 26.75 | INTRSECTN | L | SR 16 SPGORST (SPUR) | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 28.82 | 26.79 | BEG SU LN | С | TWO WAY TURN | 32A | | | 3 | 3 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | бA | 66A | бA | 32 | 98 | 2 | 01 | | U1 | 4 | 10 I | .2 |
| 28.84 | 26.81 | END SU LN | С | TWO WAY TURN | 32A | | | | 3 | | 33A | | 20A | UP | \$\$\$ | 33A | бA | \$\$\$ | 66 | 2 | 01 | | U1 | 4 | 10 I | .2 |
| 28.85 | 26.82 | UXING | D | SR 16 SPUR | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 016/208N-S | | | | | | | | | | | | | | | | | | | | | | |
| 28.86 | 26.83 | BEG SU LN | С | TWO WAY TURN | 20A | | | 3 | 3 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | бΑ | 66A | бΑ | 20 | 86 | 2 | 01 | | U1 | 4 | 10 I | 3 |
| 28.88 | 26.85 | INTRSECTN | L | E BND SR 16 SPUR | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 28.90 | 26.87 | OFF RAMP | L | SR 16 SPGORST | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 28.96 | 26.93 | END SU LN | С | TWO WAY TURN | 20A | | | 3 | 3 | бA | 33A | | 20A | UP | \$\$\$ | 33A | бΑ | \$\$\$ | 66 | 2 | 01 | | U1 | 4 | 10 I | 3 |
| 28.98 | 26.95 | | | | | | | 3 | 3 | 2A | 33A | | 80A | UP | | 33A | 10A | | 66 | 2 | 01 | | U1 | 4 | 10 I | 3 |
| 29.00 | 26.97 | MP MARKER | В | 29 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | C U-TURN ACCESS | | ST | Y | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | SR 3 NB | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 29.03 | 27.00 | UXING | D | SR 3 NB | | ST | | \$ | 3 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | | 33A | 10A | | 33 | 2 | 01 | | U1 | 4 | 10 I | 3 |
| | | | | BRDG NUM 003/103N-N | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S BND SR 3 | | ST | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | С | MEDIAN XROAD | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 29.05 | 27.02 | INTRSECTN | R | C CONNECTION TO SR 16 | EB | ST | Y | | | | | | | | | | | | | | | | | | | |
| 29.06 | 27.03 | UXING | I | SR 3 NB | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/103N-N | | | | | | | | | | | | | | | | | | | | | | |
| 29.09 | 27.06 | | | | | | | | 2 | | | | | | | 22A | 10A | | 22 | 2 | 01 | | U1 | 4 | 10 I | 3. |
| 29.19 | 27.16 | INTRSECTN | R | SR 3 | | ST | Y | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1806 | | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
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| 29.00 26.97 | .02 11 | | | | | .04 11 | | |

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SR 016 ALTERNATE ROUTE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

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| | | | :DIR | ECTION TO INVENTORY | -BRI | DGE | | DECREA | S/DIV | | INC | RES/U | JNDI | SPC | | | CLA | SSIFIC | ATION | IS |
| | | | : :L | EFT/RIGHT INDICATOR | -UXI | NG- | NBR | LFT | RHT | | LFT | | RHT | USE I | TO | | | LE | GAL | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | I WO | C L | DΙ | W/S W/ | S W/S | WD/S BR | W/S | W/S | W/S | WID | IDI | A S | E NBR | FCD | IBR | k T |
| | I | _ | | | | - i I | - 1 | , | | ' ' | , | | | | | 1 | | | 1 | |
| | I ——— | I ———— | 1-1 | | -11- | -1-1 | -1- | 11 | | I I | 1 | l ——— | | | | -1- | | I —— I —— | 11- | -1-1- |
| 9.16 | 0.00 | BEG ROUTE | | | | | 3 | | | | | 36A | 10A | | 36 | 2 0 | 1 | U1 | 55 R | 2 |
| | | | | SR 16 EB TO SR 16 EB | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2716 | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 16 EB | ST | Y | | | | | | | | | | | | | | |
| 9.24 | | MISC FEATR | L | GORE (SR 16 EB) | ~ - | | 3 | | | | 2.A | 36A | 10A | | 36 | 2 0 | 1 | IJ1 | 55 R | |
| 9.28 | 0.12 | | _ | (211 - 1 - 1 , | | | 6 | | | | | 72A | | | 72 | | | U1 | 55 R | |
| 9.31 | 0.15 | | | | | | 6 | | | | | 72P | | | 72 | | | U1 | 55 R | |
| 9.37 | | TOLL BOOTH | В | TACOMA NARROWS | | | Ü | | | | | , 21 | | | , _ | | _ | 0- | 33 10 | • |
| 2.37 | 0.21 | TODE BOOTH | ם | OWNER DOT | | | | | | | | | | | | | | | | |
| 9.38 | 0.22 | | | OWNER DOI | | | 6 | | | | 27 | 72A | 6A | | 72 | 2 (| 11 | U1 | 55 R |) |
| 9.47 | 0.31 | | | | | | 5 | | | | | 60A | 6A | | 60 | | | U1 | 55 R | |
| 9.47 | | | | | | | 2 | | | | | 36A | | | 36 | | | UI UI | 55 R | |
| | 0.33 | | - | O A PRILL COMP. NITH | O.T. | | 3 | | | | ZA | 36A | ЮΑ | | 30 | 2 L | 1 | UI | 35 K | ٢ |
| 9.53 | 0.37 | UXING | I | 24TH ST NW | ST | | | | | | | | | | | | | | | |
| 0 61 | 0 45 | | | BRDG NUM 016/115 | | | _ | | | | 0- | 0.4- | | | | | | | | |
| 9.61 | 0.45 | | | | | | 2 | | | | | 24A | | | 24 | | | U1 | 55 R | |
| 9.64 | 0.48 | | | | | | 1 | | | | 2A | 12A | бΑ | | 12 | 2 0 | 1 | U1 | 55 R | 2 |
| 9.67 | | MISC FEATR | R | GORE (S100838) | | | | | | | | | | | | | | | | |
| 9.72 | 0.56 | MISC FEATR | L | GORE (SR 16 EB) | | | 1 | | | | \$\$\$ | 12A | бΑ | | 12 | 2 0 | 1 | U1 | 55 R | 2 |
| 9.84 | 0.68 | INTRSECTN | L | SR 16 EB | ST | Y | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2716 | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 016 SPUR STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3
GORST

| | CORDI | | | | | | | | W | IDTH | ANI | SURFAC | E IN | FORM | OTTA | J | | | | | | | |
|--------|-------|---|------|----------------------|------|------|-----|------|------|-------|--------|---------|------|------|------|-----|-----|----|----------|-------|------|------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BRI | DGE | 1 | DE | | EAS/ | | | | | | SPC | ĺ | | CL | ASSIF | ICA | 1017 | 1S |
| | | | : :L | EFT/RIGHT INDICATOR | -UXI | | 1 | - 1 | | | RHT | | LFT | | | USE | | | _ | 1 | LEGA | ALİ | - |
| | | | : : | | -XRC | AD- | LN | SSE | ID : | RDY | SHD | MEDIAN- | SHD | RDY | | | | МТ | CE CIT | Y ST | SPE | ED 7 | r p s |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | I WO | C L | D | I W/ | S ' | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE NBR | FC | D . | IB F | RKT |
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| | | | | | | | | _ | | | | | | | | | | _ | | | | | _ |
| 28.74 | 0.00 | BEG ROUTE | | GORST | | | | 1 | | | | | W | 28A | W | | 28 | 2 | 01 | U1 | 2 | 40 F | 2 |
| | | DEG GET GEG | | SR 16 TO SR 3 | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | ъ | CONTROL SECTION 1816 | O.T. | 7.7 | | | | | | | | | | | | | | | | | |
| 00 70 | 0 04 | INTRSECTN | | SR 16 | ST | Y | | 1 / | | 1 4 3 | 2 7 | 0.0 | T-1 | | T.7 | | 4.0 | 2 | 0.1 | TT1 | | 40 T | _ |
| 28.78 | | INTRSECTN | _ | SR 16 EB | ST | Y | 1 | | | 14A | 3A | 90 | | 28A | | | 42 | | | Ul | | 40 F | |
| 28.79 | 0.05 | BEG BRIDGE | Τ | SR 16 | ST | | 1 | Τ 6 | А | 14A | 3A | 90 | W | 28P | W | | 42 | 2 | 01 | U1 | 2 | 40 F | ર |
| 00 00 | 0 16 | T1777 0 7 0 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 | T 0 | BRDG NUM 016/208N-S | a.m. | | | | | | | | | | | | | | | | | | |
| 28.90 | | INTRSECTN | _ | CONNECTION TO SR 16 | ST | Y | | | | | | 0.0 | | | | | 4.0 | _ | 0.1 | | | | _ |
| 28.94 | | END BRIDGE | Τ_ | SR 16 | | | | Т 6 | А | 14A | 3A | 90 | W | 28A | W | | 42 | 2 | 01 | U1 | | 40 F | ₹ |
| 28.96 | | INTRSECTN | L | FEIGLEY ST | CO | Y | | | | | | | | | | | | _ | | | | | _ |
| 28.99 | | MISC FEATR | R | GORE (016R102890) | | | 1 | 1 4 | ŀΑ | 14A | \$\$\$ | 9A UF | \$ | 14A | бA | | 28 | 2 | 01 | U1 | 4 | 40 F | 3 |
| 29.09 | 0.35 | ON RAMP | L | SR 3 NB | ST Y | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 16 | ST Y | S Y | | | | | | | | | | | | | | | | | |
| 29.12 | | MISC FEATR | L | GORE (003P103418) | | | | | | | | | | | | | | | | | | | |
| 29.13 | 0.39 | INTRSECTN | В | SR 3 | ST S | SG Y | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1816 | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | GORST | | | | | | | | | | | | | | | | | | | |
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| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
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| | | | | | | | | | W | IIDTH | i ani | SUI | RFAC | E IN | FORM | OITA | N - | | | | | | | |
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| | | | :DI | RECTION TO INVENTORY | -BR | IDG | Ε | [| DECR | EAS/ | DIV | | | | | | SPC | | | CLA | SSIFIC | ATION | 1S | · — |
| | | | | LEFT/RIGHT INDICATOR | | | - NB | | | | RHT | | | LFT | | | USE | | | | | GAL | | |
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| SRMP B | ARM | FEATURE | וח ח | DESCRIPTION | OW, | TC . | լ Մ, | 1 v | N/S | W/S | W/S | WD/S | SBR | W/S | W/S | W/S | MID | MID | A | SE NBR | FCD | TBI | ۲ K | T. |
| l | | | _ _ | - | l — I | <u> </u> | -1-1 | -1- | | | | | _ | l | l —— | l —— | l —— l | | _ | <u></u> | | - | - - | _ |
| 0.00 | 0 00 | BEG ROUTE | | MAIN ROUTE | | | 1 | 1 | 5 A | 12A | | 161 | P CU | | 12B | 7A | | 24 | 3 | 0.1 | R2 | 50 F | ? | * |
| 0.00 | 0.00 | DEG ROOTE | | SR 104 TO SR 20 | | | _ | _ | 311 | 1211 | | 101 | | | 120 | / 21 | | 21 | J | O I | 102 | 50 1 | | |
| | | BEG CTLSEC | | CONTROL SECTION 1607 | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | BEAVER VALLEY RD | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | В | SR 104 EB | ST | YS ' | Y | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | ROUNDABOUT | В | SR 104 WB | ST | YS ' | Y | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | | | | | 1 | 1 \$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ \$\$ | 5A | 24B | 7A | | 24 | 3 | 01 | R2 | 50 F | 2 | * |
| 0.07 | 0.07 | | | | | | 1 | 1 | | | | | | 7A | 24B | 7A | | 24 | 3 | 01 | R2 | 50 F | 2 | * |
| 0.08 | | ENT/EXIT | L | PARK AND RIDE LOT | ST | | N | | | | | | | | | | | | | | | | | |
| 0.10 | | ENT/EXIT | L | | ST |] | N | | | | | | | | | | | | | | | | | |
| 1.00 | | MP MARKER | | 1 | | | | | | | | | | | | | | | | | | | | |
| 1.63 | | INTRSECTN | R | OAK BAY RD | CO | | Y | | | | | | | | 0.4- | | | | _ | 0.1 | - 0 | | | |
| 1.75 | 1.75 | T1700 00 0001 | _ | DD1 DD1 GD | ~~ | | 1 | Τ | | | | | | 4A | 24B | 4A | | 24 | 3 | 01 | R2 | 50 F | ર | * |
| 1.93 | | INTRSECTN | | BELFRAGE RD | CO | | N | | | | | | | | | | | | | | | | | |
| 2.00 2.33 | | MP MARKER | L | | ao | , | N | | | | | | | | | | | | | | | | | |
| 2.53 | | INTRSECTN INTRSECTN | R | OLD BEAVER VALLEY RD OLD BEAVER VALLEY RD | CO | | N N | | | | | | | | | | | | | | | | | |
| 2.54 | | INTRSECTN | L | | CO | | N | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKER | | 3 | CO | | LN | | | | | | | | | | | | | | | | | |
| 3.12 | | INTRSECTN | | EMBODY RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 3.14 | 3.14 | INTRODUCTIV | | ENDODI RD | CO | | 1 | 1 | | | | | | 4 A | 22B | 4A | | 22 | 3 | 0.1 | R2 | 50 F | ? | * |
| 4.00 | | MP MARKER | R | 4 | | | _ | _ | | | | | | | 222 | | | | , | 01 | 112 | 30 1 | | |
| 4.24 | 4.24 | | | - | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 01 | R2 | 50 F | 2 | * |
| 4.26 | | BEG BRIDGE | В | SWANSONVILLE CREEK | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 019/003.25 | | | | | | | | | | | | | | | | | | | | |
| 4.27 | 4.27 | END BRIDGE | В | SWANSONVILLE CREEK | | | | | | | | | | | | | | | | | | | | |
| 4.29 | 4.29 | INTRSECTN | R | SWANSONVILLE RD | CO |] | N | | | | | | | | | | | | | | | | | |
| 4.30 | 4.30 | | | | | | 1 | 1 | | | | | | 4A | 22B | 4A | | 22 | 3 | 01 | R2 | 50 F | 2 | * |
| 4.63 | 4.63 | INTRSECTN | | EGG AND I RD | CO | - | Y | | | | | | | | | | | | | | | | | |
| 5.00 | | MP MARKER | | 5 | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | | 6 | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | MP MARKER | | 8 | | | | | | | | | | | – | | | | _ | 0.1 | - 0 | | | |
| 8.80 | | MISC FEATR | | E CHIMACUM CREEK CULVERT | | | 1 | Τ | | | | | | 4A | 22B | 4A | | 22 | 3 | 01 | R2 | 50 I | _ | * |
| 8.81 | | MISC FEATR | | SGN ENT CHIMACUM | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | | 9 | | | 1 | 1 | | | | | | 47 | 225 | 4.70 | | 2.2 | 2 | 0.1 | R2 | 25 5 | | * |
| 9.09 | 9.09 | END ST BEG ST | I I | BEAVER VALLEY RD RHODY DR | | | Т | Т | | | | | | 4A | 22B | 4A | | 22 | 3 | OΤ | KΖ | 35 I | _ | ., |
| | | INTRSECTN | | CHIMACUM RD | CO | RF ' | V | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | | | RF ' | | | | | | | | | | | | | | | | | | |
| 9.11 | 9.11 | | ш | | 20 | 111 | 1 | 1 | | | | | | 4 A | 24B | 4 A | | 24 | 3 | 01 | R2 | 35 I | | * |
| 9.37 | | BEG BRIDGE | В | CHIMACUM CREEK | ST | | 1 | | | | | | | | 30B | | | 30 | | | R2 | 35 I | | * |
| | | 7- | | BRDG NUM 019/005 | | | _ | | | | | | | , ,, , | | , , , | | | - | | | | | |
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| | | | | | EFT/RIGHT INDICA | | | 1 | | 1 | LFT | , | RHT | | | LFT | | RHT | | | | | | | GAL | 21.0 | |
| | | | : | | | | | | | | | RDY | | MEI | DIAN- | | | | | | МТ | CE CI | TY ST | _ I | - 1 | TIPI | S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | | | | | W/S | | | | | | | | | | | | | _ I | | R K | |
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| 9.38 | 9.38 | END BRIDGE | ΞВ | | CHIMACUM CREEK | | | | | 1 1 | | | | | | | 24B | 4A | | 24 | 3 | 01 | R2 | 2 | 35 | | * |
| 9.46 | 9.46 | | | | | | | | | 1 1 | | | | | | | 24B | 8A | | | 3 | | R2 | 2 | 35 | | * |
| 9.50 | 9.50 | | | | | | | | | 1 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | R2 | 2 | 35 | L | * |
| 9.54 | | INTRSECTN | | | WEST VALLEY RD | | | CO A | | | | | | | | | | | | | | | | | | | |
| 9.55 | | WYE CONN | | | WEST VALLEY RD | | | CO | | 1 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | U2 | 2 | 35 | L | * |
| 9.60 | | INTRSECTN | | | FERN WAY | | | CO | N | | | | | | | | | | | | | | | | | | |
| 9.62 | | ENT/EXIT | | L | CHIMACUM CO PAR | K | | CO | N | | | | | | | | | | | | | | | | | | |
| 9.68 | 9.68 | | | | | | | | | 1 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | U2 | 2 | 40 | L | * |
| 9.87 | | INTRSECTN | | | H J CARROLL PAR | K RD | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.00 | | MP MARKER | | | 10 | | | | | | | | | | | | | | | | | | | | | | |
| 10.05 | | INTRSECTN | | | ANDERSON LK RD | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 10.16 | | INTRSECTN | | | NIP LEE RD | | | PV | N | | | | | | | | | | | | | | | | | | |
| 10.45 | | INTRSECTN | | | OLD NIP LEE RD | | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.47 | 10.47 | BEG SU LN | | | TWO WAY TURN | | 12A | | | 1 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | U2 | 2 | 40 | L | * |
| | | INTRSECTN | | | HILDA ST | | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.53 | | INTRSECTN | | | LILLIAN ST | | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.67 | | END SU LN | | | TWO WAY TURN | | 12A | | | 1 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | U2 | 2 | 40 | L | * |
| 10.68 | 10.68 | INTRSECTN | | | CHARLES ST | | | CO | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SR 116-NESS COR | NER F | | ST | Y | | | | | | | | | | | | | | | | | | |
| 10.75 | | BEG SU LN | | | TWO WAY TURN | | 12A | | | 1 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 3 | 01 | U2 | 2 | 40 | L | * |
| 10.82 | | INTRSECTN | | | MARGARET WAY | | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.87 | | INTRSECTN | | | BELLE ST | | | CO | N | | | | | | | | | | | | | | | | | | |
| 10.93 | | INTRSECTN | | | COLWELL ST | | | CO | N | | | | | | | | | | | | | | | | | | |
| 11.00 | | MP MARKER | | | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.09 | | INTRSECTN | | | KENNEDY RD | | | CO | N | | | | | | | | | | | | | | | | | | |
| 11.30 | | INTRSECTN | | | W FOSTER ST | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 11.45 | | INTRSECTN | | | W PATISON ST | | | CO | N | | | | | | | _ | | _ | | | _ | | _ | | | | |
| 11.59 | | END SU LN | | | TWO WAY TURN | | 12A | | | 1 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | U2 | 2 | 40 | L | * |
| 11.61 | | INTRSECTN | | | IRONDALE RD | | | CO | Y | | | | | | | | | | | | _ | | | | | _ | |
| 11.70 | | BEG SU LN | | | TWO WAY TURN | | 12A | | | 1 1 | | | | | | | 24A | | | | | | U2 | | 40 | | * |
| 11.80 | | END SU LN | | C | TWO WAY TURN | | 12A | | | 1 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 01 | U2 | 2 | 40 | L | * |
| 11.89 | 11.89 | END ST | I | | RHODY DR | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | _ | AIRPORT CUTOFF | RD | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | 4 CORNERS RD | | | CO | Y | | | | | | | | | | | | | | | | | | |
| TNIHED CE | OULT ON DI | 3M3 TT | | | DIIDNI TANEC | | | | | 7 A A B | | | T 7/1/11 | 10 | | | | | | | | | | | | | |
| INTERSEC | CLION DI | | | | TURN LANES | | | | | | LERAT | | | | | | | | | | | | | | | | |
| SRMP B | 7 DM | | LGT | | R NEAR L FAR LGT WD LGT WD | R F | | | | | | | | | IGHT- | | | | | | | | | | | | |
| SKMP B | ARM | | 161 | | TGI MD TGI MF | T.G.1 | L WD | пσт | . WD | ЪG | T WD | ЪG | r WD | L(| GT WD | | | | | | | | | | | | |
| 9.54 | 9.54 | | .04 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.68 | 10.68 | • | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 11.61 | 11.61 | | | | .06 12 | | | | | | | | | | | | | | | | | | | | | | |
| 11.89 | 11.89 | | . 05 | 13 | .00 12 | | | | | | | 0: | 3 13 | | | | | | | | | | | | | | |
| 11.09 | 11.09 | • | . 0.5 | T O | | | | | | | | . 0.3 | . 13 | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| SRMP B ARM | FEATURE | : :L: | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -BRID -UXIN -XROA OW TC | IG- Ni | BR L NS S | ECREAS FT HD RDY | /DIV RHT SHD | SURFAC MEDIAN- WD/S BR | INC: LFT SHD | RES/U | JNDI RHT SHD | SPC USE LNS | RDY | MTC | CLA E CITY E NBR | _ L | EGAL PEED | T P |) S |
|-------------|------------|-------|--|----------------------------------|--------|--------------|------------------------|--------------------|------------------------------|--------------------|-------|--------------------|-------------------|-----|-----|----------------------------|-----|--------------|----------|-------|
| 11.98 11.98 | ' | • | ' | | 1 | 1 | | • | • | 82 | 24A | 8A | | 24 | 3 0 | ' 1 | U2 | 40 | т. | * |
| | MP MARKER | R | 12 | | _ | _ | | | | 011 | 2 111 | 011 | | | 5 0 | | 02 | 10 | _ | |
| | INTRSECTN | | PROSPECT AVE | CO | Y | | | | | | | | | | | | | | | |
| 12.54 12.54 | | | | | | 1 | | | | 6A | 24A | бA | | 24 | 3 0 | 1 | U2 | 40 | L | * |
| 12.66 12.66 | | | | | | 1 | | | | | 24A | 6A | | | 3 0 | | U2 | 50 | | * |
| 12.95 12.95 | INTRSECTN | L | AIRPORT RD | CO | Y | | | | | | | | | | | | | | | |
| | INTRSECTN | R | WOODLAND DR | CO | Y | | | | | | | | | | | | | | | |
| 13.00 13.00 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | |
| 13.60 13.60 | INTRSECTN | L | THEATER RD | CO | N | | | | | | | | | | | | | | | |
| 13.87 13.87 | INTRSECTN | R | PARKRIDGE DR | CO | N | | | | | | | | | | | | | | | |
| 14.00 14.00 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | |
| 14.03 14.03 | INTRSECTN | L | THEATER RD | CO | Y | | | | | | | | | | | | | | | |
| 14.09 14.09 | END ST | I | AIRPORT CUTOFF RD | | | | | | | | | | | | | | | | | |
| | INTRSECTN | В | SR 20 | ST SG | Y | | | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 1607 | | | | | | | | | | | | | | | | | |
| | END ROUTE | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN LANES | | A | CCELERAT | ION LANE | S |
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| | L NEAR R | R NEAR L FAR | R FAR | LEFT | L-CNTR | R-CNTR | RIGHT- |
| SRMP B ARM | LGT WD L | LGT WD LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
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| 12.43 12.43 | | .03 11 | | | .03 11 | | |
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| | | | :1 | DIRE | CTION TO INV | ENTC | RY | -BF | RIDGE | | I DEC | WIDTH REAS/ | | SUR! | FACE | | | | N SPC | | | CL <i>I</i> | SSIF | ICA: | IOIT | NS |
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| | | | | | FT/RIGHT IND | ICAT | OR | | | | RLFT | | RHT | | | $_{ m LFT}$ | | RHT | USE | TOT | | | | LEGA | | |
| SRMP B | ARM | FEATURE | : D | | DESCRIPTION | | | | | | S SHD I W/S | | | | | | | | | | | E CITY E NBR | | | | |
| | l ——— | l ———— | | l — I | | | | - | | -1-1- | -1 | l —— ! | l —— I | | | | | l —— I | l —— I · | ——I | -1- | _l | - - | <u> </u> | - | -1-1- |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE SR 101 TO SR | | | | | 1 3 | 1 | | | | | 3A | 23A | 3A | | 23 | 3 0 | 1 | R1 | į | 50 I | 3 |
| | | BEG CTLSE | | | CONTROL SECT | ION | 1605 | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | В | SR 101 | | | | RF Y | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | BEG BRIDG | E B | | SNOW CREEK | | | ST | | 1 : | 1 | | | | | \$\$C | 34A | \$\$C | | 34 | 3 0 | 1 | R1 | į | 50 I | ? |
| | | | | | BRDG NUM 020 | /007 | | | | | | | | | | | | | | | | | | | | |
| 0.07 | | END BRIDG | E B | | SNOW CREEK | | | | | 1 : | 1 | | | | | 2A | 22A | 2A | | 22 | 3 0 | 1 | R1 | į | 50 I | .2 |
| 0.09 | | WYE CONN | | | SR 101 | | | ST | 1 | | | | | | | | | | | | | | | | | |
| 0.17 | | INTRSECT | | | FAIRMONT RD | | | CO | 1 | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | INTRSECT | 1 | R | MOA HILL RD | | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | WYE CONN | | L | FAIRMONT RD | | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | INTRSECT | 1 | L | FAIRMONT HIL | RD | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | 2 | R | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.84 | INTRSECT | 1 | R | EAGLEMOUNT R |) | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | 2 | R | _ | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.23 | BEG BRIDG | E B | | EAGLEMOUNT H | $^{ m ALF}$ | | ST | | 1 : | 1 | | | | | \$\$C | 26A | \$\$\$ | | 26 | 3 0 | 1 | R1 | į | 50 I | 5. |
| | | | | | BRDG NUM 020 | 011 | | | | | | | | | | | | | | | | | | | | |
| 2.24 | 2.24 | END BRIDG | E B | | EAGLEMOUNT H | ALF | | | | 1 : | 1 | | | | | 2A | 22A | 2A | | 22 | 3 0 | 1 | R1 | į | 50 I | .2 |
| 3.00 | 3.00 | MP MARKER | 2 | R | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3.68 | 3.68 | INTRSECT | 1 | R | ANDERSON LAK | E RD | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 3.94 | 3.94 | INTRSECT | 1 | L | WOODMAN RD | | | CO | 1 | 11 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 0 | 1 | R1 | į | 50 I | 5. |
| 4.00 | 4.00 | MP MARKER | 2 | R | 4 | | | | | | | | | | | | | | | | | | | | | |
| 4.63 | 4.63 | | | | | | | | | 1 : | 1 | | | | | 4A | 22A | 4A | | 22 | 3 0 | 1 | R1 | į | 50 I | 5. |
| 5.00 | 5.00 | MP MARKER | 2 | R | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.75 | 5.75 | | | | | | | | | 1 : | 1 | | | | | 4A | 22A | 4A | | 22 | 3 0 | 1 | U1 | į | 50 I | 5. |
| 6.00 | 6.00 | MP MARKER | 2 | R | 6 | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | 6.05 | INTRSECT | 1 | R | PVT RD | | | PV | 1 | 1 | | | | | | | | | | | | | | | | |
| 6.22 | 6.22 | MISC FEAT | 'R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 6.24 | 6.24 | WYE CONN | | R | 4 CORNERS RD | | | CO | 7 | Z | | | | | | | | | | | | | | | | |
| 6.25 | 6.25 | INTRSECT | 1 | L | DISCOVERY RD | | | CO | 7 | <i>Y</i> 1 3 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 0 | 1 | U1 | Ţ | 50 I | .2 |
| | | INTRSECT | | | 4 CORNERS RD | | | CO | 7 | Z | | | | | | | | | | | | | | | | |
| 6.27 | 6.27 | MISC FEAT | 'R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 6.75 | 6.75 | | | | | | | | | 1 : | 1 | | | | | 3A | 22A | 3A | | 22 | 3 0 | 1 | R1 | | 50 I | 3. |
| 7.00 | 7.00 | MP MARKER | 2 | R | 7 | | | | | | | | | | | | | | | | | | | | | |
| 7.66 | 7.66 | | | | | | | | | 1 : | 1 | | | | | 6A | 24A | 6A | | 24 | 3 0 | 1 | R1 | | 50 I | .2 |
| 7.78 | 7.78 | | | | | | | | | 1 : | | | | | | | 24A | | | 24 | | | U1 | | 50 I | |
| 7.79 | | ENT/EXIT | | R | BUSINESS | | | PV | SG Y | 7 1 3 | 1 | | | | | | 24A | | | 24 | | | U1 | | 50 1 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | ETAIL | | | TURN LANE | 3 | | | | -ACCI | ELERA' | TION | LANE | :S | | | | | | | | | | | | |
| | | | | | R NEAR L F. | | R FAR | | | | -CNTR | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | LGT WD LGT | | LGT WD | | T WI | | GT WD | | r wd | LGT | | | | | | | | | | | | |
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| 6.24 | 6.24 | | | | .03 11 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | - | | | | | | V | IDTE | ANI | D ST | URFA | CE I | NFORM | IATIO | N | | | | | | | | |
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| | | | : 1 | DIR | ECTION TO | TION TO INVENTORY | | | | DGE | | DECF | | | | | | CRES/ | | | | | | -CLA | | TICATI | | 3 |
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| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | ION | | C | r Wo | C L | DI | W/S | W/S | W/S | WD, | /S BI | S W / | S W/S | W/S | WID | WID | A _I | SE | NBR | FC | D IB | R | KT |
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| 7.79 | 7.79 | INTRSECTN | | R | SR 19-AI | RPORT CUT | roff R | D S | T S | G Y | 1 1 | | | | | | 6 | A 24A | 6A | | 24 | 3 | 01 | | U1 | 50 | L | |
| 7.85B | 7.85 | BEG EQ | | | BEGIN BA | | | | | | | | | | | | | | | | | | | | | | | |
| 7.85 | 7.86 | EQUATION | | | 007.86B= | 007.85 | | | | | 1 1 | | | | | | 6 | A 24A | 6A | | 24 | 3 | 01 | | U1 | 50 | R | |
| 7.92 | 7.93 | | | | | | | | | | 1 1 | | | | | | 5 | A 24A | 5A | | 24 | 3 | 01 | | U1 | 50 | R | |
| 8.00 | 8.01 | MP MARKER | | R | 8 | | | | | | | | | | | | | | | | | | | | | | | |
| 8.26 | 8.27 | INTRSECTN | | R | OLD FORT | TOWNSENI | D RD | C | :0 | Y | | | | | | | | | | | | | | | | | | |
| 8.60 | 8.61 | INTRSECTN | | R | SETON RD | | | C | :0 | Y | | | | | | | | | | | | | | | | | | |
| 8.64 | 8.65 | MISC FEATR | 2 | R | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 8.97 | 8.98 | INTRSECTN | | R | FREDERIC | KS ST | | C | :0 | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | W FREDER | ICKS ST | | C | :0 | Y | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.01 | MP MARKER | | R | 9 | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 9.08 | MISC FEATR | 2 | R | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | | BEG BRIDGE | | | OLD CMST | | | S | T | | 1 1 | | | | | | \$\$ | C 26A | \$\$C | | 26 | 3 | 01 | | U1 | 50 | R | |
| | | | | | | 020/015 | | | | | | | | | | | | | | | | | | | - | | | |
| 9.20 | 9.21 | END BRIDGE | : в | | OLD CMST | | | | | | 1 1 | | | | | | 6 | A 24A | 6A | | 24 | 3 | 01 | | U1 | 50 | R | |
| 9.57 | | INTRSECTN | | L | JACOB MI | | | C | .O | Y | | | | | | | _ | | | | | _ | | | | | | |
| | | MISC FEATR | ? | | BUS PULL | | | _ | | _ | | | | | | | | | | | | | | | | | | |
| 9.78 | 9.79 | ENTER CITY | | | PORT TOW | | | | | | 1 1 | | | | | | 6 | A 24A | 6A | | 2.4 | 3 | 01 | 1005 | 111 | 40 | R | В |
| 9.81 | | INTRSECTN | | т. | DISCOVER | | | | т s | G Y | 1 1 | | | | | | | A 242 | | | | | | 1005 | | | R | |
| J.01 | 7.02 | INTRSECTN | | | MILL RD | 1 10 | | C | 'T' S | G Y | | | | | | | , | 2 | . ,,, | | | | 0 - | 1005 | 0 - | 10 | | |
| 9.84 | 9 85 | BEG SU LN | | | BICYCLE | | 0 | 6A | | | 1 1 | | | | | | \$\$ | \$ 242 | . 7a | 6 | 3.0 | 3 | 0.1 | 1005 | тт1 | 40 | R | В |
| 9.86 | | BEG SU LN | | | BICYCLE | | | 6A | | | 1 1 | | | | | | ΥŸ | | \$\$\$ | | | | | 1005 | | | R | |
| 9.89 | | MISC FEATR |) | | SGN ENT | DT TOWNS | | 011 | | | | | | | | | | 2 11 | . 444 | 12 | 50 | | 01 | 1005 | 01 | 10 | 10 | ם |
| 9.93 | 9.94 | | | 10 | DON LINI | II IOWNOI | מאונ | | | | 1 1 | | | | | | | 247 | | 12 | 36 | 3 | 0.1 | 1005 | тт1 | 4 0 | R | D |
| 10.01 | | MP MARKER | | Þ | 10 | | | | | | | | | | | | | 211 | 7 | 12 | 50 | J | 01 | 1003 | 01 | 40 | 10 | F |
| 10.12 | 10.13 | HE MARKER | | 10 | 10 | | | | | | 1 1 | | | | | | | 247 | | 12 | 36 | 3 | 0.1 | 1005 | тт1 | 3.0 | R | D |
| 10.12 | | END SU LN | | т | BICYCLE | | Λ | 67 | | | | С | 127 | | 1 ' | 2s ct | т | | | | | | | 1005 | | | R | |
| 10.20 | 10.21 | END SU LN | | | BICYCLE | | 0 | 6A | | | т т | C | IZA | | Τ. | 25 C | , | 125 | | אָאָא | 21 | 5 | ΟŢ | 1003 | ΟŢ | 30 | IX | F |
| 10.24 | 10 25 | ROUNDABOUT | , | | HOWARD S | TT CD | | | | 70 V | | | | | | | | | | | | | | | | | | |
| 10.24 | | ROUNDABOUT | | | HOWARD S | ער אם די פס | 0 | | ידי ע | I G | | | | | | | | | | | | | | | | | | |
| 10.23 | | BEG SU LN | | | BICYCLE | IND | 0 | 67 | . 1 1 | .5 1 | 1 1 | _ | 1 2 7 | | 1 1 | 2S CT | т | 107 | _ | 10 | 26 | 2 | 0.1 | 1005 | тт1 | 2.0 | R | D |
| 10.27 | 10.20 | BEG SU LN | | | BICYCLE | | 0 | 6A | | | ТТ | C | 1ZA | | Τ. | 25 C |) | $\perp ZF$ | | 12 | 30 | 3 | UΙ | 1005 | UΙ | 30 | ĸ | Р |
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| INTERSEC | ים ארבייי | ביייא דו _ | | | TURN | T 7 NTC C | | _ | | | አራሪፑ | T 12 D 7 1 | TON | T 7\NT | rc | | _ | | | | | | | | | | | |
| TMIERSEC | LIION D. | | | | R NEAR | | R FAR | | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | 7 DM | | | WD | | LGT WD | | | | | | T WD | | | | GT WI | | | | | | | | | | | | |
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| 7.79 | 7.79 | _ | | | | .04 12 | | | | | | | | | | | | | | | | | | | | | | |
| 8.26 | 8.27 | | | | .05 14 | .04 12 | .10 1 | _ | | | Λ | 4 12 | | | | | | | | | | | | | | | | |
| 8.60 | 8.61 | | | | | .03 12 | | | | | | 4 12 | | | | | | | | | | | | | | | | |
| 8.60 | 8.98 | | 0.2 | 12 | | .03 12 | | | | | . 0 | ⊐ 1∠ | | | | | | | | | | | | | | | | |
| 9.57 | 9.58 | | | 12 | | .03 12 | | | | | | | 0.7 | 3 12 | | | | | | | | | | | | | | |
| 9.57 | 9.58 | | | 12 | | .03 12 | | | | | | | . 0.3 |) IZ | | | | | | | | | | | | | | |
| 9.8⊥ | 9.8∠ | • | 03 | 12 | | .∪3 1∠ | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | :LE | ECTION TO INVENTOR | | -U | | E | NBR | DEC | | /DIV RHT | | | INC | RES/I | UNDI RHT | SPC USE | TOT | | | CLA | | LEGA | AL | | |
|----------------|--------|------------------------|-----|-----|---------------------|--------|------|------|----|-----|------|--------|-------------|----------|---------|-----|------------|-------------|------------|-----|---|-----|--------------|-----|------|------|-------|------------|
| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | | | | | | | | | NBR | | | | | |
| 10.29 | 10.30 | | | | | | | | | 1 1 | С | 12A | | 125 | S CU | | 12A | С | 12 | 36 | 3 | 01 | 1005 | 111 | - | 30 : | R F | Þ |
| 10.30 | | MISC FEATR | 2 | R | BUS PULLOUT | | | | | | Ū | | | | , 00 | | | Ū | | 50 | • | - | | - | • | | | • |
| 10.34 | | INTRSECTN | | | CLIFF ST | | СТ | | Y | | | | | | | | | | | | | | | | | | | |
| 10.37 | 10.38 | MISC FEATR | 2 | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 10.43 | INTRSECTN | | R | ALDER ST | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 10.47 | 10.48 | BEG ST | I | | SIMS WAY | | | | | 1 1 | C | 12A | | 128 | S CU | | 12A | C | 12 | 36 | 3 | 01 | 1005 | U1 | 3 | 30 | r f | P * |
| | | INTRSECTN | | | MCPHERSON ST | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 10.49 | | MISC FEATR | | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.50 | 10.51 | END SU LN | | | BICYCLE | | | | | 1 1 | С | 12A | | 128 | S CU | | 12A | С | \$\$\$ | 24 | 3 | 01 | 1005 | U1 | 3 | 30 : | R F | P * |
| | | END SU LN | | | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | |
| 10.52 | | ROUNDABOUT | | | THOMAS ST SB | | CT | YS | Y | | | | | | | | | | | | | | | | | | | |
| 10.54 | | ROUNDABOUT | | | THOMAS ST NB | 0.63 | C.I. | YS | Υ | | | | | | | | 0.43 | | 1.0 | 2.0 | _ | 0.1 | 1005 | 1 | | | | - · |
| 10.57 | 10.58 | BEG SU LN | | | BICYCLE | | | | | ТТ | \$ | \$\$\$ | | \$\$\$\$ | \$ \$\$ | | 24A | \$ | 12 | 36 | 3 | ÛΙ | 1005 | UΙ | - | 30. | R F | P * |
| 10.58 | 10 E0 | BEG SU LN INTRSECTN | | | BICYCLE LOGAN ST | 06A | | | Y | | | | | | | | | | | | | | | | | | | |
| 10.56 | | BEG SU LN | | | TWO WAY TURN | 12A | | | | 1 1 | | | | | | C | 24A | С | 24 | / Ω | 2 | 01 | 1005 | тт1 | - | ٠ ١ | р г | P * |
| 10.73 | | INTRSECTN | | | HANCOCK ST | IZA | СТ | | Y | | | | | | | C | ZIA | C | 21 | 10 | 5 | ΟŢ | 1003 | ΟŢ | - | | I(F | F |
| 10.78 | | INTRSECTN | | | SHERMAN ST | | CT | | Ϋ́ | | | | | | | | | | | | | | | | | | | |
| 10.80 | | MISC FEATR | | | BUS PULLOUT | | CI | | _ | | | | | | | | | | | | | | | | | | | |
| 10.82 | | END SU LN | | | TWO WAY TURN | 12A | | | | 1 1 | | | | | | C | 36A | С | 12 | 48 | 3 | 01 | 1005 | IJ1 | 3 | 30 | R F | P * |
| | | INTRSECTN | | | HENDRICKS ST | | | PC | | | | | | | | _ | | _ | | | | | | - | | | | |
| 10.84 | 10.85 | BEG SU LN | | | TWO WAY TURN | 12A | | | | 1 1 | | | | | | С | 24A | С | 24 | 48 | 3 | 01 | 1005 | U1 | 3 | 30 | R F | P * |
| | | MISC FEATR | 2 | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.87 | 10.88 | CHG SU LN | | R | BICYCLE | 08A | | | | 1 1 | | | | | | C | 24A | C | 28 | 52 | 3 | 01 | 1005 | U1 | 3 | 30 | r f | P * |
| | | CHG SU LN | | | BICYCLE | A80 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | GRANT ST | | _ | | Y | | | | | | | | | | | | | | | | | | | |
| 10.89 | | END SU LN | | | TWO WAY TURN | 12A | | | | 1 1 | | | | | | С | 24A | С | 16 | 40 | 3 | 01 | 1005 | U1 | 3 | 30 : | R F | P * |
| 10.93 | | INTRSECTN | | | SHERIDAN ST | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 10.98 | | INTRSECTN | | | CLEVELAND ST | | CT | | N | | | | | | | | | | | | | | | | | | | |
| 11.00 11.03 | | MP MARKER | | | 11 WILSON ST | | СТ | | ът | 1 1 | | | | | | 4 | 24A | \$ | 1.0 | 4.0 | 2 | 0.1 | 1005 | TT1 | | | D - | P * |
| 11.03 | | INTRSECTN INTRSECTN | | | HILL ST | | CT | | | 1 1 | | | | | | Ş | 24A 24A | | 16 16 | | | | 1005 1005 | | | | | Р ^ В * |
| 11.40 | | INTRSECTN | | | 10TH ST | | CT | | | 1 1 | | | | | | | 24A | | | | | | 1005 | | | | | в " R * |
| 11.45 | | ENT/EXIT | | | SHOPPING CENTER | | PV | | Y | | | | | | | | ZIA | | 10 | 10 | 5 | ΟŢ | 1003 | ΟŢ | | . 0 | 1/ 1/ | |
| 11.15 | 11.10 | DIVI / DZIII | | | BIIOTT ING CHITTER | | ı v | | _ | | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION D | ETAIL - | | | TURN LANES | | _ | | -A | CCE | LERA | TION | LANE | S | | | | | | | | | | | | | | |
| | | | | | | R FAR | | | | | | R-0 | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | ιGΤ | | | LGT WD | L | GT W | D | LG | T WD | LG. | r wd | LGT | C MD | | | | | | | | | | | | | |
| | 10.25 | | | | | | - | | - | | | | | | | | | | | | | | | | | | | |
| 10.34 | 10.35 | • | 02 | 12 | 00 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 10.47 | 10.43 | | 02 | 11 | .02 12 .02 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.47 | 10.48 | | 02 | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.45 | 11.46 | • | U Z | | .02 12 | .05 12 | | | | | | | | | | | | | | | | | | | | | | |
| 11.10 | 11.10 | | | | | .00 12 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | _ | WIDTH AND | | | | SURE | ACE | INI | | | | | | | | | | | | | |
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| | | | :DIR | ECTION TO | INVENTO | RY | -BF | RIDG | | | | REAS | | | | | | | | | | | -CLA | SSIF | ICATIO | NS | |
| | | | : :[| EFT/RIGHT | INDICAT | OR | | | | | $_{ m LFT}$ | | RHT | | | $_{ m LFT}$ | | RHT | | | | | | | LEGAL | | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPT | ION | | 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 | RKT | |
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| 11.51 | | INTRSECTN | | HAINES P | L | | | SG | | . 1 | | | | | | | 24A | | 16 | 40 | 3 | 01 | 1005 | U1 | 30 | RB* | |
| 11.66 | | INTRSECTN | L | 12TH ST | ~- | | CT | | N | | | | | | | | | | | | | | | | | | |
| 11.79 | | INTRSECTN | | BENEDICT | | | CT | | N | | | | | | | | | | | | | | | | | | |
| 11.91 | | INTRSECTN | | JEFFERSO | | | CT | | N | - | | | | | | | 007 | ~ | 1.0 | 4.4 | 2 | 0.1 | 1005 | 1 | 2.0 | | |
| 11.96 | 11.97 | INTRSECTN | | DECATUR | | | CT | | Y 1 | . 1 | | | | | | | 28A | С | 16 | 44 | 3 | UΤ | 1005 | UΙ | 30 | RB* | |
| 11 07 | 11 00 | INTRSECTN | Ъ | JEFFERSO! | N ST | | CT | | Y | 1 | ~ | 103 | | 100 | at t | | 103 | <i>a</i> | 1. | 4.0 | 2 | 0.1 | 1005 | TT1 | 2.0 | D D 4 | |
| 11.97 | 11.98 | | ъ | DIGUGIE | | 0.07 | | | | . 1 | | 12A | | 10P | | | 12A | C | 16 | | | | 1005 | | | RB* | |
| 11.99 | | END SU LN | | BICYCLE | | A80 | | | | . 1 | | 12A | | 10P | | | 16A | C | 8 | | | | 1005 | | | RB* | |
| 12.00 | | END SU LN | | BICYCLE | am an | A80 | | 770 | | . 1 | C. | 16A | | 10P | CU | | 16A | C | \$\$\$ | 32 | 3 | UΤ | 1005 | UΙ | 30 | R B * | |
| 12.01 | | ROUNDABOUT | | KEARNEY | ST SB | 0.67 | | | | | ~ | 1 6 3 | | 100 | OTT. | | 107 | ~ | _ | 2.4 | 2 | 0.1 | 1005 | TT1 | 2.0 | D D 4 | |
| 12.02 | | BEG SU LN | | BICYCLE | CIII NID | 06A | | | | . 1 | Ċ | 16A | | 10P | CU | | 12A | С | 6 | 34 | 3 | UΙ | 1005 | UΙ | 30 | RB* | |
| 10 00 | | ROUNDABOUT | | KEARNEY | SI NB | 0.63 | | 15 | | 1 | _ | 107 | | 100 | OTT. | | 107 | ~ | 10 | 20 | 2 | 0.1 | 1005 | TT1 | 2.0 | n n + | |
| 12.03 | | BEG SU LN | | BICYCLE | OT TITL | 06A | | | | . 1 | | 12A | | 10P | | ~ | 12A | C C | 12 12 | | | | 1005 | | | R B * | |
| $12.04 \\ 12.07$ | | MISC FEATR | R B | BUS PULL | | | СШ | | Υ Υ | . 1 | Ş | \$\$\$ | | \$\$\$\$ | \$\$ | C | 32A | C | 12 | 44 | 3 | UΙ | 1005 | UΙ | 30 | KB" | |
| 12.11 | | INTRSECTN BEG SU LN | | WASHINGTO | | 12A | | | _ | 1 | | | | | | C | 32A | С | 24 | 56 | 2 | O 1 | 1005 | тт1 | 20 | R B * | |
| 12.11 12.14 | | END SU LN | C C | TWO WAY | | 12A 12A | | | | 1 | | | | | | | 32A | C | 12 | | | | 1005 | | | RB* | |
| 12.14 | | END SU LIN | I | SIMS WAY | | | | | | 1 | | | | | | | 32A 24A | C | 12 | | | | 1005 | | | RR* | |
| 12.19 | 12.20 | BEG ST | Ī | WATER ST | | | | | | . т | | | | | | C | ZHA | C | 12 | 30 | 5 | UΙ | 1005 | UΙ | 30 | К К | |
| | | INTRSECTN | | WATER ST | | | СТ | | Y | | | | | | | | | | | | | | | | | | |
| 12.38 | 12 30 | END SU LN | | BICYCLE | | 06A | | | | 1 | | | | | | C | 30A | С | 6 | 36 | 2 | Λ 1 | 1005 | тт1 | 3.0 | R P * | , |
| 12.46 | 12.47 | END 50 HN | 10 | DICICHE | | OOA | | | | 1 | | | | | | | 30A | C | 6 | | | | 1005 | | | RP* | |
| 12.47 | 12.48 | | | | | | | | | 1 | | | | | | | 30A | C | | 36 | 3 | 0 I | 1005 | 111 | | RP* | |
| 12.50 | | END SU LN | т. | BICYCLE | | 06A | | | | 1 | | | | | | _ | 38A | _ | \$\$\$ | | | | 1005 | | | RP* | |
| 12.51 | | END ST | I | WATER ST | | | | | | | | | | | | | 56A | C | 444 | | | | 1005 | | | RP\$ | |
| 12.51 | 12.32 | INTRSECTN | | WATER ST | | | СТ | SG | γ̈ | _ | | | | | | _ | 5011 | C | | 30 | _ | 0 _ | 1005 | 01 | 23 | 10 1 9 | |
| 12.56 | 12.57 | LEAVE CITY | | PORT TOW | | | - | - | Ė | \$ | | | | | | Ś | \$\$\$ | \$ | | \$\$\$ | \$: | \$\$ | \$\$\$\$ | \$\$ | \$\$ | \$\$ | |
| | 12.07 | BEG FER ZN | | BEGIN FE | | | | | τ | т | | | | | | т | *** | τ. | | T T T | Υ . | т т | **** | т т | 77 | т т | |
| | | END CTLSEC | | CONTROL | | | | | | | | | | | | | | | | | | | | | | | |
| | | FERRY TERM | | PT TOWNS: | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | OWNER WS | | | | | | | | | | | | | | | | | | | | | | | |
| | | IN FER ZN | | IN FERRY | ZONE | | | | | | | | | | | | | | | | | | | | | | |
| 12.88 | 12.58 | FERRY TERM | В | COUPEVIL | LE FERRY | LANDING | | | | | | | | | | | | | | | | | | | | | |
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| INTERSEC | CTION DE | ETAIL - | | TURN | LANES | | | | -AC | CEL | LERA] | CION | LANE | :s | | | | | | | | | | | | | |
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| SRMP B | ARM | \mathbf{L}_{i} | GT WD | LGT WD | LGT WD | LGT WD | LO | GT W | D | LGT | ' WD | LGT | ' WD | LGT | WD | | | | | | | | | | | | |
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| 11.96 | 11.97 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
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DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

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25

STATE HIGHWAY LOG

SR 020 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

-----WIDTH AND SURFACE INFORMATION-----

-BRIDGE | DECREAS/DIV| :DIRECTION TO INVENTORY LFT RHT USE TOT | LEGAL | -UXING- NBR LFT RHT : :LEFT/RIGHT INDICATOR -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 SRMP B ARM FEATURE D LR DESCRIPTION

12.88 12.58

OWNER WSF

END FER ZN END FERRY ZONE

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| | | | | | | | | | | | | WIDTH | H ANI | SU | RFAC: | E IN | FORM | ATION | 1 | | | | | | | | |
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| | | | : I | DIRE | ECTION TO | INVENTO | RY | -BR | IDGE | | DEC | REAS | /DIV | | | INC | RES/I | JNDI | SPC | | | | -CLA | SSIF | CATI | ONS | 3 |
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| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROU | | F / DT / DD DD | | | 1 2 | | | | | | C | 54P | С | | 54 | Τ | 05 | 0450 | UΙ | 30 |) L | Р |
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| | | BEG CTLSE BEG BRIDG | | | SR 5 | SECTION | 2/03 | ST | | | | | | | | | | | | | | | | | | | |
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| 0.06 | 0 06 | END BRIDG | E B | | SR 5 | 000/400 | | | | 1 2 | | | | | | 82 | 50A | 4 z | | 5.0 | 1 | 05 | 0450 | TT1 | 3.0 |) L | D |
| 0.00 | 0.00 | OFF RAMP | ם ם | R | SR 5 | | | ST | | | | | | | | 011 | 5011 | 171 | | 50 | _ | 03 | 0150 | 01 | 50 | , 1 | - |
| 0.12 | 0.12 | ON RAMP | | | SR 5 | | | | SG Y | | | | | | | SSC | 66A | \$\$C | | 66 | 1 | 05 | 0450 | тт1 | 3.0 |) L | P |
| 0.13 | | OFF RAMP | | | SR 5 | | | ST | | 2 2 | | | | | | | 66A | | | | | | 0450 | _ | |) L | |
| 0.16 | | WYE CONN | | | PACIFIC | HWY E | | CT | Y | | | | | | | | | | | | | | | _ | | | |
| | | WYE CONN | | | SR 99 | | | ST | Y | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | BEG SU LN | | L | BICYCLE | | 04A | | | 2 2 | | | | | | C | 64A | C | 4 | 68 | 1 | 05 | 0450 | U1 | 35 | L | P * |
| | | BEG ST | I | | PACIFIC | HWY E | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | PACIFIC | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | 54TH AVE | | | CT | SG Y Y | | | | | | | | | | | | | | | | | | |
| 0.19 | | WYE CONN | | | SR 99 | | | | Y | | | | | | | | 64A | | 4 | | | | 0450 | | | | P * |
| 0.22 | | BEG SU LN | | | TWO WAY | | 12A | | | 2 3 | | | | | | | 60A | | 16 | | | | 0450 | | | | P * |
| 0.46 | | END SU LN | | - | TWO WAY | - | 12A | | ~~ | 2 3 | | | | | | С | 72A | C | 4 | 76 | 1 | 05 | 0450 | U1 | 35 | L | P * |
| 0.51 | 0.51 | INTRSECTN | | L | 59TH AVE | | G T 1 T G | | | | | | | | | | | | | | | | | | | | |
| 0.53 | 0 52 | ENT/EXIT | | | EMERALD | | SINO | ΡV | SG Y | | | | | | | | | | | | | | | | | | |
| 0.53 | | MISC FEAT BEG SU LN | | | BUS PULL TWO WAY | | 12A | | | 2 2 | | | | | | C | 46A | C | 16 | 62 | 1 | 0.5 | 0450 | тт1 | 2 5 | . т | P * |
| 0.59 | | WYE CONN | | | 62ND AVE | | 12A | СТ | v | | | | | | | C | 40A | C | Τ0 | 02 | Т | 05 | 0450 | UΙ | 33 |) Ц | Р " |
| 0.65 | | END ST | I | | PACIFIC : | | | CI | 1 | 2 2 | | | | | | C | 46A | C | 16 | 62 | 1 | 05 | 0450 | тт1 | 3 5 | т. | ΡŚ |
| 0.03 | 0.05 | INTRSECTN | _ | | 62ND AVE | | | СТ | v | 2 2 | | | | | | C | TOA | C | 10 | 02 | _ | 03 | 0430 | 01 | 3. | , ப | ΕŲ |
| 0.85 | 0.85 | BEG SU LN | | | BICYCLE | - | 05A | | | 2 2 | | | | | | С | 48A | С | 9 | 57 | 1 | 05 | 0450 | тт1 | 3 5 | L | P |
| 0.00 | 0.00 | END SU LN | | | TWO WAY | TURN | 12A | | | | | | | | | Ū | 1011 | Ū | _ | 0. | _ | 0.5 | 0 10 0 | - | | _ | - |
| | | INTRSECTN | | | 65TH AVE | | | | N | | | | | | | | | | | | | | | | | | |
| 0.86 | 0.86 | CHG SU LN | | | BICYCLE | | 05A | | | 2 2 | | | | | | С | 48A | C | 10 | 58 | 1 | 05 | 0450 | U1 | 35 | L | P |
| 0.88 | 0.88 | | | | | | | | | 2 2 | С | 24A | | 8 | P CU | \$ | 24A | С | 10 | 58 | 1 | 05 | 0450 | U1 | 35 | L | P |
| 0.90 | 0.90 | END SU LN | | R | BICYCLE | | 05A | | | 2 2 | C | 24A | | 8 | P CU | | 24A | C | \$\$\$ | 48 | 1 | 05 | 0450 | U1 | 35 | L | P |
| | | END SU LN | | L | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | | |
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| INTERSE | ECTION D | | | | TURN | | | | | | | TION | | | | | | | | | | | | | | | |
| | | | | | R NEAR | L FAR | R FAR | | | | | R-0 | | | | | | | | | | | | | | | |
| SRMP E | 3 ARM | | LGT | WD | LGT WD | LGT WD | LGT WD | LG | T WD | | T WD | _ | r wd | LG | T WD | | | | | | | | | | | | |
| 0.12 | 0.12 | | | | | | | | | | 2 12 | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | .03 | 24 | | .03 12 | | | | • + | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | .03 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | , , , | | .05 12 | | | | | | | | | | | | | | | | | | | | | | |
| 0.85 | 0.85 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
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SR 099 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| | | | | | | | | | | ייים דעו. | ı anı | SURE | 7 A C E | י דאדי | Z∩PM7 | \TT∩N | r | | | | | | |
|-------------|-----------|------------|-------|---|-----|-----|------|-------|-------|-----------|---------|----------|---------|--------|-------|--------|--------|-----------------|------|------------|--------|-------|--------|
| | | | :DTRI | ECTION TO INVENTORY | - 1 | -BR | TDGF | | | REAS | | | | | | | | | | CT.Z | SSIF | тсатт | ONS |
| | | | | EFT/RIGHT INDICATOR | | | | | R LFT | | RHT | | | LFT | (110) | RHT | USE | $ _{T \cap T} $ | | СПР | | LEGAL | |
| | | | : : | EP1/RIGHT INDICATOR | | | | | | | | MEDIZ | | | PDV | CHD | T.NIC | BDA | мтс | r I CTTV | · I gm | | T P S |
| SRMP B | ΔRM | FEATURE | | DESCRIPTION | | | | | | | | | | | | | | | | | | | RKT |
| DIGHT D | | I DITTORE | | BIBCKII I ION | | | | , | " / " | ", 5 | , "', 5 | WD/ 5 | | W, D | " | , ", 5 | WID | " | 11 0 | INDIC | 1 0 | | |
| | | l ———— I | - | I | | | | -1-1- | - | - | | | ı —— I | | I —— | ı —— I | | | -1- | -1 | -11- | | 1-1-1- |
| 0.90 | 0.90 | WYE CONN | R | WAPATO WAY E | | СТ | Y | 2 2 | 2. (| 24A | | 8P | CII | | 24A | С | | 48 | 1 0 | 0450 | 111 | 35 | LΡ |
| 0.50 | 0.50 | MISC FEATR | | SGN ENT FIFE | | - | _ | | | | | 0.2 | 00 | | | Ū | | | | . 0100 | 0_ | | |
| 0.93 | 0.93 | ROUNDABOUT | | | | СТ | YS Y | • | | | | | | | | | | | | | | | |
| 0.95 | | ROUNDABOUT | | WAPATO WAY E WB | 05A | CT | YS Y | - | | | | | | | | | | | | | | | |
| 0.97 | | BEG SU LN | | BICYCLE | 05A | | | 2 2 | 2 C | 24A | | 8P | CU | | 24A | С | 5 | 53 | 1 0 | 0450 | U1 | 35 | LР |
| | | WYE CONN | | WAPATO WAY E FIFE BICYCLE | | CT | Y | • | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | LEAVE CITY | | WAPATO WAY E FIFE | | | | 2 2 | 2 \$ | \$\$\$ | | \$\$\$\$ | \$\$ | С | 48A | С | 10 | 58 | 1 0 | 5 \$\$\$\$ | U1 | 35 | L \$ |
| | | BEG SU LN | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | • |
| 1.01 | 1.01 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.05 | END SU LN | L | BICYCLE BICYCLE | 05A | | | 2 2 | 2 | | | | | С | 54A | С | \$\$\$ | 54 | 1 0 | 5 | U1 | 35 | L |
| | | END SU LN | R | BICYCLE | 05A | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 099/422 HYLEBOS CREEK MILTON FIFE HEIGHTS DR SGN ENT MILTON | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | END BRIDGE | В | HYLEBOS CREEK | | | | 2 2 | 2 | | | | | 7A | 47A | 8A | | 47 | 1 0 | 5 | U1 | 35 | L |
| 1.15 | 1.15 | | | | | | | 2 2 | 2 | | | | | 5A | 47A | 8A | | 47 | 1 0 | 5 | U1 | 35 | L |
| 1.18 | 1.18 | ENTER CITY | | MILTON | | | | 2 2 | 2 | | | | | 5A | 47A | 8A | | 47 | 1 0 | 0785 | U1 | 45 | R P |
| | | INTRSECTN | L | FIFE HEIGHTS DR | | CT | SG Y | • | | | | | | | | | | | | | | | |
| 1.19 | 1.19 | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | |
| 5.27 | 1.62 | EQUATION | | 001.62 = 005.27 | | | | 2 2 | 2 | | | | | 8A | 46A | 8A | | 46 | 1 0 | 0785 | U1 | 45 | R P |
| | | INTRSECTN | R | PORTER WAY (OLD SR 5 | 14) | CT | SG Y | • | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PORTER WAY | , | CT | SG Y | • | | | | | | | | | | | | | | | |
| 5.33 | 1.68 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 2 | 2 | | | | | бA | 44A | бA | 12 | 56 | 1 0 | 0785 | U1 | 45 | R P |
| 5.54 | 1.89 | INTRSECTN | L | 70TH AVE E | | | | ſ | | | | | | | | | | | | | | | |
| 5.61 | 1.96 | END SU LN | | TWO WAY TURN | 12A | | | | | | | | | бA | 56A | бA | \$\$\$ | 56 | 1 0 | 0785 | U1 | 45 | R P |
| | | INTRSECTN | | BIRCH ST | | CT | N | ſ | | | | | | | | | | | | | | | |
| 5.62 | | MISC FEATR | | SGN ENT MILTON | | | | | | | | | | | | | | | | | | | |
| 5.64 | | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | |
| 5.65 | | BEG SU LN | | TWO WAY TURN TWO WAY TURN | 12A | | | 2 2 | 2 | | | | | | | | | | | 0785 | | | R P |
| 5.96 | 2.31 | END SU LN | | | | | | | 2 | | | | | 6A | 56A | 6A | \$\$\$ | 56 | 1 0 | 0785 | U1 | 45 | R P |
| | | INTRSECTN | | | | | | Ι | | | | | | _ | | _ | | | | | _ | | |
| 6.02 | | BEG SU LN | | TWO WAY TURN | 12A | | | | | | | | | | | 6A | | | | 0785 | | | R P |
| 6.15 | | BEG ST | I | PACIFIC HWY S | | | | 2 2 | 2 | | | | | 6A | 44A | 6A | 12 | 56 | 1 0 | 5 0785 | U1 | 50 | R P * |
| | | MISC FEATR | L | SGN ENT PIERCE CO | | | | | | | | | | | | | | | | | | | |
| | | | | FILDI - 1110 | | | | | | | | | | | | | | | | | | | |
| INTERSEC | LI.TON DI | | | TURN LANES | | | | | | | | | | | | | | | | | | | |
| GDMD D | 7.734 | | | R NEAR L FAR R F. | | | | | | | | RIGH | | | | | | | | | | | |
| SRMP B | ARM | | T WD | | WD | | | | | | | LGT | | | | | | | | | | | |
| 0.97 | 0.97 | | | | | | | | | | | .03 | | | | | | | | | | | |
| 1.18 | 1.18 | (| 3 12 | | | | | | | | | .03 | 14 | | | | | | | | | | |
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| 5.61 | 1.96 | . (| , | .03 12 | | | | | | | | | | | | | | | | | | | |
| 5.96 | 2.31 | | | .03 12 | | | | | | | | | | | | | | | | | | | |
| 3.70 | 2.51 | | | .05 12 | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

STATE HIGHWAY LOG

SR 099 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| | | | | W | IDTH | AND | SURFACE | INE | FORMA | TION | 1 | | | | | | | |
|-------------------|-------------------------|---------|-----|------|-------|-----|---------|------|-------|------|-----|-----|------|-------|------|-------|-----------|-----|
| | :DIRECTION TO INVENTORY | -BRIDGE | | DECR | EAS/D | VIC | | INCE | RES/U | NDI | SPC | | | -CLAS | SSIE | FICAT | IONS | |
| | : :LEFT/RIGHT INDICATOR | -UXING- | NBR | LFT | R | THS | | LFT | | RHT | USE | TOT | | | | LEGA | 다 | |
| | : : | -XROAD- | LNS | SHD | RDY S | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEE | D T : | PS |
| SRMP B ARM FEAT | URE D LR DESCRIPTION | OW TC L | DI | W/S | W/S W | I/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D I | B R I | КT |
| | | _ _ _ | _ _ | | _ | | | | | | | | _ | | | _ | _ _ . | _ _ |

2 2 6.15 2.50 MISC FEATR R SGN ENT KING COUNTY

END SECTN

6A 44A 6A 12 56 1 05 0785 U1 50 R P *

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|----------------|---------|------------------------|------|---------|---|------|----------------|-------|--------------|-------|--------------|-----|-------|-------|-------|-------------|---------|-----|----|-----|-------|------------|------------|-----|---------|---|
| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | 1 | RIDGE KING- | | LFT | REAS/ | RHT | | | LFT | KES/(| JNDI RHT | USE | | | | -CLAS | | LEGA | | NS | |
| SRMP B | ARM | FEATURE | | : LR | DESCRIPTION | | ROAD- TC I | | | | | | | | | | | | | | CITY | | | | | |
| 67.10 | 66.01 | DEG DOUBLE | | · — | MATN DOUBLE | ' | 11- | -1-1- | -1 | 11 | ı —— ı | | -11 | | 245 | 0.7 | | 24 | _1 | ı | | — і. R1 | | I · | - I - I | _ |
| 67.18 | 00.91 | BEG ROUTE | | | MAIN ROUTE OREGON ST LN TO SR 5/OLY | | | 1 1 | | | | | | ЬΑ | 24B | 8A | | 24 | 4 | UΙ | | ΚI | 5 | 5 | K | |
| | | BEG CTLSE | C | | CONTROL SECTION 1401 | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | 'R | L | SGN ENT PACIFIC COUNTY | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | R | SGN ENT GRAYS HARBOR CO | | | | | | | | | | | | | | | | | | | | | |
| 67.81 | | BEG BRIDG | | | SALMON CREEK BRDG NUM 101/101 | ST | | 1 1 | | | | | | | | \$\$C | | 36 | | | | R1 | | 5 5 | | |
| 67.83 | | END BRIDG | | | SALMON CREEK | | | 1 1 | | | | | | 8A | 24B | 8A | | 24 | 4 | 01 | | R1 | 5 | 5 | R | |
| 68.01 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 68.96 | | BEG BRIDG | | | SALMON CREEK TRIBUTARY BRDG NUM 101/103.25 | ST | | | | | | | | | | | | | | | | | | | | |
| 68.97 | | END BRIDG | | _ | SALMON CREEK TRIBUTARY | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 71.03 72.05 | | MP MARKER | | R R | | | | | | | | | | | | | | | | | | | | | | |
| 72.05 | | MP MARKER | | | TRUCK CLIMBING SHOULD10A | | | 1 1 | | | | | | 0.70 | 240 | ტ ტ ტ | 1.0 | 34 | 1 | 0.1 | | R1 | | 55 | Ъ | |
| 72.15 | | BEG SU LN END SU LN | | | TRUCK CLIMBING SHOULDIOA TRUCK CLIMBING SHOULDIOA | | | 1 1 | | | | | | | | 333 10A | | | | | | R1 | | 55 | | |
| 72.02 | 72.63 | END SO III | | Д | TRUCK CLIMBING SHOULDIUM | | | 1 1 | | | | | | | | A8 | 999 | 24 | | | | R1 | | 55 | | |
| 73.00 | | MP MARKER |) | R | 73 | | | т 1 | | | | | | IUA | 210 | OA | | 21 | 7 | OΙ | | X.I | ~ | , , | IX. | |
| 73.06 | 72.79 | ME MARKE | | 10 | 73 | | | 1 1 | | | | | | 8 Z | 24B | 8A | | 24 | 4 | 01 | | R1 | _ | 5 5 | R | |
| 73.12 | | BEG SU LN | ī | L | TRUCK CLIMBING SHOULD10A | | | 1 1 | | | | | | | 24B | | 10 | | | | | R1 | | 55 | | |
| 73.74 | | END SU LN | | | TRUCK CLIMBING SHOULD10A | | | 1 1 | | | | | | | | 8A | | | | | | R1 | | 55 | | |
| 74.01 | | MP MARKER | | L | | | | | | | | | | | | | * * * * | | | | | | | | | |
| | | INTRSECT | | L | LUND RD | CO | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 74.37 | 74.10 | INTRSECT | 1 | R | NORTH RIVER RD | CO | 7 | 7 | | | | | | | | | | | | | | | | | | |
| 74.46 | 74.19 | BEG BRIDG | E B | | NORTH RIVER | ST | | 1 1 | | | | | | \$\$W | 36P | \$\$W | | 36 | 4 | 01 | : | R1 | 5 | 5 5 | R | |
| | | | | | BRDG NUM 101/105 | | | | | | | | | | | | | | | | | | | | | |
| 74.55 | | END BRIDG | E B | | NORTH RIVER | | | 1 1 | | | | | | | 24B | | | 24 | | | | R1 | | 5 | | |
| 74.74 | 74.47 | | | | | | | 1 1 | | | | | | 3A | 24B | 3A | | 24 | 4 | 01 | | R1 | 5 | 5 | R | |
| 74.78 | | MISC FEAT | 'R | | SGN ENT ARTIC | | | | | | | | | | | | | | | | | | | | | |
| 74.80 | | WYE CONN | | | ARTIC RD | CO | 1 | | | | | | | | | | | | | | | | | | | |
| 75.00 | | INTRSECTN | | | ARTIC RD | CO | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 75.03 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 76.02 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 76.22 | | MISC FEAT | | | SGN ENT ARTIC | | | | | | | | | 2.7 | 0.45 | 0.7 | | 0.4 | 4 | 0.1 | | - 1 | _ | | _ | |
| 76.67 | 76.40 | WEIGH STA | 7 | R | NUMBER 12 | | | 1 1 | | | | | | 3A | 24B | 8A | | 24 | 4 | UΙ | | R1 | 5 | 5 | R | |
| INTERSE | CTION D | ETAIL | | | TURN LANES | | | | LERA' | | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | L NI | | R NEAR L FAR R FAR LGT WD LGT WD | | | | CNTR T WD | | CNTR C WD | LGT | | | | | | | | | | | | | | |
| 74.37 | 74.10 | | | | .02 12 | | | | 3 12 | | - | | | | | | | | | | | | | | | |

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| | | | : D | IRE | ECTION TO | INVENTO: | RY | | | IDGE | | DECE | REAS | | SURFAC | INC | RES/ | ATION UNDI | | | | | -CLAS | SSIFI | ICAT: | ION | S |
|----------------|----------------|-----------|-------------------|-----|------------------|----------|-----|-----|-----|------|---------|------|------|-----|--------------------|------------|------------|---------------|--------|-----|--------|-----------|---------|----------|-------|-------------|----|
| | | | | | EFT/RIGHT | INDICAT | OR | | -UX | ING- | NBF | LFT | | RHT | | LFT | | | USE | | | | | | LEGA | | |
| SRMP B | ARM | FEATURE | : D: _ _ . | | DESCRIPTI | ON | | | | | | | | | MEDIAN- WD/S BR | | | SHD W/S | | | | | | | | | |
| 76 70 | 76 50 | | | | | | | | | | 1 1 | | | | | <i>C</i> 7 | 0.45 | C 3 | | 0.4 | 4 | 0.1 | | D 1 | - | | |
| 76.79 76.81 | 76.52 76.54 | | | | | | | | | | 1 1 1 1 | | | | | | 24B 24B | | | | 4 4 | | | R1 R1 | | 5 R) R | |
| 76.81 76.94 | | WYE CONN | , | D | SR 107 | | | | ST | Y | | - | | | | бΑ | 24B | ЬΑ | | 24 | 4 | UΙ | | ΚI | 51 | JK | |
| 76.94 | | INTRSECTN | | | SR 107 | | | | ST | | | | | | | | | | | | | | | | | | |
| 76.99 | | BEG SU LN | | | CLIMBING | | | 11B | D1 | | 1 1 | | | | | 67 | 24B | 6A | 11 | 35 | 4 | Λ1 | | R1 | 5.0 | R | |
| 70.55 | 70.72 | MP MARKER | | | 77 | | | 110 | | | | - | | | | OA | 210 | OA | | 33 | - | 01 | | ICI | ٠, ر | <i>J</i> 10 | |
| | | WYE CONN | | | SR 107 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 77.07 | 76.80 | | | | DIC 107 | | | | 01 | _ | 1 1 | | | | | 3 A | 24B | 3 A | 11 | 35 | 4 | 01 | | R1 | 5.0 | R | |
| 77.15 | 76.88 | | | | | | | | | | 1 1 | | | | | | | 3A | | | 4 | | | R1 | |) R | |
| 77.86 | 77.59 | | | | | | | | | | 1 1 | | | | | | | 4A | | 35 | | | | R1 | |) R | |
| 78.01 | 77.74 | MP MARKER | . 1 | R | 78 | | | | | | | | | | | | | | | | | | | | | | |
| 78.21 | | END SU LN | | R | CLIMBING | | | 11B | | | 1 1 | _ | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 | 01 | | R1 | 5(|) R | |
| 78.39 | 78.12 | | | | | | | | | | 1 1 | _ | | | | | | бΑ | | 24 | 4 | 01 | | R1 | 50 |) R | |
| 78.47 | 78.20 | | | | | | | | | | 1 1 | _ | | | | 3A | 24A | 3A | | 24 | 4 | 01 | | R1 | 5(|) R | |
| 78.60 | 78.33 | BEG SU LN | | L | CLIMBING | | | 11A | | | 1 1 | | | | | 3A | 24A | 3A | 11 | 35 | 4 | 01 | | R1 | 50 |) R | |
| 78.76 | 78.49 | | | | | | | | | | 1 1 | | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | | R1 | 5 (|) R | |
| 78.84 | 78.57 | | | | | | | | | | 1 1 | | | | | | | 13A | | 35 | 4 | 01 | | R1 | 5 (|) R | |
| 78.86 | 78.59 | | | | | | | | | | 1 1 | | | | | | | 13A | | | 4 | | | R1 | 50 |) R | |
| 78.97 | 78.70 | | | | | | | | | | 1 1 | | | | | | | 13A | 11 | | 4 | | | R1 | |) R | |
| 78.99 | | MP MARKER | . 1 | R | 79 | | | | | | 1 1 | | | | | | | 12A | 11 | | 4 | | | R1 | |) R | |
| 79.03 | 78.76 | | | | | | | | | | 1 1 | _ | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 | | R1 | 5 (|) R | |
| 79.97 | | MP MARKER | . 1 | R | 80 | | | | | | | | | | | | | _ | | | _ | | | | | _ | |
| 80.38 | 80.11 | | | | | | | | | | 1 1 | | | | | | | 4A | | | 4 | | | R1 | | 5 R | |
| 80.39 | | ENTER CIT | Υ | | COSMOPOLI | S | | | | | 1 1 | | | | | | | 4A | | | | | 270 | | | 5 R | |
| 80.40 | 80.13 | | | _ | | | | | | | 1 1 | - | | | | 4A | 24A | 4A | 11 | 35 | 4 | 01 0 | 270 | U1 | 3. | 5 R | Р |
| 80.42 | | MISC FEAT | | | SGN ENT C | COSMOPOL | | 113 | | | 1 1 | | | | | 0.7 | 0.43 | 0.7 | 444 | 0.4 | 4 | 01 0 | 070 | TT1 | 2.1 | | Б |
| 80.52 | | END SU LN | | | CLIMBING | IGII DD | | 11A | | 3.7 | 1 1 | | | | | | | 8A | | | | | 270 | | | 5 R | |
| 80.60 | 80.33 | INTRSECTN | | | BLUE SLOU | | | | CT | | 1 1 | - | | | | IUA | 24A | 10A | | 24 | 4 | 01 0 | 270 | UI | 3: | 5 R | Р |
| 80.65 | 80.38 | INTRSECTN | | ь | E SECOND | 51 | | | CI | ĭ | 1 1 | | | | | 107 | 267 | 10A | | 26 | 1 | 01 0 | 270 | тт1 | 21 | 5 R | D |
| 80.81 | | EQUATION | | | 080.73 =0 | NRN R1 | | | | | 1 1 | | | | | | | 10A | | | | | 270 | | | 5 L | |
| 80.98 | | BEG ST | I | | E FIRST S | | | | | | 1 1 | | | | | | | \$\$C | | | | | 270 | | | | В* |
| 00.50 | 00.03 | INTRSECTN | | | C ST | 71 | | | СТ | Y | | - | | | | γγC | 1011 | PPC | | 10 | - | 01 0 | , 2 , 0 | 01 | ٥, | , 1 | Ъ |
| 80.99 | 80 64 | MP MARKER | | | 81 | | | | CI | - | | | | | | | | | | | | | | | | | |
| 81.04 | | INTRSECTN | | | D ST | | | | CT | Y | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | | | | TURN L R NEAR | | | | | | | | | | S RIGHT- | | | | | | | | | | | | |
| SRMP B | | | L NE. | WD | LGT WD | LGT WD | LGT | WD | LG' | | LO | - | LG: | | LGT WD |) | | | | | | | | | | | |
| 76.94 | 76.67 | | | | .07 12 | _ | - | | | | | _ | | _ | | | | | | | | | | | | | |
| 76.96 | 76.69 | | | | | .04 12 | | | | | . (| 3 12 | | | | | | | | | | | | | | | |
| 80.60 | 80.33 | | | | | .04 12 | | | | | | 3 12 | | | | | | | | | | | | | | | |
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| | | | | RECTION TO | | | -BRI | | MDD | 1 | EAS/I | | | INC | RES/U | | | | | CLAS | | CATIONS EGAL | S |
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| 81.07 | 80.72 | | | | | | am. | | 1 1 | | | | | С | 48A | С | | 48 | 4 01 | 0270 | Ul | 30 L | В * |
| 81.10 | | INTRSECT | | | | | CT | Y | | | | | | | | | | | | | | | |
| 81.15 | | INTRSECT | | | СШ | | CT F | SY | | | | | | | | | | | | | | | |
| 81.21 | 80.86 | END ST BEG ST | I | E FIRST W FIRST | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTI | | | 21 | | CT | Y | | | | | | | | | | | | | | | |
| 81.27 | 80 92 | INTRSECT | | | | | CT | Y | | | | | | | | | | | | | | | |
| 81.33 | | INTRSECTI | | | | | CT | Y | | | | | | | | | | | | | | | |
| 81.39 | | INTRSECTI | | J ST | | | CT | Y | | | | | | | | | | | | | | | |
| 81.46 | | BEG BRIDG | | MILL CRE | EK | | ST | - | 1 1 | | | | | C | 48A | С | | 48 | 4 01 | 0270 | TT1 | 30 L | p * |
| 01.10 | 01.11 | DEC DICEDO | | | 101/110 | ı | 01 | | | | | | | C | 1011 | C | | 10 | 1 01 | 0270 | 01 | 30 1 | - |
| 81.47 | 81.12 | END BRIDG | E B | MILL CRE | | | | | 1 1 | | | | | С | 48A | С | | 48 | 4 01 | 0270 | U1 | 30 L | в * |
| 81.72 | | LEAVE CIT | | COSMOPOI | | | | | 2 2 | | | | | | 64A | C | | | | 0005 | | 30 L | |
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| 81.76 | 81.41 | MISC FEAT | r R | SGN ENT | ABERDEEN | ſ | | | | | | | | | | | | | | | | | |
| 81.79 | 81.44 | END ST | I | W FIRST | ST | | | | | | | | | | | | | | | | | | |
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| | | INTRSECT | I R | TAYLOR S | T | | CT | Y | | | | | | | | | | | | | | | |
| 81.86 | | INTRSECT | | | • | | CT | Y | | | | | | | | | | | | | | | |
| 81.93 | | INTRSECT | | | | | CT | Y | | | | | | | | | | | | | | | |
| 81.99 | | MP MARKER | | 82 | | | | | | | | | | | | | | | | | | | |
| 82.07 | | INTRSECT | | | | | CT | Y | | | | | | | | | | | | | | | |
| 82.17 | | INTRSECT | | | | | CT | Y | | | | | | | | | | | | | | | |
| 82.25 | | INTRSECTI | | | | | CT S | ΖY | | | | | | | | | | | | | | | |
| 82.34 | 81.99 | END ST | I | S WEST E | | | | | | | | | | | | | | | | | | | |
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| 82.69 | 82.34 | INTRSECTN | | N LAWREN | | | CT | Y | | | | | | | | | | | | | | | |
| 82.76 | | INTRSECT | | N COLUME | | | CT | Y | | | | | | | | | | | | | | | |
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| 82.77 | 82.42 | | | | | | _ | 2 2 | | | | | | | 64A | С | | 6.1 | 4 0 | 1 00 | ΛE T | т1 | 20 | L B * | |
| 82.82 | | INTRSECTN | ъ | N CUSTER ST | СТ | | Ϋ́ | 2 2 | | | | | | C | OHA | C | | 04 | 4 0 | 1 00 | 05 (| JI | 30 | пь. | |
| 82.96 | | INTRSECTN | | N CLARK ST | CT | | Υ | | | | | | | | | | | | | | | | | | |
| 83.00 | | MP MARKER | R | 83 | CI | | I | | | | | | | | | | | | | | | | | | |
| 83.02 | | INTRSECTN | L | SR 105 SPBOONE (SPUR) | ST | | v | 2 2 | | | | | | 107 | 50A | С | | 5.0 | 4 0 | 1 00 | 05 T | т1 | 30 | L P * | |
| 83.17 | | END ST | I | W CURTIS ST | 21 | | | 2 2 | | | | | | | 75A | _ | | | | 1 00 | | - | | L P * | |
| 03.17 | 02.02 | BEG ST | I | SCOTT ST | | | | ۷ ۷ | | | | | | \$ \$C | / 5A | C | | 75 | 4 0 | 1 00 | 05 (| JI | 30 | пъ. | |
| | | INTRSECTN | | SR 105 | СП | SG | 3.7 | | | | | | | | | | | | | | | | | | |
| 83.22 | 02 07 | BEG BRIDGE | | CHEHALIS RIVER | ST | DG | | 2 2 | | | | | | | 56P | С | | E 6 | 4 0 | 1 00 | 0 E T | т1 | 20 | L P * | |
| 03.44 | 04.07 | BEG BRIDGE | ь | BRDG NUM 101/115 | 21 | | _ | ۷ ۷ | | | | | | C | 30P | C | | 50 | 4 0 | 1 00 | 05 (| JΙ | 30 | гь. | |
| 02 40 | 02 12 | OHH DAMP | ъ | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 83.48 83.54 | | OFF RAMP | | W STATE ST | 51 | | | ٠ ، | | | | | | | 28P | <i>a</i> | | 20 | 4 0 | 1 00 | ΛF T | т1 | 2.0 | T D + | |
| 83.54 | 83.19 | MISC FEATR | | COUPLET - COABERDN | | | ř | 2 | | | | | | C | 28P | С | | 28 | 4 0 | 1 00 | 05 (| JI | 30 | LP* | |
| 02 62 | 02 27 | MISC FEATR | | GORE (P108348) | ST | | | | | | | | | | | | | | | | | | | | |
| 83.62 | 83.27 | UXING | I | N-W RAMP | 51 | | | | | | | | | | | | | | | | | | | | |
| 02 64 | 02 20 | DD VING | - | BRDG NUM 101/115N-W | | | | | | | | | | | | | | | | | | | | | |
| 83.64 | 83.29 | RR XING | I | NUM 96697S STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| 02 600 | 02 22 | RR XING | I | NUM 96698Y STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| 83.68B | | BEG EQ | Б | BEGIN BACK | | | | 2 | | | | | | | 447 | <i>a</i> | | 4.4 | 4 0 | 1 00 | 0 F T | т1 | 2.0 | T D + | |
| 83.70B | 83.35 | END BRIDGE | | CHEHALIS RIVER | aш | | 3.7 | 2 | | | | | | C | 44A | С | | 44 | 4 0 | 1 00 | 05 (| JI | 30 | LP* | |
| 02 720 | 02 27 | INTRSECTN | | SOUTH G ST | CT | | Y | 3 | | | | | | | 447 | <i>a</i> | | 4.4 | 4 0 | 1 00 | ΛF T | т1 | 2.0 | т т 🕹 | |
| 83.72B | 83.3/ | END ST | I | SCOTT ST | | | | 3 | | | | | | C | 44A | С | | 44 | 4 0 | 1 00 | 05 (| JΙ | 30 | LL* | |
| | | BEG ST | I | SOUTH G ST | СШ | ~~ | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 101 COHERON (COUPLET) | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | SR 12 EB | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 02.60 | 02 42 | MISC FEATR | | COUPLET - COHERON | | | | 2 | | | | | | ~ | E 4 3 | ~ | | г 4 | 4 0 | 1 00 | 0 F + | 1 | 2.0 | - D + | |
| 83.68 | 83.43 | END ST | I | SOUTH G ST | | | | 3 | | | | | | C | 54A | С | | 54 | 4 0 | 1 00 | 05 (| JΙ | 30 | LB* | |
| | | EQUATION | _ | 083.78B=083.68 | | | | | | | | | | | | | | | | | | | | | |
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| | | INTRSECTN | | S G ST | | SG | | | | | | | | | | | | | | | | | | | |
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| 83.75 | 83.50 | INTRSECTN | | S H ST | | SG | | 3 | | | | | | C | 48A | С | | 48 | 4 0 | 1 00 | 05 (| JΙ | 30 | LB* | |
| | | INTRSECTN | | SR 101 COHERON (COUPLET) | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 02.00 | 02 57 | MISC FEATR | | COUPLET - COHERON | α.E. | ~~ | T. 7 | | | | | | | | | | | | | | | | | | |
| 83.82 | | INTRSECTN | | S I ST | C.I. | SG | Y | | | | | | | | | | | | | | | | | | |
| 83.89 | 83.64 | END ST | I | E WISHKAH ST | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | W WISHKAH ST | a m | ~~ | | | | | | | | | | | | | | | | | | | |
| 02.06 | 00 51 | INTRSECTN | В | S BROADWAY ST | | SG | | | | | | | | | | | | | | | | | | | |
| 83.96 | | INTRSECTN | В | S K ST | | SG | | | | | | | | | | | | | | | | | | | |
| 84.03 | | INTRSECTN | | S L ST | - | SG | | | | | | | | | | | | | | | | | | | |
| 84.10 | | INTRSECTN | | S M ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 84.16 | | INTRSECTN | В | S JEFFERSON ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 84.23 | | INTRSECTN | | S MICHIGAN ST | CT | | Y | 2 | | | | | | ~ | 403 | C | | 4.0 | 4 0 | 1 00 | ΛE τ | т1 | 2.0 | T D ↓ | |
| 84.30 | 84.05 | END ST | I | W WISHKAH ST | | | | 2 | | | | | | C | 40A | С | | 40 | 4 0 | 1 00 | us l | JΤ | 30 | LB* | |

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| 84.30 | 84.05 | BEG ST | I | S ALDER | ST | | | | | 2 | | | | С | 40A | С | | 40 | 4 0 | 1 0005 | U1 | 30 | L | в * |
| | | INTRSECTI | N L | ALDER ST | | | CT | SG Y | Z | | | | | | | | | | | | | | | |
| | | INTRSECT | N L | W WISHKA | H ST | | CT | SG Y | Z | | | | | | | | | | | | | | | |
| 84.37 | 84.12 | END ST | I | S ALDER | | | | - | | | | | | | | | | | | | | | | |
| | | BEG ST | I | W ALDER | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | W MARKET | | | CT | SG Y | Z | | | | | | | | | | | | | | | |
| 84.43 | 84.18 | INTRSECT | | W FIRST | | | | SG Y | | | | | | | | | | | | | | | | |
| 84.50 | | INTRSECT | | W SECOND | | | CT | 3 | | | | | | | | | | | | | | | | |
| 84.57 | | INTRSECT | | W THIRD | | | CT | 7 | | | | | | | | | | | | | | | | |
| 84.64 | | INTRSECT | | W FOURTH | | | CT | 7 | | | | | | | | | | | | | | | | |
| 84.71 | | INTRSECTI | | SIMPSON | | | CT | 7 | | | | | | | | | | | | | | | | |
| 84.76 | | END ST | I | W ALDER | | | CI | _ | _ | 2 | | | | C | 48A | С | | 48 | 4 n | 1 0005 | TT1 | 3.0 | LI | R * |
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| 84.84 | 84 59 | INTRSECTI | | N WILLIA | | | CT | 7 | | 2 | | | | 8 Z | 247 | 8A | | 24 | 4 n | 1 0005 | TT1 | 3.0 | LI | R * |
| 84.89 | | INTRSECTI | | N THORNT | | | CT | 7 | | _ | | | | OA | ZIA | UA | | 27 | T 0. | 1 0003 | , от | 50 | ш, | _ |
| 84.95 | | INTRSECTI | | N JEFFER | | | CT | 7 | | | | | | | | | | | | | | | | |
| 85.01 | | MP MARKE | | N OEFFER | TES SI | | CI | _ | L | | | | | | | | | | | | | | | |
| 85.02 | | INTRSECTI | | N SCAMME | т ст | | СТ | 7 | , | 2 | | | | 117 | 36A | 660 | | 26 | 4 n | 1 0005 | TT1 | 20 | L | D * |
| 85.08 | | INTRSECTI | | MARTIN S | | | CT | 7 | | 2 | | | | | 24A | | | | | 1 0005 | | | ГГ | |
| 85.14 | | INTRSECTI | | | | | CT | 7 | | | | | | | 24A | | | | | 1 0005 | | | ГГ | |
| 85.21 | | INTRSECTI | | | 1 | | CT | 7 | r . | 2 2 | | | | | 37A | | | | | 1 0005 | | | ГГ | |
| 85.27 | | | | | т. | | CT | 7 | | 2 | | | | | 36A | | | | | 1 0005 | _ | | ГГ | |
| | | INTRSECTI | | | | | CT | 7 | | 2 | | | | | 24A | | | | | | | | ГГ | |
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| 85.40 | | INTRSECTI | | | | | CT | 7 | | | | | | | | | | | | | | | | |
| 85.47 | | INTRSECTI | | | | | CT | 7 | | ^ | | | | 0.7 | 047 | 0.7 | | 0.4 | 4 0 | 1 0005 | 1 | 2.0 | | n + |
| 85.54 | | INTRSECTI | | | T | | CT | | | 2 | | | | | 24A | | | | | 1 0005 | | | LI | |
| 85.61 | | INTRSECT | N B | OAK ST | | | CT | SG Y | | 2 | | | | | 37A | | | | | 1 0005 | | | LI | |
| 85.67 | 85.42 | | | | | | | | | 2 | | | | | 48A | | | | | 1 0005 | | | LI | |
| 85.78 | 85.53 | LEAVE CIT | | ABERDEEN | | | | | | 2 | | | | C | 40A | C | | 40 | 4 0. | 1 0560 |) UI | 30 | L | 3 ^ |
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| 85.86 | | INTRSECTI | | 31ST ST | | | CT | 3 | | | | | | | | | | | | | | | | |
| 85.96 | | INTRSECT | | 30TH ST | | | C.I. | SG Y | Ľ | | | | | | | | | | | | | | | |
| 86.00 | | MP MARKE | | 86 | | | a. | _ | | | | | | | | | | | | | | | | |
| 86.06 | | INTRSECT | | 29TH ST | | | CT | 7 | | | | | | | | | | | | | | | | |
| 86.16 | 85.91 | INTRSECT | N B | 28TH ST | | | CT | 7 | Ľ | | | | | | | | | | | | | | | |
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| 86.40 | | INTRSECTN | | | ONTARIO ST | CT | | Ÿ | _ | | | | | | Ū | 1011 | Ū | | | - | - | | - | 5.0 | _ | _ |
| 86.49 | | INTRSECTN | | | 25TH ST | CT | | Ÿ | | | | | | | | | | | | | | | | | | |
| 86.60 | | INTRSECTN | | | 24TH ST | CT | | Ÿ | | | | | | | | | | | | | | | | | | |
| 86.67 | | INTRSECTN | | | 23RD ST | _ | SG | | | | | | | | | | | | | | | | | | | |
| 86.75 | | INTRSECTN | | | 22ND ST | CT | 20 | | | | | | | | | | | | | | | | | | | |
| 86.76 | 86.51 | | | _ | | - | | - | 2 | | | | | | С | 40A | C | | 40 | 4 | 01 | 0560 | 111 | 3.0 | Τ. | R * |
| 86.81 | | INTRSECTN | | В | 21ST ST | CT | | Y | _ | | | | | | Ū | 1011 | Ū | | | - | - | | - | 5.0 | _ | |
| 86.89 | | END ST | I | | SUMNER AVE | - | | - | 3 | | | | | | С | 40A | С | | 40 | 4 | 01 | 0560 | 111 | 3.0 | т. | P * |
| 00.05 | 00.01 | BEG ST | | | RIVERSIDE AVE | | | | J | | | | | | C | 1011 | C | | 10 | - | <u> </u> | 0500 | 01 | 30 | _ | - |
| | | INTRSECTN | _ | | 20TH ST | СТ | | Y | | | | | | | | | | | | | | | | | | |
| 87.03 | 86 78 | INTRSECTN | | | 19TH ST | CT | | Ÿ | | | | | | | | | | | | | | | | | | |
| 87.09 | | INTRSECTN | | | 18TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 87.16 | 86.91 | INTRODUCTIV | | | 10111 01 | 01 | | - | 2 | | | | | | C | 40A | С | | 40 | 4 | 01 | 0560 | TT1 | 3.0 | т. | P * |
| 87.21 | | EXIT TO | | R | 16TH ST | CT | | Y | 2 | | | | | | | 40A | | | | | | 0560 | _ | | | - P * |
| 87.22 | | ENT FROM | | | 16TH ST | CT | | Ÿ | _ | | | | | | Ū | 1011 | τ. | | | - | - | | - | 5.0 | _ | - |
| 87.26 | | INTRSECTN | | | 15TH ST | CT | | Ÿ | 2 | | | | | | С | 40A | 6A | | 40 | 4 | 01 | 0560 | 111 | 3.0 | т. | L * |
| 87.31 | | END ST | I | | RIVERSIDE AVE | - | | _ | 2 | | | | | | | 28P | | | | | | 0560 | | | | P \$ |
| 0,101 | 07.00 | BEG BRIDGE | | | HOQUIAM RIVER | ST | | | _ | | | | | | Ū | | 770 | | | - | - | | - | | _ | - 7 |
| | | DEG DRIDGE | | | BRDG NUM 101/125E | 01 | | | | | | | | | | | | | | | | | | | | |
| 87.40 | 87 15 | END BRIDGE | т : | | HOOUIAM RIVER | | | | 2 | | | | | | C | 33A | С | | 33 | 4 | 01 | 0560 | TT1 | 25 | L | т. |
| 87.41 | | BEG ST | Ī | | LEVEE ST | | | | 2 | | | | | | | 33A | | | | | | 0560 | _ | | | _ L * |
| 0 | 0,110 | INTRSECTN | _ | | LEVEE ST | СТ | SG | Y | _ | | | | | | Ū | 5511 | Ū | | 00 | - | - | | - | 5.0 | _ | _ |
| 87.42 | 87.17 | WYE CONN | | | LEVEE ST | CT | | Ÿ | 2 | | | | | | 4 A | 33A | C | | 33 | 4 | 01 | 0560 | 111 | 3.0 | т. | L * |
| 87.47 | | WYE CONN | | | SR 101 COUPLET | ST | | Ÿ | _ | | | | | | | 5511 | Ū | | 00 | - | - | | - | 5.0 | _ | _ |
| 87.49 | | INTRSECTN | | | SR 101 COABERDN (COUPLT) | | | | 1 | | | | | | \$\$C | 48A | C | | 48 | 4 | 01 | 0560 | 111 | 3.0 | т. | P * |
| 0 | 0,121 | MISC FEATE | 2 D | _ | COUPLET - COABERDN | ~ - | 20 | | _ | | | | | | 770 | 1011 | Ū | | | - | - | | - | 5.0 | _ | - |
| 87.66 | 87.26 | END ST | I | | LEVEE ST | | | 2 | 2 1 | | | | | | С | 33A | C | 11 | 44 | 4 | 01 | 0560 | 111 | 3.0 | т. | P * |
| 0,100 | 07.20 | EOUATION | _ | | 087.51 =087.66 | | | - | _ | | | | | | Ū | 5511 | Ū | | | - | - | | - | 5.0 | _ | - |
| | | BEG SU LN | | C | TWO WAY TURN 11A | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | Ι | | LINCOLN ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SR 109 | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 87.72 | 87.32 | INTRSECTN | | | KARR AVE | | | | . 1 | | | | | | C | 33A | C | 11 | 44 | 4 | 02 | 0560 | IJ1 | 30 | L | в * |
| 87.79 | | END SU LN | | | TWO WAY TURN 11A | _ | | | | | | | | | C | 44A | Ċ | | | | | 0560 | | | L | - В * |
| | | INTRSECTN | | | EKLUND AVE | СТ | | Y | | | | | | | _ | | _ | *** | | _ | | | | | _ | _ |
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| INTERSEC | TION DE | ETAIL - | | | TURN LANES | _ | | -AC | CE | LERA | MOITA | LANI | ES- | | | | | | | | | | | | | |
| | - | | | | R NEAR L FAR R FAR | | | | | | | | | IGHT- | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD LGT WD LGT WD | | | | | | LG: | | | GT WD | | | | | | | | | | | | |
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| 87.21 | 86.96 | | | | .05 12 | | | | | | | | | | | | | | | | | | | | | |
| 87.22 | 86.97 | | | | | | | | | | | | | 01 12 | | | | | | | | | | | | |
| 87.66 | 87.26 | | 04 | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 87.79 | 87.39 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | W T 1 | חדום | ΔΝΠ | SURFAC | E IN | FORM: | ΔTTΩN | T — — — | | | | | | | | |
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| | | | : D | TRE | CTION TO INVENTO | DRY | -BRI | DGF | | | ECRE | | | , 501(1110 | | | JNDI | | | | | -CT ₁ AS | SSTF | TCATT | ONS | |
| | | | | | FT/RIGHT INDICAT | | -UXI | _ | 1 | | | | HT | | LFT | | RHT | | | | | 0 | | LEGAL | | |
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| SRMP B | ARM | FEATURE | lD : | LR | DESCRIPTION | | | | | | | | | WD/S BF | | | | | | | | | | | | |
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| I | | | | | | | 11- | _ ' _ | -1-1 | | | | | | - 1 | | ı —— ı | | ı —— ı | | | | | | 1-1-1- | |
| 87.85 | 87.45 | INTRSECT | .] | В | CHENAULT AVE | | CT | Y | 1 | 1 | | | | | C | 44A | С | | 44 | 4 (|)2 (| 0560 | U1 | 30 | L B * | |
| 87.89 | 87.49 | INTRSECTN | | L | BLUFF AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 87.91 | 87.51 | INTRSECTN | .] | | WHEELER AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 87.93 | | INTRSECTN | | | BLUFF ALLEY | | CT | Y | | | | | | | | | | | | | | | | | | |
| 87.96 | | INTRSECTN | | | HILL AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 87.97 | 87.57 | INTRSECTN | | | EMERALD CT | | CT | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | WASHINGTON AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.04 | 87.64 | INTRSECTN | | | SOULE AVE | | | Y | | | | | | | | | | | | | | | | | | |
| 88.07 | | INTRSECTN | | | GRAND AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.10 | | INTRSECTN | | | ARNOLD AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.16 | | INTRSECTN | | | RAMER AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.23 | | INTRSECTN | | | SMITH AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.29 | | INTRSECTN | | | MILL AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.36 | | INTRSECTN | | | DION AVE | | CT S | _ | | | | | | | | | | | | | | | | | | |
| 88.41 | | INTRSECTN | | | WOOD AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.47 | | END ST | I | | LINCOLN ST | | | | 1 | | | | | | | | C | | | | | 0560 | | | L B \$ | |
| 88.48 | 88.08 | BEG ST | I | | PERRY ST | | | | 1 | 1 | | | | | С | 44A | С | | 44 | 4 (|)2 (| 0560 | U1 | 30 | L P * | |
| | | INTRSECTN | | | PERRY AVE | | CT | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | LINCOLN ST | | CT | | | | | | | | | | | | | | | | | | | |
| 88.56 | | INTRSECTN | | | LAUREL ST | | CT | | 1 | 1 | | | | | С | 44A | С | | 44 | 4 (|)2 (| 0560 | U1 | 30 | LB* | |
| 88.64 | | INTRSECTN | | | MARION ST | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.73 | | INTRSECTN | | | MINOR ST | | CT | Y | | | | | | | | | | | | | | | | | | |
| 88.76 | | INTRSECTN | | R | BURNS ST | | CT | | | | | | | | ~ | 0.4- | 10- | | 2.4 | | | | | 2.0 | | |
| 88.82 | 88.42 | | _ | | | | | | 1 | | | | | | | | | | | | | 0560 | | | LB* | |
| 88.87 | 88.4/ | END ST | Ι. | | PERRY ST | | am. | | . 1 | | | | | | IIA | 27A | 14A | | 27 | 4 (|)2 (| 0560 | UΙ | 30 | L P \$ | |
| 00 04 | 00 54 | INTRSECTN | | | QUEEN AVE | | CT | Y | | | | | | | 44 | F 0 7 | 44 | | | , , | | 25.60 | 1 | 2.0 | | |
| 88.94 | 88.54 | BEG BRIDG | E B | | LITTLE HOQUIAM F | | ST | | 1 | Τ | | | | | ŞŞW | 52A | \$\$W | | 52 | 4 (|) | 0560 | UΙ | 30 | L P | |
| 00 00 | 00 50 | TND DDIDG | п Б | | BRDG NUM 101/130 | | | | 1 | 1 | | | | | 0.7 | 043 | 0.7 | | 0.4 | , , | | 25.00 | TT1 | 2.0 | T D | |
| 88.99 89.00 | | END BRIDG | | R | LITTLE HOQUIAM F | KIVEK | | | Т | Т | | | | | 8A | 24A | 8A | | 24 | 4 (|) | 0560 | UI | 30 | L P | |
| 89.02 | | INTRSECTN | | | SR 109 SPLONNGR | (CDIID) | ST | 7.7 | - | | | | | | | | | | | | | | | | | |
| 89.06 | 88.66 | INIKSECIN | | ш | SR 109 SPLONINGR | (SPUR) | 21 | 1 | 1 | | | | | | 0.7 | 247 | 8A | | 2.4 | 1 (| 12 (| 0560 | тт1 | 2.0 | RР | |
| 89.00 | 88.67 | | | | | | | | 1 | _ | | | | | | | 8A | | | | | 0560 | | | R P | |
| 89.12 | 88.72 | | | | | | | | 1 | | | | | | | | 8A | | | | | 0560 | - | | R P | |
| 89.16 | | MICC DEAT | י סי | т | SGN ENT HOQUIAM | | | | | _ | | | | | OA | 2 4 D | OA | | 4 | 4 (|) | 3360 | UΙ | 50 | K P | |
| 89.24 | | | | | SANITARY LAND FI | | CT | N | т | | | | | | | | | | | | | | | | | |
| 09.24 | 00.01 | ININGECIN | - | ш | SANTIAKI DAND FI | гпп | CI | 1/ | • | | | | | | | | | | | | | | | | | |
| INTERSEC | ים מסדדי | TATI. | | | TURN LANES | | | | ACC | en.es | RATT | ON T. | ANE | !S | | | | | | | | | | | | |
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| SRMP B | | | LGT I | WD | LGT WD LGT WD | LGT WD | LGT | WD | L | GT V | WD : | LGT | WD | LGT WI | | | | | | | | | | | | |
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| 88.48 | | | 0.2 | 1.0 | .03 12 | | | | | | | 0.4 | 1.0 | | | | | | | | | | | | | |
| 89.02 | 88.62 | | .03 | | | | | | | | | .04 | | | | | | | | | | | | | | |
| 89.24 | 88.84 | | .04 | ⊥3 | | | | | | | | .02 | Т3 | | | | | | | | | | | | | |

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| | | | | | | | | | | W | тпти | 7/ NTI | \ CII | DEAC | ידי דוז | EODM7 | v T ∪ v . | т | | | | | | |
|----------------|--------|----------------------|--------|------------------------|---------|--------|-----------|--------|-------|-------|------|--------|-------|------|---------|-------|------------------|-------|-----|------|----------|--------|------------|-------|
| | | | :DII | ECTION TO | INVENTO | RY | -BRID | | | DECR | | | 50 | KFAC | | RES/U | | | | | CLA | SSIFIC | ATIC | NS |
| | | | | EFT/RIGHT | | | -UXIN | | | | | RHT | | | LFT | | | USE ' | | | | | GAL | |
| | | | :: | | | | -XROA | | | | | | | | | | | | | | | ST SP | | |
| SRMP B | ARM | FEATURE | D LI | DESCRIPTION | ON | | OW TO | L I | ᆝᅵ | W/S | W/S | W/S | WD/ | SBR | W/S | W/S | W/S | MID | WID | ASE | NBR | FC D | IB | RKT |
| | | | _ _ | . | | | . _ | . _ - | - - | | | | | _ _ | . | l | | | | _ | - | _ | | _ _ _ |
| 89.30 | 88.90 | | | | | | | 1 | L 1 | | | | | | 82 | 24B | 8A | | 24 | 4 02 | 0560 | тт1 | 50 | R P |
| 89.40 | | LEAVE CIT | Ϋ́ | HOOUIAM | | | | | l 1 | | | | | | | 24B | | | | | \$\$\$\$ | | | R \$ |
| 89.66 | | INTRSECTN | | LUMBER MI | LL LN | | PV | N | _ | | | | | | 011 | | 011 | | | - 0- | | 0_ | | 7 |
| 90.01 | 89.61 | MP MARKER | . R | 90 | | | | | | | | | | | | | | | | | | | | |
| 90.02 | 89.62 | INTRSECTN | | FAIRFIELD | | DR | CO | N | | | | | | | | | | | | | | | | |
| 90.31 | | INTRSECTN | | OLD STATE | | | CO | N | | | | | | | | | | | | | | | | |
| 90.60 | | ENT FROM | L | | | | ST | N | | | | | | | | | | | | | | | | |
| 90.68 | | WEIGH STA | | - | | | GO | | | | | | | | | | | | | | | | | |
| 90.72 | 90.32 | INTRSECTN EXIT TO | | OLD STATE WEIGH STA | | | CO ST | N N | | | | | | | | | | | | | | | | |
| 90.75 | 90.35 | EXII IO | ц | WEIGH SIA | IION | | 51 | | L 1 | | | | | | 1 N Z | 24B | 8 Z | | 24 | 4 03 |) | U1 | 50 | D |
| 90.98 | 90.58 | | | | | | | | l 1 | | | | | | | 24B | | | 24 | | | U1 | 50 | |
| 91.00 | | MP MARKER | . R | 91 | | | | _ | | | | | | | 011 | 212 | 011 | | | 1 02 | • | 01 | 30 | |
| 91.07 | | ENTER CIT | | HOQUIAM | | | | 1 | L 1 | | | | | | 8A | 24B | 8A | | 24 | 4 02 | 0560 | U1 | 50 | R |
| 91.17 | 90.77 | LEAVE CIT | Ϋ́ | HOQUIAM | | | | 1 | 1 | | | | | | 8A | 24B | 8A | | 24 | 4 02 | \$\$\$\$ | R1 | 50 | R |
| 91.21 | 90.81 | | | | | | | | L 1 | | | | | | | 24B | | | 24 | | | R1 | 50 | R P |
| 91.33 | 90.93 | | | | | | | | 1 | | | | | | | 24B | | | 24 | | | R1 | | R \$ |
| 91.80 | 91.40 | | | | | | ~- | | L 1 | | | | | | | 24B | | | 24 | | | R1 | 50 | |
| 91.87 | 91.47 | BEG BRIDG | E B | BERNARD CI BRDG NUM | | | ST |] | L 1 | | | | | | ŞŞC | 44A | ŞŞW | | 44 | 4 02 | 2 | R1 | 50 | R |
| 91.89 | 91.49 | END BRIDG | E B | BERNARD C | | | | 1 | L 1 | | | | | | 8A | 24B | 8A | | 24 | 4 02 | 2 | R1 | 50 | R |
| 91.92 | 91.50 | EQUATION | | 091.90 =0 | 91.92 | | | 1 | 1 | | | | | | 7A | 24B | 7A | | 24 | 4 02 | 2 | R1 | 50 | R |
| | | INTRSECTN | | OCEAN BEA | | | CO | Y | | | | | | | | | | | | | | | | |
| 91.94 | | WYE CONN | | OCEAN BEA | CH RD | | CO | Y | | | | | | | | | | | | | | | | |
| 92.00 | | MP MARKER | 2 R | 92 | | | | - | | | | | | | | 0.45 | | | 0.4 | 4 00 | | D 1 | <i>-</i> 0 | _ |
| 92.50 93.00 | 92.08 | MP MARKER | | 93 | | | | _ | L 1 | | | | | | /A | 24B | /A | | 24 | 4 02 | 2 | R1 | 60 | R |
| 93.00 | | BEG BRIDG | | W FK HOOU | TAM DTV | FD | ST | 1 | L 1 | | | | | | ς¢м | 42B | ĊСМ | | 42 | 4 03 |) | R1 | 60 | D |
| 23.27 | 72.03 | DEG DICIDO | ם מו | BRDG NUM | | | 51 | _ | | | | | | | γγW | 720 | γγW | | 12 | 1 02 | | KI | 00 | IC. |
| 93.30 | 92.88 | END BRIDG | E B | W FK HOQU | | | | 1 | L 1 | | | | | | 7A | 24B | 7A | | 24 | 4 02 | 2 | R1 | 60 | R |
| 93.75 | 93.33 | INTRSECT | I L | DEKAY RD | | | CO | Y | | | | | | | | | | | | | | | | |
| 93.93 | | INTRSECTN | | EGGE RD | | | CO | N | | | | | | | | | | | | | | | | |
| 93.97 | | INTRSECTN | | NEW LONDO | N RD | | CO | N | | | | | | | | | | | | | | | | |
| 94.00 | 93.58 | MP MARKER | . R | 94 | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION D | CTAIL | | TURN L | ANES | | | AC | CCEI | LERAT | ION | LANE | ES | | | | | | | | | | | |
| | | | L NEAL | R NEAR | | R FAR | | | | CNTR | R-C | NTR | RI | GHT- | | | | | | | | | | |
| SRMP B | | | LGT WI | | LGT WD | LGT WD | LGT | | | r WD | LGT | | LG | T WD |) | | | | | | | | | |
| 89.66 | 89.26 | | | | .09 13 | | | | | 5 13 | | _ | | | | | | | | | | | | |
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| 93.75 | 93.33 | | .04 12 | | | | | | | | .03 | 12 | | | | | | | | | | | | |

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| | | | | | | | | | עיייט דוג | ANT | מווף מ | | יואד י | Z∩DM7 | ערד∩ו | 1 | | | | | | | |
|------------------|--------|-------------------------|------|---|-----|------|------------|-----|-----------|-----|--------|--------|--------|------------|--------|--------|----------|------------|-------------|----------|--------|------------|-------|
| | | | :DTR | ECTION TO INVENTORY | -BR | IDGE | | | REAS/ | | JOUR | CF ACE | | | JNDI | | | | CL <i>I</i> | SSTF | ידמידי | יחדי | JS |
| | | | | EFT/RIGHT INDICATOR | | ING- | | | | RHT | | | LFT | спр, с | | USE | | | СШ | | LEGA | | VD. |
| | | | : : | 211,1110111 111210111011 | -XF | OAD- | LNS | SHD | | | MEDI | AN- | | RDY | SHD | LNS | RDY | МТ | CE CITY | | | | rlpls |
| SRMP E | 3 ARM | FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE NBR | FC | D I | ВЕ | RKT |
| | _ | | l_I_ | | | _ | _ _ | | | | | _ | | | | | | _1. | | _ | _ | _ | _ _ _ |
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| 94.03 | 93.61 | | | | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | ₹ |
| 94.11 | | INTRSECTN | L | NEW LONDON RD | CO | N | | | | | | | | | | | | | | | | | |
| 94.56 | 94.14 | BEG BRIDGE | В | W FK HOQUIAM RIVER | ST | | 1 1 | | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | R1 | 6 | 0 F | 5 |
| | | | | BRDG NUM 101/136 | | | | | | | | | _ | | _ | | | | | | | | |
| 94.59 | | END BRIDGE | | W FK HOQUIAM RIVER | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | 5 |
| 95.00 | | MP MARKER | R | 95 | | | | | | | | | | | | | | | | | | | |
| 96.00 | | MP MARKER | R | 96 | СШ | | 1 1 | | | | | | 444 | 265 | 440 | | 26 | 4 | 0.0 | D 1 | , | | |
| 96.69 | 96.27 | BEG BRIDGE | В | W FK HOQUIAM RIVER BRDG NUM 101/138 | ST | | 1 1 | | | | | | ŞŞC | 26B | ŞŞC | | 26 | | | R1 | | 0 F | |
| 96.71 | | END BRIDGE | | W FK HOQUIAM RIVER | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | 5 |
| 97.00 | | MP MARKER | R | 97 | | | | | | | | | | | | | | | | | | | |
| 97.43 | | INTRSECTN | _ L | FAILOR LAKE RD | CO | N | | | | | | | | | | | | | | | | | _ |
| 97.53 | 97.11 | BEG BRIDGE | В | W FK HOQUIAM RIVER | ST | | 1 1 | | | | | | ŞŞC | 36B | \$\$C | | 36 | 4 | 02 | R1 | 6 | 0 F | 5 |
| 07 54 | 07 10 | DAID DDIDGE | Б | BRDG NUM 101/140 | | | | | | | | | 73 | 0.45 | 73 | | 0.4 | 4 | 0.0 | D 1 | , | | _ |
| 97.54 | | END BRIDGE | | W FK HOQUIAM RIVER | | | 1 1 | | | | | | /A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | (|
| 98.00 98.06 | 97.58 | MP MARKER | R | 98 | | | 1 1 | | | | | | 0.70 | 24A | 8A | | 24 | 1 | 0.2 | R1 | 6 | 0 F | 2 |
| 98.13 | | BEG BRIDGE | D | W FK HOQUIAM RIVER | ST | | 1 1 | | | | | | | 40P | | | 40 | | | R1 | | 0 F | |
| 90.13 | 91.11 | BEG BKIDGE | ь | BRDG NUM 101/142 | 51 | | т т | | | | | | γγW | 101 | γγW | | 10 | T ' | 02 | IV.I | C | 0 1 | |
| 98.14 | 97 72 | END BRIDGE | В | W FK HOOUIAM RIVER | | | 1 1 | | | | | | 8 2 | 24A | 8A | | 24 | 4 | 0.2 | R1 | 6 | 0 F | ₹ |
| 98.18 | 97.76 | LIVE BRIDGE | | W III HOQOIIII KIVIIK | | | 1 1 | | | | | | | 24B | 7A | | 24 | | | R1 | | 0 F | |
| 98.47 | | BEG BRIDGE | В | TRIB TO W FK HOOUIAM RIV | ST | | | | | | | | | | , | | | _ | · - | | | - | - |
| | | | | BRDG NUM 101/142.25 | _ | | | | | | | | | | | | | | | | | | |
| 98.48 | 98.06 | END BRIDGE | В | TRIB TO W FK HOQUIAM RIV | | | | | | | | | | | | | | | | | | | |
| 98.97 | 98.55 | MP MARKER | R | 99 | | | | | | | | | | | | | | | | | | | |
| 99.15 | 98.73 | BEG BRIDGE | В | W FK HOQUIAM RIVER | ST | | 1 1 | | | | | | \$\$W | 37B | \$\$W | | 37 | 4 | 02 | R1 | 6 | 0 F | ₹ |
| | | | | BRDG NUM 101/144 | | | | | | | | | | | | | | | | | | | |
| 99.16 | | END BRIDGE | | W FK HOQUIAM RIVER | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | 5 |
| 99.43 | 99.01 | BEG BRIDGE | В | TRIB TO W FK HOQUIAM RIV | ST | | | | | | | | | | | | | | | | | | |
| 00 44 | 00.00 | | _ | BRDG NUM 101/144.25 | | | | | | | | | 0- | 0.4- | 0 - | | | | 0.0 | _ 1 | _ | | _ |
| 99.44 | | END BRIDGE | | TRIB TO W FK HOQUIAM RIV | | | 1 1 | | | | | | | 24A | | | 24 | | | R1 | | 0 F | |
| 99.49 | | BEG BRIDGE | | W FK HOQUIAM RIVER BRDG NUM 101/145 | ST | | 1 1 | | | | | | ŞŞW | 40P | ŞŞW | | 40 | | | R1 | | 0 F | |
| 99.50 | | END BRIDGE | В | W FK HOQUIAM RIVER | | | 1 1 | | | | | | | 24A | | | 24 | | | R1 | | 0 F | |
| 99.56 | 99.14 | | | | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | 5 |
| 100.00 | | MP MARKER | | 100 | | | | | | | | | | 0.4- | | • | 2.0 | | 0.0 | _ 1 | _ | | _ |
| 100.02 | | BEG SU LN | R | TRUCK CLIMBING SHOULD08A | | | 1 1 | | | | | | | 24B | \$\$\$ | 8 | 32 | | | R1 | | 0 F | |
| 100.30 | | BEG SU LN | L | TRUCK CLIMBING SHOULD11A | | | 1 1 | | | | | | \$\$\$ | 24B | 77 | 19 | 43 | | | R1 | | 0 F | |
| 100.45 | | END SU LN | R | TRUCK CLIMBING SHOULD 08A | | | 1 1 1 1 | | | | | | 77 | 24B | | 11 | 35 | | | R1 | | 0 F | |
| 100.61 100.70 | | END SU LN BEG BRIDGE | D L | TRUCK CLIMBING SHOULD11A TRIBUTARY TO UNNMED TRIB | СП | | 1 1 | | | | | | | 24B 37A | | \$\$\$ | 24 37 | | | R1 R1 | | 0 F 0 F | |
| 100.70 | 100.20 | DEG DKINGE | ם | BRDG NUM 101/145.15 | ŊΙ | | тт | | | | | | ΝÇÇ | 3 / A | γÇW | | 31 | ± ' | U 2 | KΤ | C | O F | |
| 100.71 | 100.29 | END BRIDGE | В | TRIBUTARY TO UNNMED TRIB | | | 1 1 | | | | | | 7A | 24B | 7A | | 24 | 4 | 02 | R1 | 6 | 0 F | ર |

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| | | | • D.T.D. | | | TDOD | | | | | SURFACE | | | | | _ | | GT 7 | COTE | | T 03 | T.C. |
| | | | | ECTION TO INVENTORY | | IDGE | 1 | DECF | | | | ı | | JNDI | | | | CLA | | - | - 7 | IS |
| | | | | EFT/RIGHT INDICATOR | | | | LFT | | RHT | | LFT | | | USE | | | an a = m = | | LEGA | | |
| GDMD B | 7 D.M | | : : | DEGGE EDETON | | | | | | | | | | | | | | CE CITY | | | | |
| SRMP B | ARM | FEATURE | D'TK | DESCRIPTION | OW | LC T | ן יחן | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | MID | MID | A | SE NBK | FC | ד ת | 밁 | K T |
| | l | l | _ | | | _ | _ _ | . | | l ——— I | | | l | l | I | | _1- | | - | _ | _ - | - - - |
| 100 76 | 100 24 | TAMPOGRAMA | Б | LADGON DROWNEDG DD | ao | 3.7 | 1 1 | | | | | 77 | 245 | 77 | | 2.4 | 1 | 2.2 | D 1 | _ | о т | , |
| | | INTRSECTN | R | LARSON BROTHERS RD | CO | IN | 1 1 | | | | | | 24B | | | | 4 (| | R1 | | 0 F | |
| 100.89 | | DEG BRIDGE | Б | G DDANGU DIG GDEEK MDID | СШ | | 1 1 | | | | | /A | 24A | 7A | | 24 | 4 (| J | R1 | 6 | 0 F | 2 |
| 100.94 | 100.52 | BEG BRIDGE | В | | ST | | | | | | | | | | | | | | | | | |
| 100 05 | 100 50 | | _ | BRDG NUM 101/145.25 | | | | | | | | | | | | | | | | | | |
| | | END BRIDGE | | S BRANCH BIG CREEK TRIB | | | | | | | | | 0.4- | | | 0.4 | | | _ 1 | _ | | |
| | | MP MARKER | R | 101 | | | 1 1 | | | | | | | 7A | | 24 | | | R1 | | 0 F | |
| 101.91 | | | _ | | | | 1 1 | | | | | 6A | 24B | бΑ | | 24 | 4 (|)2 | R1 | 6 | 0 F | ٤ |
| | | INTRSECTN | | YOUMANS RD | CO | N | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 102 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | POLSON CAMP RD | CO | N | | | | | | | | | | | | | | | | |
| 102.08 | | | | | | | 1 1 | | | | | 6A | 24A | 6A | | 24 | 4 (| 02 | R1 | 6 | 0 F | L |
| 102.13 | 101.71 | BEG BRIDGE | В | S BRANCH BIG CREEK | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/146C | | | | | | | | | | | | | | | | | | |
| | | END BRIDGE | В | S BRANCH BIG CREEK | | | | | | | | | | | | | | | | | | |
| 102.17 | | | | | | | 1 1 | | | | | | | 6A | | 24 | | | R1 | - | 0 F | - |
| 102.61 | 102.19 | BEG BRIDGE | В | BIG CREEK | ST | | 1 1 | | | | | \$\$W | 36B | \$\$W | | 36 | 4 (| 02 | R1 | 6 | 0 F | Ł |
| | | | | BRDG NUM 101/147 | | | | | | | | | | | | | | | | | | |
| 102.64 | 102.22 | END BRIDGE | В | BIG CREEK | | | 1 1 | | | | | бΑ | 24B | бΑ | | 24 | 4 (| 02 | R1 | 6 | 0 F | Ł |
| 102.97 | 102.55 | BEG BRIDGE | В | UNNAMED TRIB TO BIG CREE | ST | | 1 1 | | | | | бΑ | 30A | \$\$W | | 30 | 4 (| 02 | R1 | 6 | 0 F | Ł |
| | | | | BRDG NUM 101/148 | | | | | | | | | | | | | | | | | | |
| 102.98 | 102.56 | END BRIDGE | В | UNNAMED TRIB TO BIG CREE | | | 1 1 | | | | | бΑ | 24B | 6А | | 24 | 4 (| 02 | R1 | 6 | 0 F | Ł |
| 103.00 | 102.58 | MP MARKER | R | 103 | | | | | | | | | | | | | | | | | | |
| 103.65 | 103.23 | BEG BRIDGE | В | UNNAMED TRIB TO BIG CRK | ST | | 1 1 | | | | | \$\$W | 36A | \$\$W | | 36 | 4 (|)2 | R1 | 6 | 0 F | ર |
| | | | | BRDG NUM 101/148.3 | | | | | | | | | | | | | | | | | | |
| 103.66 | 103.24 | END BRIDGE | В | UNNAMED TRIB TO BIG CRK | | | 1 1 | | | | | бΑ | 24B | бA | | 24 | 4 (| 02 | R1 | 6 | 0 F | Ł |
| 104.00 | 103.58 | MP MARKER | R | 104 | | | | | | | | | | | | | | | | | | |
| 104.70 | 104.28 | INTRSECTN | L | HENSEL RD | CO | N | | | | | | | | | | | | | | | | |
| 104.72 | 104.30 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 105.00 | 104.58 | MP MARKER | R | 105 | | | | | | | | | | | | | | | | | | |
| 106.00 | 105.58 | MP MARKER | R | 106 | | | | | | | | | | | | | | | | | | |
| 106.25 | 105.83 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | WALKER RD | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | BOWES RD | CO | N | | | | | | | | | | | | | | | | |
| 106.69 | | | | | | | 1 1 | | | | | 5A | 24B | 5A | | 24 | 4 (| 02 | R1 | 6 | 0 F | ξ |
| | | MP MARKER | R | 107 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | BADGER RD | CO | N | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 108 | - 0 | -' | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | HANSON RD | CO | N | | | | | | | | | | | | | | | | |
| | _000 | INTRSECTN | | EAST HUMPTULIPS RD | CO | N | | | | | | | | | | | | | | | | |
| 108.84 | 108.42 | BEG BRIDGE | | HUMPTULIPS OVERFLOW | ST | | 1 1 | | | | | \$\$C | 26B | \$\$C | | 26 | 4 (| 12 | R1 | 6 | 0 F | > |
| | | | - | BRDG NUM 101/149 | ~ - | | | | | | | 770 | - 70 | + + C | | | - ' | | | O | J 1 | - |
| 108 87 | 108 45 | END BRIDGE | В | HUMPTULIPS OVERFLOW | | | 1 1 | | | | | 62 | 24R | 6A | | 24 | 4 (| 12 | R1 | 6 | 0 F | > |
| | | MP MARKER | | 109 | | | 1 1 | | | | | | | \$\$C | | 26 | | | R1 | | 0 F | |
| 100.00 | _00.50 | | 1. | | | | | | | | | 770 | 202 | 770 | | 20 | - ' | - | 1.1 | O | 5 1 | • |

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| | | | | | | W | IIDTH | AND | SURFAC | E IN | FORM | OITA | vi | | | | | |
|-------------------------|-------------|--|------|------|-------|-------|--------|------|---------|--------|-------|-------|---------|-----|----------------|----------|-------|-------------------------|
| | | RECTION TO INVENTORY | | IDGE | | 1 | REAS/I | | | | | | SPC | | | CLA | | ATIONS |
| | : :I : : | LEFT/RIGHT INDICATOR | | | | LFT | | THS | MEDIAN | LFT | | | USE | | | an Latmy | | GAL PEED T P S |
| SRMP B ARM FEATURE | | R DESCRIPTION | | | | | | | | | | | | | | | | IB R K T |
| SKME B AKM FEATOKE | | DESCRIPTION | 0" | | | "/" | W/5 / | 1, 5 | WD/5 DI | - W/ S | W/5 | W/5 | "10 | WID | ^ | DE NDK | | |
| I | | | -11- | 1- | 1-1- | I I | | | | - | I ——— | · | I ——— I | | 1—1 | | · I I | -11-1- |
| 109.00 108.58 BEG BRID | GE B | HUMPTULIPS RIVER BRDG NUM 101/150 | ST | | 1 1 | | | | | С | 26B | С | | 26 | 4 | 02 | R1 | 60 R |
| 109.08 108.66 END BRIDG | GE B | HUMPTULIPS RIVER | | | 1 1 | | | | | бΑ | 24B | бA | | 24 | 4 | 02 | R1 | 60 R |
| 109.14 108.72 MISC FEA | ľR R | SGN ENT HUMPTULIPS | | | | | | | | | | | | | | | | |
| 109.15 108.73 | | | | | 1 1 | | | | | бA | 24B | 6A | | 24 | 4 | 02 | R1 | 45 R |
| 109.16 108.74 ENT/EXIT | | PARK AND RIDE LOT | ST | N | | | | | | | | | | | | | | |
| 109.22 108.80 MISC FEA | | BUS PULLOUT | | | | | | | | | | | | | | | | |
| 109.28 108.86 INTRSECT | | FOURTH ST | CO | Y | | | | | | | | | | | | | | |
| INTRSECTI | | KIRKPATRICK RD | CO | | | | | | | | | | | | | | | |
| 109.50 109.08 MISC FEA | | SGN ENT HUMPTULIPS | | | 1 1 | | | | | 6A | 24B | бA | | 24 | 4 | 02 | R1 | 60 R |
| 109.75 109.33 INTRSECT | | PRAIRIE GARDENS RD | CO | N | | | | | | | | | | | | | | |
| 109.98 109.56 INTRSECT | | MCNUTT RD | CO | N | | | | | | | | | | | | | | |
| 109.99 109.57 MP MARKE | | 110 | | | | | | | | | | | | | | | | |
| 110.97 110.55 MP MARKE | | 111 | | | | | | | | | | | | | | | | |
| 111.33 110.91 BEG BRID | | TRIB TO STEVENS CREEK BRDG NUM 101/151 | ST | | 1 1 | | | | | \$\$W | 34A | \$\$W | | 34 | 4 | 02 | R1 | 60 R |
| 111.34 110.92 END BRIDG | | TRIB TO STEVENS CREEK | | | 1 1 | | | | | бΑ | 24B | бA | | 24 | 4 | 02 | R1 | 60 R |
| 111.35 110.93 BEG BRID | GE B | STEVENS CREEK TRIBUTARY | ST | | | | | | | | | | | | | | | |
| | | BRDG NUM 101/151 | | | | | | | | | | | | | | | | |
| 111.36 110.94 END BRIDG | GE B | STEVENS CREEK TRIBUTARY | | | | | | | | | | | | | | | | |
| 111.64 111.22 | | | | | 1 1 | | | | | 3B | 24B | 3В | | 24 | 4 | 02 | R1 | 60 R |
| 112.00 111.58 MP MARKE | | 112 | | | | | | | | | | | | | | | | |
| 112.25 111.83 BEG BRID | | STEVENS CREEK BRDG NUM 101/152 | ST | | 1 1 | | | | | | 37B | | | 37 | | | R1 | 60 R |
| 112.28 111.86 END BRIDG | | STEVENS CREEK | | | 1 1 | | | | | 3В | 24B | 3В | | 24 | 4 | 02 | R1 | 60 R |
| 112.32 111.90 ENT/EXIT | | PROMISED LAND PARK | CO | N | | | | | | | | | | | | | | |
| 112.58 112.16 INTRSECT | | DONKEY CREEK RD | CO | N | | | | | | | | | | | | | | |
| 113.01 112.59 MP MARKE | R R | 113 | | | | | | | | | | | | | | | | |
| 113.09 112.67 | | | | | 1 1 | | | | | 2В | 24B | 2В | | 24 | 4 | 02 | R1 | 60 R |
| 113.98 113.56 MP MARKE | | 114 | | | | | | | | | | | | | | | | |
| 115.02 114.60 MP MARKE | | 115 | | | | | | | | | | | | | | | | |
| 116.01 115.59 MP MARKE | | 116 | | | | | | | | | | | | | | | | |
| 117.00 116.58 MP MARKE | | 117 | | | | | | | | | | | | | | | | |
| 117.11 116.69 INTRSECT | N R | NEWBURY CREEK RD | CO | N | | | | | | | | | | | | | | |
| 117.42 117.00 | | | | | 1 1 | | | | | 2В | 36B | 2В | | | | 02 | | 60 R |
| 117.70 117.28 BEG SU LI | 1 L | CLIMBING 12E | 3 | | 1 1 | | | | | 2В | 24B | 2B | 12 | 36 | 4 | 02 | R1 | 60 R |
| INTERSECTION DETAIL | | TURN LANES | | | ACCE: | LERAT | I NOI | LANE | S | | | | | | | | | |
| | | R R NEAR L FAR R FAR | | | | | | | RIGHT- | | | | | | | | | |
| SRMP B ARM | | LGT WD LGT WD LGT WD | LG: | | LG' | | | WD | LGT WD |) | | | | | | | | |
| 109.28 108.86 | .04 12 | | | | | | | | | | | | | | | | | |
| 112.58 112.16 | | .03 12 | | | .0 | 1 12 | | | | | | | | | | | | |
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| | | | | | W | IIDTH | ANI | SURFAC | E IN | FORM | MOITA | J | | | | | | |
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| :DIRECTION TO INVENTORY | | -BRII | DGE | | DECR | | | | | | JNDI | SPC | | | CLA | SSIFI | CATI | ONS |
| : :LEFT/RIGHT INDICATOR | | -UXII | NG- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | L | EGAL | |
| :: | | -XRO | AD- | LNS | SHD | RDY | SHD | MEDIAN- | - SHD | RDY | SHD | LNS | RDY | МТ | CE CITY | IST S | PEED | TIPIS |
| SRMP B ARM FEATURE D LR DESCRIPTION | | | | | | | | WD/S BE | | | | | | | | | | |
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| 117.83 117.41 | | | | 1 1 | | | | | 2B | 24B | 2В | 12 | 36 | 4 | 02 | R1 | 60 | R |
| 118.00 117.58 MP MARKER R 118 | | | | | | | | | | | | | | | | | | |
| 118.19 117.77 INTRSECTN R OUINAULT RIDGE RD | | CO | N | 1 1 | | | | | 2B | 24B | 3B | 12 | 36 | 4 | 02 | R1 | 60 | R |
| | 12B | | | 1 1 | | | | | | 24B | | | | | | R1 | 60 | R |
| 119.00 118.58 MP MARKER R 119 | | | | | | | | | | | | | | | | | | |
| 119.91 119.49 | | | | 1 1 | | | | | 3 P | 23B | 3B | | 23 | 4 | 0.2 | R1 | 60 | R |
| 120.00 119.58 MP MARKER R 120 | | | | | | | | | 0.2 | 232 | 32 | | | - | | | 0.0 | |
| | | CO | N | | | | | | | | | | | | | | | |
| 120.10 119.68 INTRSECTN L MOCLIPS HWY 120.43 120.01 BEG BRIDGE B SKUNK CREEK | | ST | | 1 1 | | | | | \$\$0 | 27в | \$\$C | | 27 | 4 | 0.2 | R1 | 60 | R |
| BRDG NUM 101/155 | | 01 | | | | | | | 770 | 2,2 | 770 | | _ , | - | 02 | 111 | 00 | 10 |
| 120.44 120.02 END BRIDGE B SKUNK CREEK | | | | 1 1 | | | | | 3 P | 23B | 3 B | | 23 | 4 | 0.2 | R1 | 60 | R |
| 121.00 120.58 MP MARKER R 121 | | | | | | | | | 31 | 200 | שכ | | 23 | - | 02 | 111 | 00 | 10 |
| 122.00 121.58 MP MARKER R 122 | | | | | | | | | | | | | | | | | | |
| 122.25 121.83 | | | | 1 1 | | | | | 3 0 | 23D | 3 D | | 23 | 1 | 02 | D1 | 45 | D |
| 122.32 121.03 122.32 121.90 INTRSECTN R BURN RD | | CO | Y | | | | | | 215 | 235 | 215 | | 43 | 7 | 02 | KI | 43 | K |
| 122.79 122.37 MISC FEATR R SGN ENT NEILTON | | CO | Т | | | | | | | | | | | | | | | |
| 122.96 122.54 INTRSECTN R NEILTON LN | | CO | N | | | | | | | | | | | | | | | |
| 122.96 122.54 INTRSECTION R NEILTON LIN 123.00 122.58 MP MARKER R 123 | | CO | IN | | | | | | | | | | | | | | | |
| | | ao | N | | | | | | | | | | | | | | | |
| 123.01 122.59 INTRSECTN L OLD MILL LN | | CO | IN | | | | | | | | | | | | | | | |
| 123.26 122.84 MISC FEATR L SGN ENT NEILTON | | | | 1 1 | | | | | 2.0 | 225 | 2.0 | | 2.2 | 4 | 0.0 | D.1 | C 0 | D |
| 123.42 123.00 | | | | 1 1 | | | | | | 23B | | | 23 | | | R1 | 60 | |
| 123.61 123.19 | | a | | 1 1 | | | | | 4B | | | | 24 | | | R1 | 60 | |
| 123.74 123.32 BEG BRIDGE B S FORK BOULDER CREEK | | ST | | 1 1 | | | | | ŞŞW | 32P | ŞŞW | | 32 | 4 | 02 | R1 | 60 | R |
| BRDG NUM 101/157 | | | | | | | | | | 0.4- | | | | | | _ 1 | | _ |
| 123.78 123.36 END BRIDGE B S FORK BOULDER CREEK | | | | 1 1 | | | | | | 24B | | | 24 | | | R1 | 60 | |
| 123.84 123.42 | | | | 1 1 | | | | | 3B | 23B | 3B | | 23 | 4 | 02 | R1 | 60 | R |
| 124.00 123.58 MP MARKER R 124 | | | | | | | | | | | | | | _ | | _ | | |
| 124.02 123.60 BEG BRIDGE B BOULDER CREEK | | ST | | 1 1 | | | | | \$\$C | 27B | \$\$C | | 27 | 4 | 02 | R1 | 60 | R |
| BRDG NUM 101/158 | | | | | | | | | _ | | _ | | | _ | | _ | | |
| 124.03 123.61 END BRIDGE B BOULDER CREEK | | | | 1 1 | | | | | 3B | 23B | 3B | | 23 | 4 | 02 | R1 | 60 | R |
| 125.00 124.58 MP MARKER R 125 | | | | | | | | | | | | | | | | | | |
| 125.45 125.03 BEG SU LN L CLIMBING | | | | 1 1 | | | | | 3B | 23B | 3В | 12 | 35 | 4 | 02 | R1 | 60 | R |
| 125.54 125.12 MISC FEATR R QUINAULT INDIAN RES B | | | | | | | | | | | | | | | | | | |
| 125.55 125.13 INTRSECTN R SOUTH SHORE RD | | CO | N | | | | | | | | | | | | | | | |
| 125.64 125.22 MISC FEATR R SGN ENT QUINAULT IND | RES | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| INTERSECTION DETAILTURN LANES | | | | | | | | | | | | | | | | | | |
| L NEAR R NEAR L FAR R FA | | | | | - | _ | | RIGHT- | | | | | | | | | | |
| SRMP B ARM LGT WD LGT WD LGT | | _ | | _ | | _ | | LGT WI | | | | | | | | | | |
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| 122.32 121.90 .02 11 .03 12 | | | | | | | | | | | | | | | | | | |
| 122.96 122.54 .02 13 | | | | | | | | | | | | | | | | | | |
| 125.55 125.13 .02 12 | | | | | | | | | | | | | | | | | | |
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| :DIRECTION TO INVEN | | | IDGE | | 1 | REAS/ | | | | | UNDI | | | | CLA | | | | IS |
| : :LEFT/RIGHT INDIC | ATOR | | | | LFT | PDV | RHT | MEDIAN- | LFT | | SHD KHJ. | USE | TOT | мт | CF CTTS | | LEGA | | פוסוי |
| SRMP B ARM FEATURE D LR DESCRIPTION | | OW 5 | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A | SE NBR | FC | D I | BR | KT |
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| 125.67 125.25 | | | | 1 1 | | | | | 3B | 23B | 3B | 12 | 35 | 4 | 02 | R1 | 6 | 0 R | - |
| 125.97 125.55 MP MARKER R 126 | | 90 | | | | | | | | | | | | | | | | | |
| 126.43 126.01 INTRSECTN R OLD STATE 9 | 1.00 | CO | Y | 1 1 | | | | | 2.0 | 225 | 2.0 | 444 | 2.2 | 1 | 0.0 | D 1 | _ | 0 D | |
| 126.52 126.10 END SU LN L CLIMBING 126.58B 126.16 BEG EO BEGIN BACK | 12B | | | 1 1 | | | | | 38 | 23B | 3B | 444 | 23 | 4 | 02 | R1 | О | 0 R | - |
| 126.58 126.17 EQUATION 126.59B=126.58 | | | | 1 1 | | | | | 3 🗅 | 24B | 4B | | 24 | 1 | 0.2 | R1 | 6 | 0 R | |
| 120.58 120.17 EQUATION 120.59B-120.58 | | | | 1 1 | | | | | | 24B | | | 24 | | | R1 | | 5 R | |
| 126.62 126.21 BEG BRIDGE B OUINAULT RIVER | | ST | | 1 1 | | | | | | | \$\$C | | 26 | | | R1 | | 5 R | |
| BRDG NUM 101/1 | | 01 | | | | | | | 440 | 202 | 770 | | 20 | - | 02 | 101 | - | J 10 | - |
| 126.69 126.28 END BRIDGE B QUINAULT RIVER | | | | 1 1 | | | | | 4B | 23B | 4B | | 23 | 4 | 02 | R1 | 4 | 5 R | 1 |
| 126.71 126.30 INTRSECTN R PVT RD | | PV | N | | | | | | | | | | | | | | | | |
| 126.78 126.37 INTRSECTN L RIVERVIEW CT | | CO | N | | | | | | | | | | | | | | | | |
| 126.80 126.39 INTRSECTN R LAKE DR N | | CO | N | | | | | | | | | | | | | | | | |
| 126.90 126.49 BEG SU LN R CLIMBING | 12B | | | 1 1 | | | | | 4B | 23B | 4B | 12 | 35 | 4 | 02 | R1 | 4 | 5 R | _ |
| 126.91 126.50 MISC FEATR L SGN ENT AMANDA | PARK | | | | | | | | | | | | | | | | | | |
| 126.99 126.58 MP MARKER R 127 | | | | | | | | | | | | | | | | | | | |
| 127.01 126.60 BEG SU LN C TWO WAY TURN | 12B | | | 1 1 | | | | | 4B | 23B | 4B | 24 | 47 | 4 | 02 | R1 | 4 | 5 R | - |
| EXIT TO R HIGH SCHOOL | 1.0- | | Y | | | | | | | 00- | 4- | 1.0 | 2.5 | | 0.0 | | | | |
| 127.11 126.70 END SU LN C TWO WAY TURN | 12B | | | 1 1 | | | | | 4B | 23B | 4B | 12 | 35 | 4 | 02 | R1 | 4 | 5 R | - |
| ENT FROM R HIGH SCHOOL | 12B | | Y | 1 1 | | | | | 4.0 | 225 | 4 D | ~ ~ ~ | 23 | 4 | 0.0 | D 1 | 4 | 5 R | |
| 127.22 126.81 END SU LN R CLIMBING 127.23 126.82 | 128 | | | 1 1 | | | | | | 23B 24B | | \$\$\$ | 24 | | | R1 R1 | | эк 5 R | |
| 127.25 120.82 | | | | 1 1 | | | | | | | 4B | | 24 | | | R1 | | 0 R | |
| 127.20 120.03 127.99 127.58 MP MARKER R 128 | | | | т т | | | | | 4D | 270 | TD | | 21 | 7 | 02 | ICI | U | 0 10 | • |
| 128.63 128.22 ENT/EXIT L DOT MAINTENANCE | E YARD | ST | N | | | | | | | | | | | | | | | | |
| INTRSECTN R NORTHSHORE RD | L 11110 | CO | N | | | | | | | | | | | | | | | | |
| 128.93 128.52 MISC FEATR L QUINAULT INDIA | N RES BNDY | | | | | | | | | | | | | | | | | | |
| 128.99 128.58 MP MARKER R 129 | | | | | | | | | | | | | | | | | | | |
| 129.19 128.78 INTRSECTN R HAAS RD | | CO | N | | | | | | | | | | | | | | | | |
| 129.23 128.82 BEG BRIDGE B PRAIRIE CREEK | | ST | | 1 1 | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | R1 | 6 | 0 R | 1 |
| BRDG NUM 101/1 | 62 | | | | | | | | | | | | | | | | | | |
| 129.25 128.84 END BRIDGE B PRAIRIE CREEK | | | | 1 1 | | | | | | | 4B | | 24 | | | R1 | | 0 R | |
| 129.98 129.57 BEG BRIDGE B MILBURN CREEK | | ST | | 1 1 | | | | | \$\$W | 36B | \$\$W | | 36 | 4 | 02 | R1 | 6 | 0 R | - |
| BRDG NUM 101/1 | 64 | | | | | | | | | | | | | | | | | | |
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| INTERSECTION DETAILTURN LANES- | | | | | | | | S | | | | | | | | | | | |
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| SRMP B ARM LGT WD LGT WD LGT W | | _ | T. MD | | | _ | | LGT WD | | | | | | | | | | | |
| 126.43 126.01 .02 12 .03 1 | | | | | 3 12 | | | | | | | | | | | | | | |
| 126.80 126.39 .02 12 .03 1 | | | | . 0 | 2 12 | | | | | | | | | | | | | | |
| 127.01 126.60 .01 15 | _ | | | | | | | | | | | | | | | | | | |
| 128.63 128.22 .03 12 .03 1 | 2 | | | | | | | | | | | | | | | | | | |
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| | :DTR | ECTION TO INVENTORY | -B | RIDGE | | DECRE | | | | | JNDI | | | | CT.A | SSTE | тсат | IONS |
| | | EFT/RIGHT INDICATOR | I . | XING- | NBR | 1 | RHT | 1 | LFT | | | USE | | | СШ | | LEGA | |
| | :: | Ell'I', REGIII ERBEGII GR | | | | | | MEDIAN | | | | | | мтс | ELCTTY | | | |
| SRMP B | | DESCRIPTION | | | | | | WD/S B | | | | | | | | | | |
| 214.12 | | | " | | 1 | , 🎍, | | , 5 | , 5 | 1 | , Z | | | | | | | |
| | 11 | - 1 | | 11 | -1- | | | 11- | | 1 | · | ı —— ı | | | — I ——— | | | -1-1-1- |
| 129.99 | 129.58 END BRIDGE B | MILBURN CREEK | | | 1 1 | | | | 4B | 24B | 4B | | 24 | 4 0 | 2 | R1 | 6 |) R |
| 130.00 | 129.59 MP MARKER R | 130 | | | | | | | | | | | | | | | | |
| 130.73 | 130.32 INTRSECTN R | PRAIRIE CREEK RD | CO | N | | | | | | | | | | | | | | |
| 130.74 | 130.33 BEG BRIDGE B | DRY CREEK | ST | | 1 1 | | | | \$\$W | 36B | \$\$W | | 36 | 4 0 | 2 | R1 | 6 |) R |
| | | BRDG NUM 101/167 | | | | | | | | | | | | | | | | |
| 130.75 | 130.34 END BRIDGE B | DRY CREEK | | | 1 1 | | | | 4B | 24B | 4B | | 24 | 4 0 | 2 | R1 | 6 |) R |
| 130.83 | 130.41 EQUATION | 130.82 = 130.83 | | | 1 1 | | | | 3B | 23B | 3В | | 23 | 4 0 | 2 | R1 | 6 |) R |
| 130.99 | 130.57 MP MARKER R | 131 | | | | | | | | | | | | | | | | |
| 131.99 | 131.57 MP MARKER R | 132 | | | | | | | | | | | | | | | | |
| 132.57 | 132.15 BEG BRIDGE B | TEN O CLOCK CREEK | ST | | 1 1 | | | | \$\$C | 38B | \$\$C | | 38 | 4 0 | 2 | R1 | 6 |) R |
| | | BRDG NUM 101/169 | | | | | | | | | | | | | | | | |
| | 132.17 END BRIDGE B | TEN O CLOCK CREEK | | | 1 1 | | | | | 23B | | | | 4 0 | | R1 | - |) R |
| 132.95 | | | | | 1 1 | | | | | 24B | | | | 4 0 | _ | R1 | - |) R |
| 132.99 | 132.57 BEG BRIDGE B | DRY CREEK | ST | | 1 1 | | | | \$\$W | 36B | \$\$W | | 36 | 4 0 | 2 | R1 | 6 |) R |
| | | BRDG NUM 101/170 | | | | | | | | | | | | | | | | |
| 133.00 | 132.58 END BRIDGE B | DRY CREEK | | | 1 1 | | | | 4B | 24B | 4B | | 24 | 4 0 | 2 | R1 | 6 |) R |
| | | 133 | | | | | | | | | | | | | | | | |
| 133.78 | 133.36 BEG BRIDGE B | BOULDER CREEK | ST | | 1 1 | | | | \$\$W | 36B | \$\$W | | 36 | 4 0 | 2 | R1 | 6 |) R |
| | | BRDG NUM 101/172 | | | | | | | | | _ | | | | _ | | _ | _ |
| | 133.37 END BRIDGE B | BOULDER CREEK | | | 1 1 | | | | 4B | 24B | 4B | | 24 | 4 0 | 2 | R1 | 6 |) R |
| | | 134 | | | | | | | | | | | | | | | | |
| | | 135 | | | | | | | | 0.4- | 4- | | 0.4 | | • | | _ | _ |
| 135.21 | | 126 | | | 1 1 | | | | 4A | 24A | 4A | | 24 | 4 0 | 2 | R1 | 6 | O R |
| | | 136 | | | | | | | 4.7 | 0.45 | 4.7 | | 0.4 | 4 0 | 0 | D.1 | _ | 2 - |
| 136.88 | | G. O | 103 | | 1 1 | | | | | 24B | | | | 4 0 | _ | R1 | - |) R |
| | | SLOW VEHICLE | 12A | | 1 1 | | | | \$\$\$ | 24B | 4A | 12 | 36 | 4 0 | 2 | R1 | 6 |) R |
| | | 137 | 107 | | 1 1 | | | | 47 | 240 | 47 | 4 4 4 | 2.4 | 4 0 | 2 | D 1 | 6 |) R |
| | | SLOW VEHICLE W BOUNDARY RD | 12A CO | NT. | 1 1 | | | | | 24B | 4A 1A | \$\$\$ | | 4 0 | | R1 R1 | |) R |
| | | W BOUNDARY RD | CO | IN | ТТ | | | | IA | 24B | IA | | 24 | 4 0 | 2 | KI | Ю | JR |
| | | 139 | | | | | | | | | | | | | | | | |
| | | SLOW VEHICLE | 12A | | 1 1 | | | | ት ት ት | 245 | \$\$\$ | 2.4 | 48 | 4 0 | 2 | R1 | 6 |) R |
| 139.00 | | SLOW VEHICLE | 12A 12A | | тт | | | | 444 | 2 4 D | 999 | 24 | 40 | 4 0 | 4 | KI | 0 | JK |
| 130 70 | | SLOW VEHICLE | 12A | | 1 1 | | | | 1 7 | 2/12 | 1A | 444 | 24 | 4 0 | 2 | R1 | 6 | O R |
| 139.70 | | SLOW VEHICLE | 12A | | т т | | | | IA | 210 | IA | 444 | 21 | T 0 | 2 | ICI | 0 | <i>J</i> IX |
| 139 71 | 139.29 BEG BRIDGE B | RAFT RIVER | ST | | 1 1 | | | | ¢¢w | 36B | \$\$W | | 36 | 4 0 | 2 | R1 | 6 |) R |
| 137.71 | 139.29 BEG BRIDGE B | BRDG NUM 101/175 | 51 | | | | | | ŲΫW | 300 | γγW | | 30 | 1 0 | 2 | ICΙ | 0 | <i>J</i> 10 |
| 139.73 | 139.31 END BRIDGE B | RAFT RIVER | | | 1 1 | | | | 4 A | 24B | 4A | | 2.4 | 4 0 | 2 | R1 | 61 | O R |
| | | SLOW VEHICLE | 12A | | $\frac{1}{1}$ | | | | | | \$\$\$ | | | | | R1 | | 0 R |
| | | SLOW VEHICLE | 12A | | | | | | ~ ~ ~ | _ 10 | ~ ~ ~ | | | - 0 | _ | | 3 | |
| 139.80 | | SLOW VEHICLE | 12A | | 1 1 | | | | 3 A | 24B | 3A | \$\$\$ | 2.4 | 4 0 | 2 | R1 | 6 | O R |
| | | SLOW VEHICLE | 12A | | | | | | | | | 7 7 7 | | - 0 | | | | - · - |
| 140.00 | | 140 | | | | | | | | | | | | | | | | |
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| | | :DIR | ECTION TO INVENTORY | | -BRI | DGE | | DECE | REAS/ | DIV | | INC | RES/U | INDI | SPC | - 1 | | CLA | SSIFIC | ATIONS |
| | | : :L | EFT/RIGHT INDICATOR | | -UXI | | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | LE | GAL |
| | | : : | | | -XRO | AD- 1 | LNS | SHD | | | MEDIAN- | SHD | RDY | | | | МТ | CE CITY | IST SF | EED T P S |
| SRMP B | ARM FEATURE | D LR | DESCRIPTION | | OW T | с ыі |) I | W/S | W/S | W/S | WD/S BR | | | | | | | | | IB R K T |
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| 140.02 | 139.60 | | | | | | 1 1 | | | | | 3A | 24B | 3A | | 24 | 4 | 02 | R1 | 60 R |
| 140.09 | 139.67 | | | | | | 1 1 | | | | | бA | 24B | бA | | 24 | 4 | 02 | R1 | 60 R |
| 140.62 | 140.20 | | | | | | 1 1 | | | | | 3A | 23B | 3A | | 23 | 4 | 02 | R1 | 60 R |
| 140.91 | 140.49 INTRSECTN | L | PVT RD | | PV | N | | | | | | | | | | | | | | |
| 141.00 | 140.58 MP MARKER | R | 141 | | | | | | | | | | | | | | | | | |
| 141.08 | 140.66 BEG SU LN | L | SLOW VEHICLE | 11A | | | 1 1 | | | | | \$\$\$ | 23B | 3A | 11 | 34 | 4 | 02 | R1 | 60 R |
| 141.13 | 140.71 END SU LN | L | SLOW VEHICLE | 11A | | | 1 1 | | | | | 3A | 23B | 3A | \$\$\$ | 23 | 4 | 02 | R1 | 60 R |
| 141.56 | 141.14 BEG SU LN | R | SLOW VEHICLE | 10A | | | 1 1 | | | | | 3A | 23B | \$\$\$ | 10 | 33 | 4 | 02 | R1 | 60 R |
| 141.64 | 141.22 END SU LN | R | SLOW VEHICLE | 10A | | | 1 1 | | | | | 3A | 23B | 3A | \$\$\$ | 23 | 4 | 02 | R1 | 60 R |
| 142.01 | 141.59 MP MARKER | R | 142 | | | | | | | | | | | | | | | | | |
| 142.92 | 142.50 BEG SU LN | R | SLOW VEHICLE | 11A | | | 1 1 | | | | | 3A | 23B | \$\$\$ | 11 | 34 | 4 | 02 | R1 | 60 R |
| 142.93 | 142.51 | | | | | | 1 1 | | | | | бΑ | 24B | | 11 | 35 | 4 | 02 | R1 | 60 R |
| 142.98 | 142.56 END SU LN | R | SLOW VEHICLE | 11A | | | 1 1 | | | | | бΑ | 24B | бΑ | \$\$\$ | 24 | 4 | 02 | R1 | 60 R |
| | MP MARKER | R | 143 | | | | | | | | | | | | | | | | | |
| 143.23 | 142.81 | | | | | | 1 1 | | | | | 1A | 23B | 1A | | 23 | 4 | 02 | R1 | 60 R |
| 143.31 | 142.89 INTRSECTN | R | PVT LN | | PV | N | | | | | | | | | | | | | | |
| 144.00 | 143.58 MP MARKER | R | 144 | | | | | | | | | | | | | | | | | |
| 144.35 | 143.93 END CTLSEC | | CONTROL SECTION 1401 | | | | | | | | | | | | | | | | | |
| | LEAVE CO | | GRAYS HARBOR | | | | | | | | | | | | | | | | | |
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| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | l | RIDGE KING- | | DECRI | EAS/ | DIV | SURFACI | | RES/U | _ | SPC | | | | -CLASS | | | NS |
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| | | | | EFI/RIGHT INDICATOR | I - | _ | 1 | ı | | RHT | MEDIAN | | | | | | N. 4000 | an La | 3 T III 3 L C | | GAL | mlpla |
| SRMP B | ARM | FEATURE | : : D LR | DESCRIPTION | ı | ROAD- TC L | | | | | MEDIAN- WD/S BR | | | | | | | | | | | T P S R K T |
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| 144.35 | 143.93 | ENTER CO BEG CTLSEC | | JEFFERSON CONTROL SECTION 1608 | | | 1 1 | | | | | 3A | 24B | 3A | 11 | 35 | 4 | 02 | R | 1 | 60 | R |
| | | | - | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | Т | SLOW VEHICLE 11A | | | | | | | | | | | | | | | | | | |
| 144 40 | 144 00 | MISC FEATR | R | SGN ENT JEFFERSON COUNTY | | | 1 1 | | | | | 2 7 | 245 | 2 7 | ~ ~ ~ | 2.4 | 4 | 00 | _ | 1 | <i>c</i> 0 | ъ |
| | | END SU LN MISC FEATR | L | SLOW VEHICLE 11A SGN ENT GRAYS HARBOR CO | | | 1 1 | | | | | 3A | 24B | 3A | 555 | 24 | 4 | UZ | R | Т | 60 | K |
| 144.43 | | INTRSECTN | L | | CO | N | | | | | | | | | | | | | | | | |
| 144.96 | | MP MARKER | R | 145 | CO | IN | | | | | | | | | | | | | | | | |
| 144.96 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | |
| 146.00 | | MP MARKER | ĸ | 140 | | | 1 1 | | | | | E 7 | 24A | E 7 | | 24 | 1 | 0.2 | R | 1 | 60 | D |
| | | BEG BRIDGE | D | HARLOW CREEK | ST | | 1 1 | | | | | | 34P | | | 34 | | | R | | 60 | |
| 140.01 | 140.33 | DEG DKIDGE | Ь | BRDG NUM 101/192 | 21 | | т т | | | | | şşW | 341 | γŞW | | 34 | 4 | 02 | П | _ | 00 | K |
| 146.83 | 146 41 | END BRIDGE | D | HARLOW CREEK | | | 1 1 | | | | | 57 | 24A | 5A | | 24 | 1 | 0.2 | R | 1 | 60 | D |
| | 146.46 | END BRIDGE | Б | HARDOW CREEK | | | 1 1 | | | | | | 24A | 8A | | 24 | | | R | | 60 | |
| | 146.50 | | | | | | 1 1 | | | | | | 24A | 4A | | 24 | | | R | _ | 60 | |
| | | INTRSECTN | Þ | CLEARWATER RD | CO | Y | | | | | | TA | ZIA | TA | | 21 | - | 02 | 10 | _ | 00 | 10 |
| | | MP MARKER | | 147 | CO | 1 | | | | | | | | | | | | | | | | |
| | 146.60 | ME MARKER | 10 | 117 | | | 1 1 | | | | | 67 | 24A | 6A | | 24 | 4 | 0.2 | R | 1 | 60 | D |
| | 146.70 | | | | | | 1 1 | | | | | | 24A | 3A | | 24 | | | R | | 60 | |
| | 147.03 | | | | | | 1 1 | | | | | | 24A | 5A | | 24 | | | R | | 60 | |
| | | BEG BRIDGE | В | FISHER CREEK | ST | | 1 1 | | | | | | | | | 34 | | | R | | 60 | |
| 117.12 | 117.07 | DIG DRIDGE | | BRDG NUM 101/194 | D 1 | | | | | | | 7711 | 3 11 | 7711 | | J 1 | - | 02 | | _ | 00 | |
| 147.50 | 147.08 | END BRIDGE | В | FISHER CREEK | | | 1 1 | | | | | 5 A | 24A | 5A | | 24 | 4 | 0.2 | R | 1 | 60 | R |
| | 147.14 | | _ | | | | 1 1 | | | | | | 24A | 3A | | 24 | | | R | | 60 | |
| | | MP MARKER | R | 148 | | | | | | | | 311 | | 311 | | | _ | - | | _ | | |
| 148.03 | | END CTLSEC | | CONTROL SECTION 1608 | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | JEFFERSON | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | 'ION LANE | S |
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| SRMP B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 01/31/25 TIME 17:13:52 STATE HIGHWAY LOG PAGE 116

| SR 101 | MAINLINE | U.S. ROUTE | - USSH | COUNTY | GRAYS HARBOR | DOT DISTRICT 3 |
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| | | | :DIR | ECTION TO INVENTORY | -BRIDGE | | DECR | EAS/D | VIC | | INCR | ES/UI | NDI | SPC | | | CLAS | SSIF | ICATIONS | S |
| | | | : :L | EFT/RIGHT INDICATOR | -UXING- | NBR | LFT | R | THS | | LFT | 1 | RHT | USE | TOT | | | 1 | LEGAL | |
| | | | : : | | -XROAD- | LNS | SHD 1 | RDY S | SHD | MEDIAN- | SHD | RDY S | SHD | LNS | RDY | MTCE | CITY | ST S | SPEED T | PS |
| SRMP B | B ARM F | FEATURE 1 | DLR | DESCRIPTION | OW TC L | DI | W/S | W/S W | I/S | WD/S BR | W/S | W/S T | W/S | WID | WID | A SE | NBR | FC 1 | D IB R | KT |
| | . _ | [- | _ | | _ | _ _ | | _ | | | | | | | | _ _ | . | - | _ _ _ | _ _ |
| 140.00 | 148 61 8 | | | CD111G 111DD0D | | 1 1 | | | | | 2.7 | 0.43 | 2.3 | | 0.4 | 4 00 | | D 1 | 60 D | |
| 148.03 | 147.61 E | | | GRAYS HARBOR | | 1 1 | | | | | 3A | 24A | 3A | | 24 | 4 02 | | R1 | 60 R | |
| | В | BEG CTLSEC | | CONTROL SECTION 1424 | | | | | | | | | | | | | | | | |
| | M | MISC FEATR | L | SGN ENT JEFFERSON COUNTY | | | | | | | | | | | | | | | | |
| | M | MISC FEATR | R | SGN ENT GRAYS HARBOR CO | | | | | | | | | | | | | | | | |
| 148.99 | 148.57 M | IP MARKER | R | 149 | | | | | | | | | | | | | | | | |
| 149.96 | 149.54 M | IP MARKER | R | 150 | | | | | | | | | | | | | | | | |
| 150.99 | 150.57 M | IP MARKER | R | 151 | | | | | | | | | | | | | | | | |
| 151.43 | 151.01 E | END CTLSEC | | CONTROL SECTION 1424 | | | | | | | | | | | | | | | | |
| | L | LEAVE CO | | GRAYS HARBOR | | | | | | | | | | | | | | | | |

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| | | | | | W | IDTH | AND | SURFAC | E IN | FORM | ATION | J | | | | | | |
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| :DIRECTION TO INVE | NTORY | | IDGE | | | EAS/I | | | | | | SPC | | | CLA | | | ONS |
| : :LEFT/RIGHT IND | CATOR | | ING- | | | I | RHT | | LFT | | RHT | USE 7 | гот | | | | EGAL | |
| :: | | -XR | OAD- | LNS | SHD | RDY S | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCI | ECITY | ST | SPEED | TPS |
| SRMP B ARM FEATURE D LR DESCRIPTION | | OW, | TC L | DI | W/S | W/S V | W/S | WD/S BR | W/S | W/S | W/S | WID V | MID | A SI | I NBR | FC I |) IE | RKT |
| | | l — I | <u> </u> | _ _ | ll | I- | I | l | l | l | l —— I | lI- | I | _ _ | -1 | - | _ _ | - - - |
| 151.43 151.01 ENTER CO JEFFERSON | | | | 1 1 | | | | | 17 | 247 | 4A | | 24 | 3 02 | 2 | R1 | 60 | R |
| BEG CTLSEC CONTROL SECT | ON 1601 | | | | | | | | TA | ZIA | TA | | 21 | 5 02 | 4 | KI | 00 | K |
| MISC FEATR L SGN ENT GRAYS | | | | | | | | | | | | | | | | | | |
| MISC FEATR R SGN ENT JEFFF | | | | | | | | | | | | | | | | | | |
| 151.55 151.13 MISC FEATR B 24K COUNTY BO | | | | | | | | | | | | | | | | | | |
| 151.58 151.16 | 01.0111.1 | | | 1 1 | | | | | 6A | 24A | бA | | 24 | 3 02 | 2 | R1 | 60 | R |
| 151.70 151.28 INTRSECTN R INDIAN SER RI | -OLD ALIGN | RS | Y | | | | | | | | | | | | | | | |
| 151.98 151.56 MP MARKER R 152 | | | | | | | | | | | | | | | | | | |
| 152.00 151.58 BEG BRIDGE B OUEETS RIVER | | ST | | 1 1 | | | | | \$\$W | 36P | \$\$W | | 36 | 3 02 | 2 | R1 | 60 | R |
| BRDG NUM 101, | 204 | | | | | | | | | | • • | | | | | | | |
| 152.20 151.78 END BRIDGE B QUEETS RIVER | | | | 1 1 | | | | | 8A | 24A | 8A | | 24 | 3 02 | 2 | R1 | 60 | R |
| 152.41 151.99 | | | | 1 1 | | | | | 6A | 24A | бA | | 24 | 3 02 | 2 | R1 | 60 | R |
| 152.62 152.12 EQUATION 152.54 =152.6 | 2 | | | | | | | | | | | | | | | | | |
| 152.72 152.22 | | | | 1 1 | | | | | 4A | 24A | 4A | | 24 | 3 02 | 2 | R1 | 60 | R |
| 153.00 152.50 MP MARKER R 153 | | | | | | | | | | | | | | | | | | |
| 154.00 153.50 MP MARKER R 154 | | | | | | | | | | | | | | | | | | |
| 154.18 153.68 MISC FEATR R SGN ENT OLYMP | IC NATL PRK | | | | | | | | | | | | | | | | | |
| 155.04 154.54 MP MARKER R 155 | | | | | | | | | | | | | | | | | | |
| 156.00 155.50 | | | | 1 1 | | | | | 4A | 24B | 4A | | 24 | 3 02 | 2 | R1 | 60 | R |
| 156.03 155.53 MP MARKER R 156 | | | | | | | | | _ | | _ | | | | _ | | | |
| 156.80 156.30 | | | | 1 1 | | | | | 4A | 24B | 4A | | 24 | 3 02 | 2 | R1 | 45 | R |
| 156.84 156.34 MISC FEATR R SGN ENT KALAI | | | | | | | | | | | | | | | | | | |
| 156.93 156.43 ENT/EXIT R KALALOCH RANG | | | N | | | | | | | | | | | | | | | |
| 156.99 156.49 ENT/EXIT R KALALOCH RANG | ER STATION | FS | N | | | | | | | | | | | | | | | |
| 157.00 156.50 MP MARKER R 157 | П | PV | Y | | | | | | | | | | | | | | | |
| 157.17 156.67 ENT/EXIT L KALALOCH LODG 157.37 156.87 BEG BRIDGE B KALALOCH CREE | | ST | Y | 1 1 | | | | | ė ė a | 247 | \$\$C | | 2.4 | 3 02 | 2 | R1 | 4 5 | R |
| BRDG NUM 101, | | 21 | | т т | | | | | 33C | ZHA | 33C | | 2 1 | 3 0. | 4 | KI | 40 | K |
| 157.40 156.90 END BRIDGE B KALALOCH CREE | | | | 1 1 | | | | | 47 | 24B | 4A | | 24 | 3 02 | 2 | R1 | 45 | R |
| 157.69 157.19 END BRIDGE B KALALOCH CAME | | FS | N | | | | | | TA | 240 | IA | | 21 | 5 02 | 4 | KI | 13 | IC |
| 157.95 157.45 | GROOND | 10 | 14 | 1 1 | | | | | 4 A | 24B | 4A | | 24 | 3 02 | 2 | R1 | 55 | R |
| 158.00 157.50 MP MARKER R 158 | | | | | | | | | | | | | | | _ | | | |
| 158.35 157.85 MISC FEATR L SGN ENT KALAI | OCH | | | | | | | | | | | | | | | | | |
| 159.00 158.50 MP MARKER R 159 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| INTERSECTION DETAILTURN LANES | | | | ACCE | LERAT | 'ION I | LANE | S | | | | | | | | | | |
| L NEAR R NEAR L FA | R R FAR | LE | FT | L-(| CNTR | R-CI | NTR | RIGHT- | | | | | | | | | | |
| | WD LGT WD | LG | T WD | _ | | LGT | WD | LGT WD | | | | | | | | | | |
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| 151.70 151.28 .03 | | | | | 3 11 | | | | | | | | | | | | | |
| 156.99 156.49 .03 | 11 | | | . 02 | 2 11 | | | | | | | | | | | | | |
| 157.17 156.67 .10 11 | | | | | | .02 | | | | | | | | | | | | |
| 157.69 157.19 .02 11 | | | | | | .02 | 11 | | | | | | | | | | | |

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| | | | | | | | | | SURFACE | | | | | | | | | | | |
|--|-------|--------------------------|----|----------------|-------------------------------|-------|---------|-------------|---------|-------|----------|-------|--------|-----|------------|-----------|-----|------|-------------|-----|
| | | ECTION TO INVENTORY | | RIDGE | | | REAS/D | | | INC: | | UNDI | | | | CLA | | - | | |
| | : : | EFT/RIGHT INDICATOR | | LING- LOAD- | | LFT | | TH H T H | MEDIAN- | | | | USE TO | | мтс | CE CITY | | EGA: | | pls |
| SRMP B ARM FEATURE | | DESCRIPTION | | | | | | | WD/S BR | | | | | | | | | | | |
| | l_I_ | | | _ | _ _ | . | | | | | <u> </u> | | _ | | _ _ | | _ | _ _ | _ _ . | _ _ |
| | | • | | | | | • | | | | | | | | - | • | | • | | • |
| 159.02 158.52 | _ | | | | 1 1 | | | | | 4A | 24B | 4A | 2 | 24 | 3 (| 02 | R1 | 5 | 5 R | |
| 160.00 159.50 MP MARKER | | 160 | | | 1 1 | | | | | 2.5 | 0.05 | 2.5 | , | | ~ <i>(</i> | 2.0 | D.1 | _ | | |
| 160.44 159.94 ENT/EXIT | | OLYMPIC NATIONAL PARK RD | FS | N | 1 1 | | | | | 3B | 22B | 3B | 2 | 22 | 3 (| 12 | R1 | 5 | 5 R | |
| 161.00 160.50 MP MARKER 162.00 161.50 MP MARKER | | 161 162 | | | | | | | | | | | | | | | | | | |
| 162.24 161.74 INTRSECTN | | BIG CEDAR RD | CO | N | | | | | | | | | | | | | | | | |
| 162.53 162.03 | А | BIG CEDAR RD | CO | IA | 1 1 | | | | | 27 | 227 | 3A | , | 2 | 3 (| 12 | R1 | 5 | 5 R | |
| 162.58 162.08 BEG BRIDGE | B | STEAMBOAT CREEK | ST | | 1 1 | | | | | | | \$\$W | | | 3 (| | R1 | | 5 R | |
| 102.30 102.00 BHG BRIDGE | ם | BRDG NUM 101/209 | DI | | | | | | | YYW | 521 | γγW | ~ | , 2 | 5 (| 72 | 101 | , | <i>J</i> 10 | |
| 162.62 162.12 END BRIDGE | В | STEAMBOAT CREEK | | | 1 1 | | | | | 3 A | 22A | 3A | | 2.2 | 3 (| 12 | R1 | 5 | 5 R | |
| 162.67 162.17 | _ | | | | $\overline{1}$ $\overline{1}$ | | | | | | 22B | | | | 3 (| | R1 | | 5 R | |
| 163.00 162.50 MP MARKER | R | 163 | | | | | | | | | | | | | | | | | | |
| 164.00 163.50 MP MARKER | R | 164 | | | | | | | | | | | | | | | | | | |
| 164.61 164.11 INTRSECTN | L | RUBY BEACH RD | CO | N | 1 1 | | | | | 3A | 24B | 3A | 2 | 24 | 3 (| 02 | R1 | 5 | 5 R | |
| 164.82 164.32 | | | | | 1 1 | | | | | 4A | 24B | 4A | 2 | 24 | 3 (| 02 | R1 | 5 | 5 R | |
| 164.92 164.36 EQUATION | | 164.86 =164.92 | | | | | | | | | | | | | | | | | | |
| BEG BRIDGE | В | CEDAR CREEK | ST | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 101/210C | | | | | | | | | | | | | | | | | | |
| 164.93 164.37 END BRIDGE | | CEDAR CREEK | | | | | | | | | | | | | | | | | | |
| 165.00 164.44 MP MARKER | | 165 | | | | | | | | | | | | | | | | | | |
| 166.00 165.44 MP MARKER | | 166 | | | | | | | | | | | | | | | | | | |
| 166.99 166.43 MP MARKER 167.28 166.72 | R | 167 | | | 1 1 | | | | | מכ | 220 | 3В | , | 2 | 3 (| 12 | R1 | _ | 5 R | |
| 167.28 166.72 167.59 167.03 INTRSECTN | т | LOWER HOH RD | CO | Y | | | | | | 38 | 225 | 38 | 4 | 4 4 | 3 (| 14 | KI | 5 | o R | |
| 167.60 167.04 WYE CONN | | LOWER HOH RD | CO | Y | | | | | | | | | | | | | | | | |
| 167.99 167.43 MP MARKER | | 168 | CO | 1 | | | | | | | | | | | | | | | | |
| 168.36 167.80 INTRSECTN | | FULLERTON RD | CO | N | | | | | | | | | | | | | | | | |
| 168.91 168.35 BEG BRIDGE | | BRADEN CREEK | ST | | 1 1 | | | | | \$\$C | 24B | \$\$C | 2 | 24 | 3 (| 12 | R1 | 5 | 5 R | |
| 100.71 100.30 BEG BRIDGE | _ | BRDG NUM 101/212 | - | | | | | | | 770 | | 770 | - | - | | | | • | | |
| 168.92 168.36 END BRIDGE | В | BRADEN CREEK | | | 1 1 | | | | | 3B | 22B | 3B | 2 | 22 | 3 (|)2 | R1 | 5 | 5 R | |
| 168.98 168.42 MP MARKER | R | 169 | | | | | | | | | | | | | | | | | | |
| 169.40 168.84 BEG BRIDGE | В | TRIBUTARY TO BRADEN CRK | ST | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 101/213.25 | | | | | | | | | | | | | | | | | | |
| 169.41 168.85 END BRIDGE | | TRIBUTARY TO BRADEN CRK | | | | | | | | | | | | | | | | | | |
| 169.99 169.43 MP MARKER | R | 170 | | | | | | | | | | | | | | | | | | |
| 170.00 169.44 | | | | | 1 1 | | | | | 3A | 22B | 3A | 2 | 22 | 3 (| 02 | R1 | 5 | 5 R | |
| INTERSECTION DETAIL | | TURN LANES | | | አረረፑ | тголг | יד מסדי | א אדנדי | S | | | | | | | | | | | |
| | | R NEAR L FAR R FAR | | | | | | | RIGHT- | | | | | | | | | | | |
| SRMP B ARM LO | GT WD | LGT WD LGT WD LGT WD | | | | | LGT I | | LGT WD | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
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| 167.60 167.04 | | .01 12 | | | | | | | | | | | | | | | | | | |

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| | 1 | | | SURFACE I | | | | | | |
|---|---------|-----------------------|-------------------|-----------|--------------|----------|------------------|-------|-----|-----------------|
| DIRECTION TO INVENTORY: LEFT/RIGHT INDICATOR | -BRIDGE | E DECF - NBR LFT | REAS/DIV RHT | | NCRES/ FT | UNDI S | PC SE TOT | | | CATIONS EGAL |
| : : | | | | | | | | | | PEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | | | | | | | | | | IB R K T |
| | . | _ _ _ | _ | | | <u> </u> | | _ _ _ | | _ _ _ _ |
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| 170.09 169.53 | | 1 1 | | 4 | 4A 24B | 4A | 24 | 3 02 | R1 | 55 R |
| 170.39 169.83 INTRSECTN R NOLAN CREEK RD | | N . | | | | | | | _ | |
| 170.45 169.89 BEG BRIDGE B NOLAN CREEK | ST | 1 1 | | \$\$ | \$W 32P | ŞŞW | 32 | 3 02 | R1 | 55 R |
| BRDG NUM 101/214 | | | | | 43 045 | 4.7 | 0.4 | 2 00 | D.1 | |
| 170.49 169.93 END BRIDGE B NOLAN CREEK | D17 3 | 1 1 | | 4 | 4A 24B | 4A | 24 | 3 02 | R1 | 55 R |
| 170.52 169.96 ENT/EXIT L HOH RIVER ACCESS 170.98 170.42 MP MARKER R 171 | PV N | Ŋ | | | | | | | | |
| 170.98 170.42 MP MARKER R 171 171.29 170.73 BEG BRIDGE B UNNAMED TRIB TO HOH RIV | CTT | | | | | | | | | |
| BRDG NUM 101/214.1 | 51 | | | | | | | | | |
| 171.31 170.75 END BRIDGE B UNNAMED TRIB TO HOH RIV | | | | | | | | | | |
| 171.65 171.04 EQUATION 171.60 =171.65 | | 1 1 | | - | 3B 22B | 3B | 2.2 | 3 02 | R1 | 55 R |
| 172.00 171.39 MP MARKER R 172 | | | | • | ,, ,,, | 32 | | 5 02 | | 00 11 |
| 173.00 172.39 MP MARKER R 173 | | | | | | | | | | |
| 173.72 173.11 | | 1 1 | | 4 | 4A 24B | 4A | 24 | 3 02 | R1 | 55 R |
| 173.97 173.36 BEG BRIDGE B LOST CREEK | ST | 1 1 | | \$\$ | \$W 36P | \$\$W | 36 | 3 02 | R1 | 55 R |
| BRDG NUM 101/215 | | | | | | | | | | |
| 174.02 173.41 END BRIDGE B LOST CREEK | | 1 1 | | 4 | 4A 24B | 4A | 24 | 3 02 | R1 | 55 R |
| MP MARKER R 174 | | | | | | | | | | |
| 174.10 173.49 | | 1 1 | | 4 | 4A 22B | 4A | 22 | 3 02 | R1 | 55 R |
| 174.26 173.63 EQUATION 174.24 =174.26 | | | | | | | | | | |
| 174.58 173.95 | | 1 1 | | 3 | 3A 22B | 3A | 22 | 3 02 | R1 | 55 R |
| 175.00 174.37 MP MARKER R 175 | O.T. | | | | | | | | | |
| 175.46 174.83 BEG BRIDGE B UNNAMED TRIB TO HOH RIV | ST | | | | | | | | | |
| BRDG NUM 101/216.25 175.47 174.84 END BRIDGE B UNNAMED TRIB TO HOH RIV | | | | | | | | | | |
| 176.00 175.37 MP MARKER R 176 | | | | | | | | | | |
| 176.00 175.37 MF MARKER R 176 176.01 175.38 INTRSECTN R HOH MAINLINE | ST Y | Y | | | | | | | | |
| 176.42 175.79 INTRSECTN R CLEARWATER HONOR CAMP RE | | | | | | | | | | |
| 176.57B 175.94 BEG EO BEGIN BACK | - 00 - | .• | | | | | | | | |
| 176.57 175.98 EQUATION 176.61B=176.57 | | 1 1 | | \$\$ | C 20P | \$\$C | 20 | 3 02 | R1 | 55 R |
| BEG BRIDGE B HOH RIVER | ST | | | • | | | | | | |
| BRDG NUM 101/217 | | | | | | | | | | |
| 176.67 176.08 END BRIDGE B HOH RIVER | | 1 1 | | 3 | 3A 22B | 3A | 22 | 3 02 | R1 | 55 R |
| 176.77 176.18 BEG SU LN R CLIMBING 11E | } | 1 1 | | 3 | 3A 22B | 3A | 11 33 | 3 02 | R1 | 55 R |
| 177.00 176.41 MP MARKER R 177 | | | | | | | | | | |
| 177.33 176.74 INTRSECTN L OIL CITY RD | | 1 | | | | | | | | |
| 177.90 177.31 END SU LN R CLIMBING 11E | } | 1 1 | | 3 | 3A 22B | 3A \$ | \$\$ 22 | 3 02 | R1 | 55 R |
| IMPED CECUTON DECATI DIDNI I ANDO | | ACCEL ED 3 E | ם דר או די אידייי | C | | | | | | |
| INTERSECTION DETAILTURN LANES L NEAR R NEAR L FAR R FAR | | -ACCELERAT | | | | | | | | |
| SRMP B ARM LGT WD LGT WD LGT WD | | D LGT WD | - | LGT WD | | | | | | |
| SKMP B AKM LG1 WD LG1 WD LG1 WD | | | | TGI WD | | | | | | |
| 176.01 175.38 .02 11 | | | | .08 11 | | | | | | |

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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| SRMP B | ARM FEATURE | : :L | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -U2 | | NBR LNS | DECR LFT SHD | REAS/I I RDY | DIV RHT SHD | MEDIAN-WD/S BR | INC LFT SHD | RES/U | JNDI RHT SHD | SPC USE LNS | RDY | MTC | CLA E CITY E NBR | 1 | LEGA SPEE | AL | P S |
|--------|-------------------|------|--|-----|---|------------|--------------------|--------------------|-------------------|----------------|-------------------|-------|--------------------|-------------------|-----|------|------------------------|----|--------------|------|-----|
| 178.00 | 177.41 MP MARKER | R | 178 | | | 1 1 | | | | | 3A | 22B | 3A | | 22 | 3 0: | 2 | R1 | 5 | 55 R | |
| 178.49 | 177.90 INTRSECTN | R | UPPER HOH RD | CO | N | | | | | | | | | | | | | | | | |
| 179.00 | 178.41 MP MARKER | R | 179 | | | | | | | | | | | | | | | | | | |
| 180.00 | 179.41 MP MARKER | R | 180 | | | | | | | | | | | | | | | | | | |
| 181.00 | 180.41 MP MARKER | R | 181 | | | | | | | | | | | | | | | | | | |
| 181.20 | 180.61 BEG BRIDGE | В | TRIBUTARY TO DOWANS CRK | ST | | 1 1 | | | | | \$\$₩ | 32A | \$\$W | | 32 | 3 02 | 2 | R1 | 5 | 55 R | |
| | | | BRDG NUM 101/225 | | | | | | | | | | | | | | | | | | |
| 181.21 | 180.62 END BRIDGE | В | TRIBUTARY TO DOWANS CRK | | | 1 1 | | | | | 3A | 22B | 3A | | 22 | 3 02 | 2 | R1 | 5 | 55 R | |
| 182.00 | 181.41 MP MARKER | R | 182 | | | | | | | | | | | | | | | | | | |
| 182.20 | 181.61 BEG BRIDGE | В | TRIBUTARY TO DOWANS CRK | ST | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 101/227 | | | | | | | | | | | | | | | | | | |
| 182.21 | 181.62 END BRIDGE | В | TRIBUTARY TO DOWANS CRK | | | | | | | | | | | | | | | | | | |
| 182.99 | 182.40 MP MARKER | R | 183 | | | | | | | | | | | | | | | | | | |
| 183.96 | 183.37 INTRSECTN | R | DOWANS CREEK RD | CO | N | | | | | | | | | | | | | | | | |
| 183.99 | 183.40 MP MARKER | R | 184 | | | | | | | | | | | | | | | | | | |
| 184.08 | 183.49 | | | | | 1 1 | | | | | | 24B | 4A | | | 3 0: | | R1 | | 55 R | |
| 184.38 | 183.79 | | | | | 1 1 | | | | | 3A | 22B | 3A | | 22 | 3 0: | 2 | R1 | 5 | 55 R | |
| 184.62 | 184.03 END CTLSEC | ! | CONTROL SECTION 1601 | | | | | | | | | | | | | | | | | | |
| | LEAVE CO | | JEFFERSON | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
|---------------------|--------|--------|--------|--------|--------|----------|----------|--------|
| | 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 |
| | | | | | | | | |
| 178.49 177.90 | | | .03 11 | | | | | |

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| | | | | | W | IDTH | ANI | SURFA | CE IN | FORM | IOITA | N | | | | | | | |
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| :DIRE | ECTION TO INVENTORY | -BRII | GE | | DECR | EAS/ | DIV | | INC | RES/ | UNDI | SPC | | | CLA | SSIF | ICAT | 'ION | S |
| : :LE | EFT/RIGHT INDICATOR | -UXIN | 1G- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | 1: | LEGA | L | |
| :: | | -XROA | 4D- | LNS | SHD | RDY | SHD | MEDIAN | | | SHD | LNS | RDY | MTO | CE CITY | IST | SPEE | DI | ' P S |
| SRMP B ARM FEATURE D LR | DESCRIPTION | | | | | | | WD/S B | | | | | | | | | | | |
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| | I | ı — ı — | -1-1 | -1- | · —— · | | | | _ | - | | · —— · | | | | - 1 1 - | | 1 | -1-1- |
| 184.62 184.03 ENTER CO | CLALLAM | | | 1 1 | | | | | 3 Z | 22B | 3A | | 2.2 | 3 (| 12 | R1 | 5 | 5 R | |
| BEG CTLSEC | CONTROL SECTION 0501 | | | | | | | | | | | | | - | - | | | | |
| | SGN ENT CLALLAM COUNTY | | | | | | | | | | | | | | | | | | |
| | SGN ENT JEFFERSON COUNTY | | | | | | | | | | | | | | | | | | |
| | 185 | | | | | | | | | | | | | | | | | | |
| | KALLMAN RD | CO | N | | | | | | | | | | | | | | | | |
| | PVT RD | PV | N | | | | | | | | | | | | | | | | |
| 185.34 184.75 | | - • | | 1 1 | | | | | 62 | 24B | 6A | | 24 | 3 (| 12 | R1 | _ | 5 R | |
| | SMITH RD | CO | Y | | | | | | 01 | . 211 | 011 | | 21 | 5 (| 72 | TC I | ~ | J 10 | |
| 185.58 184.99 BEG BRIDGE B | BOGACHIEL RIVER | ST | | 1 1 | | | | | ¢ ¢ w | 1 36D | \$\$W | | 36 | 3 (| 12 | R1 | _ | 5 R | |
| 103.30 104.99 DEG DRIDGE D | BRDG NUM 101/302 | D1 | | | | | | | γγW | JUE | γγW | | 50 | 5 (| 72 | ICI | _ | J 11 | |
| 185.65 185.06 END BRIDGE B | BOGACHIEL RIVER | | | 1 1 | | | | | 67 | 2/10 | 6A | | 24 | 3 (| 12 | R1 | - | 5 R | |
| 185.82B 185.23 BEG EO | BEGIN BACK | | | т т | | | | | O.F. | 270 | UA | | 27 | 5 (| 74 | KI | _ | J 11 | • |
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| | BOGACHIEL STATE PARK | ST | Y | | | | | | | | | | | | | | | | |
| | 186 | 21 | 1 | | | | | | | | | | | | | | | | |
| 186.08 185.50 | 100 | | | 1 1 | | | | | 27 | 225 | 27 | | 2.2 | 2 (|)2 | R1 | _ | 5 R | |
| | FUHRMAN RD | CO | N | т т | | | | | 3F | |) JA | | 22 | 5 (|) | KI | 2 | лс | • |
| | 187 | CO | IN | | | | | | | | | | | | | | | | |
| | 188 | | | | | | | | | | | | | | | | | | |
| | 189 | | | | | | | | | | | | | | | | | | |
| 189.30 188.72 | 109 | | | 1 1 | | | | | 27 | 227 | . 3A | | 2.2 | 3 (| 12 | R1 | - | 5 R | |
| | MANSFIELD RD | CO | N | тт | | | | | 3 <i>F</i> | ZZA | . <i>3A</i> | | 22 | 5 (| 14 | KI | 3 | э к | |
| 189.69 189.11 ENTER CITY | FORKS | CO | | 1 1 | | | | | 27 | 227 | . 3A | | 2.2 | 2 (| 02 0465 | ח 1 | - | 5 R | D |
| | SGN ENT FORKS | | | т т | | | | | 3F | LZZA | . <i>3</i> A | | 22 | 5 (| 0400 | KI | 2 | лс | . Р |
| 189.91 189.33 | SGN ENT FORKS | | | 1 1 | | | | | 67 | 247 | . 6A | | 2.4 | 2 (| 02 0465 | ъ1 | _ | 5 R | D |
| | 190 | | | тт | | | | | O.F. | 24A | . OA | | 24 | 5 (| 0403 | KI | 3 | э к | . Р |
| | RUSSELL RD | CT | 7.7 | | | | | | | | | | | | | | | | |
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| 190.03 189.45 | | | | | | | | | | | . 6A | | | | | | | | |
| 190.67 190.09 | MILL CDERK | CIT. | | 1 1 1 1 | | | | | | | 6A | | | | 0465 | | | 0 R | |
| | MILL CREEK | ST | | ТТ | | | | | ŞŞΝ | 30A | \$\$W | | 30 | 3 (| 02 0465 | KI | 3 | 0 R | . Р |
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| 190.90 190.32 INTRSECTN R | SPORTSMANS CLUB RD | CT | Y | | | | | | | | | | | | | | | | |
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| 191.00 190.42 MP MARKER | | 191 | | E V | _ | | | | | | | | | | | | | | | | | | |
| 191.06 190.48 INTRSECTN | | FERNHILL RD | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.13 190.55 BEG ST | | S FORKS AVE | | 01 | _ | 1 1 | | | | | C | 26A | 6A | | 26 | 3 | 02 | 0465 | R1 | 3 | 0 E | R P | * |
| INTRSECTN | | G ST | | CT | Y | | | | | | _ | | | | | | | | | | | | |
| 191.15 190.57 BEG SU LN | | TWO WAY TURN | 12A | | | 1 1 | | | | | С | 26A | бA | 12 | 38 | 3 | 02 | 0465 | R1 | 3 | 0 E | R P | * |
| 191.18 190.60 | | | | | | 1 1 | | | | | C | 26A | \$\$C | 12 | 38 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| 191.26 190.68 INTRSECTN | R | E ST E | | CT | Y | 1 1 | | | | | C | 34A | C | 12 | 46 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| INTRSECTN | L | E ST W | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.33 190.75 | | | | | | 1 1 | | | | | C | 30A | С | 12 | 42 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| 191.40 190.82 INTRSECTN | | C ST W | | CT | | 1 1 | | | | | C | 38A | С | 12 | 50 | 3 | 02 | 0465 | R1 | 3 | 0 I | R B | * |
| INTRSECTN | | C ST E | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.46 190.88 INTRSECTN | | W BOGACHIEL WAY | | CT | Y | | | | | | | | | | | | | | | | | | |
| INTRSECTN | | E BOGACHIEL WAY | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.53 190.95 INTRSECTN | | A ST W | | CT | Y | | | | | | | | | | | | | | | | | | |
| INTRSECTN | | A ST E | 107 | CT | Y | 1 1 | | | | | ~ | E 0 3 | ~ | 444 | F 0 | 2 | 00 | 0465 | D 1 | _ | | | _ |
| 191.55 190.97 END SU LN | | TWO WAY TURN | 12A | | | 1 1 | | | | | C | 50A | C | \$\$\$ | 50 | 3 | 02 | 0465 | RΙ | 3 | 0 1 | R B | ^ |
| 191.58 191.00 END ST | | S FORKS AVE N FORKS AVE | | | | | | | | | | | | | | | | | | | | | |
| BEG ST INTRSECTN | | DIVISION ST W | | CT SG | v | | | | | | | | | | | | | | | | | | |
| INTRSECTN | | DIVISION ST W | | CT SG | | | | | | | | | | | | | | | | | | | |
| 191.62 191.04 BEG SU LN | | TWO WAY TURN | 127 | CI 5G | | 1 1 | | | | | C | 387 | C | 12 | 5.0 | 3 | 0.2 | 0465 | p1 | 3 | n 1 | R B | * |
| 191.64 191.06 INTRSECTN | | CALAWAH WAY | 1271 | CT FS | | | | | | | C | 38A | C | 12 | | | | 0465 | | | | R P | |
| ENT/EXIT | | BUSINESS | | PV FS | | | | | | | Ū | 5 011 | Ū | | | _ | - | 0100 | | _ | | _ | |
| 191.66 191.08 INTRSECTN | | WOOD AVE NW | | CT | | 1 1 | | | | | 6A | 26A | C | 12 | 38 | 3 | 02 | 0465 | R1 | 3 | 0 E | R P | * |
| INTRSECTN | | SOL DUC WAY NW | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.73 191.15 INTRSECTN | L | CAMPBELL ST NW | | CT | Y | | | | | | | | | | | | | | | | | | |
| 191.79 191.21 END SU LN | C | TWO WAY TURN | 12A | | | 1 1 | | | | | 6A | 38A | С | \$\$\$ | 38 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| 191.81 191.23 | | | | | | 1 1 | | | | | бA | 36A | бΑ | | 36 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| 191.83 191.25 INTRSECTN | R | TILLICUM LN | | CT | | 1 1 | | | | | | 24A | | | | | | 0465 | | | | R P | |
| 192.00 191.42 | | | | | | 1 1 | | | | | бA | 24B | бA | | 24 | 3 | 02 | 0465 | R1 | 3 | 0 I | R P | * |
| 192.02 191.44 MP MARKER | | 192 | | | | | | | | | | | | | | | | | | | | | |
| 192.07 191.49 INTRSECTN | R | JOHNSON RD | | CT | N | | | | | | | | | | | | | | | | | | |
| INTERCECTION DETAIL | | TURN LANES | | | 7\ / | CCET | | TON T | 7. NTE | ıc | | | | | | | | | | | | | |
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| 192.14 191.56 INTRSECTN | L | SOL DUC WAY | CT | Y | | | | | | | | | | | | | | | | |
| 192.17 191.59 INTRSECTN | R | OLYMPIC DR | CT | Y | | | | | | | | | | | | | | | | |
| 192.20 191.62 | | | | | 1 1 | | | | | бA | 24B | бA | | 24 | 3 02 | 0465 | R1 | 5(| R | P * |
| 192.36 191.78 END ST | I | N FORKS AVE | | | 1 1 | | | | | | 24A | | | | | 0465 | | | | P\$ |
| BEG BRIDGE | В | CALAWAH RIVER | ST | | | | | | | | | | | | | | | | | • |
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| 192.41 191.83 END BRIDGE | В | CALAWAH RIVER | | | 1 1 | | | | | бA | 24B | бA | | 24 | 3 02 | 0465 | R1 | 5(| R | P |
| 193.01 192.43 MP MARKER | | 193 | | | | | | | | | | | | | | | | | | |
| 193.12 192.54 INTRSECTN | | SR 110-LA PUSH RD | ST | Y | | | | | | | | | | | | | | | | |
| 193.28 192.70 | | | - | | 1 1 | | | | | 8A | 22B | 8A | | 22 | 3 02 | 0465 | R1 | 50 | R | P |
| 193.30 192.72 ENT/EXIT | R | DOT MAINT SHOP | ST | Y | | | | | | | | | | | | | | | | |
| INTRSECTN | | PVT RD | PV | Y | | | | | | | | | | | | | | | | |
| 193.31 192.73 LEAVE CITY | | FORKS | | | 1 1 | | | | | 8A | 22B | 8A | | 22 | 3 02 | \$\$\$\$ | R1 | 50 | R | \$ |
| 193.38 192.80 OFF RAMP | | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | 7 |
| 193.47 192.89 MISC FEATR | | GORE (U119338) | | | | | | | | | | | | | | | | | | |
| 193.50 192.92 | | (0, | | | 1 1 | | | | | 8A | 22B | 8A | | 22 | 3 02 | 2 | R1 | 60 | R | |
| 193.55 192.97 WEIGH STA | R | NUMBER 13 | | | | | | | | | | | | | | =' | | | | |
| 193.66 193.08 MISC FEATR | | GORE (U119338) | | | | | | | | | | | | | | | | | | |
| 193.86 193.28 ON RAMP | R | | ST | Y | | | | | | | | | | | | | | | | |
| 193.96 193.38 INTRSECTN | | WHITCOMB DIMMEL RD | CO | Y | | | | | | | | | | | | | | | | |
| 194.00 193.42 MP MARKER | | 194 | | _ | | | | | | | | | | | | | | | | |
| 194.30 193.72 BEG BRIDGE | | SOL DUC RIVER | ST | | 1 1 | | | | | \$\$C | 26A | \$\$C | | 26 | 3 02 |) | R1 | 60 | R | |
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| 194.35 193.77 END BRIDGE | В | SOL DUC RIVER | | | 1 1 | | | | | 8A | 22B | 8A | | 22 | 3 02 | 2 | R1 | 60 | R | |
| 194.80 194.22 INTRSECTN | | KLAHN RD | CO | N | | | | | | | | | | | | =' | | | | |
| 195.01 194.43 MP MARKER | | 195 | | | | | | | | | | | | | | | | | | |
| 195.20 194.62 INTRSECTN | | PVT RD | PV | N | ī | | | | | | | | | | | | | | | |
| 196.01 195.43 MP MARKER | | 196 | | | | | | | | | | | | | | | | | | |
| 196.20 195.62 INTRSECTN | | LUCKEN RD | CO | N | ī | | | | | | | | | | | | | | | |
| 196.24 195.66 INTRSECTN | | GAYDESKI RD | CO | N | | | | | | | | | | | | | | | | |
| 196.60 196.02 INTRSECTN | | SHUWAH RD | CO | N | | | | | | | | | | | | | | | | |
| 197.00 196.42 MP MARKER | | 197 | | | | | | | | | | | | | | | | | | |
| 197.04 196.46 INTRSECTN | | IVERSON RD | CO | N | ī | | | | | | | | | | | | | | | |
| 197.07 196.49 BEG BRIDGE | | SWANSON CREEK | ST | | 1 1 | | | | | 8 A | 22A | 8.8 | | 22 | 3 02 |) | R1 | 60 | R | |
| 197,07 190,19 BLC BRIDGE | _ | SWINDON GREEK | - | | | | | | | 011 | | 011 | | | | • | | | | |
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| 198.01 197.43 MP MARKER R 19 | | | | | | | | | | | | | | | | |
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| | AKE CREEK RDG NUM 101/312 | ST | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 3 | 3 02 | | R1 | 60 R |
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| 198.99 198.41 MP MARKER R 19 | | CO | _ | | | | | | | | | | | | | |
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| | AKE CREEK RD | CO | Y | _ | | | | 011 | 222 | 011 | | | , 02 | | | 30 10 |
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| 201.01 200.43 MP MARKER R 20 |)1 | | | | | | | | | | | | | | | |
| 201.43 200.85 INTRSECTN R CO | ONLEY RD | CO | N | | | | | | | | | | | | | |
| 201.86 201.28 INTRSECTN L BE | EAVER AVE | CO | N | | | | | | | | | | | | | |
| 202.00 201.42 INTRSECTN L E | LAKE PLEASANT RD | CO | Y | | | | | | | | | | | | | |
| 202.01 201.43 MP MARKER R 20 |)2 | | | | | | | | | | | | | | | |
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| | AGNOLIA RD | CO | N | | | | | | | | | | | | | |
| 203.01 202.43 MP MARKER R 20 | | | | | | | | | | | | | | | | |
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| | | FT/RIGHT INDICATOR | | -UXINO | | | Γ | RHT | | LFT | | | USE | | | | L | EGAL | |
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| SRMP B ARM FEATURE | D LR I | DESCRIPTION | | OW TC | L D | I W/S | S W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC D | IB | RKT |
| | _ _ _ | | | | _ _ | _ | _ | | _ | l | | | | | _ _ | _ | _ | _ | _ _ _ |
| | | | | | _ | _ | | | | | | | | | | _ | | | _ |
| 203.72 203.14 | | | | ~~ | | 1 | | | | 6A | 24B | бA | | 24 | 3 0 | 2 | R1 | 60 | R |
| 203.76 203.18 INTRSECTN | | RIXON RD | | CO | N | | | | | | | | | | | | | | |
| 203.86 203.28 INTRSECTN | | SR 113-BURNT MTN RD | | ST | Y | | | | | | | | | | | | | | |
| 203.94 203.36 ENT/EXIT | | PARK AND RIDE LOT | | ST | Y | | | | | | | | | | | | | | |
| 204.00 203.42 MP MARKER | R 2 | 204 | | | 1 | 1 | | | | | 0.45 | | | 0.4 | 2 0 | ^ | D 1 | C 0 | Б |
| 204.30 203.72 | | CON TIME CARRIED | | | 1 | 1 | | | | 5A | 24B | 5A | | 24 | 3 0 | 2 | R1 | 60 | R |
| 204.31 203.73 MISC FEATE | | SGN ENT SAPPHO | | | | | | | | | | | | | | | | | |
| 204.99 204.41 MP MARKER | R 2 | | | ~~ | | | | | | | | | | | | | | | |
| 205.98 205.40 INTRSECTN | | BEAR CREEK RD | | CO | N | | | | | | | | | | | | | | |
| 206.00 205.42 MP MARKER | R 2 | | | am. | - | 1 | | | | 440 | 063 | 440 | | 0.6 | 2 0 | 0 | D 1 | | _ |
| 206.01 205.43 BEG BRIDGE | | BEAR CREEK | | ST | 1 | 1 | | | | ŞŞC | 26A | ŞŞC | | 26 | 3 0 | 2 | R1 | 60 | R |
| 206 10 20F F2 FND DD IDGE | | BRDG NUM 101/318 | | | - 1 | 1 | | | | | 0.45 | | | 0.4 | 2 0 | ^ | D 1 | C 0 | Б |
| 206.10 205.52 END BRIDGE | | BEAR CREEK | | CO | N | 1 | | | | SА | 24B | SА | | 24 | 3 0 | 2 | R1 | 60 | K |
| 206.33 205.75 INTRSECTN | | HILLSTROM RD | | CO | N | | | | | | | | | | | | | | |
| 207.00 206.42 MP MARKER | R 2 | | | | | | | | | | | | | | | | | | |
| 208.00 207.42 MP MARKER | R 2 | | | PV | N | | | | | | | | | | | | | | |
| 208.13 207.55 INTRSECTN | | WEST TWIN RD | | PV | N | | | | | | | | | | | | | | |
| 209.00 208.42 MP MARKER | R 2 | | חר | | | | | | | | | | | | | | | | |
| 209.18 208.60 MISC FEATE | | SGN ENT OLYMPIC NAT FO | | CO | N.T. | | | | | | | | | | | | | | |
| 209.43 208.85 INTRSECTN | R 2 | WISEN CREEK RD | | CO | N | | | | | | | | | | | | | | |
| 210.00 209.42 MP MARKER | | | LOA | | 1 | 1 | | | | E 7\ | 245 | ታ ታ ታ | 1.0 | 2.4 | 2 0 | 2 | ח 1 | 60 | D |
| 210.70 210.12 BEG SU LN 210.83 210.25 END SU LN | | | LOA | | 1 | | | | | | | | 10 \$\$\$ | | | | R1 R1 | 60 60 | |
| 210.83 210.25 END SO EN 210.99 210.41 MP MARKER | R 2 | | LUA | | Т | Т | | | | SА | 24B | SА | 999 | 24 | 3 0 | ۷ | KI | 60 | K |
| | | | | CO | N | | | | | | | | | | | | | | |
| 211.12 210.54 INTRSECTN | | RIVERSIDE RD RIVERSIDE RD | | CO | IA | | | | | | | | | | | | | | |
| 211.28 210.70 INTRSECTN 211.39 210.81 INTRSECTN | | W SNIDER RD | | | NT. | | | | | | | | | | | | | | |
| | | | | CO ST | N 1 | 1 | | | | 440 | 24A | 444 | | 2.4 | 2 0 | 2 | R1 | 60 | D |
| 211.55 210.97 BEG BRIDGE | | SOL DUC RIVER | | 51 | Т | Т | | | | \$\$C | 24A | \$\$C | | 24 | 3 0 | ۷ | KI | 60 | K |
| 211 61 211 02 END DRIDGE | | BRDG NUM 101/320 SOL DUC RIVER | | | 1 | 1 | | | | E 7\ | 24B | E 7\ | | 24 | 2 0 | 2 | R1 | 60 | D |
| 211.61 211.03 END BRIDGE 211.83 211.25 ENT/EXIT | | KLAHOWYA CAMPGROUND | | FS | Y | Т | | | | SА | 24B | SА | | 24 | 3 0 | ۷ | KI | 60 | K |
| 211.83 211.25 ENT/EXIT 211.88 211.30 INTRSECTN | | COOPER RANCH RD | | CO | N | | | | | | | | | | | | | | |
| 211.86 211.30 INTRSECTN 211.99 211.41 MP MARKER | R 2 | | | CO | IA | | | | | | | | | | | | | | |
| 211.99 211.41 MP MARKER 212.46 211.88 BEG BRIDGE | | | | CIT | 1 | 1 | | | | 440 | 24A | 440 | | 2.4 | 2 0 | 2 | R1 | 60 | D |
| 212.40 211.88 BEG BRIDGE | | SOL DUC RIVER BRDG NUM 101/322 | | ST | Τ | 1 | | | | \$\$C | 24A | \$\$C | | 24 | 3 0 | 2 | KI | 60 | K |
| 212.52 211.94 END BRIDGE | | SOL DUC RIVER | | | 1 | 1 | | | | 0.70 | 23B | 117 | | 23 | 2 0 | 2 | R1 | 60 | D |
| ZIZ.5Z ZII.94 END BRIDGE | . D . | SOL DOC KIVEK | | | Τ. | 1 | | | | ЭA | 235 | TIA | | 43 | 3 0 | 4 | KI | 00 | K |
| INTERSECTION DETAIL - | | TURN LANES | | | - 7 CC | מסי דים זי | v.m.t.∪v.t | T 7/ NTE | ES | | | | | | | | | | |
| | | R NEAR L FAR R FAF | | | | | | | RIGHT- | | | | | | | | | | |
| | | LGT WD LGT WD LGT W | | | | | | | LGT WD | | | | | | | | | | |
| | | | | | ı ر | | 191 | | WD | | | | | | | | | | |
| | .03 12 | | | | | | | | | | | | | | | | | | |
| | .04 13 | | | | | | | | | | | | | | | | | | |
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| | | | | | | W | IDTH | AND | SURFACI | IN: | FORM | AOITA | 1 | | | | | | |
|--|------------------|--------------------------------------|-----|------------|--------------|------|-------|---------|---------|--------|--------------|-------|--------------|-----|-----|--------|------------|------------|-------|
| | :DIR | ECTION TO INVENTORY | -B | RIDGE | | DECR | | | | | | | SPC | | | CLA | SSIFI | CATIO | ONS |
| | : :L | EFT/RIGHT INDICATOR | | XING- | | | | HT | | LFT | | RHT | USE | TOT | | | | EGAL | |
| | : : | | | | | | | | MEDIAN- | | | | | | | | | | |
| SRMP B ARM FEATURE | D LR | DESCRIPTION | OW | TCL | DI | W/S | W/S W | 1/S 1 | WD/S BR | W/S | W/S | W/S | WID | WID | A . | SE NBR | FC D | IB | RKT |
| | . _ _ | | _ | - - | $ _{-} _{-}$ | | _ | . | | | l l | | | | _ | | _ | _ | _ _ _ |
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| 212.64 212.06 | _ | | | | 1 1 | | | | | 5A | 23B | 11A | | 23 | 3 | 02 | R1 | 60 | R |
| 213.00 212.42 MP MARKER | | 213 | ~~ | | | | | | | | | | | | | | | | |
| 213.01 212.43 INTRSECTN | L | E SNIDER RD | CO |) N | | | | | | | 0.4- | | | 0.4 | _ | 0.0 | | | _ |
| 213.11 212.53 | _ | 01.4 | | | 1 1 | | | | | ЬA | 24B | 5A | | 24 | 3 | 02 | R1 | 60 | R |
| 213.99 213.41 MP MARKER | R | 214 | | | 1 1 | | | | | | 0.45 | 107 | | 0.4 | _ | 0.0 | D 1 | | _ |
| 214.68 214.10 | | | | | 1 1 | | | | | | 24B | | | 24 | | | R1 | 60 | |
| 214.95 214.37 | - | 015 | | | 1 1 | | | | | 5A | 24B | ЬA | | 24 | 3 | 02 | R1 | 60 | R |
| 215.01 214.43 MP MARKER | | 215 | ~~ | | | | | | | | | | | | | | | | |
| 215.25 214.67 INTRSECTN | Ь | HECKEL RD | CO |) N | | | | | | F-7 | 0.45 | 107 | | 0.4 | 2 | 0.0 | D 1 | <i>c</i> 0 | Б |
| 215.26 214.68 | | | | | 1 1 | | | | | | 24B | | | 24 | | | R1 | 60 | |
| 215.38 214.80 | Б | 016 | | | 1 1 | | | | | 5A | 24B | bА | | 24 | 3 | 02 | R1 | 60 | R |
| 215.99 215.41 MP MARKER | | 216 FS RD #2918 | | | | | | | | | | | | | | | | | |
| 216.37 215.79 INTRSECTN | | | FS | S N | | | | | | | | | | | | | | | |
| 216.99 216.41 MP MARKER 217.15 216.57 BEG SU LN | | 217 | | | 1 1 | | | | | ~ ~ ~ | 245 | Г л | 10 | 26 | 2 | 0.0 | D 1 | 60 | D |
| 217.15 216.57 BEG SU LN 217.26 216.68 END SU LN | | | 7 | | 1 1 | | | | | | | | 12 \$\$\$ | | | | R1 | 60 60 | |
| 217.26 216.66 END SO LN 217.65 217.07 BEG SU LN | L | SLOW VEHICLE 12A | | | 1 1 | | | | | | | | ۶۶۶ 12 | | | | R1 R1 | 60 | |
| | | SLOW VEHICLE 12A SLOW VEHICLE 12A | | | 1 1 | | | | | | 24B | | \$\$\$ | | | | R1 | 60 | |
| 217.75 217.17 END SU LN 217.99 217.41 MP MARKER | | 218 | 7 | | ТТ | | | | | SА | 245 | ЭA | 999 | 24 | 3 | 02 | KI | 60 | R |
| 217.99 217.41 MP MARKER 218.24 217.66 BEG SU LN | | CLIMBING 11E | , | | 1 1 | | | | | E 7 | 24B | E 7 | 11 | 2 5 | 2 | 0.2 | R1 | 60 | D |
| 219.00 218.42 MP MARKER | | 219 | • | | т т | | | | | ЭA | 2 4 D | ЭA | 11 | 33 | 3 | 02 | KI | 00 | K |
| 219.00 218.42 MP MARKER 219.09 218.51 BEG SU LN | | CLIMBING 11E | , | | 1 1 | | | | | E 7 | 24B | E 7 | 22 | 16 | 2 | 0.2 | R1 | 60 | D |
| 219.09 218.51 BEG SU LN 219.12 218.54 END SU LN | | CLIMBING 11E | | | 1 1 | | | | | | 24B | | 11 | | | | R1 | 60 | |
| 219.12 218.54 END SO EN 219.20 218.62 WYE CONN | | SOL DUC HOT SPRINGS RD | | v | т т | | | | | ЭA | 24D | ЭA | тт | 33 | 3 | 02 | KI | 00 | K |
| 219.20 218.62 WIE CONN 219.21 218.63 INTRSECTN | | SOL DUC HOT SPRINGS RD | | | | | | | | | | | | | | | | | |
| 219.21 218.63 INTRSECTN 219.22 218.64 BEG SU LN | | SLOW VEHICLE 14E | | | 1 1 | | | | | 444 | 24B | 5 A | 25 | 49 | 2 | 0.2 | R1 | 60 | Þ |
| 219.32 218.74 END SU LN | | SLOW VEHICLE 14B | _ | | 1 1 | | | | | | 24B | | 11 | | | | R1 | 60 | |
| 219.70 219.12 | ш | SHOW VEHICLE 14L | , | | 1 1 | | | | | | 24B | | 11 | | | | R1 | 60 | |
| 219.99 219.41 MP MARKER | R | 220 | | | | | | | | 20 | 210 | 20 | | 33 | 5 | 02 | ICI | 00 | 10 |
| 220.65 220.07 | 10 | 220 | | | 1 1 | | | | | 5B | 24B | 5B | 11 | 35 | 3 | 0.2 | R1 | 45 | R |
| 220.71 220.13 | | | | | 1 1 | | | | | | 22B | | 11 | | | | R1 | 45 | |
| 220.92 220.34 INTRSECTN | т. | CAMP DAVID JR RD | FS | . N | | | | | | 32 | 222 | 32 | | 33 | _ | 02 | 111 | 13 | 10 |
| 220.97 220.39 MP MARKER | | 221 | - 5 | , 11 | | | | | | | | | | | | | | | |
| 221.05 220.47 END SU LN | | | 3 | | 1 1 | | | | | 3B | 22B | 3B | \$\$\$ | 2.2 | 3 | 0.2 | R1 | 45 | R |
| 221.56 220.98 BEG SU LN | | CLIMBING 11E SLOW VEHICLE 14E | 3 | | 1 1 | | | | | \$\$\$ | 22B | 3B | 14 | 36 | 3 | 02 | R1 | 45 | |
| THER CECUTON SERVIT | | TURN LANES | | | 7 A A B | | | | | | | | | | | | | | |
| | | R NEAR L FAR R FAR | | | | | - | | RIGHT- | | | | | | | | | | |
| | . NEAR .GT WD | | | | | | | | LGT WD | | | | | | | | | | |
| | GI WD | | | 1G1 MD | | | | | TGI MD | | | | | | | | | | |
| 219.20 218.62 | | .02 12 | | | | | | | | | | | | | | | | | |
| 219.21 218.63 | | .04 10 | | | . 0 | 2 10 | | | .05 11 | | | | | | | | | | |
| | 02 13 | | | | | _ • | | | | | | | | | | | | | |
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| | | | WIDTH AND SURFAC | E INFORMATION |
|-------------------------|-------------------------|-----|---------------------------|--|
| | :DIRECTION TO INVENTORY | I | -BRIDGE DECREAS/DIV | INCRES/UNDI SPC CLASSIFICATIONS |
| | : :LEFT/RIGHT INDICATOR | | -UXING- NBR LFT RHT | LFT RHT USE TOT LEGAL |
| | : : | | | SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S |
| SRMP B ARM FEATURE | D LR DESCRIPTION | | | W/S W/S W/S WID WID A SE NBR FC D IB R K T |
| I | | | | |
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| 221.58 221.00 | | | 1 1 | 22B 3B 14 36 3 02 R1 45 R |
| 221.60 221.02 END SU LN | L SLOW VEHICLE | 14B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 45 R |
| 221.74 221.16 | | | 1 1 | 3B 22B 3B 22 3 02 R1 35 R |
| 222.00 221.42 MP MARKER | R 222 | | | |
| 222.12 221.54 BEG SU LN | L SLOW VEHICLE | 14B | 1 1 | \$\$\$ 22B 3B 14 36 3 02 R1 35 R |
| 222.14 221.56 END SU LN | L SLOW VEHICLE | 14B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 222.73 222.15 BEG SU LN | L SLOW VEHICLE | 14B | 1 1 | \$\$\$ 22B 3B 14 36 3 02 R1 35 R |
| 222.75 222.17 END SU LN | L SLOW VEHICLE | 14B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 222.96 222.38 BEG SU LN | L SLOW VEHICLE | 14B | 1 1 | \$\$\$ 22B 3B 14 36 3 02 R1 35 R |
| 222.98 222.40 END SU LN | L SLOW VEHICLE | 14B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 223.00 222.42 MP MARKER | R 223 | | | |
| 223.15 222.57 BEG SU LN | L SLOW VEHICLE | 13B | 1 1 | \$\$\$ 22B 3B 13 35 3 02 R1 35 R |
| 223.23 222.65 END SU LN | L SLOW VEHICLE | 13B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 223.66 223.08 INTRSECTN | L LA POEL PICNIC GROU | NDS | FS N | |
| 223.99 223.41 MP MARKER | R 224 | | | |
| 224.35 223.77 BEG SU LN | L SLOW VEHICLE | 14B | 1 1 | \$\$\$ 22B 3B 14 36 3 02 R1 35 R |
| 224.36 223.78 END SU LN | L SLOW VEHICLE | 14B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 224.49 223.91 BEG SU LN | R CLIMBING | 11B | 1 1 | 3B 22B 3B 11 33 3 02 R1 35 R |
| 224.64 224.06 BEG SU LN | L SLOW VEHICLE | 16B | 1 1 | \$\$\$ 22B 3B 27 49 3 02 R1 35 R |
| 224.73 224.15 END SU LN | L SLOW VEHICLE | 16B | 1 1 | 3B 22B 3B 11 33 3 02 R1 35 R |
| 224.76 224.18 END SU LN | R CLIMBING | 11B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 224.98 224.40 MP MARKER | R 225 | | | |
| 225.24 224.66 BEG SU LN | L SLOW VEHICLE | 12B | 1 1 | \$\$\$ 22B 3B 12 34 3 02 R1 35 R |
| 225.25 224.67 END SU LN | L SLOW VEHICLE | 12B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 225.48 224.90 BEG SU LN | L SLOW VEHICLE | 36B | 1 1 | \$\$\$ 22B 3B 36 58 3 02 R1 35 R |
| 225.52 224.94 BEG SU LN | R SLOW VEHICLE | 23B | 1 1 | 22B \$\$\$ 59 81 3 02 R1 35 R |
| 225.54 224.96 END SU LN | L SLOW VEHICLE | 36B | 1 1 | 3B 22B 23 45 3 02 R1 35 R |
| 225.58 225.00 END SU LN | R SLOW VEHICLE | 23B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 226.00 225.42 MP MARKER | R 226 | | | |
| 226.25 225.67 BEG SU LN | L SLOW VEHICLE | 26B | 1 1 | \$\$\$ 22B 3B 26 48 3 02 R1 35 R |
| 226.33 225.75 END SU LN | L SLOW VEHICLE | 26B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 226.43 225.85 BEG SU LN | L SLOW VEHICLE | 15B | 1 1 | \$\$\$ 22B 3B 15 37 3 02 R1 35 R |
| 226.45 225.87 END SU LN | L SLOW VEHICLE | 15B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 226.76 226.18 BEG SU LN | L SLOW VEHICLE | 20B | 1 1 | \$\$\$ 22B 3B 20 42 3 02 R1 35 R |
| 226.78 226.20 END SU LN | L SLOW VEHICLE | 20B | 1 1 | 3B 22B 3B \$\$\$ 22 3 02 R1 35 R |
| 227.00 226.42 MP MARKER | R 227 | | | |
| 227.10 226.52 BEG SU LN | L SLOW VEHICLE | 14B | 1 1 | \$\$\$ 22B 3B 14 36 3 02 R1 35 R |
| | | | | |
| | TURN LANES | | ACCELERATION LANES | |
| | | FAR | LEFT L-CNTR R-CNTR RIGHT- | |
| | LGT WD LGT WD LGT WD LG | | LGT WD LGT WD LGT WD | |
| | .03 12 | | | |
| 223.00 223.00 | . U.S. 1.4 | | | |

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| | • D.T.D. | ECTION TO | | DV | ا ا | | | | IDTH EAS/D | | SURFACE | | | | | | | CLA | CCTT | . T (1 N m · | r ONIC | |
|--|----------|------------------------|--------------------|------------|----------|------------------|-------------------------------|----|---------------|-----|---------|--------|------------|-------|--------|-----|------|-------|----------|--------------|------------|-----|
| | | ECTION TO EFT/RIGHT | | | | RIDGE XING- | | | | RHT | | LFT | RES/U | RHT | | | | СБА | | LEGA! | | |
| | : : | 1 / 10111 | INDICITI | 010 | | | | | | | MEDIAN- | | | | | | MTCI | ECITY | | | | PS |
| SRMP B ARM FEATURE | D LR | DESCRIPT | 'ION | | | | | | | | WD/S BR | | | | | | | | | | | |
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| 007 14 006 56 | | | | | | | | | | | | | | - | | 2.5 | 2 0 | _ | _ 1 | | | |
| 227.14 226.56 | | CI OM MEN | TOT D | 1 / 1 | , | | 1 1 1 1 | | | | | 2 17 | 22B | 3B | 14 | | 3 02 | | R1 | | 5 R | |
| 227.27 226.69 END SU LN 227.64 227.06 BEG BRIDG | | SLOW VEH | | 141 | 3 ST | | 1 1 | | | | | | 22B 32P | | \$\$\$ | | 3 02 | | R1 R1 | | 5 R 5 R | |
| 227.04 227.00 BEG BRIDG | E B | | .KEEK I 101/324 | | 21 | | т т | | | | | \$\$C | 32P | \$\$C | | 34 | 3 02 | ۷. | KI | 3: |) K | |
| 227.66 227.08 END BRIDG | E B | BARNES C | | | | | 1 1 | | | | | 3B | 22B | 3B | | 22 | 3 02 | 2 | R1 | 31 | 5 R | |
| 227.88 227.30 ENT/EXIT | | RD TO BA | | | CO | N | | | | | | 32 | 222 | 32 | | | 5 02 | - | | 3. | , 10 | |
| 228.00 227.42 MP MARKER | | 228 | | | | | 1 1 | | | | | 3B | 22B | 3B | | 22 | 3 02 | l | R1 | 3! | 5 R | |
| 228.07 227.49 MISC FEAT | R B | PED OXIN | IG . | | | | | | | | | | | | | | | | | | | |
| 228.27 227.55 EQUATION | | 228.13 = | | | | | | | | | | | | | | | | | | | | |
| 228.29 227.57 BEG SU LN | | SLOW VEH | | | 3 | | 1 1 | | | | | | 22B | | | 34 | | | R1 | | 5 R | |
| 228.31 227.59 END SU LN | | SLOW VEH | | 121 | | | 1 1 | | | | | 3B | | | \$\$\$ | | 3 02 | | R1 | | 5 R | |
| 228.73 228.01 BEG SU LN | | SLOW VEH | | 121 | | | 1 1 | | | | | | 22B | | 12 | | 3 02 | | R1 | | R | |
| 228.75 228.03 END SU LN 229.00 228.28 MP MARKER | | SLOW VEH | ITCLE | 121 | 3 | | 1 1 | | | | | 3B | 22B | 3B | \$\$\$ | 22 | 3 01 | L | R1 | 3. | 5 R | |
| 229.40 228.68 BEG SU LN | | SLOW VEH | TCTE | 221 | 3 | | 1 1 | | | | | 3 🗅 | 22B | 444 | 23 | 15 | 3 0: | 1 | R1 | 21 | 5 R | |
| 229.45 228.73 END SU LN | | SLOW VEH | | 23I 23I | | | 1 1 | | | | | | 22B | | \$\$\$ | | 3 0. | | R1 | | 5 R | |
| 229.46 228.74 BEG SU LN | | SLOW VEH | | 221 | | | 1 1 | | | | | | 22B | | 22 | | 3 0: | | R1 | | 5 R | |
| 229.50 228.78 END SU LN | | SLOW VEH | | 221 | | | 1 1 | | | | | | 22B | | \$\$\$ | | 3 02 | | R1 | | 5 R | |
| 229.51 228.79 BEG BRIDG | | | ENT HALF | | | | $\overline{1}$ $\overline{1}$ | | | | | | 26B | 3B | | | 3 02 | | R1 | | 5 R | |
| | | BRDG NUM | 101/326 | | | | | | | | | | | | | | | | | | | |
| 229.52 228.80 END BRIDG | | LK CRESC | ENT HALF | BR | | | 1 1 | | | | | 3B | | 3B | | | 3 02 | | R1 | | 5 R | |
| 229.55 228.83 BEG BRIDG | EΒ | | ENT HALF | BR | ST | | 1 1 | | | | | \$\$C | 26B | 3B | | 26 | 3 02 | L | R1 | 3! | 5 R | |
| | | | 101/327 | | | | | | | | | | | | | | | _ | | | | |
| 229.57 228.85 END BRIDG | | | ENT HALF | | _ | | 1 1 | | | | | | 22B | 3B | 20 | | 3 02 | | R1 | | 5 R | |
| 229.59 228.87 BEG SU LN | | SLOW VEH | | 201 201 | | | 1 1 1 1 | | | | | \$\$\$ | | 3B | | | 3 02 | | R1 R1 | | 5 R 5 R | |
| 229.64 228.92 END SU LN 230.00 229.28 MP MARKER | | SLOW VEH | - | | | | ТТ | | | | | 3B | 22B | 38 | \$\$\$ | 22 | 3 0: | L | KI | 3: |) K | |
| 230.42 229.70 BEG SU LN | | SLOW VEH | ITCI.E | 151 151 | 2 | | 1 1 | | | | | \$\$\$ | 22B | 3 B | 15 | 37 | 3 0: | 1 | R1 | 31 | 5 R | |
| 230.48 229.76 END SU LN | | SLOW VEH | ITCLE | 151 | 3 | | 1 1 | | | | | | 22B | | \$\$\$ | | 3 02 | | R1 | | 5 R | |
| 230.50 229.78 | _ | 22011 121 | | | | | 1 1 | | | | | | 22B | 3B | *** | | 3 02 | | R1 | | 5 R | |
| 230.87 230.15 BEG SU LN | L | SLOW VEH | IICLE | 121 | 3 | | 1 1 | | | | | \$\$\$ | | | 12 | 34 | | | R1 | | 5 R | |
| 230.90 230.18 END SU LN | L | SLOW VEH | IICLE | 121 | 3 | | 1 1 | | | | | 3B | 22B | 3B | \$\$\$ | 22 | 3 02 | l | R1 | 4! | 5 R | |
| 231.00 230.28 MP MARKER | R | 231 | | | | | | | | | | | | | | | | | | | | |
| 231.05 230.33 | | | | | | | 1 1 | | | | | | 24B | 3B | | | 3 0: | | R1 | | 5 R | |
| 231.10 230.38 | _ | | | | | | 1 1 | | | | | | 22B | 3B | | | 3 02 | | R1 | | R | |
| 231.20 230.48 BEG SU LN | L | SLOW VEH | ITCLE | 121 | 3 | | 1 1 | | | | | \$\$\$ | | | | 34 | | | R1 | | 5 R | |
| 231.25 230.53 231.26 230.54 END SU LN | т т | SLOW VEH | TOTE | 121 | 5 | | 1 1 1 | | | | | 212 | 22B 22B | 3B | | 34 | | | R1 R1 | | 5 R 5 R | |
| 231.26 230.54 END SO LIN | Ц | SLOW VER | тспе | 121 | 5 | | т т | | | | | 38 | ZZB | 38 | 999 | 22 | 3 0. | L | ΚI | 5: |) K | |
| | | TURN | | | | | | | | | | | | | | | | | | | | |
| | | R NEAR | | R FAR | | | | | | | RIGHT- | | | | | | | | | | | |
| | | LGT WD | пат мр | пет мр | — ابط | GT WD | | мD | LGT | wD | LGT WD | | | | | | | | | | | |
| | .02 12 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | W | тртн : | AND | SURFAC | E TN | FORMA | ИОТТА | J | | | | | |
|----------|---------|---------------------|-------|----------------------|-------------------------|---------|------------|-------|------|-------|--------|------|---------|------|-------|--------|--------|------|------------|-------|--------|-----------|
| | | | :DIR | ECTION TO | INVENTO | RY | -BF | RIDGE | | | EAS/D | | | | RES/U | | | | | CLA | SSIFIC | ATIONS |
| | | | : :L | EFT/RIGHT | INDICAT | OR | -U2 | KING- | NBR | LFT | R | HT | | LFT | | RHT | USE | TOT | | | LE | GAL |
| | | | : : | | | | -XF | -DAOS | LNS | SHD 1 | RDY S | HD I | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC | ECITY | ST SP | EED T P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPT | ION | | OW | TC L | DI | W/S | W/S W | /S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC D | IB R K T |
| | | | _ _ _ | l | | | _ | _ | _ _ | l | | _ | | | | | | | _ _ | _ | _ | _ _ |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 230.59 | | | | | | | | 1 1 | | | | | | 22B | 3В | | | 3 0 | | R1 | 55 R |
| | | BEG SU LN | | SLOW VEH | | 121 | | | 1 1 | | | | | | 22B | \$\$\$ | 12 | 34 | | | R1 | 55 R |
| | | BEG SU LN | | SLOW VEH | | 15E | | | 1 1 | | | | | | 22B | | 27 | 49 | | | R1 | 55 R |
| | | END SU LN | | SLOW VEH | | 15I | | | 1 1 | | | | | | 22B | | | 34 | | | R1 | 55 R |
| | | END SU LN | | SLOW VEH | | 121 | | | 1 1 | | | | | 10A | 24B | 10A | \$\$\$ | 24 | 3 0 | 1 | R1 | 55 R |
| 231.93 | 231.21 | INTRSECTN | | FISHER C | | | CO | N | | | | | | | | | | | | | | |
| | | INTRSECTN | | EAST BEA | CH RD | | CO | N | | | | | | | | | | | | _ | | |
| | | MP MARKER | | 232 | | | ~~ | | 1 1 | | | | | 10A | 24B | 10A | | 24 | 3 0 | 1 | R1 | 60 R |
| | | INTRSECTN | | LK SUTHE | RLAND RD | | CO | N | | | | | | | | | | | | | | |
| | | MP MARKER | | 233 | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 234 | | | a.m. | | 1 1 | | | | | 440 | 067 | 440 | | 0.6 | 2 0 | 1 | D.1 | 60 D |
| 234.62 | 233.90 | BEG BRIDG | E B | INDIAN C | | | ST | | 1 1 | | | | | ŞŞC | 26A | \$\$0 | | 26 | 3 0 | Τ | R1 | 60 R |
| 224 64 | 222 02 | END DDIDO | п Б | BRDG NUM | | | | | 1 1 | | | | | 0.7 | 0.43 | 0.7 | | 2.4 | 2 0 | 1 | D 1 | 60 D |
| | | END BRIDG | | INDIAN C | | | a o | N.T. | 1 1 | | | | | 8A | 24A | δA | | 24 | <i>3</i> 0 | Τ | R1 | 60 R |
| | | INTRSECTN MP MARKER | | SOUTH SH 235 | ORE RD | | CO | N | | | | | | | | | | | | | | |
| | | INTRSECTN | | OLYMPIC | NT A TT A T T A T A T A | FODECE | CO | N | | | | | | | | | | | | | | |
| | | MP MARKER | | 236 | NATIONAL | FORESI | CO | IA | | | | | | | | | | | | | | |
| | | OFF RAMP | | WEIGH ST | 7 TT () T | | ST | Y | | | | | | | | | | | | | | |
| | | MISC FEAT | | | | | 51 | Y | | | | | | | | | | | | | | |
| | | | | GORE (U1 237 | 23003) | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | 1 | | | | | | | | | | | | | | | | | |
| | | WEIGH STA | | NUMBER 1 GORE (U1 | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | WEIGH ST | | | ST | Y | | | | | | | | | | | | | | |
| | | BEG BRIDG | | INDIAN C | | | ST | 1 | 1 1 | | | | | ¢¢0 | 26A | ¢ ¢ C | | 26 | 3 0 | 1 | R1 | 60 R |
| 237.33 | 230.03 | DEG DKIDG | E D | BRDG NUM | | | 21 | | т т | | | | | şşC | 20A | 33C | | 20 | 3 0 | Τ. | KI | 00 K |
| 237.57 | 236 85 | END BRIDG | ידי ס | INDIAN C | | | | | 1 1 | | | | | Ωλ | 24A | Q 7\ | | 24 | 3 0 | 1 | R1 | 60 R |
| | | MP MARKER | | 238 | KEEK | | | | т т | | | | | OA | ZIA | OA | | 21 | 5 0 | _ | IXI | 00 K |
| | 237.58 | ME MARKEN | . 1 | 230 | | | | | 1 1 | | | | | 8 A | 24A | 8 Z | | 24 | 3 0 | 1 | R1 | 55 R |
| | | BEG BRIDG | יד פ | INDIAN C | DFFK | | ST | | 1 1 | | | | | | 43P | | | 43 | | | R1 | 55 R |
| 250.40 | 237.00 | DEG DRIDG | ט פו | BRDG NUM | | | DI | | | | | | | γγW | 131 | γγW | | 43 | 5 0 | _ | I(I | 33 K |
| 238.43 | 237 71 | END BRIDG | יד פ | INDIAN C | | | | | 1 1 | | | | | 87 | 24A | 8 Z | | 24 | 3 0 | 1 | R1 | 55 R |
| | | INTRSECT | | HERRICK | | | CO | N | | | | | | UA | ZIA | UA | | 21 | 5 0 | _ | I(I | 33 K |
| | | MP MARKER | | 239 | KD | | CO | IA | | | | | | | | | | | | | | |
| | | INTRSECT | | LAKE ALD | שבוד. אבר | | CO | N | | | | | | | | | | | | | | |
| | | BEG BRIDG | | ELWHA RI | | | ST | | 1 1 | | | | | ĊĊW | 40P | ¢ ¢ W | | 40 | 3 0 | 1 | R1 | 55 R |
| 237.41 | 230.07 | DEG DRIDG | ט פו | BRDG NUM | | | DI | | | | | | | γγW | 101 | γγW | | 40 | 5 0 | _ | I(I | 33 K |
| 239.51 | 238 79 | END BRIDG | E B | ELWHA RI | | | | | 1 1 | | | | | 6⊅ | 29A | 64 | | 29 | 3 0 | 1 | R1 | 55 R |
| | | WYE CONN | | OLYMPIC | | NGS RD | CO | Y | | | | | | 011 | 2711 | 511 | | ر ہے | _ 0 | - | | 55 10 |
| | | INTRSECTN | | OLYMPIC | | | CO | Y | | | | | | | | | | | | | | |
| 237.30 | 250.01 | T1411(DEC11) | | 011111111 | IIOI DIKI | 1,00 10 | | | | | | | | | | | | | | | | |
| INTERSEC | TION DI | ETAIL | | TURN | LANES | | | ; | ACCE | LERAT | ION I | ANES | S | | | | | | | | | |
| | , | | | R NEAR | | R FAR | | | | | | | RIGHT- | | | | | | | | | |
| SRMP B | ARM | | | LGT WD | | | | | | | | | LGT WD | | | | | | | | | |
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 SPORTATION
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| bk 101 minding 0.5. koota obbi coomi camaani | SR 101 | MAINLINE | U.S. ROUTE - | USSH | COUNTY | CLALLAM | DOT DISTRICT 3 |
|--|--------|----------|--------------|------|--------|---------|----------------|
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| :DIRECTION TO INVENTORY ::LEFT/RIGHT INDICATOR ::LEFT/RIGHT INDICATOR :: -BRIDGE DECREAS/DIV INCRES/UNDI SPC CLASSIFICATION -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 | S |
|---|-----|
| : :LEFT/RIGHT INDICATOR -UXING- NBR LFT RHT LFT RHT USE TOT LEGAL | |
| י : אסרוויאפוסטרואימים איין איין איין איין איין איין איין אי | |
| | |
| SRMP B ARM FEATURE D LR DESCRIPTION OW TC L D I 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 | KT |
| | _ _ |
| 239.57 238.85 WYE CONN R OLYMPIC HOT SPRINGS RD CO Y 1 1 6A 29A 6A 29 3 01 R1 55 R | |
| 239.61 238.89 1 6A 29A 4A 29 3 01 R1 55 R | |
| 239.66 238.94 BEG SU LN R CLIMBING 11A 1 1 6A 29A 4A 11 40 3 01 R1 55 R | |
| 239.68 238.96 1 1 8A 24A 4A 11 35 3 01 R1 55 R | |
| 239.74 238.99 EQUATION 239.71 =239.74 | |
| 239.91 239.16 1 1 6A 23A 6A 11 34 3 01 R1 55 R | |
| 240.00 239.25 MP MARKER R 240 | |
| 241.00 240.25 MP MARKER R 241 | |
| 241.65 240.90 END SU LN R CLIMBING 11A 1 1 6A 23A 6A \$\$\$ 23 3 01 R1 55 R | |
| 241.75 241.00 1 1 6A 23A 4A 23 3 01 R1 55 R | |
| 242.00 241.25 MP MARKER R 242 | |
| 242.39 241.64 | |
| 040 56 041 01 | |
| 242.56 | |
| 242.62 241.87 WYE CONN L SR 112 ST Y | |
| 242.71 241.96 BEG SU LN C TWO WAY TURN 12A 1 1 6A 24A 4A 12 36 3 01 R1 50 R | |
| 242 70 242 02 END CITAN CLERK CLERK WITHIN 127 11 1 67 247 47 666 24 2 01 D1 E0 D | |
| 242.76 242.03 END SO EN C TWO WAT TORN 12A 1 1 6A 24A 4A \$\$\$ 24 3 01 R1 50 R 242.83 242.08 INTRSECTN L LAIRD RD CO Y 1 1 6A 24A 8A 24 3 01 R1 50 R | |
| 242.88 242.13 EXIT TO L PARK AND RIDE LOT ST Y 1 2 6A 34A 8A 34 3 01 RI 50 R | |
| 243.00 242.25 MP MARKER R 243 | |
| 243.37 242.62 1 1 6A 22A 8A 22 3 01 R1 50 R | |
| 243.65 242.90 BEG SU LN C TWO WAY TURN 11A 1 1 6A 22A 4A 11 33 3 01 R1 50 R | |
| 243.69 | |
| 243.76 243.01 END SU LN C TWO WAY TURN 11A 1 1 6A 22A 8A \$\$\$ 22 3 01 R1 50 R 243.80 243.05 1 1 8A 22A 8A 22 3 01 U1 50 R | |
| 243.81 243.06 INTRSECTN L DRY CREEK RD CO N | |
| 244 UU 243 25 MP MARKER R 244 | |
| 244.30 243.55 MISC FEATR R SGN ENT PORT ANGELES 1 1 8A 22A 8A 22 3 01 U1 50 R | P |
| 244.30 243.55 MISC FEATR R SGN ENT PORT ANGELES 1 1 8A 22A 8A 22 3 01 U1 50 R 244.31 243.56 ENTER CITY PORT ANGELES 1 1 8A 22A 8A 22 3 01 0990 U1 50 R | P |
| 244.30 243.55 MISC FEATR R SGN ENT PORT ANGELES 1 1 8A 22A 8A 22 3 01 U1 50 R 244.31 243.56 ENTER CITY PORT ANGELES 1 1 8A 22A 8A 22 3 01 0990 U1 50 R 244.32 243.57 INTRSECTN L REDDICK RD CT Y | |
| INTRSECTN R CAMERON RD CT Y | |
| | |
| INTERSECTION DETAILTURN LANESACCELERATION 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 | |
| 239.57 238.85 | |
| 242.61 241.86 .04 12 .04 12 | |
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| 242.62 241.87 .06 12 242.83 242.08 .03 12 .05 12 | |
| 243.09 | |
| 243.81 243.06 .03 11 244.32 243.57 .02 11 .02 11 | |
| 244.32 243.57 .02 11 .02 11 | |

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| | | | | | | | W | IDTH | AND | SURFAC | E IN | FORM | IOITA | J | | | | | | | | |
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| | :DIR | ECTION TO INVENTORY | | -BRID | | | DECR | | | | | | JNDI | | | | | CLA | SSIF | ICAT | ION | S |
| | : :L | EFT/RIGHT INDICATOR | | -UXIN | | | | F | RHT | | LFT | | RHT | USE | TOT | | | | | LEGA: | | |
| | : : | | | | | | | | | MEDIAN- | | | | | | | | | | | | |
| SRMP B ARM FEATURE | D LR | DESCRIPTION | | OW TO | L | D I | W/S | W/S W | 1/S | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D I | в R | KT |
| | _ _ _ | | | _ | . _ . | _ _ | | | | | | | | | | $ _{-} $ | | | | _ | _ _ | _ _ |
| | | | | | | | | | | | | | | | | | | | | | | |
| 244.42 243.67 | | | | | | 1 1 | | | | | 7A | 24A | 7A | | 24 | 3 | 01 | 0990 | U1 | 5 | 0 R | P |
| 244.61 243.86 INTRSECTN | L | FEY RD | | CT | Y | | | | | | | | | | | | | | | | | |
| 244.74 243.99 BEG SU LN | C | TWO WAY TURN | 12A | | | 1 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | 5 | 0 R | P |
| 245.00 244.25 MP MARKER | R | 245 | | | | | | | | | | | | | | | | | | | | |
| 245.07 244.32 END SU LN | C | | 12A | | | 1 1 | | | | | 4A | 36A | 4A | \$\$\$ | 36 | 3 | 01 | 0990 | U1 | 5 | 0 R | P |
| 245.13 244.38 INTRSECTN | | | | - | Y | | | | | | | | | | | | | | | | | |
| 245.14 244.39 BEG SU LN | C | TWO WAY TURN | 12A | | | 1 1 | | | | | 4A | | 4A | | | | | 0990 | - | | 0 R | |
| 245.38 244.63 | | | | | | 1 1 | | | | | 4A | | 4A | | | | | 0990 | | 4 | 5 R | P |
| 245.54 244.79 END SU LN | C | | 12A | | | 1 1 | | | | | 4A | | | | | | | 0990 | | 4 | 5 R | P |
| 245.60 244.85 INTRSECTN | | BENSON RD | | CT | | 2 1 | | | | | 4A | 48A | 4A | | 48 | 3 | 01 | 0990 | U1 | 4 | 5 R | P |
| INTRSECTN | $_{ m L}$ | PVT RD | | PV | _ | | | | | | | | | | | | | | | | | |
| 245.66 244.91 BEG SU LN | C | TWO WAY TURN | | | | 2 1 | | | | | 4A | 36A | 4A | 12 | 48 | 3 | 01 | 0990 | U1 | 4 | 5 R | P |
| 245.73 244.98 INTRSECTN | | BEAN RD | | CT | N | | | | | | | | | | | | | | | | | |
| 245.83 245.08 MISC FEATE | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 245.87 245.12 INTRSECTN | | FAIRMOUNT AVE | | CT | Y | | | | | | | | | | | | | | | | | |
| INTRSECTN | R | GAKIN RD | | | Y | | | | | | | | | | | | | | | | | |
| 245.98 245.23 INTRSECTN | | EUCLID AVE | | | Y | | | | | | | | | | | | | | | | | |
| INTRSECTN | | OLD JOE RD | | CT | Y | | | | | | | | | | | | | | | | | |
| 246.00 245.25 MP MARKER | | 246 | | | | | | | | | | | | | | | | | | | | |
| 246.07 245.32 ON RAMP | | SR 117-TUMWATER TRUCK | RD | ST | Y | 1 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 01 | 0990 | U1 | 4 | 5 R | P |
| 246.09 245.34 INTRSECTN | | DOYLE RD | | CT | Y | | | | | | | | | | | | | | | | | |
| WYE CONN | | SR 117 ON RAMP | | ST | Y | | | | | | | | | | | | | | | | | |
| 246.10 245.35 OFF RAMP | | SR 117-TUMWATER TRUCK | RD | ST | Y | | | | | | | | | | | | | | | | | |
| MISC FEATH | | GORE (S124607) | | | | | | | | | | | | | | | | | | | | |
| 246.15 245.40 MISC FEATE | | GORE (P124610) | | | | | | | | | | | | | | | | | | | | |
| 246.16 245.41 END SU LN | | TWO WAY TURN | | | | 1 1 | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 3 | 01 | 0990 | U1 | 4 | 5 R | P |
| 246.25 245.50 UXING | В | SR 117 | | ST | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 117/001 | | | | | | | | | | | | | | | | | | | | |
| 246.32 245.57 INTRSECTN | | NICHOLAS RD | | CT | N | | | | | | | | | | | | | | | | | |
| 246.64 245.89 UXING | В | BLACK DIAMOND RD | | ST | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 101/340 | | | | | | | | | | | | | | | | | | | | |
| 246.73 245.98 INTRSECTN | L | S PINE ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 246.74 245.99 | | | | | | 1 1 | | | | | 7A | 24A | 7A 7A | | | | | 0990 | | | 5 R | |
| 246.94 246.19 | | | | | | 1 1 | | | | | 7A | 24A | 7A | | | | | 0990 | | | 5 R | |
| 246.96 246.21 BEG ST | I | W LAURIDSEN BLVD | | | | 1 1 | | | | | \$\$C | 50A | \$\$C | | 50 | 3 | 01 | 0990 | U1 | 2 | 5 R | В * |
| INTRSECTN | R | OAK ST | | CT | Y | | | | | | | | | | | | | | | | | |
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| | | TURN LANES | | | | | | | | S | | | | | | | | | | | | |
| | | R NEAR L FAR R FAI | | | | | | | | RIGHT- | | | | | | | | | | | | |
| | - | LGT WD LGT WD LGT W | | _ | | LGI | r wd | LGT | WD | LGT WD | | | | | | | | | | | | |
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| | .03 12 | | 12 | | | | | | | | | | | | | | | | | | | |
| 245.60 244.85 | .03 12 | .03 12 | | | | | | | | | | | | | | | | | | | | |

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| | | | | | W | ומ עירתד | ND SURI | FACE | TNE | ZMΩ∩' | TTON | T — — — - | | | | | | | |
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| | :DIRECTION TO | INVENTORY | -BRIDGE | | | EAS/DI | | | | ES/U | | | | | CLA | SSIF | ICAT: | ONS | S |
| | : :LEFT/RIGHT | | -UXING- | | | RH' | | | LFT | | | USE | | | | | LEGAI | | |
| | : : | | -XROAD- | LNS | SHD 1 | | D MEDIZ | AN- S | SHD | | | | | MTCE | CITY | ST | SPEEI | T | P S |
| SRMP B ARM FEATURE | D LR DESCRIPTI | ION | OW TC L | DI | W/S | W/S W/ | S WD/S | BR [| W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D II | 3 R | K T |
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| 246.96 246.21 INTRSECT | N L W 15TH ST | Γ | CT Y | 1 1 | | | | | | 50A | С | | 50 | 3 01 | 0990 | U1 | 2.5 | R | В * |
| 246.99 246.24 BEG SU L | | TURN 12A | | 1 1 | | | | | C | 38A | С | 12 | 50 | 3 01 | 0990 | U1 | 25 | R | В * |
| 247.01 246.26 INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.07 246.32 END SU L | | | | 1 1 | | | | | С | 50A | С | \$\$\$ | 50 | 3 01 | 0990 | U1 | 25 | R | В * |
| INTRSECT | | | - | | | | | | | | | | | | | | | | |
| 247.09 246.34 BEG SU L | | | | 1 1 | | | | | C | 38A | С | 12 | 50 | 3 01 | 0990 | U1 | 2.5 | R | в * |
| 247.12 246.37 END ST | I W LAURIDS | | | | | | | | | | | | | | | | | | |
| BEG ST | I E LAURIDS | | | | | | | | | | | | | | | | | | |
| INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.17 246.42 INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.18 246.43 WYE CONN | | | CT Y | | | | | | ~ | -0 | ~ | | F 0 | 2 01 | 0000 | 1 | 0.1 | | - 4 |
| 247.19 246.44 END ST | I E LAURIDS | | | 1 1 | | | | | C | 50A | C | \$\$\$ | 50 | 3 01 | 0990 | UΙ | 2: | R | В\$ |
| END SU L | | | | | | | | | | | | | | | | | | | |
| INTRSECT | | | CT SG Y | | | | | | | | | | | | | | | | |
| 247.20 246.45 WYE CONN 247.28 246.53 BEG ST | R E LAURIDS I LINCOLN S | | CI Y | 1 1 | | | | | 0 | 42A | C | | 4.2 | 2 01 | 0990 | тт1 | 21 | - D | в * |
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| 247.42 246.67 INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.42 240.07 INTRSECT 247.49 246.74 INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.56B 246.81 BEG EO | BEGIN BAC | | C1 1 | | | | | | | | | | | | | | | | |
| INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.56 246.87 EQUATION | | 247.56 | - | 1 1 | | | | | C | 50A | С | | 50 | 3 01 | 0990 | IJ1 | 2.5 | 5 R | в * |
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| 247.60 246.91 BEG SU L | | | | 1 1 | | | | | C | 38A | С | 12 | 50 | 3 01 | 0990 | U1 | 25 | R | в * |
| 247.63 246.94 INTRSECT | | | CT Y | | | | | | | | | | | | | | | | |
| 247.70 247.01 INTRSECT | N B E 6TH ST | | CT Y | | | | | | | | | | | | | | | | |
| 247.74 247.05 END SU L | N C TWO WAY T | TURN 12A | | 1 1 | | | | | С | 50A | С | \$\$\$ | 50 | 3 01 | 0990 | U1 | 25 | R | B * |
| 247.77 247.08 INTRSECT | N B E 5TH ST | | CT SG Y | | | | | | | | | | | | | | | | |
| 247.81 247.12 BEG SU L | | | | 1 1 | | | | | | 38A | | 12 | | | 0990 | | | | В * |
| 247.84 247.15 END SU L | N C TWO WAY T | TURN 12A | | 1 1 | | | | | C | 50A | C | \$\$\$ | 50 | 3 01 | 0990 | U1 | 25 | R | В * |
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| 246.96 246.21 | .02 12 | .02 12 | | | | | | | | | | | | | | | | | |
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| 247.17 240.42 247.18 246.43 | .01 14 | | | | | | | | | | | | | | | | | | |
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| 248.02 | | EMD CIII | - | TINGOTN | CITI. | | | | 1 1 \$ 2 | | | | | | 50A 52A | | | | | 1 099 | | | | L * |
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| | | MISC FEAT | | COUPLET | | | 01 1 | JO 1 | | | | | | | | | | | | | | | | |
| 248.15 | 247.46 | INTRSECTN | | N CHASE | | 110 | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | S CHASE | | | CT | Y | | | | | | | | | | | | | | | | |
| 248.25 | 247.56 | INTRSECTN | | N PEABOD | | | CT S | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S PEABOD | Y ST | | CT S | SG Y | | | | | | | | | | | | | | | | |
| 248.35 | 247.66 | INTRSECTN | L | N VINE S | T | | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | S VINE S | | | CT | Y | | | | | | | | | | | | | | | | |
| 248.45 | 247.76 | INTRSECTN | | S ALBERT | | | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | N ALBERT | | | CT | Y | | | | | | | | | | | | | | | | |
| 248.55 | 247.86 | INTRSECTN | | S EUNICE | | | CT | Y | | | | | | | | | | | | | | | | |
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| 248.64 | 247.95 | INTRSECTN | | N FRANCI | | | CT CT | Y Y | | | | | | | | | | | | | | | | |
| 249 75 | 248 06 | INTRSECTN INTRSECTN | | S FRANCI RACE ST | 2 21 | | CT S | | | | | | | | | | | | | | | | | |
| 248.84 | | INTRSECTN | | | CTON ST | | CT | Y Po | | | | | | | | | | | | | | | | |
| 210.01 | 210.15 | INTRSECTN | | S WASHIN | | | CT | Y | | | | | | | | | | | | | | | | |
| 248.94 | 248.25 | INTRSECTN | | N CHAMBE | | | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | S CHAMBE | | | CT | Y | | | | | | | | | | | | | | | | |
| 249.04 | 248.35 | INTRSECTN | L | N JONES | ST | | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S JONES | ST | | CT | Y | | | | | | | | | | | | | | | | |
| 249.14 | 248.45 | INTRSECTN | R | S LIBERT | Y ST | | CT | Y | | | | | | | | | | | | | | | | |
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| 249.25 | 248.56 | INTRSECTN | | S ENNIS | | | CT S | | | | | | | | | | | | | | | | | |
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| 248.75 | 248.06 | | .03 1 | 2 .03 12 | | | | | | | | | | | | | | | | | | | | |
| 249.25 | 248.56 | | .02 1 | 2 .02 12 | | | | | | | | | | | | | | | | | | | | |
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| | | | | WTD | TH ANI | SURFACE | TNI | 7ORMA | TTON | | | | | | |
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| : :LEFT/RIGHT | | -UXING- | | | RHT | | LFT | | RHT US | | | CLIII | | GAL | .VD |
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| SRMP B ARM FEATURE D LR DESCRIPTI | ron | OW TO I | T T | M/S W/ | C M/C | WD/S BR | W/S | M/C | M/G MI | WID | A CE | MBD | EC D | TRI | |
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| 249.54 248.85 END ST I E FIRST S | | am . | | | | | C | 62A | C | 62 | 3 01 | 0990 | UI | 35 I | RP\$ |
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| 249.56 248.87 | | | 3 | | | | | 62A | C | | | 0990 | | 35 I | |
| 249.61 248.92 WYE CONN L SR 101 CC | | ST Y | | | | | | 62A | C | | | 0990 | | 35 I | |
| 249.63 248.94 WYE CONN L SR 101 CC | | ST SG Y | | | | | С | 37A | C | 37 | 3 01 | 0990 | U1 | 35 I | R P |
| INTRSECTN R S GOLF CO | | CT SG Y | | | | | | | | | | | | | |
| | OPRTANG (COUPLT) | ST Y | 7 2 2 | | | | C | 62A | C | 62 | 3 01 | 0990 | U1 | 35 I | R P |
| MISC FEATR D COUPLET - | - COPRTANG | | | | | | | | | | | | | | |
| 249.68 248.99 BEG SU LN C TWO WAY T | TURN 12A | | 2 2 | | | | C | 50A | C 12 | 62 | 3 01 | 0990 | U1 | 35 I | R P |
| 249.80 249.11 | | | 2 2 | | | | C | 50A | C 12 | 62 | 3 01 | 0990 | U1 | 40 I | R P |
| 249.82 249.13 END SU LN C TWO WAY T | TURN 12A | | 2 2 | | | | C | 62A | C \$\$\$ | 62 | 3 01 | 0990 | U1 | 40 I | R P |
| 249.83 249.14 INTRSECTN R DELGUZZI | DR | CT SG Y | ζ | | | | | | | | | | | | |
| 249.84 249.15 MISC FEATR L SGN ENT E | PORT ANGELES | | | | | | | | | | | | | | |
| 249.88 249.19 BEG SU LN C TWO WAY T | TURN 12A | | 2 2 | | | | C | 50A | C 12 | 62 | 3 01 | 0990 | U1 | 40 I | R P |
| 249.89 249.20 LEAVE CITY PORT ANGE | ELES | | 2 2 | | | | C | 50A | C 12 | 2 62 | 3 01 | \$\$\$\$ | U1 | 40 I | R \$ |
| 250.00 249.31 MP MARKER R 250 | | | | | | | | | | | | | | | • |
| 250.02 249.33 END SU LN C TWO WAY T | TURN 12A | | 2 2 | | | | С | 49A | C \$\$ | 49 | 3 01 | | U1 | 40 I | R |
| 250.07 249.38 INTRSECTN L N BAKER S | | CO Y | 7 | | | | | | | | | | | | |
| 250.08 249.39 BEG SU LN C TWO WAY T | | | 2 2 | | | | C | 50A | C 12 | 62 | 3 01 | | U1 | 40 I | R |
| 250.20 249.51 END SU LN C TWO WAY T | | | 2 2 | | | | | 49A | C \$\$ | | 3 01 | | U1 | 40 I | |
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| 250.25 249.56 INTRSECTN L GALES ST | | PV N | - | | | | | | | | | | | | |
| 250.26 249.57 BEG SU LN C TWO WAY T | | | 2 2 | | | | C | 50A | C 12 | 62 | 3 01 | | U1 | 40 I | R |
| 250.34 249.65 END SU LN C TWO WAY T | | | 2 2 | | | | C | 62A | C \$\$ | | | | U1 | 40 I | |
| 250.38 249.69 INTRSECTN R MONROE RI | | | | | | | C | 0211 | C PP | , 02 | 5 01 | | 01 | 10 1 | |
| INTRSECTN L PIONEER F | Δ 2 | CO SG Y | 7 | | | | | | | | | | | | |
| 250.40 249.71 MISC FEATR R BUS PULLO | ער אנידי | CO 5G 1 | _ | | | | | | | | | | | | |
| 250.45 249.76 BEG SU LN C TWO WAY T | | | 2 2 | | | | C | E 0 7 | C 12 | 62 | 2 01 | | U1 | 40 I | D |
| 250.58 249.89 END SU LN C TWO WAY T | | | 2 2 | | | | | 50A | C \$\$ | | | | UI UI | 40 I | |
| 250.56 249.69 END SU LIN C IWO WAI I | IURN 12A | | 2 2 | | | | C | 0ZA | C 551 | 02 | 3 01 | | UI | 40 1 | .7. |
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| 249.61 248.92 .05 12 | 00.10 | | | | | | | | | | | | | | |
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| 250.07 249.38 .03 12 | | | | | | | | | | | | | | | |
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| | | | | | | W | IDTH | I ANI | O SURFACE | E INI | FORM | ATION | | | | | | | |
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| | :DIRECTION TO INVENTORY | | | RIDGE | 1 | DECR | EAS/ | | | | RES/U | JNDI | | | | CLA | | | NS |
| | : :LEFT/RIGHT INDICATOR : : | | | XING- | | | מחם | RHT | MEDIAN- | LFT | שחע | RHT | USE | JOJ | мтс | r l attv | | EGAL | Tlblc |
| SRMP B ARM FEATURE | D LR DESCRIPTION | | | | | | | | WD/S BR | | | | | | | | | | |
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| 250.64 249.95 INTRSECT | | | | SG Y | | | | | | | | | | | | | | | |
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| INTRSECT | | | CO | | | | | | | | | | | | | | | | |
| 250.80 250.11 BEG SU I | | 12A | | - | 2 2 | | | | | С | 50A | С | 12 | 62 | 3 0 | 1 | U1 | 40 | R |
| 250.87 250.18 END SU I | | 12A | | | 2 2 | | | | | | 62A | | \$\$\$ | | 3 0 | | U1 | 40 | |
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| 250.92 250.23 BEG SU I | | 12A | | | 2 2 | | | | | | 50A | | 12 | | 3 0 | | U1 | 40 | |
| 250.99 250.30 END SU I | | 12A | | | 2 2 | | | | | C | 62A | С | \$\$\$ | 62 | 3 0 | 1 | U1 | 40 | R |
| 251.00 250.31 MP MARKE 251.01 250.32 INTRSECT | | | CO | Y | | | | | | | | | | | | | | | |
| 251.01 250.32 INTRSECT 251.04 250.35 MISC FEA | | | CO | 1 | | | | | | | | | | | | | | | |
| 251.04 250.35 MISC PER 251.06 250.37 INTRSECT | 'N R MT PLEASANT RD | | CO | SG Y | | | | | | | | | | | | | | | |
| INTRSECT | | | | SG Y | | | | | | | | | | | | | | | |
| 251.08 250.39 MISC FEA | | | | | | | | | | | | | | | | | | | |
| 251.11 250.42 BEG SU I | N C TWO WAY TURN | 12A | | | 2 2 | | | | | C | 50A | C | 12 | 62 | 3 0 | 1 | U1 | 40 | R |
| INTRSECT | | | CO | | | | | | | | | | | | | | | | |
| 251.16 250.47 INTRSECT | | 107 | CO | Y | | | | | | ~ | C 0 3 | ~ | | | 2 0 | - | 1 | 4.0 | _ |
| 251.25 250.56 END SU I | IN C TWO WAY TURN | 12A | | | 2 2 2 | | | | | | 62A | | \$\$\$ | | 3 0 | | U1 U1 | 40 | |
| 251.31 250.62 251.32 250.63 INTRSECT | 'N L MAHOGANY ST | | CO | v | | | | | | 8A | 62A | 8A | | 02 | 3 0 | Τ | UI | 40 | K |
| 251.32 250.03 INTRSECT | | 12A | | 1 | 2 2 | | | | | 8 A | 50A | 8A | 12 | 62 | 3 0 | 1 | IJ1 | 40 | R |
| 251.34 250.65 MISC FEA | | | • | | | | | | | 011 | 5011 | 011 | | 02 | 5 0 | _ | 01 | 10 . | |
| 251.44 250.75 | | | | | 2 2 | | | | | \$\$C | 58A | 8A | 12 | 70 | 3 0 | 1 | U1 | 40 | R |
| 251.47 250.78 END SU I | | 12A | | | 2 2 | | | | | С | 70A | A8 | \$\$\$ | 70 | 3 0 | 1 | U1 | 40 | R |
| 251.53 250.84 INTRSECT | | | | SG Y | | | | | | | | | | | | | | | |
| 251.55 250.86 WYE CONN | | | CO | | | | | | | | | | | | | | | | |
| 251.60 250.91 ENT/EXIT 251.67 250.98 WYE CONN | | | PV CO | | 2 2 | | | | | Ωλ | 627 | 8A | | 62 | 3 0 | 1 | U1 | 40 | D |
| 231.07 230.90 WIE COM | I I N MASIERS RD | | CO | 1 | 2 2 | | | | | OA | UZA | OA | | 02 | 5 0 | _ | UI | T U . | IX. |
| INTERSECTION DETAIL | TURN LANES | | | | ACCE | LERAT | ION | LANI | ES | | | | | | | | | | |
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| 250.64 249.95 250.75 250.06 | .03 12 .03 12 .03 12 .03 12 | | | | | | | | | | | | | | | | | | |
| 250.75 250.06 250.87 250.18 | .03 12 .03 12 .03 12 | | | | | | | | | | | | | | | | | | |
| 251.06 250.37 | .03 12 .03 12 | | | | | | | | | | | | | | | | | | |
| 251.32 250.63 | .03 12 | | | | | | | | | | | | | | | | | | |
| 251.53 250.84 | .04 24 .04 12 .05 12 | | | | | | | | | | | | | | | | | | |
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| 251.60 250.91 | .03 12 | | | | | | | | | | | | | | | | | | |

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| | | RECTION TO INVENTO LEFT/RIGHT INDICAT | | -BRII | | | DECI LFT | | | | | INCE LFT | | | SPC USE I | | | CL | | ICAT: LEGA: | IONS |
| SRMP B ARM FEATURE | : : D LE _ _ | R DESCRIPTION | | | | | | | | | | | RDY | SHD | LNS F | DY | MT | | | | T P S B R K T |
| 251.68 250.99 INTRSECT 251.69 251.00 | N L | N MASTERS RD | | CO | Y | 2 2 2 2 | 5A | 22A | | 10s | CU | | | 8A 5A | | 48 44 | 3 | | U1 U1 | |) R) R |
| 252.00 251.31 MP MARKE 252.08 251.39 | R B | 252 | | | | 2 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 48A | 8A | | 48 | 3 | 01 | U1 | 40 |) R |
| 252.13 251.44 INTRSECT 252.16 251.47 BEG BRID | | COTTONWOOD LN MORSE CREEK | | PV ST | Y | 2 2 | | | | | | | | \$\$C | | 78 | | | U1 | |) R |
| 252.20 251.51 END BRID 252.26 251.57 INTRSECT | | BRDG NUM 101/350 MORSE CREEK STRAIT VIEW DR | | CO | v | 2 2 | | | | | | 8A | 46A | 8A | | 46 | 3 | 01 | U1 | 40 |) R |
| 252.32 251.63 252.42 251.73 | | BIRMIT VIEW BR | | CO | _ | 2 2 2 2 | 8A 5A | 22A | | 10S | CU | | 22A | 8A 5A | | 48 44 | 3 | 01 | U1 U1 | 4 |) R) R |
| 252.62 251.93 252.75 252.06 EXIT TO 252.78 252.09 BEG BRID | L GE B | VIEW POINT DEER PARK LP | | ST ST | | | \$\$\$ W | | | \$\$\$\$ 12A | | | | | | 46 78 | | | U1 U1 | |) R) R |
| 252.79 252.10 END BRID | GE B | BRDG NUM 101/351 DEER PARK LP | | | | | 8A | | | 12A | | | | | | 48 | | | U1 | |) R |
| 252.91 252.13 EQUATION 252.93 252.15 ENT FROM 252.94 252.16 EXIT TO | L L | 252.82 =252.91 DEER PARK LP DEER PARK LP | | C0 | Y Y | | | | | | | | | | | | | | | | |
| 253.00 252.22 MP MARKE 253.04 252.26 253.10 252.32 EXIT TO | | 253 DEER PARK RD | | CO | Y | | 8A | 24A | | 12A | UP | | 24A | 8A | | 48 | 3 | 01 | U1 | 40 |) R |
| 253.11 252.33 ENT FROM 253.20 252.42 253.31 252.53 | R | DEER PARK RD | | CO | Y | 2 2 2 2 | | 24A | бA | 15A 35S | DE | | 24A | 8A 8A | | 48 48 | 3 | 01 | U1 U1 | 4 |) R) R |
| 253.35 252.57 253.42 252.64 ENT FROM 253.44 252.66 INTRSECT | N C | WB 101 U TURN RT MEDIAN XROAD | | | N N | | 8A | 24A | 6A | 35S | DE | 4A | 24A | 8A | | 48 | 3 | 01 | U1 | 5 | 5 R |
| EXIT TO 253.46 252.68 INTRSECT EXIT TO | N C | WB 101 U TURN RT MEDIAN RD EB 101 U TURN RT | | ST ST ST | N N N | | | | | | | | | | | | | | | | |
| INTERSECTION DETAIL | | TURN LANES | | | | | | | | | | | | | | | | | | | |
| SRMP B ARM | LGT WI | R R NEAR L FAR D LGT WD LGT WD | LGT WD | | WD | LG' | | LGT | r WD | RIGI LGT | WD | | | | | | | | | | |
| 251.68 250.99 252.13 251.44 | .04 12 | | .05 12 | | | | 2 12 | | | | | | | | | | | | | | |
| 252.13 251.44 252.26 251.57 252.93 252.15 | .06 12 | | | .09 | 12 | . 0 | <u>. 1</u> 2 | | 5 12 | | | | | | | | | | | | |
| 252.94 252.16 253.10 252.32 253.44 252.66 | .03 1 | .06 12 | .07 12 | | | | | | | | | | | | | | | | | | |
| 253.46 252.68 | .05 1. | .03 15 | | | | | | | | | | | | | | | | | | | |

TRIPS SYSTEM

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 01/31/25 TIME 17:13:52 PAGE 137 STATE HIGHWAY LOG

| SR 101 | MAINLINE | U.S. ROUTE | - USSH | COUNTY CLALLAM | DOT DISTRICT 3 |
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| | | | | | | | SURI | FACE | | | | | | | | | |
|---|-------|---------|------|-------|-------|------------|-------|--------|--------|-------|-------|------------|-----|-----|-----------|------|-----------------|
| :DIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR | -BRID | - 1 | | DECI | , | DIV RHT | | | INC: | RES/U | | SPC USE | | | CLA | | CATIONS EGAL |
| :: | | | | | | | MEDIA | | | RDY | | | | | CE CITY | | PEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | OW TO | , L 1 | ᄓᆝ | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A, | SE NBR | FC D | IB R K T |
| | . _ | -1-1- | -1-1 | l | I | | | l —— I | | | ll | I | | _ - | | . _ | _ _ _ _ _ |
| 253.48 252.70 ENT FROM R EB 101 U TURN RT | ST | N : | 2 2 | 8A | 24A | бA | 35S | DE | 4A | 24A | 8A | | 48 | 3 | 01 | U1 | 55 R |
| 253.84 253.06 BEG BRIDGE B BAGLEY CREEK | ST | : | 2 2 | \$\$W | 47P | \$\$\$ | 14P | UP | \$\$\$ | 47P | \$\$W | | 94 | 3 | 01 | U1 | 55 R |
| BRDG NUM 101/351.3 | | | 2 2 | 0.7 | 0.43 | C 7 | 250 | DE | 4.70 | 247 | 0.7 | | 4.0 | 2 | O 1 | IJ1 | EE D |
| 253.86 253.08 END BRIDGE B BAGLEY CREEK 253.88B 253.10 BEG EO BEGIN BACK | | | 2 2 | 8A | 24A | бΑ | 35S | DE | 4A | 24A | δA | | 48 | 5 | 01 | UI | 55 R |
| 253.88 253.11 EQUATION 253.89B=253.88 | | | | | | | | | | | | | | | | | |
| INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| INTRSECTN R S BAGLEY CREEK RD | CO | Y | | | | | | | | | | | | | | | |
| INTRSECTN L N BAGLEY CREEK RD | CO | Y | | | | | | | | | | | | | | | |
| 254.00 253.23 MP MARKER B 254 | | | | | | | | | | | | | | | | | |
| 254.13 253.36 INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| INTRSECTN R SHORT RD | CO | Y | | | | | | | | | | | | | | | |
| INTRSECTN L LAKE FARM RD 254.19 253.42 | CO | Y . | 2 2 | 0 7 | 2/17 | 67 | 35S | CD | 47 | 247 | 0 7 | | 48 | 2 | O 1 | U1 | 55 R |
| 254.19 253.42 254.34 253.57 ON RAMP L WEIGH STATION | ST | Y | ۷ ۷ | OA | ZHA | θA | 333 | GK | H | ZHA | OA | | 40 | 5 | ΟI | OI | JJ K |
| 254.46 253.69 | 01 | _ | 2 2 | 8A | 24A | 6A | 35S | DE | 4A | 24A | 8A | | 48 | 3 | 01 | IJ1 | 55 R |
| 254.48 253.71 MISC FEATR L GORE (W125478) | | | | | | | | | | | | | | | | - | |
| 254.50 253.73 | | : | 2 2 | 8A | 24A | бΑ | 35S | DE | 4A | 24A | 8A | | 48 | 3 | 01 | R1 | 55 R |
| 254.51 253.74 INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| INTRSECTN R SUTTER RD | CO | Y | | | | | | | | | | | | | | | |
| 254.58 253.81 WEIGH STA L NUMBER 15 | | | | | | | | | | | | | | | | | |
| 254.67 253.90 MISC FEATR L GORE (W125478) 254.78 254.01 OFF RAMP L WEIGH STATION | ST | Y | | | | | | | | | | | | | | | |
| 254.76 254.01 OFF RAMP L WEIGH STATION 254.86 254.09 | 51 | _ | 2 2 | 1 N Z | 241 | 4 z | 359 | DE | 4 z | 241 | 1 N Z | | 48 | 3 | 01 | R1 | 55 R |
| 255.00 254.23 MP MARKER B 255 | | • | 2 2 | IOA | ZIA | IA | 335 | מט | ın | ZIA | IUA | | 40 | , | 01 | KI | 33 K |
| 255.10 254.33 WYE CONN R O'BRIEN RD | CO | Y | | | | | | | | | | | | | | | |
| 255.11 254.34 INTRSECTN L OLD OLYMPIC HWY | CO | Y | | | | | | | | | | | | | | | |
| INTRSECTN R O'BRIEN RD | CO | Y | | | | | | | | | | | | | | | |
| INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| 255.12 254.35 WYE CONN R O'BRIEN RD | CO | Y | | | | | | | | | | | | | | | |
| 255.17 254.40 MISC FEATR R BUS PULLOUT | a.m. | | | | | | | | | | | | | | | | |
| 255.28 254.51 INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | |
| INTERSECTION DETAILTURN LANES | | A | CCEL | ERAT | CION | LANE | S | | | | | | | | | | |
| L NEAR R NEAR L FAR R FAR | | | | | | | RIG | | | | | | | | | | |
| SRMP B ARM LGT WD LGT WD LGT WD | LGT | WD | LGT | C WD | LGT | WD | LGT | WD | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 253.88 253.11 .03 15 .03 15 | | | .04 | 1 15 | | | | | | | | | | | | | |
| 254.13 253.36 .03 15 .03 15 | | | 0.7 |) 1 F | .03 | 15 | | | | | | | | | | | |
| 254.51 253.74 .03 15 255.10 254.33 .09 12 | | | . 03 | 3 15 | | | | | | | | | | | | | |
| 255.10 254.33 .04 13 .04 13 | . 11 | 12 | . 11 | 1 13 | . 0 3 | 12 | | | | | | | | | | | |
| 255.12 254.35 | • | | • | | | | .17 | 12 | | | | | | | | | |
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| | | WIDTH AND | SURFACE INFORMATION | |
|---|-------------|-------------------|--------------------------|--------------------------------|
| :DIRECTION TO INVENTORY | - | DECREAS/DIV | INCRES/UNDI SPC | CLASSIFICATIONS |
| : :LEFT/RIGHT INDICATOR | -UXING- NBR | | LFT RHT USE | TOT LEGAL |
| :: | -XROAD- LNS | S SHD RDY SHD | MEDIAN- SHD RDY SHD LNS | RDY MTCE CITY ST SPEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | OM TC L D I | [W/S W/S W/S | WD/S BR W/S W/S W/S WID | WID A SE NBR FC D IB R K T |
| | _ _ | - | | - - |
| 255.28 254.51 INTRSECTN L OLD OLYMPIC HWY | CO Y 2 2 |) 107 247 47 | 35S DE 4A 24A 10A | 48 3 01 R1 55 R |
| 255.29 254.52 WYE CONN L OLD OLYMPIC HWY | CO Y | 2 1UA 24A 4A | 335 DE 4A 24A 10A | 40 3 UL RI 33 R |
| 255.64 254.87 INTRSECTN C MEDIAN XROAD | ST Y | | | |
| INTRSECTN R OCTANE LN | PV Y | | | |
| INTRSECTN R OCTANE EN INTRSECTN L SIEBERT CREEK RD | CO Y | | | |
| 255.98 255.21 MP MARKER B 256 | CO 1 | | | |
| 255.99 255.22 MF MARKER B 250 | 2 2 | 102 242 42 | 35S GR 4A 24A 10A | 48 3 01 R1 55 R |
| 256.04 255.27 | | | 35S JE 4A 24A 10A | 48 3 01 R1 55 R |
| 256.09 255.32 BEG BRIDGE I SIEBERT CREEK | | | 350 \$\$ \$\$W 38P \$\$W | 62 3 01 R1 55 R |
| BRDG NUM 101/352E | 51 2 2 | L IUA ZHA HA | 330 44 44W 30F 44W | 02 5 01 K1 55 K |
| 256.14 255.37 BEG BRIDGE D SIEBERT CREEK | ST 2 2 |) ¢¢W 36D ¢¢W | 350 W 38P W | 74 3 01 R1 55 R |
| BRDG NUM 101/352W | 2 2 | . PAM JOE PAM | 330 W 30F W | 74 5 01 111 55 10 |
| 256 17 255 40 FND BRIDGE D. STEREPT CREEK | 2 2 | 2 10A 24A 4A | 350 W 38P W | 62 3 01 R1 55 R |
| 256.21 255.44 END BRIDGE I SIEBERT CREEK | 2 2 | | 35S JE 4A 24A 10A | 48 3 01 R1 55 R |
| 256.27 255.50 | 2 2 | | 35S GR 4A 24A 10A | 48 3 01 R1 55 R |
| 256.32 255.55 | 2 2 | | 35S DE 4A 24A 10A | |
| 256.21 255.44 END BRIDGE I SIEBERT CREEK 256.27 255.50 256.32 255.55 256.40 255.63 INTRSECTN C MEDIAN XROAD INTRSECTN D DILLE MOUNTAIN BD | CT V | I IUA ZIA IA | 335 DE 4A 24A 10A | 40 3 01 K1 33 K |
| INTRSECTN R BLUE MOUNTAIN RD | CO Y | | | |
| INTRSECTN L LEWIS RD | CO Y | | | |
| 256.44 255.67 MISC FEATR L BUS PULLOUT | CO 1 | | | |
| 256.48 255.71 MISC FEATR R BUS PULLOUT | | | | |
| 256.63 255.86 | 2 2 |) /n 2/n ¢¢¢ | 4A UP \$\$\$ 24A 10A | 48 3 01 R1 55 R |
| 256.76 255.99 | | 2 4A 23A | | 46 3 01 R1 55 R |
| 256.91 256.14 | | 2 5A 24A | 4A UP 24A 5A | 48 3 01 R1 55 R |
| 256.93 256.16 | | 2 5A 24A | 4A UP 24A 10A | 48 3 01 R1 55 R |
| 257.00 256.23 MP MARKER R 257 | | 2 8A 24A | 20A UP 24A 10A | 48 3 01 R1 55 R |
| 257.13 256.36 INTRSECTN C MEDIAN XROAD | от v 2 2 | 2 8A 24A 4A | | 48 3 01 R1 55 R |
| INTRSECTN L SHORE RD | CO Y | OA ZIA IA | 115 DE OA 21A 10A | 40 5 01 K1 55 K |
| 257.13 | 2 2 | 9 8 2 2 4 A A A A | 44S DE 6A 24A 8A | 48 3 01 R1 55 R |
| 257.19 256.50 MED XING C OFFICIAL | 2 2 | 011 2 111 111 | 110 01 211 011 | 10 3 01 11 33 10 |
| 257 50 256 72 | 2 2 | 9 8 2 2 4 A A A A | 44S DE 4A 24A 8A | 48 3 01 R1 55 R |
| 257.58 | ST Y | . 011 2 111 111 | 110 01 111 2111 011 | 10 3 01 111 33 11 |
| 257.58 | ST Y | | | |
| 257.00 250.05 INTRODUCTION OF THE PITTER INCOME. | 01 1 | | | |
| INTERSECTION DETAILTURN LANES | ACCEI | LERATION LANE | S | |
| L NEAR R NEAR L FAR R FAR | | -CNTR R-CNTR | | |
| SRMP B ARM LGT WD LGT WD LGT WD | LGT WD LGT | T WD LGT WD | LGT WD | |
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| 255.28 254.51 .08 12 | | | | |
| 255.29 254.52 .02 12 | | | | |
| 255.64 254.87 .02 12 .02 12 | | 03 12 .03 12 | | |
| | .03 | 03 12 .03 12 | | |
| 257.13 256.36 .03 13 | | | | |

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| | | | | | | | | | | _ | | V | IIDTI | H ANI | SUR: | FACI | E INE | FORM | MOITA | 1 | | | | | | | |
|----------|----------|--------------|-----|-----|----------------------|------------|--------|-----|------|----------------|-----|-------|-------|---------|-------|------|-------|-------|-------|-----|-----|----------|-------------------|------|-----|------|-------|
| | | | : [| IRE | ECTION TO | INVENT | ORY | -BF | RIDG | E | | DECF | REAS | /DIV | | | INCE | RES/T | JNDI | SPC | | | CL | ASSI | FIC | ATIC | NS |
| | | | : | :LE | EFT/RIGHT | ' INDICA | TOR | | KING | | | | | RHT | | | LFT | | | USE | | | | | | GAL | |
| | | _ | : | | | | | | | | | | | | MEDI. | | | | | | | | | | | | TPS |
| SRMP B | ARM | FEATURE | D. | LR | DESCRIPT | ION | | OW. | TC : | ᄓ |) I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A S | SE NBR | F | D | IB | RKT |
| | | | _ _ | | l | | | . | . | _ _ | - _ | | | | | | | | | | | _ - | | _ _ | - | | _ _ _ |
| | | | | _ | | | _ | | | | | | | | | | | | | | | _ | | | | | _ |
| 257.60 | | EXIT TO | | | WB 101 U | | Г | ST | | | 2 2 | 8A | 24A | 4A | 44S | DE | 4A | 24A | 8A | | 48 | 3 (|)1 | R. | L | 55 | R |
| 257.74 | 256.97 | INTRSECTN | | | MEDIAN X | | _ | ST | | Y | | | | | | | | | | | | | | | | | |
| 055 56 | 056 00 | EXIT TO | | | EB 101 U | | | ST | | Y | | | | | | | | | | | | | | | | | |
| | | ENT FROM | | R | EB 101 U | TURN R | I. | ST | | Y | | 0.7 | 0.43 | 4.7 | 440 | a n | 4.7 | 0.43 | 0.7 | | 4.0 | | 0.1 | | ı | | _ |
| 257.80 | | | | _ | 0.5.0 | | | | | 2 | 2 2 | 8A | 24A | 4A | 44S | GR | 4A | 24A | A8 | | 48 | 3 (| JΙ | R. | L | 55 | R |
| | | MP MARKER | | В | 258 | | | | | _ | | 0.7 | 0.43 | 4 7 | 440 | | 4.7 | 0.43 | 0.7 | | 4.0 | <u> </u> | 0.1 | | | | _ |
| 258.03 | | DOLLA DE CAL | | | 050 10 | 050 10 | | | | 2 | 2 2 | A8 | 24A | 4A | 44S | DE | 4A | 24A | 8A | | 48 | 3 (| JI | R. | L | 55 | R |
| 258.12 | 257.33 | EQUATION | | Б | 258.10 = | | | 00 | | | | | | | | | | | | | | | | | | | |
| | | EXIT TO | | | S BARR R | | | CO | | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | N BARR R | | | CO | | Y | | | | | | | | | | | | | | | | | |
| 050 10 | 057 24 | INTRSECTN | | | MEDIAN X | | | ST | | Y | | | | | | | | | | | | | | | | | |
| | | ENT FROM | | R | S BARR R | .D | | CO | | Y | | 0.7 | 0.43 | 47 | 440 | חח | 4.70 | 0.43 | 0.7 | | 4.0 | 2 / | 1 | D.1 | ı | гг | ъ |
| 258.15 | | DEG DDIDG | п т | | MODOMATE | CDEEK | | αш | | | | | | | 44S | | | | | | 48 | | | R1 | | 55 | |
| 258.20 | 257.41 | BEG BRIDG | E I | | MCDONALD | | 4 🗆 | ST | | 2 | 2 2 | ŞŞW | 38P | ŞŞW | 440 | \$\$ | ŞŞW | 38P | ŞŞW | | 76 | 3 (| JI | R. | L | 55 | R |
| | | DEG DDIDG | п Б | | BRDG NUM | | 4.L | ST | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | MCDONALD BRDG NUM | | A 147 | 51 | | | | | | | | | | | | | | | | | | | |
| 258.26 | 257 47 | END BRIDG | т т | | MCDONALD | | ± W | | | 2 | | 0.70 | 247 | 47 | 44S | CD | 47 | 247 | 107 | | 40 | 2 1 | 1 | R. | ı | 55 | D |
| 250.20 | 257.47 | END BRIDG | | | MCDONALD | | | | | | 4 4 | οA | 24A | 4A | 445 | GR | 4A | 24A | IUA | | 40 | 5 (| JI | R. | L. | 55 | R |
| 250 20 | 0E7 E1 | EXIT TO | | Ъ | SHERBURN | | | CO | | Y | | | | | | | | | | | | | | | | | |
| | | ENT FROM | | | SHERBURN | | | CO | | Y | | | | | | | | | | | | | | | | | |
| 258.43 | | ENI FROM | | ĸ | SHEKBUKN | E KD | | CO | | _ | 2 2 | 0.70 | 247 | 47 | 44S | יזכו | 47 | 247 | 107 | | 40 | 2 1 | 1 | R. | ı | 55 | D |
| | | ENT FROM | | L | WB 101 U | ים זאמוזים | T | ST | | y [∠] | | OA | ZHA | HA | 440 | DЕ | H | 24A | IUA | | 40 | 5 (| JI | Κ. | L | 55 | K |
| 258.56 | | EXIT TO | | | WB 101 U | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 250.50 | 237.77 | INTRSECTN | | | MEDIAN X | | 1 | ST | | Y | | | | | | | | | | | | | | | | | |
| 250 62 | 257 01 | EXIT TO | | - | EB 101 U | - | T | ST | | Y | | | | | | | | | | | | | | | | | |
| 230.03 | 237.04 | INTRSECTN | | | MEDIAN X | | 1 | ST | | Y | | | | | | | | | | | | | | | | | |
| 258.66 | 257 97 | ENT FROM | | | EB 101 U | | T | ST | | Y | | | | | | | | | | | | | | | | | |
| 258.79 | | ENI FROM | | Д | EP IOI O | IUKN K | 1 | 21 | | _ | 2 2 | Ωη | 2/17 | 47 | 44S | CP | 17 | 247 | 107 | | 48 | 2 (| 1 1 | R. | | 55 | D |
| | | MP MARKER | | C | 259 | | | | | | 2 2 | | | | 44S | | | | | | 48 | | | R. | | 55 | |
| | | MISC FEAT | | | BUS PULL | OUT | | | | | | OA | ZIA | TA | 110 | יוע | TA | ZIA | IUA | | 10 |) (| <i>J</i> <u>1</u> | 1 | L | 55 | IX |
| | | ENT FROM | | | DRYKE RD | | | CO | | Y | | | | | | | | | | | | | | | | | |
| 239.17 | 230.30 | ENI FROM | | ш | DRIKE KD | | | CO | | I | | | | | | | | | | | | | | | | | |
| INTERSEC | ום מסדיי | ?TΔTT. | | | TURN | T.ANES | | | | _ A C | CEI | .ERAT | TON | T. Z NT | ES | | | | | | | | | | | | |
| INTERESE | JIION DI | | | | R NEAR | | R FAR | | | | | | | | RIG | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD | | LGT WD | | | | | | | | LGT | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.60 | 256.83 | | .03 | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 257.74 | | | | | | .03 13 | | | | | | | | | | | | | | | | | | | | | |
| 258.12 | | | .03 | 13 | | .00 10 | | | | | | | | | | | | | | | | | | | | | |
| 258.30 | | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| 258.56 | | | .03 | 13 | · | | | | | | | | | | | | | | | | | | | | | | |
| 258.63 | | | | | | .05 13 | | | | | | | | | | | | | | | | | | | | | |
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TRIPS SYSTEM

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 01/31/25 TIME 17:13:52 PAGE 140 STATE HIGHWAY LOG

| SR 101 | MAINLINE | U.S. ROU | USSH | COUNTY | CLALLAM | DOT DISTRICT 3 |
|--------|----------|----------|------|--------|---------|----------------|
| | | | | | | |

| :DIRECTION TO INVENTORY | WIDTH AND SURFACE INFORMATION -BRIDGE DECREAS/DIV INCRES/UNDI SPC CLASSIFICATIONS |
|--|--|
| : LEFT/RIGHT INDICATOR : : | -UXING- NBR LFT RHT LFT RHT USE TOT LEGAL -XROAD- LNS SHD RDY SHD MEDIAN- SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | OW TC L D I W/S W/S W/S WD/S BR W/S W/S W/S WID WID A SE NBR FC D IB R K T |
| | - |
| 259.18 258.39 EXIT TO L DRYKE RD EXIT TO R PIERSON RD | CO Y 2 2 8A 24A 4A 44S DE 4A 24A 10A 48 3 01 R1 55 R CO Y |
| 259.21 258.42 ENT FROM R PIERSON RD | CO Y |
| 259.30 258.51 | 2 2 10A 24A 4A 44S DE 4A 24A 10A 48 3 01 R1 55 R |
| 259.45 258.66 ENT FROM L WB 101 U TURN RT | ST Y |
| 259.48 258.69 INTRSECTN C MEDIAN XROAD | ST Y |
| EXIT TO L WB 101 U TURN RT | ST Y |
| 259.61 258.82 | 2 2 10A 24A 4A 44S DE 4A 24A 8A 48 3 01 R1 55 R |
| 259.68 258.89 MED XING C OFFICIAL | |
| 259.79 259.00 BEG BRIDGE B WEST OWL CREEK | ST |
| BRDG NUM 101/354.25 | |
| 259.80 259.01 END BRIDGE B WEST OWL CREEK | |
| 259.84 259.05 BEG BRIDGE B EAST OWL CREEK | ST |
| BRDG NUM 101/354.45 259.85 259.06 END BRIDGE B EAST OWL CREEK | |
| 259.86 259.07 BEG BRIDGE B PED XING | ST |
| | 51 |
| BRDG NUM 101/354.55 | |
| 259.87 259.08 END BRIDGE B PED XING | |
| 259.90 259.11 MISC FEATR L BUS PULLOUT | |
| 259.92 259.13 MISC FEATR R BUS PULLOUT | |
| | CO Y 2 2 10A 24A 4A 44S DE 4A 24A 8A 48 3 01 U1 55 R |
| EXIT TO R KIRK RD | CO Y |
| 259.96 259.17 ENT FROM R KIRK RD | CO Y |
| EXIT TO L KITCHEN-DICK RD | CO Y |
| 260.00 259.21 MP MARKER B 260 | |
| 260.06 259.27 | 2 2 10A 24A 4A 44S DE 4A 24A 5A 48 3 01 U1 55 R |
| 260.12 259.33 | 2 2 10A 24A 4A 44S DE 4A 24A 4A 48 3 01 U1 55 R |
| 260.17 259.38 | 2 2 10A 24A \$\$\$ 4A UP \$\$\$ 24A 4A 48 3 01 UI 55 R |
| 260.22 259.43 | 2 2 \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$ 10A 48A 4A 48 3 01 U1 55 R |
| 260.37 259.58 | |
| 260.41 259.62 | 2 2 4A 48A 4A 48 3 01 U1 55 R 2 2 8A 48A 8A 48 3 01 U1 55 R |
| 260.47 259.68 INTRSECTN L N BOYCE RD | CO N 2 2 8A 24A 14A UP \$\$\$ 24A 8A 48 3 01 U1 45 R |
| Z00.47 Z33.00 INIKSECIN L N BOICE KD | |
| INTRSECTN R S BOYCE RD 260.73 259.94 INTRSECTN L JOSLIN RD | CO N CO Y |
| TAMED OF CHIAN DEMAIL MIDN I AND C | ACCENTED ACTION I AND C |
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| L NEAR R NEAR L FAR R FAR | LEFT L-CNTR R-CNTR RIGHT- |
| SRMP B ARM LGT WD LGT WD LGT WD | |
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| 259.18 258.39 .11 13 .10 12 | |
| 259.48 258.69 .03 13 | |
| 259.95 259.16 .10 13 | |
| 259.96 259.17 .10 13 .09 12 | |
| 260.73 259.94 .03 14 | .07 14 |

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| | | | | 1 | יידר דע | I ANT | SUR | FACI | T TNI | TORM? | AUTUN | J — — — - | | | | | | |
|---|-----------|--------|------------|-----------|------------|------------------|------------|------|--------|-------|-------------|-----------|-----|------|----------|----------|------------|-------|
| :DIRECTION TO INVENTORY | -BRID | GE | | DEC | REAS | /DIV | Don | 1101 | INC | RES/T | JNDI | SPC | | | CLA | | | |
| : :LEFT/RIGHT INDICATOR | -UXIN | | | | | RHT | MEDI | 7.7. | LFT | | RHT | USE | TOT | | an Later | | EGAL | |
| :: SRMP B ARM FEATURE D LR DESCRIPTION | OW TO | . т. I | D I | W/S | W/S | W/S | MEDT. | AN - | W/S | W/S | W/S | MID | אדט | N.T. | CE CITY | FC D | TR TEED | R K T |
| | _ _ | | _ _ | | | | | | | | | | | 1_1 | | | _ | |
| | | | | | | | | | | | | | | | | | | _ |
| 260.80 260.01 260.93 260.14 BEG BRIDGE B MATRIOTTI CREEK | ST | | 2 2 | | 24A | 47 | 14A 28S | | 17 | | 8A 8A | | | 3 | | U1 U1 | 45 45 | |
| BRDG NUM 101/355C | 51 | | Z Z | οA | Z4A | 4A | 205 | DE | 4A | Z4A | οA | | 40 | 3 | 01 | UI | 45 | R |
| 260.94 260.15 END BRIDGE B MATRIOTTI CREEK | | | | | | | | | | | | | | | | | | |
| 261.00 260.21 MP MARKER R 261 | | | | A8 | 24A | 4A | 28S | DE | 4A | 24A | 4A | | 48 | 3 | 01 | U1 | 45 | R |
| 261.09 260.30 ENT/EXIT R SHOPPING CENTER 261.10 260.31 | PV | | | 0.70 | 247 | 47 | 28S | שת | 17 | 407 | 440 | | 64 | 2 | 0.1 | U1 | 45 | Ъ |
| 261.18 260.39 | | | | | | | 20S 14A | | | | | | 64 | | | U1 | 45 | |
| 261.25 260.46 BEG SU LN L WEAVING/SPEED CHANGE 122 | | | | | | | | | | | C | 12 | | | | U1 | 45 | |
| INTRSECTN C MEDIAN XROAD | ST SG | | | | | | | | | | | | | | | | | |
| INTRSECTN L CARLSBORG RD | CO SG | | | | | | | | | | | | | | | | | |
| INTRSECTN R HOOKER RD 261.31 260.52 | CO SG | ÷Υ | 2 2 | C | 3 2 Z | 4 n | 285 | חד | 47 | 3 2 Z | C | 12 | 76 | 2 | 01 | U1 | 45 | D |
| 261.31 260.52 261.45 260.66 261.51 260.72 END SU LN L WEAVING/SPEED CHANGE 127 INTRSECTN C MEDIAN XROAD INTRSECTN L MILL RD | | | 2 2 | C | 32A | \$\$\$ | 14A | UP | \$\$\$ | 32A | C | 12 | 76 | 3 | 01 | U1 | | |
| 261.51 260.72 END SU LN L WEAVING/SPEED CHANGE 128 | | | 2 2 | С | 32A | | 14A | UP | | 24A | 8A | \$\$\$ | 56 | 3 | 01 | U1 | 45 | R |
| INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| INTRSECTN L MILL RD INTRSECTN R PARKWOOD BLVD | CO | Y | | | | | | | | | | | | | | | | |
| INTRSECTN L MILL RD INTRSECTN R PARKWOOD BLVD 261.57 260.78 | CO | 1 | 2 2 | С | 32A | 4A | 28S | DE | 4A | 24A | 8A | | 56 | 3 | 01 | U1 | 45 | R |
| 261.81 261.02 MED XING C OFFICIAL | | | | | | | | | | | | | | | | - | | |
| 261.96 261.17 | | | 2 2 | С | 32A | \$\$\$ | 14A | UP | \$\$\$ | 24A | 8A | | 56 | 3 | 01 | U1 | 45 | R |
| 261.99 261.20 MP MARKER R 262 262.02 261.23 INTRSECTN L GILBERT RD | ao. | Y | | | | | | | | | | | | | | | | |
| INTRSECTN R TAYLOR CUTOFF RD | CO | Y | | | | | | | | | | | | | | | | |
| INTRSECTN C MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| 262.15 261.36 | | | | С | | | 10A | _ | | | 8A | | | 3 | | U1 | 45 | |
| 262.20 261.41 | | | 2 2 | | 32A | | 10A | | | | 8A | | | 3 | | U1 | 55 | |
| 262.23 261.44 262.26 261.47 BEG BRIDGE B DUNGENESS RIVER | ST | | 2 2 2 | | 32A 33P | | 10A 10P | - | | | 8A \$\$W | | | 3 | | U1 U1 | 55 55 | |
| BRDG NUM 101/356 | Dī | | | ** | 331 | | 101 | **** | | 331 | γγn | | 00 | 5 | 01 | 01 | 33 | _ |
| 262.33 261.54 END BRIDGE B DUNGENESS RIVER | | | | 10A | | | | | | | 10A | | 48 | 3 | 01 | U1 | 55 | |
| 262.34 261.55 | | | | 10A | | | 20S | | | | 10A | | 48 | 3 | 01 | U1 | 55 | |
| 262.37 261.58 262.67 261.88 MISC FEATR R SGN ENT SEQUIM | | | 2 2 | IUA | 24A | 4A | 20S | DE | 4A | 24A | 10A | | 48 | 3 | 01 | U1 | 55 | Ь |
| 202.07 201.00 MISC PEATE & SON ENT SEQUIN | | | | | | | | | | | | | | | | | | |
| INTERSECTION DETAILTURN LANES | | | | | | | S | | | | | | | | | | | |
| L NEAR R NEAR L FAR R FAR | | | | | | | RIG | | | | | | | | | | | |
| SRMP B ARM LGT WD LGT WD LGT WD LGT WD | ГС.1. | | _ | I, MD | _ | | LGT | | | | | | | | | | | |
| 261.09 260.30 .09 12 | | | | | | | | | | | | | | | | | | |
| 261.25 260.46 .03 14 .13 12 .03 14 .23 12 | | | | | | | | | | | | | | | | | | |
| 261.51 260.72 .03 14 .03 14 | | | | 8 14 | | | | | | | | | | | | | | |
| 262.02 261.23 .03 14 .03 14 | | | . 0 | 8 14 | . 0 | / 1 4 | | | | | | | | | | | | |

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|------------------|--------|-------------------------|------|--|-----|-------|--------------------------|--------|--------|--------|----------|------|------------|-------|-------|-----|-----|-----|------------|----------|------|-------|--------|----------------------|-----|
| | | | :DIF | RECTION TO INVENTORY | -BI | RIDGE | | | | /DIV | | | | | JNDI | | | i | | -CLA | SSIE | FICAT | OI | NS | |
| | | | : :I | LEFT/RIGHT INDICATOR | | | NBR | | | RHT | | | LFT | | RHT | USE | TOT | i | | | | LEGA | | | |
| | | | : : | | -XI | ROAD- | LNS | SHD | RDY | SHD | MEDI. | AN- | SHD | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPE | ED T | $\Gamma \mid P \mid$ | S |
| SRMP B | ARM | FEATURE | DLF | R DESCRIPTION | OW | TCL | 'D'I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | MID | WID | A S | SE | NBR | FC | D [] | B | R K | Т |
| | l | | _ _ | _ | _ _ | - | -1-1- | . | l | l | l | l | l | l | | | | - | I | | l | - | l - | _ _ | i — |
| 262.72 | 261 02 | OFF RAMP | D | RIVER RD | ST | 7.0 | r 1 1 | 107 | 1 2 7 | 47 | 20S | שת | 47 | 12A | 1 0 7 | | 2.4 | 3 (| Λ 1 | | U1 | | 55 1 | - | |
| 202.72 | 201.93 | ON RAMP | L | DIVED DD | СT | 7. | | IUA | IZA | HA | 205 | שע | H | IZA | IUA | | 24 | 5 (| UΙ | | UΙ | - | ו כי | Ш | |
| 262.76 | 261 97 | MISC FEATR | _ | GORE (S126272) SEQUIM GORE (P126272) 263 RIVER RD BRDG NUM 101/358 | 51 | _ | | | | | | | | | | | | | | | | | | | |
| 262.77 | | ENTER CITY | | SEOUIM | | | 1 1 | 104 | 12A | 4A | 20S | DE | 4 A | 12A | 1 N A | | 2.4 | 3 / | 01 | 1160 | тт1 | | 55 1 | г. р | |
| 262.81 | | MISC FEATR | R | GORE (P126272) | | | 1 1 | | | \$\$\$ | | | | 12A | | | | | | 1160 | | | 55 1 | | |
| | 262.07 | 11200 1 211211 | | CORE (11202/2) | | | 1 1 | | 12A | | 10A | | TTT | | 6A | | | | | 1160 | | | 55 1 | | |
| 263.00 | | MP MARKER | R | 263 | | | 1 1 | | 12A | | | UP | | | 6A | | | | | 1160 | | | 55 1 | | |
| 263.05 | 262.26 | UXING | В | RIVER RD | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/358 | | | | | | | | | | | | | | | | | | | | | |
| 263.23 | 262.44 | MISC FEATR | R | GORE (Q126351) | | | 1 1 | | 12A | | 4A | UP | | 12A | A8 | | 24 | 3 (| 01 | 1160 | U1 | 5 | 55 1 | LР | |
| 263.45 | | MISC FEATR | L | GORE (R126359) | | | 1 1 | 8A | 12A | | | UP | | 12A | 8A | | 24 | 3 (| 01 | 1160 | U1 | 5 | 55 1 | LΡ | |
| 263.51 | | ON RAMP | | RIVER RD | ST | | 11 | | 12A | | 4A | UP | | | бA | | | | | 1160 | | | 55 1 | | |
| 263.59 | | OFF RAMP | L | RIVER RD | ST | Y | 1 1 | | 12A | | | UP | | 12A | | | | | | 1160 | | | 55 1 | | |
| 263.73 | 262.94 | | | _ | | | 1 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 24A | 8A | | 24 | 3 (| 01 | 1160 | U1 | 5 | 55 1 | LР | |
| 263.80 | 263.01 | UXING | В | 7TH AVE | ST | | | | | | | | | | | | | | | | | | | | |
| 064 00 | 062 01 | | _ | BRDG NUM 101/360 | | | | | | | | | | | | | | | | | | | | | |
| 264.00 | | MP MARKER | R | 264 | | | 1 1 | C 7 | 107 | | 47 | TTD | 444 | 107 | C 7 | | 2.4 | 2 | Λ1 | 1160 | TT1 | | | | |
| 264.06 264.19 | 263.27 | ON DAME | - | CEOUTM AVE | ST | Y | | бΑ | ΙZΑ | | 4A | . UP | \$\$\$ | ΙZΑ | бΑ | | 24 | 3 (| UΙ | 1100 | UΙ | | 55 1 | ьΡ | |
| 264.19 | | ON RAMP OFF RAMP | L | SEQUIM AVE SEOUIM AVE | ST | _ | | | | | | | | | | | | | | | | | | | |
| 264.20 | 263.47 | - | В | 3RD AVE | ST | 1 | | | | | | | | | | | | | | | | | | | |
| 204.30 | 203.31 | UNING | Б | BRDG NUM 101/362 | 51 | | | | | | | | | | | | | | | | | | | | |
| 264.41 | 263.62 | MISC FEATR | R | GORE (P126426) | | | | | | | | | | | | | | | | | | | | | |
| 264.47 | | MISC FEATR | L | , | | | | | | | | | | | | | | | | | | | | | |
| 264.56 | 263.77 | | В | SEQUIM AVE | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/364 | | | | | | | | | | | | | | | | | | | | | |
| 264.73 | 263.94 | MISC FEATR | L | GORE (R126488) | | | 1 1 | 8A | 12A | | 4A | UP | | 12A | бA | | 24 | 3 (| 01 | 1160 | U1 | 5 | 55 1 | LР | |
| 264.74 | 263.95 | MISC FEATR | R | GORE (Q126500) | | | 1 1 | 8A | 12A | | 4A | UP | | 12A | A8 | | 24 | 3 (| 01 | 1160 | U1 | 5 | 55 1 | LР | |
| 264.82 | | LEAVE CITY | | SEQUIM | | | 1 1 | | 12A | | 4A | UP | | 12A | | | | | | \$\$\$\$ | U1 | | 55 1 | | |
| 264.88 | | OFF RAMP | L | SEQUIM AVE | ST | Y | 11 | | 12A | | | UP | | 12A | | | | 3 (| | | U1 | | 55 1 | | |
| | | ENTER CITY | | BRDG NUM 101/364 GORE (R126488) GORE (Q126500) SEQUIM SEQUIM SEQUIM SEQUIM 265 | | | 1 1 | бΑ | 12A | | 4A | UP | | 12A | 8A | | 24 | 3 (| 01 | 1160 | U1 | Ę | 55 1 | LР | |
| 264.99 | | MP MARKER | | | | | | _ | | | | | | | _ | | | _ | | | | | _ | | |
| 265.00 | | ON RAMP | R | SEQUIM AVE | ST | Y | 11 | | | | | UP | | | бA | | | | | 1160 | | | 5 1 | | |
| 265.14 | | | | | | | | | \$\$\$ | | \$\$\$\$ | | | 24A | | | | | | 1160 | | | 55 1 | | |
| 265.81 | 265.02 | | Б | 266 | | | ТТ | 6A | 12A | | 4A | UP | \$\$\$ | 12A | бΑ | | 24 | 3 (| UΙ | 1160 | UΙ | 5 | 55 1 | ЬΡ | |
| 265.98 266.10 | | MP MARKER BEG BRIDGE | | 266 SIMDARS RD | ST | | 1 1 | Ċ ĊT.T | 18P | | 4.0 | UP | | 100 | \$\$W | | 26 | 2 | Λ1 | 1160 | TT1 | | 55 1 | | |
| 200.10 | 205.31 | BEG BRIDGE | В | BRDG NUM 101/366 | 51 | | ТТ | ŞŞW | TOP | | 41 | UP | | TOP | ŞŞW | | 30 | 5 (| UΙ | 1100 | UΙ | 2 | ו כנ | ь Р | |
| 266.13 | 265 24 | END BRIDGE | B | SIMDARS RD | | | 1 1 | 67 | 12A | | 47 | UP | | 127 | бA | | 24 | 3 | Λ 1 | 1160 | тт1 | | 55 1 | r. D | |
| 266.33 | | MISC FEATR | | GORE (R126647) | | | 1 1 | | 12A | | | UP | | | 6A | | | | | 1160 | | | 55 1 | | |
| 266.35 | | MISC FEATR | | GORE (R120047) GORE (Q126664) | | | 1 1 | | 12A | | | UP | | | 8A | | | | | 1160 | | | 55 1 | | |
| 266.47 | | OFF RAMP | | SIMDARS RD | ST | Y | $\frac{1}{1}\frac{1}{1}$ | | 12A | | | UP | | 12A | | | | | | 1160 | | | 55 1 | | |
| | | ON RAMP | | SIMDARS RD | ST | | 1 1 | | | | | UP | | | 6A | | | | | 1160 | | | 55 1 | | |
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| | | | | | _ | | W | IIDTH | I AND | SURF | ACE | INE | FORM | MOITA | 1 | | | | | | | |
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| | :DIR | ECTION TO INVENTORY | | -BRID | | | DECE | | | | | | RES/I | JNDI | | | | C | LASS | | ATIONS | 3 |
| | | EFT/RIGHT INDICATOR | | -UXING | G- N | IBR | LFT | | RHT | | | $_{ m LFT}$ | | RHT | USE | TOT | | | | | GAL . | |
| | :: | 1 | | -XROAI | D- I | JNS | SHD | RDY | SHD | MEDIA | N- | SHD | RDY | SHD | LNS | RDY | MT | CE CI | TY S | ST SP | EED T | PS |
| SRMP B ARM FEATURE | DLR | DESCRIPTION | | OW TC | ᅟᅡᅵᄆ |) I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE NB | r e | rC D | IB R | KT |
| | - _ | . | | _ | _ _ | - _ | l l | | | I- | | | | l | | | l _ l . | _ | _ | _ | - _ | _ _ |
| 266 65 265 26 | | | | | -1 | 1 | C 70 | 107 | | 4 73 1 | TTD | | 107 | C 7 | | 2.4 | 2 | 01 11 | C 0 T | T 1 | го т | Б |
| 266.65 265.86 | | 266 71 -266 01 | | | | | 6A | | | 4A 1 | | 0.70 | | 6A | | | | 01 11 | | | 50 L | |
| 266.91 265.92 EQUATION | Б | 266.71 = 266.91 | | CT | N | - Т | \$\$\$ | 444 | | \$\$\$\$ | \$\$ | 8A | 24A | 8A | | 24 | 3 | 01 11 | 6U (| JΙ | 50 L | Р |
| 267.03 266.04 INTRSECTN 267.10 266.11 MP MARKER | | HAPPY VALLEY RD 267 | | CI | IN | | | | | | | | | | | | | | | | | |
| 267.10 266.11 MP MARKER 267.21 266.22 INTRSECTN | L | WHITEFEATHER WAY | | CT | N | | | | | | | | | | | | | | | | | |
| 267.21 266.22 INTRSECTN 267.43 266.44 INTRSECTN | | PALO ALTO RD | | CT | N | | | | | | | | | | | | | | | | | |
| 267.43 266.44 INTRSECTN 267.74 266.75 LEAVE CITY | | SEOUIM | | CI | | . 1 | | | | | | 0.70 | 247 | 0.70 | | 2.4 | 2 | 01 \$\$ | сс т | . 1 | 50 L | ė. |
| 267.74 266.75 LEAVE CITE 267.76 266.77 MISC FEATR | | SEQUIM SGN ENT SEQUIM | | | _ | - т | | | | | | οA | 24A | οA | | 24 | 3 | OT 99 | ı çç | ζŢ | 50 Г | Ş |
| 268.01 267.02 MP MARKER | | | | | | | | | | | | | | | | | | | | | | |
| | | 268 | 12A | | 1 | 1 | | | | | | 0.70 | 247 | 8A | 10 | 26 | 2 | 0.1 | _ | 21 | ЕΩТ | |
| | C | | | CO | N | . 1 | | | | | | οA | 24A | οA | 12 | 30 | 3 | OI | Г | ζŢ | 50 L | |
| 268.52 267.53 INTRSECTN 268.56 267.57 CHG SU LN | L | W SECTION SILE INS | | CO | | . 1 | | | | | | לי לי זה | 200 | \$\$W | 10 | E 1 | 2 | 0.1 | _ | 21 | 50 L | |
| BEG BRIDGE | | | | ST | _ | - т | | | | | | ŞŞW | 39P | ŞŞW | 12 | 21 | 3 | OI | Г | ζŢ | 50 Г | |
| BEG BRIDGE | ь | BRDG NUM 101/368 | | 21 | | | | | | | | | | | | | | | | | | |
| 268.58 267.59 END BRIDGE | D | DISCOVERY CREEK | | | 1 | . 1 | | | | | | 07 | 247 | 8A | 1 2 | 26 | 2 | O 1 | | 21 | 50 L | |
| END SU LN | | | 12P | | | - т | | | | | | OA | ZHA | OA | 12 | 30 | 3 | ΟŢ | Г | ĊΤ | 50 Б | |
| 268.63 267.64 INTRSECTN | | BARKER RD | | CO | N | | | | | | | | | | | | | | | | | |
| 269.00 268.01 MP MARKER | | 269 | | CO | IN | | | | | | | | | | | | | | | | | |
| 269.00 268.01 MP MARKER 269.06 268.07 ENT/EXIT | | SEQUIM BAY STATE PARK | | ST | Y 1 | 1 | | | | | | 0.70 | 247 | 8A | | 2.4 | 3 | 0.1 | _ | 21 | 50 R | |
| 269.06 268.07 ENT/EXIT 269.21 268.22 INTRSECTN | | LOUELLA RD | | CO | N | - т | | | | | | οA | 24A | οA | | 24 | 3 | OI | Г | ζŢ | 30 K | |
| 269.21 266.22 INTRSECTN 269.65 268.66 INTRSECTN | | SCHOOL HOUSE POINT LN | | CO | N | | | | | | | | | | | | | | | | | |
| 270.00 269.01 MP MARKER | | 270 | | CU | IN | | | | | | | | | | | | | | | | | |
| 270.00 269.01 MP MARKER 270.35 269.36 | K | 270 | | | 1 | . 1 | | | | | | 0.70 | 247 | 8A | | 2.4 | 3 | 0.1 | _ | 21 | 45 R | |
| 270.35 269.36 270.57 269.58 | | | | | | . 1 | | | | | | | | 8A | | | 3 | | | J1 | 45 R | |
| 270.57 269.58 270.59 269.60 INTRSECTN | L | OLD BLYN HWY | | CO | N | | | | | | | οA | 24A | οA | | 24 | 3 | OI | Ĺ |) 1 | 45 K | |
| 270.76 269.77 ENT/EXIT | | SEVEN CEDARS CASINO | | PV | Y | | | | | | | | | | | | | | | | | |
| 270.76 269.77 ENT/EXIT | | JIMMYCOMELATELY CREEK | | ST | | . 1 | | | | | | לי לי זה | 107 | \$\$W | | 40 | 3 | 0.1 | т | J1 | 45 R | |
| 2/0.0/ 209.00 BEG BRIDGE | ь | BRDG NUM 101/370 | | 21 | _ | - т | | | | | | γŞW | 40A | ŞŞW | | 40 | 3 | OI | Ĺ |) 1 | 45 K | |
| 270.89 269.90 END BRIDGE | ı D | JIMMYCOMELATELY CREEK | | | 1 | . 1 | | | | | | 0 7 | 247 | 8A | | 2.4 | 3 | Λ 1 | т | 11 | 45 R | |
| 270.89 209.90 END BRIDGE 270.99 270.00 INTRSECTN | | SOPHUS RD | | CO | Y | - т | | | | | | OA | ZHA | OA | | 24 | 3 | ΟŢ | (|) _ | A CF | |
| 271.00 270.01 MP MARKER | | 271 | | CO | I | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 271.16 270.17 MISC FEATR | | SGN ENT BLYN | | CO | Y | | | | | | | | | | | | | | | | | |
| 271.22 270.23 INTRSECTN | R | WOODS RD | | CO | Y | | | | | | | | | | | | | | | | | |
| INTERSECTION DETAIL - | | TURN LANES | | | 7. (| יקטי | יי ע כו יו | TAON | T 7/1/TE | 10 | | | | | | | | | | | | |
| | | . R NEAR L FAR R FAF | | | | | | | | RIGH' | | | | | | | | | | | | |
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| SRMP B ARM FEATURE D LR DESCRIPTION D LNS SHD RDY SHD MEDIAN- SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S SRMP B ARM FEATURE D LR DESCRIPTION D I B R K T D D D D D D D D D |
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| 271.58 270.59 INTRSECTN R CHICKEN COOP RD CO Y 271.70 270.71 |
| 271.70 270.71 8A 24A 8A 24 3 01 U1 55 R 271.81 270.82 1 1 8A 24A 8A 24 3 01 R1 55 R 271.98 270.99 BEG BRIDGE B CHICKEN COOP CREEK ST 1 1 \$\$W 36P \$\$W 36 3 01 R1 55 R BRDG NUM 101/391 271.99 271.00 END BRIDGE B CHICKEN COOP CREEK 1 1 8A 24A 8A 24 3 01 R1 55 R |
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| 272.01 271.02 MP MARKER R 272 |
| 272.27 271.28 INTRSECTN L BLYN RD CO N |
| 272.45 271.46 2 1 8A 36A 8A 36 3 01 R1 55 R 272.52 271.53 8A 48A 8A 48 3 01 R1 55 R |
| 272.77 271.78 2 2 8A 36A 8A 36 3 01 R1 55 R |
| 272.82 271.83 1 1 8A 24A 8A 24 3 01 R1 55 R |
| 272.89 271.90 BEG SU LN L SLOW VEHICLE 12A 1 1 \$\$\$ 24A 8A 12 36 3 01 R1 55 R |
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| 273.01 272.02 INTRSECTN L OLD BLYN HWY CO N |
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| 274.00 273.01 MP MARKER R 274 |
| 274.08 273.09 INTRSECTN L KNAPP RD CO N |
| INTRSECTN R GUILES RD CO N |
| 274.25 273.26 BEG BRIDGE B EAGLE CREEK ST |
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| 274.26 273.27 END BRIDGE B EAGLE CREEK |
| 274.58 273.59 INTRSECTN L DIAMOND PT RD CO Y INTRSECTN R CHICKEN COOP RD CO Y |
| 274.64 273.65 MISC FEATR R SGN ENT JEFFERSON COUNTY |
| MISC FEATR L SGN ENT CLALLAM COUNTY |
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| 274.65 273.66 ENTER | CO | JEFFERSON | | | | 1 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | R1 | | 55 | R |
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| 274.66 273.67 INTRS | CTN L | OLD GARDINER RD | | CO | N | | | | | | | | | | | | | | | | |
| 274.68 273.69 | | | | | | 1 1 | | | | | | | 4A | | 24 | | | R1 | | 55 | |
| 274.74 273.75 BEG S | | R CLIMBING | 12A | | | 1 1 | | | | | 8A | 24A | 4A | 12 | 36 | 3 | 01 | R1 | | 55 | R |
| 275.00 274.01 MP MA | | 275 | | | | | | | | | | | | | | | | | | | |
| 275.33 274.34 END S | LN R | R CLIMBING | 12A | | | 1 1 | | | | | | | 4A | | | | | R1 | | 55 | |
| 275.47 274.48 | | | | | | 1 1 | | | | | 8A | 24A | A8 | | 24 | 3 | 01 | R1 | | 55 | R |
| 275.52 274.53 MISC | | R SGN ENT GARDINER | | | | | | | | | | | | | | | | | | | |
| 275.75 274.76 INTRS | | J OLD GARDINER RD | | CO | N | | | | | | | | | | | | | | | | |
| 275.81 274.82 INTRS | | OLD GARDINER RD | | CO | N | | | | | | | | | | | | | | | | |
| 276.01 275.02 MP MA | | 276 | | | | | | | | | | | | | | _ | | | | | _ |
| 276.15 275.16 INTRS | | GARDINER BEACH RD | | CO | | 1 1 | | | | | IUA | 24A | IUA | | 24 | 3 | 01 | RI | | 55 | R |
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| 276.35 275.36 MISC | | SGN ENT GARDINER | | D | | | | | | | | | | | | | | | | | |
| 276.64 275.65 INTRS | | R VIEW RIDGE DR | | PV | N | | | | | | | | | | | | | | | | |
| 276.88 275.89 INTRS | | D PVT RD | | PV | N | | | | | | | | | | | | | | | | |
| 277.00 276.01 MP MA | | 277 | | | | | | | | | | | | | | | | | | | |
| 278.00 277.01 MP MA | | 2 278 | | CO | N | | | | | | | | | | | | | | | | |
| 278.26 277.27 INTRS 278.56 277.57 BEG S | | J OLD GARDINER RD J SLOW VEHICLE | 20A | | | 1 1 | | | | | <u> </u> | 247 | 10A | 20 | 11 | 2 | 0.1 | R1 | | 55 | D |
| 278.56 277.57 BEG S 278.63 277.64 END S | | SLOW VEHICLE | 20A 20A | | | 1 1 | | | | | | | 10A | | | | | R1 | | 55 : | |
| 279.01 278.02 MP MA | | R 279 | 20A | | | т т | | | | | IUA | 24A | IUA | 999 | 24 | 3 | UI | KI | | 55 | K |
| 279.65 278.66 BEG S | | R SLOW VEHICLE | 17A | | | 1 1 | | | | | 107 | 247 | \$\$\$ | 17 | 11 | 2 | Λ1 | R1 | | 55 | D |
| 279.03 278.00 BEG S 279.71 278.72 END S | | SLOW VEHICLE | 17A | | | 1 1 | | | | | | | 10A | | | | | R1 | | 55 : | |
| 279.81 278.82 INTRS | | BRODERS RD | I/A | CO | N | т т | | | | | IUA | ZIA | IUA | γγγ | 21 | 5 | OI | KI | | , , | IC. |
| 280.01 279.02 MP MA | | 2 280 | | CO | IA | | | | | | | | | | | | | | | | |
| 280.40 279.41 INTRS | | ORCAS DR | | CO | N | | | | | | | | | | | | | | | | |
| INTRS | | R HOLLAND DR | | CO | N | | | | | | | | | | | | | | | | |
| 281.01 280.02 MP MA | | 2 281 | | CO | 14 | | | | | | | | | | | | | | | | |
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| 281.56 280.57 MISC | | R SGN ENT DISCOVERY BA | Y | - | | | | | | | | | | | | | | | | | |
| 281.60 280.61 | | C BOIL BILL BIBCOVERT BI | - | | | 1 1 | | | | | 10A | 24A | 10A | | 2.4 | 3 | 01 | R1 | | 45 | R |
| 282.01 281.02 MP MA | KER R | 282 | | | | | | | | | | | | | | | 0_ | | | | |
| 282.05 281.06 | | . 202 | | | | 1 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | R1 | | 45 | R |
| 282.27 281.28 INTRS | CTN R | R STORE RD | | CO | N | | | | | | | | | | | - | - | | | | |
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| : :LEFT/RIGHT INDICATOR | UXING- NBR | | | TOT LEGA | |
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| 282.29 281.30 | 1 1 | | 8A 24A 8A | 24 3 01 R1 4 | 15 R |
| 282.32 281.33 INTRSECTN R W UNCAS RD | O N 1 1 | | 6A 24A 6A | | 15 R |
| 282.40 281.41 INTRSECTN R STORE RD | O N | | OA ZIA OA | 24 3 01 KI 4 | : J K |
| 282.41 281.42 BEG BRIDGE B SALMON CREEK | T 11 | | \$\$W 34A \$\$W | 34 3 01 R1 4 | 15 R |
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| 282.44 281.45 END BRIDGE B SALMON CREEK | 1 1 | | 6A 24A 6A | 24 3 01 R1 4 | 5 R |
| 282.56 281.57 INTRSECTN L SR 20 | T AF Y 1 1 | | 21A 24A 10A | | 5 R |
| 282 61 281 62 BEG BRIDGE B SNOW CREEK | т 11 | | \$\$W 57A \$\$W | | 5 R |
| BRDG NUM 101/251 | 1 1 T Y | | | | |
| 282.63 281.64 END BRIDGE B SNOW CREEK | 1 1 | | 8A 24A 8A | 24 3 01 R1 4 | 15 R |
| 282.64 281.65 WYE CONN L SR 20 | т ү | | | | |
| 282.75 281.76 INTRSECTN L E UNCAS RD N | O N 1 1 | | 8A 24A 8A | 24 3 01 R1 5 | 55 R |
| 282.85 281.86 | 1 1 | | 6A 24A 6A | 24 3 01 R1 5 | 55 R |
| 282.91 281.92 MISC FEATR L SGN ENT DISCOVERY BAY | | | | | |
| 283.02 282.03 MP MARKER R 283 | | | | | |
| 283.06 282.07 | 1 1 | | 6A 24A 8A | | 55 R |
| 283.16 282.17 | 1 1 | | 6A 24A 16A | | 55 R |
| 283.37 282.38 | 1 1 | | 6A 24A 8A | | 55 R |
| 283.56 282.57 INTRSECTN L E UNCAS RD S | 0 N 1 1 | | 6A 24A 6A | | 55 R |
| 283.83 282.84 | 1 1 | | 7A 24A 7A | 24 3 01 R1 5 | 55 R |
| 283.94 282.95 INTRSECTN R W UNCAS RD | O N | | | | |
| 284.02 283.03 MP MARKER R 284 | | | | | |
| 284.63 283.64 ON RAMP L SR 104 | T Y T Y | | | | |
| 284.63 283.64 ON RAMP L SR 104 284.69 283.70 OFF RAMP R SR 104 284.76 283.77 MISC FEATR L GORE (S128463) 284.77 283.78 MISC FEATR R GORE (P128469) | 1 1 | | 8A 26A 6A | 26 3 01 R1 5 | 55 R |
| 284.77 283.78 MISC FEATR R GORE (\$128463) | 1 1 | | 8A 26A 6A | 26 3 U1 R1 5 | 05 K |
| 284.89 283.90 | 1 1 | | 8A 26A 8A | 26 3 01 R1 5 | 55 R |
| 284.95 283.96 ON RAMP L SR 104 | т ү | | 0A 20A 0A | 20 3 01 KI 3 | N C |
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| 284.98 283.99 MP MARKER R 285 | 1 1 | | | | |
| 285.12 284.13 | 1 1 | | 8A 24A 8A | 24 3 01 R1 5 | 55 R |
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| 285.15 284.16 | 1 1 | | 3A 24A 3A | 24 3 01 R1 5 | 55 R |
| 285.16 284.17 | 1 1 | | 3A 24B 3A | | 55 R |
| 285.59 284.60 INTRSECTN L FULLER RD | O N | | | | |
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| 285.66 | 284.67 | | | | | | 1 1 | | | | 3A | 24B | 3A | | 24 | 3 01 | | R1 | 5 | 5 R | |
| 286.00 | 285.01 | MP MARKER | R | 286 | | | | | | | | | | | | | | | | | |
| 286.24 | 285.25 | ENT/EXIT | L | PUBLIC FISHING | | ST | N | | | | | | | | | | | | | | |
| 286.75 | 285.76 | INTRSECTN | R | BOULTON RD | | CO | N | | | | | | | | | | | | | | |
| 286.87 | 285.88 | BEG BRIDGE | В | ANDREWS CREEK | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/252.25 | | | | | | | | | | | | | | | | | |
| 286.88 | | END BRIDGE | | ANDREWS CREEK | | | | | | | | | | | | | | | | | |
| 286.99 | | MP MARKER | | 287 | | | | | | | | | | | | | | | | | |
| 287.83 | 286.84 | INTRSECTN | | BOULTON RD | | CO | N | | | | | | | | | | | | | | |
| | | INTRSECTN | | LELAND VALLEY RD E | | CO | N | | | | | | | | | | | | | | |
| 287.99 | | MP MARKER | R | | | | | | | | | | | | | | | | | | |
| 288.52 | | INTRSECTN | | SNOW CREEK RD | | CO | N | | | | | | | | | | | | | | |
| 288.94 | | MP MARKER | | 289 | | | | | | | | | | | | | | | | | |
| 288.97 | 287.98 | INTRSECTN | | LELAND VALLEY RD W | | CO | N | | | | | | | | | | | | | | |
| | | INTRSECTN | | E LELAND VALLEY RD | | CO | N | | | | | | | | | | | | | | |
| 289.95 | | MP MARKER | | 290 | | ~~ | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LELAND CUTOFF RD | | CO | N | | | | 4- | 0.4- | | | 0.4 | | | _ 1 | _ | | |
| 290.28 | 289.29 | | _ | | ~- | ~- | 1 1 | | | | 4A | 24A | 4A | | 24 | 3 01 | | R1 | 5 | 5 R | |
| 290.36 | | BEG BRIDGE | | N TRIBUTARY TO LELAND BRDG NUM 101/252.50 | | ST | | | | | | | | | | | | | | | |
| 290.37 | | END BRIDGE | В | N TRIBUTARY TO LELAND | CR | | | | | | | | | | | | | | | | |
| 290.43 | 289.44 | | | | | | 1 1 | | | | | 24B | | | | 3 01 | | R1 | | 5 R | |
| 290.82 | | BEG SU LN | | | 16B | | 1 1 | | | | | | \$\$\$ | | | 3 01 | | R1 | | 5 R | |
| 290.92 | | END SU LN | | | 16B | | 1 1 | | | | 3A | 24B | 3A \$ | \$\$\$ | 24 | 3 01 | | R1 | 5 | 5 R | |
| 290.95 | | MP MARKER | R | 291 | | | | | | | 4- | 0.4- | | | 0.4 | | | _ 1 | _ | | |
| 291.75 | | | _ | ~ | ~- | ~- | 1 1 | | | | 4A | 24A | 4A | | 24 | 3 01 | | R1 | 5 | 5 R | |
| 291.80 | 290.81 | BEG BRIDGE | В | S TRIBUTARY TO LELAND | CR | S.I. | | | | | | | | | | | | | | | |
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| 291.81 | | END BRIDGE | В | S TRIBUTARY TO LELAND | CR | | 1 1 | | | | 2 7 | 24B | 27 | | 2.4 | 2 01 | | D 1 | _ | - D | |
| 291.82 | | MD MADKED | Б | 202 | | | 1 1 | | | | 3A | 24B | 3A | | 24 | 3 01 | | R1 | 5 | 5 R | |
| | | MP MARKER | R | 292 | | | 1 1 | | | | 2 7 | 24B | 0.7 | | 2.4 | 2 01 | | D 1 | _ | - D | |
| 292.02 | | | | | | | 1 1 1 1 | | | | | 24B | 8A | | | 3 01 | | R1 R1 | | 5 R 5 R | |
| 292.11 292.26 | 291.12 | BEG SU LN | т | SLOW VEHICLE | 16B | | 1 1 | | | | | 24B 24B | 3A 8A | 16 | | 3 01 3 01 | | R1 | | 5 R | |
| 292.20 | | END SU LN | | | 16B | | 1 1 | | | | | 24B | 3A \$ | | | 3 01 | | R1 | | 5 R | |
| 292.31 | 291.52 | FIND SO LIN | ш | SLOW VEHICLE | TOB | | 1 1 | | | | | 24B 24A | | 999 | | 3 01 | | R1 | | 5 R | |
| | | BEG BRIDGE | D | LELAND CREEK | | ST | 1 1 | | | | | 32P | | | | 3 01 | | R1 | | 5 R | |
| 292.31 | 291.52 | DEG BKIDGE | Б | BRDG NUM 101/253 | | O I | | | | | γγW | JZF | γγW | | 34 | 3 01 | | KI | J |) I | |
| 292.54 | 291 55 | END BRIDGE | B | LELAND CREEK | | | 1 1 | | | | 47 | 24A | 4A | | 24 | 3 01 | | R1 | _ | 5 R | |
| 292.57 | 291.58 | TIME DIVIDGE | ט | TTTAME CIVILIN | | | 1 1 | | | | | 24A 24B | 3A | | | 3 01 | | R1 | | 5 R | |
| 292.68 | | WYE CONN | Ð | LELAND VALLEY RD W | | CO | N | | | | JA | 270 | JA | | 4 | 5 01 | | 1/1 | , | J 10 | |
| 292.69 | | INTRSECTN | | LELAND VALLEY RD W | | CO | N | | | | | | | | | | | | | | |
| | | INTRSECTN | | LORDS LAKE LOOP RD | | CO | N | | | | | | | | | | | | | | |
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| | IRECTION TO INVENTORY | -BRIDGE | | DECREAS/DIV | 1 | | | JNDI | | | | CLA | | CATIONS |
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| 293.20 292.21 | 10 200 | | 1 1 | | | 1 N Z | 24B | 3 Z | | 24 | 3 0: | I | R1 | 55 R |
| 293.30 292.31 | | | 1 1 | | | | 24B | | | | 3 0: | | R1 | 55 R |
| 293.50 292.51 BEG BRIDGE B | LITTLE OUILCENE RIVER | ST | 1 1 | | | | 28B | | | | 3 02 | | R1 | 55 R |
| 275.50 272.51 210 211201 2 | BRDG NUM 101/254 | O1 | | | | 770 | 202 | 440 | | 20 | 5 0. | - | 101 | 33 10 |
| 293.52 292.53 END BRIDGE B | LITTLE QUILCENE RIVER | | 1 1 | | | 3 A | 24B | 3A | | 2.4 | 3 0: | l | R1 | 55 R |
| | R WILDWOOD RD | CO N | | | | 511 | | 511 | | | | _ | | 00 10 |
| | R OLD STATE HWY | CO N | | | | | | | | | | | | |
| | R 294 | | | | | | | | | | | | | |
| | R CEMETERY RD | CO N | | | | | | | | | | | | |
| 294.13 293.14 | | | 1 1 | | | 3 A | 24B | 3 A | | 2.4 | 3 02 | L | R1 | 30 R |
| | R WALKER ST | CO Y | | | | 011 | | 511 | | | | _ | | 30 11 |
| | R COLUMBIA ST E | CO Y | | | | | | | | | | | | |
| | L COLUMBIA ST W | CO Y | | | | | | | | | | | | |
| | R SGN ENT OUILCENE | - | | | | | | | | | | | | |
| | R WASHINGTON ST | CO Y | | | | | | | | | | | | |
| | L CENTER RD | | 1 1 | | | 3A | 24B | 3A | | 24 | 2 02 | 2 | R1 | 30 R |
| | C TWO WAY TURN 12B | | 1 1 | | | | | | 12 | | | | R1 | 30 R |
| | L CENTER RD | | | | | | | | | | | = | | |
| | R BOWEN ST | | 1 1 | | | 5A | 24B | 12A | 12 | 36 | 2 02 | 2 | R1 | 30 R |
| | R HERBERT ST | CO Y | | | | | | | | | | | | |
| | R E ROSE ST | | 1 1 | | | 5A | 24B | 3A | 12 | 36 | 2 02 | 2 | R1 | 30 R |
| | L W ROSE ST | | | | | | | | | | | | | |
| 294.77 293.78 INTRSECTN | L RODGERS ST | CO N | 1 1 | | | 4A | 27B | \$\$C | 12 | 39 | 2 02 | 2 | R1 | 30 R |
| 294.78 293.79 INTRSECTN | R OLD CHURCH RD | CO N | | | | | | | | | | | | |
| | L LINGER-LONGER RD | CO Y | | | | | | | | | | | | |
| 294.87 293.88 INTRSECTN | R ROBERTS ST | CO Y | | | | | | | | | | | | |
| 294.89 293.90 END SU LN | C TWO WAY TURN 12B | | 1 1 | | | 4A | 39B | С | \$\$\$ | 39 | 2 02 | 2 | R1 | 30 R |
| 294.90 293.91 INTRSECTN | R WASHINGTON ST | CO N | 1 1 | | | 3A | 24B | 3A | | 24 | 2 02 | 2 | R1 | 30 R |
| 294.94 293.95 ENT/EXIT | R JEFFERSON COUNTY PARK | CO Y | | | | | | | | | | | | |
| 294.99 294.00 MP MARKER | R 295 | | | | | | | | | | | | | |
| 295.00 294.01 INTRSECTN | R QUILCENE PARK RD | CO N | | | | | | | | | | | | |
| 295.01 294.02 | | | 1 1 | | | 3A | 24B | 3A | | 24 | 2 02 | 2 | R1 | 55 R |
| 295.02 294.03 INTRSECTN | L MAPLE GROVE RD | CO Y | | | | | | | | | | | | |
| 295.08 294.09 MISC FEATR | L SGN ENT QUILCENE | | | | | | | | | | | | | |
| INTERSECTION DETAIL | TURN LANES | | ACCET.I | ERATION LAN | ES | | | | | | | | | |
| | AR R NEAR L FAR R FAR | | | NTR R-CNTR | | | | | | | | | | |
| | WD LGT WD LGT WD LGT WD | | | WD LGT WD | | | | | | | | | | |
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| 294.59 293.60 .03 | 12 | | | | | | | | | | | | | |
| 294.90 293.91 | .03 12 | | | | | | | | | | | | | |

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| | | | | | | | | | WIDTE | H AND | SURFACE | E INI | FORM | ATION | 1 | | | | | | | |
|---------|--------|------------|-----------------|--|----------|-------|------|-----------------|--------|-------|--------------------|------------|-------|--------|--------|-----|-------|-----------|------------|---------------|------|-------|
| | | | | ECTION TO INVENTORY | | RIDGE | | | ECREAS | | | | RES/U | JNDI | | | | CLA | | | | |
| | | | | EFT/RIGHT INDICATOR | -U | XING- | NBF | R Li | FT | RHT | MEDIAN | LFT | DDI | RHT | USE | TOT | NACCO | n l a mu | | LEGA | | D I G |
| SRMP B | ΔRM | FEATURE | : : R.T. T.R | DESCRIPTION | OW | TC I | ו ען | 7 W T | HD KDY | M/S | MEDIAN- WD/S BR | SHD W/G | W/S | M/S | CMT | MID | MIC | E NBB | EC. | D LI Sarfi | | P S |
| Didii D | | BMIONE | | BESCRIFTION | " | | | - '' <i>'</i> | | " | WD/ B BIC | W, D | | " | WID | W1D | 11 | , L INDIC | | | 11 | . |
| | 1 | | 1-1 | | 1 | 11- | | _ | | | | | | · · | | | | | 11- | | -11 | |
| 295.25 | | | | | | | 1 1 | 1 | | | | 3A | 24B | 3A | | 24 | 2 0 | 2 | R1 | 5! | 5 R | |
| 295.29 | | INTRSECTN | | COUNTY DISPOSAL | CO | | | | | | | | | | | | | | | | | |
| 295.59 | | INTRSECTN | | DEEMA SMAKMAN RD | CO | | | | | | | | | | | | | | | | | |
| 295.78 | | INTRSECTN | | GLEN LOGIE RD | CO | | | | | | | | | | | | | | | | | |
| 295.89 | | INTRSECTN | | PETE BECK RD | CO | N | | | | | | | | | | | | | | | | |
| 296.00 | | MP MARKER | | 296 | | | | | | | | | | | | | | | | | | |
| 296.10 | | INTRSECTN | | PENNY CREEK RD | CO | | | | | | | | | | | | | | | | | |
| 296.29 | | INTRSECTN | Ь | DUTCH LN | CO | N | | - | | | | 2.7 | 0.45 | 112 | | 0.4 | | | D 1 | | | |
| 296.32 | | DEG GH IN | ъ | GLOW MELLICIE 10D | | | 1 1 | | | | | | 24B | | 10 | | 2 0 | | R1 | | R | |
| | | BEG SU LN | | SLOW VEHICLE 12B | | | 1 1 | | | | | | | \$\$\$ | | | | | R1 | | R | |
| 296.48 | | END SU LN | | SLOW VEHICLE 12B | | 3.7 | 1 1 | Т | | | | 3A | 24B | 3A | \$\$\$ | 24 | 2 0 | 12 | R1 | 5 | 5 R | |
| 296.62 | | INTRSECTN | | QUIL-FISH HATCHERY RD | CO ST | | 1 1 | 1 | | | | 440 | 245 | ė ė a | | 2.4 | 2 0 | | R1 | - | 5 R | |
| 290.05 | 295.00 | BEG BRIDGE | В | BIG QUILCENE RIVER BRDG NUM 101/256 | 51 | | ТЛ | Т | | | | \$\$C | 24P | ŞŞC | | 24 | 2 0 | 12 | ΚI | 5: | K | |
| 296.69 | 295 70 | END BRIDGE | ъ | BIG QUILCENE RIVER | | | 1 1 | 1 | | | | 3 🗅 | 22B | 3 D | | 22 | 2 0 | 12 | R1 | 51 | 5 R | |
| 296.86 | 295.70 | END BKIDGE | ь | BIG QUIDCENE KIVEK | | | 1 1 | | | | | | 22B | | | | 2 0 | | R1 | | 5 R | |
| 296.98 | 295.99 | | | | | | 1 1 | | | | | | 22B | 8A | | | 2 0 | | R1 | | 5 R | |
| 297.00 | | MP MARKER | R | 297 | | | | _ | | | | 20 | 220 | 011 | | 22 | 2 0 | | ICI | ٥. | , 10 | |
| 297.38 | | INTRSECTN | | HIDDENDALE DR | CO | N | 1 1 | 1 | | | | 3 B | 22B | 1 N A | | 22 | 2 0 | 12 | R1 | 51 | 5 R | |
| 297.66 | | BEG SU LN | | CLIMBING 11B | | | 1 1 | | | | | | | 10A | 11 | | 2 0 | | R1 | | 5 R | |
| 297.96 | | END SU LN | | CLIMBING 11B | | | 1 1 | | | | | | | 10A | | | 2 0 | | R1 | | 5 R | |
| 297.99 | | MP MARKER | | 298 | | | | _ | | | | 02 | | | *** | | | _ | | ٠. | | |
| 298.25 | | ENT/EXIT | | FALLS VIEW CAMPGROUND | FS | N | | | | | | | | | | | | | | | | |
| 298.59 | 297.60 | , | | | - | | 1 1 | 1 | | | | 4B | 22B | 10A | | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| 298.99 | 298.00 | MP MARKER | R | 299 | | | | | | | | | | | | | | | | | | |
| 299.50 | 298.51 | | | | | | 1 1 | 1 | | | | 2A | 22A | 10A | | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| 299.56 | 298.57 | BEG SU LN | R | SLOW VEHICLE 21A | | | 1 1 | 1 | | | | 2A | 22A | \$\$\$ | 21 | 43 | 2 0 | 2 | R1 | 5! | 5 R | |
| 299.69 | 298.70 | END SU LN | R | SLOW VEHICLE 21A | | | 1 1 | 1 | | | | 2A | 22A | 2A | \$\$\$ | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| 299.76 | 298.77 | INTRSECTN | L | MT WALKER LOOKOUT RD | FS | N | | | | | | | | | | | | | | | | |
| 299.90 | 298.91 | INTRSECTN | R | ROCKY BROOK RD-FS #2620 | FS | N | | | | | | | | | | | | | | | | |
| 299.98 | 298.99 | MP MARKER | R | 300 | | | | | | | | | | | | | | | | | | |
| 300.07 | 299.08 | | | | | | 1 1 | 1 | | | | 2A | 22A | 8A | | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| 300.21 | 299.22 | | | | | | 1 1 | 1 | | | | 2A | 22A | 2A | | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| 300.67 | | INTRSECTN | $_{ m L}$ | BUCKHORN RD | CO | N | | | | | | | | | | | | | | | | |
| 300.82 | | | | | | | 1 1 | 1 | | | | 2A | 22A | 3B | | 22 | 2 0 | 2 | R1 | 5! | 5 R | |
| | | MP MARKER | | 301 | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | L | CLIMBING 11A | | | 1 1 | | | | | | 22A | | 11 | | 2 0 | | R1 | | 5 R | |
| 301.50 | | | _ | | | | 1 1 | | | | | | 22A | 3A | 11 | | 2 0 | | R1 | | R | |
| 301.60 | | END SU LN | | CLIMBING 11A | | | 1 1 | l | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 0 | 12 | R1 | 5. | 5 R | |
| | | INTRSECTN | | SPENCER CR RD | CO | N | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 302 | | | | 1 | | | | 444 | 00- | 0.7 | | 2.2 | | . 0 | D 1 | | | |
| 302.30 | | BEG SU LN | L | TRUCK CLIMBING SHOULD11A | | | 1 1 | | | | | \$\$\$ | 22A | | 11 | | 2 0 | | R1 | | R | |
| 302.48 | 3U1.49 | | | | | | 1 1 | T | | | | | 22A | 4A | ΤŢ | 33 | 2 0 | 2 | R1 | 5 | 5 R | |

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| | | | | | | | | | | | W | ITDTH | AND | SURF | ACE | : TNI | TORM? | וחדדם | V | | | | | | |
|----------|---------|-------------|------|-----|-----------------------|------------|-------------|------|------|--------------|--------|-------|-------|------|-----|-------|------------|-------|--------|----------|----------|---------|----------|------|-------|
| | | | : [| IRE | ECTION TO | INVENTO | RY | -BR | IDGE | | DECR | | | | | | | | SPC | | | CLA | SSIFI | CATI | ONS |
| | | | : | :LE | EFT/RIGHT | INDICAT | 'OR | -UX | ING- | NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | 1 | EGAL | |
| | | | : | | | | | | | | | | | | | | | | | | | CE CITY | | | |
| SRMP B | ARM | FEATURE | D. | LR | DESCRIPT: | ION | | OW . | rc L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A. | SE NBR | FC I |) IB | RKT |
| | l | ļ | _ _ | | | | | . | _ | $ _{-} _{-}$ | ll | | | | | | | | | | $ _{-} $ | _ | - _ | | _ _ _ |
| 200 60 | 201 60 | | | | | | | | | | | | | | | | 00- | | | | _ | 0.0 | _ 1 | | _ |
| 302.68 | | | | | | | | | | 1 1 | | | | | | | 22A | | 11 | | | | R1 | | R |
| | 301.87 | DAID OIL LA | | _ | mpiiar ai | TMD TAIC C | 110111 D111 | | | 1 1 1 1 | | | | | | 2 7 | 22A | | 11 | | | | R1 | | R |
| 302.88 | | END SU LN | 1 | ш | TRUCK CL | IMBING S | HOULDITA | | | 1 1 | | | | | | | 22A | | \$\$\$ | 22 22 | | | R1 R1 | | R |
| 302.92 | | MP MARKER | , | D | 303 | | | | | тт | | | | | | SA | 22A | SА | | 22 | 4 | 02 | KI | 22 | R |
| 302.99 | | MP MARKER | L | ĸ | 303 | | | | | 1 1 | | | | | | Ω 7\ | 22A | 107 | | 22 | 2 | 0.2 | R1 | 55 | R |
| | 302.04 | | | | | | | | | 1 1 | | | | | | | 22A 22A | | | 22 | | | R1 | | R |
| | | INTRSECTN | т | т | BEE MILL | חם | | CO | v | т т | | | | | | H | ZZA | HA | | 22 | 4 | 02 | KI | 55 | K |
| 303.17 | 302.10 | THINDECIN | • | ш | DEE MILL | KD | | CO | | 1 1 | | | | | | Ωη | 22A | Q 7 | | 22 | 2 | 0.2 | R1 | 55 | R |
| | | WYE CONN | | т. | HJELVICK | מפ | | CO | N | | | | | | | OA | ZZA | OA | | 22 | _ | 02 | KI | 55 | K |
| 303.20 | | WYE CONN | | | HJELVICK | | | CO | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | HJELVICK | | | CO | N | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | TOG RD | I(D | | CO | N | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | 304 | | | 00 | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SEAL ROCI | K RD | | CO | Y | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | 305 | | | | _ | | | | | | | | | | | | | | | | |
| | 304.27 | | | | | | | | | 1 1 | | | | | | бA | 22A | 8A | | 22 | 2 | 02 | R1 | 55 | R |
| 305.36 | 304.37 | ENT/EXIT | | L | SEAL ROCI | K CAMPGR | OUND. | FS | Y | | | | | | | | | | | | | | | | |
| 305.46 | 304.47 | | | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | R1 | 55 | R |
| 305.81 | 304.82 | BEG BRIDG | E B | | OYSTER BI | ED CREEK | | ST | | 1 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 2 | 02 | R1 | 55 | R |
| | | | | | BRDG NUM | 101/258 | | | | | | | | | | | | | | | | | | | |
| 305.83 | 304.84 | END BRIDG | E B | | OYSTER BI | ED CREEK | | | | 1 1 | | | | | | 8A | 22A | A8 | | 22 | 2 | 02 | R1 | 55 | R |
| 305.88 | 304.89 | MISC FEAT | 'R | R | SGN ENT I | BRINNON | | | | | | | | | | | | | | | | | | | |
| 305.94 | | | | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | R1 | 40 | R |
| 305.98 | | MP MARKER | | | 306 | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | DOSEWALL: | | | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | BRINNON 1 | | | CO | Y | | | | | | | | | | | | _ | | | | |
| 306.44 | 305.45 | BEG BRIDG | E B | | DOSWLLPS | | | ST | | 1 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 2 | 02 | R1 | 40 | R |
| 206.46 | 205 45 | | | | BRDG NUM | | | | | | | | | | | 0 - | 00- | 0 - | | 0.0 | _ | 0.0 | _ 1 | 4.0 | _ |
| 306.46 | | END BRIDG | | | DOSWLLPS | | | a | | 1 1 | | | | | | | 22A | | | 22 | | | R1 | | R |
| 306.48 | 305.49 | BEG BRIDG | FE B | | DOSEWALL: | | | ST | | 1 1 | | | | | | ŞŞC | 28P | \$\$C | | 28 | 2 | 02 | R1 | 40 | R |
| 206 51 | 205 52 | END DDID | ם הו | | BRDG NUM | | | | | 1 1 | | | | | | 0.7 | 247 | 0.7 | | 2.4 | 2 | 0.0 | D 1 | 4.0 | D |
| | | END BRIDG | | | DOSEWALL: | | | СШ | | | | | | | | | 24A | | | 24 | | | R1 | | R |
| 300.02 | 305.63 | BEG BRIDG | TE B | | DOSEWALL: BRDG NUM | | | ST | | 1 1 | | | | | | γŞW | 35P | γŞW | | 35 | 4 | 02 | R1 | 40 | R |
| | | | | | BRDG NUM | 101/202 | | | | | | | | | | | | | | | | | | | |
| INTERSE | מ מסדדט | ETATI. | | | TURN 1 | LANES | | | | ልሮሮፑ: | T.ERAT | TON | T.ANF | :s | | | | | | | | | | | |
| INTERESE | CIION D | | | | R NEAR | | R FAR | | | | | | | RIGH | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | | LGT WD | LGT WD | | r WD | | T WD | LGT | | LGT | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.09 | 302.10 | | .02 | 11 | | | | | | | | | | | | | | | | | | | | | |
| 305.36 | 304.37 | | .04 | 11 | | | .06 11 | .0 | 2 11 | | | .04 | 11 | | | | | | | | | | | | |
| 306.07 | 305.08 | | | | | .04 12 | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | WIDTH | ı ANI | SUF | RFACE | INI | FORM | ATION | 1 | | | | | | | |
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| | | | :DI | RECTION TO INVENTORY | | -BR | RIDGE | | | REAS | | | | | | JNDI | | - 1 | | CLA | SSIF | 'ICAT | ION | S |
| | | | : : | LEFT/RIGHT INDICATOR | | -UX | ING- | NBR | LFT | | RHT | | | LFT | | | USE | | | | | LEGA | | |
| | | | : : | | | | OAD- | | SHD | | | | | | | | | | | E CITY | | | | |
| SRMP B | ARM | FEATURE | D'T | RDESCRIPTION | | OW | TCL | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | AS | E NBR | FC | D I | B R | . K T |
| | l | | _ _ | _ | | | _ | _ _ | . | | | l | - | | | | | | _ _ | _ | . | _ | _ _ | . _ _ |
| 206 62 | 205 64 | | | | | | | 1 1 | | | | | | | 255 | | | 2.5 | | 0 | D 1 | | 0 5 | |
| 306.63 | 305.64 | END DDIDGE | Ъ | DOGEWALL IDG DIVED | | | | 1 1 1 1 | | | | | | | 35P | W | | | 2 0 2 0 | | R1 | | 0 R | |
| 306.71 306.86 | 305.72 | END BRIDGE | В | DOSEWALLIPS RIVER | | | | 1 1 | | | | | | | 24A 22A | | | | 2 0 | | R1 R1 | | 0 R 0 R | |
| 306.86 | | ENT/EXIT | L | DOSEWALLIPS STATE PAI | DΙΖ | ST | v | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 306.93 | | ENT/EXIT | R | DOSEWALLIPS STATE PAR DOSEWALLIPS STATE PAR | | ST | N | | | | | | | H | ZZA | ЗA | | 22 | 2 0 | ۷ | KΤ | 4 | UK | |
| 307.00 | | MP MARKER | R | | KIK | 51 | 1/ | | | | | | | | | | | | | | | | | |
| 307.13 | | BEG BRIDGE | | WALKER CREEK | | ST | | 1 1 | | | | | | \$\$W | 43D | \$\$W | | 43 | 2 0 | 2 | R1 | 4 | 0 R | |
| 307.13 | 300.14 | DEG DRIDGE | Ъ | BRDG NUM 101/263 | | DI | | | | | | | | γγW | 1 J L | γγW | | 43 | 2 0 | 2 | ICI | - | 0 10 | |
| 307.16 | 306 17 | END BRIDGE | В | WALKER CREEK | | | | 1 1 | | | | | | 4 A | 22A | 4A | | 22 | 2 0 | 2 | R1 | 4 | 0 R | |
| 307.34 | | INTRSECTN | | SUNRISE RD | | CO | N | | | | | | | | 2211 | | | | _ 0 | _ | 1.1 | - | 0 10 | |
| 307.35 | 306.36 | | _ | | | - | | 1 1 | | | | | | 4 A | 22A | 4A | | 22 | 2 0 | 2 | R1 | 5 | 0 R | |
| 307.57 | 306.58 | | | | | | | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 307.72 | | MISC FEATR | R | SGN ENT BRINNON | | | | | | | | | | | | | | | | | | | | |
| 307.74 | 306.75 | INTRSECTN | L | OLD BRINNON HWY | | PV | N | | | | | | | | | | | | | | | | | |
| 307.93 | 306.94 | INTRSECTN | L | CEDAR COVE RD | | CO | N | | | | | | | | | | | | | | | | | |
| 307.97 | 306.98 | MP MARKER | R | 308 | | | | | | | | | | | | | | | | | | | | |
| 308.17 | 307.18 | INTRSECTN | L | PLEASANT HARBOR RD | | CO | N | | | | | | | | | | | | | | | | | |
| 308.97 | 307.98 | MP MARKER | R | 309 | | | | | | | | | | | | | | | | | | | | |
| 309.39 | 308.40 | INTRSECTN | L | BLACKPOINT RD | | CO | Y | | | | | | | | | | | | | | | | | |
| 309.46 | | INTRSECTN | R | | | CO | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 2 0 | 2 | R1 | 5 | 0 R | |
| 309.77 | | INTRSECTN | R | | | CO | N | | | | | | | | | | | | | | | | | |
| 309.87 | | INTRSECTN | L | ROBINSON RD | | CO | N | | | | | | | | | | | | | | | | | |
| 309.99 | | INTRSECTN | R | DUCKABUSH RD | | CO | Y | | | | | | | | | | | | | | | | | |
| 310.01 | | MP MARKER | _ R | 310 | | ~- | | | | | | | | | 0.4- | | | | | • | _ 1 | _ | | |
| 310.05 | 309.06 | BEG BRIDGE | В | DUCKABUSH SLOUGH | | ST | | 1 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 0 | 2 | R1 | 5 | 0 R | |
| 210 00 | 200 00 | END DDIDGE | Ъ | BRDG NUM 101/265 | | | | 1 1 | | | | | | 27 | 227 | 27 | | 2.2 | 2 0 | 2 | D 1 | _ | 0 D | |
| 310.08 | | END BRIDGE | | DUCKABUSH SLOUGH | | ST | | 1 1 1 1 | | | | | | | | 3A | | | 2 0 | | R1 R1 | | 0 R 0 R | |
| 310.19 | 309.20 | BEG BRIDGE | В | DUCKABUSH RIVER BRDG NUM 101/266 | | 51 | | ТТ | | | | | | ŞŞC | 24A | \$\$C | | 24 | 2 0 | 2 | KI | 5 | UR | |
| 310.23 | 300 24 | END BRIDGE | D | DUCKABUSH RIVER | | | | 1 1 | | | | | | 3.7 | 22A | 3A | | 22 | 2 0 | 2 | R1 | 5 | 0 R | |
| 310.23 | | BEG SU LN | R | | 11A | | | 1 1 | | | | | | | | \$\$\$ | 11 | | 2 0 | | R1 | | 0 R | |
| 310.42 | | END SU LN | | SLOW VEHICLE | 11A | | | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 310.65 | | BEG SU LN | L | SLOW VEHICLE | 11A | | | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 310.71 | | END SU LN | L | SLOW VEHICLE | 11A | | | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 310.80 | | INTRSECTN | L | CANAL LN | | CO | Y | | | | | | | 511 | | 511 | *** | | | _ | | J | 0 10 | |
| 323.33 | 507.01 | INTRSECTN | R | | | CO | Y | | | | | | | | | | | | | | | | | |
| 310.99 | 310.00 | MP MARKER | R | | | | _ | | | | | | | | | | | | | | | | | |
| 311.86 | | BEG SU LN | L | | 11A | | | 1 1 | | | | | | \$\$\$ | 22A | 3A | 11 | 33 | 2 0 | 2 | R1 | 5 | 0 R | _ |
| 311.93 | | END SU LN | L | SLOW VEHICLE | 11A | | | 1 1 | | | | | | | | 3A | | | 2 0 | | R1 | | 0 R | |
| 311.97 | 310.98 | MP MARKER | R | 312 | | | | | | | | | | | | | | | | | | | | |
| 312.32 | 311.33 | BEG BRIDGE | В | MCDONALD CREEK | | ST | | 1 1 | | | | | | \$\$W | 36A | \$\$W | | 36 | 2 0 | 2 | R1 | 5 | 0 R | |
| | | | | BRDG NUM 101/268 | | | | | | | | | | | | | | | | | | | | |
| 312.33 | 311.34 | END BRIDGE | В | MCDONALD CREEK | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 2 0 | 2 | R1 | 5 | 0 R | |

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| | | | | | | | | | | -WIDTH | I ANI | SURFAC | E IN | FORMA | ATION | J | | | | | |
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| | | | :DII | RECTION TO INVENTORY | | l -BR | IDGE | :1 | | CREAS | | | | RES/U | | | | | CLA | SSIFI | CATIONS |
| | | | : :] | EFT/RIGHT INDICATOR | | l . | | 1 | RLFT | | RHT | | LFT | , | | USE | TOT | | _ | | LEGAL |
| | | | : : | | | l . | OAD- | 1 | | | | MEDIAN- | | RDY | | | | MTC | E CITY | | SPEED TIPIS |
| SRMP B | ARM | FEATURE | D LI | DESCRIPTION | | OW | TC I | ı D : | I W/S | S W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FCI |) IB R K T |
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| 312.40 | 311.41 | | | | | | | 1 : | 1 | | | | 3A | 22A | 3A | | 22 | 2 0 | 2 | R1 | 50 R |
| 313.00 | 312.01 | MP MARKER | R | 313 | | | | | | | | | | | | | | | | | |
| 313.27 | | INTRSECTN | R | SEAMOUNT DR | | CO | 7 | | | | | | | | | | | | | | |
| 313.54 | 312.55 | BEG BRIDGE | В | FULTON CREEK | | ST | | 1 : | 1 | | | | \$\$C | 24A | \$\$C | | 24 | 2 0 | 2 | R1 | 50 R |
| | | | | BRDG NUM 101/269 | | | | | | | | | | | | | | | | | |
| 313.57 | 312.58 | END BRIDGE | В | FULTON CREEK | | | | 1 : | | | | | | 22A | | | | 2 0 | | R1 | 50 R |
| 313.74 | 312.75 | BEG SU LN | R | SLOW VEHICLE | 10A | | | 1 : | 1 | | | | 3A | 22A | \$\$\$ | 10 | 32 | 2 0 | 2 | R1 | 50 R |
| 313.80 | 312.81 | END SU LN | R | SLOW VEHICLE | 10A | | | 1 : | 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 0 | 2 | R1 | 50 R |
| 314.00 | 313.01 | MP MARKER | R | 314 | | | | | | | | | | | | | | | | | |
| 314.13 | 313.14 | INTRSECTN | R | WILLIAMS CT | | CO | N | ſ | | | | | | | | | | | | | |
| 314.34 | 313.35 | INTRSECTN | R | FOREST DR | | CO | 7 | • | | | | | | | | | | | | | |
| 314.41 | 313.42 | INTRSECTN | L | HANDLEY LN | | PV | N | ſ | | | | | | | | | | | | | |
| 314.48 | 313.49 | ENT/EXIT | L | TRITON COVE STATE PAR | lΚ | ST | N | ſ | | | | | | | | | | | | | |
| 314.63 | 313.63 | END CTLSEC | | CONTROL SECTION 1603 | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | JEFFERSON | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | SURFACI | _ | | | | | | | | | | |
|------------------|--------|------------------------|-----------|---|------------|------------|----------------|-------------------------------|---|--------|------------|---------|-------------|------------|--------|-------------|-----|---------|----------|----------|-----------------|------------|-----|
| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | | RIDGE KING- | MIDD | | CREAS/ | DIV RHT | | INCE LFT | RES/T | JNDI | | TOT | | CLA | | 'ICAT] LEGAI | | |
| | | | · · · Li. | EFI/RIGHT INDICATOR | | | | | | | | MEDIAN- | | RDY | | | | МТС | ELCITY | | | | ols |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | | WD/S BR | | | | | | | | | | | |
| | | | . _ _ | | | | _ | _ _ | _ | _ | | | | | | | | _ _ | | | _ | _ _ _ | _ _ |
| 214 62 | 212 (2 | ENTERD CO | | MAGON | | | | 1 1 | | | | | 2 3 | 007 | 2 7 | | 2.2 | 2 0 | | D 1 | | \ D | |
| 314.63 | 313.63 | ENTER CO EOUATION | | MASON 314.62 = 314.63 | | | | 1 1 | - | | | | 3A | 22A | 3A | | 22 | 2 0 | 12 | R1 | 50 |) R | |
| | | BEG CTLSEC | | CONTROL SECTION 2301 | | | | | | | | | | | | | | | | | | | |
| 314.93 | 313.93 | INTRSECTN | | WEBSTER LN | | CO | N | | | | | | | | | | | | | | | | |
| 315.04 | | MP MARKER | | 315 | | 00 | | | | | | | | | | | | | | | | | |
| 315.15 | 314.15 | INTRSECTN | L | TRITON HEAD DR | | CO | N | | | | | | | | | | | | | | | | |
| 315.26 | 314.26 | BEG SU LN | R | SLOW VEHICLE | 15A | | | 1 1 | _ | | | | 3A | 22A | \$\$\$ | 15 | 37 | 2 0 | 2 | R1 | 5(|) R | |
| | | INTRSECTN | | BEACON POINT DR | | CO | Y | | | | | | | | | | | | | | | | |
| 315.33 | | END SU LN | | SLOW VEHICLE | 15A | | | 1 1 | - | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 0 | 2 | R1 | 5(|) R | |
| 316.00 | | MP MARKER | | 316 | 103 | | | | | | | | | 007 | 2.7 | 1.0 | 2.0 | | . 0 | D 1 | | | |
| 316.53 | | BEG SU LN | | SLOW VEHICLE | 10A | | | 1 1 | | | | | | 22A | | 10 | | 2 0 | | R1 | |) R | |
| 316.60 317.00 | | END SU LN BEG SU LN | | SLOW VEHICLE | 10A 08A | | | 1 1 1 | | | | | | 22A 22A | | \$\$\$ 8 | | 2 0 2 0 | | R1 R1 | |) R) R | |
| 317.00 | 310.00 | MP MARKER | | SLOW VEHICLE 317 | UOA | | | т т | - | | | | 999 | ZZA | ЗA | 0 | 30 | 2 0 | 12 | ΚI | 5(| K | |
| 317.07 | 316 07 | END SU LN | | SLOW VEHICLE | 08A | | | 1 1 | | | | | 3 A | 22A | 3A | \$\$\$ | 22 | 2 0 | 12 | R1 | 5(|) R | |
| 317.09 | | BEG SU LN | | SLOW VEHICLE | 10A | | | $\overline{1}$ $\overline{1}$ | | | | | | | \$\$\$ | | | 2 0 | | R1 | | R | |
| 317.18 | | END SU LN | | SLOW VEHICLE | 10A | | | 1 1 | | | | | | | 3A | | | 2 0 | | R1 | |) R | |
| 317.76 | | BEG SU LN | L | | 12A | | | 1 1 | | | | | | 22A | | | | 2 0 | | R1 | |) R | |
| 317.85 | 316.85 | END SU LN | L | SLOW VEHICLE | 12A | | | 1 1 | _ | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 0 | | R1 | 50 |) R | |
| 317.90 | 316.90 | INTRSECTN | R | HAMMA HAMMA REC AREA | RD | PV | N | | | | | | | | | | | | | | | | |
| | | MP MARKER | L | 318 | | | | | | | | | | | | | | | | | | | |
| | 317.46 | | | | | | | 1 1 | | | | | | 24A | | | | 2 0 | | R1 | |) R | |
| 318.52 | 317.52 | BEG BRIDGE | В | WAKETICKEH CREEK BRDG NUM 101/402 | | ST | | 1 1 | - | | | | \$\$W | 37A | \$\$W | | 37 | 2 0 | 12 | R1 | 5(|) R | |
| 318.53 | 317.53 | END BRIDGE | В | WAKETICKEH CREEK | | | | 1 1 | _ | | | | 6A | 24A | 6A | | 24 | 2 0 | 2 | R1 | 50 |) R | |
| 318.60 | 317.60 | | | | | | | 1 1 | _ | | | | 3A | 22A | 3A | | 22 | 2 0 | 2 | R1 | 50 |) R | |
| 319.00 | 318.00 | | | | | | | 1 1 | _ | | | | 3A | 22A | 3A | | 22 | 2 0 | 2 | R1 | 4(|) R | |
| 319.01 | 318.01 | MP MARKER | R | 319 | | | | | | | | | | | | | | | | | | | |
| 319.02 | | MISC FEATR | | SGN ENT ELDON | | | | | | | | | | | | | | | | | | | |
| 319.56 | 318.56 | BEG SU LN | R | | 10A | | | 1 1 | - | | | | 3A | 22A | \$\$\$ | 10 | 32 | 2 0 | 2 | R1 | 4(|) R | |
| 212 62 | 212 62 | INTRSECTN | | N LON WEBB RD | 10- | PV | Y | | | | | | | 00- | | | 0.0 | | | | | | |
| 319.63 | | END SU LN | | SLOW VEHICLE | 10A | с т | | 1 1 | | | | | | | 3A | \$\$\$ | | 2 0 | | R1 | |) R | |
| 319.71 | 318./1 | BEG BRIDGE | В | HAMMA HAMMA SLOUGH | | ST | | 1 1 | - | | | | ŞŞC | 20A | ŞŞC | | 20 | 2 0 | 12 | R1 | 4(|) R | |
| 319.74 | 210 7/ | END BRIDGE | י ד | BRDG NUM 101/403 HAMMA HAMMA SLOUGH | | | | 1 1 | | | | | 27 | 227 | 3A | | 2.2 | 2 0 | 12 | R1 | 4.0 |) R | |
| | | BEG BRIDGE | | HAMMA HAMMA SIVER | | ST | | 1 1 | | | | | | | \$\$C | | | 2 0 | | R1 | |) R | |
| 319.94 | 310.94 | BEG BKIDGE | . Б | BRDG NUM 101/404 | | SI | | | - | | | | γņC | ZUA | γγC | | 20 | 2 0 | | KI | 10 |) IX | |
| 319.97 | 318.97 | END BRIDGE | В | HAMMA HAMMA RIVER | | | | 1 1 | _ | | | | 10A | 22A | 10A | | 22 | 2 0 | 2 | R1 | 4(|) R | |
| 320.01 | | MP MARKER | R | 320 | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | R | | 10A | | | 1 1 | - | | | | 10A | 22A | \$\$\$ | 10 | 32 | 2 0 | 2 | R1 | 4(|) R | |
| 320.25 | | MISC FEATR | | | 10- | | | | | | | | 2.5 | 0.05 | 2.5 | .د بد بد | 0.6 | | | _ 1 | | | |
| 320.29 | | END SU LN | R | | 10A | | | 1 1 | | | | | | | 3A | | | 2 0 | | R1 | |) R | |
| 320.36 | 319.36 | BEG SU LN | L | SLOW VEHICLE | 10A | | | 1 1 | - | | | | \$\$\$ | 22A | ЗA | ΤÜ | 32 | 2 0 | ∠ | R1 | 4(|) R | |

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| | | | | | | | | V | WIDTH | I ANI | SURFAC | E INI | FORM | ATION | J <i></i> - | | | | | | |
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| | | :DIRE | ECTION TO INVENTORY | | -BR] | IDGE | | DECE | REAS/ | DIV | | INC | RES/U | JNDI | SPC | | | CLA | SSIFI | CATI | ONS |
| | | : :LH | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGAI | |
| | | : : | | | | | | | | | MEDIAN- | | | | | | | | | | |
| SRMP B ARM F | 'EATURE | DLR | DESCRIPTION | | OW | rc L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A | SE NBR | FC I | IE | 3 R K T |
| | | _ | | | _ | _ | _ _ | l | ll | | | l | l l | | | | _ - | | _ | _ | - _ _ _ |
| 220 27 210 27 | | | | | | | 1 1 | | | | | | 227 | 2 7 | 1.0 | 2.0 | 2 | 0.0 | D 1 | 4.0 | R |
| 320.37 319.37 | | | | | | | 1 1 | | | | | | 22A 22A | 3A 3A | 10 10 | 32 | 2 | | R1 R1 | | R |
| 320.40 319.40 320.66 319.66 B | DEC CII IN | D | SLOW VEHICLE | 10A | | | 1 1 | | | | | | | | 20 | | | | R1 | | R |
| 320.00 319.00 B | | | SLOW VEHICLE | 10A | | | 1 1 | | | | | 37 | 22A 22A | | | | | | R1 | | R |
| | ND SU LN | | SLOW VEHICLE | 10A | | | т т | | | | | JA | ZZA | JA | ללל | 22 | | 02 | IV.I | 50 | · K |
| 321.01 320.01 M | | | 321 | IUA | | | | | | | | | | | | | | | | | |
| 321.29 320.29 | II PHINNE | 10 | 321 | | | | 1 1 | | | | | 82 | 22A | 3Δ | | 22 | 2 | 0.2 | R1 | 5.0 | R |
| 321.42 320.42 I | NTRSECTN | R | JORSTED CR RD-FS RD | #24 | FS | N | | | | | | 011 | 2211 | 311 | | 22 | | 02 | 101 | 50 | 10 |
| 321.44 320.44 B | | | JORSTED CREEK | 1121 | ST | | 1 1 | | | | | SSW | 41A | SSW | | 41 | 2 | 0.2 | R1 | 50 | R |
| 321,11 320,11 2 | | | BRDG NUM 101/405 | | - | | | | | | | 77. | | 7711 | | | _ | 0 2 | | | |
| 321.47 320.47 E | ND BRIDGE | | JORSTED CREEK | | | | 1 1 | | | | | бA | 22A | бA | | 22 | 2 | 02 | R1 | 5.0 | R |
| 321.54 320.54 | | | | | | | 1 1 | | | | | | 22A | | | | 2 | | R1 | | R |
| 321.70 320.70 | | | | | | | 1 1 | | | | | | 22A | | | | 2 | | R1 | 50 | R |
| 321.84 320.84 B | BEG SU LN | R | SLOW VEHICLE | 16A | | | 1 1 | | | | | бΑ | 22A | \$\$\$ | 16 | 38 | 2 | 02 | R1 | 50 | R |
| 321.93 320.93 E | ND SU LN | R | SLOW VEHICLE | 16A | | | 1 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 2 | 02 | R1 | 50 | R |
| 322.00 321.00 M | IP MARKER | R | 322 | | | | | | | | | | | | | | | | | | |
| 322.50 321.50 | | | | | | | 1 1 | | | | | бA | 22A | бA | | 22 | 2 | 02 | R1 | 50 | R |
| 322.92 321.92 B | BEG SU LN | L | SLOW VEHICLE | 16A | | | 1 1 | | | | | \$\$\$ | 22A | бΑ | 16 | 38 | 2 | 02 | R1 | 50 | R |
| 323.01 322.01 M | | R | 323 | | | | | | | | | | | | | | | | | | |
| 323.02 322.02 E | | | SLOW VEHICLE | 16A | | | 1 1 | | | | | бA | 22A | бA | \$\$\$ | 22 | 2 | 02 | R1 | 50 | R |
| 323.28 322.28 I | | | | | | | | | | | | | | | | | | | | | |
| 323.41 322.41 B | | | SLOW VEHICLE | 16A | | | 1 1 | | | | | | 22A | | | 38 | | | R1 | | R |
| 323.47 322.47 E | | | SLOW VEHICLE | 16A | | | 1 1 | | | | | | 22A | | | 22 | | | R1 | | R |
| 323.48 322.48 B | | | SLOW VEHICLE | 16A | | | 1 1 | | | | | | 22A | | | | | | R1 | | R |
| 323.53 322.53 E | | | SLOW VEHICLE | 16A | | | 1 1 | | | | | 6A | 22A | 6A | \$\$\$ | 22 | 2 | 02 | R1 | 50 | R |
| 323.99 322.99 M | | | 324 | | ~~ | | | | | | | | | | | | | | | | |
| 324.29 323.29 I | NTRSECTN | R | SHAR LN | | CO | N | 1 1 | | | | | 6.3 | 0.05 | 63 | | 0.0 | _ | 0.0 | D.1 | - | |
| 324.50 323.50 | nea potoan | Б | FACE CDEEK | | aш | | 1 1 | | | | | | | 6A | | | 2 | | R1 | | R |
| 324.67 323.67 B | BEG BRIDGE | В | EAGLE CREEK | | ST | | 1 1 | | | | | \$\$C | 36B | ŞŞC | | 36 | 2 | 02 | R1 | 50 | R |
| 324.68 323.68 E | ND BRIDGE | D | BRDG NUM 101/407 EAGLE CREEK | | | | 1 1 | | | | | 67 | 22B | 6A | | 2.2 | 2 | n 2 | R1 | E (| R |
| 324.70 323.70 E | | | SLOW VEHICLE | 16B | | | 1 1 | | | | | | 22B | | 16 | | | | R1 | | R |
| 324.72 323.72 6 | NT OC PT | А | SLOW VEHICLE | 100 | | | 1 1 | | | | | 14A | | 444 | | | | | R1 | | R |
| 324.73 323.73 324.81 323.81 E | וו.ד ווס כוווי | Þ | SLOW VEHICLE | 16B | | | 1 1 | | | | | | 24B | 3 N | | 24 | | | R1 | | R |
| | NTRSECTN | | | TOD | | N | | | | | | JA | 240 | JA | YYY | 21 | ۷ . | 02 | ICI | 50 | 10 |
| 325.02 324.02 M | | | 325 | | | TA | | | | | | | | | | | | | | | |
| 326.02 321.02 M | | | 326 | | | | | | | | | | | | | | | | | | |
| 326.07 325.07 B | | | SLOW VEHICLE | 10B | | | 1 1 | | | | | \$\$\$ | 24B | 3A | 10 | 34 | 2 | 0.2 | R1 | 50 | R |
| 326.16 325.16 E | | | SLOW VEHICLE | 10B | | | 1 1 | | | | | | 24B | | \$\$\$ | | | | R1 | | R |
| 326.75 325.75 | | _ | | | | | 1 1 | | | | | 10A | | 3A | | | 2 | | R1 | | R |
| 326.83 325.83 | | | | | | | 1 1 | | | | | | 24B | 3A | | | 2 | | R1 | | R |
| 327.00 326.00 M | IP MARKER | R | 327 | | | | | | | | | | | | | | | | | | |
| 327.17 326.17 M | IISC FEATR | R | SGN ENT LILLIWAUP | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | 7 | WIDTH | i ANI | SUF | RFACE | INE | FORM | ATION | 1 | | | | | | | |
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| | | | :DII | RECTION TO INVENTORY | | -BR | IDGE | | DECI | REAS/ | DIV | | | INCE | RES/U | JNDI | | | | CI | ASSI | FICA | ΓΙΟ | NS |
| | | | | LEFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | $_{ m LFT}$ | | | USE | | | | | LEG. | | |
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| SRMP B | ARM | FEATURE | DLI | R DESCRIPTION | | OW | LC ˈ 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 | RKT |
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| 207 10 | 206 10 | | | | | | | 1 1 | | | | | | F 3 | 0.45 | 2.7 | | 0.4 | _ | 0.0 | ъ1 | | 2.0 | Б |
| 327.18 327.23 | | BEG BRIDGE | D | IIIIIWAID ODEEN | | ST | | 1 1 1 1 | | | | | | | 24B | 3A | | 24 | 2 | | R1 R1 | | 30 30 | |
| 321.23 | 320.23 | BEG BKIDGE | В | LILLIWAUP CREEK BRDG NUM 101/409 | | 51 | | тт | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 02 | KI | | 30 | K |
| 327.25 | 326 25 | END BRIDGE | D | LILLIWAUP CREEK | | | | 1 1 | | | | | | 27 | 24B | 107 | | 24 | 2 | n 2 | R1 | | 30 | D |
| 327.23 | | INTRSECTN | | LILLIWAUP CREEK LILLIWAUP ST | | CO | Y | | | | | | | ЗA | 24D | IUA | | 2 1 | _ | 02 | KI | | 30 | K |
| 327.33 | | INTROLCIN | IC | DIDDIWACE SI | | CO | 1 | 1 1 | | | | | | 3 Z | 24B | 3A | | 24 | 2 | 0.2 | R1 | | 30 | D |
| | 326.90 | | | | | | | 1 1 | | | | | | | 24B | 3A | | 24 | | | R1 | | 50 50 | |
| | | MISC FEATR | L | SGN ENT LILLIWAUP | | | | | | | | | | 511 | 210 | 511 | | 2 1 | | 02 | 1(1 | | 50 | 10 |
| 328.02 | | MP MARKER | | 328 | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | W CANAL VIEW RD | | CO | N | | | | | | | | | | | | | | | | | |
| 328.57 | 327.57 | | _ | W Granie View in | | - | | 1 1 | | | | | | 3A | 24B | 3A | | 24 | 2 | 0.2 | R1 | | 40 | R |
| | | INTRSECTN | R | TERRACE RD | | CO | N | | | | | | | | | | | | | | | | | |
| 329.00 | | MP MARKER | L | 329 | | | | | | | | | | | | | | | | | | | | |
| 329.07 | 328.07 | BEG BRIDGE | В | SUND CREEK | | ST | | 1 1 | | | | | | \$\$W | 36B | \$\$W | | 36 | 2 | 02 | R1 | | 40 | R |
| | | | | BRDG NUM 101/411 | | | | | | | | | | | | | | | | | | | | |
| 329.08 | 328.08 | END BRIDGE | В | SUND CREEK | | | | 1 1 | | | | | | 3A | 24B | 3A | | 24 | 2 | 02 | R1 | | 40 | R |
| 329.59 | 328.59 | MISC FEATR | R | SGN ENT HOLIDAY BEACH | Η | | | | | | | | | | | | | | | | | | | |
| 329.64 | 328.64 | BEG SU LN | L | SLOW VEHICLE | 16B | | | 1 1 | | | | | | \$\$\$ | 24B | | | | 2 | 02 | R1 | | 40 | R |
| 329.70 | 328.70 | END SU LN | L | SLOW VEHICLE | 16B | | | 1 1 | | | | | | 3A | 24B | 3A | \$\$\$ | 24 | 2 | 02 | R1 | | 40 | R |
| 329.77 | | INTRSECTN | | VIRGINIA AVE | | CO | N | | | | | | | | | | | | | | | | | |
| 329.88 | | INTRSECTN | | NANCY AVE | | CO | N | | | | | | | | | | | | | | | | | |
| 329.93 | 328.93 | BEG BRIDGE | В | MILLER CREEK | | ST | | 1 1 | | | | | | \$\$W | 36B | \$\$W | | 36 | 2 | 02 | R1 | | 40 | R |
| | | | | BRDG NUM 101/411.25 | | | | | | | | | | | | | | | | | | | | |
| 329.94 | 328.94 | END BRIDGE | | MILLER CREEK | | | | 1 1 | | | | | | 2A | 24B | 2A | | 24 | 2 | 02 | R1 | | 40 | R |
| | | MISC FEATR | | SGN ENT HOLIDAY BEACH | | | | | | | | | | | | | | | | | | | | |
| 329.95 | | INTRSECTN | | SUSAN AVE | | CO | N | | | | | | | | | | | | | | | | | |
| | | MP MARKER | R | 330 | | | | | | | | | | 0- | 0.4- | 0 - | | | _ | | | | | _ |
| 330.07 | | | _ | 221 | | | | 1 1 | | | | | | 2A | 24B | 2A | | 24 | 2 | 02 | R1 | | 50 | R |
| | | MP MARKER | R | 331 | | | | | | | | | | 0.7 | 0.45 | 0.7 | | 0.4 | 2 | 0.0 | ъ1 | | 2.0 | Б |
| 331.12 | | MICC DEAD | Б | CON ENE HOODGDODE | | | | 1 1 | | | | | | ZΑ | 24B | 2A | | 24 | 2 | 02 | R1 | | 30 | R |
| 331.39 | | MISC FEATR INTRSECTN | R | SGN ENT HOODSPORT NORTH HILL RD | | CO | Y | | | | | | | | | | | | | | | | | |
| 331.69 | 330.69 | INTRSECTN | | FINCH CR RD | | CO | Y Y | | | | | | | | | | | | | | | | | |
| 221 71 | 220 71 | BEG BRIDGE | | FINCH CR RD FINCH CREEK | | ST | 1 | 1 1 | | | | | | ት ት | 24B | 660 | | 24 | 2 | n 2 | R1 | | 30 | D |
| 331./1 | 330.71 | DEG DKIDGE | Ь | BRDG NUM 101/413 | | 51 | | ТТ | | | | | | 33C | 24D | 33C | | 24 | ۷ ۱ | 02 | KI | | 30 | K |
| 331.72 | 330.72 | END BRIDGE | В | FINCH CREEK | | | | 1 1 | | | | | | 5A | 24B | 5A | | 24 | 2 | 0.2 | R1 | | 30 | R |
| | | INTRSECTN | | SR 119-LK CUSHMAN RD | | ST | Y | $\overline{1}$ $\overline{1}$ | | | | | | | 24B | | | 24 | | | R1 | | 30 | |
| | | INTRSECTN | | SCHOOLHOUSE HILL RD | | CO | Y | | | | | | | | _ | | | = | | | _ | | - | |
| | | INTRSECTN | | OLD MILL HILL RD | | CO | | 1 1 | | | | | | 2A | 24B | 2A | | 24 | 2 | 02 | R1 | | 30 | R |
| | | MP MARKER | | 332 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT HOODSPORT | | | | 1 1 | | | | | | 2A | 24B | 2A | | 24 | 2 | 02 | R1 | | 35 | R |
| | | BEG SU LN | L | | 10B | | | 1 1 | | | | | | \$\$\$ | 24B | 2A | 10 | 34 | 2 | 02 | R1 | | 45 | R |
| 332.75 | 331.75 | BEG SU LN | R | SLOW VEHICLE | 10B | | | 1 1 | | | | | | | 24B | \$\$\$ | 20 | 44 | 2 | 02 | R1 | | 45 | R |
| | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | SURFACE | _ | | | | | | | | | |
|------------------------------|-----------------------------------|-----|-----------|-----------|----------|--------|-------|------------------|--------|------------|------|--------|-----|-----|----------|-----|------|--------|
| | ECTION TO INVENTORY | | -BRIDG | - 1 | _ | REAS/D | | | | RES/U | | | | | CLA | | - | |
| | EFT/RIGHT INDICATOR | | -UXING | | | | RHT | | LFT | | RHT | | | | | | EGAL | |
| CDMD D ADM EEATTIDE D ID | DECOLOGION | | | | | | | EDIAN- D/S BR | | | | | | | | | | |
| SRMP B ARM FEATURE D LR | DESCRIPTION | | OW IC | יחוחי | T W/S | W/5 W | v/5 w | ואא פייעו | W/S | w/5 I I | W/S | מדא | MID | AS | FINBK | FCD | I | K K I |
| | | I | | - - | — I —— I | | I | | l —— | l ——— l | | | | -1- | _ | - | - | 1-1-1- |
| 332.79 331.79 | | | | 1 | 1 | | | | | 24B | | 20 | 44 | 2 0 | 2 | R1 | 45 | R |
| | SLOW VEHICLE 1 | 10B | | 1 | | | | | | 24B | 2A | 10 | | 2 0 | | R1 | 45 | |
| 332.81 331.81 | | | | 1 | | | | | 2A | 24B | | 10 | | 2 0 | | R1 | 45 | |
| 332.87 331.87 END SU LN L | SLOW VEHICLE 1 | 10B | | 1 | 1 | | | | 2A | 24B | 2A | \$\$\$ | 24 | 2 0 | 2 | R1 | 45 | R |
| | 333 | | | | | | | | | | | | | | | | | |
| 333.10 332.10 BEG SU LN L | SLOW VEHICLE 1 | 14B | | 1 | 1 | | | | \$\$\$ | 24B | 2A | 14 | 38 | 2 0 | 2 | R1 | 45 | R |
| 333.15 332.15 END SU LN L | | 14B | | 1 | 1 | | | | 2A | 24B | 2A | \$\$\$ | 24 | 2 0 | 2 | R1 | 45 | R |
| 333.30 332.30 | | | | 1 | 1 | | | | 2A | 24A | 2A | | 24 | 2 0 | 2 | R1 | 45 | R |
| 333.57 332.57 MISC FEATR R | SGN ENT POTLATCH | | | | | | | | | | | | | | | | | |
| | POTLATCH RD | | CO | N 1 | | | | | 10A | 24B 24B | 2A | | 24 | 2 0 | | R1 | 45 | R |
| 333.86 332.86 | | | | 1 | 1 | | | | 2A | 24B | 2A | | 24 | 2 0 | 2 | R1 | 45 | R |
| | 334 | | | | | | | | | | | | | | | | | |
| | POTLATCH RD | | CO | N | | | | | | | | | | | | | | |
| | BPA SUBSTATION RD | | CO | N | | | | | | | | | | | | | | |
| | SGN ENT SKOKOMISH RES | | | | | | | | | | | | | | | | | |
| 334.10 333.10 MISC FEATR L | SGN ENT POTLATCH | | | 1 | | | | | | 00- | | | 0.0 | | • | | 4.5 | _ |
| | POWERHOUSE RD | | PV | Y 1 | 1 | | | | | 22B | | | | 2 0 | | R1 | 45 | |
| 334.48 333.48 BEG BRIDGE B | CUSHMAN PROJECT | | ST | 1 | Ι | | | | ŞŞC | 24B | ŞŞC | | 24 | 2 0 | 2 | R1 | 45 | R |
| 224 50 222 50 500 500 500 50 | BRDG NUM 101/415 | | | 1 | 1 | | | | 2.7 | 0.45 | 2.7 | | 0.4 | 2 0 | ^ | D.1 | 4 - | T. |
| 334.50 333.50 END BRIDGE B | CUSHMAN PROJECT PUBLIC FISHING | | DII | 1 N | | | | | 3A | 24B | 3A | | 24 | 2 0 | 2 | R1 | 45 | R |
| | PUBLIC FISHING | | PV | | | | | | 4 7 | 245 | 4.70 | | 2.4 | 2 0 | <u> </u> | D 1 | 4 - | D |
| 334.98 333.98 | 335 | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 2 0 | ۷ | R1 | 45 | ĸ |
| | POTLATCH STATE PARK | | ST | Y | | | | | | | | | | | | | | |
| 335.10 334.10 | POILAICH STATE PARK | | 51 | 1 | 1 | | | | 67 | 24B | бA | | 24 | 2 0 | 2 | R1 | 45 | D |
| 335.16 334.16 | | | | 1 | | | | | | 24B | 3A | | | 2 0 | | R1 | 45 | |
| | SLOW VEHICLE 1 | 16B | | 1 | | | | | | 24B | | 16 | | | _ | R1 | 45 | |
| | | 16B | | 1 | | | | | | 24B | | | | | | R1 | 45 | |
| 22C 00 22E 00 MD MADKED D | 226 | | | _ | - | | | | 511 | 2 10 | 511 | 444 | 2 1 | 2 0 | _ | 1(1 | 13 | 10 |
| 336.05 335.05 INTRSECTN R | VALLEY DR | | CO | Y | | | | | | | | | | | | | | |
| 336.18 335.18 INTRSECTN R | VALLEY DR MINERVA TERRACE RD | | CO | N | | | | | | | | | | | | | | |
| 336.39 335.39 | | | | 1 | 1 | | | | 8A | 24B | 8A | | 24 | 2 0 | 2 | R1 | 45 | R |
| 336.48 335.48 BEG SU LN C | TWO WAY TURN 1 | 12B | | 1 | 1 | | | | | 24B | 6A | 12 | 36 | 2 0 | 2 | R1 | 45 | R |
| 336.53 335.53 INTRSECTN L | RESERVATION RD | | CO | Y | | | | | | | | | | | | | | |
| 336.78 335.78 END SU LN C | RESERVATION RD TWO WAY TURN 1 | 12B | | 1 | 1 | | | | 4A | 24B | бA | \$\$\$ | 24 | 2 0 | 2 | R1 | 45 | R |
| 336.87 335.87 | | | | 1 | 1 | | | | 4A | 24B | 4A | | 24 | 2 0 | 2 | R1 | 45 | R |
| 337.00 336.00 MP MARKER L | 337 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | TURN LANES | | | | | | | D T G I I II | | | | | | | | | | |
| | R NEAR L FAR R FAR | | | | - | - | | RIGHT- | | | | | | | | | | |
| | LGT WD LGT WD LGT W | | гет / | יד תו | | тθТ | мD | LGT WD | | | | | | | | | | |
| 335.07 334.07 .03 12 | | | | | | | | | | | | | | | | | | |

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| | | JRFACE INFORMATION |
|---|-------------------------|---|
| DIRECTION TO INVENTORY | -BRIDGE DECREAS/DIV | INCRES/UNDI SPC CLASSIFICATIONS |
| : :LEFT/RIGHT INDICATOR | -UXING- NBR LFT RHT | LFT RHT USE TOT LEGAL |
| CDMD D ADM EEAETIDE D ID DECORTORION | | DIAN- SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S /S BR W/S W/S W/S WID WID A SE NBR FC D IB R K T |
| SRMP B ARM FEATURE D LR DESCRIPTION | | A S BK MAS MAS MAS MID MID A SE MBK LECT TR K K I |
| | - | _ |
| 337.00 336.00 INTRSECTN L SR 106 | ST Y 1 1 | 4A 24B 4A 24 2 02 R1 45 R |
| 337.08 336.08 | 1 1 | 7A 24B 6A 24 2 02 R1 45 R |
| 337.20 336.20 | 1 1 | 7A 24B 6A 24 2 02 R1 55 R |
| 337.22 336.22 | 1 1 | 6A 22B 4A 22 2 02 R1 55 R |
| 337.67 336.67 | 1 1 | 4A 24B 4A 24 2 02 R1 55 R |
| 338.00 337.00 MP MARKER R 338 | <u> </u> | 111 212 111 21 2 02 111 33 11 |
| 338.23 337.23 INTRSECTN R SUNNYSIDE RD | CO N | |
| 338.35 337.35 INTRSECTN B SKOKOMISH RIVER RD | CO N | |
| 338.59 337.59 BEG BRIDGE B SKOKOMISH RIVER SLOUGH | | \$\$W 38B \$\$W 38 2 02 R1 55 R |
| BRDG NUM 101/417 | | 7711 302 7711 30 2 32 112 33 11 |
| 338.62 337.62 END BRIDGE B SKOKOMISH RIVER SLOUGH | 1 1 | 5A 24B 5A 24 2 02 R1 55 R |
| 338.77 337.77 BEG BRIDGE B SKOKOMISH RIVER | ST 1 1 | \$\$C 24B \$\$C 24 2 02 R1 55 R |
| BRDG NUM 101/418 | | 770 212 770 21 2 02 N1 00 N |
| 338.85 337.85 END BRIDGE B SKOKOMISH RIVER | 1 1 | 5A 24B 5A 24 2 02 R1 55 R |
| 339.00 338.00 MP MARKER R 339 | 1 1 | 5A 24A 5A 24 2 02 R1 55 R |
| 339.08 338.08 INTRSECTN L BOURGAULT RD | CO Y | |
| | CO Y | |
| | | \$\$C 40A \$\$C 40 2 02 R1 55 R |
| BRDG NUM 101/419 | | 444 444 |
| 339.14 338.14 END BRIDGE B WEAVER CREEK | 1 1 | 8A 24A 8A 24 2 02 R1 55 R |
| 220 20 220 20 DEC DETOCE D. DIDDY CDEEK | ST 1 1 | \$\$W 40P \$\$W 40 2 02 R1 55 R |
| 339.35 338.35 END BRIDGE B PURDY CREEK BRDG NUM 101/420 PURDY CREEK | | |
| 339.35 338.35 END BRIDGE B PURDY CREEK | 1 1 | 8A 24A 8A 24 2 02 R1 55 R |
| 339 47 338 47 INTRSECTN I. PURDY CUTOFF RD | CO Y 1 1 | 2A 22A 7A 22 2 02 R1 55 R |
| INTRSECTN R SKOKOMISH VALLEY RD | CO Y | |
| 339.48 338.48 | 1 1 | 3A 22A 4A 22 2 02 R1 55 R |
| 339.49 338.49 WYE CONN L PURDY CUTOFF RD | CO Y | |
| 339.54 338.54 | 1 1 | 3A 23A 4A 23 2 02 R1 55 R |
| 339.55 338.55 BEG SU LN R SLOW VEHICLE 14A | 1 1 | 3A 23A \$\$\$ 14 37 2 02 R1 55 R |
| 339.54 338.54 339.55 338.55 BEG SU LN R SLOW VEHICLE 14A 339.65 338.65 END SU LN R SLOW VEHICLE 14A | 1 1 | 3A 22A 9A \$\$\$ 22 2 02 R1 55 R |
| 339.71 338.71 | 1 1 | 3A 22A 4A 22 2 02 R1 55 R |
| 339.81 338.81 BEG SU LN R SLOW VEHICLE 14A | | 3A 22A \$\$\$ 14 36 2 02 R1 55 R |
| 339.91 338.91 END SU LN R SLOW VEHICLE 14A | 1 1 | 3A 22A 4A \$\$\$ 22 2 02 R1 55 R |
| 340.00 339.00 MP MARKER R 340 | | |
| 340.39 339.39 INTRSECTN L E EAGLE POINT DR | PV N | |
| | 1 1 | 3A 22A \$\$\$ 46 68 2 02 R1 55 R |
| | | |
| INTERSECTION DETAILTURN LANES | ACCELERATION LANES | |
| L NEAR R NEAR L FAR R FAR | LEFT L-CNTR R-CNTR RI | |
| SRMP B ARM LGT WD LGT WD LGT WD | LGT WD LGT WD LGT WD LG | |
| | | |
| 337.00 336.00 .04 12 | .04 12 | |
| 339.47 338.47 .04 12 .03 11 | | |

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| | :DIRECTION | TO INVENTORY | | -BRID | | | IDTH AN | ID SURFACI | | | ATION JNDI | | | | CT.Δ | SSTET | ~a⊤r | ONS |
|---|-----------------------------|---------------|------|--------|----------|------------|----------|--------------------|-----|-----|---------------|--------|-----|------|------|-------|------|-----|
| | | GHT INDICATOR | | -UXING | G- NBI | RLFT | RHT | | LFT | | RHT | USE | TOT | | | L1 | EGAL | |
| SRMP B ARM FEATURE | : : D LR DESCR _ _ _ | IPTION | | | | | | MEDIAN- WD/S BR | | | | | | | | | | |
| 340.43 339.43 | | | | | 1 1 | 1 | | | 27 | 22A | | 46 | 68 | 2 01 |) | R1 | 55 | D |
| 340.43 339.43 340.52 339.52 END SU LN | R SLOW | VEHTCLE | 46A | | 1 1 | | | | | | 4A | | | | | R1 | 55 | |
| 340.60 339.60 | it blow | VIIIICIII | 1011 | | 1 1 | | | | | | 3A | 444 | | 2 02 | | R1 | 55 | |
| 341.00 340.00 MP MARKER | R 341 | | | | | | | | | | | | | | | | | |
| 341.30 340.30 | | | | | 1 1 | L | | | 4A | 22A | 4A | | 22 | 2 02 | 2 | R1 | 55 | R |
| 341.43 340.43 INTRSECTN | | DALE RD | | | Y 1 1 | L | | | 4A | 24A | 4A | | 24 | 2 02 | 2 | R1 | 55 | R |
| 341.57 340.57 BEG BRIDGE | | CREEK | | ST | | | | | | | | | | | | | | |
| 241 50 240 50 505 555 | _ | NUM 101/422 | | | | | | | | | | | | | | | | |
| 341.58 340.58 END BRIDGE | E B PURDY | CREEK | | | 1 - | ı | | | г л | 247 | Г л | | 2.4 | 2 01 | , | D.1 | | Б |
| 341.62 340.62 341.79 340.79 INTRSECTN | D CATTE | ORNIA RD | | CO | 1 1 N | L | | | AC | 24A | SА | | 24 | 2 02 | 3 | KI | 55 | K |
| 341.79 340.79 INTRSECTING | | JANIA AD | | CO | IA | | | | | | | | | | | | | |
| 342.99 341.99 MP MARKER | | | | | | | | | | | | | | | | | | |
| 343.12 342.12 EXIT TO | | C WORKS DR | | CO | N | | | | | | | | | | | | | |
| 343.14 342.14 ENT FROM | | C WORKS DR | | CO | N | | | | | | | | | | | | | |
| 343.40 342.40 | | | | | 1 1 | L | | | 5A | 24A | 5A 5A | | 24 | 2 02 | 2 | R1 | 45 | R |
| 343.43 342.43 | | | | | 1 1 | L | | | 5A | 24A | 5A | | 24 | 2 02 | 2 | U1 | 45 | R |
| 343.44 342.44 INTRSECTN | R SR 10 | 2 | | ST | Y | | | | | | | | | | | | | |
| 343.80 342.80 | | | | | 1 1 | | | | 5A | 34A | 5A | | 34 | 2 02 | 2 | U1 | 45 | R |
| 343.83 342.83 INTRSECTN | | RSON WAY | | PV | Y | | | | | | | | | | | | | _ |
| 343.87 342.87 BEG SU LN | C TWO W. | - | 12A | | 1 1 | =" | | | | | 5A | | | | | U1 | 45 | |
| 343.97 342.97 END SU LN | C TWO W. | | | | 1 1 | | | | | | 5A | | | | | U1 | 45 | |
| 344.00 343.00 BEG SU LN | C TWO W. R 344 | AY TURN | 12A | | 1 1 | L | | | БA | ZZA | 5A | 12 | 34 | 2 02 | 4 | U1 | 45 | R |
| MP MARKER INTRSECTN | | ON SPRINGS RD | | CO | Y | | | | | | | | | | | | | |
| 344.02 343.02 WYE CONN | | ON SPRINGS RD | | CO | Y | | | | | | | | | | | | | |
| 344.33 343.33 END SU LN | | | 12A | | 1 1 | l | | | 5 A | 34A | 5A | \$\$\$ | 34 | 2 02 | 2 | IJ1 | 45 | R |
| 344.34 343.34 INTRSECTN | R AIRVI | | | | Y | | | | | | | 7 7 7 | | | = | - | | |
| 344.43 343.43 | | | | | 1 1 | L | | | 6A | 24A | 4A | | 24 | 2 02 | 2 | U1 | 45 | R |
| 344.72 343.72 INTRSECTN | R FAIRG | ROUNDS RD | | PV | Y | | | | | | | | | | | | | |
| 344.76 343.76 | | | | | 1 1 | | | | бΑ | 24A | бA | | 24 | 2 02 | 2 | U1 | 45 | R |
| 344.79 343.79 ON RAMP | L WALLA | CE BLVD | | ST | Y | | | | _ | | | | | | _ | _ | | |
| 344.86 343.86 | | | | | 1 1 | L | | | A8 | 24A | 10A | | 24 | 2 02 | 2 | U1 | 45 | R |
| INTERSECTION DETAIL - | יוייי | RN LANES | | | 7 CCI | יי גים איי | TONT TAN | TEC | | | | | | | | | | |
| | | AR L FAR R | | | | | | RIGHT- | | | | | | | | | | |
| SRMP B ARM | LGT WD LGT | WD LGT WD LG' | | | | | | LGT WD | | | | | | | | | | |
| | .03 12 | | | | | | .04 12 | | | | | | | | | | | |
| 343.44 342.44 | - | .03 13 | | | . (| 3 13 | | | | | | | | | | | | |
| 343.83 342.83 | | .03 12 | | | | | | | | | | | | | | | | |
| 343.44 342.44 343.83 342.83 344.00 343.00 | .02 12 | | | | | | | | | | | | | | | | | |
| 344.34 343.34 | | .03 12 | | | | | | | | | | | | | | | | |

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| | | | :DIR | ECTION TO INVENTORY | l – BR | IDGE | | | WID | | O SURF | | | | ATION JNDI | | | | (| CLAS | SIF | ICATI | ONS | 3 |
|------------------|--------|--------------|------|--|--------|------|------|--------------|--------|-------|--------|---------|--------------|-------|---------------|--------|-----|------------|-------------|--------|-----|-------|------|----|
| | | | : :L | EFT/RIGHT INDICATOR | -UX | ING- | · NE | BR : | LFT | RHT | | L | FT | | RHT | USE | TOT | | | | 1 | LEGAI | . | |
| SRMP B | лом | FEATURE | : : | DESCRIPTION | -XR | OAD- | | NS . | SHD RD | Y SHD | MEDIA | N- S: | HD /c | RDY | SHD | LNS | RDY | MT(| CE C | ITY | ST | SPEEL | | PS |
| | | | | | | _ | ובונ | ı <u> </u> . | _ | _ | WD/ 5 | | , s | | W/5 | | | _ _ | | | | _ | | |
| | | | | | | • | | | | • | | | ٠ | | | | ٠. | | | | · · | | | ' |
| 344.91 | | ENTER CITY | | SHELTON | | | 1 | 1 | | | | | | | 10A 10A | | 24 | |)2)2 1: | | U1 | | R | D |
| 344.92 | | MP MARKER | R | 345 | | | Τ | Т | | | | | δA | 24A | IUA | | 24 | 2 (| JZ 1. | 105 | UI | 45 | K | Р |
| | | MISC FEATR | | GORE (S134479) | | | 1 | 1 | | | | 1 | 0A | 24A | 10A | | 24 | 2 (| 02 13 | 165 | U1 | 45 | R | P |
| | | OFF RAMP | | WALLACE BLVD | ST | У | | | | | | | | | | | | | | | | | | |
| 345.12 | 344.12 | UXING | В | WALLACE BLVD | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/423 | | | | | | | | | | | | | | | | | | | | |
| | 344.15 | | _ | | | | 1 | 1 | | | | 1 | 0A | 24A | 10A | | 24 | 2 (|)2 1: | 165 | U1 | 60 | R | P |
| | | MISC FEATR | | GORE (P534505) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R134547) | | | | | | | | | | | | | | | | | | | | |
| 345.36 345.40 | 344.36 | MISC FEATR | R | GORE (Q134565) | | | 1 | 1 | | | | | 0.70 | 247 | 10A | | 2.4 | 2 (| 02 1 | 165 | тт1 | 6.0 | R | D |
| | | OFF RAMP | L | WALLACE BLVD | ST | 7 | 2 | | | | | | | | 10A | | | | 02 1 | | | | R | |
| | | ON RAMP | R | WALLACE BLVD | ST | | | _ | | | | | OA | JUA | IUA | | 30 | ۷ (| J | 103 | ΟŢ | 00 | , 10 | r |
| | | MP MARKER | | 346 | D1 | _ | • | | | | | | | | | | | | | | | | | |
| | 345.18 | | В | C ST | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/424 | | | | | | | | | | | | | | | | | | | | |
| 346.19 | 345.19 | LEAVE CITY | | SHELTON | | | 2 | 1 | | | | | 8A | 36A | 10A | | 36 | 2 (| 02 \$3 | \$\$\$ | U1 | 60 | R | \$ |
| 346.47 | 345.47 | ON RAMP | L | SHELTON-MATLOCK RD | ST | Υ | 1 | 1 | | | | | 8A | 24A | 10A | | 24 | | | | U1 | 60 | R | |
| 346.52 | 345.52 | RR XING | В | NUM 856753W STRUCTURE | | | 1 | 1 | | | | \$ | \$W | 59P | \$\$₩ | | 59 | 2 (|)2 | | U1 | 60 | R | |
| | | BEG BRIDGE | В | GOLDSBOROUGH CREEK/BN RR | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/425 | | | | | | | | _ | _ | | | | | | | | | | | |
| | | END BRIDGE | | GOLDSBOROUGH CREEK/BN RR | | | _ 1 | 1 | | | | 1 | 0A | 24A | 10A | | 24 | 2 (| 02 | | U1 | 60 |) R | |
| | | OFF RAMP | | SHELTON-MATLOCK RD | ST | Y | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P134659) | ST | | 1 | 1 | | | | Ċ | ⇔ τ.τ | 40D | d data | | 4.0 | 2 (| 2 | | IJ1 | - | R | |
| 346.80 | 345.80 | BEG BRIDGE | В | SHELTON-MATLOCK RD BRDG NUM 101/426 | 51 | | Т | Т | | | | Ş | ŞW | 40P | \$\$W | | 40 | Z (| J | | UI | 60 | K | |
| 346 84 | 345 84 | END BRIDGE | B | SHELTON-MATLOCK RD | | | 1 | 1 | | | | 1 | Λ Δ | 247 | 10A | | 24 | 2 (| 12 | | тт1 | 60 | R | |
| | | MISC FEATR | | GORE (0134729) | | | | _ | | | | | UA | ZIA | IUA | | 21 | ۷ (| 7 2 | | 01 | 0.0 | , 10 | |
| | | MP MARKER | | 347 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (R134711) | | | | | | | | | | | | | | | | | | | | |
| 347.11 | 346.11 | OFF RAMP | L | SHELTON-MATLOCK RD | ST | Υ | | | | | | | | | | | | | | | | | | |
| 347.19 | | | | | | | 1 | 1 | | | | 1 | 0A | 24A | 10A | | 24 | 2 (|)2 | | R1 | 60 | R | |
| 347.29 | 346.29 | BEG SU LN | R | TRUCK CLIMBING SHOULD10A | | | | 1 | | | | 1 | 0A | 24A | \$\$\$ | 10 | 34 | 2 (|)2 | | R1 | 60 | R | |
| | | ON RAMP | R | SHELTON-MATLOCK RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 347.73 | | END SU LN | R | TRUCK CLIMBING SHOULD10A | | | 1 | 1 | | | | 1 | 0A | 24A | 10A | \$\$\$ | 24 | 2 (|)2 | | R1 | 60 | R | |
| | | MP MARKER | | 348 | ~- | | | | | | | | | | | | | | | | | | | |
| 348.07 | 347.07 | UXING | В | CLOQUALLUM RD | ST | | | | | | | | | | | | | | | | | | | |
| 2/0 // | 2/7 // | DEC DUIDO | D | BRDG NUM 101/427 MILL CREEK | ST | | 1 | 1 | | | | ė. | לין זיי | 4 O D | \$\$W | | 40 | 2 (| 12 | | R1 | 60 | R | |
| 348.44 | 347.44 | BEG BRIDGE | В | BRDG NUM 101/428 | 21 | | Т | Т | | | | Ş | ųW | 40P | ΝĢĢ | | 40 | ∠ (| <i>J</i> | | KΤ | טט | K | |
| 348.47 | 347 47 | END BRIDGE | В | MILL CREEK | | | 1 | 1 | | | | 1 | Ω | 244 | 10A | | 24 | 2 (| 12 | | R1 | 61 | R | |
| 348.59 | | TIAL DICTOGE | ב | TILL CIULIN | | | | 1 | | | | | | | 10A | | 24 | | | | U1 | |) R | |
| 510.05 | | | | | | | _ | _ | | | | _ | | | | | | - ` | _ | | - | 3.0 | | |

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| | | | | WIDTH AND | SURFACE | INFORMATION | 1 | |
|------------------------|----------------------------|---------|---------|-------------|-----------|-----------------|--------------|-------------------------------|
| | :DIRECTION TO INVENTORY | -BRIDGE | | ECREAS/DIV | | INCRES/UNDI | | -CLASSIFICATIONS |
| | : :LEFT/RIGHT INDICATOR | -UXING- | NBR L | FT RHT | I | LFT RHT | USE TOT | LEGAL |
| | : : | | | | | | | CITY ST SPEED T P S |
| SRMP B ARM FEATURE | D LR DESCRIPTION | OW TC L | ' D'I M | 1/S W/S W/S | WD/S BR W | 7/S W/S W/S | WID WID A SE | NBR FC D IB R K T |
| | | _ | - - - - | | | | - | |
| 348.80 347.80 | | | 1 1 | | 1 | LOA 24A 10A | 24 2 02 | U1 60 R |
| 348.82 347.82 ON RAMP | L SR 3 | ST Y | | | 1 | LUA 24A IUA | 24 2 02 | 01 60 R |
| 348.92 347.82 ON RAMP | | ST Y | | | | | | |
| 348.99 347.99 MISC FEA | | 51 1 | | | | | | |
| 349.01 348.01 MP MARKE | • | | | | | | | |
| 349.02 348.02 MISC FEA | | | | | | | | |
| 349.16 348.16 BEG BRII | , | ST | 1 1 | | Ċ | \$\$W 40P \$\$W | 40 2 02 | U1 60 R |
| 519.10 510.10 BEG BRID | BRDG NUM 101/429 | DI | | | ۲ | you lot bou | 10 2 02 | 01 00 K |
| 349.19 348.19 END BRII | | | 1 1 | | 1 | LOA 24A 10A | 24 2 02 | U1 60 R |
| 349.30 348.30 | DOL B DIC 3 | | | 1A 12A 17A | | | | U1 60 R |
| 350.12 348.33 EQUATION | N 349.33 =350.12 | | | | 100 011 | 111 1 111 711 | 20 2 02 | 00 10 |
| MISC FEA | | | | | | | | |
| 350.13 348.34 MISC FEA | · ~ | | | | | | | |
| 350.17 348.38 | (, | | 1 2 1 | 1A 12A 17A | 40S CA | 4A 24A 10A | 36 2 02 | U1 60 R |
| 350.23 348.44 OFF RAME | P L SR 3 | ST Y | | OA 24A 4A | | | 48 2 02 | U1 60 R |
| 350.38 348.59 ON RAMP | | ST Y | | | | | | |
| 351.00 349.21 MP MARKE | | | | | | | | |
| 351.03 349.24 MED XING | G C OFFICIAL | | | | | | | |
| 351.08 349.29 | | | 2 2 1 | OA 24A 4A | 40S CA | 4A 24A 10A | 48 2 02 | R1 60 R |
| 351.58 349.79 | | | 2 2 1 | .OA 24A 4A | 40S DE | 4A 24A 10A | 48 2 02 | R1 60 R |
| 351.60 349.81 INTRSECT | TN R FREDSON RD | CO Y | | | | | | |
| INTRSECT | TN L RYAN RD | CO Y | | | | | | |
| INTRSECT | TN C MEDIAN XROAD | ST Y | | | | | | |
| 351.62 349.83 | | | 2 2 1 | .OA 24A 4A | 40s ca | 4A 24A 10A | 48 2 02 | R1 60 R |
| 352.00 350.21 MP MARKE | ER B 352 | | | | | | | |
| 352.10 350.31 | | | | .OA 24A 4A | | 4A 24A 10A | | R1 60 50 R |
| 352.35 350.56 | | | | OA 24A 4A | | | 48 2 02 | R1 \$\$ 50 R |
| 352.58 350.79 EXIT TO | | | | .OA 24A 4A | 40S DE | 4A 24A 10A | 48 2 02 | R1 50 R |
| 352.59 350.80 WYE CONN | | CO Y | | | | | | |
| 352.60 350.81 INTRSECT | | ST Y | | | | | | |
| ENT FROM | | CO Y | | | | | | |
| INTRSECT | IN L LYNCH RD | CO Y | | 02 042 42 | 400 07 | 43 043 103 | 40 0 00 | D1 |
| 352.61 350.82 | | | | .0A 24A 4A | | | | R1 50 R |
| 352.85 351.06 | ED D 3E3 | | 2 2 I | OA 24A 4A | 40S CA | 4A 24A 10A | 48 2 02 | R1 60 R |
| 353.00 351.21 MP MARKE | ER B 353 | | | | | | | |
| INTERSECTION DETAIL | TURN LANES | | ACCELE | RATION LANE | !S | | | |
| INTERBLETION DETRIE | L NEAR R NEAR L FAR R FAF | | | ITR R-CNTR | | | | |
| SRMP B ARM | LGT WD LGT WD LGT WD LGT W | | _ | WD LGT WD | _ | | | |
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| 351.60 349.81 | .03 12 .04 12 | | | | | | | |
| 352.59 350.80 | | .24 12 | 2 | | | | | |
| 352.60 350.81 | .04 12 .10 1 | | | .23 12 | | | | |
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| | | | | | | | | _ | | | WIDT | H ANI | SUR | FACI | INI | FORM | OITA | <u> </u> | | | | | | | | | |
|--------|--------|------------------------|-----|------|----------------------------------|------------|-------|----------|-------|--------|-----------------|--------|------|--------------|--------|-----------------|--------|----------|------------|-----|-----|-------|-----|-------|-----|-----|-----|
| | | | : [| OIR: | ECTION TO INVENTORY | -BI | RIDGI | ∃ | | DECI | REAS | /DIV | | | INC | RES/I | UNDI | SPC | | | | -CLAS | SIF | 'ICAT | IOI | NS- | |
| | | | : | :L | EFT/RIGHT INDICATOR | -U2 | KING- | - N | IBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGA: | 다 | | |
| | | | : | : | | | | | | | | | | | | | | | | | | CITY | | | | | |
| SRMP B | 3 ARM | FEATURE | D | LR | DESCRIPTION | OW | TC 1 | ם ב |) I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D I | В F | R K | . Т |
| | . | | _ | | | _ | | _ _ | _ _ | | | | | | | | | | | _ . | | | | _ | _ _ | _ _ | . _ |
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| | 351.24 | | | | | | | | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | ₹. | |
| | | ON RAMP | | L | OLYMPIC HWY-SR 108 | ST | 7 | Y | | | | | | | | | | | | | | | | | | | |
| | 351.40 | | | | | | | | 2 | 10A | 24A | 4A | 40S | JΕ | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | 3. | |
| | | OFF RAMP | | R | OLYMPIC HWY-SR 108 | ST | | Y | _ | | | | | | | | | | | _ | | | | _ | | _ | |
| | 351.45 | | | _ | (-105001) | | | 2 | 2 | 10A | 24A | \$\$\$ | 23A | JΕ | \$\$\$ | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | ₹. | |
| | | MISC FEATR | | R | GORE (P135321) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | L | GORE (S135305) | O.T. | | _ | | 4 41.1 | 245 | | 025 | | | 245 | 4 41.1 | | C 0 | _ | 00 | | D 1 | _ | о т | _ | |
| 353.52 | 351./3 | BEG BRIDGE | В | | SR 108 | ST | | 2 | 2 | \$\$W | 34P | | 23P | UE | | 34P | \$\$W | | 68 | 2 | 02 | | R1 | 6 | 0 F | Χ. | |
| 252 54 | 251 75 | END BRIDGE | Б | | BRDG NUM 101/429.5 SR 108 | | | 2 | | 10A | 047 | | 23A | T 17 | | 047 | 10A | | 4.0 | 2 | 00 | | R1 | _ | 0 F | _ | |
| | | MISC FEATR | | Ъ | GORE (Q135381) | | | | . 4 | IUA | 24A | | 23A | UE | | 24A | IUA | | 40 | 4 | 02 | | KI | 0 | 1 0 | Χ. | |
| | | MISC FEATR | | | GORE (Q135361) GORE (R135375) | | | | | | | | | | | | | | | | | | | | | | |
| | 351.85 | | | ш | GORE (RI353/5) | | | 2 | , , | 107 | 247 | 17 | 40S | C_{Δ} | 47 | 247 | 107 | | /1 Ω | 2 | 0.2 | | R1 | 6 | 0 F | 5 | |
| | | OFF RAMP | | т. | OLYMPIC HWY-SR 108 | ST | 7 | 7 7 | . 4 | IUA | ZIA | TA | 105 | CA | TA | ZIA | IUA | | 10 | 4 | 02 | | KΤ | 0 | 0 1 | | |
| | 352.00 | | | ш | ODIMPIC HWI SK 100 | 51 | | - | 2 | 1 N A | 24 _A | 4 z | 40S | BE | 4 z | 24 _A | 1 N 🛚 | | 48 | 2 | 0.2 | | R1 | 6 | 0 F | ₹ | |
| | | BEG BRIDGE | Т | | SKOOKUM CREEK | ST | | | | | | | 400 | | | | | | 64 | | | | R1 | | 0 I | | |
| 333.01 | 332.02 | DEC DRIDGE | _ | | BRDG NUM 101/430E | 01 | | _ | | 7711 | 321 | 7711 | 100 | 7 7 | 7711 | 321 | 7711 | | 0 1 | _ | 02 | | | Ŭ | | | |
| | | ON RAMP | | R | OLYMPIC HWY-SR 108 | ST | 7 | Y | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | | NUM 96559D STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | | SKOOKUM CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 101/430W | | | | | | | | | | | | | | | | | | | | | | |
| 353.86 | 352.07 | END BRIDGE | Ι | | SKOOKUM CREEK | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | 3. | |
| | | END BRIDGE | D | | SKOOKUM CREEK | | | | | | | | | | | | | | | | | | | | | | |
| | 352.09 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | 2 | |
| | | MED XING | | _ | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | 354 | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | В | 355 | | | | | | | | | | | | | | | | | | | | | | |
| | 353.51 | | | _ | | | | | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | 3. | |
| 355.31 | 353.52 | INTRSECTN | | | HURLEY WALDRIP RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 255 22 | 252 54 | INTRSECTN | | C | MEDIAN XROAD | ST | | Y | | 107 | 0.43 | 4.7 | 400 | C 3 | 4.7 | 0.43 | 107 | | 4.0 | _ | 00 | | D 1 | _ | ^ F | _ | |
| | 353.54 | | | | | | | | | | | | 40S | | | | | | 48 | | | | R1 | | 0 F | | |
| | 354.19 | | | ъ | OLD OLIMPIC HIM | a 0 | , | | 2 | IUA | 24A | 4A | 40S | DE | 4A | 24A | IUA | | 48 | 2 | 02 | | R1 | 6 | 0 F | Χ. | |
| 350.00 | 354.21 | INTRSECTN INTRSECTN | | | OLD OLYMPIC HWY MEDIAN XROAD | CO ST | | Y Y | | | | | | | | | | | | | | | | | | | |
| 356 01 | 35/ 22 | MP MARKER | | - | 356 | 51 | | L | | | | | | | | | | | | | | | | | | | |
| | 354.23 | | | Б | 330 | | | 2 | 2 | 1 N A | 247 | 47 | 40S | $C\Delta$ | 47 | 247 | 1 O A | | 48 | 2 | 02 | | R1 | 6 | 0 F | > | |
| | 354.36 | | | | | | | | | | | | 40S | | | | | | 48 | | | | R1 | | 0 I | | |
| | | BEG BRIDGE | Т | | KENNEDY CREEK | ST | | | | | | | 400 | | | | | | | 2 | | | R1 | | 0 I | | |
| 330.17 | 331.30 | DEC DRIDGE | _ | | BRDG NUM 101/432E | 01 | | _ | | 440 | 2011 | 440 | 100 | 7 7 | 770 | 2011 | 770 | | 30 | _ | 02 | | | Ŭ | | | |
| | | BEG BRIDGE | D | | KENNEDY CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | _ | | BRDG NUM 101/432W | | | | | | | | | | | | | | | | | | | | | | |
| 356.19 | 354.40 | END BRIDGE | I | | KENNEDY CREEK | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 2 | 02 | | R1 | 6 | 0 F | 2 | |
| | | END BRIDGE | D | | KENNEDY CREEK | | | | | | | | | | | | | | | | | | | | | | |
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DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| SR 101 MAINLINE | U.S. ROUTE - USSH | COUNTY MASON | DOT DISTRICT 3 |
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| | | | W] | DTH AND | SURFACI | E INFORM | ATION | | | | | | |
|--------------------------|-------------------------|------------|----------|---------|---------|----------|---------|-------|------|----------|--------|--------|-----|
| | :DIRECTION TO INVENTORY | -BRIDGE | DECRE | EAS/DIV | | INCRES/ | UNDI SP | | | CLASS | IFICA7 | CIONS | 3 |
| | : :LEFT/RIGHT INDICATOR | -UXING- NB | 3R LFT | RHT | | LFT | RHT US | E TOT | | | LEGA | 4T | |
| | : : | -XROAD- LN | NS SHD F | RDY SHD | MEDIAN- | SHD RDY | SHD LN | S RDY | MTCE | CITY S | Γ SPEF | ID T | PS |
| SRMP B ARM FEATURE | D LR DESCRIPTION | OW TC L D | I W/S V | 1/S W/S | WD/S BR | W/S W/S | W/S WI | DIWID | A SE | NBR F | C D 1 | :B R | KT |
| | _ _ _ | _ _ | _ _ | | | _ | _ | - | _ | | _ _ | _ | _ _ |
| 356.20 354.41 | | 2 | 2 10A 2 | 24A 4A | 40S CA | 4A 24A | 10A | 48 | 2 02 | R | 1 6 | 50 R | |
| 356.21 354.42 MED XING | C OFFICIAL | | | | | | | | | | | | |
| 356.92B 355.13 BEG EQ | BEGIN BACK | | | | | | | | | | | | |
| 356.92 355.15 END CTLSEC | | | | | | | | | | | | | |
| LEAVE CO | MASON | | | | | | | | | | | | |

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| | | | | | | | | | | | | | SURI | FACI | | | | | | | | | | | | |
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| | | | | | ECTION TO INVENTO: EFT/RIGHT INDICAT | | 1 | IDGE | 1 | DEC | | /DIV RHT | | | INCI LFT | RES/ | | SPC | | | | -CLAS | | ICAT LEGA | | NS |
| | | | | · ш. | EFI/RIGHI INDICAL | OR | | | | | | | MEDIZ | ΔNT_ | | RUA | | | | мта | re la | עידי | | | | T P S |
| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | | | | | | | | | | | | RKT |
| | | | _ | | | | | | _ _ | | | | | | | | | | | _1_ | | | | [_ | | _ _ _ |
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| 356.92 | 355.15 | ENTER CO | | | THURSTON | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 (| 02 | | R1 | 6 | 50 | R |
| | | EQUATION | - ~ | | 356.94B=356.92 | 2.405 | | | | | | | | | | | | | | | | | | | | |
| 257 00 | 255 02 | BEG CTLSE | | Б | CONTROL SECTION | 3405 | | | | | | | | | | | | | | | | | | | | |
| 357.00 | | MP MARKER | · · | В | 357 | | | | 2 2 | 107 | 247 | 17 | 40S | שת | 17 | 247 | 1 0 7 | | 10 | 2 (| าว | | R1 | | 50 | D |
| | | INTRSECT | л | Þ | OLD OLYMPIC HWY | | CO | Y | | IUA | 24A | 4A | 405 | DE | 4A | ZAA | IUA | | 40 | 2 (| JZ | | KI | , | 00 | ĸ |
| 337.07 | 333.30 | INTRSECT | | | MEDIAN XROAD | | ST | Y | | | | | | | | | | | | | | | | | | |
| 357.09 | 355.32 | | • | C | PHD 1711V 711CO71D | | DI | - | | 10A | 24A | 4 A | 40S | CA | 4 A | 24A | 10A | | 48 | 2 (| 12 | | R1 | 6 | 50 | R |
| | | BEG BRIDG | E I | | GRIGGS CREEK | | ST | | | | | | 102 | | | | | | | _ ` | _ | | | • | | |
| | | | | | BRDG NUM 101/500 | E | - | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | GRIGGS CREEK | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 101/500 | W | | | | | | | | | | | | | | | | | | | | |
| 357.41 | 355.64 | END BRIDG | SE I | | GRIGGS CREEK | | | | | | | | | | | | | | | | | | | | | |
| | | END BRIDG | E D | | GRIGGS CREEK | | | | | | | | | | | | | | | | | | | | | |
| 357.80 | | | | | | | | | | | | | 40S | | | | | | 48 | | | | R1 | | 50 | |
| 357.89 | | | | _ | 250 | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 (|)2 | | R1 | 6 | 50 | R |
| | | MP MARKER | ξ | В | 358 | | | | 2 2 | 103 | 047 | 4.70 | 400 | ъ. | 4.7 | 0.43 | 107 | | 4.0 | 2 (| 2.0 | | D 1 | , | - ^ | Б |
| 358.08 358.10 | 356.31 | INTRSECT | т | т | HOLIDAY VALLEY D | D | CO | Y | | IUA | 24A | 4A | 40S | DE | 4A | 24A | IUA | | 48 | 2 (| JZ | | R1 | (| 50 | R |
| 350.10 | 330.33 | INTRSECT | | | MEDIAN XROAD | K | ST | Y | | | | | | | | | | | | | | | | | | |
| 358.12 | 356.35 | | V | C | MEDIAN AROAD | | 51 | 1 | | 102 | 241 | 4 z | 40S | $C\Delta$ | 4 z | 24 b | 1 N 🛚 | | 48 | 2 (| 12 | | R1 | e | 50 | R |
| | | MP MARKER | ? | В | 359 | | | | 2 2 | 1011 | 2 171 | 111 | 100 | CII | 111 | 2 111 | 1011 | | 10 | ۷ (| <i>J</i> <u>Z</u> | | 111 | , | , , | 10 |
| | | INTRSECT | | L | OYSTER BAY RD | | CO | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | OLD 101 HWY NW | | CO | Y | | | | | | | | | | | | | | | | | | |
| 359.55 | 357.78 | MED XING | | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 359.56 | | | | | | | | | | | | | 40S | | | | | | 48 | | | | U1 | | 50 | |
| 359.57 | 357.80 | UXING | В | | STEAMBOAT ISLAND | | ST | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 2 (| 02 | | U1 | 6 | 50 | R |
| | | | | | BRDG NUM 101/501 | | | | | | | | | | | | | | | | | | | | | |
| 359.58 | 357.81 | BEG BRIDO | E I | | SCHNEIDER CREEK | _ | ST | | 2 2 | \$\$W | 37P | \$\$W | 400 | \$\$ | \$\$W | 37P | \$\$W | | 74 | 2 (|)2 | | U1 | 6 | 50 | R |
| | | DEG DDID | , | | BRDG NUM 101/502 | E | am. | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | ÷E D | | SCHNEIDER CREEK | T. T | ST | | | | | | | | | | | | | | | | | | | |
| 250 F0 | 257 02 | END BRIDO | ד ישי | | BRDG NUM 101/502 SCHNEIDER CREEK | W | | | 2 2 | 107 | 247 | 47 | 40S | DГ | 47 | 247 | 107 | | 48 | 2 (| าว | | IJ1 | | 50 | D |
| 339.39 | 337.02 | END BRIDG | | | SCHNEIDER CREEK | | | | 2 2 | IUA | 24A | 4A | 405 | DБ | 4A | ZHA | IUA | | 40 | ۷ (| J Z | | ΟŢ | (| 0 | К |
| 359.60 | 357 83 | | ט מנ | | SCHWEIDER CREEK | | | | 2 2 | 104 | 244 | 4 A | 40S | CA | 4 A | 24A | 1 N A | | 48 | 2 (| 12 | | TJ1 | e | 50 | R |
| | | ENT FROM | | T. | STEAMBOAT ISLAND | RD | CO | Y | | 1011 | 2 171 | 111 | 100 | CII | 111 | 2 111 | 1011 | | 10 | ۷ (| <i>J</i> <u>Z</u> | | 01 | , | , , | 10 |
| 337.00 | 550.05 | 2111 111011 | | _ | | 112 | - | _ | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL | | | TURN LANES | | | | ACCE | LERA | TION | LANI | ES | | | | | | | | | | | | | |
| | | | L N | EAR | R NEAR L FAR | R FAR | LE | FT | L- | CNTR | R-0 | CNTR | RIG | HT- | | | | | | | | | | | | |
| SRMP B | | | LGT | | | | | | | | | T WD | LGT | WD | | | | | | | | | | | | |
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| 359.05 | | | | | .10 12 | .10 12 | | 2 10 | | | | | | | | | | | | | | | | | | |
| 359.80 | 358.03 | | | | | | . 1 | .3 12 | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | _ | | V | VIDTI | H ANI | SURI | FACI | E IN | FORM | ATIO | N | | | | | | | |
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| | | | :[| IRI | ECTION TO | INVENTO | RY | -BR | IDGE | <u> </u> | | DECF | REAS | /DIV | | | INC | RES/ | UNDI | SPC | | | C | LASS | IFIC | ATI | ONS |
| | | | : | :L | EFT/RIGHT | ' INDICAT | 'OR | -UX | ING- | - N | BR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | LE | GAL | |
| | | | : | : | | | | -XR | OAD- | - Li | NS | SHD | RDY | SHD | MEDIA | AN- | SHD | RDY | SHD | LNS | RDY | MТ | CE CI | TY S | T SP | EED | TPS |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | 'ION | | OW | TC I | ı D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | Α | SE NB | r F | 'C D | IB | RKT |
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| | | EXIT TO | | R | OLD HWY | 101 NW | | CO | 7 | | | | | | 40S | - | | | | | 48 | | | _ | 1 | 60 | |
| 359.82 | | | | _ | | 101 | | ~~ | _ | | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 12A | | 48 | 2 | 02 | U | 1 | 60 | R |
| 359.83 | 358.06 | ENT FROM | | | OLD HWY | | | CO | | <i>Y</i> | | | | | | | | | | | | | | | | | |
| 250 00 | 250 11 | EXIT TO | | Ъ | STEAMBOA | I ISLANL |) RD | CO | 7 | ľ | 2 | 107 | 247 | 4 7 | 400 | αD | 4.70 | 0.43 | 107 | | 4.0 | 2 | 0.0 | т. | r 1 | <i>c</i> 0 | Б |
| 359.88 | | | | D | 360 | | | | | 2 | 2 | IUA | 24A | 4A | 40S | GR | 4A | 24A | IZA | | 48 | 2 | 02 | L | 1 | 60 | K |
| 360.00 | | MP MARKER | _ | В | 360 | | | | | 2 | 2 | 107 | 247 | 47 | 40S | CD | 47 | 247 | 107 | | 48 | 2 | 0.2 | т. | 1 | 60 | D |
| 360.03 | | | | | | | | | | | | | | | 40S | | | | | | 48 | | | _ | 11 | 60 | |
| | | INTRSECTN | г | D | HERITAGE | CIT MIN | | CO | 7 | Z | 4 | IUA | ZHA | HA | 405 | CA | HA | ZHA | IUA | | 40 | 2 | 02 | C | ' _ | 00 | Л |
| 360.57 | | THINGECIN | | IX | HEKTIAGE | DI NW | | CO | _ | | 2 | 107 | 247 | 47 | 40S | CP | 47 | 247 | 1 0 7 | | 48 | 2 | 0.2 | т. | 1 | 60 | D |
| | | INTRSECTN | г | Ð | SHAKER C | ישווס שר | 1 | CO | N | 7 | _ | IUA | ZIA | TA | 103 | GIC | TA | ZIA | IUA | | 10 | 4 | 02 | C | ' _ | 00 | K |
| | | MP MARKER | | | 361 | .IIORCII RE | | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 361.12 | | rii riiittett | - | ם | 301 | | | | | 2 | 2 | 10A | 24A | 4 A | 40S | $C\Delta$ | 4 A | 244 | 1 N A | | 48 | 2 | 0.2 | T | 1 | 60 | R |
| 361.25 | | | | | | | | | | | | | | | 40S | | | | 10A | | 40 | | | | 1 | 60 | |
| 361.29 | | | | | | | | | | | | | | | 40S | | | | 10A | | 40 | | | | 1 | 60 | |
| 361.36 | | | | | | | | | | | | | | | 50S | | | | | | 28 | | | _ | 11 | 60 | |
| 361.38 | 359.61 | UXING | I | | SR 8 | | | ST | | | | | | | | _ | | | | | | | | | | | |
| | | | | | BRDG NUM | 008/104 | N | | | | | | | | | | | | | | | | | | | | |
| 361.40 | 359.63 | END CTLSE | C | | CONTROL | SECTION | 3405 | | | \$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | \$\$\$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ | \$\$ | \$ | \$ | \$\$ | \$ |
| | | BEG PH GF |) | | BEGIN PH | YSICAL G | AP | | | | | | | | | | | | | | | | | | | | |
| | | UXING | I | | SR 8 | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
| 361.52 | 359.64 | EQUATION | | | 361.41 = | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 4 | 01 | Ţ | 1 | 60 | R |
| | | BEG CTLSE | - | | CONTROL | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | | BR 00810 | | | | | | | | | | | | | | | | | | | | | | |
| 261 50 | 050 51 | END PH GP | | _ | END PHYS | |) | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | | GORE (R1 | 36166) | | a.m. | | - | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | | SR 101 | 26101) | | ST | 7 | Ľ | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | | GORE (Q1 SR 101 | 36181) | | ST | 7 | , | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | | 362 | | | 51 | 1 | Ľ | | | | | | | | | | | | | | | | | |
| 362.00 | | MP MARKER | | Ь | | | | | | 2 | 2 | 107 | 2/17 | 47 | 100 | סר | 47 | 247 | 1 0 7 | | / Ω | 1 | Λ1 | т. | 1 | 60 | D |
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| 302.11 | 300.23 | DEG DRIDG | 111 1 | | BRDG NUM | . 101/50 <i>6</i> | F | DI | | | 2 | γγW | JIE | γγW | 100 | ŲΨ | γγW | JIF | γγW | | 02 | _ | ΟI | | '- | 00 | IC. |
| | | BEG BRIDG | E D | | PERRY CR | | | ST | | | | | | | | | | | | | | | | | | | |
| | | DEC DIVERS | | | BRDG NUM | | W | 21 | | | | | | | | | | | | | | | | | | | |
| 362.13 | 360.25 | END BRIDG | EΙ | | PERRY CR | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | Ţ | 1 | 60 | R |
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| SRMP B | ARM | | | | LGT WD | T.G.I. MD | T.G.I. MD | | | | | . MD | | T. MD | LGT | | | | | | | | | | | | |
| 359.83 | | | | | | | .09 12 | | | - | | | | | .14 | | | | | | | | | | | | |
| 337.03 | 330.00 | | | | | | .07 12 | | | | | | | | 1 | 1 4 | | | | | | | | | | | |

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| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | IDGE ING- | 1 | | CREAS | /DIV RHT | | | INC | RES/I | JNDI | SPC USE | | | CLA | | ICAT LEGA | | NS |
| | | | : : | EFI/RIGHT INDICATOR | | | | | | | MEDI | AN- | | RDY | | | | MTC | CE CITY | | | | Tlpls |
| SRMP B | ARM | FEATURE | DLR | DESCRIPTION | | | | | | | | | | | | | | | SE NBR | | | | |
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| 362.13 | 360.25 | END BRIDGE | D | PERRY CREEK | | | 2 | 2 102 | 4 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 (|)1 | U1 | 6 | 50 | R |
| 362.15 | 360.27 | | | | | | | | | | 40s | | | | | | 48 | | | U1 | | 50 | |
| 362.23 | 360.35 | ON RAMP | L | 2ND AVE SW | ST | Y | | | | | | | | | | | | | | | | | |
| 362.26 | | OFF RAMP | R | | ST | Y | | | | | | | | | | | | | | | | | |
| 362.38 | | MISC FEATR | | GORE (P136226) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (S136223) | | | | | | | | | | | | | | | | | | | |
| 362.51 | | MISC FEATR | R | GORE (Q536279) | | | | | | | | | | | | | | | | | | | |
| 362.59 | 360.71 | UXING | В | 2ND AVE SW BRDG NUM 101/507 | ST | | | | | | | | | | | | | | | | | | |
| 362.72 | | MISC FEATR | | GORE (R136283) | | | | | | | | | | | | | | | | | | | |
| 362.79 | | ON RAMP | R | 2ND AVE SW | ST | Y | | | | | | | | | | | | | | | | | |
| 362.82 | | | _ | | | | | | | | 40S | | | | | | 48 | | | U1 | | 0 | |
| 362.83 | 360.95 | BEG BRIDGE | I | MUD BAY | ST | | 2 | 2 \$\$0 | 28P | \$\$C | 400 | \$\$ | \$\$C | 28P | \$\$C | | 56 | 1 (|)1 | U1 | 6 | 0 | R |
| | | OFF DAME | - | BRDG NUM 101/508E | СШ | 3.7 | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | 2ND AVE SW | ST ST | Y | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | MUD BAY BRDG NUM 101/508W | 51 | | | | | | | | | | | | | | | | | | |
| 362 89 | 361 01 | END BRIDGE | т | MUD BAY | | | 2 | 2 107 | \ 247 | 47 | 40S | ם י | 47 | 247 | 107 | | 48 | 1 (| 11 | U1 | 6 | 50 | D |
| 302.09 | 301.01 | END BRIDGE | | MUD BAY | | | ۷ . | Z 10£ | A ZAA | HA | 405 | рБ | HA | ZHA | IUA | | 40 | Τ (|) _ | UΙ | (| | К |
| 362.90 | 361 02 | | ט | MOD DAI | | | 2 | 2 102 | 242 | 4 D | 40S | CA | 4 D | 24 _A | 1 N 🛚 | | 48 | 1 (|)1 | IJ1 | 6 | 0 | R |
| | | MP MARKER | В | 363 | | | _ | 2 101 | | | 100 | 011 | | 2 111 | 1011 | | | - ` | - | 01 | | | |
| 363.13 | | | _ | | | | 2 | 2 102 | 24A | 4A | 40S | JE | 4 A | 24A | 10A | | 48 | 1 (|)1 | U1 | 6 | 50 | R |
| 363.31 | | UXING | В | DELPHI RD | ST | | | | | | 16A | | | | | | 48 | | | U1 | | 50 | |
| | | | | BRDG NUM 101/509 | | | | | | | | | | | | | | | | | | | |
| 363.93 | 362.05 | | | | | | 2 | 2 102 | 4 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 (|)1 | U1 | 6 | 50 | R |
| 363.95 | 362.07 | UXING | В | EVERGREEN PARKWAY | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/510 | | | | | | | | | | | | | | | | | | | |
| 364.00 | | MP MARKER | В | 364 | | | | | | | | | | | | | | | | | | | |
| 364.10 | | ENTER CITY | | OLYMPIA | | | 2 | 2 10R | A 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 (| 01 0920 | U1 | 6 | 0 | R P |
| 364.12 | 362.24 | MISC FEATR | | GORE (Q136438) | | | | | | | | | | | | | | | | | | | |
| 264 22 | 262 41 | MISC FEATR | | GORE (R136429) | ~- | | | | | | | | | | | | | | | | | | |
| 364.29 | | OFF RAMP | | EVERGREEN PKWY | ST | Y | | | | | | | | | | | | | | | | | |
| | | MED XING | | OFFICIAL | ОШ | | | | | | | | | | | | | | | | | | |
| 364.36 | | | В | KAISER RD BRDG NUM 101/511 | ST | | | | | | | | | | | | | | | | | | |
| 364.38 | | ON RAMP | | EVERGREEN PKWY | ST | Y | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | BLACK LK BLVD | ST | Y | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | |
| 365.01 | | MP MARKER | | 365 | ~- | | | | | | | | | | | | | | | | | | |
| 365.03 | | OFF RAMP | | BLACK LK BLVD | ST | Y | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (P136503) | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | Ь | GORE (S136479) | | | 0 | 0 10- | . 04- | 4 70 | 400 | | 4 3 | 0.47 | 103 | | 4.0 | 1 / | 1 0000 | TT1 | , | - 0 | D D |
| 365.27 | 363.39 | | | | | | 4 | ∠ ±0 <i>E</i> | 4 24A | 4A | 40S | UE | 4A | 24A | ΤUΑ | | 48 | Τ (| 0920 | UΙ | 6 | O . | R P |

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| | | | : 1 | OIR: | ECTION TO INVENTORY | -BF | RIDGE | | | | NIDTH REAS | | SURI | FACI | | | | N SPC | | | | CLA | SSI | FICA | ATI(| ONS | |
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| | | | | | EFT/RIGHT INDICATOR | I | ING- | 1 | | | , | RHT | | | LFT | , | | USE | 1 | | | 0211 | 001 | LEG | | | |
| | | | | : | | | | | | | RDY | | MEDIA | -NA | | RDY | | | | | CE | CITY | ST | | | | P S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | | | | | | | WD/S | | | | | | | | | | | | | | |
| | | 1 | - | ' | | . — . | | 1-1 | -1- | | | | | · —— | · | · | | | . —— | 1-1 | | | 1 | 1 | | . — ! - | -1- |
| 365.33 | | | | | | | | | | | 24A | \$\$\$ | 14A | | \$\$\$ | | | | | | | 0920 | | | | R I | |
| 365.42 | 363.54 | BEG BRIDGE | В | | BLACK LK BLVD BRDG NUM 101/512 | ST | | 2 | 2 \$ | \$\$W | 34P | | 14P | JE | | 34P | \$\$W | | 68 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | END BRIDGE | В | | BLACK LK BLVD | | | | | | 24A | | 14A | - | | | 10A | | | | | 0920 | _ | | | R I | |
| | 363.71 | | | | | | | 2 | 2 1 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | MISC FEATR | | L | GORE (R136598) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (Q136591) | | | | | | 24A | | | | | | 22A | | | | | 0920 | | | | R I | |
| | | ON RAMP | | R | BLACK LK BLVD | ST | Y | | | | 24A | | | | | | 22A | | | | | 0920 | | | | R I | |
| 365.94 | | | | | | | | | | | 24A | | | | | | 22A | | | | | 0920 | _ | | | R I | |
| 365.98 | 364.10 | BEG SU LN | | L | WEAVING/SPEED CHANGE 12A | | | | 3 1 | 10A | 24A | 4A | 40S | BE | 4A | 36A | 22A | 12 | 72 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | OFF RAMP | | L | BLACK LK BLVD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 366.00 | 364.12 | BEG BRIDGE | Ι | | PERCIVAL CREEK | ST | | 2 | 3 1 | 10A | 24A | 4A | 40S | BE | \$\$W | 64P | \$\$W | 12 | 100 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | MD MADKED | | ъ | BRDG NUM 101/513E 366 | | | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | _ | _ | | | | | | | | | | | | | | | | | | | | | | | |
| 266 01 | 264 12 | RR XING | Ι | | NUM 85270J STRUCTURE | | | 2 | 2 | <u></u> | E O D | ~ ~ T.T | 400 | 44 | T.7 | C 4 D | T.7 | 10 | 100 | 1 | 0.1 | 0000 | тт1 | | <i>c</i> 0 | ъ. | Ъ |
| 366.01 | 364.13 | CHG SU LN | _ | L | WEAVING/SPEED CHANGE 12P | | | 2 | 3 % | ŞŞW | 52P | ŞŞW | 400 | \$\$ | W | 64P | W | 12 | 178 | Т | UΙ | 0920 | UΤ | | 60 | R I | ר |
| | | RR XING | D | | NUM 85270J STRUCTURE | с т | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | ט | | PERCIVAL CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| 266 07 | 264 10 | TND DDIDGE | _ | | BRDG NUM 101/513W | | | _ | 2 1 | 1 0 3 | 043 | 4.7 | 400 | ъ. | 4.7 | 263 | 007 | 10 | 70 | 1 | 0.1 | 0000 | TT1 | | <i>c</i> 0 | _ | _ |
| 366.07 | 364.19 | END BRIDGE | | | PERCIVAL CREEK | | | 2 | 3 1 | LUA | 24A | 4A | 40S | BE | 4A | 36A | 22A | 12 | /2 | Τ | ÛΙ | 0920 | UΙ | | 60 | R I | Ь |
| | | END BRIDGE | D | _ | PERCIVAL CREEK | | | | | | | | | | | | | | | | | | | | | | |
| 266 00 | 264 21 | CHG SU LN | | Ъ | WEAVING/SPEED CHANGE 12A | | | _ | | 10- | 0.4- | 4- | 400 | ~- | | 26- | 00- | 1.0 | | _ | 0.1 | 0000 | | | | _ | _ |
| 366.09 | | | | _ | | | | | | | 24A | | | | | | 22A | | | | | 0920 | | | | R I | |
| 366.14 | 364.26 | END SU LN | | L | WEAVING/SPEED CHANGE 12A | | | | 3 1 | 10A | 36A | 4A | 40S | CA | 4A | 36A | 22A | \$\$\$ | 72 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | ON RAMP | | | COOPER POINT RD SW | ST | Y | | | | | _ | | | _ | | | | | | | | | | | | |
| | | OFF RAMP | | | CROSBY BLVD | ST | Y | 3 | 3] | 10A | 36A | 4A | 40S | CA | 4A | 36A | 12A | | 72 | 1 | 01 | 0920 | U1 | | 60 | R I | Ρ |
| | | MISC FEATR | | R | , | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | L | GORE (S136614) | | | _ | | | | | | | | | | | | _ | | | | | | _ | _ |
| 366.41 | | | | | | _ | | 3 | 3 1 | 10A | 36A | 4A | 40S | CA | 4A | 36A | 12A | | 72 | 1 | 01 | 0920 | U1 | 60 | 45 | R ! | Ρ |
| 366.42 | 364.54 | UXING | В | | COOPER POINT RD SW | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 101/514 | | | | | | | | | | | | | | | | | | | | | | |
| 366.56 | 364.68 | MISC FEATR | | | GORE (R136668) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (Q136688) | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | L | COOPER POINT RD SW | ST | Y | | | | | | 40S | | | | | | | | | 0920 | | | | | |
| 366.77 | | | | | | | | 3 | 3 1 | 10A | 36A | 4A | 40S | GR | 4A | 36A | 10A | | 72 | 1 | 01 | 0920 | U1 | 60 | 45 | R : | Ρ |
| | | MISC FEATR | | | SGN ENT TUMWATER | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | R | CROSBY BLVD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 366.91 | 365.03 | LEAVE CITY | | | OLYMPIA | | | 3 | 3 1 | 10A | 36A | 4A | 50S | GR | 4A | 36A | 10A | | 72 | 1 | 01 | 1325 | U1 | 60 | 45 | R | Ρ |
| | | ENTER CITY | | | TUMWATER | | | | | | | | | | | | | | | | | | | | | | |
| 367.00 | 365.12 | MP MARKER | | В | 367 | | | | | | | | | | | | | | | | | | | | | | |
| 367.16 | 365.28 | OFF RAMP | | R | SR 5 SB | ST | Y | 3 | 2 1 | 10A | 36A | 4A | 50S | GR | 4A | 24A | 10A | | 60 | 1 | 01 | 1325 | U1 | 60 | 45 | R | Ρ |
| 367.18 | | | | | | | | | | | | | 75S | | | | | | | | | 1325 | | | | | |
| 367.20 | 365.32 | ON RAMP | | LC | SR 5 NB | ST | Y | 2 | 2 1 | 10A | 24A | 4A | 75S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | 1325 | U1 | 60 | 45 | R | Ρ |
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DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | WIDTH AND SURFACE INFORMATION |
|--|--|
| :DIRECTION TO INVENTORY | -BRIDGE DECREAS/DIV INCRES/UNDI SPC CLASSIFICATIONS |
| : :LEFT/RIGHT INDICATOR | -UXING- NBR LFT RHT LFT RHT USE TOT LEGAL |
| : : | -XROAD- LNS SHD RDY SHD MEDIAN- SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S |
| SRMP B ARM FEATURE D LR DESCRIPTION | OW TC L D I W/S W/S W/S WD/S BR W/S W/S W/S WID WID A SE NBR FC D IB R K T |
| 267 22 265 24 | 2 2 10x 24x 4x 7FG dp 4x 24x 10x 40 1 01 120F tt1 60 4F p p |
| 367.22 365.34 | 2 2 10A 24A 4A 75S GR 4A 24A 10A 48 1 01 1325 U1 60 45 R P |
| 367.26 365.38 | 2 2 10A 24A 4A 200S GR 4A 24A 10A 48 1 01 1325 U1 60 45 R P |
| 367.27 365.39 MISC FEATR L GORE (SR 5 P110402) | |
| 367.28 365.40 MISC FEATR R GORE (SR 5 S110373) | 2 2 \$\$W 42P \$\$W 2250 GR 4A 24A 10A 66 1 01 1325 U1 60 45 R P |
| BEG BRIDGE D DESCHUTES PARKWAY | ST |
| BRDG NUM 005/320S-W | |
| 367.33 365.45 END BRIDGE D DESCHUTES PARKWAY | \$ 2 \$ \$\$\$ \$ \$\$\$ \$\$ \$\$W 41P \$\$W 41 1 01 1325 U1 \$\$ 45 R P |
| BEG BRIDGE I SR 5 | ST |
| BRDG NUM 101/515E-N | |
| 367.41 365.53 END BRIDGE I SR 5 | |
| END CTLSEC CONTROL SECTION 3405 | |
| END ROUTE | |

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SR 101 COUPLET U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | ABERDN | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|----------|-------------|-------|-------------------------|--------------------------|--------|-------------------------------|---------|-----|-------------|-----|------|-------|--------|-----------------|--------|-----|-----|--------|-----|-----|-----------------|------|-------|----------|------|
| | | | | | | | WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | | | | |
| | | | | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | | | INCRES/UNDI SPO | | | | | | | CLASSIFICATIONS | | | | |
| | | | | :LE | EFT/RIGHT INDICATOR | −UΣ | KING | ;- NI | | LFT | | RHT | 1 | | LFT | | RHT | USE | TOT | | | | - 1: | LEGAL | | |
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| SRMP B | ARM | FEATURE | ΙD | LR | DESCRIPTION | | | | | | | | | | | | | | | | | | | D IB | | |
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| 87.49 | 0.00 | BEG ROUTE | | | ABERDN | | | 1 | 2 | | | | | | С | 54A | C | | 54 | 4 | 02 | 0560 | 111 | 3.0 | L : | T. * |
| 0,110 | 0.00 | 220 110012 | | | LEVEE ST TO STATE ST RMP | | | _ | _ | | | | | | Ū | 0 | Ū | | 0 - | - | - | | 0_ | 5 0 | | _ |
| | | ENTER CIT | v | | HOOUIAM | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL SECTION 1401 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | 5TH ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | _ | В | | СТ | SG | v | | | | | | | | | | | | | | | | | | |
| 87.50 | 0 01 | WYE CONN | | L | SR 101-LEVEE S1 | ST | | | | | | | | | | | | | | | | | | | | |
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| 87.54 | | INTRSECTN | | R | H. ST | CT | | Y 1 | | | | | | | | 54A | | | | | | 0560 | | | L I | |
| 87.60 | 0.11 | END ST | I | | 5TH ST | | | \$ | 2 | | | | | | C | 44A | C | | 44 | 4 | 02 | 0560 | UΤ | 30 | L I | В * |
| | | BEG ST | I | _ | SIMPSON AVE | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | 5TH ST | - | SG | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | ~ ~ ~ ~ ~ , | | | | | | | | | | | | | | | | | | | | | |
| 87.67 | | INTRSECTN | | | 6TH ST | - | SG | | | | | | | | | | | | | | | | | | | |
| 87.75 | 0.26 | INTRSECTN | | В | 7TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 87.83 | 0.34 | INTRSECTN | | В | 8TH ST | CT | SG | Y | 2 | | | | | | C | 44A | С | | 44 | 4 | 02 | 0560 | U1 | 30 | L | P * |
| 87.92 | 0.43 | INTRSECTN | | L | 9TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 87.98 | 0.49 | INTRSECTN | | В | 10TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 87.99 | 0.50 | BEG BRIDG | ΕI | | HOQUIAM RIVER | ST | | | 2 | | | | | | W | 24P | W | | 24 | 4 | 02 | 0560 | U1 | 30 | L | P * |
| | | | | | BRDG NUM 101/125W | | | | | | | | | | | | | | | | | | | | | |
| 88.36 | 0.87 | END BRIDG | ΕI | | HOOUIAM RIVER | | | | 3 | | | | | | C | 44A | С | | 44 | 4 | 02 | 0560 | IJ1 | 30 | L | R * |
| 88.37 | | INTRSECTN | | В | 20TH ST CONNECTION | CT | | Y | _ | | | | | | _ | | _ | | | _ | | | | | | |
| 88.40 | | INTRSECTN | | В | | CT | | Ÿ | | | | | | | | | | | | | | | | | | |
| 88.41 | 0.92 | INTRODUCTIV | | _ | | 01 | | - | 2 | | | | | | С | 44A | С | | 44 | 4 | 02 | 0560 | TT1 | 3.0 | L I | R * |
| 88.48 | | INTRSECTN | | В | 23RD ST | СТ | SG | v | 2 | | | | | | | 35A | C | | | | | 0560 | | | L | |
| 88.55 | | INTRSECTN | | В | 24TH ST | CT | | Y | 2 | | | | | | C | JJA | C | | 33 | 7 | 02 | 0300 | OI | 30 | Ц. | Ь |
| 88.65 | | INTRSECTN | | _ | 25TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| | | | | ш | | CI | | Y | | | | | | | | | | | | | | | | | | |
| 88.67 | | MISC FEAT | | Б. | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | |
| 88.69 | | MISC FEAT | | R | | ~ | | | | | | | | | | | | | | | | | | | | |
| 88.74 | | INTRSECTN | | В | ONTARIO ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 88.87 | | INTRSECTN | | | 27TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 88.98 | | INTRSECTN | | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 89.09 | 1.60 | INTRSECTN | | В | 29TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 89.18 | 1.69 | INTRSECTN | | В | 30TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 89.28 | 1.79 | INTRSECTN | | В | 31ST ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 89.38 | 1.89 | LEAVE CIT | Y | | HOQUIAM | | | | 2 | | | | | | C | 38A | С | | 38 | 4 | 02 | 0005 | U1 | 30 | L | В * |
| | | ENTER CIT | Y | | ABERDEEN | | | | | | | | | | | | | | | | | | | | | |
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| INTERSE | CTION DI | TTATI | | | TURN LANES | | | - AC | CEI | FRAT | TON | TANE | :S | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT | | | | T W | | | r WD | LGT | | LGT | | | | | | | | | | | | | |
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| 87.83 | 0.34 | | | | .02 11 | | | | | | | | .04 | 11 | | | | | | | | | | | | |
| 88.48 | 0.99 | | .07 | 11 | | | | | | | | | .01 | | | | | | | | | | | | | |
| 00.10 | 0.77 | | . 0 / | | | | | | | | | | | | | | | | | | | | | | | |

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SR 101 COUPLET U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3

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| | | | :DIR | :DIRECTION TO INVENTORY | | | -BR | IDGE | DECREAS/DIV | | | | | INC | RES/I | JNDI | SPC | | | CLASSIFICATIONS | | | | | |
| | | | : :L | EFT/RIGHT | ' INDICAT | ГOR | -UX | ING- | NBR | LFT | | RHT | 1 | LFT | | RHT | USE | TOT | | | | LEG | AL | | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPT | 'ION | | OW | TC L | DI | W/S | W/S | W/S | WD/S BF | W/S | W/S | W/S | WID | WID | A SI | NBR | FC | D : | IB I | ۲ K ۲ | \mathbf{T} |
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| 89.38 | | INTRSECT | | MYRTLE S | | | CT | SG Y | 2 | | | | | С | 38A | С | | 38 | 4 02 | 2 000 | 5 U1 | | 30] | ъ в : | * |
| 89.39 | | MISC FEAT | | SGN ENT | ABERDEE | 1 | | | | | | | | | | | | | | | | | | | |
| 89.47 | | INTRSECT | | ASH ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.54 | | INTRSECT | | OAK ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.61 | | INTRSECT | | WILLOW S | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.67 | | INTRSECT | | MAPLE ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.75 | | INTRSECT | | WOODING | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.81 | | INTRSECT | | DUFFY ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.88 | | INTRSECT | | HAIGHT S | T | | CT | Y | | | | | | | | | | | | | | | | | |
| 89.94 | | INTRSECT | | RICE ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.00 | | INTRSECTI | | CONGER S | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.07 | 2.58 | INTRSECTI | 1 B | MARTIN S | $^{\mathrm{T}}$ | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.13 | 2.64 | INTRSECT | 1 В | SCAMMEL | ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.19 | | INTRSECT | | JEFFERIE | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.26 | | INTRSECT | | THORNTON | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.32 | | INTRSECT | | WILLIAMS | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.35 | | INTRSECT | | SIMPSON | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.40 | 2.91 | END ST | I | SIMPSON | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | N PARK S | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | DIVISION | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.44 | | INTRSECTI | | W FOURTH | | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.51 | 3.02 | INTRSECTI | 1 B | W THIRD | ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.57 | 3.08 | INTRSECTI | 1 B | W SECOND | ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.65 | 3.16 | INTRSECTI | | W FIRST | ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 90.71 | | INTRSECT | | W MARKET | | | | SG Y | | | | | | | | | | | | | | | | | |
| 90.78 | 3.29 | INTRSECTI | 1 B | W WISHKA | H ST | | CT | SG Y | | | | | | | | | | | | | | | | | |
| 90.86 | 3.37 | END ST | I | N PARK S | | | | | 2 | | | | | С | 48A | С | | 48 | 4 02 | 000 | 5 U1 | : | 30] | ЪВ; | * |
| | | BEG ST | I | W HERON | ST | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | | | | SG Y | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | W HERON | | | | SG Y | | | | | | | | | | | | | | | | | |
| 90.92 | | INTRSECT | | S ALDER | | | | SG Y | | | | | | | | | | | | | | | | | |
| 90.99 | | INTRSECT | | S MICHIG | | | CT | Y | | | | | | | | | | | | | | | | | |
| 91.06 | | INTRSECT | | S JEFFER | SON ST | | CT | Y | | | | | | | | | | | | | | | | | |
| 91.13 | 3.64 | INTRSECT | | S M ST | | | CT | Y | | | | | | | | | | | | | | | | | |
| 91.20 | | INTRSECT | | S L ST | | | CT | SG Y | | | | | | | | | | | | | | | | | |
| 91.23 | | MISC FEAT | | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | |
| 91.27 | | INTRSECT | | S K ST | | | | SG Y | | | | | | | | | | | | | | | | | |
| 91.34 | | INTRSECT | | S BROADW | AY ST | | | SG Y | | | | | | | | | | | | | | | | | |
| 91.41 | | INTRSECT | | S I ST | | | | SG Y | | | | | | | | | | | | | | | | | |
| 91.47 | 3.98 | WYE CONN | R | SR 101 C | OABERDN | (COUPLT) | ST | Y | | | | | | | | | | | | | | | | | |
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| INTERSE | CTION D | ETAIL | | TURN | | | | | | | | | ES | | | | | | | | | | | | |
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| SRMP B | | | LGT WD | | | LGT WD | _ | | | | _ | | LGT WI | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 101 COUPLET U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3
ABERDN

| | ABERDIN | | | | | | | 1 | MIDTE | ı zını | SURFAC | יד דא | EODM2 | \TT∩N | T | | | | | | |
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| | | | :DTR | ECTION TO INVENTORY | l – BF | RIDGI | a I | | REAS/ | | DUNITAC | | RES/U | | | - 1 | | CT.A | SSTEI | ICATIO | NS |
| | | | | EFT/RIGHT INDICATOR | 1 | | - NBR | 1 | | RHT | | LFT | | RHT | - 1 | TOT | | 0111 | | LEGAL | |
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| 91.48 | 3.99 | END ST | I | W HERON ST | | | 2 | | | | | C | 48A | С | | 48 | 4 02 | 0005 | U1 | 30 | LP* |
| | | BEG ST | I | SOUTH H ST | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 101 COHERON (COUPLET) | ST | SG : | ζ | | | | | | | | | | | | | | |
| 91.49 | 4.00 | WYE CONN | R | SR 101 COABERDN (COUPLT) | ST | 7 | ζ | | | | | | | | | | | | | | |
| 91.51 | 4.02 | INTRSECTN | R | S H ST | CT | 7 | ζ | | | | | | | | | | | | | | |
| | | MISC FEATR | I | CHEHALIS RIVER BR NPS | | | | | | | | | | | | | | | | | |
| 91.54 | 4.05 | UXING | I | RAMP N-W | ST | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 101/115N-W | | | | | | | | | | | | | | | | | |
| 91.60 | 4.11 | MISC FEATR | R | GORE (S109166C) | | | 2 | | | | | C | 28A | С | | 28 | 4 02 | 0005 | U1 | 30 | L P * |
| 91.66 | 4.17 | END ST | I | SOUTH H ST | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | STATE ST | ST | 7 | ζ | | | | | | | | | | | | | | |
| | | MISC FEATR | | END CPLT SR-101 MP 83.54 | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1401 | | | | | | | | | | | | | | | | | |
| | | END SECTN | | ABERDN | | | | | | | | | | | | | | | | | |

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SR 101 COUPLET U.S. ROUTE - USSH COUNTY GRAYS HARBOR DOT DISTRICT 3
HERON

| | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | -BRIDGE -UXING- -XROAD- | NBR : | DECRE LFT | EAS/DI RH | T | | INCR LFT | ES/UN R | DI S HT U | PC SE I | TOT | | | LE | CATIONS EGAL PEED T P S |
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| SRMP B ARM F | FEATURE D LR | DESCRIPTION | OW TC L | D I | W/S W | M/S W/ _ | S WD/S | BR V | W/S | W/S W | 1/S W | ID W | IID A | SE | NBR | FC D | IB R K T |
| E B B | BEG ROUTE ENTER CITY BEG CTLSEC BEG ST I ENTRSECTN B | HERON SR 101 TO SR 101 ABERDEEN CONTROL SECTION 1401 H ST SR 101 | ST SG Y | 3 | | | | | С | 44A | С | | 44 4 | : 02 | 0005 | U1 | 30 L R * |
| | END ST I BEG ST I INTRSECTN R | H ST HERON ST SR 101 COABERDN (CPLT) | ST SG Y | 2 | | | | | С | 48A | С | | 48 4 | . 02 | 0005 | U1 | 30 L B * |
| M E | END ST I ENTRSECTN B MISC FEATR I END CTLSEC END SECTN | HERON ST SR 101 SR 12 AHEAD CONTROL SECTION 1401 HERON | ST SG Y | | | | | | | | | | | | | | |

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

| | PRTANG | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | :D | IRE | ECTION TO INVENTORY | -B | RIDO | GE | | DECR | EAS/ | DIV | | | INC | RES/I | JNDI | SPC | | | C | LAS | SIFI | CATIO | NS |
| | | | : | :LE | EFT/RIGHT INDICATOR | -U: | XINO | 3- 1 | NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | L | EGAL | |
| | | | : | : | | -x | ROAI | 5- I | NS | SHD | RDY | SHD | MEDIA | AN- | SHD | RDY | SHD | LNS | RDY | МТС | ECI | TY | ST S | PEED | T P S |
| SRMP B | ΔRM | FEATURE | תו | т.ъ І | DESCRIPTION | | | | | | | | | | | | | | | | | | | | R K T |
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| | | BEG CTLSE | C | | CONTROL SECTION 0501 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | 'R I | | BEG WB CPLT SRMP 249.65 | | | | | | | | | | | | | | | | | | | | |
| 249.68 | 0.03 | WYE CONN | | L | SR 101 E BND | ST | | Y | 3 | | | | | | C | 49A | С | | 49 | 3 0 | 1 09 | 90 | U1 | 35 | R P |
| 249.71 | 0.06 | EXIT TO | | R | ENNIS CREEK RD | CT | | Y | | | | | | | | | | | | | | | | | |
| 249.73 | | ENT FROM | | | ENNIS CREEK RD | CT | | Y | | | | | | | | | | | | | | | | | |
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| 249.77 | 0.12 | | . I | - | E FRONT ST | a. | | | 2 | | | | | | C | 49A | C | | 49 | 3 0 | T 09 | 90 | UI | 35 | RP" |
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| 249.88 | 0.23 | | | | | | | | 2 | | | | | | C | 41A | С | | 41 | 3 0 | 1 09 | 90 | UΙ | 35 | RP* |
| 249.97 | 0.32 | INTRSECT | Ī | | N ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.05 | 0.40 | INTRSECTN | Ī | В | N ENNIS ST | CT | SG | Y | 2 | | | | | | С | 41A | C | | 41 | 3 0 | 1 09 | 90 | U1 | 35 | R X * |
| 250.08 | 0.43 | MISC FEAT | 'R | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 250.16 | 0.51 | INTRSECTN | ſ | В | N LIBERTY ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.26 | 0.61 | INTRSECTN | Г | В | N JONES ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.36 | | INTRSECTN | | | N CHAMBERS ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.46 | | INTRSECTN | | | N WASHINGTON ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.55 | | INTRSECT | | | N RACE ST | _ | SG | | | | | | | | | | | | | | | | | | |
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| 250.66 | | INTRSECTN | | | N FRANCIS ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.75 | | INTRSECTN | | | N EUNICE ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.85 | | INTRSECTN | | | N ALBERT ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 250.95 | | INTRSECTN | | | N VINE ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 251.05 | 1.40 | INTRSECT | Γ | L | N PEABODY ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 251.25 | 1.60 | END ST | I | | E FRONT ST | | | _ | 1 1 | | | | | | C | 50A | С | | 50 | 3 0 | 1 09 | 90 | U1 | 35 | R P * |
| | | BEG ST | I | | N LINCOLN ST | | | | | | | | | | | | | | | | | | | | |
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| 251.32 | 1 67 | END ST | I | | N LINCOLN ST | | | _ | | | | | | | | | | | | | | | | | |
| 231.32 | 1.07 | INTRSECTN | | | SR 101 | СТ | SG | v | | | | | | | | | | | | | | | | | |
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SR 102 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

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| | | | :DIR | ECTION TO INVENTORY | -BR | RIDG | Εİ | D | | EAS/ | | | | | RES/U | | | - 1 | | CLA | SSIFIC | CATIONS |
| | | | : :L | EFT/RIGHT INDICATOR | -UX | ING | - NE | 3R L | FΤ |] | RHT | | | LFT | | RHT | USE | TOT | | | L | GAL |
| | | | : : | | -XF | ROAD | - L1 | 1S S | SHD I | RDY : | SHD | MEDIA | N- | SHD | RDY | SHD | LNS | RDY | MTC | E CITY | STS | PEED T P S |
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| | | | | CORRECTION CTR TO SR 101 | | | _ | _ | | | | | | | | | | | | _ | | |
| | | BEG CTLSEC | | CONTROL SECTION 2336 | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | WA ST CORRECTIONS CENTER | ST | | Y | | | | | | | | | | | | | | | |
| 0.40 | 0.40 | ENT/EXIT | R | WA ST CORRECTIONS CENTER | ST | | Y | | | | | | | | | | | | | | | |
| 1.00 | | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | |
| 1.19 | 1.19 | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | 22 | 2 0 | 2 | R3 | 45 L |
| 1.32 | | INTRSECTN | $_{\rm L}$ | EELLS HILL RD | CO | | N | | | | | | | | | | | | | | | |
| 2.09 | 2.09 | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | 22 | 2 0 | 2 | U3 | 45 L |
| 2.21 | | INTRSECTN | $_{\rm L}$ | W PINE ACRES WAY | CO | | N | | | | | | | | | | | | | | | |
| 2.24 | 2.24 | ENT/EXIT | R | WA ST PATROL ACADEMY | ST | | N | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | INTRSECTN | R | SANDERSON WAY N | PV | | N | | | | | | | | | | | | | | | |
| 2.61 | | INTRSECTN | $_{\rm L}$ | W PUBLIC WORKS DR | CO | | N | | | | | | | | | | | | | | | |
| 2.77 | | INTRSECTN | R | EXTENSION RD | CO | | N | | | | | | | | | | | | | | | |
| 2.86 | 2.86 | INTRSECTN | В | SR 101 | ST | SS | Y | | | | | | | | | | | | | | | |
| | | END CTLSEC END ROUTE | | CONTROL SECTION 2336 | | | | | | | | | | | | | | | | | | |

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SR 104 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

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| SRMP B | 7 DM | FEATURE | : : | DESCRIPT | IT ON | | -XI | ROAD- | LINE | SHD | RDY | SHD | MEDT | AN- | SHD | RDY | SHD | LINS | RDY | M.T. | CEL | CITY S NBR I | 2.T. S | PEEL |) T P | , S |
| SKMP B | ARM | FEATURE | איז ען | DESCRIPT | LON | | l Ow | _ | י עוי | . W / S | W/S | W/S | WD/S |) BK | W/S | W/S | W/5 | MID | MID | A ' | DE L | NBK I | | 1 15 | , K V | - - |
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| 0.20 | 0 00 | BEG ROUTI | F. | MAIN ROU | ידיה | | | | 1 2 | 9.2 | 14a | 4 z | 260S | . DE | C | 3 N Z | С | | 44 | 3 | 01 | ī | R1 | 60 |) R | |
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| | | | | BRDG NUM | 104/001 | _ | - | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.05 | END BRIDG | GE I | SR 101 | | | | | 1 1 | . 8A | 14A | 4A | 190S | DE | 4A | 11A | 8A | | 25 | 3 | 01 | I | R1 | 60 |) R | |
| | | BEG SU LI | N R | CLIMBING | 7 | 11A | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.21 | INTRSECTI | N L | SR 104 W | BND | | ST | Y | 1 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 8A | 22A | 8A | 11 | 33 | 3 | 01 | I | R1 | 60 |) R | |
| 1.00 | 0.80 | MP MARKE | r r | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 1.80 | END SU LI | N R | CLIMBING | 1 | 11A | | | 1 1 | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 01 | I | R1 | 60 |) R | |
| | | MP MARKE | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 2.83 | MP MARKE | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | 3.81 | MP MARKE | R R | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.34 | 4.14 | ON/OFF RI | MP L | CENTER R | 2D | | ST | Y | | | | | | | | | | | | | | | | | | |
| 4.38 | 4.18 | BEG BRIDG | GE B | CENTER R | 2D | , | ST | | 1 1 | | | | | | \$\$C | 38A | \$\$C | | 38 | 3 | 01 | I | ₹1 | 60 |) R | |
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| 4.39 | | END BRIDG | GE B | CENTER R | 2D | | | | 1 1 | | | | | | | | A8 | | | | | | ₹1 | |) R | |
| 4.63 | | BEG SU LI | N R | TRUCK CL | IMBING S | SHOULD08A | | | 1 1 | - | | | | | 8A | 22A | \$\$\$ | 8 | 30 | 3 | 01 | I | ₹1 | 60 |) R | |
| 5.00 | | MP MARKE | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.38 | | END SU LI | | TRUCK CL | JIMBING S | SHOULD08A | | | 1 1 | - | | | | | 8A | 22A | A8 | \$\$\$ | 22 | 3 | 01 | I | ₹1 | 60 |) R | |
| 6.00 | | MP MARKE | | | | | | | _ | | | | | | | | | | | | | | | | | |
| 6.10 | | INTRSECT | | SANDY SH | IORE RD | | CO | N | | | | | | | | | | | | | | | | | | |
| 7.01 | | MP MARKE | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | | MP MARKE | | | T1/D T170 | | | | | | | | | | 0.7 | 007 | | 0 | 2.0 | _ | 0.1 | | - 1 | | | |
| 8.04 | | BEG SU LI | N L | TRUCK CL | IMBING S | SHOULDU8A | | | 1 1 | - | | | | | 8A | 22A | \$\$\$ | 8 | 30 | 3 | 01 | I | | |) R | |
| 8.52 | 8.32 | END SU LI | | TRUCK CL | TMRING S | SHOULDU8A | D17 | 7.7 | . Т Т | - | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | UΙ | 1 | ₹1 | 60 |) R | |
| 8.73 | 0 [2 | INTRSECTI | | WAHL LAK | E KD | 10 | PV | Υ | | | | | | | | | | | | | | | | | | |
| 8.73 | 8.60 | EXIT TO | R | ROUNDABC | DUI BYPAS | 55 | 51 | Y | 1 1 | E 7\ | 107 | | 120 | ОТТ | <u> </u> | 107 | E 7\ | | 24 | 2 | 0.1 | т | R1 | 6.0 |) R | |
| 8.86 | | ROUNDABOU | TOT T | ROUNDABO | , | | СШ | VC V | | . 5A | IZA | | IZP | , , | 999 | IZA | SА | | 24 | 3 | UΙ | 1 | ΧI | 00 | R | |
| 8.87 | | ROUNDABOU | ים די | SR 19 SE SR 19 NE | 5 | | O.L. | YS Y | | | | | | | | | | | | | | | | | | |
| 8.92 | 8.72 | | от п | SK 19 NE | • | | | | | . \$\$\$ | 444 | | \$\$\$\$ | 44 | Ω7\ | 227 | Ω 7\ | | 22 | 2 | 01 | т | R1 | 61 |) R | |
| 8.99 | | ENT FROM | D | ROUNDABO | אמעם יייזוי | | ST | | | | אָטָא | | 4444 | י אָא | OA | ZZA | OA | | 22 | 5 | OΙ | 1 | Λ Ι | 00 | K | |
| 9.00 | | MP MARKE | | | OI DIFAL | 00 | DI | | | | | | | | | | | | | | | | | | | |
| 9.85 | | INTRSECTI | | PVT RD | | | PV | N | | | | | | | | | | | | | | | | | | |
| 10.00 | | MP MARKE | | 10 | | | E V | 11 | Į. | | | | | | | | | | | | | | | | | |
| 10.84 | 10.64 | | | 10 | | | | | 1 1 | | | | | | 9 2 | 241 | 9 2 | | 24 | 3 | 01 | I | ₹1 | 60 |) R | |
| 10.96 | | WYE CONN | R | SOUTH PC | TNT RD | | CO | γ | | • | | | | | 211 | 2 111 | 211 | | 2 1 | 5 | 01 | - | ~ | 0.0 | 10 | |
| 10.50 | 10.70 | WIE COM | | BOOTH TO | 71111 102 | | - | - | | | | | | | | | | | | | | | | | | |
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SR 104 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

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| | | | : : | EFI/RIGHT INDICATOR | | -XRO | - 1 | | | | MEDIAN- | | RDY | | | | мт | CE CITY | | | IPIS |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | WD/S BR | | | | | | | | | | |
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| 11.00 | 10.80 | MP MARKER | L | 11 | | | | 1 1 | | | | 9A | 24A | 9A | | 24 | 3 | 01 | R1 | 60 R | |
| | | INTRSECTN | R | SOUTH POINT RD | | CO | Y | | | | | | | | | | | | | | |
| 11.01 | | WYE CONN | R | SOUTH POINT RD | | CO | Y | | | | | | | | | | | | | | |
| 11.46 | | INTRSECTN | L | TEAL LAKE RD | | CO | N | | | | | | | | | | | | | | |
| 11.47 | | INTRSECTN | R | SHINE RD | | CO | N | | | | | | | | | | | | | | |
| 12.00 | | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | |
| 12.82 | | INTRSECTN | L | GARTEN RD | | CO | N | | | | | | | | | | | | | | |
| 13.00 | | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | |
| 13.17 | | BEG SU LN | L | CLIMBING | 12A | | | 1 1 | | | | | 24A | | | 36 | | | R1 | 60 R | |
| 13.58 | 13.38 | | | | | | | 1 1 | | | | 9A | 24A | 9A | 12 | 36 | 3 | 01 | R1 | 40 R | |
| 13.76 | 13.56 | INTRSECTN | L | PARADISE BAY RD | | CO | Y | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SHINE RD | | CO | Y | | | | | | | | | | | | | | |
| 13.88 | | END SU LN | L | CLIMBING | 12A | | | 1 1 | | | | 9A | 24A | 9A | \$\$\$ | 24 | 3 | 01 | R1 | 40 R | |
| 13.91 | | MISC FEATR | R | SGN ENT KITSAP COUNTY | | | | | | | | | | | | | | | | | |
| 13.93 | 13.73 | BEG BRIDGE | В | HOOD CANAL WEST APPRO | DACH | ST | | 1 1 | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 03 | R1 | 40 R | |
| 12.06 | 10 56 | | | BRDG NUM 104/004.5 | | | | | | | | | 100 | | | 4.0 | _ | 0.0 | _ 1 | 40 - | |
| 13.96 | 13.76 | | _ | | | | | 1 1 | | | | | 400 | W | | 40 | | | R1 | 40 R | |
| 14.02 | 13.82 | END BRIDGE | | HOOD CANAL WEST APPRO | DACH | ~ | | 1 1 | | | | W | 40P | W | | 40 | 2 | 03 | R1 | 40 R | |
| | | BEG BRIDGE | В | HOOD CANAL WEST HALF | | ST | | | | | | | | | | | | | | | |
| 14.00 | 10.00 | | | BRDG NUM 104/005.1 | | | | | | | | | 10- | | | 4.0 | _ | 0.0 | _ 1 | 40 - | |
| 14.03 | 13.83 | | _ | | | | | 1 1 | | | | W | 40P | W | | 40 | 2 | 03 | R1 | 40 L | |
| 14.57 | | ENT/EXIT | Ь | BRIDGE MAINTENANCE AC | CES | O.I. | Y | | | | | | 100 | | | 4.0 | _ | 0.0 | _ 1 | 40 - | |
| 14.58 | 14.38 | | | | | | | 1 1 | | | | | 400 | W | | 40 | | | R1 | 40 L | |
| 14.64 | 14.44 | | | | | | | 1 1 | | | | W | 40P | W | | 40 | 2 | 03 | R1 | 40 L | |
| 14.67 | 14.47 | END CTLSEC | | CONTROL SECTION 1630 | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | JEFFERSON | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | 'ION LANE | S |
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| SRMP B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
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| 13.76 13.56 | .03 12 | | .03 12 | .03 12 | | | | |

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SR 104 MAINLINE STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

| | | | | | | | | | _ | | T | זיים דז | ודאר ג | ח | SURFAC | יםי | TNE | '∩DM7 | \ T.T.\ | .T | | | | | | | | | |
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| | | | : [| TRI | ECTION TO INVENTORY | 1. | -BR | IDG | | | DECF | | | | SURPAC | | | | JNDI | | I | l | | CLAS | STF | тсат | TOI | VS- | |
| | | | | | EFT/RIGHT INDICATOR | | | | - 1 | JER | LFT | CEAD / | RHT | | | | FT | ٠ / ن٠ ن٠. | | USE | тот | | | СПАС | | LEGA | | .VD | |
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| SRMP E | 3 ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | ID/S BI | | | | | | | | | | | D I | | | |
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| 14.67 | 14.47 | ENTER CO | | | KITSAP | | | | 1 | 1 1 | | | | | | | W | 40P | W | | 40 | 2 | 03 | | R1 | 4 | 0 1 | L . | |
| | | BEG CTLSEC | | | CONTROL SECTION 1842 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.73 | 14.53 | END BRIDGE | В | | HOOD CANAL WEST HALF | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | В | | HOOD CANAL EAST HALF | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 104/005.2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.82 | 14.62 | | | | | | | | - | 1 1 | | | | | | | W | 400 | W | | | 2 | | | R1 | 4 | 0] | L | |
| 14.88 | 14.68 | | | | | | | | 1 | 1 1 | | | | | | | W | 40P | W | | 40 | 2 | 03 | | R1 | 4 | 0] | L | |
| 14.89 | 14.69 | ENT/EXIT | | R | BRIDGE MAINTENANCE ACC | CES | TC | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.24 | 15.04 | END BRIDGE | В | | HOOD CANAL EAST HALF | | | | 1 | 1 1 | | | | | | | W | 400 | M | | 40 | 2 | 03 | | R1 | 4 | 0] | <u> </u> | |
| | | BEG BRIDGE | В | | HOOD CANAL EAST APPROA | ACH | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 104/005.5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.30 | 15.10 | | | | | | | | | 1 1 | | | | | | | | 40P | W | | | 2 | | | R1 | | 0] | | |
| 15.42 | | END BRIDGE | | | HOOD CANAL EAST APPROA | | | | | 1 1 | | | | | | | | | 10A | | | 2 | | | R1 | | 0 1 | | |
| 15.43 | | MISC FEATR | | L | SGN ENT JEFFERSON COUN | VTY | | | - | 1 1 | | | | | | 1 | 0A | 24A | 10A | | 24 | 2 | 01 | | R1 | 4 | 0 1 | L | |
| 15.46 | | MISC FEATR | | В | TOLL PLAZA | | ~ | | | | | | | | | | | | | | | | | | | | | | |
| 15.50 | 15.30 | WYE CONN | | | SR 3 | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 15 54 | 15 24 | WYE CONN | | | SR 104 | | ST | | Y | 1 1 | | | | | | 1 / | 0.7 | 0.43 | 107 | | 0.4 | 0 | 0.1 | | D 1 | 4 | _ , | _ | |
| 15.54 | | INTRSECTN | | | SR 3 SR 104 | | ST ST | SG | Y . Y | ΙΙ | | | | | | Τí | UA | 24A | 10A | | 24 | 2 | UΙ | | R1 | 4 | 5 1 | Χ. | |
| 15.59 15.64 | 15.44 | WYE CONN | | ь | SR 104 | i | 51 | | _ | 1 1 | | | | | | 1 / | O 70 | 227 | 10A | | 2.2 | 2 | 0.1 | | R1 | 1 | 5 1 | _ | |
| 15.04 | | INTRSECTN | | т | WHEELER ST | | CO | | | 1 1 | | | | | | | | | 6A | | | 2 | | | R1 | | 5 I | | |
| 16.00 | | MP MARKER | | | 16 | ' | | | | 1 1 | | | | | | | | | 5A | | | 2 | | | R1 | | 5 I | | |
| 16.44 | 16.24 | | | IC | 10 | | | | | 1 1 | | | | | | | | 22A | 5A | | | 2 | | | R1 | | 5 I | | |
| 16.51 | | INTRSECTN | | R | GAMBLE WAY | | CO | | | 1 1 | | | | | | | | 22A | | | | 2 | | | R1 | | 5 1 | | |
| 16.53 | | MISC FEATR | | R | | | | | T/ - | | | | | | | | JA | 225 | JA | | 22 | _ | ΟŢ | | 111 | ے | , | | |
| 16.73 | | INTRSECTN | | | PACIFIC AVE | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 16.76 | | INTRSECTN | | | OLYMPIC AVE | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 16.82 | | INTRSECTN | | | RAINIER AVE | | CO | | | 1 1 | | | | | | \$3 | \$\$ | 22A | \$\$\$ | | 2.2 | 2 | 01 | | R1 | 2 | 5 1 | 2 | |
| 16.96 | | INTRSECTN | | | | | CO | | N | | | | | | | т. | т т | | 7 7 7 | | | _ | | | | _ | _ | | |
| 16.99 | | MP MARKER | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 16.80 | MISC FEATR | | L | SGN ENT PORT GAMBLE | | | | 1 | 1 1 | | | | | | : | 3A | 22A | 3A | | 22 | 2 | 01 | | R1 | 2 | 5 1 | R | |
| 17.13 | 16.93 | | | | | | | | 1 | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R1 | 5 | 0 1 | ₹. | |
| 17.99 | 17.79 | MP MARKER | | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | 18.79 | MP MARKER | | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.65 | 19.45 | WYE CONN | | R | OLD PT GAMBLE RD | | CO | | Υ 1 | 1 1 | | | | | | ! | 5A | 24A | 5A | | 24 | 2 | 01 | | R1 | 5 | 0 1 | 2 | |
| 19.66 | 19.46 | INTRSECTN | | R | - | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.18 | | INTRSECTN | | L | GAMBLE BAY NE RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.58 | | INTRSECTN | | | | | ST | SG | | | | | | | | | | 33A | 8A | | | 2 | | | R1 | | 5 1 | | |
| 20.60 | | BEG SU LN | | C | | 12A | | | - | 1 1 | | | | | | 8 | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | 4 | 5 1 | R | |
| 20.63E | | BEG EQ | | ~ | BEGIN BACK | 1.0- | | | | | | | | | | | | 0.4- | 0.5 | | | _ | 0.1 | | _ 1 | | | _ | |
| 20.69E | | END SU LN | | C, | | 12A | | | | 1 1 | | | | | | | | 24A | | \$\$\$ | | 2 | | | R1 | | 5 1 | | |
| 20.63 | 20.50 | EQUATION | | | 020.70B=020.63 | | | | - | 1 1 | | | | | | - | / A | 24A | 6A | | 24 | 2 | ÛΤ | | R1 | 4 | 5 1 | Κ. | |

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SR 104 MAINLINE STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

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| 20.65 | 20.52 | | | | | | | | 1 1 | | | | | | 7A | 24A | 6A | | 24 | 2 | 01 | R1 | 4! | 5 R |
| 20.76 | 20.63 | | | | | | | | 1 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | R1 | 4! | 5 R |
| 20.88 | 20.75 | INTRSECT | I R | RITTER L | N NE | | CO | N | | | | | | | | | | | | | | | | |
| 20.93 | 20.80 | MP MARKER | R R | 21 | | | | | | | | | | | | | | | | | | | | |
| 21.50 | 21.37 | INTRSECT | I R | HIGHLAND | RD | | CO | Y | | | | | | | | | | | | | | | | |
| 21.62 | 21.49 | INTRSECT | 1 L | GOLDEN G | ATE AVE | NE | PV | N | | | | | | | | | | | | | | | | |
| 22.00 | 21.87 | INTRSECT | I R | MILLER B | AY RD | | CO | SG Y | 1 1 | | | | | | 4A | 24A | 8A | | 24 | 2 | 01 | R1 | 4! | 5 R |
| | | INTRSECT | 1 L | HANSVILL | E RD | | CO | SG Y | | | | | | | | | | | | | | | | |
| 22.01 | 21.88 | MP MARKER | R R | 22 | | | | | | | | | | | | | | | | | | | | |
| 22.06 | | ENT FROM | $_{ m L}$ | | | | PV | Y | | | | | | | | | | | | | | | | |
| 22.07 | | EXIT TO | $_{ m L}$ | | | | PV | Y | | | | | | | | | | | | | | | | |
| 22.08 | | EXIT TO | | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | |
| 22.09 | | ENT FROM | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | |
| 22.11 | 21.98 | | | | | | | | 1 1 | | | | | | бΑ | 22A | бA | | 22 | 2 | 01 | R1 | 4! | 5 R |
| 22.40 | 22.27 | BEG BRIDG | BE B | GROVERS BRDG NUM | | | ST | | | | | | | | | | | | | | | | | |
| 22.41 | 22.28 | END BRIDG | E B | GROVERS | CREEK | | | | | | | | | | | | | | | | | | | |
| 22.49 | 22.36 | INTRSECT | 1 L | BALMORAL | PL NE | | CO | N | 1 1 | | | | | | бΑ | 22A | 8A | | 22 | 2 | 01 | R1 | 4! | 5 R |
| 22.70 | 22.57 | | | | | | | | 1 1 | | | | | | бΑ | 22A | 11A | | 22 | 2 | 01 | R1 | 4! | 5 R |
| 23.00 | 22.87 | MP MARKER | R R | 23 | | | | | | | | | | | | | | | | | | | | |
| 23.04 | 22.91 | BEG SU LN | I R | HOLDING | | 11A | | | 1 1 | | | | | | бΑ | 22A | \$\$\$ | 11 | 33 | 2 | 01 | R1 | 4! | 5 R |
| 23.06 | | WYE CONN | $_{ m L}$ | | | | CO | Y | | | | | | | | | | | | | | | | |
| 23.08 | 22.95 | INTRSECT | | PARCELLS | | | CO | Y | | | | | | | | | | | | | | | | |
| 23.09 | | WYE CONN | | BARBER C | | NE | CO | Y | | | | | | | | | | | | | | | | |
| 23.10 | | WYE CONN | | PARCELLS | | | CO | | 1 1 | | | | | | 5A | 22A | | 11 | 33 | 2 | 01 | R1 | 4! | 5 R |
| 23.11 | | INTRSECT | | BARBER C | | | CO | Y | | | | | | | | | | | | | | | | |
| 23.12 | | WYE CONN | R | BARBER C | UTOFF RD | NE | CO | Y | | | | | | | | | | | | | | | | |
| 23.59 | 23.46 | | | | | | | | 1 1 | | | | | | 5A | 22A | | 11 | 33 | 2 | 01 | R1 | 2! | 5 R |
| 23.66 | | MISC FEAT | | SGN ENT | | | | | | | | | | | | | | | | | | | | |
| 23.89 | | INTRSECTN | | LINDVOG | RD | | | SG Y | | | | | | | | | | _ | | _ | | | | |
| 23.90 | 23.77 | CHG SU LI | I R | HOLDING | | 09A | | | 1 1 | | | | | | 6A | 23A | | 9 | 32 | 2 | 01 | R1 | 2. | 5 R |
| TNTEDCE | CTION D | יים דד. | | TURN | T.ANFS | | | | አሮሮፑ | т.грат | י ארי | r.antr | :S | | | | | | | | | | | |
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| SRMP B | ADM | | LGT WI | | LGT WD | | | T WD | | | | | LGT | | | | | | | | | | | |
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| 21.50 | 21.37 | | | | .04 12 | | | | | | | | | | | | | | | | | | | |
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| 23.89 | 23.76 | | .03 12 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | |

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SR 104 MAINLINE STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

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| | | | | | EFT/RIGHT I | INDICAT | OR | | XING- | | | | RHT | MED. | | LFT | DDI | | | TOT | | I | l a r mar l | - 1 | LEGAL | |
| SRMP B | ΔRM | FEATURE | | : T.R | DESCRIPTIO | M | | | | | | | | | | | | | | | | | CITY | | | |
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| 23.94 | | BEG SU LI | | C | TWO WAY TU | JRN | 124 | | | 1 | 1 | | | | | бA | 23A | | 21 | 44 | 2 | 01 |] | R1 | 25 | R |
| 24.00 | | MP MARKE | | R | | | 107 | | | -1 | - | | | | | 63 | 243 | | ^ | 4.0 | _ | 0.1 | | - 1 | 0.5 | _ |
| 24.06 24.10 | | END SU LI | | | TWO WAY TU | | | | SG Y | | | | | | | бΑ | 34A | | 9 | 43 | 2 | UΙ | | R1 | 25 | R |
| 24.10 | | INTRSECTI BEG SU LI | | C | BANNISTER TWO WAY TU | | | | | 1 | | | | | | 67 | 22A | | 20 | 42 | 2 | 0.1 | , | R1 | 25 | D |
| 24.14 | | INTRSECTI | | | NE E 2ND S | | 114 | CO | | 7 | _ | | | | | OΑ | ZZA | | 20 | 42 | _ | ΟŢ | | KΤ | 25 | К |
| 24.18 | | END SU LI | | C | TWO WAY TU | | 112 | | _ | . 1 | 1 | | | | | 6A | 34A | С | 9 | 43 | 2 | 01 | , | R1 | 25 | R |
| 24.23 | | INTRSECTI | | - | ILLINOIS A | | | CO | 7 | 7 \$ | _ | | | | | | 34A | _ | | | | | | R1 | 25 | |
| 21,23 | | INTRSECT | | | SR 104 COK | | (COUPLT) | | | | _ | | | | | 011 | J | Ŭ | - | | _ | - | • | | | |
| | | MISC FEAT | | | COUPLET - | | | - | | | | | | | | | | | | | | | | | | |
| 24.25 | 24.12 | | | | | | | | | | 2 | | | | | 6Α | 34A | С | 9 | 43 | 2 | 01 |] | R1 | 25 | R |
| 24.27 | | INTRSECT | | | NE MAINE A | AVE | | CO | | | 3 | | | | | | 34A | | | 43 | | | - | R1 | 25 | |
| 24.32 | 24.19 | END SU LI | | | HOLDING | | | | | | 4 | | | | | \$\$C | 52A | C | \$\$\$ | 52 | 2 | 01 |] | R1 | 25 | R |
| | | INTRSECT | | | NE W KINGS | | | CO | | | | | | | | | | | | | | | | | | |
| 04.00 | 04.06 | INTRSECT | | | IOWA AVE N | | | CO | | | | | | | | | | | | | | | | | | |
| 24.39 | | INTRSECTI | | В | OHIO AVE N | | | CO | _ | | ^ | | | | | ~ | 403 | ~ | | 4.0 | _ | 0.1 | | - 1 | ٥٦ | Б |
| 24.43 24.44 | | INTRSECTI MISC FEAT | | B L | WASHINGTON SGN ENT KI | | | CO | 7 | <u>′</u> | 2 | | | | | C | 48A | C | | 48 | 2 | 01 | | R1 | 25 | R |
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| 24.436 | 24.52 | TOLL BOOT | тн | B | KNGSTON FE | | T.T. BOOTE | r | | | | | | | | | | | | | | | | | | |
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| 24.53B | 24.40 | BEG FER 2 | ZN | | BEGIN FERR | RY ZONE | | | | | \$ | | | | | Ś | \$\$\$ | \$ | | \$\$\$ | Ġ | \$\$ |] | R1 | \$\$ | \$ |
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| | | INTRSECT | 1 | L | SR 104 COK | KNGSTN | (COUPLT) | ST | 7 | 7 | | | | | | | | | | | | | | | | |
| | | MISC FEAT | r D | | COUPLET - | COKNGS | TN | | | | | | | | | | | | | | | | | | | |
| | | FERRY TER | MS | В | KINGSTON F | FERRY L | ANDING | | 7 | | | | | | | | | | | | | | | | | |
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| | | IN FER ZI | | _ | IN FERRY Z | | | | | | | | | | | | | | | | | | | | | |
| 24.45 | 24.41 | FERRY TE | MS | В | EDMONDS FE | ERRY LA | NDING | | | | | | | | | | | | | | | | | | | |
| | | TND THE | 73.7 | | OWNER WSF | COMP | | | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 104 COUPLET STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

| | KNGSTN | | | | | | | | | | | | | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BI | RIDG | E | DI | ECREAS | S/DIV | | INCF | RES/U | INDI | SPC | | | CLAS | SSIFI | CATIONS |
| | | | : :L | EFT/RIGHT INDICATOR | -U2 | XING | - NE | BR LI | FT | RHT | | LFT | | RHT | USE | TOT | | | I | EGAL |
| | | | : : | | -XI | ROAD |)- L1 | 1S SI | HD RD | Y SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | STS | SPEED T P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L D | I W | /S W/S | S W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC D |) IB R K T |
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| 24.53 | 0.00 | BEG ROUTE | | KNGSTN | | | | 2 | | | | бA | 24A | бΑ | | 24 | 2 01 | | R1 | 25 R |
| | | | | FERRY LND TO ILLINOIS AV | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1842 | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 104 | ST | | Y | | | | | | | | | | | | | |
| 24.57 | 0.04 | MISC FEATR | I | FERRY LANDING EXIT GATE | | | | | | | | | | | | | | | | |
| 24.64 | 0.11 | ENT FROM | L | FERRY PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | |
| 24.66 | 0.13 | INTRSECTN | В | WASHINGTON BLVD | CO | SG | Y | | | | | | | | | | | | | |
| 24.72 | 0.19 | INTRSECTN | В | OHIO AVE | CO | | Y | | | | | | | | | | | | | |
| 24.79 | 0.26 | INTRSECTN | В | IOWA AVE | CO | | Y | 1 | | | | бA | 12A | бΑ | | 12 | 2 01 | | R1 | 25 R |
| 24.86 | 0.33 | INTRSECTN | R | ILLINOIS AVE NE | CO | | Y | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 104 | ST | | Y | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1842 | | | | | | | | | | | | | | | | |
| | | END SECTN | | KNGSTN | | | | | | | | | | | | | | | | |

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| | | | | | | | | | - | | W | IDTH | I ANI | SU | JRFAC: | E IN | FORM | ATION | J <i></i> - | | | | | | | | |
|-----------------|---------|-----------|---------|----|------------------------------|-------------|----|-------|-------|------|-------------|--------|----------|--------|----------------|------|------|-------|-------------|-----|-------|------|-------|------|------|------|-------|
| | | | | | ECTION TO INVEN | | | RIDG | | | DECR | | | | | | | JNDI | | | | | -CLAS | | | | NS |
| | | | | | EFT/RIGHT INDIC | CATOR | | | | | LFT | | RHT | ,,,,,, | | LFT | | RHT | USE | TOT | N/CCI | an L | CITY | | LEGA | | nlnla |
| SRMP B | ARM | FEATURE | : D | | DESCRIPTION | | | | | | | | | | | | | | | | | | NBR | | | | |
| I | | I ———— | 11 | | | | — | ı — ı | — I - | -1-1 | I —— I | | | | | · | ı— | I I | | | -1- | 1- | I | —— I | 1- | - | -1-1- |
| 25.72 | 25.60 | BEG ROUTE | | | MAIN ROUTE SR 101/RAYMONI |) TO SR 101 | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | | R2 | | 35 1 | Ĺ |
| | | BEG CTLSE | :C | | CONTROL SECTIO | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | 'R | R | SGN ENT GRAYS | HARBOR CO | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | 25.88 | MP MARKER | 2 | R | 26 | | | | | | | | | | | | | | | | | | | | | | |
| 26.04 | | INTRSECT | | R | GRANGE RD | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 26.81 | 26.69 | INTRSECT | 1 | L | GRAYLAND BEACH | I RD | CO | | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | CRANBERRY RD | | CO | | N | | | | | | | | | | | | | | | | | | |
| 26.99 | | MP MARKER | | | 27 | | | | | | | | | | | | | | | | | | | | | | |
| 27.00 | | INTRSECT | | | HART ST | | CO | | N | | | | | | | | | | | | | | | | | | |
| 27.15 | | INTRSECT | | | JADO PL | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 27.25 | 27.13 | INTRSECT | | | EWART ST | | CO | | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | | SCHMID RD | | CO | | N | | | | | | | | | | | | | | | | | | |
| 27.43 | | MISC FEAT | 'R | L | SGN ENT GRAYLA | MD | | | | | | | | | | | | | | | | | | | | | |
| 27.74 | 27.62 | | | | | | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | | R2 | į | 50] | Ĺ |
| 27.75 | | INTRSECT | | | MARINE DR | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 28.00 | | MP MARKER | | | 28 | | | | | | | | | | | | | | | | | | | | | | |
| 28.71 | | INTRSECT | | | CHESTER AVE | | CO | | N | | | | | | | | | | | | | | | | | | |
| 29.00 | | MP MARKER | | | 29 | | | | | | | | | | | | | | | | | | | | | | |
| 29.61 | | INTRSECT | 1 | L | BONGE AVE | | CO | | N | | | | | | | | | | | | | | | | | | |
| 29.99 | 29.87 | | | | | | | | - | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 4 | 02 | | R2 | 4 | 10 1 | Ĺ |
| 30.00 | | MP MARKER | 2 | R | 30 | | | | | | | | | | | | | | | | | | | | | | |
| 30.10 | 29.98 | ENT FROM | | R | TWIN HARBORS S | | ST | | N | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | L | TWIN HARBORS S | STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | |
| 30.17 | 30.05 | | | | | | | | | 1 1 | | | | | | 6A | 24A | бΑ | | 24 | 4 | 02 | | R2 | 4 | 10 1 | Ĺ |
| 30.21 | | WYE CONN | | R | SR 105 | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 30.28 | 30.16 | INTRSECT | | | SR 105 SPWESTE | T (SPUR) | | SS | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1 | L | SCHAFER RD | | CO | SS | Y | | | | | | | | | | | | | | | | | | |
| 30.29B | 30.17 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | | L | SR 105 SPUR | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 30.29 | 30.22 | EQUATION | | _ | 030.34B=030.29 |) | ~- | | | | | | | | | | | | | | | | | | | | |
| 20.45 | 20 20 | WYE CONN | | | SR 105 | | ST | | Y | | | | | | | | | | | | | | | | | | |
| 30.45 | | EXIT TO | _ | | TWIN HARBORS S | | | | Y | | | | | | | | | | | | | | | | | | |
| 30.69 | 30.62 | INTRSECTN | | | MONTESANO ST S | | CO | | Y | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | R | PARK AND RIDE | TO.I. | ST | | Y | | | | | | | | | | | | | | | | | | |
| TAMEDON | ETON D | | | | midai i aaino | | | | 7. (| 2255 | | 17.037 | T 7 3 TT | | | | | | | | | | | | | | |
| INTERSEC | LION DI | T.I.ATT | | | TURN LANES- | | | | | | | | | | | | | | | | | | | | | | |
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| 30.28 | 30.16 | | | | - | | | | | | 2 13 | | | | - | | | | | | | | | | | | |
| 30.26 30.29B | | | | | | .04 12 | | | | . 12 | <u>.</u> тэ | | | | | | | | | | | | | | | | |
| 30.298 | 30.17 | | | | .04 1 | | | | | | | | | | | | | | | | | | | | | | |
| 30.45 | 30.36 | | .02 | 12 | .01 1 | | | | | | | | | | | | | | | | | | | | | | |
| 20.07 | 55.52 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | | SURFAC | | | | | | | ar | | | 0170 | |
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| | | | | | ECTION TO INVENTOR | | | IDGE | 1 | DECR | | | | | RES/ | | | шош | | C1 | JASSII | FICATI | | |
| | | | | : : L | EFT/RIGHT INDICATO |)R | | | | LFT | | RHT | MEDIAN | LFT | | | USE | | MEG | пІатп | nz I am | LEGAL | | a la |
| SRMP B | A DM | FEATURE | | | DECONTORION | | | | | | | | MEDIAN- WD/S BF | | | | | | | | | | | |
| SKMP E | ARM | FEATURE | ا ا | l Trk | DESCRIPTION | | l Ow I | тСп | וחן | W/S | W/5 | W/S | ND/S BE | . W / S | W/S | W/S | ותדש | MID | A S | FINDE | FC | ו ען | K n | - 1 |
| | . | l | | I —— | | | II- | 1- | 1-1- | 11 | | | | - | I | l —— I | | | -1- | -1 | — I — | I —— I —— | 1-1- | -1— |
| 30.72 | 30.65 | WYE CONN | | L | MONTESANO ST S | | CO | Y | 1 1 | | | | | 6A | 24A | бΑ | | 24 | 4 0 | 2 | R2 | 40 | L | |
| | | ENT/EXIT | | L | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | |
| 30.77 | 30.70 | | | | | | | | 1 1 | | | | | 4A | 22A | 4A | | 22 | 4 0 | 2 | R2 | | L | |
| 30.80 | 30.73 | | | | | | | | 1 1 | | | | | 4A | 22A | 4A | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 30.99 | 30.92 | MP MARKER | } | R | 31 | | | | | | | | | | | | | | | | | | | |
| 31.82 | 31.75 | INTRSECT | 1 | L | OYSTER PL | | CO | N | | | | | | | | | | | | | | | | |
| 31.90 | 31.83 | | | | | | | | 1 1 | | | | | 8A | 22A | A8 | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 32.00 | | MP MARKER | | R | 32 | | | | | | | | | | | | | | | | | | | |
| 32.08 | 32.01 | BEG BRIDG | E B | | ELK RIVER | | ST | | 1 1 | | | | | \$\$C | 26P | \$\$C | | 26 | 4 0 | 2 | R2 | 55 | L | |
| | | | | | BRDG NUM 105/104 | | | | | | | | | _ | | _ | | | | _ | _ | | | |
| 32.33 | | END BRIDG | | | ELK RIVER | | | | 1 1 | | | | | 8A | 22A | 8A | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 32.46 | | MISC FEAT | 'R | R | SGN ENT BAY CITY | | | | | | | | | | | | | | | _ | | | | |
| 32.50 | 32.43 | | _ | _ | | | ~~ | | 1 1 | | | | | | 22B | 8A | | | 4 0 | | R2 | | L | |
| 32.57 | | INTRSECT | | | WHALEBONE WAY | | CO | | 1 1 | | | | | 6A | 22B | бA | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 32.61 | | INTRSECT | I | Ь | BAY VIEW RD | | CO | Y | | | | | | 4- | 00- | 4- | | 0.0 | | • | | | _ | |
| 32.80 | 32.73 | | | _ | 2.2 | | | | 1 1 | | | | | 4A | 22B | 4A | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 33.00 | | MP MARKER | | | 33 | | | | | | | | | | | | | | | | | | | |
| 33.24 33.27 | | MISC FEAT | .R | L | | O A T | a o | N | | | | | | | | | | | | | | | | |
| 33.27 | | ENT/EXIT INTRSECTN | т | | SOLID WASTE DISPO | JSAL | CO CO | N | | | | | | | | | | | | | | | | |
| 34.00 | | MP MARKER | | | 34 | | CO | IA | | | | | | | | | | | | | | | | |
| 34.00 | | INTRSECT | | | FAIRMOUNT AVE | | CO | N | | | | | | | | | | | | | | | | |
| 34.21 | | INTRSECT | | L | | | CO | N | | | | | | | | | | | | | | | | |
| 34.21 | 34.14 | INTRSECT | | | EUCLID RD | | CO | N | | | | | | | | | | | | | | | | |
| 34.72 | 34 65 | BEG BRIDG | | 10 | DRAINAGE DITCH | | ST | 14 | | | | | | | | | | | | | | | | |
| 31.72 | 31.03 | DEG DICEDO | ם ם, | | BRDG NUM 105/105. | 25 | DI | | | | | | | | | | | | | | | | | |
| 34.73 | 34.66 | END BRIDG | F B | | DRAINAGE DITCH | . 23 | | | | | | | | | | | | | | | | | | |
| 35.00 | | MP MARKER | | R | 35 | | | | | | | | | | | | | | | | | | | |
| 35.03 | | INTRSECT | | | OCOSTA SIXTH ST | | CO | N | | | | | | | | | | | | | | | | |
| 35.33 | | BEG BRIDG | | | DRAINAGE DITCH | | ST | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 105/106. | . 25 | | | | | | | | | | | | | | | | | | |
| 35.34 | 35.27 | END BRIDG | E B | | DRAINAGE DITCH | | | | | | | | | | | | | | | | | | | |
| 35.39 | 35.32 | INTRSECT | 1 | L | OCOSTA MYRTLE ST | N | CO | N | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1 | R | OCOSTA MYRTLE ST | | CO | N | | | | | | | | | | | | | | | | |
| 35.55 | 35.48 | | | | | | | | 1 1 | | | | | бA | 22B | бA | | 22 | 4 0 | 2 | R2 | 55 | L | |
| 35.86 | 35.79 | MISC FEAT | TR. | В | BUS PULLOUT | | | | | | | | | | | | | | | | | | | |
| 35.89 | 35.82 | INTRSECT | 1 | L | PVT RD | | PV | N | | | | | | | | | | | | | | | | |
| TNTERSE | CTION D | ETATI. | | | TURN LANES | | | | ACCE: | T.ERAT | TON | T.ANI | ES | | | | | | | | | | | |
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| SRMP B | | | LGT | WD | LGT WD LGT WD | | | r WD | | T WD | | WD | LGT WI | | | | | | | | | | | |
| 30.72 | 30.65 | | .01 | | | | | | | | | | | | | | | | | | | | | |

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| | | | : [| DIRE | ECTION TO INVENTORY | -B | RIDG | | | | REAS/ | | | | | | | JNDI | SPC | | | | -CLAS | SIFIC | LATI | ONS |
| | | | : | :LE | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | | $_{ m LFT}$ | | RHT | USE | TOT | | | СПАВ | | GAL | |
| | | | : | | | -X | ROAD | - | LNS | SHD | RDY | SHD | ME | DIA | N- | SHD | RDY | SHD | LNS | RDY | IМ | CE | CITY | ST SF | EEL | TPS |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | ᄓ | DI | W/S | W/S | W/S | WI |)/S [| BR | W/S | W/S | W/S | WID | WID | A. | SE I | NBR | FC D | IP | RKT |
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| 35.96 | | INTRSECTN | | | PLUM ST | CO |) | N | 1 1 | | | | | | | бA | 22B | 6A | | 22 | 4 | 02 | | R2 | 55 | L |
| 36.00 | | MP MARKER | - | R | 36 | | | | | | | | | | | | | | | | | | | | | _ |
| 36.45 | 36.38 | | | | | | | | 1 1 | | | | | | | 4A | 22B | 4A | | 22 | 4 | 02 | | R2 | 55 | L |
| 36.49 | | INTRSECTN | Γ | | ASTORIA LN | CO | | | | | | | | | | | | | | | | | | | | |
| 36.63 | | WYE CONN | | | JOHNS RIVER BR RD | CO | | | | | | | | | | | | _ | | | _ | | | _ | | |
| 36.69 | | INTRSECTN | | | JOHNS RIVER BR RD | CO |) | N | 1 1 | | | | | | | 8A | 22B | 8A | | 22 | 4 | 02 | | R2 | 55 | L |
| 37.00 | | MP MARKER | | В | | | | | | | | | | | | | | | | | | | | | | |
| 37.03 | | MISC FEAT | | | SGN ENT MARKHAM | | | | | | | | | | | | | | | | | | | | | |
| 37.07 | | INTRSECTN | | | JOHNS RIVER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | | BUSINESS | PV | | _ | | | | | | | | | | | | | _ | | | _ | | |
| 37.23 | 37.16 | BEG BRIDG | E B | | JOHNS RIVER | ST | ' | | 1 1 | | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | | R2 | 55 | L |
| | | | | | BRDG NUM 105/108 | | | | | | | | | | | | | _ | | | _ | | | _ | | |
| 37.34 | | END BRIDG | | _ | JOHNS RIVER | | | | 1 1 | | | | | | | 8A | 22B | A8 | | 22 | 4 | 02 | | R2 | 55 | L |
| 37.43 | | MISC FEAT | | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 37.76 | | MISC FEAT | | | CATTLE OXING | | | | | | | | | | | | | | | | | | | | | |
| 38.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | OLD WESTPORT RD | CO |) | N | | | | | | | | | | | | | | | | | | |
| 38.15 | | MISC FEAT | | | SGN ENT MARKHAM | | | | | | | | | | | | | | | | _ | | | _ | | |
| 38.31 | | BEG SU LN | | | TRUCK CLIMBING SHOULD10A | | | | 1 1 | | | | | | | 8A | 22B | \$\$\$ | 10 | 32 | 4 | 02 | | R2 | 55 | L |
| 38.44 | | INTRSECTN | | | RUSTEMEYER RD | | | | | | | | | | | | | _ | | | _ | | | _ | | |
| 38.68 | | END SU LN | | | TRUCK CLIMBING SHOULD10A | 7 | | | 1 1 | | | | | | | 8A | 22B | 8A | \$\$\$ | 22 | 4 | 02 | | R2 | 55 | L |
| 39.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 39.10 | | INTRSECTN | | | SOUTH ARBOR RD | | | N | | | | | | | | | | _ | | | _ | | | _ | | |
| 39.39 | | BEG SU LN | | | TRUCK CLIMBING SHOULD10A | | | | | | | | | | | | | | | 32 | | | | R2 | | L |
| 39.61 | | END SU LN | | L | TRUCK CLIMBING SHOULD10A | | | | 1 1 | | | | | | | | | | \$\$\$ | | | | | R2 | | L |
| 39.69 | 39.62 | BEG BRIDG | E B | | O'LEARY CREEK | ST | | | 1 1 | | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | | R2 | 55 | L |
| | | | | | BRDG NUM 105/110 | | | | | | | | | | | | | | | | | | | | | _ |
| 39.71 | | END BRIDG | | _ | O'LEARY CREEK | | | | 1 1 | | | | | | | | | A8 | | | | 02 | | R2 | | L |
| 39.72 | | BEG SU LN | I | R | TRUCK CLIMBING SHOULD10A TRUCK CLIMBING SHOULD10A | 1 | | | 1 1 | | | | | | | | | | 10 | | | | | R2 | | L |
| 39.93 | | END SU LN | | | | 7 | | | 1 1 | | | | | | | 8A | 22B | 8A | \$\$\$ | 22 | 4 | 02 | | R2 | 55 | L |
| 40.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 40.28 | | INTRSECTN | Γ | В | OLEARY CREEK RD | CO | | N | | | | | | | | | | _ | | | _ | | | _ | | |
| 40.80 | 40.73 | | _ | _ | | | | | 1 1 | | | | | | | 2A | 22B | 8A | | 22 | 4 | 02 | | R2 | 55 | L |
| 40.87 | | INTRSECTN | | | | PV | | N | | | | | | | | | | | | | | | | | | |
| 41.09 | | INTRSECTN EQUATION | | | OLEARY CREEK RD 040.97 =041.09 | CO |) | N | | | | | | | | | | | | | | | | | | |
| INTERSE | ים ארבים | יייא דד. | | | TURN LANES | | | _ 7\ | 으므 | יאסק.ד | TTON | T . 7\ NT | rc. | | | | | | | | | | | | | |
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| SRMP B | | | LGT | WD | LGT WD LGT WD LGT WD | | | | | | LGT | | | | | | | | | | | | | | | |
| 27 07 | | | .02 | | 02 12 | - | | - | | | | | - | | | | | | | | | | | | | |
| 37.07 40.87 | | | . U Z | 12 | .03 12 .04 14 | | | | | | | | | | | | | | | | | | | | | |
| 40.8/ | 40.80 | | | | .04 14 | | | | | | | | | | | | | | | | | | | | | |

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| | | | : 1 | OTRE | ECTION TO | TNVENTO | RY | -BRI | DGE | | DECR | | | , 501 | | | | JNDI | | | | | -CT _I AS | STET | CATT | ONS | |
| | | | | | EFT/RIGHT | | | | | | LFT | , | RHT | | | LFT | | | USE | | | | 0 | | EGAL | | |
| | | | | : | | | | | | | | | | MEDI | | | RDY | | | | MT | CEIC | CITY | | | TIPIS | |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTI | ION | | | | | | | | | | | | | | | | | | | | RKT | |
| | | | _ _ | I | | | | . _ | _1_1 | _I_ | . 1 | 1 | | | _11 | | ll | I | | | _1_ | | | | _1 | _ _ _ | |
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| 41.09 | 40.90 | MP MARKER | - | R | 41 | | | | | 1 1 | | | | | | 2A | 22B | 8A | | 22 | 4 (| 02 | | R2 | 55 | L | |
| 41.11 | 40.92 | | | | | | | | | 1 1 | | | | | | 8A | 22B | 8A | | 22 | 4 (| 02 | | R2 | 55 | L | |
| 42.00 | 41.81 | MP MARKER | _ | R | 42 | | | | | | | | | | | | | | | | | | | | | | |
| 42.30 | 42.11 | INTRSECTN | ſ | R | CONSTANT | INE WAY | | PV | Y | | | | | | | | | | | | | | | | | | |
| 42.46 | 42.27 | BEG BRIDG | E B | | STAFFORD | CREEK | | ST | | 1 1 | | | | | | \$\$C | 29B | \$\$C | | 29 | 4 (| 02 | | R2 | 55 | L | |
| | | | | | BRDG NUM | 105/112 | | | | | | | | | | | | | | | | | | | | | |
| 42.48 | 42.29 | END BRIDG | E B | | STAFFORD | CREEK | | | | 1 1 | | | | | | 8A | 22B | 8A | | 22 | 4 (| 02 | | R2 | 55 | L | |
| 42.99 | | BEG BRIDG | | | INDIAN CH | REEK | | ST | | 1 1 | | | | | | \$\$C | 29B | \$\$C | | 29 | 4 (| 02 | | R2 | 55 | L | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
| 43.00 | 42.81 | MP MARKER | 1 | R | | | | | | | | | | | | | | | | | | | | | | | |
| 43.01 | | END BRIDG | | | INDIAN CH | REEK | | | | 1 1 | | | | | | 8A | 22B | 8A | | 22 | 4 (| 02 | | R2 | 55 | L | |
| 43.48 | | BEG BRIDG | | | CAMPBELL | | | ST | | 1 1 | | | | | | | 29B | | | 29 | 4 (| 02 | | R2 | 55 | L | |
| | | | | | BRDG NUM | | | - | | | | | | | | | | | | | | | | | | | |
| 43.49 | 43.30 | END BRIDG | E B | | CAMPBELL | | | | | 1 1 | | | | | | 8A | 22B | 8A | | 22 | 4 (| 02 | | R2 | 55 | L | |
| 43.99 | | MP MARKER | | R | - | | | | | 1 1 | | | | | | | 29B | | | 29 | | | | R2 | 55 | | |
| | | BEG BRIDG | | | CHAPIN CE | REEK | | ST | | | | | | | | 44- | | 11- | | | | | | | | | |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | 43.81 | END BRIDG | E B | | CHAPIN CH | | | | | 1 1 | | | | | | 8 A | 22B | 8A | | 22 | 4 (| 0.2 | | R2 | 55 | T. | |
| 45.00 | | MP MARKER | | R | | | | | | | | | | | | 011 | | 011 | | | - ' | - | | | 00 | _ | |
| 45.20 | | BEG BRIDG | | | NEWSKAH (| CREEK | | ST | | 1 1 | | | | | | SSW | 40A | \$\$W | | 40 | 4 (| 0.2 | | R2 | 55 | T. | |
| 13.20 | 10.01 | DEC DIGEO | | | BRDG NUM | | | 01 | | | | | | | | 77. | -0 | 77" | | - 0 | - ' | - | | | 00 | _ | |
| 45.22 | 45.03 | END BRIDG | E B | | NEWSKAH (| | | | | 1 1 | | | | | | 8 A | 22B | 8A | | 22 | 4 (| 0.2 | | R2 | 55 | T. | |
| 45.44 | | INTRSECTN | | | NEWSKAH I | | | CO | Y | | | | | | | 011 | | 011 | | | - ' | - | | | 00 | _ | |
| 45.72 | | ENT/EXIT | | | BISHOP AT | | COMPLEX | | | | | | | | | | | | | | | | | | | | |
| 45.95 | | BEG BRIDG | | | CHARLIE (| | 00111 ===11 | | - | | | | | | | SSW | 42A | \$\$W | | 42 | 4 (| 0.2 | | R2 | 55 | T. | |
| 10.75 | 10.70 | DEC DIGEO | | | BRDG NUM | | | 01 | | | | | | | | 77. | | 77" | | | - ' | - | | | 00 | _ | |
| 45.98 | 45.79 | END BRIDG | E B | | CHARLIE (| | | | | 1 1 | | | | | | 8 A | 22B | 8 A | | 22 | 4 (| 0.2 | | R2 | 55 | T. | |
| 46.00 | | MP MARKER | | R | - | 011221 | | | | | | | | | | 011 | | 011 | | | - ' | - | | | 00 | _ | |
| 46.62 | | ENTER CIT | | | ABERDEEN | | | | | 1 1 | | | | | | 8 A | 22B | 8A | | 22 | 4 (| 02 0 | 0005 | 112 | 55 | LВ | |
| 46.86 | 46.67 | | _ | | | | | | | $\frac{1}{1} \frac{1}{1}$ | | | | | | | 22B | | | | | | 0005 | | | L B | |
| 46.89 | | LEAVE CIT | Ϋ́ | | ABERDEEN | | | | | 1 1 | | | | | | | | 8A | | | | | \$\$\$\$ | | | L \$ | |
| 47.00 | | MP MARKER | | R | | | | | | | | | | | | 011 | | 011 | | | - ' | · - | 777 | 02 | | - + | |
| 47.03 | | INTRSECTN | | | FILLMORE | RD | | CO | N | | | | | | | | | | | | | | | | | | |
| 47.14 | | INTRSECTN | | | CALHOUN F | | | CO | N | | | | | | | | | | | | | | | | | | |
| 47.23 | | ENTER CIT | | | ABERDEEN | | | 00 | | 1 1 | | | | | | 5 A | 22B | 5 A | | 22 | 4 (| າ 2 ຕ | 0005 | 112 | 35 | L P * | |
| 17.23 | 17.01 | DIVIDIC CII | - | | TIBERDEEN | | | | | | | | | | | 511 | 222 | 511 | | | - ` | 02 0 | ,005 | 02 | 33 | | |
| INTERSEC | CTION D | ETAIL | | | TURN I | LANES | | | | ACCE | LERAT | ION | LANE | :S | | | | | | | | | | | | | |
| | | | | | R NEAR | | R FAR | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | | LGT WD | LGT WD | | ' WD | | T WD | | | LGT | | | | | | | | | | | | | |
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| 42.30 | 42.11 | | | | | .04 12 | | | | . 0 | 3 12 | | | | | | | | | | | | | | | | |
| 45.44 | 45.25 | | | | | .03 13 | | | | | | | | | | | | | | | | | | | | | |
| 45.72 | 45.53 | | .05 | 12 | | | .09 12 | | | | | .04 | 12 | | | | | | | | | | | | | | |

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| | | | • • | | ECTION TO | TATUTENTE | 27 | l pr | TDC | | | W | | |) St | URFA | | | | | N SPC | I | ı | | CT 7 | CCTE | ICATI | ONIC | |
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| | | | | | ECTION TO EFT/RIGHT | | | l | RIDG KING | - 1 | | LFT | | RHT | | | LI | FT | | RHT | USE | TOT | | | | | LEGAL | Ī | |
| SRMP B | ARM | FEATURE | : D | | DESCRIPT | ION | | l | | - 1 | | SHD W/S | | | | | | | RDY | SHD | LNS | RDY | | | | | SPEED D IB | | |
| | | | -1-1 | | | | | I —— I | ! | — I - | -1-1 | I | I | I | | | -1 | !- | I | | | l —— | - | | | 11 | I | 1-1- | -1- |
| 47.23 | 47.04 | BEG ST | I | | WESTPORT | | | | | | 1 1 | | | | | | į | 5A 2 | 22B | 5A | | 22 | 4 | 02 | 0005 | U2 | 35 | L | P * |
| | | INTRSECTN | | | HARDING | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 47 04 | 47 05 | INTRSECTN | | | BIGELOW | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 47.24 47.29 | | MISC FEAT | | | SGN ENT | | | СТ | | Y | | | | | | | | | | | | | | | | | | | |
| 47.29 | | INTRSECTN | | | TAFT RD | RD | | CT | | | 1 1 | | | | | | , | 6 7 ' | 220 | 10A | | 22 | 1 | 0.2 | 0005 | 777 | 25 | L | D * |
| 47.51 | | BEG SU LN | | | TWO WAY | TIIRN | 11B | CI | | | 1 1 | | | | | | | | | | | | | | 0005 | | | L | |
| 47.62 | | END SU LN | | | TWO WAY | | 11B | | | | 1 1 | | | | | | | | | | | | | | 0005 | | | L | |
| 47.64 | | END ST | I | • | WESTPORT | | 110 | | | | 1 2 | | | | | | | | | 8A | 444 | | | | 0005 | | | | P * |
| | | BEG ST | I | | S BOONE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | Ī | R | EDWARD P | | R | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 47.83 | 47.64 | | | | | | | | | 2 | 2 2 | | | | | | 8 | 8A (| 60A | 8A | | 60 | 4 | 02 | 0005 | U2 | 35 | L | P * |
| 47.88 | 47.69 | INTRSECT | Г | В | W HUNTLE | Y ST | | CT | SG | Y 2 | 2 2 | | | | | | \$5 | \$C (| 68A | A8 | | 68 | 4 | 02 | 0005 | U2 | 35 | L | P * |
| 47.98 | 47.79 | ENT/EXIT | | L | SOUTH SH | ORE MALL | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 48.03 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.13 | 47.94 | INTRSECTN | | | W HARRIM | | | - | SG | | 2 2 | | | | | | | C (| 60A | \$\$C | | 60 | 4 | 02 | 0005 | U2 | 35 | L | В * |
| | | ENT/EXIT | | | SOUTH SH | | | | SG | | | | | | | | | | | | | | | | | | | | |
| 48.18 | | INTRSECTN | | | FORDNEY | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 48.24 | | INTRSECTN | Ī | L | LINDSTRO | M ST | | CT | | Y | | | | | | | | ~ . | - o - | _ | | | | 0.0 | | | 2.0 | _ | |
| 48.26 | 48.07 | TAMPOGRAM | | _ | amo arrita | T CIT | | CIE. | | | 2 2 | | | | | | | C (| 60A | С | | 60 | 4 | 02 | 0005 | 02 | 30 | L | В * |
| 48.29 | | INTRSECTN | | | STOCKWEL | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 48.33 48.35 | | MISC FEAT BEG SU LN | | | BUS PULL TWO WAY | | 11A | | | , | 2 2 | | | | | | | a . | 49A | 0 | 11 | 60 | 1 | 0.2 | 0005 | TTO | 2.0 | т. | в * |
| 40.33 | 40.10 | INTRSECTN | | - | MCFARLAN | - | IIA | СТ | | Ϋ́ | | | | | | | | C ' | 49A | C | ТТ | 00 | 4 | 02 | 0005 | UΖ | 30 | ш. | В " |
| 48.41 | 48 22 | INTRSECT | | | W SCHLEY | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 48.43 | | END SU LN | | | TWO WAY | | 11A | - | | _ | 2 2 | | | | | | | C (| 60A | C | \$\$\$ | 60 | 4 | 0.2 | 0005 | 112 | 3.0 | т. | в * |
| 48.48 | | INTRSECT | | | W PERRY | | | СТ | | | 2 2 | | | | | | | | 60A | C | 444 | | | | 0005 | | | L | |
| 48.51 | | MISC FEAT | | | BUS PULL | | | - | | | | | | | | | | • | 0 011 | Ū | | 0.0 | - | - | 0000 | 02 | | _ | _ |
| 48.53 | | INTRSECT | | | CUSHING | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
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| SRMP B | | | тет | | LGT WD | LGI WD | LGT WD | | T W | <u>ש</u> | тет | C WD | LGT | WD | | GT WI | | | | | | | | | | | | | |
| 47.64 | 47.45 | | | | .02 13 | .06 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 47.88 | 47.69 | | .04 | 11 | .02 13 | .05 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 47.98 | 47.79 | | .03 | | | | | | | | | | .02 | 11 | | | | | | | | | | | | | | | |
| 48.13 | 47.94 | | .04 | | | .02 11 | | | | | | | | _ | | | | | | | | | | | | | | | |
| 48.18 | 47.99 | | .02 | | | .03 11 | | | | | | | | | | | | | | | | | | | | | | | |
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| 48.29 | 48.10 | | .03 | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 48.35 | 48.16 | | .02 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.48 | 48.29 | | .03 | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 48.53 | 48.34 | | .02 | 11 | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| | | | | | | | W | IDTH A | ND SU | JRFACE | INF | 'ORMA | TION | 1 | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BRIDGE | | DECR | EAS/DI | v | 1 | INCR | ES/U | INDI | SPC | - 1 | | | LASSI | FICA' | TIONS | |
| | | | : :L | EFT/RIGHT INDICATOR | -UXING- | NBR | LFT | RH | T | | LFT | | RHT | USE | TOT | | | | LEG | AL | |
| | | | : : | | -XROAD- | LNS | SHD | RDY SH | D MED | -NAIC | SHD | RDY | SHD | LNS | RDY | MTC | E CI | TY ST | SPE | ED T | PS |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW TC L | DI | W/S | W/S W/ | S WD/ | /S BR | W/S | W/S | W/S | WID | WID | A S | SE NE | R FC | D : | IB R : | КT |
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| 48.58 | | MISC FEATR | R | BUS PULLOUT | | 2 2 | | | | | C | 60A | С | | 60 | 4 (| 12 00 | 05 U2 | | 30 L | P * |
| 48.59 | 48.40 | INTRSECTN | В | W MARION ST | CT Y | | | | | | | | | | | | | | | | |
| 48.63 | 48.44 | END ST | I | S BOONE ST | | 2 2 | | | | | C | 60A | С | | 60 | 4 0 | 2 00 | 05 U2 | | 30 L | P \$ |
| | | INTRSECTN | R | SR 105 SPBOONE (SPUR) | ST SG Y | | | | | | | | | | | | | | | | |
| 48.67 | 48.48 | BEG ST | I | SCOTT ST | | 2 2 | | | | | С | 60A | С | | 60 | 4 0 | 2 00 | 05 U2 | | 30 L | P * |
| | | INTRSECTN | R | SCOTT ST | CT SG Y | | | | | | | | | | | | | | | | |
| 48.73 | 48.54 | | | | | 2 2 | | | | | С | 48A | C | | 48 | 4 0 | 2 00 | 05 U2 | | 30 L | P * |
| 48.76 | 48.57 | END ST | I | SCOTT ST | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | SR 101 | ST SG Y | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1431 | | | | | | | | | | | | | | | | | |
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| 48.67 48.48 | | | .03 11 | | | | | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | BOONE | | | | | | | | | | | | | | | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BRIDG | Ε | DEC | REAS | DIV | | INCE | RES/I | JNDI | SPC | | | | -CLAS | SSIE | FICATI | ONS- | |
| | | | : :L | EFT/RIGHT INDICATOR | -UXING | - NBR | LFT | 1 | RHT | | LFT | | RHT | USE | TOT | | | | | LEGAL | . | |
| | | | : : | | -XROAD | - LNS | SHE | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC | CE | CITY | ST | SPEED | TP | S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW TC | r p i | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | SE I | NBR | FC | D IE | RK | : T |
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| 48.63 | 0.00 | BEG ROUTE | | BOONE | | 1 1 | | | | | C | 28A | С | | 28 | 4 (|)1 (| 0005 | U2 | 30 | LΡ |) |
| | | | | SR 105 TO SR 101 | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | ABERDEEN | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1427 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | SR 105 | ST SG | Y | | | | | | | | | | | | | | | | |
| 48.65 | 0.02 | INTRSECTN | В | SCOTT ST | CT SG | Y 1 1 | | | | | C | 53A | С | | 53 | 4 (|)1 | 0005 | U2 | 30 | LΡ |) |
| 48.72 | 0.09 | INTRSECTN | R | W KING ST | CT | Y 1 1 | | | | | C | 40A | С | | 40 | 4 (|)1 | 0005 | U2 | 30 | LΡ |) |
| 48.74 | 0.11 | | | | | 1 1 | | | | | C | 35A | 10G | | 35 | 4 (|)1 | 0005 | U2 | 30 | LΡ |) |
| 48.78 | 0.15 | INTRSECTN | В | SR 101-W CURTIS ST | ST SS | Y | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1427 | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | BOONE | | | | | | | | | | | | | | | | | | |

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SR 105 SPUR STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3
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| | | | : | : [] | EFT/RIGHT INDICATOR | -U | XING | - 1 | IBR | LFT | | RHT | | | LFT | 1 | RHT | USE | TOT | | | | | LEGA | L | |
| | | | : | : | | l-x | ROAD | - I | LNS | SHD | RDY | SHD | M | EDIAN- | SHD | RDY | | | | | CE | CITY | IST | SPEE | рlī | PIS |
| SRMP B | ARM | FEATURE | ח | T.R | DESCRIPTION | | | | | | | | | D/S BR | | | | | | | | | | | | |
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| 30.28 | 0 00 | BEG ROUTE | | | WESTPT | | | - | L 1 | | | | | | 67 | 24A | 67 | | 2.4 | 1 | 02 | | R3 | 1 | 0 I | |
| 30.20 | 0.00 | BEG ROUTE | | | | | | _ | ι т | | | | | | OA | 24A | θA | | 24 | 4 | UΖ | | K3 | 4 | U L | ı |
| | | | ~ | | SR 105 TO WESTPORT | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | _ | CONTROL SECTION 1438 | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SCHAFER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
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| 30.29 | 0.01 | WYE CONN | | R | SR 105 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 30.37 | 0.05 | EQUATION | | | 030.33 = 030.37 | | | | | | | | | | | | | | | | | | | | | |
| 30.41 | 0.09 | | | | | | | 1 | 1 | | | | | | 4 <i>P</i> | 22A | 4A | | 22 | 4 | 02 | | R3 | 4 | 0 I | j |
| 30.90 | 0.58 | | | | | | | 1 | L 1 | | | | | | | 22A | | | 22 | 4 | 02 | | R3 | 3 | 5 I | |
| 31.00 | | INTRSECTN | | R | JACKSON ST | CO | | N - | | | | | | | | | | | | | | | | | | |
| 31.01 | | MP MARKER | | | 31 S | - | | | | | | | | | | | | | | | | | | | | |
| 31.20 | | INTRSECTN | | | CHEHALIS ST | CO | | N | | | | | | | | | | | | | | | | | | |
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| 31.33 | | MISC FEAT | | R | SGN ENT WESTPORT | | | - | | | | | | | 4 7 | 007 | 4 7 | | 2.2 | 4 | 0.0 | 1 4 0 0 | ъ э | _ | | Б |
| 31.40 | | ENTER CIT | | | WESTPORT | | | | 1 | | | | | | | 22A | | | | | | 1420 | | | 5 I | |
| 31.43 | 1.11 | BEG ST | I | | S FORREST ST | | | | L 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 1420 | R3 | 3 | 5 I | . Р * |
| | | INTRSECTN | | | W LILA AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 31.56 | 1.24 | INTRSECTN | | В | W NEWELL AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 31.63 | 1.31 | INTRSECTN | | R | W PINE AVE | CT | | N | | | | | | | | | | | | | | | | | | |
| 31.90 | 1.58 | INTRSECTN | | L | W HANCOCK AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 31.97 | 1.65 | INTRSECTN | | В | VETERANS AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.00 | | MP MARKER | | | 32 S | | | | | | | | | | | | | | | | | | | | | |
| 32.09 | | INTRSECTN | | | PERRY ST W | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.17 | | INTRSECTN | | | W SHERMAN AVE | CT | | Ÿ | | | | | | | | | | | | | | | | | | |
| 32.23 | 1.91 | THINGECIN | | ш | W SHERMAN AVE | CI | | _ | 1 | | | | | | 17 | 22A | 47 | | 2.2 | 1 | 0.2 | 1420 | ъЭ | 2 | ОТ | . P * |
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| 32.29 | 1.97 | END ST | I | | S FORREST ST | | | _ | 1 | | | | | | OΑ | ZZA | ЮΑ | | 22 | 4 | 02 | 1420 | R3 | 3 | O L | ъ В * |
| | | BEG ST | I | _ | W OCEAN AVE | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | W OCEAN AVE | | SS | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | N FORREST ST | _ | SS | | | | | | | | | | | | | | | | | | | |
| 32.34 | 2.02 | INTRSECTN | | В | S CENTRAL ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.39 | 2.07 | INTRSECTN | | L | N OLYMPIA ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.44 | 2.12 | INTRSECTN | | L | N MELBOURNE ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.51 | 2.19 | INTRSECTN | | L | N BROADWAY ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | S BROADWAY ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.57 | 2 25 | INTRSECTN | | | S OCOSTA ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 32.60 | 2.28 | INTRODUCTION | | | 5 0005111 51 | 01 | | | L 1 | | | | | | 5 2 | 247 | 5 A | | 24 | 4 | 02 | 1420 | ъЗ | 2 | ОТ | в * |
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SR 105 SPUR STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3
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| 32.69 | | INTRSECTN | | W SEATTL | | | CT | 7 | | | | | | | | | | | | | | | | | | |
| 32.74 | 2.42 | INTRSECTN | | E TACOMA | | | CT | 7 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | W TACOMA | | | CT | 7 | | | | | | | | | | | | | | | | | | |
| 32.81 | 2.49 | INTRSECTN | R | E SPOKAN | E AVE | | CT | 7 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W SPOKAN | E AVE | | CT | 7 | | | | | | | | | | | | | | | | | | |
| 32.87 | 2.55 | INTRSECTN | L | W PACIFI | C AVE | | CT | 7 | 7 | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | E PACIFI | C AVE | | CT | 7 | 7 | | | | | | | | | | | | | | | | | |
| 32.93 | 2.61 | INTRSECTN | | E SPRAGU | | | CT | 7 | 7 | | | | | | | | | | | | | | | | | |
| 32.73 | 2.01 | INTRSECTN | | W SPRAGU | | | CT | 7 | | | | | | | | | | | | | | | | | | |
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| 33.00 | 2.00 | INTRSECTN | | W OREGON | 7/17/17 | | СТ | 7 | 7 | | | | | | | | | | | | | | | | | |
| 33.08 | 2 76 | | | | | | | 7 | | | | | | | | | | | | | | | | | | |
| 33.08 | 2.76 | INTRSECTN | | E WASHIN | | | CT | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | W WASHIN | | | CT | 7 | <u> </u> | | | | | | | | | | | | | | | | | |
| 33.09 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | |
| 33.25 | 2.93 | INTRSECTN | | E ELIZAB | | | CT | N | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W ELIZAB | ETH AVE | | CT | N | 1 | | | | | | | | | | | | | | | | | |
| 33.32 | 3.00 | | | | | | | | 1 1 | | | | | 5A | 24A | 5A | | 24 | 4 | 02 | 1420 | R3 | 3 | 5 L | В | * |
| 33.75 | 3.43 | BEG SU LN | С | TWO WAY | TURN | 13A | | | 1 1 | | | | | \$\$C | 24A | \$\$C | 23 | 47 | 4 | 02 | 1420 | R3 | 3 | 5 L | P | * |
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| | | INTRSECTN | | W WILSON | AVE: | | CT | 7 | 7 | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | E WILSON | | | CT | 7 | | | | | | | | | | | | | | | | | | |
| 33.91 | 2 50 | END SU LN | | TWO WAY | | 13A | - | | 11 | | | | | C | 277 | C | 1.0 | 17 | 1 | 0.2 | 1420 | ъЭ | 2 | Бт | Р | * |
| 33.91 | 3.39 | | | | | IJA | | 7 | | | | | | C | 3 / A | C | 10 | 4 / | 4 | 02 | 1420 | K.S | 3 | э ц | P | |
| 22 05 | 2 65 | INTRSECTN | | E WILSON | | | CT | | | | | | | | | | | | | | | | | | | |
| 33.97 | | INTRSECTN | | E PATTER | SON AVE | | CT | 7 | <u> </u> | | | | | | | | | | | | | | | | | |
| 34.00 | | MP MARKER | R | 34 S | | | | | | | | | | | | | | | | | | _ | _ | _ | | |
| 34.05 | 3.73 | | | | | | | | 1 1 | | | | | | 24A | | 10 | | | | 1420 | | | | P | |
| 34.11 | 3.79 | INTRSECTN | R | E BAY AV | E | | CT | 7 | 711 | | | | | С | 24A | С | 10 | 34 | 4 | 02 | 1420 | R3 | 2 | 5 L | P | * |
| 34.17 | 3.85 | END ST | I | N MONTES | ANO ST | | | | | | | | | | | | | | | | | | | | | |
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| 34.22 | 3.90 | INTRSECTN | В | HARMS ST | | | CT | 7 | 7 1 1 | | | | | С | 48A | C | 10 | 58 | 4 | 02 | 1420 | R3 | 2 | 5 L | В | * |
| 34.29 | | INTRSECTN | | N NYHUS | ST | | CT | 7 | 7 | | | | | | | | | | | | | | | | | |
| 34.34 | | END ST | I | | | | | _ | 1 1 | | | | | C | 48A | C | \$\$\$ | 48 | 4 | 02 | 1420 | ъЗ | 2 | 5 T | В | * |
| 31.31 | 1.02 | LIND DI | _ | i bock b | - | | | | | | | | | C | 1011 | C | 444 | 10 | - | 02 | 1120 | 103 | | J L | ם | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

TIME 17:13:52 STATE HIGHWAY LOG PAGE 189

DATE 01/31/25

SR 105 SPUR STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3 WESTPT

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DATE 01/31/25 TIME 17:13:52 PAGE 190

SR 106 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

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| 1.16 | | ENT/EXIT | | N TRIBAL CENTER RD | RS | N | | | | | | | | | | | | | | | | | | |
| 1.31 | | INTRSECTN | | SKOKOMISH RIVER RD | RS | N | | - | | | | | 44 | 205 | 44 | | 2.0 | _ | 0.0 | | | | | |
| 1.38 | 1.38 | BEG BRIDGE | В | SKOKOMISH RIVER | ST | | 1 | Τ | | | | | ŞŞW | 32P | \$\$W | | 32 | 2 | 02 | | 3.3 | 4 | 5 R | |
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| 1.52 | | END BRIDGE | | SKOKOMISH RIVER | | | _ 1 | 1 | | | | | 3B | 22B | 3В | | 22 | 2 | 02 | 1 | 3.3 | 4 | 5 R | |
| 1.78 | | INTRSECTN | R | PURDY CUTOFF RD | CO | N | | | | | | | | | | | | | | | | | | |
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| 2.40 | | INTRSECTN | R | WEBB HILL RD | CO | N | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | | | | | | 1 | | | | | | | 22B | 3B | | 22 | | |] | 3.3 | | 5 R | |
| 2.70 | 2.70 | | | | | | 1 | | | | | | | 22B | 3B | | 22 | | | | 3.3 | | 5 R | |
| 2.95 | 2.95 | BEG BRIDGE | В | X-TRIB SKOK FISH PASSAGE | ST | | 1 | 1 | | | | | 6А | 22B | 3A | | 22 | 2 | 02 |] | 3.3 | 4 | 5 R | |
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| 3.25 | 3.25 | | | | | | 1 | 1 | | | | | 4B | 22B | 3B | | 22 | 2 | 02 |] | 3.3 | 4 | 5 R | |
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| 4.01 | 4.01 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | |
| 4.75 | 4.75 | MISC FEATR | R | SGN ENT UNION | | | | | | | | | | | | | | | | | | | | |
| 4.85 | 4.85 | | | | | | 1 | 1 | | | | | 4A | 22B | 3B | | 22 | 2 | 02 | 1 | J3 | 3 | 0 R | |
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| | | INTRSECTN | L | E MAIN ST N | CO | N | ſ | | | | | | | | | | | | | | | | | |
| 5.11 | 5.11 | ENT/EXIT | | PUBLIC ACCESS RD | CO | Y | | | | | | | | | | | | | | | | | | |
| 5.13 | 5.13 | , - | | | | | 1 | 1 | | | | | 4A | 22B | 10B | | 22 | 2 | 02 | 1 | J3 | 3 | 0 R | |
| 5.20 | | INTRSECTN | R | MCREAVY RD | CO | Y | 1 | | | | | | | 22B | | | 22 | | | | J3 | | 0 R | |
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| 5.98 | | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | |
| 6.23 | | INTRSECTN | | ORRE NOBLES RD | CO | N | ſ | | | | | | | | | | | | | | | | | |
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SR 106 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

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|-------|--------|------------|---------|--|----|--------|------------|---------|------|-----|-------|----------------------------|-----------|-------|--------|--------|------|------------|-----------|---------|-----|------|-------|
| | | | | ECTION TO INVENTORY | | IDGE | 1 | | REAS | | | | | RES/U | JNDI | | | | C1 | LASSI | | | NS |
| | | | : : Li. | EFT/RIGHT INDICATOR | | ING- | | | | RHT | MEDIA | | LFT | אממ | KHT | USE | JOJ. | Mun | arlar | nz I on | LEG | AL | T P S |
| SRMP | R ARM | | | DESCRIPTION | | OAD- | L T ZND | M/G | M/C | M/S | MEDIA | ВБ <u>1</u> 711 — 1 | M/C | M/C | M/G | MID | עדש | Σ IvI T | CE CI . | | , D | TB | R K T |
| SKME | AKM | FEATORE | | DESCRIPTION | OW | 10 1 | | W / S | W/5 | W/5 | WD/3 | DK I | w / ら | W/5 | W/5 | WID | MID | _ | וכואו הוכ | \ 1 | ۱ ۱ | 15 | K K I |
| | _ I | I | -1 | I ———————————————————————————————————— | | —— I — | 1-1- | · I ——— | -1 | I I | | - | | | ı —— ı | I —— I | | -1- | | ! | -11 | —— I | -1-1- |
| 6.62 | 6.62 | | | | | | 1 1 | | | | | | 4A | 22B | 2В | | 22 | 2 | 02 | U3 | 3 | 35 | R |
| 6.68 | | INTRSECTN | R | E MASON AVE | CO | Y | | | | | | | | | | | | | | | | | |
| 6.69 | 6.69 | INTRSECTN | L | MASON AVE EXT | PV | Y | | | | | | | | | | | | | | | | | |
| 6.73 | 6.73 | INTRSECTN | R | ORRE NOBLES RD | CO | Y | | | | | | | | | | | | | | | | | |
| 6.82 | 6.82 | | | | | | 1 1 | | | | | | 4A | 22B | 2A | | 22 | 2 | 02 | U3 | 3 | 35 | R |
| 6.87 | 6.87 | | | | | | 1 1 | | | | | | бΑ | 22B | бΑ | | 22 | 2 | 02 | U3 | 3 | 35 | R |
| 6.89 | 6.89 | | | | | | 1 1 | | | | | | | 22B | бΑ | | 22 | 2 | 02 | R3 | 3 | 35 | R |
| 6.90 | 6.90 | INTRSECTN | R | E DALBY RD | CO | Y | | | | | | | | | | | | | | | | | |
| 7.02 | 7.02 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | |
| 7.03 | 7.03 | BEG BRIDGE | В | ALDERBROOK PED XING | ST | | 1 1 | | | | | | \$\$W | 40B | \$\$W | | 40 | 2 | 02 | R3 | 3 | 35 | R |
| | | | | BRDG NUM 106/004 | | | | | | | | | | | | | | | | | | | |
| 7.04 | 7.04 | END BRIDGE | В | ALDERBROOK PED XING | | | 1 1 | | | | | | бΑ | 22B | бΑ | | 22 | 2 | 02 | R3 | 3 | 35 | R |
| 7.08 | 7.08 | INTRSECTN | R | E BEACH DR | CO | Y | | | | | | | | | | | | | | | | | |
| 7.32 | B 7.32 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | |
| 7.32 | 7.37 | EQUATION | | 007.37B=007.32 | | | 1 1 | | | | | | 4A | 22B | 2A | | 22 | 2 | 02 | R3 | 3 | 35 | R |
| 7.36 | 7.41 | - | | | | | 1 1 | | | | | | 4A | 22B | 2A | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 7.37 | 7.42 | | | | | | 1 1 | | | | | | 4A | 22B | 2В | | 22 | | | R3 | 3 | 40 | R |
| 8.01 | 8.06 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | |
| 8.49 | 8.54 | | | | | | 1 1 | | | | | | 4A | 22B | 2A | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 8.50 | 8.55 | | | | | | 1 1 | | | | | | 4A | 22B | 5A | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 9.00 | 9.05 | MP MARKER | L | 9 | | | | | | | | | | | | | | | | | | | |
| 9.23 | 9.28 | | | | | | 1 1 | | | | | | 4A | 22B | 5B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 9.24 | 9.29 | | | | | | 1 1 | | | | | | 4A | 22B | 2B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 9.67 | 9.72 | INTRSECTN | R | MERRIMOUNT RD | CO | Y | 1 1 | | | | | | | 22B | 3B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 10.00 | 10.05 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | |
| 10.10 | 10.15 | | | | | | 1 1 | | | | | | 4A | 22B | 2B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 11.01 | 11.06 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | |
| 12.04 | 12.09 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | |
| 12.22 | 12.27 | MISC FEATR | R | TWANOH STATE PARK W BNDY | | | 1 1 | | | | | | 4B | 22B | 4B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 12.24 | 12.29 | | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 12.27 | 12.32 | ENT/EXIT | L | PUBLIC FISHING | ST | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | TWANOH STATE PARK | ST | Y | | | | | | | | | | | | | | | | | |
| 12.33 | 12.38 | BEG BRIDGE | | TWANOH CREEK | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 106/062 | | | | | | | | | | | | | | | | | | | |
| 12.34 | 12.39 | END BRIDGE | В | TWANOH CREEK | | | | | | | | | | | | | | | | | | | |
| 12.35 | 12.40 | ENT/EXIT | L | TWANOH STATE PARK | ST | Y | | | | | | | | | | | | | | | | | |
| 12.39 | | ENT/EXIT | L | TWANOH STATE PARK | ST | Y | | | | | | | | | | | | | | | | | |
| 12.40 | 12.45 | | | | | | 1 1 | | | | | | 4B | 22B | 4B | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 12.49 | 12.54 | MISC FEATR | L | TWANOH STATE PARK E BNDY | | | | | | | | | | | | | | | | | | | |
| 13.00 | 13.05 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | |
| 13.15 | 13.20 | INTRSECTN | R | E TWANOH TIDES DR | CO | N | | | | | | | | | | | | | | | | | |
| 13.43 | 13.48 | | | | | | 1 1 | | | | | | 3A | 22B | 3A | | 22 | 2 | 02 | R3 | 3 | 40 | R |
| 13.52 | 13.57 | BEG BRIDGE | В | TWANOH FALLS CREEK | ST | | | | | | | | | | | | | | | | | | |

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| LEGAL SPEED T P S D IB R K T |
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| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
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| 20.09 20.09 | | .03 12 | | | | | | |

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| | | | | | | | _ | | W | IDTE | AND | SURFAC | E IN | FORM. | ATIO | 1 | | | | | | |
|---------|---------|-----------|--------|--|----------|------|-------|-----------|------|------|------|---------|-------|-------|-------|----------|-----|------------|---------------|-------|--------|----------|
| | | | :DIR | RECTION TO INVENTORY | -B | RIDG | | | DECR | | | | | | UNDI | | | | CLA | SSIFI | CATION | IS |
| | | | : :I | EFT/RIGHT INDICATOR | −U | XING | – N | IBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | 1 | EGAL | |
| | | | : : | | -X | ROAD | - L | NS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC | E CITY | STS | PEED 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 S | SE NBR | FC I | IB R | K T |
| | | | _ _ _ | _ | _ | | _ _ | - _ . | | | | | | | l | | I | _ _ | | . _ | _ _ _ | - - - |
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| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | Τ | . 1 | | | | | 6A | 24A | бA | | 24 | 4 (|) <u>T</u> | R2 | 55 R | - |
| | | BEG CTLSE | a | SR 101 TO SR 12/MONTE CONTROL SECTION 1409 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | SR 101 | ST | | Y | | | | | | | | | | | | | | | |
| 0.01 | 0 01 | WYE CONN | | SR 101 | ST | | Y | | | | | | | | | | | | | | | |
| 0.01 | | WYE CONN | | SR 101 | ST | | Y | | | | | | | | | | | | | | | |
| 0.02 | | ENT/EXIT | | PARK AND RIDE LOT | ST | | N | | | | | | | | | | | | | | | |
| 0.03 | | EOUATION | I | 000.06 =000.09 | 21 | | | . 1 | | | | | 8 Z | 247 | 8A | | 24 | 4 (| 11 | R2 | 55 R | |
| 1.00 | | MP MARKER | Þ | 1 | | | _ | | | | | | UA | ZIA | UA | | 21 | 1 (| , _ | 1(2 | 33 K | - |
| 1.50 | 1.47 | ME MARKER | | ± | | | 1 | . 1 | | | | | 5 A | 24A | 5A | | 24 | 4 (|)1 | R2 | 55 R | |
| 1.79 | | INTRSECTN | R | LEMPIE RD | CO | | Ν | | | | | | 511 | 2 111 | 511 | | 2 1 | 1 (| , _ | 102 | 33 10 | - |
| 2.00 | | MP MARKER | | | | | | . 1 | | | | | 2A | 24A | 2A | | 24 | 4 (|) 1 | R2 | 55 R | |
| 2.96 | | INTRSECTN | | BLUE SLOUGH RD | CO | | N - | _ | | | | | | | | | | | - | | 00 10 | - |
| 2.99 | | WYE CONN | | BLUE SLOUGH RD | CO | | N 1 | . 1 | | | | | 3A | 22A | 3A | | 22 | 4 (| 1 | R2 | 55 R | |
| 3.00 | | MP MARKER | | 3 | | | | | | | | | | | | | | | _ | | | = |
| 4.03 | | MP MARKER | | 4 | | | 1 | . 1 | | | | | 5A | 22A | 5A | | 22 | 4 (|)1 | R2 | 55 R | <u>.</u> |
| 4.13 | | INTRSECTN | | PREACHERS SLOUGH RD | CO | | N | | | | | | | | | | | | | | | |
| 4.60 | 4.57 | | | | | | 1 | . 1 | | | | | 3A | 23A | 3A | | 23 | 4 (| 1 | R2 | 55 R | _ |
| 4.65 | 4.62 | | | | | | 1 | . 1 | | | | | 6A | 24A | бA | | 24 | 4 (| 1 | R2 | 55 R | _ |
| 4.75 | 4.72 | | | | | | 1 | . 1 | | | | | 3A | 23A | 3A | | 23 | 4 (| 1 | R2 | 55 R | 1 |
| 5.03 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | |
| 5.27 | 5.24 | INTRSECTN | R | CO RD #61510-SOUTH ST | CO | | N | | | | | | | | | | | | | | | |
| 5.30 | 5.27 | INTRSECTN | L | MELBOURNE RD | CO | | N | | | | | | | | | | | | | | | |
| 5.45 | 5.42 | INTRSECTN | | MUDGETT MT RD | CO | | N | | | | | | | | | | | | | | | |
| 5.69 | | INTRSECTN | | WADE RD | CO | | N | | | | | | | | | | | | | | | |
| 5.78 | | INTRSECTN | | MELBOURNE RD | CO | | N | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | R | 6 | | | | | | | | | _ | | | | | | | _ | | |
| 6.18 | 6.15 | | | | | | | . 1 | | | | | | | 10A | | 22 | | | R2 | 55 R | |
| 6.50 | 6.47 | | | | | | | . 1 | | | | | | | 10A | | 22 | | | R2 | 40 R | |
| 6.65 | 6.62 | | _ | WINTER DD | ~~ | | _ | . 1 | | | | | 6A | 22A | 6A | | 22 | 4 (|) <u>T</u> | R2 | 40 R | - |
| 6.76 | 6./3 | INTRSECTN | | MINKLER RD | CO | | Y | | | | | | | | | | | | | | | |
| 6.82 | 6 70 | INTRSECTN | | S MONTE RD | CO ST | | Y | . 1 | | | | | 440 | 205 | 440 | | 2.0 | 1 0 | ١ ٦ | R2 | 40 B | |
| 0.82 | 6.79 | BEG BRIDG | E B | CHEHALIS RIVER | 51 | | Т | . ⊥ | | | | | \$\$C | 30P | \$\$C | | 30 | 4 (|) _ | RZ | 40 R | - |
| 6.95 | 6 02 | MP MARKER | п | BRDG NUM 107/004 7 | | | | | | | | | | | | | | | | | | |
| 7.00 | 6.97 | MP MARKER | А | 1 | | | 1 | . 1 | | | | | С | 200 | С | | 30 | 1 (| ١1 | U2 | 40 R | |
| 7.00 | | ENTER CIT | v | MONTESANO | | | | . 1 | | | | | | 30P | | | | |)1)1 0795 | - | 40 R | |
| 7.03 | 7.00 | ENTER CIT | 1 | MONTESANO | | | _ | | | | | | C | 30F | C | | 30 | T (| 11 0193 | 02 | 40 K | . г |
| INTERSE | CTION D | ETAIL | | TURN LANES | _ | | -AC | CEL | ERAT | ION | LANE | ES | | | | | | | | | | |
| | | | | R R NEAR L FAR R FAR | | | | | | | | RIGHT- | | | | | | | | | | |
| SRMP B | ARM | | | D LGT WD LGT WD LGT WD | L | GT W | D | LGT | ' WD | LGI | ' WD | LGT WD | | | | | | | | | | |
| 6.76 | 6.73 | | .04 12 | | _ | | _ | | | | | | | | | | | | | | | |

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| | | | | | | | | | | T 73.3.TT | o armi | | | | штом | - | | | | | | | |
|--------|------|------------|-------|----------------------|------|----------------|-------|---|-------|-----------|-------------|--|-------|-----|-------|-----|-----|-----|-------|---------|------|-------|-------|
| | | | :DIB: | ECTION TO INVENTORY | l_BB | RIDGE | | | REAS/ | | O SURI I | | | | NDI | | | | CT | . A C C | TETC | חדיתמ | NS |
| | | | | EFT/RIGHT INDICATOR | 1 | KIDGE KING- | 1 | 1 | | RHT | | | LFT | | | USE | тот | | Cı | JADL | | GAL | IND |
| | | | : : | | | | | | | | MEDIA | | | | | | | MTC | ElCI | YIS | | | T P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | | | | | | WD/S | | | | | | | | | | | | RKT |
| | | | _ _ | | | | . _ _ | l | | | | | | | | | | _ _ | _ | _ _ | _ _ | | _ _ _ |
| 7.05 | 7.02 | | | | | | 1 1 | | | | | | C | 30P | С | | 3.0 | 4 r | 1 079 |) 5 T | 12 | 40 | R D |
| 7.07 | | END BRIDGE | В | CHEHALIS RIVER | | | 1 1 | | | | | | | 22A | 8A | | | | 1 079 | | | 40 | |
| 7.26 | | MISC FEATR | R | SGN ENT MONTESANO | | | | | | | | | 011 | | 011 | | | | _ 0 | | - | | |
| 7.27 | | INTRSECTN | R | BOAT LAUNCH RD | CT | Y | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 4 0 | 1 079 | 95 t | J2 | 40 | RР |
| 7.30 | 7.27 | RR XING | В | NUM 808462C GRADE | | | | | | | | | | | | | | | | | | | |
| 7.58 | 7.55 | BEG BRIDGE | В | SLOUGH | ST | | 1 1 | | | | | | \$\$C | 22A | \$\$C | | 22 | 4 0 | 1 079 | 95 t | J2 | 40 | RР |
| | | | | BRDG NUM 107/005 | | | | | | | | | | | | | | | | | | | |
| 7.64 | | END BRIDGE | | SLOUGH | | | 1 1 | | | | | | | 22A | | | | | 1 079 | - | | 40 | |
| 7.78 | 7.75 | BEG BRIDGE | В | SLOUGH | ST | | 1 1 | | | | | | \$\$C | 22A | \$\$C | | 22 | 4 0 | 1 079 | 95 t | J2 | 40 | R P |
| | | | | BRDG NUM 107/006 | | | | | | | | | | | | | | | | | | | |
| 7.83 | | END BRIDGE | В | SLOUGH | | | 1 1 | | | | | | бA | 22A | 8A | | 22 | 4 0 | 1 079 | 95 t | J2 | 25 | R P |
| 7.86 | | EQUATION | | 007.85 =007.86 | | | | | | | | | | | | | | | | | | | |
| 7.91 | 7.87 | ON RAMP | L | SR 12 | ST | Y | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SR 12 | ST | Y | | | | | | | | | | | | | | | | | |
| 7.95 | 7.91 | UXING | В | SR 12 | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/034S | | | | | | | | | | | | | | | | | | | |
| 7.97 | 7.93 | UXING | В | SR 12 | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 012/034N | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1409 | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | -WIDTI | H AND | SURFA | CE IN | FORM | ATION | 1 | | | | | | | |
|----------------|---------|-----------|----------|---|------|-------|--------|-------|------------|-------|----------------|-------|-------|-------|-------|----------------|------|------------------|-------|-------|----|------------|
| | | | | RECTION TO INVENTORY | | RIDGE | - 1 | | CREAS | | | | | UNDI | | | | CLA | | | | . – – – |
| | | | : : | LEFT/RIGHT INDICATOR | | | | R LFT | | RHT | MEDIAN | LFT | | SHD | USE T | 5DA 50.T. | мтст | : lctry | | LEGAL | | pls |
| SRMP B | ARM | FEATURE | | R DESCRIPTION | | | | | | | WD/S B | | | | | | | | | | | |
| | | | _ _ _ | _ | _ | _ | _ _ | _ _ | _ | | _ | _ | . | | | | _ _ | - | _ . | _ | _ | _ _ |
| 0.00 | 0 00 | BEG ROUTE | , | MAIN ROUTE | | | 1 | 1 | | | | 67 | 267 | 6A | | 26 | 1 0- | 0728 |) БЭ | 2 5 | L | D |
| 0.00 | 0.00 | DEG ROUIE | | SR 8/MCLEARY TO SR 101 | | | Τ. | _ | | | | OA | . Z0A | OA | | 20 | 4 0. | . 0/20 |) KZ | 23 | ш | P |
| | | ENTER CIT | Ϋ́ | MCCLEARY | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | IC . | CONTROL SECTION 1436 | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | SR 8 | ST | SS Y | ζ | | | | | | | | | | | | | | | |
| 0.02 | | MP MARKER | R R | 0 | | | | _ | | | | _ | | _ | | | | | _ | | | |
| 0.10 | 0.10 | | _ | | | | 1 | | | | | | | 6A | | | | . 0728 | | | L | |
| 0.11 | 0.11 | BEG ST | I | W SIMPSON AVE | a. | aa . | . 1 | | | | | 2A | 22A | 2A | | 22 | 4 01 | . 0728 | 8 R2 | 40 | L | P * |
| 0.05 | 0 05 | INTRSECT | l L | ELMA-MCCLEARY RD | C.I. | SS Y | | | | | | 2.7 | 007 | 2 7 | | 2.2 | 4 0- | 0700 | | 4.0 | - | D # |
| 0.25 | 0.25 | | . D | WII DONE ODEEN | ST | | 1 1 | | | | | | . 22A | | | | | . 0728 . 0728 | | | | B * P * |
| 0.50 | 0.50 | BEG BRIDG | E B | WILDCAT CREEK BRDG NUM 108/004 | 51 | | Τ. | Τ | | | | \$\$C | 28A | ŞŞC | | 28 | 4 0. | . 0/28 | RZ | 30 | ш | Ρ " |
| 0.51 | 0 51 | END BRIDG | E B | WILDCAT CREEK | | | 1 | 1 | | | | 3 Z | . 22A | 3 Δ | | 22 | 4 0 | 0728 | R 2 | 3.0 | т. | в * |
| 0.63 | | INTRSECT | | S 10TH ST | СТ | | 7 1 | | | | | | . 33A | | | | | 0728 | | | | B * |
| 0.66 | | INTRSECT | | | CT | | 7 1 | | | | | | 40A | | | | | 0728 | | | | B * |
| 0.70 | | INTRSECT | | | CT | | 7 | _ | | | | 770 | 1011 | Ū | | - 0 | - 0- | . 0,2 | | 5.0 | _ | _ |
| 0.77 | | INTRSECT | | S 8TH ST | CT | | ζ | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | INTRSECT | 1 В | S 7TH ST | CT | 7 | 7 1 | 1 | | | | 7A | 33A | С | | 33 | 4 01 | 0728 | R2 | 30 | L | в * |
| 0.91 | 0.91 | INTRSECT | | S 6TH ST | CT | 7 | 7 1 | 1 | | | | 10A | 32A | С | | 32 | 4 01 | 0728 | R2 | 30 | L | в * |
| | | ENT/EXIT | L | SIMPSON MILL | PV | 7 | ζ | | | | | | | | | | | | | | | |
| 0.99 | | INTRSECT | | S 5TH ST | CT | | 7 1 | | | | | | 42A | | | | | 0728 | | | | В * |
| 1.06 | | INTRSECT | I R | S 4TH ST | CT | 7 | 7 1 | | | | | | 58A | | | | | . 0728 | | | | В * |
| 1.11 | 1.11 | END ST | I | W SIMPSON AVE | | | 1 | 1 | | | | 7A | 60A | С | | 60 | 4 01 | . 0728 | R2 | 30 | L | R * |
| | | BEG ST | I | SUMMIT RD | | | _ | | | | | | | | | | | | | | | |
| | | INTRSECT | | SUMMIT RD | | SS Y | | | | | | | | | | | | | | | | |
| 1 00 | 1.20 | INTRSECT | I R | W SIMPSON AVE | C.I. | SS Y | 1 | 1 | | | | 77 | 40B | C | | 4.0 | 4 0- | 0720 | . D.O | 2.0 | _ | D + |
| $1.20 \\ 1.21$ | | INTRSECTN | т в | VETERANS WAY | СТ | 7 | Z | Τ | | | | / A | 40B | C | | 40 | 4 0. | . 0728 | RZ | 30 | ш | R * |
| 1.23 | 1.21 | | и к | VEIERANS WAI | CI | _ | 1 | 1 | | | | 77 | . 22B | 3A | | 22 | 1 N | . 0728 | 2 ס | 3 0 | т | P * |
| 1.38 | | INTRSECT | I R | E BECK ST | CT | 7 | 7 1 | | | | | | 22B | | | | | 0728 | | | | Р* |
| 1.92 | | INTRSECT | | WILDCAT DR | CT | | ζ | | | | | 511 | . 220 | 10 | | 22 | 1 0. | 0/20 | , 1(2 | 50 | | - |
| 1.95 | 1.95 | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 0- | - | 1 | | | | | 8A | 22B | 8B | | 22 | 4 01 | 0728 | R2 | 30 | L | P * |
| 1.98 | | END ST | I | SUMMIT RD | | | 1 | | | | | | 22B | | | | | 0728 | | | | в\$ |
| | | INTRSECT | I L | SUMMIT RD | CT | RF Y | ζ | | | | | | | | | | | | | | | • |
| 2.00 | 2.00 | MP MARKER | R R | 2 | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | MISC FEAT | R L | SGN ENT MCCLEARY | | | | | | | | | | | | | | | | | | |
| 2.21 | 2.21 | LEAVE CIT | Ϋ́ | MCCLEARY | | | 1 | 1 | | | | 8A | 22B | A8 | | 22 | 4 01 | \$\$\$\$ | R2 | 50 | L | \$ |
| INTERSEC | CTION D | | | TURN LANES | | | | | | | S | | | | | | | | | | | |
| SRMP B | ARM | | LGT WI | | | | | | R R-C | | RIGHT LGT W | | | | | | | | | | | |
| 1.11 | 1.11 | | _ | .02 16 .02 10 | | | | | _ _ | | - | | | | | | | | | | | |

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| | | | | | | | | _ | | | | | | | _ | | | | | | | |
|--------|------|------------|------|----------------------|-------|-------|-----|---------|---------|-------|---------|-------|---------------|---------|-----|-----|------|------|------|-------|---------------|---|
| | | | | | | | | - – – v | ATD.T.F | I ANI | SURFACE | : TNF | 'ORM <i>P</i> | 7.T.TOV | 1 | | | | | | | |
| | | | :DIR | ECTION TO INVENTORY | -BRII | OGE | | DECF | REAS/ | DIV | | INCE | RES/U | INDI | SPC | | | CLA | SSIF | ICAT] | ONS | _ |
| | | | : :L | EFT/RIGHT INDICATOR | -UXIN | 1G- : | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | 1 | LEGAI | . | |
| | | | : : | | -XROA | 4D- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEEI | T P | S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW TO | : ь : | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FCI | D IE | 3 R K ' | Т |
| | | | | | _ _ | _ _ . | _ _ | | | | | | ll | | | | _ | | | _ | _ _ _ . | _ |
| | • | • | | • | | | | | | | | | | | | | • | | | | | |
| 2.36 | 2.36 | | | | | | 1 1 | | | | | A8 | 22B | A8 | | 22 | 4 01 | | R2 | 50 |) L | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | INTRSECTN | L | ELMA HICKLIN RD | CO | N | | | | | | | | | | | | | | | | |
| 3.14 | 3.14 | | | | | | 1 1 | | | | | 3B | 22B | 3B | | 22 | 4 01 | | R2 | 50 |) L | |
| 3.29 | 3.29 | INTRSECTN | R | TORNQUIST RD | CO | N | | | | | | | | | | | | | | | | |
| 4.04 | 4.04 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | |
| 4.18 | 4.18 | END CTLSEC | | CONTROL SECTION 1436 | | | | | | | | | | | | | | | | | | |
| | | LEAVE CO | | GRAYS HARBOR | | | | | | | | | | | | | | | | | | |

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SR 108 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

| SRMP B ARM FEATURE D LR DESCRIPTION D LR DE | |
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| 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 NBI | LASSIFICATIONS |
| BEG CTLSEC CONTROL SECTION 2330 4.35 | |
| 4.50 4.50 1 1 3B 22B 3B 22 4 01 4.72 4.72 INTRSECTN L PVT RD PV N 5.00 5.00 MP MARKER R 5 | R2 50 R |
| 4.72 4.72 INTRSECTN L PVT RD PV N 5.00 5.00 MP MARKER R 5 | R2 50 R |
| 4.72 4.72 INTRSECTN L PVT RD PV N 5.00 5.00 MP MARKER R 5 | R2 50 R |
| 5.00 5.00 MP MARKER R 5 | |
| | |
| 3.47 3.47 DEG DRIDGE D SKOOKOM CREEK IRIBUIARI SI | |
| BRDG NUM 108/100.25 | |
| 5.48 5.48 END BRIDGE B SKOOKUM CREEK TRIBUTARY | |
| 5.58 5.58 BEG BRIDGE B SKOOKUM CREEK TRIBUTARY ST | |
| BRDG NUM 108/102 | |
| 5.59 5.59 END BRIDGE B SKOOKUM CREEK TRIBUTARY | |
| 6.03 6.03 MP MARKER R 6 | |
| 6.35 6.35 1 1 3A 22A 3A 22 4 01 | R2 50 R |
| 6.55 6.55 1 1 3B 22B 3B 22 4 01 | R2 50 R |
| 6.66 6.66 BEG BRIDGE B SKOOKUM CREEK ST 1 1 \$\$C 28B \$\$C 28 4 01 | R2 50 R |
| BRDG NUM 108/103 | 112 30 It |
| 6.67 6.67 END BRIDGE B SKOOKUM CREEK 1 1 3B 22B 3B 22 4 01 | R2 50 R |
| 6.72 6.72 INTRSECTN R SLIDE CREEK RD PV N | 1(2 50 1(|
| 6.99 6.99 MP MARKER R 7 | |
| 7.62 7.62 BEG BRIDGE B TRIBUTARY TO SKOOKUM CRK ST | |
| BRDG NUM 108/104 | |
| 7.63 7.63 END BRIDGE B TRIBUTARY TO SKOOKUM CRK | |
| 8.00 8.00 MP MARKER R 8 | |
| 8.86 8.86 BEG BRIDGE B TRIBUTARY TO SKOOKUM CRK ST | |
| BRDG NUM 108/105.25 | |
| 8.87 8.87 END BRIDGE B TRIBUTARY TO SKOOKUM CRK | |
| 9.00 9.00 MP MARKER R 9 | |
| 9.25 9.25 INTRSECTN L EICH RD CO N | |
| 9.44 9.44 BEG BRIDGE B KAMILCHE CREEK ST BRDG NUM 108/105.5 | |
| 9.45 9.45 END BRIDGE B KAMILCHE CREEK | |
| 9.70 9.70 INTRSECTN R HURLEY WALDRIP RD CO N | |
| 9.71 9.71 WYE CONN R HURLEY WALDRIP RD CO N | |
| | |
| | DO |
| | R2 50 R |
| BEG SU LN R WEAVING/SPEED CHANGE 12B | |
| MP MARKER R 11 | |
| 11.02 11.02 RR XING B NUM 96557P GRADE | |
| 11.04 11.04 END SU LN R WEAVING/SPEED CHANGE 12B 1 1 3B 22B 3B \$\$\$ 22 4 01 | R2 50 R |
| END SU LN L WEAVING/SPEED CHANGE 12B | |
| 11.11 11.11 BEG BRIDGE B SKOOKUM CREEK ST 1 1 \$\$C 28B \$\$C 28 4 01 BRDG NUM 108/106 | R2 50 R |

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|--------|-------|------------|------|------------------------------|-----|----------|--------|-----|---------------------|--------|----------|------|-------|-------|--------|-----|-----|---------|--------|-------|-------|
| | | | :DIR | ECTION TO INVENTORY | 1. | -BRI | DGE | | DECREA | AS/DIV | | INC | RES/T | JNDI | SPC | - 1 | | CLA | SSIFIC | CATIC | NS |
| | | | : :L | EFT/RIGHT INDICATOR | - | -UXI | ING- | | 1 | RHT | | LFT | | RHT | | | | | - 1 | GAL | |
| | | | : : | | | | | | 1 | | MEDIAN- | | | | | | | E CITY | | | |
| SRMP B | ARM | FEATURE | DLR | DESCRIPTION | (| r wo | [C L | DI | W/S W, | /S W/S | WD/S BR | W/S | W/S | W/S | WID | WID | AS | E NBR | FC D | ,IB | RKT |
| | l | l | _ _ | | - | l - | _ | _ _ | | | | - | | | | | _ _ | _ | _ | - | _ _ _ |
| 11.12 | 11.12 | | | | | | | 1 1 | | | | С | 28B | С | | 28 | 4 0 | 1 | R2 | 50 | R |
| 11.13 | 11.13 | END BRIDGE | В | SKOOKUM CREEK | | | | 1 1 | | | | 3B | 22B | 3B | | 22 | 4 0 | 1 | R2 | 50 | R |
| 11.58 | 11.58 | | | | | | | 1 1 | | | | 3A | 22A | 3A | | 22 | 4 0 | 1 | R2 | 50 | R |
| 11.65 | 11.65 | INTRSECTN | L | PVT RD (FUTURE) |] | PV | Y | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SALISH CLIFFS DR |] | RS | Y | | | | | | | | | | | | | | |
| 11.70 | 11.70 | | | | | | | 1 1 | | | | | 22A | | | 22 | | | R2 | 35 | |
| 11.72 | | BEG SU LN | С | | 11A | | | 1 1 | | | | | 22A | | 11 | 33 | | | R2 | 35 | |
| 11.80 | 11.80 | END SU LN | С | | 11A | | | 1 1 | | | | 3A | 22A | 3A | \$\$\$ | 22 | 4 0 | 1 | R2 | 35 | R |
| | | ENT/EXIT | R | LITTLE CREEK CASINO |] | RS | Y | | | | | _ | | _ | | | | _ | _ | | |
| 11.81 | 11.81 | | _ | | | | | 1 1 | | | | 6A | 24A | бΑ | | 24 | 4 0 | 1 | R2 | 35 | R |
| 11.84 | | ENT FROM | R | BUSINESS | | RS | Y | | | | | | | | | | | | | | |
| 11.89 | 11.89 | BEG BRIDGE | В | LITTLE SKOOKUM CREEK | | ST | | | | | | | | | | | | | | | |
| 11 00 | 11 00 | | _ | BRDG NUM 108/108C | | | | | | | | | | | | | | | | | |
| 11.90 | 11.90 | END BRIDGE | В | LITTLE SKOOKUM CREEK | | ~~ | | | | | | | | | | | | | | | |
| 11 00 | 11 00 | INTRSECTN | Tr | KAMILCHE LN | | CO | Y | | | | | | | | | | | | | | |
| 11.92 | 11.92 | ON RAMP | L | SR 101 | | ST | Y Y | | | | | | | | | | | | | | |
| 11 06 | 11 00 | OFF RAMP | R | SR 101 | | ST ST | Y | | | | | | | | | | | | | | |
| 11.96 | 11.90 | UXING | В | SR 101 BRDG NUM 101/429.5 | • | 21 | | | | | | | | | | | | | | | |
| | | END OTTORO | | CONTROL SECTION 2330 | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2330 | | | | | | | | | | | | | | | | | |
| | | FIND KOOTE | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | TURN | LANES | ACCELERA | TION 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 |
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| 11.65 11.65 | .02 11 | .03 11 | | |
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| 11.92 11.92 | | .01 12 | | |

SRMP B ARM

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 109 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | -UX | | - N | IBR | LFT | | RHT | | | LFT | | | USE | TOT | | | -CLA | | LEGA | L | | |
|---------------|------|-------------------------|---|----------|--|-----|------|-------|---------|------------|------------|------------|------|--------------|------------|------------|------------|-----|------------|----|-----|-------------|------|------|-----|----|--------|
| SRMP B | ARM | FEATURE | | : T.R | DESCRIPTION | -XF | OAD. | - I | NS T | SHD W/S | RDY W/S | SHD W/S | MED. | IAN- S BR | SHD W/S | RDY W/S | SHD W/S | LNS | RDY WID | MΤ | CE | CITY NBR | ST | SPEE | D ' | T | P K |
| | | | _ | | | | _ | _ _ | _ _ | | | | | _ | | | | | | _ | | | . | _ | _ . | _ | _ |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 2 | | | | | | С | 36A | С | | 36 | 4 | 02 | 0560 | U2 | 3 | 0 : | L | В |
| | | | | | SR 101/HOQ TO TAHOLAH | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | | HOQUIAM | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 1433 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Ι | | EMERSON AVE | ~- | ~~ . | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SR 101 | ST | SG : | Y | | | | | | | | | | | | | | | | | | | |
| 0 06 | 0 00 | MISC FEATR | | | COUPLET - COHQUIAM | QΠ. | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | | | | | JEFFERSON ST | CT | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | | INTRSECTN | | Ъ | H ST*4TH ST | CT | | Y | 1 | | | | | | ~ | 263 | ~ | | 2.0 | 4 | 00 | 0560 | TT 0 | _ | _ | _ | _ |
| 0.12 | 0.12 | DEC EO | | | DECIN DACK | | | | 1 | | | | | | C | 36A | С | | 36 | 4 | 02 | 0560 | UZ | 3 | 0 | Ц | В |
| 0.14B 0.14 | | BEG EQ | | | BEGIN BACK | | | 1 | 1 | | | | | | 0 | 127 | a | | 12 | 1 | 0.2 | 0 E 6 0 | TTO | 2 | Λ. | т | Ъ |
| 0.14 | 0.18 | EQUATION INTRSECTN | | т | 000.18B=000.14 3RD ST | СT | PC : | | . 1 | | | | | | C | 43A | С | | 43 | 4 | UΖ | 0560 | UZ | 3 | 0 | ш | ĸ |
| | | | | | SR 109 COHQUIAM(COUPLT) | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 21 | PC . | ĭ | | | | | | | | | | | | | | | | | | | |
| 0.17 | | MISC FEATR INTRSECTN | | | COUPLET - COHQUIAM GARFIELD ST | СТ | , | · 7 | 1 | | | | | | 0 | 267 | С | | 26 | 1 | 0.2 | 0560 | TTO | 2 | 0 | т | ъ |
| 0.17 | | INTRSECTN | | | J ST | CT | | Υ | - т | | | | | | C | 30A | C | | 30 | 4 | 02 | 0560 | UZ | 3 | 0 . | ш | В |
| 0.20 | | INTRSECTN | | | 2ND ST | CT | - | | | | | | | | | | | | | | | | | | | | |
| 0.23 | | INTRSECTN | | | GRANT ST | CT | - | | | | | | | | | | | | | | | | | | | | |
| 0.24 | | INTRSECTN | | | K ST | CT | - | | | | | | | | | | | | | | | | | | | | |
| 0.31 | | INTRSECTN | | | 1ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.34 | | INTRSECTN | | | FILLMORE ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.40 | | INTRSECTN | | | L ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.44 | | INTRSECTN | | | SPRUCE ST | CT | 7 | | | | | | | | | | | | | | | | | | | | |
| 0.49 | | INTRSECTN | | | CLEVELAND ST | CT | - | | | | | | | | | | | | | | | | | | | | |
| 0.51 | | INTRSECTN | | | M ST | CT | 7 | | | | | | | | | | | | | | | | | | | | |
| 0.54 | | INTRSECTN | | | MAPLE ST | CT | | Ϋ́ | | | | | | | | | | | | | | | | | | | |
| 0.61 | | INTRSECTN | | | N ST | CT | | Ϋ́ | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.03 | INTRSECTN | | | BUCHANAN ST | CT | 7 | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.68 | INTRSECTN | | | ALDER ST | CT | | Ÿ | | | | | | | | | | | | | | | | | | | |
| 0.71 | | INTRSECTN | | | O ST | CT | | Ÿ | | | | | | | | | | | | | | | | | | | |
| 0.74 | | END ST | Т | _ | EMERSON AVE | 0. | | | . 1 | | | | | | С | 38A | С | | 38 | 4 | 02 | 0560 | 112 | 3 | 0 | т. | Τ. |
| 0., 1 | 0.70 | BEG ST | | | W EMERSON AVE | | | _ | _ | | | | | | Ū | 5011 | Ū | | 50 | - | - | | 02 | | • | _ | |
| | | INTRSECTN | _ | | ADAMS ST | СТ | SG : | Y | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.87 | INTRSECTN | | | BLAINE ST | CT | | | . 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 02 | 0560 | IJ2 | 3 | 0 | L | В |
| 0.93 | | INTRSECTN | | | SPENCER ST | CT | | | 1 | | | | | | | | \$\$C | | | | | 0560 | | | 0 | | |
| 0.96 | | | | | BUS PULLOUT | | | _ | _ | | | | | | | | 7.7.0 | | | _ | - | | - | | - | - | _ |
| 1.00 | | MP MARKER | | L | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | | INTRSECTN | | | EISENHOWER ST | CT | 7 | Y | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.09 | | | | | - | | | . 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0560 | U2 | 3 | 0 | L | Ρ |
| 1.07 | | ENT/EXIT | | R | HOQUIAM HIGH SCHOOL | CT | 7 | Y | | | | | | | | | | | | | | | | | | | |
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|--------------|---------------------|---------------------|-----|--------|----------------------|----------|--------|--------|-------|------------|--------------------|------|------|------|-------|---------|-------|---------|--------|---------|----------|-----|-------------------|-------------|----------|-------|-------|-------|
| | | | : [| OIRE | ECTION TO | INVENTO | RY | | RIDGE | c |] | DECR | | | , 50 | ICI AC. | | | UNDI | SPC | | | | -CLAS | SSIF | ICATI | ONS- | |
| | | | | | EFT/RIGHT | INDICAT | OR | | KING- | | | | | RHT | | | LFT | | RHT | USE | TOT | | 1 | | | LEGAI | | 1 - |
| SRMP B | 7 DM | | | : | DESCRIPT | TON | | | | | | | | | | | | | | | | | | CITY NBR | | | | |
| SKMP B | ARM | FEATURE | الا | LK. | DESCRIPT | LON | | l Ow | | ותוב | , [†] ' | W/5 | W/5 | W/5 | WD/ | S BK | W/S | W/5 | W/S | MID | MID | A : | 5만]. | NBK | FC | ו דו | | - 1 - |
| I | | | -1- | I —— | | | | I —— I | - | -1-1 | 1-1- | I · | I | I | | — I —— | I | · I ——— | I | I | l ——— | - | - | | I —— I | | -1-1- | · I — |
| 1.10 | 1.14 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 (| 02 | 0560 | U2 | 3 (| LP | * |
| 1.25 | 1.29 | ENT/EXIT | | R | HOQUIAM | HIGH SCH | OOL | CT | N | 1 | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.32 | | | | | | | | | 1 | 1 | | | | | | | | 4A | | 22 | 4 (| 02 | 0560 | U2 | 5(| L P | * |
| 1.49 | 1.53 | END ST | I | | W EMERSO | N AVE | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 (| 02 | 0560 | U2 | 50 | L P | \$ |
| | | INTRSECTN | | | PAULSON | | | CT | 7 | ζ | | | | | | | | | | | | | | | | | | |
| 1.72 | | MISC FEAT | 'R | L | SGN ENT | HOQUIAM | | | | _ | _ | | | | | | | | | | | | | | | | | |
| 1.76 | 1.80 | | _ | _ | 100 - | | () | ~- | _ | _ 1 | 1 | | | | | | 3A | . 22A | 3A | | 22 | 4 (|)2 | 0560 | U2 | 5(| RP | |
| 1.79 | | INTRSECTN | | | SR 109 S | PLONNGR | (SPUR) | ST | 7 | Z | | | | | | | | | | | | | | | | | | |
| 1.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | | MISC FEAT | | | SGN ENT | ~ | D | aш | | т | | | | | | | | | | | | | | | | | | |
| 3.03 3.04 | | INTRSECTN MP MARKER | | R R | GRAYS HA | KBOK BLV | D | CT | 1 | N | | | | | | | | | | | | | | | | | | |
| 3.20 | 3.24 | MP MARKER | - | ĸ | 3 | | | | | 1 | 1 | | | | | | 27 | 227 | 3A | | 22 | 1 (| 12 | 0560 | 112 | 4.0 | RP |) |
| 3.25 | | LEAVE CIT | v | | MAIUQOH | | | | | 1 | | | | | | | | | 3A | | | | | \$\$\$\$ | | | RP | |
| 3.30 | 3.34 | LEAVE CII | 1 | | HOQUIAM | | | | | 1 | | | | | | | | | 3A | | | 4 (| | 4444 | R2 | | R \$ | |
| 3.48 | | INTRSECT | ſ | R | HARBORVI | EW CT | | CO | N | 1 _ | _ | | | | | | 511 | . 2211 | 511 | | 22 | 1 (| <i>5</i> <u>2</u> | | 102 | 10 | ıςγ | |
| 3.67 | | INTRSECTN | | | BROADWAY | | | CO | | J 1 | | | | | | | 3Δ | 22A | 8A | | 22 | 4 (| 12 | | R2 | 4 (| R | |
| 3.89 | 3.93 | | | | | | | | | 1 | | | | | | | | | 3A | | | 4 (| | | R2 | | R | |
| 3.97 | | INTRSECT | Ī | L | BRECKENR | IDGE DR | | CO | | 1 | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.04 | MP MARKER | _ | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.40 | 4.44 | INTRSECTN | Ī | R | VALLEY R | D | | CO | N | J 1 | 1 | | | | | | 1A | 22A | 1A | | 22 | 4 (| 02 | | R2 | 4(| R | |
| 4.99 | 5.03 | MP MARKER | _ | R | 5 | | | | | 1 | 1 | | | | | | | | 4A | | 24 | 4 (| 02 | | R2 | 4(| R | |
| 5.00 | 5.04 | | | | | | | | | | 1 | | | | | | | | 4A | | | 4 (| | | R2 | | R | |
| 5.05 | | BEG SU LN | | | SLOW VEH | | 15B | | | | 1 | | | | | | | | \$\$\$ | | | | | | R2 | | R | |
| 5.26 | | END SU LN | | | SLOW VEH | | 15B | | | _ | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 (| 02 | | R2 | 5(| R | |
| 5.77 | | INTRSECTN | | | GRASS CR | EEK LOOP | RD | CO | N | 1 | | | | | | | | | | | | | | | | | | |
| 5.99 | | MP MARKER | | R | | | | ~~ | _ | _ | | | | | | | | | | | | | | | | | | |
| 6.00 | | INTRSECTN | | | GRASS CR | | RD | CO | | 1 | - | | | | | | | 007 | | | 0.0 | , , | 20 | | ъ. | - | | |
| 6.30 | | INTRSECTN | | | GRASS CR | | | CO | Γ | 1 1 | | | | | | | | | 5A | | 22 26 | 4 (| J Z | | R2 R2 | | R | |
| 6.45 | 0.49 | BEG BRIDG | E B | | GRASS CR BRDG NUM | | | ST | | Τ | Τ | | | | | | \$\$C | 26A | \$\$C | | ∠0 | 4 (| JZ | | KΖ | 5(| R | |
| | | | | | BRDG NUM | 109/006 | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION DE | ETAIL | | | TURN | LANES | | | | -ACC | CEL | ERAT | ION | LANF | :S | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT | | LGT WD | LGT WD | | | T WI | | | WD | | ' WD | | T WD | | | | | | | | | | | | |
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| 1.25 | 1.29 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.49 | 1.53 | | .04 | 12 | 02.16 | 00.76 | .08 12 | | | | 0.0 | 1.0 | .02 | 12 | | | | | | | | | | | | | | |
| 1.79 | 1.83 | | | | .03 12 | .03 12 | | | | | .09 | 12 | | | | | | | | | | | | | | | | |
| 3.48 | 3.52 | | | | .02 12 | 00 11 | | | | | 0.0 | 1 1 | | | | | | | | | | | | | | | | |
| 3.67 3.97 | 3.71 4.01 | | .03 | 11 | | .02 11 | | | | • | .02 | 11 | 00 | 11 | | | | | | | | | | | | | | |
| 3.97 4.40 | $\frac{4.01}{4.44}$ | | .03 | тТ | .02 11 | | | | | | | | .02 | тт | | | | | | | | | | | | | | |
| 4.40 | 4.44 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | W | ITDTH | ANI | SURFAC | TE TN | FORM | וחדדב | J | | | | | | |
|---------|----------|-----------|--------|-----------------------------------|------------|------|-----|------------|---------|----------------|-----------|-------|------|-------|-------|-------|------------|-------------------|--------|------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BR | DGE | | DECR | | | , 5011111 | | | | SPC | | | CLA | SSIFIC | ATI(|)NS |
| | | | | EFT/RIGHT INDICATOR | | | | LFT | | RHT | | LFT | | | USE 7 | | | | | GAL | |
| | | | : : | | -XRC | DAD- | LNS | SHD | RDY | SHD | MEDIAN- | - SHD | RDY | SHD | LNS | RDY : | MTC | CE CITY | ST SP | EED | TPS |
| SRMP E | 3 ARM | FEATURE | D LR | DESCRIPTION | OW 7 | CC L | DI | W/S | W/S | W/S | WD/S BF | R W/S | W/S | W/S | WID | WID. | A S | SE NBR | FC D | IB | RKT |
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| 6.52 | | END BRIDG | E B | GRASS CREEK | | | 1 1 | | | | | | 24B | | | 24 | | | R2 | 50 | |
| 6.60 | 6.64 | | _ | - | | | 1 1 | | | | | 8A | 24B | A8 | | 24 | 4 (| 02 | R2 | 55 | R |
| 7.00 | | MP MARKER | | | ~ | | | | | | | | | | | | | | | | |
| 7.54 | | INTRSECTN | | GRAY GABLES LN | CO | N | | | | | | | | | | | | | | | |
| 8.00 | | MP MARKER | | | a 0 | 3.7 | | | | | | | | | | | | | | | |
| 8.64 | | INTRSECTN | | CHENOIS CREEK RD | CO | N | | | | | | ė ė a | 260 | \$\$C | | 26 | , , | 2.2 | D O | 55 | Ъ |
| 8.65 | 8.69 | BEG BRIDG | E B | CHENOIS CREEK | ST | | 1 1 | | | | | \$\$C | 20B | \$\$C | | 26 | 4 (| J <u>Z</u> | R2 | 22 | R |
| 8.68 | 0 72 | END BRIDG | ים ידו | BRDG NUM 109/008 CHENOIS CREEK | | | 1 1 | | | | | 0.7 | 240 | 8A | | 24 | 1 (| 1.2 | R2 | 55 | Ъ |
| 9.05 | | MP MARKER | | 9 | | | тт | | | | | OA | 248 | οA | | 24 | 4 (| J | KZ | 22 | R |
| 9.83 | | INTRSECT | | POWELL RD | CO | N | | | | | | | | | | | | | | | |
| 9.99 | | MP MARKER | | 10 | CO | IN | | | | | | | | | | | | | | | |
| 10.01 | | BEG BRIDG | | GILLIS SLOUGH | ST | | 1 1 | | | | | ቂ ቁ ር | 26B | \$\$C | | 26 | 4 (| 12 | R2 | 55 | Þ |
| 10.01 | 10.05 | DEG DRIDG | ם מו | BRDG NUM 109/009 | DI | | | | | | | γγC | 200 | PPC | | 20 | T (| <i>J</i> <u>2</u> | 1(2 | 55 | IC |
| 10.03 | 10 07 | END BRIDG | F B | GILLIS SLOUGH | | | 1 1 | | | | | 6A | 24B | 6A | | 24 | 4 (| 12 | R2 | 55 | R |
| 10.13 | | ENT/EXIT | | PUBLIC FISHING | ST | | | | | | | 011 | 212 | 011 | | | - ` | <i>.</i> | 102 | 33 | |
| 10.24 | | BEG BRIDG | | HUMPTULIPS RIVER | ST | | 1 1 | | | | | \$\$C | 26P | \$\$C | | 26 | 4 (| 02 | R2 | 55 | R |
| | | | | BRDG NUM 109/010 | ~ - | | | | | | | | | 4.4. | | | | - | | | |
| 10.31 | 10.35 | END BRIDG | E B | HUMPTULIPS RIVER | | | 1 1 | | | | | 6B | 22B | 6B | | 22 | 4 (| 02 | R2 | 55 | R |
| 10.38 | 10.42 | INTRSECT | I L | BURROWS RD | CO | N | 1 1 | | | | | | 22B | | | 22 | 4 (| 02 | R2 | 55 | R |
| 10.65 | 10.69 | INTRSECT | | PVT LN | PV | N | | | | | | | | | | | | | | | |
| 10.78 | 10.82 | BEG BRIDG | E B | JESSIE SLOUGH | ST | | 1 1 | | | | | \$\$C | 26B | \$\$C | | 26 | 4 (| 02 | R2 | 55 | R |
| | | | | BRDG NUM 109/011 | | | | | | | | | | | | | | | | | |
| 10.80 | 10.84 | END BRIDG | E B | JESSIE SLOUGH | | | 1 1 | | | | | 2B | 22B | 2B | | 22 | 4 (| 02 | R2 | 55 | R |
| 10.99 | 11.03 | MP MARKER | | 11 | | | | | | | | | | | | | | | | | |
| 12.00 | | MP MARKER | | 12 | | | | | | | | | | | | | | | | | |
| 13.00 | | MP MARKER | | 13 | | | | | | | | | | | | | | | | | |
| 13.34 | | INTRSECTN | | BURROWS RD | CO | N | | | | | | | | | | | | | | | |
| 14.00 | | MP MARKER | | 14 | | | | | | | | | | | | | | | | | |
| 15.00 | | MP MARKER | | 15 | | | | | | | | | | | | | | | | | |
| 15.29 | | ENT/EXIT | R | SOLID WASTE DISPOSAL | ST | N | | | | | | _ | | _ | | | | | _ | | |
| 15.59 | 15.63 | | | | | | 1 1 | | | | | | | 2A | | 24 | | | R2 | 55 | |
| 15.65 | 15.69 | | | | | | 1 1 | | | | | 8A | 24A | 8A | | 24 | 4 (| 02 | R2 | 55 | R |
| 15.72 | | INTRSECTN | I R | PVT RD | PV | Y | | | | | | 0- | 0.4- | 0 - | | 0.4 | | 2.0 | - 0 | | _ |
| 15.75 | 15.79 | | | | ~ | | 1 1 | | | | | 8A | 24A | A8 | | 24 | 4 (| 12 | R2 | 45 | R |
| 15.85 | 15.89 | INTRSECTN | і Ь | HALE AVE | CO | Y | | | | | | | | | | | | | | | |
| TMTTDCT | CTION D | ייי א דד | | TURN LANES | | | AGE | די עיטיי ד | TAONT . | г х хт. | S | | | | | | | | | | |
| INTERSE | CIION DI | | | R NEAR L FAR R FAR | | | | | | | RIGHT- | | | | | | | | | | |
| SRMP E | R ARM | | LGT WD | | | | | T WD | | | LGT WI | | | | | | | | | | |
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| 9.83 | 9.87 | | | .02 12 | | | | | | | | | | | | | | | | | |
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| | | | | | ECTION TO EFT/RIGHT | | | | RIDGE King- | | DECF | REAS/ | /DIV RHT | | LFT | RES/ | | USE | | | CLA | | ATI(GAL | |
| | | | : | : | | | | -XF | ROAD- | LNS | SHD | RDY | SHD | MEDIAN | - SHI | RDY | SHD | LNS | RDY | MT | CE CITY | ST SP | EED | T P S |
| SRMP B | ARM | FEATURE | D | LR I | DESCRIPTI | ON | | OW | TC I | י ם י | [W/S | W/S I I | W/S | WD/S B | R W/S | W/S | W/S | WID | WID | A : | SE NBR | FC D | IB | RKT |
| | | l ———— | | I —— | 1 | | | - | | -1-1- | - | I ——— I | I —— I | | _ | - | I —— | l —— | l ——— | | — I ——— | 11 | I —— | 1-1-1- |
| 15.85 | 15.89 | INTRSECT | 1 | R | PVT RD | | | PV | Y | 1 1 | L | | | | 87 | 24A | 8A | | 24 | 4 |)2 | R2 | 45 | R |
| 15.91 | 15.95 | BEG SU LI | 1 | C | TWO WAY T | URN | 142 | A | | 1 1 | L | | | | 87 | 24A | 8A | 14 | 38 | 4 | 02 | R2 | 45 | R |
| 16.00 | 16.04 | MP MARKER | 2 | R | 16 | | | | | | | | | | | | | | | | | | | |
| 16.02 | 16.06 | CHG SU L1 | 1 | C | TWO WAY T | URN | 141 | 3 | | 1 1 | L | | | | 87 | 24B | A8 | 14 | 38 | 4 | 02 | R2 | 45 | R |
| 16.08 | 16.12 | END SU LI | 1 | C | TWO WAY T | URN | | 3 | | 1 1 | L | | | | 87 | 24B | A8 | \$\$\$ | 24 | 4 | 02 | R2 | 45 | R |
| 16.11 | 16.15 | INTRSECT | 1 | L | SR 115 | | | ST | Y | 1 1 | | | | | 87 | 24B | A8 | | 24 | 4 | 02 | R3 | 45 | R |
| 16.18 | 16.22 | | | | | | | | | 1 1 | L | | | | 1E | 3 22B | 2B | | 22 | 4 | 02 | R3 | 45 | R |
| 16.42 | 16.46 | | | | | | | | | 1 1 | L | | | | 1E | 3 22B | 2B | | 22 | 4 | 02 | R3 | 55 | R |
| 16.95 | 16.99 | BEG BRIDO | GE B | | CONNER CR BRDG NUM | EEK 109/014 | | ST | | 1 1 | L | | | | \$\$0 | 26B | \$\$C | | 26 | 4 | 02 | R3 | 55 | R |
| 16.98 | 17 02 | END BRIDG | F B | | CONNER CR | | | | | 1 1 | I | | | | 2.7 | 22B | 2A | | 22 | 4 | 12 | R3 | 55 | R |
| 17.00 | | MP MARKER | | R | | | | | | | - | | | | | . 222 | 211 | | 22 | - | | 103 | 33 | |
| 17.30 | 17.34 | 111 11111111111111111111111111111111111 | ` | | ± / | | | | | 1 1 | l | | | | 2.7 | 22B | 2A | | 22 | 4 | 12 | R3 | 35 | R |
| 17.41 | | MISC FEAT | ГR | R | SGN ENT C | CEAN CT | ТΥ | | | 1 1 | | | | | | 22B | | | | | | R3 | 35 | |
| 17.66 | | INTRSECT | | R | SGN ENT O | ' AVE | | CO | N | | - | | | | | . 222 | | | 22 | - | | 103 | 33 | 10 |
| 17.93 | | INTRSECT | | R | SURF AVE | 1111 | | CO | N. | | | | | | | | | | | | | | | |
| 17.99 | | INTRSECT | | | FIRST AVE | | | CO | N | | | | | | | | | | | | | | | |
| 18.00 | | MP MARKER | | R | | • | | CO | | • | | | | | | | | | | | | | | |
| 18.04 | | INTRSECT | | | PACIFIC B | T.VD | | CO | Y | | | | | | | | | | | | | | | |
| 10.04 | | INTRSECTI | | | SECOND AV | | | CO | Y | | | | | | | | | | | | | | | |
| 18.08 | | INTRSECTI | | | LONETREE | | | CO | N. | | | | | | | | | | | | | | | |
| 18.14 | | INTRSECTI | | | THIRD AVE | | | CO | N | | | | | | | | | | | | | | | |
| 18.21 | | INTRSECTI | | | FOURTH AV | | | CO | Y | | | | | | | | | | | | | | | |
| 18.39 | | INTRSECTI | | | FIFTH AVE | | | CO | N. | | | | | | | | | | | | | | | |
| 18.53 | | MISC FEAT | | | | | TV | CO | 1, | | | | | | | | | | | | | | | |
| 18.76 | 18.80 | MISC PEAL | LIC | ш | 20N ENI O | CEAN CI | 11 | | | 1 1 | ı | | | | 1 7 | 22B | 1 7 | | 22 | 1 | 12 | R3 | 50 | D |
| 19.00 | | MP MARKER | > | R | 10 | | | | | т. | L | | | | TF | 225 | IA | | 22 | T | 72 | IC.3 | 50 | IX |
| 19.26 | | INTRSECT | | | CHABOT RD | ` | | CO | Y | - | | | | | | | | | | | | | | |
| 19.44 | | BEG BRIDO | | | TRIBUTARY | | MOD CDK | | _ | 1 1 | ı | | | | ¢ ¢ t | 1 26A | ¢ ¢ M | | 26 | 1 | 12 | R3 | 50 | D |
| 19.44 | 19.40 | BEG BKIDG | - L | | BRDG NUM | | | 51 | | т. | L | | | | ۷۲۷ | ZUA | γγW | | 20 | T | 72 | IC.3 | 50 | IX |
| 19.45 | 10 10 | END BRIDG | ם שב | | TRIBUTARY | | | | | 1 1 | ı | | | | 1 7 | 22B | 1 7 | | 22 | 1 | 12 | R3 | 50 | D |
| 19.45 | 20.00 | FIND PKIDO | 3E D | | IKIBUIAKI | IO CON | NOR CRR | | | 1 1 | | | | | | 22B | | | 22 | | | R3 | 50 | |
| 20.00 | | MP MARKER | | R | 20 | | | | | т 1 | L | | | | TE | , 22D | ID | | 22 | Ψ, | <i>J</i> | CA | 50 | K |
| 20.69 | | MISC FEAT | | | SGN ENT C | ODAT TO | DEVOIL | | | | | | | | | | | | | | | | | |
| 20.69 | | INTRSECT | | | LAKESIDE | | BEACH | ao | 7. | r | | | | | | | | | | | | | | |
| 20.71 | 20.75 | INTRSECT | N | ш | LAKESIDE | DK | | CO | IN | 「 11 | L | | | | 1E | 3 22B | 1в | | 22 | 4 | 02 | R3 | 30 | R |
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| CDMD P | 7 DM | | | | R NEAR | | R FAR | | | | | | | RIGHT | | | | | | | | | | |
| SRMP B | | | | | LGT WD | Г.Э.І. МД | Г.с.т. мр | | 2 .T. MT | | I. MD | | F. MD | LGT W | | | | | | | | | | |
| | 15.89 | | .06 | | .03 12 | .03 14 | | | | | | | | | | | | | | | | | | |
| 16.11 | 16.15 | | .02 | 14 | | | .05 13 | | | | | .02 | 2 13 | | | | | | | | | | | |

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| | | | | | | | | | 7.7 | T D | | | | | A ELIT () N | | | | | | | |
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| ~ | | | : : | l = = = = = = = = = = = = = = = = = = = | | | | | | | | MEDIAN- | SHD | RDY | SHD | LNS | RDY | M.T.C | ECITY | STISE | EED | |
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| 20.86 | 20.90 | | | | | | 1 | | | | | | | 22B | 1в | | | 4 0 | | R3 | 30 | |
| 20.87 | | INTRSECTN | | HEATH RD | CO | | <i>Y</i> 1 | 1 | | | | | 8В | 22B | 2B | | 22 | 4 0 | 2 | R3 | 30 | R |
| 20.94 | 20.98 | INTRSECTN | R | HOQUIAM ST | CO | 1 | | | | | | | | | | | | | | | | |
| 20.98 | 21.02 | INTRSECTN | R | ABERDEEN ST | CO | 7 | Z | | | | | | | | | | | | | | | |
| 21.02 | 21.06 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | |
| 21.09 | 21.13 | INTRSECTN | L | BENNER RD | CO | 7 | Z | | | | | | | | | | | | | | | |
| 21.15 | 21.19 | INTRSECTN | R | GROVER ST | CO | 7 | <i>Y</i> 1 | 1 | | | | | 8B | 22B | 8B | | 22 | 4 0 | 2 | R3 | 30 | R |
| 21.22 | 21.26 | INTRSECTN | R | HOPKINS ST | CO | 7 | Z | | | | | | | | | | | | | | | |
| 21.29 | 21.33 | INTRSECTN | R | COPALIS BEACH RD | CO | 7 | <i>Y</i> 1 | 1 | | | | | 4B | 22B | 1в | | 22 | 4 0 | 2 | R3 | 30 | R |
| 21.31 | | WYE CONN | R | COPALIS BEACH RD | CO | | 1 | | | | | | | | | | | | | | | |
| 21.39 | | BEG BRIDGE | | COPALIS RIVER | ST | _ | 1 | 1 | | | | | \$\$C | 24B | \$\$C | | 2.4 | 4 0 | 2 | R3 | 30 | R |
| 22.07 | | 220 2112202 | _ | BRDG NUM 109/017 | ~ - | | _ | _ | | | | | 770 | | 7 7 0 | | | - 0 | _ | 110 | 5 0 | |
| 21.44 | 21 48 | END BRIDGE | B | COPALIS RIVER | | | 1 | 1 | | | | | 4 R | 20B | 1в | | 20 | 4 0 | 2 | R3 | 30 | Þ |
| 21.49 | | INTRSECTN | | CONDRA RD | CO | 1 | | _ | | | | | 410 | 200 | 10 | | 20 | T 0 | 2 | 1(3 | 50 | 10 |
| 21.49 | 21.55 | INTRSECTN | | PLUMB LN | PV | _ | J | | | | | | | | | | | | | | | |
| 01 50 | 21.62 | INIKSECIN | К | PLUMB LIN | PV | Г | 1. | 1 | | | | | 1 D | 200 | 1 D | | 20 | 4 0 | 2 | R3 | 30 | Ъ |
| 21.58 | | MICC PRAMP | - | CON THE CODALTO DEACH | | | т. | Т | | | | | TB | 20B | 1B | | 20 | 4 0 | 4 | R3 | 30 | R |
| 21.66 | | MISC FEATR | L | SGN ENT COPALIS BEACH | | | - | - | | | | | 1.5 | 000 | 1.5 | | 0.0 | 4 0 | 0 | D 2 | - 0 | _ |
| 21.68 | 21.72 | | _ | 0.0 | | | 1 | Τ | | | | | TB | 20B | 1B | | 20 | 4 0 | 2 | R3 | 50 | R |
| 21.94 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | |
| 23.01 | | MP MARKER | R | 23 | | | _ | _ | | | | | | | | | | | _ | _ | | |
| 23.20 | 23.24 | | | | | | 1 | 1 | | | | | 1B | 20B | 1в | | 20 | 4 0 | 2 | R3 | 40 | R |
| 23.95 | | MP MARKER | | 24 | | | | | | | | | | | | | | | | | | |
| 24.53 | 24.57 | BEG BRIDGE | В | TRIBUTARY TO BOONE CREEK | ST | | 1 | 1 | | | | | \$\$W | 29A | \$\$W | | 29 | 4 0 | 2 | R3 | 40 | R |
| | | | | BRDG NUM 109/018 | | | | | | | | | | | | | | | | | | |
| 24.54 | 24.58 | END BRIDGE | В | TRIBUTARY TO BOONE CREEK | | | 1 | 1 | | | | | 1B | 20B | 1B | | 20 | 4 0 | 2 | R3 | 40 | R |
| 25.00 | 25.04 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | |
| 26.00 | 26.04 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | |
| 26.07 | 26.11 | INTRSECTN | L | ROOSEVELT BEACH RD | CO | 1 | 1 | | | | | | | | | | | | | | | |
| 27.00 | | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | |
| 27.01 | | BEG BRIDGE | | TRIB TO PACIFIC OCEAN | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 109/019.25 | ~ - | | | | | | | | | | | | | | | | | |
| 27.02 | 27 06 | END BRIDGE | В | TRIB TO PACIFIC OCEAN | | | | | | | | | | | | | | | | | | |
| 27.56 | 27.60 | LIND DICIDOL | _ | TRIB TO THEFT TO OCCUR. | | | 1 | 1 | | | | | 3 B | 22B | 3В | | 22 | 4 0 | 2 | R3 | 40 | R |
| 27.75 | 27.79 | | | | | | 1 | | | | | | | 22B | 2B | | | 4 0 | | R3 | 40 | |
| 27.75 | 27.79 | | | | | | 1 | | | | | | | 20B | 2Б 1В | | | 4 0 | | R3 | 40 | |
| 27.82 | 27.00 | | | | | | 1 | | | | | | | 20B | 1B | | | 4 0 | | R3 | 25 | |
| | | MD MADKED | ъ | 20 | | | Τ. | Τ. | | | | | TR | ZUB | TR | | ∠∪ | 4 0 | 4 | СЛ | ∠ ኃ | 7. |
| 28.00 | | MP MARKER | K | 28 | | | 1 | 1 | | | | | 1 - | 0.05 | 1 5 | | 0.0 | 4 ^ | ^ | D 3 | ٥٦ | D |
| 28.33 | 28.37 | | _ | MARKET CE | D | D.C | 1. | Τ | | | | | TB | 22B | 1B | | 22 | 4 0 | ∠ | R3 | 25 | K |
| 28.35 | | INTRSECTN | | MARKET ST | ΡV | PC 3 | Ľ | | | | | | | | | | | | | | | |
| 28.44 | | MISC FEATR | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | |
| 28.49 | 28.53 | INTRSECTN | | FRONT ST | | PC 7 | | | | | | | | | | | | | | | | |
| | | INTRSECTN | $_{ m L}$ | W FRONT ST | PV | PC Y | | | | | | | | | | | | | | | | |
| 28.63 | 28.67 | | | | | | 1 | 1 | | | | | 1B | 22B | 1B | | 22 | 4 0 | 2 | R3 | 40 | R |

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| WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|---------|---------------------|------|----|-----------|-------------|----------|------------|------|-------|------|-------|------|------|------|------|-------|-------|-------|------------|-----|-----|---------|--------|-----|--------|----------------|
| | | | | | ECTION TO | | | | RIDG | - 1 | | DECR | , | | | | | RES/U | | SPC | | | C | LASS | | | ONS |
| | | | | | EFT/RIGHT | INDICA' | ror | | | | | LFT | | RHT | | | LFT | DD | RHT | USE | TOT | | an ar | mrrla | | GAL | |
| CDMD D | ADM | | : | ٠. | DECODIDE | TON | | | | | | SHD | | | | | | | | | | | | | | | T P S R K T |
| SRMP B | ARM | FEATURE | الال | LK | DESCRIPT | ION | | OW | 10 | 니. | ו ד | W / S | W/5 | W/5 | WD/S | BR | W/S | W/S | W/5 | $ _{MTD} $ | MID | A | SE NE | SK F | ען־ | I | K K I |
| | | | -1-1 | | | | | I —— I | | — I - | -1- | l I | I | ! | | - | | | | l ——— I | I | -1- | ! | | - | - —— | - - - |
| 28.70 | 28.74 | | | | | | | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 4 | 0.2 | R | 3 | 40 | R |
| 29.00 | | INTRSECTN | ſ | L | DIAMOND I | DR | | CO | | N | | | | | | | | | | | | - ' | - | | | - 0 | |
| 29.01 | | MP MARKER | | | 29 | | | | | | | | | | | | | | | | | | | | | | |
| 29.16 | 29.20 | BEG BRIDG | EΒ | | JOE CREE | K | | ST | | | 1 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 02 | R | 3 | 40 | R |
| | | | | | BRDG NUM | 109/020 |) | | | | | | | | | | | | | | | | | | | | |
| 29.21 | 29.25 | END BRIDG | | | JOE CREE | | | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 4 (| 02 | R. | 3 | 40 | R |
| 29.33 | | MISC FEAT | | R | SGN ENT | PACIFIC | BEACH | | | | | | | | | | | | | | | | | | | | |
| 29.41 | | INTRSECTN | | | OCEAN BE | ACH RD | | | RF | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | MAIN ST | | | | RF | | | | | | | | | | | | | | | | | | |
| 29.88 | | INTRSECTN | | | PACIFIC : | LN | | PV | | Y | | | | | | | | | | | | | | | | | |
| 30.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 30.09 | | INTRSECTN | | | FIRST ST | | | CO | | Y | | | | | | | | | | | | | | | | | |
| 30.21 | | INTRSECTN | | | FIRST ST | | 553.011 | CO | | N | | | | | | | | | | | | | | | | | |
| 30.25 | | MISC FEAT | | | SGN ENT | | BEACH | | | | | | | | | | | | | | | | | | | | |
| 30.34 | | MISC FEAT | R | R | SGN ENT I | MOCLIPS | | | | | 1 1 | | | | | | 1 D | 225 | 1 D | | 2.2 | 4 | 0.0 | ъ. | 2 | 2.0 | Б |
| 30.50 | 30.54 | | | т | CINICEE C | m | | a o | | Y | 1 1 | | | | | | IB | 22B | IB | | 22 | 4 (| 02 | R | 3 | 30 | R |
| 30.68 | | INTRSECTN | | | SUNSET S' | 1 | | CO | | ĭ | | | | | | | | | | | | | | | | | |
| 31.00 31.15 | | MP MARKER INTRSECTN | | R | EASTERN I | TAT 70. 3.7 | | CO | | N | | | | | | | | | | | | | | | | | |
| 31.15 | | INTRSECTN | | | NORTHERN | | | CO | | Υ | | | | | | | | | | | | | | | | | |
| 31.38 | | INTRSECTN | | | OTIS AVE | | | CO | | N | | | | | | | | | | | | | | | | | |
| 31.50 | | BEG BRIDG | | | MOCLIPS 1 | | | ST | | | 1 1 | | | | | | ¢¢ሮ | 26B | ¢¢ሮ | | 26 | 4 | 0.2 | R | 2 | 30 | D |
| 31.30 | 31.31 | DEG DRIDG | ם מו | | BRDG NUM | | 3 | DI | | | | | | | | | γγC | 200 | γγC | | 20 | - · | 02 | 10. | , | 50 | IC. |
| 31.53 | 31.57 | END BRIDG | E B | | MOCLIPS 1 | | | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 4 | 0.2 | R | 3 | 30 | R |
| 31.61 | | INTRSECTN | | | SECOND S' | | | CO | | N | | | | | | | | | | | | - ' | - | | | | |
| 31.70 | | INTRSECTN | | | SMITH LN | | | CO | | N | | | | | | | | | | | | | | | | | |
| 31.99 | 32.03 | MISC FEAT | 'R | L | SGN ENT I | MOCLIPS | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 32.04 | MP MARKER | | R | 32 | | | | | | | | | | | | | | | | | | | | | | |
| 32.16 | 32.20 | | | | | | | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 4 (| 02 | R. | 3 | 50 | R |
| 32.22 | 32.26 | MISC FEAT | 'R | R | QUINAULT | INDIAN | RES BNDY | | | | | | | | | | | | | | | | | | | | |
| 32.41 | 32.45 | INTRSECTN | Ī | R | MOCLIPS- | OLYMPIC | HWY | CO | | N | | | | | | | | | | | | | | | | | |
| 32.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 33.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 35.17 | 35.21 | BEG BRIDG | EΒ | | WRECK CR | | _ | ST | | | 1 1 | | | | | | \$\$C | 26P | \$\$C | | 26 | 4 (| 02 | R | 3 | 50 | R |
| | | | | | BRDG NUM | | 5 | | | | | | | | | | | | | | | | | _ | _ | | _ |
| 35.20 | 35.24 | END BRIDG | E B | | WRECK CR | EEK | | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 4 (| 02 | R. | 3 | 50 | R |
| INTERSEC | TION DE | TAIL | | | TURN 1 | LANES | | | | -A | CCEI | LERAT | 'ION | LANE | :S | | | | | | | | | | | | |
| | | | | | R NEAR | | | | | | | CNTR | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | | | | | | | | | LGT | | | r WD | | | | | | | | | | | |
| 31.61 | | | | | | | .01 12 | | | | | | | | | | | | | | | | | | | | |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| SRMP B | ARM FEATURE | : :L | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -U2 -XF | ROAI | G- NE | BR LI | ECREA FT HD RD | S/DIV RHT Y SHI | V T D MEI | DIAN- | INCE LFT SHD | RES/U | NDI RHT SHD | SPC USE LNS | TOT RDY | MTC | | . 1 | LEGA: SPEE: | IONS L D T P S B R K T |
|--------|---|------|---|------------|------|-------|-------|----------------------|-----------------------|-----------------------|-------|--------------------|-------|-------------------|-------------------|------------|------|---|-----|----------------|---------------------------------|
| 35.30 | 35.34 | | | | | 1 | 1 | | | | | 1в | 22B | 1в | | 22 | 4 0 | 2 | R3 | 5 | O R |
| 35.99 | 36.03 INTRSECTN | R | CANYON WAY | RS | | Y | | | | | | | | | | | | | | | |
| 36.00 | 36.04 MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | |
| 36.93 | 36.97 INTRSECTN | L | GRENVILLE WAY | RS | | N | | | | | | | | | | | | | | | |
| 37.00 | 37.04 MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | |
| 38.00 | 38.04 MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | |
| 39.00 | 39.04 MP MARKER | R | 39 | | | | | | | | | | | | | | | | | | |
| 39.47 | 39.51 INTRSECTN | R | CAPOEMAN DR | RS | | Y | | | | | | | | | | | | | | | |
| 39.51 | 39.55 | | | | | 1 | 1 | | | | | | 22B | 1B | | | 4 0: | | R3 | | 5 R |
| 39.53 | 39.57 | | | | | 1 | 1 | | | | | 3B | 22B | 3B | | 22 | 4 0 | 2 | R3 | 2 | 5 R |
| 39.76 | 39.80 INTRSECTN | L | 5TH AVE | RS | | Y | | | | | | | | | | | | | | | |
| 39.88 | 39.92 INTRSECTN | R | AA-LIS DR | RS | | Y | | | | | | | | | | | | | | | |
| 40.12 | 40.16 MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | |
| | MISC FEATE | ВВ | PED XING | | | | | | | | | | | | | | | | | | |
| 40.37 | 40.41 | | | | | 1 | 1 | | | | | 3A | 22B | 3A | | 22 | 4 0 | 2 | R3 | 2 | 5 R |
| 40.41 | 40.45 INTRSECTN | В | CUITAN ST | RS | SS | Y | | | | | | | | | | | | | | | |
| 40.46 | 40.50 MISC FEATS END CTLSEC END ROUTE | | QUINAULT RIVER BR SPS CONTROL SECTION 1433 | | | | | | | | | | | | | | | | | | |

| 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 | | | | | |
| | | | | | | | | | | | | | |
| 39.76 39.80 | .03 12 | | | | | | .03 12 | | | | | | |
| 39.88 39.92 | | | .04 12 | | | .03 12 | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 109 COUPLET STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| HQUIAM | | | | | | | | | | | | | | | | | | | | |
|------------|------------|-------|-----------------------|------|-----|-----|------|------|-----|--------|---------|--------|-------|-----|-----|------|-------|---------|-----------|--|
| | | | | _ | | | | | | SURF | | | | | | | | | | |
| | | :DIRE | ECTION TO INVENTORY | -BRI | DGE | | DECR | EAS/ | DIV | | [] | NCRES | 'UNDI | SPC | | | -CLAS | SIFIC | ATIONS | |
| | | : :LH | EFT/RIGHT INDICATOR | -UXI | NG- | NBR | LFT | | RHT | | L | FT | RHT | USE | TOT | | | LE | GAL | |
| | | : : | | -XRC | AD- | LNS | SHD | RDY | SHD | MEDIA | N- S1 | HD RD | Z SHD | LNS | RDY | MTCE | CITY | ST SF | EED T P S | |
| SRMP B ARM | FEATURE | D LR | DESCRIPTION | I WO | C L | DI | W/S | W/S | W/S | WD/S I | BR W | /S W/S | S W/S | WID | WID | A SE | NBR | FC D | IB R K T | |
| | | _ | | _ | _ _ | _ _ | | | | | _ | _ | _ | | | _ | | _ | . _ _ | |
| · | | | | | | | | - | | • | - | • | • | | | | • | · | | |
| 0.14 0.00 | BEG ROUTE | | HQUIAM | | | 2 | | | | | | C 402 | A C | | 40 | 4 02 | 0560 | U2 | 30 L L * | |
| | | | EMERSON AVE TO 5TH ST | | | | | | | | | | | | | | | | | |
| | ENTER CITY | | HOQUIAM | | | | | | | | | | | | | | | | | |
| | BEG CTLSEC | | CONTROL SECTION 1433 | | | | | | | | | | | | | | | | | |
| | BEG ST | I | SIMPSON AVE | | | | | | | | | | | | | | | | | |
| | INTRSECTN | R | 3RD ST | CT P | C Y | | | | | | | | | | | | | | | |
| | INTRSECTN | L | SR 109-EMERSON AVE | ST P | C Y | | | | | | | | | | | | | | | |
| 0.22 0.08 | INTRSECTN | L | 4TH ST | CT | Y | | | | | | | | | | | | | | | |
| 0.23 0.09 | | | | | | 2 | | | | | | C 402 | A C | | 40 | 4 02 | 0560 | U2 | 30 L B * | |
| 0.29 0.15 | END ST | I | SIMPSON AVE | | | | | | | | | | | | | | | | | |
| | INTRSECTN | R | 5TH ST | CT S | G Y | | | | | | | | | | | | | | | |
| | INTRSECTN | L | SR 101 SB COUPLET | ST S | | | | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 1433 | | _ | | | | | | | | | | | | | | | |
| | END SECTN | | HQUIAM | | | | | | | | | | | | | | | | | |
| | LIL SECTIV | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 109 SPUR STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3
LONNGR

| | HOMINGIN | | | | | | | WIDTH | ı zını | D SURFAC | F TN | FORM | י∩דיי | vi — — — I | | | | | | | | |
|---------|----------|------------|------|----------------------|--------|-------|---------|-------|--------|----------|-------|-------|-------|------------|-----|-------|-----|----------------|------|------|-------|-----|
| | | | :DTR | ECTION TO INVENTORY | -BRIDG | er l | | REAS | | | | | | SPC | 1 | | | CT. A 9 | SSTE | ICAT | PMC | |
| | | | | EFT/RIGHT INDICATOR | -UXING | | | | RHT | I . | LFT | | | USE | тот | | | C 11/10 | | LEGA | | |
| | | | : : | ELITATION INDICATION | -XROAD | | | | | MEDIAN- | 1 | | | | | мтс | E C | ттү | . 1 | SPEE | | pls |
| SRMP B | B ARM | FEATURE | | DESCRIPTION | | | | | | WD/S BR | | | | | | | | | | | 3 R | - 1 |
| Didii L | | LEITIONE | | | | | _ ''' | ", " | ", 5 | | "', " | 1 | 1 | "" | "12 | · · | _ | | | _ | | |
| | -1 | | 1-1 | - 1 | -11 | -1-1- | - | . | | 11 | I ——— | I ——— | I | l ——— I | I | - 1 - | | | · | | -1-1 | -1- |
| 1.79 | 0.00 | BEG ROUTE | | LONNGR | | 1 1 | | | | | 8P | 24P | 8P | | 24 | 4 (| 2 0 | 560 | U2 | 2 | 5 L | В |
| | | | | SR 109 TO SR 101 | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | HOQUIAM | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1443 | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | SR 109 | ST SS | Y | | | | | | | | | | | | | | | | |
| 1.98 | 0.19 | | | | | 1 1 | _ | | | | 8A | 24B | 8A | | 24 | 4 (| 2 0 | 560 | U2 | 2 | 5 L | В |
| 2.00 | 0.21 | MP MARKER | R | 2 S | | | | | | | | | | | | | | | | | | |
| 2.18 | 0.39 | MISC FEATR | R | SGN ENT HOQUIAM | | | | | | | | | | | | | | | | | | |
| 2.23 | 0.44 | BEG BRIDGE | В | LITTLE HOQUIAM RIVER | ST | 1 1 | _ | | | | \$\$W | 40P | \$\$W | | 40 | 4 (| 2 0 | 560 | U2 | 2. | 5 L | В |
| | | | | BRDG NUM 109/003SP | | | | | | | | | | | | | | | | | | |
| 2.50 | 0.71 | END BRIDGE | В | LITTLE HOQUIAM RIVER | | 1 1 | _ | | | | 8A | 24B | 8A | | 24 | 4 (| 2 0 | 560 | U2 | 2. | 5 L : | В |
| 3.00 | 1.21 | MP MARKER | R | 3 S | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | С | GAME OXING | | | | | | | | | | | | | | | | | | |
| 3.61 | 1.82 | INTRSECTN | В | SR 101 | ST SS | Y | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1443 | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | LONNGR | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
|---------------------|--------|--------|--------|--------|--------|----------|----------|--------|
| | 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 |
| | | | | | | | | |
| 1.79 0.00 | | | .05 12 | | | | | |
| 3.61 1.82 | .04 12 | | | | | | | |

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| | | | : D | TRI | ECTION TO INVENTORY | I | -BR1 | DGE | | | IIDTH EAS/ | | SURFAC | | FORM <i>I</i> RES/U | | | I | | CL | ASSI | FTCA | тто | NS | |
|--------------|------------|------------------------|----------------|-----|-----------------------------------|-------|----------|--------------------|------------|------------|---------------|------------|--------------------|------------|------------------------|------------|------------|------------|-------------------|----------------|------------|--------------|----------|------------|--------|
| | | | | | EFT/RIGHT INDICATOR | | -UXI | ING- | NBR | LFT | | RHT | | LFT | | RHT | USE | | | | | LEG | AL | | |
| SRMP F | 3 ARM _ | FEATURE | : D _ _ | | DESCRIPTION | | -XRC | OAD- CC L _ | LNS D I | SHD W/S | RDY W/S | SHD W/S | MEDIAN- WD/S BR | SHD W/S | RDY W/S | SHD W/S | LNS WID | RDY WID | MTC A S _ _ | E CIT E NBR | Y ST FC | SPE D | ED IB | T P R K | S T |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE 101 TO OLYMPIC PK B | BNDRY | | | 1 1 | | | | | 3B | 22B | 3B | | 22 | 3 0 | 2 046 | 5 R3 | 3 | 50 | L P | * |
| | | ENTER CITY | | | FORKS CONTROL SECTION 050 | 18 | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | LAPUSH RD | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | В | SR 101 | | ST S | SS Y | | | | | | | | | | | | | | | | | |
| 0.16 | | LEAVE CIT | | _ | FORKS | | | | 1 1 | | | | | 3B | 22B | 3B | | 22 | 3 0 | 2 \$\$\$ | Ş R | 3 | 50 | L \$ | * |
| 1.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | | INTRSECTN | | R | QUILLAYUTE RD | | CO | N | | | | | | | | | | | | _ | | | | _ | |
| 3.31 | 3.31 | | | _ | | | | | 1 1 | | | | | 2B | 22B | 2B | | 22 | 3 0 | 2 | R3 | 3 | 50 | L | * |
| 4.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | MP MARKER | | R | | | D | | | | | | | | | | | | | | | | | | |
| 5.02 | | INTRSECTN | | | GOODMAN MAINLINE RD | | PV | N | | | | | | | | | | | | | | | | | |
| 5.55 | | INTRSECTN | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | | R | | | DII | | | | | | | | | | | | | | | | | | |
| 6.89 | | INTRSECTN | | | PVT RD | | PV | N | | | | | | | | | | | | | | | | | |
| 7.00 | | MP MARKER | | R | | | DII | | | | | | | | | | | | | | | | | | |
| 7.54 | | INTRSECTN | | R | THREE RIVERS RD | | PV | N | | | | | | ΩD | 225 | 2D | | 2.2 | 2 0 | 2 | ъ. | , | 2 - | _ | + |
| 7.55 | 7.55 | TAMPOGRAMA | | ъ | CD 110 CDMODA (CDID | | αш | ».T | 1 1 | | | | | ZB | 22B | ZΒ | | 22 | 3 0 | 4 | R3 | • | 35 | Ь | • |
| 7.80 7.95 | | INTRSECTN INTRSECTN | | | SR 110 SPMORA (SPUR BALLARD RD | | ST CO | N N | | | | | | | | | | | | | | | | | |
| 8.00 | | MP MARKER | | В | | | CO | IN | | | | | | | | | | | | | | | | | |
| 8.05 | 8.05 | MP MARKER | | Л | 0 | | | | 1 1 | | | | | ЭD | 22B | ΩD | | 2.2 | 3 0 | 2 | R3 | , | 50 | т | * |
| 8.27 | | INTRSECTN | | L | OLD LAPUSH RD | | CO | N | | | | | | 215 | 225 | 215 | | 22 | 5 0 | 4 | 10. | , | 50 | ш | |
| 8.56 | | INTRSECTN | | L | ERICKSON RD | | CO | N | | | | | | | | | | | | | | | | | |
| 8.64 | | BEG BRIDG | | ш | BOGACHIEL RIVER | | ST | | 1 1 | | | | | ¢¢0 | 26P | ¢¢0 | | 26 | 3 0 | 2 | R3 | | 50 | т | * |
| 0.04 | 0.01 | DEG DRIDG | ם ם | | BRDG NUM 110/015 | | D1 | | | | | | | γγC | 201 | PPC | | 20 | 5 0 | _ | 100 | , | 50 | | |
| 8.70 | 8 70 | END BRIDGE | E B | | BOGACHIEL RIVER | | | | 1 1 | | | | | 2B | 22B | 2B | | 22 | 3 0 | 2 | R3 | ł. | 50 | т. | * |
| 8.79 | | INTRSECTN | | R | HERMISON RD | | CO | N | | | | | | 21 | 220 | ط | | 22 | 5 0 | _ | 100 | , | 50 | _ | |
| 9.00 | | MP MARKER | | R | | | 00 | | | | | | | | | | | | | | | | | | |
| 10.00 | | MP MARKER | | | 10 | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | MP MARKER | | | 11 | | | | | | | | | | | | | | | | | | | | |
| 11.10 | | END ST | I | | LAPUSH RD | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATI | | | OLYMPIC NATL PARK B | NDRY | | | | | | | | | | | | | | | | | | | |
| | | END CTLSE | | | CONTROL SECTION 050 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | ECTION D | | | | TURN LANES | | | | | | | | S | | | | | | | | | | | | |
| | | | | | | FAR | | | | | | | RIGHT- | | | | | | | | | | | | |
| SRMP E | 3 ARM | 1 | LGT | WD | LGT WD LGT WD LG | T WD | LG7 | r WD | LG' | T WD | LGT | WD | LGT WD |) | | | | | | | | | | | |
| 3.09 | 3.09 | | _ | _ | .04 11 | | | | | | - - | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 110 MAINLINE STATE ROUTE - SRSH COUNTY CLALLAM DOT DISTRICT 3

| | | WIDTH AND | SURFACE INFORMATION | 1 | |
|----------------------|--------------|---------------|---------------------|---------|-----------------|
| DIRECTION TO INVENT | ORY -BRIDGE | DECREAS/DIV | INCRES/UNDI | SPC | CLASSIFICATIONS |
| : :LEFT/RIGHT INDICA | TOR -UXING- | NBR LFT RHT | LFT RHT | USE TOT | LEGAL |

SRMP B ARM | FEATURE | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | DESCRIPTION | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR | D LR |

11.10 11.10 END ROUTE

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SR 110 SPUR STATE ROUTE - SRSH COUNTY CLALLAM DOT DISTRICT 3

| | MORA | | | | | | | | | | | | | | | | | |
|----------|------|-------------|------------|--------------------------|--------|-------|------------|-------------|-------|-------|--------|-------|-----|-----------|------------|-------|-----|---|
| | | | | | | | WIDTH A | AND SURFACE | INI | FORMA | TION | | | | | | | |
| | | | :DIR | ECTION TO INVENTORY | -BRIDG | | DECREAS/DI | | | | NDI SP | | | CLA | | - | NS | |
| | | | : :L | EFT/RIGHT INDICATOR | -UXING | - NBF | LFT RH | IT | LFT | | RHT US | E TOT | | | I | LEGAL | | |
| | | | : : | | | | SHD RDY SH | | | | | | | CE CITY | | | | |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW TC | r p i | W/S W/S W/ | 'S WD/S BR | W/S | W/S | W/S WI | D WID | A | SE NBR | FC [|) IB | R K | Т |
| | | | _ _ | | _ | _ _ _ | . | _ _ | | | _ | _ | _ . | _ | . _ | _ _ | _ _ | _ |
| П 00 | 0 00 | DEG DOUBLE | | WORK | | | | | 0.5 | 005 | 2.5 | 0.0 | _ | 0.0 | D 2 | 2.5 | _ | |
| 7.80 | 0.00 | BEG ROUTE | | MORA | | 1 1 | | | ZB | 20B | 3B | 20 | 3 | 02 | R3 | 35 | Ъ | * |
| | | DEG GET GEG | | 110 TO OLYMPIC PARK BDRY | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 0509 | | | | | | | | | | | | | | |
| | | BEG ST | I _ | MORA RD | ~ | | | | | | | | | | | | | |
| - | 0 10 | INTRSECTN | В | SR 110 | | N | | | | | | | | | | | | |
| 7.98 | | INTRSECTN | R | LEYENDECKER RD | CO | N | | | | | | | | | | | | |
| 8.00 | | MP MARKER | R | 8 | | | | | | | | | | | | | | |
| 8.04 | | INTRSECTN | L | COUNTY PARK RD | CO | N | | | _ | | _ | | _ | | _ | | | |
| 8.06 | 0.26 | | | | | 1 1 | | | | 24B | | | 3 | | R3 | 35 | | * |
| 8.14 | 0.34 | BEG BRIDGE | В | SOL DUC RIVER | ST | 1 1 | | | \$\$C | 32P | \$\$C | 32 | 3 | 02 | R3 | 35 | L | * |
| | | | | BRDG NUM 110/025SP | | | | | _ | | _ | | _ | | _ | | | |
| 8.20 | | END BRIDGE | В | SOL DUC RIVER | | 1 1 | | | | 24B | 4B | | 3 | | R3 | 35 | | * |
| 8.29 | 0.49 | | | | | 1 1 | | | | 20B | 3B | | 3 | | R3 | 35 | | * |
| 8.30 | 0.50 | | | | | 1 1 | | | 3В | 20B | 3B | 20 | 3 | 02 | R3 | 50 | L | * |
| 8.59 | | INTRSECTN | R | KILMER RD | | N | | | | | | | | | | | | |
| 8.92 | | INTRSECTN | $_{\rm L}$ | GREEN RD | CO | N | | | | | | | | | | | | |
| 9.00 | | MP MARKER | R | 9 | | | | | | | | | | | | | | |
| 9.98 | 2.18 | INTRSECTN | L | RICHWINE RD | CO | N 1 1 | | | 2B | 22B | 2B | 22 | 3 | 02 | R3 | 50 | L | * |
| | | INTRSECTN | R | QUILLAYUTE RD | CO | N | | | | | | | | | | | | |
| 10.00 | 2.20 | MP MARKER | R | 10 | | | | | | | | | | | | | | |
| 10.06 | 2.26 | INTRSECTN | L | RIVER PARK RD | CO | N | | | | | | | | | | | | |
| 10.46 | 2.66 | MISC FEATR | L | SGN NATIONAL PARK BNDRY | | | | | | | | | | | | | | |
| 10.47 | 2.67 | END ST | I | MORA RD | | | | | | | | | | | | | | |
| | | MISC FEATR | В | OLYMPIC NATL PARK BNDRY | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 0509 | | | | | | | | | | | | | | |
| | | END SECTN | | MORA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

9.74 9.74

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 112 MAINLINE STATE ROUTE - SRSH COUNTY CLALLAM DOT DISTRICT 3

| | | | | | EFT/RIGHT INDICATOR | | | - NBR | | | RHT | | | LFT | | | USE | | | | | | LEGAI | | |
|--------|------|------------|---------|---|--|-----|--------------|-------|------------|------------|------------|------|-----|------------|------------|------------|------------|------------|---------|------------|---------------|------------------|---------------|----------------|-----------------|
| SRMP B | ARM | FEATURE | : D | | DESCRIPTION | OW. | OAD- TC L | LNS | SHD W/S | RDY W/S | SHD W/S | MED: | AN- | SHD W/S | RDY W/S | SHD W/S | LNS WID | RDY WID | MT A | CE SE | CITY NBR | ST : FC ! | SPEED O IE |) I 3 R | .' F ? F |
| | | | _ | | | - | l_ | - - - | . | l | l | | -1 | | | | | | _ . | | | l- | _ | -1_ | - - |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | 1 1 | | | | | | 1B | 22B | 1в | | 22 | 3 | 02 | | R3 | 35 | 5 R | 5 |
| | | | | | RES. E. BDRY TO SR 101 | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | | CONTROL SECTION 0536 | | | | | | | | | | | | | | | | | | | | |
| | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | MAKAH INDIAN RES BDRY | | | | | | | | | _ | | _ | | | _ | | | _ | | _ | |
| 0.08 | 0.08 | | | | _ | | | 1 1 | | | | | | 2B | 22B | 2B | | 22 | 3 | 02 | | R3 | 35 | 5 R | ٤ |
| 1.00 | | MP MARKER | | R | | | | | | | | | | | | | | | _ | | | _ | | _ | |
| 1.55 | 1.55 | BEG BRIDGE | В | | BULL MAN CREEK BRDG NUM 112/004 | ST | | 1 1 | | | | | | ŞŞC | 26A | ŞŞC | | 26 | 3 | 02 | | R3 | 35 | 5 R | 2 |
| 1.57 | 1.57 | END BRIDGE | В | | BULL MAN CREEK | | | 1 1 | | | | | | 2B | 22B | 2В | | 22 | 3 | 02 | | R3 | 35 | 5 R | 2 |
| 2.00 | 2.00 | MP MARKER | | R | 2 | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | | R | 3 | | | | | | | | | | | | | | | | | | | | |
| 3.95 | 3.95 | BEG BRIDGE | В | | RASMUSSEN CREEK BRDG NUM 112/006.25 | ST | | | | | | | | | | | | | | | | | | | |
| 3.96 | 3.96 | END BRIDGE | В | | RASMUSSEN CREEK | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | | R | 4 | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | | L | 5 | | | | | | | | | | | | | | | | | | | | |
| 5.13 | 5.13 | | | | | | | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 3 | 02 | | R3 | 35 | 5 R | 2 |
| 5.16 | 5.16 | BEG BRIDGE | В | | JANSEN CREEK BRDG NUM 112/007 | ST | | 1 1 | | | | | | \$\$W | 26P | \$\$W | | 26 | 3 | 02 | | R3 | 35 | 5 R | 2 |
| 5.17 | 5.17 | END BRIDGE | В | | JANSEN CREEK | | | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 3 | 02 | | R3 | 35 | 5 R | 2 |
| 5.23 | 5.23 | | | | | | | 1 1 | | | | | | | 22B | 2В | | 22 | 3 | 02 | | R3 | 35 | 5 R | ξ |
| 6.00 | 6.00 | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | | | |
| 6.73 | 6.73 | | | | | | | 1 1 | | | | | | 2В | 22B | 2В | | 22 | 3 | 02 | | R3 | 50 |) R | 2 |
| 7.00 | 7.00 | MP MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | |
| 7.32 | 7.32 | | | | | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 3 | 02 | | R3 | 50 |) R | 2 |
| 7.34 | 7.34 | BEG BRIDGE | В | | OLSEN CREEK BRDG NUM 112/007.5 | ST | | 1 1 | | | | | | | 32P | | | 32 | 3 | 02 | | R3 | 50 |) R | 5 |
| 7.35 | 7.35 | END BRIDGE | В | | OLSEN CREEK | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 3 | 02 | | R3 | 50 |) R | 2 |
| 7.37 | 7.37 | _ | | | | | | 1 1 | | | | | | | 22B | | | | 3 | | | R3 | 50 | R | 2 |
| 7.75 | 7.75 | | | | | | | 1 1 | | | | | | | 22B | | | 22 | 3 | 02 | | R3 | 50 | R | 2 |
| 8.00 | | MP MARKER | | R | 8 | | | | | | | | | | | | | | | | | | | | |
| 8.10 | 8.10 | | | | | | | 1 1 | | | | | | 2B | 22B | 2B | | 22 | 3 | 02 | | R3 | 50 |) R | 2 |
| 9.00 | 9.00 | MP MARKER | | R | 9 | | | | | | | | | | | | | | | | | | | | |
| 9.48 | 9.48 | | | | | | | 1 1 | | | | | | 6В | 22B | 6В | | 22 | 3 | 02 | | R3 | 50 |) R | ξ |
| 9.62 | 9.62 | BEG BRIDGE | В | | SEKIU RIVER BRDG NUM 112/008 | ST | | 1 1 | | | | | | \$\$W | 32A | | | 32 | 3 | 02 | | R3 | 50 |) R | 2 |
| 9.68 | 9.68 | END BRIDGE | В | | SEKIU RIVER | | | 1 1 | | | | | | 4R | 22B | 4R | | 22 | 3 | 02 | | R3 | 5.0 |) R | 5 |
| 9.74 | | INTRSECTN | | | SEKIU RIVER RD | CO | N | | | | | | | | | | | | ٥ | | | | 3.0 | | - |

SRMP B ARM LGT WD LGT WD LGT WD LGT WD LGT WD LGT WD LGT WD LGT WD

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| | | | | | | | | | | V | WIDTH | H ANI | O SUF | RFACI | E IN | FORM | ATIOI | N | | | | | | | | |
|----------|----------|------------|------------|------|------------------------------|-----------------|-----|------|-------|-------|----------|----------|-------|-------|-------|------|-------|-------|------|-------|------|------|-----|-------|-------|-------|
| | | | : | DIR | ECTION TO INVENTO | RY | -BR | IDGE | : | DECF | REAS | /DIV | | | INC | RES/ | UNDI | SPC | | | | CLAS | SIF | 'ICAT | IOI | 1S |
| | | | : | : L | EFT/RIGHT INDICAT | OR | | | | LFT | | RHT | | | LFT | | | USE | | | | | | LEGA | | |
| | | | | : | | | | | | | | | | | | | | | | | | CITY | | | | |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | OW | TCL | 'D'I | W/S | W/S | W/S | WD/S | SBR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | DI | B | ≀ K T |
| | l ——— | l ———— | -1- | I —— | · I | | | | -1-1- | - | l ——— I | l | l ——— | -1 | l —— | l | I | l ——— | l —— | I — I | —— I | | I | 1- | — I - | -1-1- |
| 9.85 | 9.85 | | | | | | | | 1 1 | | | | | | 4B | 22B | 4B | | 22 | 3 | 02 | | R3 | 5 | 0 I | ? |
| 9.99 | | EOUATION | | | 009.97 =009.99 | | | | 1 1 | | | | | | | 22B | | | | 3 | | | R3 | | 0 I | |
| 10.00 | | MP MARKER | | т. | 10 | | | | | | | | | | 22 | 222 | 25 | | | | 02 | | 103 | J | ٠. | |
| 10.72 | | INTRSECTN | | | VISTA DR | | CO | Y | , | | | | | | | | | | | | | | | | | |
| 11.00 | | MP MARKER | | | 11 | | 00 | _ | | | | | | | | | | | | | | | | | | |
| 11.83 | | BEG BRIDG | | | HOKO RIVER | | ST | | 1 1 | | | | | | \$\$C | 22P | \$\$C | | 22 | 3 | 02 | | R3 | 5 | 0 I | 2 |
| 11.05 | 11.01 | DEC DICEDO | | | BRDG NUM 112/010 | | 51 | | | | | | | | 440 | 221 | 770 | | | | 02 | | 103 | J | 0 1 | |
| 11.87 | 11.85 | END BRIDG | ΕВ | | HOKO RIVER | | | | 1 1 | | | | | | 1B | 24B | 1B | | 24 | 3 | 02 | | R3 | 5 | 0 I | 2 |
| 12.00 | | MP MARKER | | | 12 | | | | | | | | | | | | | | | | | | | | | |
| 12.21 | | INTRSECTN | | | EAGLE POINT RD | | CO | N | I | | | | | | | | | | | | | | | | | |
| 12.29 | | INTRSECTN | | | TVEIT RD | | CO | N | | | | | | | | | | | | | | | | | | |
| 12.53 | | INTRSECTN | | | HOKO-OZETTE RD | | CO | Y | 7 | | | | | | | | | | | | | | | | | |
| 12.90 | 12.88 | | | | | | | | 1 1 | | | | | | 1в | 22B | 1в | | 22 | 3 | 02 | | R3 | 5 | 0 I | 3. |
| 13.00 | | MP MARKER | | R | 13 | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | MP MARKER | | R | 14 | | | | | | | | | | | | | | | | | | | | | |
| 14.36 | 14.34 | | | | | | | | 1 1 | | | | | | 6В | 22B | 6В | | 22 | 3 | 02 | | R3 | 5 | 0 1 | .2 |
| 14.37 | 14.35 | | | | | | | | 1 1 | | | | | | | | 3B | | 24 | 3 | 02 | | R3 | 5 | 0 1 | .2 |
| 14.45 | 14.43 | INTRSECTN | | L | SEKIU AIRPORT RD | | CO | N | 1 | | | | | | | | | | | | | | | | | |
| 14.84 | 14.82 | WYE CONN | | | FRONT ST | | CO | Y | 7 | | | | | | | | | | | | | | | | | |
| 14.85 | 14.83 | INTRSECTN | | L | FRONT ST | | CO | Y | 7 1 1 | | | | | | 3B | 24B | 3B | | 24 | 3 | 02 | | R3 | 4 | 0 I | 3 |
| 14.87 | 14.85 | WYE CONN | | L | FRONT ST | | CO | Y | | | | | | | | | | | | | | | | | | |
| 14.94 | 14.92 | BEG BRIDG | ΕВ | | FALLS CREEK | | ST | | 1 1 | | | | | | \$\$C | 25B | \$\$C | | 25 | 3 | 02 | | R3 | 4 | 0 I | 2 |
| | | | | | BRDG NUM 112/013 | | | | | | | | | | | | | | | | | | | | | |
| 14.98 | 14.96 | END BRIDG | ΕВ | | FALLS CREEK | | | | 1 1 | | | | | | 1B | 22B | 1B | | 22 | 3 | 02 | | R3 | 4 | 0 I | 5 |
| 15.00 | 14.98 | MP MARKER | | R | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15.80 | 15.78 | | | | | | | | 1 1 | | | | | | 2A | 24A | 2A | | 24 | 3 | 02 | | R3 | 4 | 0 I | 2 |
| 15.85 | 15.83 | | | | | | | | 1 1 | | | | | | 1в | 22B | 1в | | 22 | 3 | 02 | | R3 | 4 | 0 I | 2 |
| 16.00 | 15.98 | MP MARKER | | R | 16 | | | | | | | | | | | | | | | | | | | | | |
| 16.42 | 16.40 | MISC FEAT | R | R | SGN ENT CLALLAM | BAY | | | 1 1 | | | | | | | | 1B | | 22 | 3 | 02 | | R3 | 2 | 5 I | 2 |
| 16.50 | 16.48 | BEG BRIDG | ΕВ | | CREEK | | ST | | 1 1 | | | | | | \$\$C | 25A | \$\$C | | 25 | 3 | 02 | | R3 | 2 | 5 I | 2 |
| | | | | | BRDG NUM 112/015 | | | | | | | | | | | | | | | | | | | | | |
| 16.51 | | END BRIDG | | | CREEK | | | | 1 1 | | | | | | 10A | 24B | 10A | | 24 | 3 | 02 | | R3 | 2 | 5 I | ર |
| 16.56 | | INTRSECTN | | R | KALAWA ST | | CO | N | | | | | | | | | | | | | | | | | | |
| 16.69 | 16.67 | INTRSECTN | | | BOGACHIEL ST | | CO | N | | | | | | | | | | | | | | | | | | |
| 16.79 | 16.77 | INTRSECTN | | L | FRONTIER ST | | CO | Y | | | | | | | | | | | | | | | | | | |
| 16.84 | 16.82 | INTRSECTN | | R | PIONEER WAY | | CO | Y | | | | | | | | | | | | | | | | | | |
| TMMEDOR | TITOM D | | | | MIDNI I ANDO | | | | 7 000 | | TT () NT | T 7/3/TI | 7.0 | | | | | | | | | | | | | |
| INTERSEC | TITON DI | | | | TURN LANES . R NEAR L FAR | | | | | LERAT | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | ь и LGT | | | R FAR LGT WD | | | | | | | | T WD | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.53 | 12.51 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | |
| 14.87 | 14.85 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | :DII | RECTION TO | INVENTO | RY | l-BR: | IDGE | | W | | | SURF | | | | | SPC | | | CLA | SSIFIC | 'ATIC | NS |
|----------|----------|-----------|--------|-----------------------|----------|-----|---------|------|-------|--------|-----|-------|--------|-----|-------|-----|-------|----------|-----|-------|-----------------|---------|-------|----|
| | | | | EFT/RIGHT | | | -UX | ING- | NBR | | | RHT | | L | FT | .] | RHT | USE | | | | | GAL | |
| SRMP B | ARM | FEATURE | : : | R DESCRIPT | TON | | | | | | | | MEDIAI | | | | | | | | E CITY E NBR | | | |
| | | | _ _ _ | | | | | | | , | | | | | | | ., . | | | _ _ | | | | |
| | | | | | | | - 1 1 - | | | . —— . | | | | | | | | | | _ ' _ | | . — . — | - | |
| 16.86 | 16.84 | | | | | | | | 1 1 | | | | | 10 | 0A 2 | 24B | LOA | | 24 | 3 0 | 2 | R3 | 25 | R |
| 16.88 | 16.86 | INTRSECT | | 5TH ST | | | CO | Y | | | | | | | | | | | | | | | | |
| 16.93 | 16.91 | INTRSECT | I R | 6TH ST | | | CO | Y | | | | | | | | | | | | | | | | |
| 16.96 | 16.94 | | | | | | | | 1 1 | | | | | : | 2B 2 | 22B | 2B | | 22 | 3 0 | 2 | R3 | 25 | R |
| 16.98 | 16.96 | INTRSECT | | MURPHY R | D | | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECT | | 7TH ST | | | CO | Y | | | | | | | | | | | | | | | | |
| 17.00 | | MP MARKER | | 17 | | | | | | | | | | | | | | | | | | | | |
| 17.04 | | INTRSECT | | 8TH ST | | | CO | Y | | | | | | | | | | | | | | | | |
| 17.08 | | MISC FEAT | | SGN ENT | CLALLAM | BAY | | | 1 1 | | | | | | 4B 2 | 24B | 4B | | 24 | 3 0 | 2 | R3 | 25 | R |
| 17.16 | 17.14 | INTRSECT | | WEEL RD | | | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1 L | EAGLE CR | EST WAY | | CO | Y | | | | | | | | | | | | | | | | |
| 17.26 | 17.24 | | | | | | | | 1 1 | | | | | | | 24B | | | 24 | | | R3 | 50 | |
| 17.94 | 17.92 | BEG BRIDG | SE B | CLALLAM : | | | ST | | 1 1 | | | | | \$1 | \$C 3 | 32B | \$\$C | | 32 | 3 0 | 2 | R3 | 50 | R |
| | | | | BRDG NUM | | | | | | | | | | | | | | | | | _ | | | _ |
| 17.98 | | END BRIDG | | CLALLAM : | RIVER | | | | 1 1 | | | | | • | 4A 2 | 24B | 4A | | 24 | 3 0 | 2 | R3 | 50 | R |
| 18.00 | | MP MARKER | | 18 | | | ~- | | | | | | | | | | | | 2.0 | | • | | - 0 | _ |
| 18.52 | 18.50 | BEG BRIDG | SE B | CLALLAM : BRDG NUM | | | ST | | 1 1 | | | | | Ş | SC 3 | 32A | ŞŞC | | 32 | 3 0 | 2 | R3 | 50 | R |
| 18.56 | 18.54 | END BRIDG | E B | CLALLAM | RIVER | | | | 1 1 | | | | | | 4B 2 | 24B | 4B | | 24 | 3 0 | 2 | R3 | 50 | R |
| 18.65 | 18.63 | INTRSECT | I R | CHARLIE | CREEK RD |) | CO | N | | | | | | | | | | | | | | | | |
| 19.00 | 18.98 | MP MARKER | R R | 19 | | | | | 1 1 | | | | | \$ | \$C 2 | 26A | \$\$C | | 26 | 3 0 | 2 | R3 | 50 | R |
| | | BEG BRIDG | SE B | CLALLAM | RIVER | | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM | 112/020 | | | | | | | | | | | | | | | | | | | |
| 19.02 | 19.00 | END BRIDG | E B | CLALLAM | RIVER | | | | 1 1 | | | | | 10 | 0A 2 | 24B | LOA | | 24 | 3 0 | 2 | R3 | 50 | R |
| 19.19 | 19.17 | | | | | | | | 1 1 | | | | | : | 2B 2 | 23B | 2B | | 23 | 3 0 | 2 | R3 | 50 | R |
| 19.50 | 19.48 | | | | | | | | 1 1 | | | | | 4 | 4B 2 | 24B | 4B | | 24 | 3 0 | 2 | R3 | 50 | R |
| 19.95 | 19.93 | MP MARKER | R R | 20 | | | | | | | | | | | | | | | | | | | | |
| 20.55 | | EQUATION | | 020.50 = | 020.55 | | | | 1 1 | | | | | : | 2A 2 | 24B | 2A | | 24 | 3 0 | 2 | R3 | 50 | R |
| 21.00 | | MP MARKER | | 21 | | | | | | | | | | | | | | | | | | | | |
| 21.89 | 21.82 | BEG BRIDG | SE B | GREEN CR | | | ST | | 1 1 | | | | | \$1 | \$C 2 | 26B | \$\$C | | 26 | 3 0 | 2 | R3 | 50 | R |
| | | | | BRDG NUM | 112/022 | | | | | | | | | | | | | | | | | | | |
| 21.91 | | END BRIDG | | GREEN CR | EEK | | | | 1 1 | | | | | : | 2A 2 | 24B | 2A | | 24 | 3 0 | 2 | R3 | 50 | R |
| 22.00 | | MP MARKER | | 22 | | | | | | | | | | | | | | | | | | | | |
| 22.54 | 22.47 | BEG BRIDG | E B | GREEN CR BRDG NUM | | | ST | | 1 1 | | | | | \$1 | \$C 2 | 26B | \$\$C | | 26 | 3 0 | 2 | R3 | 50 | R |
| 22.55 | 22.48 | END BRIDG | E B | | | | | | 1 1 | | | | | | 2A 2 | 24B | 2A | | 24 | 3 0 | 2 | R3 | 50 | R |
| 22.95 | 22.88 | | | | | | | | 1 1 | | | | | | | 24B | | | 24 | | | R3 | 50 | R |
| INTERSEC | ית מסדדי | CTATI. | | TURN | LANES | | | Z | ላርርፑ: | T.ERAT | TON | T.ANF | !S | | | | | | | | | | | |
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| | | | | | | | | Ta | ייים דינ | דוא א ני | SURFAC | יי דאו | EODM: | ת חדיד ∧ו | т | | | | | | | | |
|----------------|----------------|-------------|------|---|------|---------|------|------|----------|----------|------------|--------|------------|-----------|------|-----|-------|-----|--------|-------|------|-------|-------|
| | | | : DI | RECTION TO INVENTORY | _ B1 | RIDGE | | DECF | | | J SURFAC. | | | JNDI | | | | | CLASS | TET | Слті | | :S |
| | | | | LEFT/RIGHT INDICATOR | | XING- | 1 | 1 | (LIAD) | RHT | | LFT | KED/ | | USE | | | | LIADO | | EGAI | | D |
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| | | | | | | II_ | 1_1_ | | I | | | | 1 | I | | | _ [_ | | | | _ | | . _ _ |
| | | | | | | . — . — | 1-1- | 1 1 | | | . ——— . —— | | . ——— | | . —— | | | | ! | _ , _ | | - ' - | 1-1- |
| 23.00 | 22.93 | MP MARKER | F | 2 2 3 | | | 1 1 | | | | | 6A | 24B | бΑ | | 24 | 3 (|)2 | R | 3 | 50 |) R | |
| 23.12 | 23.05 | INTRSECTN | F | R SR 113-BURNT MTN RD | ST | SS Y | | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 23.59 | 23.52 | BEG BRIDGE | В | GREEN CREEK | ST | | 1 1 | | | | | \$\$C | 27B | \$\$C | | 27 | 3 (|)2 | R | 3 | 40 |) R | |
| | | | | BRDG NUM 112/024 | | | | | | | | | | | | | | | | | | | |
| 23.61 | | END BRIDGE | | GREEN CREEK | | | 1 1 | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 24.00 | | MP MARKER | | 24 | | | | | | | | | | | | | | | | | | | |
| 24.89 | 24.82 | BEG BRIDGE | В | CREEK | ST | | | | | | | | | | | | | | | | | | |
| 04.00 | 04.00 | | _ | BRDG NUM 112/025.25 | | | | | | | | | | | | | | | | | | | |
| 24.90 | | END BRIDGE | | CREEK | | | | | | | | | | | | | | | | | | | |
| 25.00 | | MP MARKER | | 25 | ST | | | | | | | | | | | | | | | | | | |
| 25.59 | 25.52 | BEG BRIDGE | В | PYSHT RIVER TRIBUTARY BRDG NUM 112/025.75 | 51 | | | | | | | | | | | | | | | | | | |
| 25.60 | 25 52 | END BRIDGE | D | PYSHT RIVER TRIBUTARY | | | | | | | | | | | | | | | | | | | |
| 26.00 | | MP MARKER | | R 26 | | | | | | | | | | | | | | | | | | | |
| 26.46 | | BEG BRIDGE | | PYSHT RIVER | ST | | 1 1 | | | | | SSC | 25B | \$\$C | | 25 | 3 (| 12 | R | 3 | 4 (|) R | |
| 20.10 | 20.33 | DEG DRIDGE | _ | BRDG NUM 112/026 | 51 | | | | | | | 770 | 232 | 770 | | 23 | , | , _ | | , | | , 10 | |
| 26.49 | 26.42 | END BRIDGE | В | PYSHT RIVER | | | 1 1 | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 26.50 | | INTRSECTN | | R FERNANDES RD | CO | N | | | | | | | | | | | | | | | | | |
| 27.00 | | MP MARKER | | 27 | | | | | | | | | | | | | | | | | | | |
| 28.00 | 27.93 | MP MARKER | F | 28 | | | | | | | | | | | | | | | | | | | |
| 28.64 | 28.57 | | | | | | 1 1 | | | | | 2A | 24A | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 28.69 | 28.62 | | | | | | 1 1 | | | | | | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 28.81 | 28.74 | | | | | | 1 1 | | | | | | 22B | 2A | | | 3 (| | R | | |) R | |
| 28.99 | 28.92 | | | | | | 1 1 | | | | | 2A | 22A | 2A | | 22 | 3 (|)2 | R | 3 | 40 |) R | |
| 29.00 | | MP MARKER | F | 29 | | | | | | | | | | | | | | | | | | | |
| 29.17 | 29.10 | | | | | | 1 1 | | | | | 2A | 22B | 2A | | 22 | 3 (|)2 | R | 3 | 40 |) R | |
| 29.78 | | INTRSECTN | | PILLAR PT RD | CO | N | | | | | | | | | | | | | | | | | |
| 30.00 | | MP MARKER | F | 2 30 | | | 1 1 | | | | | 0.7 | 0.45 | 0.7 | | 0.4 | 2 | | _ | _ | | | |
| 30.91 | 30.84 | MD MADKED | _ | 21 | | | 1 1 | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 4(|) R | |
| 30.99 | | MP MARKER | F | 2 31 | | | 1 1 | | | | | 2.7 | 047 | 2.7 | | 2.4 | 3 (| 10 | Б | 2 | 4.0 |) R | |
| 31.61 31.65 | 31.54 31.58 | | | | | | 1 1 | | | | | | 24A 24B | | | | 3 (| | R R | | |) R | |
| 31.84 | 31.77 | | | | | | 1 1 | | | | | | 24B 24A | | | | 3 (| | R R | | |) R | |
| 31.88 | 31.77 | | | | | | 1 1 | | | | | | 24B | | | | 3 (| | R | | |) R | |
| 31.98 | 31.91 | | | | | | 1 1 | | | | | | | 2A | | | 3 (| | R | | |) R | |
| 32.00 | | MP MARKER | Б | 32 | | | | | | | | ZA | ZIA | ZA | | 21 | 5 (| 72 | 10 | , | 10 | , 10 | |
| 32.01 | | BEG BRIDGE | | JIM CREEK | ST | | | | | | | | | | | | | | | | | | |
| 32.01 | 51.71 | 220 DIVIDOR | _ | BRDG NUM 112/030 | 51 | | | | | | | | | | | | | | | | | | |
| 32.02 | 31.95 | END BRIDGE | В | JIM CREEK | | | | | | | | | | | | | | | | | | | |
| 32.05 | 31.98 | | | - | | | 1 1 | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 32.30 | 32.23 | | | | | | 1 1 | | | | | | 24A | | | | 3 (| | R | | 40 |) R | |
| 32.39 | 32.32 | | | | | | 1 1 | | | | | 2A | 24B | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 32.84 | 32.77 | | | | | | 1 1 | | | | | 2A | 24A | 2A | | 24 | 3 (|)2 | R | 3 | 40 |) R | |
| 32.87B | 32.80 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | |

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| | | | : [| DIR | ECTION TO INVENTORY | -BF | RIDG | | - 1 | | REAS/ | | | | | | UNDI | | | | | -CLAS | SIF | ICAT | 'IO | NS- | |
| | | | : | :L | EFT/RIGHT INDICATOR | −UΣ | KING- | - N | BR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGA | L | | |
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| 32.87 | | EQUATION | | _ | 032.91B=032.87 | | | 1 | 1 | | | | | | 2A | 24B | 2A | | 24 | 3 (| 02 | | R3 | 4 | 0 | R | |
| 33.00 | | MP MARKER | | R | 33 | ~- | | | | | | | | | | | | | | | | | | | | | |
| 33.20 | 33.17 | BEG BRIDGE | В | | JOE CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| 22 01 | 22 10 | | _ | | BRDG NUM 112/030.5 | | | | | | | | | | | | | | | | | | | | | | |
| 33.21 | | END BRIDGE | В | | JOE CREEK | | | -1 | -1 | | | | | | 0.7 | 0.45 | 0.7 | | 0.4 | 2 / | 00 | | D 3 | | _ | Б. | |
| 33.50 | 33.47 | TAMPOGEOMA | | Б | GIDGON DD | ~~ | | | 1 | | | | | | 2A | 24B | 2A | | 24 | 3 (| 02 | | R3 | 4 | 5 | R | |
| 33.98 | | INTRSECTN | | | GIBSON RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 34.00 | | MP MARKER | | R | 34 | αш | | 1 | 1 | | | | | | Ċ Ċ T.T | 277 | Ċ ĊŢ.Ţ | | 27 | 2 / | 00 | | D 3 | | _ | Б | |
| 34.66 | 34.03 | BEG BRIDGE | В | | DEEP CREEK | ST | | Т | 1 | | | | | | ŞŞW | 3 / A | \$\$W | | 37 | 3 (| U Z | | R3 | - | 15 | ĸ | |
| 34.69 | 21 66 | END BRIDGE | Ъ | | BRDG NUM 112/031 DEEP CREEK | | | 1 | 1 | | | | | | 27 | 24B | 2A | | 24 | 2 1 | 0.0 | | R3 | , | 15 | D | |
| 35.00 | | MP MARKER | | D | 35 | | | Т | т | | | | | | ZA | 24B | ZA | | 24 | 5 (| 02 | | K.S | - | : 5 | ĸ | |
| 35.71 | 35.68 | MP MARKER | | Д | 35 | | | 1 | 1 | | | | | | 3.7 | 24B | 3A | | 2.4 | 3 (| n 2 | | R3 | , | 15 | D | |
| 35.71 | | MP MARKER | | D | 36 | | | | т | | | | | | ЗA | 240 | ЗA | | 24 | 5 (| 02 | | СЛ | • | : 5 | Л | |
| 36.38 | 36.35 | MP MARKER | | IC | 30 | | | 1 | 1 | | | | | | 3.7 | 24A | 3A | | 24 | 2 (| n 2 | | R3 | , | 15 | D | |
| 36.42 | 36.39 | | | | | | | | 1 | | | | | | | 24B | | | 24 | | | | R3 | | 5 | | |
| 36.63B | | BEG EQ | | | BEGIN BACK | | | _ | _ | | | | | | JA | 240 | JA | | 21 | ٠ ر | 02 | | 1() | 7 | | 10 | |
| 36.63 | | EQUATION | | | 036.96B=036.63 | | | | | | | | | | | | | | | | | | | | | | |
| 36.76 | 37.06 | LQ0111101V | | | 030.70D=030.03 | | | 1 | 1 | | | | | | 24 | 29B | 2A | | 29 | 3 (| 0.2 | | R3 | _ | 15 | R | |
| 37.05B | | BEG EO | | | BEGIN BACK | | | _ | _ | | | | | | 211 | 2,2 | 211 | | 2, | , | 02 | | 103 | | | | |
| 37.05 | | EQUATION | | | 037.07B=037.05 | | | 1 | 1 | | | | | | 3A | 22B | 3A | | 22 | 3 (| 02 | | R3 | 4 | 15 | R | |
| 38.00 | | MP MARKER | | R | 38 | | | _ | _ | | | | | | | | | | | _ | | | | | | | |
| 38.23 | 38.55 | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 3 (| 02 | | R3 | 4 | 15 | R | |
| 38.55 | 38.87 | BEG BRIDGE | В | | WEST TWIN RIVER | ST | | 1 | 1 | | | | | | | 26B | | | 26 | 3 (| 02 | | R3 | 4 | 15 | R | |
| | | | | | BRDG NUM 112/034 | | | | | | | | | | | | | | | | | | | | | | |
| 38.58 | 38.90 | END BRIDGE | В | | WEST TWIN RIVER | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 3 (| 02 | | R3 | 4 | 15 | R | |
| 38.76 | 39.08 | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 3 (| 01 | | R3 | 4 | 15 | R | |
| 38.93 | 39.25 | INTRSECTN | | R | BEAR CRK-W TWIN RIVER RD | PV |] | N | | | | | | | | | | | | | | | | | | | |
| 38.96 | 39.28 | BEG BRIDGE | В | | EAST TWIN RIVER | ST | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 3 (| 01 | | R3 | 4 | 15 | R | |
| | | | | | BRDG NUM 112/035 | | | | | | | | | | | | | | | | | | | | | | |
| 38.99 | | END BRIDGE | В | | EAST TWIN RIVER | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 3 (| 01 | | R3 | 4 | 15 | R | |
| 39.00 | | MP MARKER | | | 39 | | | | | | | | | | | | | | | | | | | | | | |
| 40.00 | 40.32 | MP MARKER | | R | 40 | | | | | | | | | | | | | | | | | | | | | | |
| 40.17 | 40.49 | | | | | | | | 1 | | | | | | 2B | 22A | 2B | | 22 | 3 (| 01 | | R3 | 4 | 15 | R | |
| 40.33 | 40.65 | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 3 (| 01 | | R3 | 4 | 5 | R | |
| 41.00 | | MP MARKER | | R | 41 | | | | | | | | | | | | | | | | | | | | | | |
| 41.07 | 41.39 | | | | | | | 1 | 1 | | | | | | 2В | 22B | 2В | | 22 | 3 (| 01 | | R3 | į | 0 | R | |
| 42.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 42.57 | | INTRSECTN | | | EAST TWIN RIVER RD | CO |] | N | | | | | | | | | | | | | | | | | | | |
| 43.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | | MP MARKER | | | 44 | | | | | | | | | | | | | | | | | | | | | | |
| 45.00 | | MP MARKER | | R | 45 | | | - | 1 | | | | | | 45 | 245 | 45 | | 2.4 | 2 , | 0.1 | | D 3 | | . ^ | Б | |
| 45.66 | 45.98 | | | | | | | 1 | 1 | | | | | | 48 | 24B | 4B | | 24 | 5 (| UΤ | | R3 | į | 0 | ĸ | |

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| 45.70 | 46.02 | | | | | | 1 1 | | | | | | 4B | 24B | 4B | | 2.4 | 3 | 01 | ī | 3 | 50 | R | |
| 45.80 | | INTRSECTN | I | WEST LYRE RIVER RD | CO | 1 | A | - | | | | | 12 | 212 | 12 | | | _ | 0 _ | • | | 50 | | |
| 45.92 | | BEG BRIDGE | _ | SUSIE CREEK | ST | _ | 1 1 | | | | | | \$\$W | 32P | SSW | | 32 | 3 | 01 | ī | 23 | 5.0 | R | |
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| 45.99 | 46.31 | END BRIDGE | В | SUSIE CREEK | | | 1 1 | | | | | | 4B | 24B | 4B | | 24 | 3 | 01 | I | 3 | 50 | R | |
| 46.00 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | |
| 46.19 | | BEG BRIDGE | | LYRE RIVER | ST | | 1 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 3 | 01 | I | 3 | 50 | R | |
| | | | | BRDG NUM 112/039 | | | | | | | | | 4.4. | | 11- | | | | | | | | | |
| 46.24 | 46.56 | END BRIDGE | В | LYRE RIVER | | | 1 1 | | | | | | 4B | 22B | 4B | | 22 | 3 | 01 | I | 3 | 50 | R | |
| 46.47 | 46.79 | INTRSECTN | I | EAST LYRE RIVER RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 46.51 | 46.83 | | | | | | 1 1 | | | | | | 8B | 22B | 8B | | 22 | 3 | 01 | I | 3 | 50 | R | |
| 46.70 | | INTRSECTN | I | REYNOLD RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 46.91 | 47.23 | | | | | | 1 1 | _ | | | | | 2B | 22B | 2В | | 22 | 3 | 01 | Ι | 3 | 50 | R | |
| 47.00 | 47.32 | MP MARKER | R | 47 | | | 1 1 | _ | | | | | 9A | 22B | 9A | | 22 | 3 | 01 | I | 23 | 50 | R | |
| 47.13 | 47.45 | | | | | | 1 1 | _ | | | | | 2В | 22B | 2В | | 22 | 3 | 01 | I | 3 | 50 | R | |
| 47.47 | 47.79 | INTRSECTN | R | HOWARD RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | I | FARRINGTON RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 47.99 | 48.31 | MP MARKER | R | 48 | | | | | | | | | | | | | | | | | | | | |
| 48.48 | 48.80 | INTRSECTN | R | GOSSETT RD | CO | 1 | N 1 1 | _ | | | | | 2B | 24B | 2B | | 24 | 3 | 01 | I | 3 | 50 | R | |
| 48.51 | 48.83 | BEG BRIDGE | В | FIELD CREEK | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 112/040C | | | | | | | | | | | | | | | | | | | | |
| 48.52 | 48.84 | END BRIDGE | В | FIELD CREEK | | | | | | | | | | | | | | | | | | | | |
| 48.53 | 48.85 | INTRSECTN | I | WHISKEY CREEK BEACH RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 48.56 | 48.88 | | | | | | 1 1 | _ | | | | | 2В | 22B | 2В | | 22 | 3 | 01 | I | ۲3 | 50 | R | |
| 49.00 | 49.32 | MP MARKER | R | 49 | | | | | | | | | | | | | | | | | | | | |
| 49.27 | 49.59 | INTRSECTN | R | WYE RD | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 50.00 | 50.32 | MP MARKER | R | 50 | | | | | | | | | | | | | | | | | | | | |
| 50.28 | 50.60 | MISC FEATR | R | SGN ENT JOYCE | | | 1 1 | _ | | | | | 2B | 22B | 2В | | 22 | 3 | 01 | I | ٤3 | 40 | R | |
| 50.34 | | INTRSECTN | R | JOYCE-PIEDMONT RD | CO | 7 | Y | | | | | | | | | | | | | | | | | |
| 50.46 | 50.69 | EQUATION | | 050.37 = 050.46 | | | 1 1 | _ | | | | | 4B | 22B | 4B | | 22 | 3 | 01 | I | 3 | 40 | R | |
| | | INTRSECTN | I | | CO | 1 | N | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 50.98 | | INTRSECTN | I | | CO | 1 | N | | | | | | | | | | | | | | | | | |
| 51.01 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | |
| 51.42 | | MISC FEATR | I | SGN ENT JOYCE | | | | | | | | | | | | | | | | | | | | |
| 51.55 | 51.78 | | | | | | 1 1 | | | | | | | 22B | 4B | | 22 | | | | 3 | | R | |
| 51.56 | 51.79 | | | | | | 1 1 | _ | | | | | 3В | 22B | 3В | | 22 | 3 | 01 | I | 23 | 55 | R | |
| 51.89 | | INTRSECTN | R | | CO | 1 | Ŋ | | | | | | | | | | | | | | | | | |
| 52.00 | | MP MARKER | | 52 | | | | | | | | | | | | | | | | | | | | |
| 52.16 | | INTRSECTN | R | | CO | | Ŋ | | | | | | | | | | | | | | | | | |
| 52.69 | | INTRSECTN | R | DEMPSEY RD | CO | 1 | Ν. | | | | | | | | _ | | | _ | | | _ | _ | | |
| 52.93 | 53.16 | | | | | | 1 1 | | | | | | | 22A | 3A | | 22 | | | | 3 | | R | |
| 52.94 | 53.17 | | | | | | 1 1 | - | | | | | 3B | 22B | 3B | | 22 | 3 | 01 | I | 3 | 55 | R | |

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| | | | | | | | | | N | VIDTH . | AND | SURFACI | E INF | ORMA | ATION- | | | | | |
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| | | | | | TO INVENT | | -BRID | I . | | REAS/D | | | 1 | RES/U | JNDI S | - 1 | | CI | | CATIONS |
| | | | | | HT INDICAT | ΓOR | | G- NBF | | | HT | | LFT | | RHT U | | | | | EGAL |
| CDMD D | 7 D.M | | : | | DELCAL | | | | | | | | | | | | | | | PEED T P S |
| SRMP B | ARM | FEATURE | ן ען | R DESCRI | PITON | | low ic | ו חודי | . W/S | W/S W | 1/S V | ND/S BR | W/S | W/S | W/S V | אוחדא | אומדא | SEINBE | K FC D | IB R K T |
| | | l | _ - | | | | l—l— | - - - | - | - | I- | I | l l | | l I - | - | I- | · | | _ _ _ |
| 52.96 | 53.19 | | | | | | | 1 1 | | | | | 3 D | 22B | 3B | | 22 3 | 0.1 | R3 | 55 R |
| 52.99 | | INTRSECTI | NΤ 1 | NORDST | DOM DD | | CO | N | - | | | | 215 | 225 | 26 | | 22 3 | 01 | IC.3 | 33 K |
| 53.01 | | MP MARKEI | | 1 NORDS1 | KOM KD | | CO | IA | | | | | | | | | | | | |
| 53.56 | | INTRSECTI | | | RAMAPO RD | | CO | N | | | | | | | | | | | | |
| 53.87 | | INTRSECTI | | | AYDEN RD | | CO | N | | | | | | | | | | | | |
| 54.00 | | MP MARKE | | 54 | TIDDIN RD | | CO | 14 | | | | | | | | | | | | |
| 54.12 | | INTRSECTI | | JOHNSO | N RD | | CO | N | | | | | | | | | | | | |
| 54.35 | | BEG BRID | | BEAR C | | | ST | 14 | | | | | | | | | | | | |
| 31.33 | 31.30 | DEG DRID | 3H D | | UM 112/04 | 1 25 | DI | | | | | | | | | | | | | |
| 54.36 | 54 59 | END BRIDG | GE B | BEAR C | | 3.23 | | | | | | | | | | | | | | |
| 54.38 | | INTRSECTI | | THOMPS | | | CO | N | | | | | | | | | | | | |
| 31.30 | 31.01 | INTRSECTI | | R WASANK | | | CO | N | | | | | | | | | | | | |
| 54.55 | 54 78 | BEG BRIDO | | SALT C | | | ST | 1 1 | | | | | \$\$C | 28B | SSC | | 28 3 | 0.1 | R3 | 55 R |
| 31.33 | 31.70 | DEC DRIED | JL D | | UM 112/04: | 1 | 01 | | - | | | | 770 | 202 | 770 | | 20 0 | . 01 | 103 | 33 10 |
| 54.56 | 54 79 | END BRIDG | GE B | SALT C | | _ | | 1 1 | | | | | 3B | 22B | 3B | | 22 3 | 0.1 | R3 | 55 R |
| 54.89 | | INTRSECTI | | R VERT R | | | CO | N | - | | | | 32 | 222 | 32 | | | . 01 | 103 | 33 10 |
| 55.00 | | MP MARKE | | 8 55 | | | 00 | | | | | | | | | | | | | |
| 56.01 | | MP MARKE | | 56 | | | | | | | | | | | | | | | | |
| 56.12 | | INTRSECTI | | R GERBER | RD | | CO | N | | | | | | | | | | | | |
| 56.20 | | INTRSECTI | | | HOLLOW LI | vī. | PV | N | | | | | | | | | | | | |
| 56.51 | | INTRSECTI | | | ATER BAY I | | CO | N | | | | | | | | | | | | |
| 56.74 | | INTRSECTI | | OXENFO | | | CO | N | | | | | | | | | | | | |
| 56.81 | 57.04 | INTROLUTI | | ondivi o | ICD ICD | | 00 | 1 1 | | | | | 6B | 22B | 6B | | 22 3 | 0.1 | R3 | 55 R |
| 56.84 | | INTRSECTI | V I | R HOLLY | HILL RD | | PV | N | - | | | | OD | 222 | 0D | | | . 01 | 103 | 33 10 |
| 57.00 | | MP MARKE | | 2 57 | 111111 1111 | | - • | | | | | | | | | | | | | |
| 57.59 | | BEG BRIDO | | | E CREEK | | ST | | | | | | | | | | | | | |
| 37.33 | 37.02 | DEC DRIED | JL D | | UM 112/04: | 2 | 01 | | | | | | | | | | | | | |
| 57.60 | 57 83 | END BRIDG | GE B | | E CREEK | _ | | | | | | | | | | | | | | |
| 57.61 | | INTRSECTI | | _ PETERS | | | CO | N | | | | | | | | | | | | |
| 57.62 | | INTRSECTI | | R EDEN V | | | CO | N 1 1 | | | | | 2B | 22B | 2B | | 22 3 | 0.1 | R3 | 55 R |
| 57.99 | | MP MARKE | | 58 | | | 00 | | - | | | | 20 | 222 | 22 | | | . 01 | 103 | 33 10 |
| 58.81 | 59.04 | III IIIIIIIII | | . 50 | | | | 1 1 | | | | | 6A | 24B | бА | | 24 3 | 0.1 | R3 | 55 R |
| 58.90 | | INTRSECT | VI I | PLACE | RD | | CO | Y | - | | | | 011 | 212 | 011 | | 21 3 | . 01 | 103 | 33 10 |
| 30.70 | 37.13 | INTRSECTI | | DAN KE | | | CO | Ÿ | | | | | | | | | | | | |
| 59.00 | 59 23 | MP MARKE | | 8 59 | | | 00 | - | | | | | | | | | | | | |
| 59.12 | | INTRSECTI | | | RIVER RD-0 | D SR112 מוז | CO | N | | | | | | | | | | | | |
| 60.00 | | MP MARKE | | 60 | | J JII | | | | | | | | | | | | | | |
| INTERSEC | TTON D | TTATT, | | TITR | N LANES | | | ACCF | TERAT | TON T. | ANES | S | | | | | | | | |
| | U. | | | | R L FAR | R FAR | | L- | | | | RIGHT- | | | | | | | | |
| SRMP B | ARM | | LGT V | ND LGT W | | LGT WD | LGT | | T WD | LGT | | LGT WD | | | | | | | | |
| 58.90 | 59.13 | | .03 | | .03 12 | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| | | | | | | | | W | VIDTH | I ANI | SURFACI | E INE | FORM | MOITA | 1 | | | | | | | |
|--------|-------|------------|------|----------------------|-----|------|-------|------|-------|-------|---------|-------|-------|-------|-----|-----|-----|--------|------|--------|-----------|---|
| | | | :DIR | ECTION TO INVENTORY | -BR | IDGE | : | DECE | REAS/ | DIV | | INCE | RES/T | JNDI | SPC | | | CLA | SSIE | TICATI | ONS | |
| | | | : :L | EFT/RIGHT INDICATOR | -UX | ING- | - NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGAI | . | |
| | | | : : | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC | E CITY | ST | SPEEL | T P | S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC I | 'D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC | D IE | 3 R K | Т |
| | l | | _ _ | . | _ | _ | -1-1- | ll | | | _ | | | | | | _ _ | _ | . | _ | - _ _ | _ |
| | | | _ | | | | | | | | | t. t | | | | | | _ | | | | |
| 60.13 | 60.36 | BEG BRIDGE | В | ELWHA RIVER | ST | | 1 1 | | | | | ŞŞW | 36P | ŞŞW | | 36 | 3 0 | 1 | R3 | 55 | R | |
| | | | | BRDG NUM 112/044 | | | | | | | | | | | | | | | | | | |
| 60.24 | 60.47 | END BRIDGE | В | ELWHA RIVER | | | 1 1 | | | | | бΑ | 24B | бΑ | | 24 | 3 0 | 1 | R3 | 55 | R | |
| 60.38 | 60.61 | INTRSECTN | L | POWER PLANT RD | CO | N | 1 | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LOWER DAM RD | CO | N | 1 | | | | | | | | | | | | | | | |
| 60.95 | 61.18 | INTRSECTN | R | OKERMAN RD | CO | N | 1 | | | | | | | | | | | | | | | |
| 61.00 | 61.23 | MP MARKER | R | 61 | | | | | | | | | | | | | | | | | | |
| 61.07 | 61.30 | WYE CONN | L | SR 101 | ST | Y | 7 | | | | | | | | | | | | | | | |
| 61.08 | 61.31 | INTRSECTN | В | SR 101 | ST | SS Y | 7 | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 0536 | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
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| 61.08 61.31 | | .03 12 | | | | | | |

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| | | | | | | | | W T I | מג עייר | D SURFACI | r tni | FORM: | ΛΤΤΩΝ | T | | | | | | | |
|--------|---------------|------------|----------|----------------------|------|-------|------|-------|---------|-----------|-------|-------|--------|-----|-----|--------|--------|-------|-------|-------|-------|
| | | | :DTR | ECTION TO INVENTORY | _ B1 | RIDGE | | DECRE | | | | - | JNDI | | | | CLAS | SSTE | тсаті | ONS- | |
| | | | | EFT/RIGHT INDICATOR | 1 | XING- | 1 | 1 | RHT | | LFT | | | USE | | | CLIZAC | | LEGAI | | |
| | | | : : | BITTRIGHT INDIGHTOR | | ROAD- | | | | MEDIAN- | | | | | | мтсь | CITY | | | | ıls |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | WD/S BR | | | | | | | | FC | | RK | |
| | l | l ———— | I — I —— | l ———— | I — | II- | 1-1- | II- | — I —— | . | l —— | l —— | l —— I | | | — I —— | | I — I | _ | -1-1- | · I — |
| 0.00 | 0 00 | BEG ROUTE | | MAIN ROUTE | | | 1 1 | | | | 4B | 24B | 4B | | 2.4 | 3 02 | | R3 | 3 (|) R | * |
| 0.00 | 0.00 | DEG ROOTE | | SR 101 TO SR 112 | | | | | | | 12 | 212 | 12 | | | 5 02 | | 103 | 3.0 | , 10 | |
| | | BEG CTLSEC | | CONTROL SECTION 0515 | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | BURNT MT RD | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | - В | SR 101 | ST | SS Y | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | - | | | | | 1 1 | | | | 4B | 24B | 4B | | 24 | 3 02 | | R3 | 50 |) R | * |
| 0.94 | 0.94 | INTRSECTN | R | GRANT RD | CO | N | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | |
| 1.87 | 1.87 | BEG BRIDGE | В | BEAVER CREEK | ST | | 1 1 | | | | \$\$C | 26B | \$\$C | | 26 | 3 02 | | R3 | 50 |) R | * |
| | | | | BRDG NUM 113/005 | | | | | | | | | | | | | | | | | |
| 1.89 | 1.89 | END BRIDGE | В | BEAVER CREEK | | | 1 1 | | | | 3B | 24B | 3B | | 24 | 3 02 | | R3 | 50 |) R | * |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | |
| 3.32 | 3.32 | BEG BRIDGE | В | COLD CREEK | ST | | 1 1 | | | | \$\$C | 26B | \$\$C | | 26 | 3 02 | | R3 | 50 |) R | * |
| | | | | BRDG NUM 113/010 | | | | | | | | | | | | | | | | | |
| 3.33 | 3.33 | END BRIDGE | В | COLD CREEK | | | 1 1 | | | | 3B | 24B | 3B | | 24 | 3 02 | | R3 | 50 |) R | * |
| 4.00 | | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | |
| 4.80 | 4.80 | | | | | | 1 1 | | | | 3B | 24B | 3B | | 24 | 3 02 | | R3 | 50 |) M | * |
| 5.00 | | MP MARKER | R | | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | |
| 6.63 | 6.63 | | | | | | 1 1 | | | | 3В | 24B | 3B | | 24 | 3 02 | | R3 | 40 |) M | * |
| 7.00 | | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | |
| 8.00 | | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | |
| 9.40 | | INTRSECTN | L | OLD SAPPHO-PYSHT HWY | CO | | | | | | | | | | | | | | | | |
| 9.57 | 9.57 | BEG BRIDGE | В | PYSHT RIVER | ST | | 1 1 | | | | \$\$C | 24B | \$\$C | | 24 | 3 02 | | R3 | 40 |) R | * |
| | | | | BRDG NUM 113/015 | | | | | | | | | | | | | | | | | |
| 9.59 | | END BRIDGE | | PYSHT RIVER | | | 1 1 | | | | 3B | 24B | 3B | | 24 | 3 02 | | R3 | 40 |) R | * |
| 9.98 | 9.98 | END ST | I _ | BURNT MT RD | ~- | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | SR 112 | ST | Y | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 0515 | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 115 MAINLINE STATE ROUTE - SRSH COUNTY GRAYS HARBOR DOT DISTRICT 3

| SRMP B | ARM | FEATURE | : :L | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -UX | | IBR LE | ECREAS, FT HD RDY | /DIV RHT SHD | LFT SHD | RES/U RDY | NDI RHT SHD | SPC USE LNS | TOT RDY 1 | МТСЕ | E CITY | LE ST SE | CATIONS EGAL DEED T P S IB R K T |
|--------|------|----------------------|------------|--|-----|------|--------|-------------------------|--------------------|------------|--------------|-------------------|-------------------|-----------|------|--------|-------------|---|
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE OCEAN SHORES TO SR 109 | | 1 | . 1 | | | 4A | 22B | 4A | | 22 | 4 02 | 2 | U3 | 30 L |
| | | BEG CTLSEC | | CONTROL SECTION 1439 | | | | | | | | | | | | | | |
| | | INTRSECTN | R | POINT BROWN AVE S BND | CO | Y | | | | | | | | | | | | |
| 0.01 | 0.01 | INTRSECTN | R | POINT BROWN AVE N BND | CO | Y | | | | | | | | | | | | |
| 0.03 | | INTRSECTN | L | OYEHUT RD | CO | Y | | | | | | | | | | | | |
| 0.37 | 0.37 | INTRSECTN | R | DAMON RD | CO | N 1 | . 1 | | | 4A | 22B | 4A | | 22 | 4 02 | 2 | R3 | 30 L |
| 0.50 | 0.50 | | | | | 1 | . 1 | | | 4A | 22B | 4A | | 22 | 4 02 | 2 | R3 | 50 L |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | |
| 1.36 | 1.36 | ENT/EXIT | L | OCEAN CITY STATE PARK | ST | Y | | | | | | | | | | | | |
| 1.82 | 1.82 | ENT/EXIT | $_{\rm L}$ | QUINAULT RESORT | PV | Y | | | | | | | | | | | | |
| 1.90 | 1.90 | INTRSECTN | R | SHAMROCK WAY | CO | N | | | | | | | | | | | | |
| 2.01 | | MP MARKER | R | 2 | | | | | | | | | | | | | | |
| 2.10 | | INTRSECTN | R | PATRICK WAY | CO | N | | | | | | | | | | | | |
| 2.28 | 2.28 | INTRSECTN | В | SR 109 | ST | SS Y | | | | | | | | | | | | |
| | | END CTLSEC END ROUTE | | CONTROL SECTION 1439 | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
|---------------------|----------|--------|--------|--------|--------|----------|----------|--------|
| | L NEAR F | R NEAR | L FAR | R FAR | LEFT | L-CNTR | R-CNTR | RIGHT- |
| SRMP B ARM | LGT WD I | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| | | | | | | | | |
| 1.36 1.36 | .03 12 | | | | | | .03 12 | |
| 1.82 1.82 | .04 13 | | | .05 12 | | | .05 13 | |
| 2.28 2.28 | .02 10 | | | | | | | |

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SR 116 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

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| | | | • т | וסדר | ECTION TO INVENTORY | л_ Б | RIDO | | | | WIDIF REAS/ | | | SURFA | | | | | N SPC | | I | | -CLAS | CTE | тслт | TON | JC | _ |
| | | | | | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | | LFT | | | USE | | | | -СПАЗ | | LEGA | | 15 | _ |
| | | | : | | FI/RIGHT INDICATOR | | | | | | | | | T T A N | | | PDV | CHD | T.NIG | DDA | l ML | ירד ו | CITY | | | | rlol. | C |
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| 0.12 | | INTRSECTN | | T. | HUNT RD | CO | | N | _ | | | | | | | | | | | | | - | | 0.0 | - | ` - | | |
| 0.16 | | INTRSECTN | | | SHOTWELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.34 | | INTRSECTN | | | CHIMACUM CREEK DR | CO | | Y 1 | 1 | | | | | | | \$\$ሮ | 36B | \$\$0 | | 36 | 3 | 01 | | U3 | 4 | 0 I | ٠ ، | * |
| 0.51 | 0.51 | ENT/EXIT | | | CHIMACUM PRIMARY SCHOOL | | | Y | | | | | | | | 770 | 302 | 770 | | 30 | _ | 0 - | | 0.5 | - | • | | |
| 0.42 | 0.42 | | | _ | CHILLICOTI LICITUME DOLLOGI | - | | | | | | | | | | 7B | 31B | С | | 31 | 3 | 01 | | U3 | 4 | 0 I | 2 | * |
| 0.47 | | INTRSECTN | | L | CEDAR AVE | CO | | Y | | | | | | | | | 24B | | | | | 01 | | U3 | | 0 I | | * |
| 0.73 | | MISC FEAT | ⊋ | | SGN ENT PORT HADLOCK | CO | | | | | | | | | | , D | 210 | , , | | 2 1 | | 0 1 | | 03 | - | 0 1 | | |
| 0.74 | | INTRSECTN | | | D ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.80 | | INTRSECTN | | | CHRISTNEY RD | CO | | N 1 | 1 | | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | IJ3 | 2 | 5 I | ə · | * |
| 1.00 | | MP MARKER | | R | | CO | | T/ - | | | | | | | | 710 | 240 | 7 10 | | 21 | J | 01 | | 03 | ے | <i>J</i> 1 | | |
| 1.00 | 1.00 | INTRSECTN | | | MASONIC HALL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1 02 | BEG SU LN | | | TWO WAY TURN 13A | | | 1 | 1 | | | | | | | 440 | 277 | ¢¢0 | 13 | 40 | 2 | 01 | | U3 | 2 | 5 I | | * |
| 1.02 | | END SU LN | | | TWO WAY TURN 13A | | | | 1 | | | | | | | | | | \$\$\$ | | | | | U3 | | 5 I | | * |
| 1.10 | | WYE CONN | | | CHIMACUM RD | CO | | Y | | | | | | | | C | HUF | C | γγγ | 10 | 5 | OΙ | | 0.5 | | J 1 | _ | |
| 1.11 | | END ST | I | | NESS CORNER RD | CO | | I | | | | | | | | | | | | | | | | | | | | |
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| | | | | | CHIMACUM RD | ao | RF | 3.7 | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN INTRSECTN | | | IRONDALE RD | | RF | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | 1 10 | WYE CONN | | | IRONDALE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.12 | | | | | TWO WAY TURN 13A | | | | L 1 | | | | | | | _ | 27A | a | 13 | 40 | 2 | 0.1 | | U3 | 2 | с т | , | * |
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| 1.20 | 1.20 | END SU LN INTRSECTN | | | ANN KIVLEY DR | CO | | N - | | | | | | | | 4A | 2 / A | ЗA | 999 | 2/ | 3 | UΙ | | 0.3 | | 1 C | | |
| 1.24 | 1.24 | | | ĸ | ANN KIVLEY DR | CO | | | L 1 | | | | | | | 47 | 22A | 47 | | 2.2 | 2 | 01 | | U3 | 2 | 5 E | , | * |
| 1.33 | | | | т | TOMED HADLOCK DD | CO | | N - | | | | | | | | 4A | ZZA | 4A | | 22 | 3 | UΙ | | 0.3 | | 1 C | | |
| 1.35 | 1.35 | INTRSECTN | | ш | LOWER HADLOCK RD | CO | | | L 1 | | | | | | | 47 | 22A | 47 | | 22 | 2 | 0.1 | | IJ3 | 1 | О Т | , | * |
| 1.35 | | | _ | т | CON ENT HADLOOK | | | - | ι т | | | | | | | 4A | ZZA | 4A | | 22 | 3 | UΙ | | 0.3 | 4 | 0 I | | |
| 1.40 | 1.40 | MISC FEAT | Χ. | ш | SGN ENT HADLOCK | | | - | L 1 | | | | | | | 0.7 | 24A | 0.70 | | 2.4 | 2 | 01 | | U3 | 1 | 0 I | , | * |
| 1.90 | | INTRSECTN | | т | HADLOCK BAY RD | CO | | Y | | | | | | | | οA | 24A | οA | | 24 | 3 | UΙ | | 0.3 | 4 | 1 0 | | |
| 1.90 | 1.90 | INIRSECIN | | ш | HADLOCK BAY RD | CO | | _ | L 1 | | | | | | | 0.7 | 24A | 0.70 | | 2.4 | 2 | 01 | | R3 | 1 | 0 I | , | * |
| 1.97 | | END ST | I | | OAK BAY RD | | | - | ι т | | | | | | | οA | 24A | οA | | 24 | 3 | UΙ | | K.S | 4 | 1 0 | | |
| 1.99 | 1.99 | FND 21 | | | OAK BAI RD | | | | | | | | | | | | | | | | | | | | | | | |
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SR 116 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

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| 1.99 | 1.55 | INTRSECTI | | OAK BAY | | | CO RF | | . т | | | | | | OA | ZHA | OA | | 4 | 5 (| 01 | K3 | 40 | Л | |
| 2.01 | 2 01 | WYE CONN | | OAK BAY | | | CO RF | N | | | | | | | | | | | | | | | | | |
| 2.02 | | MP MARKE | | 2 | KD | | CO | IA | | | | | | | | | | | | | | | | | |
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| 2.20 | | INTRSECTI | N P | S OLD FL | ACT.FP PD | | CO | N | | | | | | | JA | ZZA | JA | | 22 | 5 (| 01 | ICJ | 10 | 10 | |
| 2.39 | | INTRSECTI | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 2.56 | | INTRSECTI | | PVT RD | I ICD | | PV | N | | | | | | | | | | | | | | | | | |
| 2.57 | | INTRSECTI | | LAUREL S | т | | CO | N | | | | | | | | | | | | | | | | | |
| 2.67 | | BEG BRID | | PORTAGE | | | ST | | . 1 | | | | | | \$\$0 | 22P | \$\$C | | 22 | 3 (| 0.1 | R3 | 4 (| R | * |
| 2.07 | 2.07 | DEG BRID | 01 1 | BRDG NUM | | | Dī | _ | | | | | | | PPC | 221 | PPC | | 22 | 5 (| 01 | 103 | 10 | | |
| 2.80 | 2 80 | END BRID | GE B | PORTAGE | | | | 1 | . 1 | | | | | | 3.C | 21B | 3G | | 21 | 3 (| 0.1 | R3 | 4 (| R | * |
| 2.84 | | INTRSECTI | | NAVAL UN | | NG STA | MY | Y | | | | | | | 50 | 210 | 30 | | 21 | 5 (| 01 | 103 | 10 | | |
| 2.86 | | ENT/EXIT | | JEFFERSC | | | CO | N | | | | | | | | | | | | | | | | | |
| 2.92 | | INTRSECT | | NAVAL UN | | | MY | Y | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKE | | 3 | DDIRDDII D | 110 0111 | 1.11 | - | | | | | | | | | | | | | | | | | |
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| 3.70 | 3.70 | INTRODUCT | | 111011111 1 | DEFEND II. | icic icb | CO | | . 1 | | | | | | 3.C | 22B | 3G | | 22 | 3 (| 0.1 | R3 | 4 (| R | * |
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| 4.55 | 4.55 | III IIIIIIII | | - | | | | 1 | . 1 | | | | | | 4 A | 22B | 4 A | | 22 | 3 (| 0.1 | R3 | 40 | R | * |
| 4.64 | | BEG BRID | GE B | KILISUT | HARBOR | | ST | | 1 | | | | | | | 30P | | | 30 | | | R3 | | R | * |
| 1.01 | 1.01 | DEG DIGES | 02 2 | BRDG NUM | | | - | _ | _ | | | | | | 77" | 501 | 77" | | 5 0 | | - | 110 | | | |
| 4.72 | 4.72 | END BRID | GE B | KILISUT | | | | 1 | . 1 | | | | | | 4 A | 22B | 4A | | 22 | 3 (| 01 | R3 | 40 | R | * |
| 4.79 | | INTRSECT | | ROBBINS | | | CO | N 1 | | | | | | | | 22B | 3G | | 22 | | | R3 | | R | * |
| 4.83 | | WYE CONN | | ROBBINS | | | CO | N | | | | | | | | | | | | | | | | | |
| 5.00 | | MP MARKE | | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.50 | 5.50 | INTRSECT | | GARDEN C | LUB RD | | CO | N | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | INTRSECT | | STRAWBER | | | CO | N | | | | | | | | | | | | | | | | | |
| 5.92 | 5.92 | | | | | | | 1 | . 1 | | | | | | 4G | 22B | 4G | | 22 | 3 (| 01 | R3 | 40 | R | * |
| 5.99 | 5.99 | MP MARKE | R R | 6 | | | | | | | | | | | | | | | | | | | | | |
| 6.17 | 6.17 | INTRSECT | N R | MEADE RD | | | CO | N | | | | | | | | | | | | | | | | | |
| 6.30 | 6.30 | INTRSECT | N L | SMITH RD | | | CO | N | | | | | | | | | | | | | | | | | |
| 6.57 | 6.57 | INTRSECT | N L | GRIFFITH | PT RD | | CO | N | | | | | | | | | | | | | | | | | |
| 6.95 | 6.95 | MISC FEAT | TR R | SGN ENT | NORDLAND | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | MP MARKE | R R | 7 | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | 7.20 | INTRSECT | N R | BEVERIDG | E LN | | CO | N | | | | | | | | | | | | | | | | | |
| 7.56 | 7.56 | MISC FEAT | TR L | SGN ENT | NORDLAND | | | | | | | | | | | | | | | | | | | | |
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SR 116 MAINLINE STATE ROUTE - SRSH COUNTY JEFFERSON DOT DISTRICT 3

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| | 51 INTRSECTN | R | E BEACH RD | CO | N 1 1 | | | | | 4G | 22B | 4G | | 22 | 3 01 | | R3 | 40 | R | * |
| 7.68 7. | 58 INTRSECTN | R | SCHWARTZ RD | CO | N | | | | | | | | | | | | | | | |
| 7.88 7. | 38 ENT/EXIT | L | MYSTERY BAY STATE PARK | ST | N | | | | | | | | | | | | | | | |
| 8.00 8. | 00 MP MARKER | R | 8 | | | | | | | | | | | | | | | | | |
| 8.03 8. | 3 INTRSECTN | L | BLUE HERON RD | CO | N | | | | | | | | | | | | | | | |
| 8.52 8. | 52 INTRSECTN | R | NOLTON RD | CO | N | | | | | | | | | | | | | | | |
| 9.00 9. | 00 MP MARKER | R | 9 | | | | | | | | | | | | | | | | | |
| 9.32 9. | 32 INTRSECTN | L | MUMBY RD | CO | N | | | | | | | | | | | | | | | |
| 9.82 9. | 32 INTRSECTN | L | FORT GATE RD | CO | N | | | | | | | | | | | | | | | |
| 9.83 9. | 33 END ST | I | FLAGLER RD | | | | | | | | | | | | | | | | | |
| | MISC FEATR | В | FORT FLAGLER PARK GATE | | | | | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 1606 | | | | | | | | | | | | | | | | | |
| | END ROUTE | | | | | | | | | | | | | | | | | | | |

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| | | | RECTION TO INVENTORY | -BRI | | - 1 | REAS/I | - 1 | | | RES/U | | | | | CLA | | CATIONS | S |
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| | | | SR 101 TO PORT DOCKS | | | | | | | | | | | | | | | | |
| | ENTER C | TY | PORT ANGELES | | | | | | | | | | | | | | | | |
| | BEG CTLS | SEC | CONTROL SECTION 0512 | | | | | | | | | | | | | | | | |
| | BEG ST | I | TUMWATER TRUCK RD | | | | | | | | | | | | | | | | |
| | BEG BRII | GE I | SR 101 | ST | | | | | | | | | | | | | | | |
| | | | BRDG NUM 117/001 | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 END BRII | GE I | SR 101 | | | l | | | | 4A | 14A | 4A | | 14 3 | 01 | 0990 | U2 | 40 R | P * |
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| 0.29 | 0.29 INTRSECT | 'N L | LAURIDSEN BLVD | CT | Y | | | | | | | | | | | | | | |
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| 1.00 | 1.00 MP MARKE | R R | 1 | | | | | | | | | | | | | | | | |
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| | - I | l | -1-1 | | I | l —— | - | -1-1- | _ _ | _ | l | I — | I_ | — I – | —— I | | | l —— I | | _ | <u></u> l | | - | | _ _ | . _ _ |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | 1 : | 1 | | | | | | 4A | 23B | 15A | | 23 | 2 | 02 | | R3 | 3 | 5 R | * |
| | | | | | SR 101 TO LAKE CUSHMAN | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | 1 | | CONTROL SECTION 2311 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | LAKE CUSHMAN RD | | | | | | | | | | | | | | | | | | | | | |
| 0 04 | 0 0 1 | INTRSECTN | | В | SR 101 | ST | SS ? | | _ | | | | | | 0 ~ | 00- | 1 | | 0.0 | _ | 0.0 | | | _ | | |
| 0.04 | 0.04 | | | | | | | 1 : | | | | | | | | 23B | | | | | 02 | | R3 | | 5 R | |
| 0.08 0.14 | 0.08 | | | D | N EINGH CREEK DO | ao | | 1 : 1 : | | | | | | | | 23B 23B | 8G 8G | | | | 02 02 | | R3 R3 | | 5 R 5 R | |
| 0.14 | | INTRSECTN INTRSECTN | | | N FINCH CREEK RD N SCHOOLHOUSE HILL RD | CO | | л I . Л | т | | | | | | 46 | 23B | 0.6 | | 23 | 4 | UΖ | | K.S | 3 | S K | |
| 0.89 | | INTRSECTN | | | SUNCREST DR | PV | | и Л 1 : | 1 | | | | | | 4C | 23B | 8G | | 23 | 2 | 02 | | R3 | Δ | 5 R | * |
| 1.00 | | MP MARKER | | R | | E V | | ν ⊥ . | _ | | | | | | 10 | 230 | 00 | | 23 | _ | 02 | | 1(3 | - | J 10 | |
| 1.13 | 1.13 | III IIIIIIIII | | | _ | | | 1 | 1 | | | | | | 6G | 22B | 6G | | 2.2 | 2 | 02 | | R3 | 4 | 5 R | * |
| 1.43 | 1.43 | | | | | | | 1 | | | | | | | | 22B | 4G | | | | 02 | | R3 | | 5 R | |
| 1.71 | 1.71 | INTRSECTN | | R | FOOTHILLS PARK RD | CO | 1 | J. | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | MP MARKER | | R | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.58 | 2.58 | INTRSECTN | | L | CUSHMAN POTLATCH RD | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.65 | INTRSECTN | | R | PVT RD | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 2.95 | | ENT/EXIT | | | LAKE CUSHMAN GOLF COURSE | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKER | | R | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3.46 | 3.46 | | | _ | | | _ | 1 : | | | | | | | | 22B | 4G | | | | 02 | | R3 | | 5 R | |
| 3.67 | 3.67 | INTRSECTN | | | DOW MT RD | PV | | 11 | 1 | | | | | | 4G | 21B | 4G | | 21 | 2 | 02 | | R3 | 3 | 5 R | * |
| 2 07 | 2 07 | INTRSECTN | | | DUCKABUSH WAY | PV | | 1 | | | | | | | | | | | | | | | | | | |
| 3.97 4.00 | | INTRSECTN MP MARKER | | | LAKE CUSHMAN DAM RD | PV | r | 1 | | | | | | | | | | | | | | | | | | |
| 4.00 | | INTRSECTN | | R L | CUSHMAN COVE VILLAGE | PV | 7 | J | | | | | | | | | | | | | | | | | | |
| 4.60 | | INTRSECTN | | _ | LK CUSHMAN REC AREA | PV | _ | v Z 1 : | 1 | | | | | | 20 | 20B | 2G | | 20 | 2 | 02 | | R3 | 3 | 5 R | * |
| 4.98 | | MP MARKER | | R | | E V | - | ь т. | _ | | | | | | 20 | 200 | 20 | | 20 | _ | 02 | | 1(3 | J | J 10 | • |
| 5.49 | | INTRSECTN | | | MARINE VIEW DR | CO | 1 | J | | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | | R | 6 | - | _ | 1 : | 1 | | | | | | 2G | 22B | 2G | | 22 | 2 | 02 | | R3 | 3 | 5 R | * |
| 6.10 | | INTRSECTN | | | N LOOKOUT PL | CO | 3 | Z | | | | | | | | | | | | | | | | | | |
| 6.57 | 6.57 | INTRSECTN | | L | WYNOOCHEE DR | PV | 1 | J. | | | | | | | | | | | | | | | | | | |
| 6.61 | 6.61 | INTRSECTN | | R | DOW MOUNTAIN DR | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 6.76 | | INTRSECTN | | L | WYNOOCHEE DR | PV | 1 | | | | | | | | | | | | | | | | | | | |
| 6.88 | | INTRSECTN | | R | DOW MOUNTAIN DR | PV | 1 | | | | | | | | | | | | | | | | | | | |
| 6.97 | | ENT/EXIT | | L | COMMUNITY PARK | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 6.99 | | MP MARKER | | R | | | _ | | - | | | | | | - | 00- | 0- | | 0.0 | _ | 0.0 | | | _ | | |
| 7.15 | | EXIT TO | | L | LAKE CUSHMAN REC AREA | PV | 2 | 71 | | | | | | | | 22B | 2B | | | | 02 | | R3 | | 5 R | |
| 7.24 | 7.24 | | | _ | IIDDED CAMD ADEA | DII | | 1 : | | | | | | | | 22B | 2B | | | | 02 | | R3 | | 0 R | - |
| 7.83 8.00 | | EXIT TO MP MARKER | | L R | UPPER CAMP AREA 8 | PV | Г | 11 | Τ. | | | | | | 46 | 22B | 4G | | 22 | 4 | 02 | | R3 | 5 | 0 R | |
| 8.97 | | INTRSECTN | | | PVT RD | PV | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | | R | 9 | ΕV | 1 | ч | | | | | | | | | | | | | | | | | | |
| 9.28 | | END ST | I | | LAKE CUSHMAN RD | | | 1 | 1 | | | | | | 7G | 22B | 6G | | 22 | 2 | 02 | | R3 | 5 | 0 R | * |
| | | | _ | | × | | | | • | | | | | | | | | | | _ | | | | _ | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | | | | | | | | ייים דע | ΠΔ T | o suri | ₣∆₵₣ | TNI | r∩RM2 | ZTT∩N | J | | | | | | | |
|--------|-------|------------|------|-------------------------|-----|-----|-----|-----|-----|---------|------|--------|------|-------|-------|-------|-----|-----|-----|----------|-------|-------|-------|-----|
| | | | :DIF | ECTION TO INVENTORY | -B | RID | GE | | | | /DIV | | | | | JNDI | | | | CLA | SSIFI | CATI | ONS- | |
| | | | : :I | EFT/RIGHT INDICATOR | 1 | | | NBR | LFT | | RHT | | | LFT | | RHT | | TOT | | | | EGAL | | |
| | | | : : | | -X1 | ROA | D- | LNS | SHD | RDY | SHD | MEDIA | AN- | SHD | RDY | SHD | LNS | RDY | MTC | E CITY | STS | SPEED | TP | S |
| SRMP B | ARM | FEATURE | D LF | DESCRIPTION | OW | TC | L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC I |) IB | B R K | . T |
| | | | _ _ | | | | . _ | _ _ | | | | | | | | | | | _ _ | _ | - _ | | . _ _ | . _ |
| | | | _ | | | | | | | | | | | | | | | | | _ | | | _ | |
| 9.28 | 9.28 | BEG ST | I | STAIRCASE RD | | | | 1 1 | | | | | | 7G | 22B | 6G | | 22 | 2 0 | 2 | R3 | 50 | R | * |
| | | INTRSECTN | R | FS RD #24-JORSTED CR RD | FS | SS | N | | | | | | | | | | | | | | | | | |
| 9.31 | 9.31 | ENT/EXIT | R | BIG CREEK CAMPGROUND | ST | | N | | | | | | | | | | | | | | | | | |
| 9.37 | 9.37 | BEG BRIDGE | В | BIG CREEK | ST | | | 1 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 2 0 | 2 | R3 | 50 | R | * |
| | | | | BRDG NUM 119/005 | | | | | | | | | | | | | | | | | | | | |
| 9.38 | 9.38 | END BRIDGE | В | BIG CREEK | | | | 1 1 | | | | | | 6G | 22B | 6G | | 22 | 2 0 | 2 | R3 | 50 | R | * |
| 9.47 | 9.47 | INTRSECTN | L | PVT RD | PV | | N | | | | | | | | | | | | | | | | | |
| 10.00 | 10.00 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | |
| 10.89 | 10.89 | INTRSECTN | L | TEBO LN | PV | | Y | | | | | | | | | | | | | | | | | |
| 10.93 | 10.93 | END ST | I | STAIRCASE RD | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2311 | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | _שרת דעים | דדע ע | D SURFAC | דאד ישי | EODM: | ת∩דיית | vi | | | | | | | | |
|---------|--------|--------------|------|--|-----------|--------------|---------------|---------|-----------|-------|----------|---------|-------|--------|---------|------|-----|------------|--------|---------|-------|-------|--------|
| | | | :DTP | ECTION TO INVENTORY | l_BE | RIDGI | | | CREAS | | SURPAC | | | | SPC | | l | C | LASSIE | ימ"ר די | TTON | TC | _ |
| | | | | EFT/RIGHT INDICATOR | | | - NBF | | | RHT | | LFT | | | USE | | | C. | | LEG | _ | 10 | |
| | | | : : | EFI/RIGHT INDICATOR | -XF | D = D = D | - T.NIS | SISH | בעא ע | CHD | MEDIAN- | | | CHD | T.NG | BDA | MTC | ELCT | | | | امات | S |
| SRMP B | ΔRM | FEATURE | | DESCRIPTION | OM | תבטו דר ז | | - W / | | W/S | WD/S BE | W/S | W/S | W/S | MID | MIDI | Δ | E NB | R FC | ח בים | TRIF | | Э T |
| DIGHE D | I AICH | LEATONE | | DESCRIPTION | OW | 10 1 | ולו | - W / | J W/J | W/5 | WD/S BI | (W/S | W/D | W/5 | " + 1 | WID | ^ | ים און שלי | | ו שו | יוויי | | _ |
| | l | l ———— | 1-1 | l ———————————————————————————————————— | · I — - I | | -1-1- | - | _ | l ——— | II | - | I | l ——— | l ——— I | | - - | I | I I | I — I · | - | -1-1- | _ |
| 0.00 | 0 00 | BEG ROUTE | | MAIN ROUTE | | | 1 1 | ı | | | | 47 | 247 | 4A | | 24 | 1 (| 11 | U3 | | 35 I | | * |
| 0.00 | 0.00 | DEG ROOTE | | SR 5/MAYTOWN TO SR 5 | | | | _ | | | | -TA | ZIA | TA | | 21 | (| , _ | 0.5 | | J J 1 | , | |
| | | BEG CTLSEC | | CONTROL SECTION 3408 | | | | | | | | | | | | | | | | | | | |
| | | BEG CILSEC | I | MAYTOWN RD SW | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | SR 5 | ST | | | | | | | | | | | | | | | | | | |
| | | OXING | Б | BRDG NUM 005/308 | 51 | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | | BRDG NOM 003/308 | | | 1 1 | 1 | | | | 27 | 227 | 3A | | 2.2 | 1 (| ١1 | U3 | | 35 I | | * |
| 0.05 | | | D | CD E ND | ST | , | 7 | L | | | | ЗA | ZZA | ЗA | | 22 | т (| , _ | 03 | | 33 I | 1 | |
| 0.08 | | OFF RAMP | | SR 5 NB | | | <u>.</u> [| | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 5 NB | ST | - | _ | | | | | 2.3 | 013 | 1 7 | | 0.1 | 1 (| . 1 | | |) F + | | _ |
| 0.14 | 0.14 | DDG DDTDGD | - | DELLIED CDEEK | a.m. | | 1 1 | | | | | | 21A | | | | 1 (| | U3 | | 35 I | | * |
| 0.24 | 0.24 | BEG BRIDGE | В | BEAVER CREEK | ST | | 1 1 | L | | | | \$\$0 | 23P | ŞŞC | | 23 | 1 (|) <u>T</u> | U3 | | 35 I | , | * |
| 0.05 | 0 05 | | _ | BRDG NUM 121/006 | | | | | | | | | 01- | | | 0.1 | | | | | a | | |
| 0.25 | | END BRIDGE | | BEAVER CREEK | ~~ | _ | 1 1 | | | | | | 21A | | | | 1 (| | U3 | | 35 I | | * |
| 0.50 | 0.50 | INTRSECTN | | REEDER RD SW | CO | | 7 1 1 | L | | | | 3A | 21A | ΙA | | 21 | 1 (|) <u>T</u> | U3 | | 25 I | | * |
| | | INTRSECTN | | REEDER RD | CO | 7 | ζ | | | | | 4. 4 | | | | | | | | | | | |
| 0.65 | 0.65 | BEG BRIDGE | В | BEAVER CREEK | ST | | 1 1 | L | | | | \$\$C | 28A | \$\$C | | 28 | 1 (|)1 | U3 | | 25 I | ٠. | * |
| | | | | BRDG NUM 121/008 | | | | | | | | | | | | | | | | | | | |
| 0.66 | | END BRIDGE | | BEAVER CREEK | | | 1 1 | L | | | | 3A | 21A | 1A | | 21 | 1 (| 1 | U3 | | 25 I | | * |
| 0.79 | | INTRSECTN | В | SHELLY ST SW | CO | | ζ | | | | | | | | | | | | | | | | |
| 0.84 | | INTRSECTN | R | | CO | | 1 | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | INTRSECTN | R | GUNSTONE ST SW | CO | 7 | ζ | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.11 | | | | | | 1 1 | | | | | | | 1A | | 21 | 1 (| 1 | U3 | | 50 I | | * |
| 1.51 | 1.51 | | | | | | 1 1 | L | | | | 3A | 21A | 1A | | 21 | 1 (| 1 | R3 | | 50 I | | * |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | END ST | I | MAYTOWN RD SW | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | TILLEY RD S | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | TILLEY RD SW | CO | SS 3 | ζ | | | | | | | | | | | | | | | | |
| 2.53 | 2.53 | RR XING | В | NUM 396749K GRADE | | | 1 1 | L | | | | 3G | 21A | 3G | | 21 | 1 0 | 1 | R3 | | 50 I | | * |
| 2.99 | 2.99 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | | | | | | 1 1 | L | | | | 5A | 21A | 3G | | 21 | 1 (| 1 | R3 | | 50 I | | * |
| 3.25 | 3.25 | INTRSECTN | L | MILLERSYLVANIA ST PARK | ST | 3 | 7 1 1 | L | | | | | 21A | | | 21 | 1 0 | 1 | R3 | | 50 I | | * |
| 3.62 | 3.62 | | | | | | 1 1 | L | | | | | 21A | | | 21 | 1 0 | 1 | R3 | | 50 I | | * |
| 3.86 | 3.86 | | | | | | 1 1 | | | | | | 22A | | | 22 | 1 (| 1 | R3 | | 50 I | | * |
| 3.99 | 3.99 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | |
| 4.03 | | BEG BRIDGE | | BLOOMS DITCH SOUTH | ST | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.00 | DEC DIVERSE | _ | BRDG NUM 121/011C | - | | | | | | | | | | | | | | | | | | |
| 4.04 | 4.04 | END BRIDGE | В | BLOOMS DITCH SOUTH | | | | | | | | | | | | | | | | | | | |
| 4.09 | | BEG BRIDGE | | BLOOMS DITCH NORTH | ST | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | 220 DIGDOD | _ | BRDG NUM 121/011.25 | 01 | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | END BRIDGE | В | BLOOMS DITCH NORTH | | | | | | | | | | | | | | | | | | | |
| 4.21 | 4.21 | 21.0 01.1000 | _ | | | | 1 1 | ı | | | | 34 | 21A | 3G | | 21 | 1 (|) 1 | R3 | | 50 I | | * |
| 4.23 | | INTRSECTN | В | 113TH AVE SW | CO | 7 | 7 | _ | | | | 30 | 2 111 | 50 | | | (| - | 103 | | | - | |
| 1.23 | 1.20 | | | | | - | - | | | | | | | | | | | | | | | | |

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SR 121 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON DOT DISTRICT 3

| | | | | | | | | | | | WIDT | H ANI | SURFAC | E IN | FORM | ATION | 1 | | | | | | | | |
|-----------|----------|------------|-------|------------------|----------|-------|-----|------|---------------|--------|------|--------|---------|-------|------|-------|--------|-----|-----|------------|----------|------|------|------|----------|
| | | | | ECTION TO | | | | RIDG | | - 1 | REAS | | | | | JNDI | | | | C | LASSI | | | NS- | |
| | | | : : | EFT/RIGHT | INDICAT. | OR | | | | R LFT | | RHT | MEDIAN- | LFT | | RHT | | | | יבורד | ידע פי | LEG. | | тІр | olg |
| SRMP B | ARM | FEATURE | | DESCRIPT | ION | | OW | TC | L D | I W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | SE NE | R FO | D | IB : | R K | T |
| | | l | _ _ | | | | _ _ | . . | _ _ . | _ | . | | | . | | | | | _ _ | _ | _ | _ . | . | _ _ | - _ |
| 4.85 | 4 85 | INTRSECTN | Þ | CARNEY R | D GF | | CO | | N 1 | 1 | | | | 3.0 | 21A | 3.0 | | 21 | 1 0 | 11 | R3 | 2 | 50 | т. | * |
| 4.99 | | MP MARKER | R | - | D DE | | CO | | . ч | _ | | | | 30 | ZIA | 30 | | 21 | | , <u> </u> | 10. | , | | ш | |
| 5.48 | | INTRSECTN | | 101ST AV | E SW | | CO | | Y 1 | 1 | | | | 3G | 21A | 3G | | 21 | 1 0 | 1 | U3 | 3 | 50 | L | * |
| 5.57 | | INTRSECTN | | 100TH AV | | | CO | | N _ | | | | | | | | | | | | | | | | |
| 5.86 | | INTRSECTN | | PVT RD | | | PV | | N | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | | |
| 6.23 | | ENTER CITY | | TUMWATER | | | | | 1 | 1 | | | | 3G | 21A | 3G | | 21 | 1 0 | 1 13 | 25 U3 | 3 | 50 | LР | , * |
| 6.24 | 6.24 | END ST | I | TILLEY R | D S | | | | 1 | 1 | | | | 1A | 24A | 1G | | 24 | 1 0 | 1 13 | 25 U2 | 2 | 40 | LР | * |
| | | BEG ST | I | 93RD AVE | SW | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 93RD AVE | SE | | CT | SS | Y | | | | | | | | | | | | | | | | |
| 6.53 | 6.53 | WYE CONN | R | CASE RD | SW | | CT | | Y | | | | | | | | | | | | | | | | |
| 6.54 | 6.54 | INTRSECTN | В | CASE RD | SW | | CT | SS | Y | | | | | | | | | | | | | | | | |
| 6.63 | 6.63 | LEAVE CITY | | TUMWATER | | | | | 1 | | | | | | | 1G | | | | | \$\$ U2 | | | L \$ | |
| 6.90 | 6.90 | | | | | | | | 1 | 1 | | | | 6A | 22A | бA | | 22 | 1 0 | 1 | U2 | 2 | 40 | L | * |
| 7.00 | 7.00 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | FASSETT | | | CO | | N | | | | | | | | | | | | | | | | |
| 7.23 | | WYE CONN | | KIMMIE S' | | | CO | | Y | | | | | | | | | | | | | | | | |
| 7.24 | 7.24 | ENTER CITY | | TUMWATER | | | | | 1 | 2 | | | | \$\$C | 48A | \$\$C | | 48 | 1 0 | 1 13 | 25 U2 | 2 | 40 | L P | * |
| | | INTRSECTN | | KIMMIE S' | | | - | SG | | _ | | | | | | | | | | | | _ | | | |
| 7.31 | | BEG SU LN | С | TWO WAY | TURN | 127 | Ā | | 1 | | | | | _ | 48A | _ | 12 | | | | 25 U2 | | | LР | |
| 7.33 | 7.33 | | | | | | | | 2 | | | | | | 60A | | 12 | | | | 25 U2 | | | L P | |
| 7.40 | 7.40 | | _ | | | | | | 2 | 2 | | | | 4A | 48A | C | 12 | 60 | 1 0 | 13 | 25 U2 | 2 | 40 | LР | * |
| 7.49 | 7.49 | ENT/EXIT | | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | |
| · | | ENT/EXIT | L | DOWCOR L | N SW | | PV | | Y | _ | | | | 4- | 40- | _ | 1.0 | | | | 0= | | 4.0 | | |
| 7.50 | 7.50 | | _ | GD 5 17D | | | - | | 2 | Τ | | | | 4A | 48A | C | 12 | 60 | Ι (|) | 25 U2 | 2 | 40 | L P | . * |
| 7.55 | | WYE CONN | | SR 5 NB | | | ST | | Ϋ́ | 1 | | | | 0.7 | 007 | 0.7 | 444 | 2.2 | 1 0 | | 05 55 | , | 40 | - D | |
| 7.56 | 7.56 | END SU LN | | TWO WAY | TURN | 121 | | | | Τ | | | | 8A | ZZA | 8A | \$\$\$ | 22 | 1 0 | 11 13 | 25 U2 | 2 | 40 | L P | . ^ |
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| 7 (2 | 7 (2 | OFF RAMP | | SR 5 NB | | | | SG | | 1 | | | | ė ė a | 077 | 440 | | 27 | 1 0 | .1 1 2 | OF 11 | , | 40 | T D | . + |
| 7.63 | 7.63 | BEG BRIDGE | В | SR 5 | 101/015 | | ST | 1 | Τ | Τ. | | | | \$\$0 | 2/A | \$\$C | | 21 | 1 0 | 11 13 | 25 U2 | 2 | 40 | LΡ | ^ |
| 7.67 | 7 67 | END BRIDGE | D | BRDG NUM SR 5 | 121/015 | | | | | | | | | | | | | | | | | | | | |
| 7.07 | 7.67 | END ST | I | 93RD AVE | CM | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL : | | 2100 | | | | | | | | | | | | | | | | | | | |
| | | END CITSEC | | CONTROL | SECTION | 3400 | | | | | | | | | | | | | | | | | | | |
| INTERSEC | ים מסדיי | TΔTT. – | | TURN | T.ANES | | _ | | _ <u>a</u> cc | ET.ERZ | TTON | T. ANT | ES | | | | | | | | | | | | |
| INTLICOLO | ZIION DI | | | R NEAR | | R FAR | | | | | | | RIGHT- | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD | | | | | | | | LGT WD | | | | | | | | | | | | |
| | | | | | | | _ | | | | | | | | | | | | | | | | | | |
| 6.53 | 6.53 | | | .02 12 | | | | | | | | | | | | | | | | | | | | | |
| 7.24 | 7.24 | | 03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 7.55 | 7.55 | | | .05 12 | | | | | | | | | | | | | | | | | | | | | |
| 7.56 | 7.56 | | | | .03 12 | | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 121 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON DOT DISTRICT 3

| | | | | | W | IDTH | ANI | SURFAC | E INE | FORMA | MOITA | 1 | | | | | | | |
|------------|---------|-------------------------|---------|-----|------|-------|-----|---------|-------|-------|-------|-----|-----|------|------|------|-------|-----------|-----|
| | | :DIRECTION TO INVENTORY | -BRIDGE | | DECR | EAS/D | VIC | | INCF | RES/U | INDI | SPC | | | CLA | SSIF | ICAT: | CONS- | |
| | | : :LEFT/RIGHT INDICATOR | -UXING- | NBR | LFT | R | RHT | | LFT | | RHT | USE | TOT | | | | LEGAI | د | |
| | | : : | -XROAD- | LNS | SHD | RDY S | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEEI |) T P | , S |
| SRMP B ARM | FEATURE | D LR DESCRIPTION | OW TC L | DI | W/S | W/S W | 1/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D IF | 3 R K | : T |
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7.67 7.67 END ROUTE

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| | | | | | | | | | | | | | WTDTF | IAND | SURFAC | F. TN | FORM | ТОТТА | J <i></i> - | | | | | | | | | |
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| | | | : D | IRE | ECTION TO | INVENTO | RY | | -BRII | OGE | | | REAS | | | | | | | | | | -CLA | SSIF | CATI | ONS | ; | _ |
| | | | : | :LE | EFT/RIGHT | INDICAT | 'OR | | IXU- | NG- | NBF | RLFT | | RHT | | LFT | | RHT | USE | TOT | | | | | LEGAL | 1 | | |
| | | | : | | | | | | -XRO | AD- | LNS | SISHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPEED | T | P | S |
| SRMP B | ARM | FEATURE | D : | LR | DESCRIPT: | ION | | | OW TO | C L | D] | [W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D IE | R | K ' | Т |
| | | | _ _ . | | | | | | _ | _ _ | _ _ | _ | . | | | . | . | | | | _ | | | | _ | . _ | _ . | _ |
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| 0.00 | 0.00 | BEG ROUTE |] | | MAIN ROU | | | | | | 1 1 | L | | | | W | 55P | M | | 55 | 2 | 01 | 1000 | U1 | 35 | R | Ρ | * |
| | | | | | SR 16 TO | | OCK | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CIT | | | PORT ORCI | | 1000 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL S | | 1808 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST BEG BRIDG | | | SEDGWICK SR 16 | KD SE | | | ST | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDG | TE D | | BRDG NUM | 160/005 | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0 04 | END BRIDG | E B | | | 100/003 | | | ST SO | | 1 1 | | | | | 82 | 244 | 82 | | 2.4 | 2 | 01 | 1000 | тт1 | 35 | R | Þ | * |
| 0.09 | | OFF RAMP | | | SR 16 | | | | ST SO | Y F | | - | | | | 011 | . 2 111 | 011 | | | _ | 0 _ | 1000 | 01 | 33 | | - | |
| 0.05 | 0.05 | ON RAMP | | | SR 16 | | | | ST SO | 3 Y | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | WYE CONN | | | BRAVO TEI | RRACE | | | | N | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | INTRSECT | | | BRAVO TE | | | | CT | N | | | | | | | | | | | | | | | | | | |
| 0.31 | 0.31 | | | | | | | | | | 1 1 | L | | | | 4A | 24A | 4A | | 24 | 2 | 01 | 1000 | U1 | 35 | R | Ρ | * |
| 0.33 | 0.33 | MISC FEAT | 'R : | L | SGN ENT | PORT ORC | HARD | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | | INTRSECT | | | GEIGER RI | D SE | | | CT | N | | | | | | | | | | | | | | | | | | |
| 0.69 | | INTRSECT | | | RAMSEY RI | D SE | | | CT | N | | | | | | | | | | | | | | | | | | |
| 0.82 | | INTRSECTN | | | BETHEL RI | D SE | | | CT CT CT SO PV PV PV | 3 Y | 1 1 | L | | | | \$\$C | 54A | \$\$C | | 54 | 2 | 01 | 1000 | U2 | 35 | R | | |
| 0.88 | | BEG SU LN | | | TWO WAY | TURN | | 12A | D | | 1 1 | <u>L</u> | | | | С | 42A | С | 12 | 54 | 2 | 01 | 1000 | U2 | 35 | R | Р | * |
| 0.91 | | EXIT TO | | | BUSINESS | | | | ΡV | N | | | | | | | | | | | | | | | | | | |
| 0.92 1.00 | | ENT FROM | | | BUSINESS BUSINESS | | | | PV | IN | 1 1 | | | | | 67 | 227 | 67 | 1.0 | 2.4 | 2 | 0.1 | 1000 | TTO | 2 5 | R | D | * |
| 1.00 | | ENT/EXIT MP MARKER | | | 1 | | | | PV | 1 | т 1 | <u>L</u> . | | | | OA | 22A | θA | 12 | 34 | 4 | UΙ | 1000 | UZ | 33 | ĸ | Р | |
| 1.02 | | LEAVE CIT | | | PORT ORCI | | | | | | 1 1 | | | | | 47 | 22A | 47 | 12 | 34 | 2 | 01 | 4444 | TT2 | 3 5 | R | Ċ | * |
| 1.10 | | END SU LN | | | TWO WAY | | | 12A | CO | | 1 1 | <u>-</u> | | | | | 22A | | | | | | | | | R | | |
| 1.15 | | INTRSECTN | | | ESTONIA (| | | | CO | Y | 1 1 | _ | | | | | 22A | | | | | | | U2 | | R | | |
| | | INTRSECTN | | | OKANOGAN | | | | C0 C0 | Ÿ | | =" | | | | | | 011 | | | _ | - | | 02 | | | | |
| 1.16 | 1.16 | MISC FEAT | 'R | ₹ | BUS PULTO | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | BEG SU LN | 1 (| 2 | TWO WAY | TURN | | 12A | | | 1 1 | L | | | | бΑ | 22A | бΑ | 12 | 34 | 2 | 01 | | U2 | 35 | R | | * |
| 1.23 | 1.23 | INTRSECT | T 1 | > | KEDDV IM | 오다 | | | D17 | T/T | | | | | | | | | | | | | | | | | | |
| 1.27 | | END SU LN | 1 (| 2 | TWO WAY CONVERSE | TURN | | 12A | | | 1 1 | L | | | | бA | 22A | бA | \$\$\$ | 22 | 2 | 01 | | U2 | 35 | R | | * |
| 1.32 | 1.32 | INTRSECT | 1 : | 3 | CONVERSE | AVE SE | | | CO PO | C Y | | | | | | | | | | | | | | | | | | |
| | ~ | | | | | | | | | | - ~ ~ - | | | | . ~ | | | | | | | | | | | | | |
| INTERSE | C.I.TON D | | | | TURN | | | | | | | | | | | | | | | | | | | | | | | |
| CDMD D | 7 DM | | | | R NEAR LGT WD | | | | | | | | | | RIGHT- | | | | | | | | | | | | | |
| SRMP B | ARM | | | | TGI WD | | | | T-G-1 | | | | | . WD | LGT WD | | | | | | | | | | | | | |
| 0.09 | 0.09 | | .06 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | | | .01 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | | | . 0 = = 2 | .05 12 | | | | | . (| 2 12 | 2 | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | | .07 | 12 | .02 12 | | | | | | | · | | | | | | | | | | | | | | | | |
| 0.91 | 0.91 | | | | .05 12 .09 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | | | .09 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | .03 | 12 | | .03 12 | | | | | | | | | .02 12 | | | | | | | | | | | | | |
| 1.32 | 1.32 | | .03 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | WT | DTH A | ΔND | SUI | RFACI | E IN | FORM | וחדדם | J | | | | | | | |
|----------------|---------|-----------|--------|-----------|-------------|--------|-----|--------------|------|------|-------|-------|----------|------|-------|-------|------|----------|--------|----------|---|---------|----------|----------|------|-------|
| | | | :DIR | ECTION TO | INVENTO | RY | -BR | IDGE | | | | AS/DI | | | | | | UNDI | | | | CLA | SSIFIC | ATI | ONS- | |
| | | | : :L | EFT/RIGHT | INDICAT | OR | | ING- | | | | | TH | | | LFT | | | USE | | | | | GAL | | |
| | | | : : | | | | | | | | | | | | | | | | | | | CE CITY | | | | |
| SRMP B | ARM | FEATURE | DLR | DESCRIPT | ION | | OW | TC I | ' D | IW | ı/S ₩ | /S W/ | /S | WD/S | SBR | W/S | W/S | W/S | WID | WID | A | SE NBR | FC D | IB | R | CT |
| | l | l | _ _ _ | l | | | | <u></u> - | - - | -1- | I_ | I | <u> </u> | | _ | l —— | l —— | l | | l ——— I | _ | I | | l —— | _ - | - I — |
| 1.33 | 1.33 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | U2 | 35 | R | * |
| 1.37 | | BEG SU LN | С | TWO WAY | TURN | 12A | | | 1 | | | | | | | | | 6A | 12 | | | | U2 | 35 | | * |
| 1.41 | | INTRSECTN | | SHERLYN | | | CO | 1 | J | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | INTRSECTN | L | GRIFFITH | S LN SE | | PV | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.47 | 1.47 | INTRSECTN | R | DANA DRI | VE SE | 12A | CO | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | END SU LN | C | TWO WAY | TURN | 12A | | | 1 | 1 | | | | | | бA | 22A | бA | \$\$\$ | 22 | 2 | 01 | U2 | 35 | R | * |
| 1.54 | 1.54 | INTRSECTN | L | BRAME LN | SE | | PV | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.57 | 1.57 | INTRSECTN | R | BRASCH R | D SE | | CO | 1 | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | U2 | 35 | R | * |
| 1.76 | 1.76 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | U2 | 35 | R | * |
| 1.80 | | WYE CONN | | JACKSON . | AVE SE | | CO | _ | 7 | | | | | | | | | | | | | | | | | |
| 1.82 | | INTRSECTN | | JACKSON . | | | CO | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | GRANDRID | GE DR SE | | CO | SG Y | | | | | | | | | | | | | | | | | | |
| 1.92 | 1.92 | | | | | | | | 1 | 1 | | | | | | бA | 22A | бA | | 22 | 2 | 01 | U2 | 35 | R | * |
| 2.00 | | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | | INTRSECTN | В | PHILLIPS | RD SE | | CO | SG Y | | | | | | | | | | 4A | | 22 | | | U2 | 35 | | * |
| 2.06 | 2.06 | | | | | | | | 1 | | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | U2 | 45 | R | * |
| 2.16 | | INTRSECTN | L | AIKEN RD | SE | | PV | 1 | 1 | | | | | | | | | | | | _ | | | | _ | |
| 2.36 | 2.36 | | _ | | | | | | _ 1 | | | | | | | | | 8A | | 22 | | | U2 | 45 | | * |
| 2.54 | | INTRSECTN | | LONG LAK | | 10- | | AF Y | | | | | | | | | 24A | | 1.0 | 24 | | | U2 | 45 | | * |
| 2.58 | | BEG SU LN | | TWO WAY | | 12A | ~~ | | | | | | | | | | | 8A | | | | | U2 | 45 | | * |
| 2.63 | 2.63 | INTRSECTN | | LAKEVIEW | | | | | 1 | | | | | | | 2A | 24A | 6A | 12 | 36 | 2 | 01 | U2 | 45 | R | * |
| 2.66 | 2.66 | INTRSECTN | | LAKEVIEW | PL SE | 12A | CO | 7 | (1 | 1 | | | | | | 0.7 | 0.43 | C 7 | 444 | 0.4 | ^ | 0.1 | TTO | 4 - | Б | * |
| 2.66 | | END SU LN | C | TWO WAY | TURN | 12A | | | 1 | 1 | | | | | | | | 6A 3A | | 24 24 | | | U2 U2 | 45 45 | | * |
| $2.74 \\ 2.84$ | 2.74 | INTRSECTN | т | PEPPERMI | יו די כה | | ao | | | | | | | | | ЮΑ | 24A | 3A | | 24 | 4 | OI | UZ | 45 | ĸ | • |
| 2.04 | | INTRSECTN | | LOVELY L | | | PV | | J 1 | | | | | | | 47 | 247 | 4A | | 24 | 2 | 0.1 | U2 | 45 | ъ | * |
| 3.00 | | MP MARKER | | | IN | | PV | 1 | и т | т | | | | | | HA | ZHA | 4A | | 24 | 4 | OI | 02 | 43 | А | |
| 3.11 | | INTRSECTN | | BODLE RD | CF | | CO | 1 | 1 | | | | | | | | | | | | | | | | | |
| 3.57 | | INTRSECTN | | MAYVOLT | טט כב סה | | CO | 7 | | 1 | | | | | | 47 | 2/17 | 4A | | 24 | 2 | 0.1 | R2 | 45 | D | * |
| 3.37 | 3.37 | INTRSECTN | | LAKE VAL | | F | CO | | 7 | | | | | | | TA | ZIA | TA | | 21 | _ | OI | 1(2 | 43 | 10 | |
| 3.78 | | INTRSECTN | | LOCKER R | | | CO | | 1 | | | | | | | | | | | | | | | | | |
| 3.82 | | BEG BRIDG | | CURLEY C | | | ST | | 1 | | | | | | | \$\$0 | 29A | SSC | | 29 | 2 | 01 | R2 | 45 | R | * |
| 3.02 | 3.02 | DEG DRIDG | | BRDG NUM | | | 01 | | _ | _ | | | | | | 770 | 2,11 | 770 | | 2, | - | 01 | 112 | 10 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | ETAIL | | TURN | LANES | | | | -ACC | CELE | RATI | ON LA | ANE | S | | | | | | | | | | | | |
| | | | L NEAR | R NEAR | L FAR | R FAR | LE | FT | - I | -CN | TR : | R-CN7 | ΓR | RI | GHT- | | | | | | | | | | | |
| SRMP B | | | LGT WD | LGT WD | LGT WD | LGT WD | _ | T WI | | _ | | LGT V | WD | LG. | T WD | | | | | | | | | | | |
| 1.80 | 1.80 | | | | | | | 4 13 | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | | 06 12 | .03 12 | 05 12 | | . 0 | т т . | , | | | | | | | | | | | | | | | | | |
| 2.04 | 2.04 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.54 | | .04 12 | | .04 12 | | | | | | | | | | | | | | | | | | | | | |
| 2.84 | 2.84 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.51 | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | :1 |)IR | ECTION TO INVENTORY | -B1 | RID | | | | WIDTI REAS | | | SURFA | II | ICR | - | NDI | SPC | | | | CLAS | | _ | _ | NS- | |
|--------|------|-------------------------|----|------|------------------------------------|-----|------|-----|-----|-----|---------------|-----|----|--------------------|---------|------|-----|-------|-----|-----|---|----|------|----|-----|----|-----|-------|
| | | | : | : L1 | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | LE | | | | USE | | | | | | LEG | | | |
| | | | : | | ı | | | | | | RDY | | | | | | | | | | | | CITY | | | | | |
| SRMP B | ARM | FEATURE | D, | LR | DESCRIPTION | OW | , TC | , 나 | D'I | W/S | W/S | W/S | WD |)/S _, B | R W / | /S ˈ | W/S | W/S | WID | WID | A | SE | NBR | FC | D į | IB | R K | . T |
| | l | | _ | | | l | l | _ | _ _ | l | · l —— | l | | I- | _ _ | . | | | l | | _ | | | | - | | _ _ | . |
| 3.83 | 3.83 | END BRIDGE | В | | CURLEY CREEK | | | | 1 1 | | | | | | 4 | 1A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * |
| 3.97 | 3.97 | MP MARKER | | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.59 | 4.59 | INTRSECTN | | R | ANDERBAR RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.84 | 4.84 | INTRSECTN | | R | BANNER RD SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.96 | 4.96 | INTRSECTN | | L | BANNER RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.97 | 4.97 | MP MARKER | | R | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.03 | 5.03 | INTRSECTN | | R | AMBERLY PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.09 | INTRSECTN | | L | ARVICK RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.18 | 5.18 | INTRSECTN | | L | WESTWAY DRIVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.21 | 5.21 | INTRSECTN | | R | HOSKINS HILL RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.30 | 5.30 | INTRSECTN | | L | EASTWAY DR SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.45 | 5.45 | | | | | | | | 1 1 | | | | | | 6 | 5A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * |
| 5.55 | 5.55 | ENT/EXIT | | L | SEDGWICK JR HIGH SCHOOL | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.58 | 5.58 | INTRSECTN | | R | PETERSON RD SE | CO | | N | 1 1 | | | | | | 4 | 1A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 45 | R | * |
| 5.84 | 5.84 | INTRSECTN | | L | HARPER HILL RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.07 | INTRSECTN | | L | COTTONWOOD DR SE | CO | | N | 1 1 | | | | | | 4 | 1A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 35 | R | * |
| 6.22 | 6.22 | ENT FROM | | R | PARK AND RIDE LOT | ST | | N | 1 1 | | | | | | 4 | 1A | 24A | 10A | | 24 | 2 | 01 | | R2 | | 35 | R | * |
| 6.27 | 6.27 | EXIT TO | | R | PARK AND RIDE LOT | ST | | N | 1 1 | | | | | | 4 | 1A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 35 | R | * |
| 6.34 | 6.34 | INTRSECTN | | В | WILSON CREEK RD SE | CO | | N | 1 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 01 | | R2 | | 35 | R | * |
| 6.49 | 6.49 | INTRSECTN | | L | SIANA PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.66 | | | | | | | | 1 1 | | | | | | | 7A | 24A | 7A | | 24 | 2 | 01 | | U2 | | 35 | R | * |
| 7.00 | 7.00 | MP MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.26 | 7.26 | INTRSECTN | | R | RIDGE CREST WAY SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.30 | 7.30 | END ST | Ι | | SEDGWICK RD SE | | | | 1 1 | | | | | | Ē | 5Α | 24A | \$\$C | | 24 | 2 | 01 | | U2 | | 40 | R | \$ |
| | | INTRSECTN | | L | OLD SR 160 | CO | SS | Y | | | | | | | | | | | | | | | | | | | | |
| 7.32 | 7.32 | INTRSECTN | | L | ROCKY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.34 | 7.34 | INTRSECTN | | L | SEBRING DR | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.44 | 7.44 | | | | | | | | 1 1 | | | | | | ŗ | 5Α | 36A | С | | 36 | 2 | 01 | | U2 | | 40 | R | |
| 7.47 | 7.47 | FERRY TERM | | L | SOUTHWORTH FERRY LANDING OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC END ROUTE | | | CONTROL SECTION 1808 | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | TURN | LANES | ACCE | LERATION LANE | ES |
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| SRMP B ARM | LGT WD LGT WD | LGT WD LGT WD | LGT WD LG | T WD LGT WD | LGT WD |
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| 5.55 5.55 | .03 12 | | | | |

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| | | | | | | | | _ | | V | IIDTH | I ANI | D S | SURF | 'ACI | E INI | FORM | 10ITA | 1 | | | | | | | | |
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| | | | : [| IRI | ECTION TO INVENTORY | -BI | RIDG | E | | DECF | REAS/ | DIV | | | | INC | RES/ | JNDI | SPC | | | | CLA | SSIE | TICAT | IOI | NS |
| | | | | | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | | LFT | | | USE | | | | | | LEGA | | |
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| SRMP I | 3 ARM | FEATURE | D, | LR | DESCRIPTION | OW | TC | | ļΙ | W/S | W/S | W/S | WI | o/s _. | BR | W/S | W/S | W/S | WID | WID | A, | SE | NBR | FC | D I | B F | RKT |
| | _ | | _ | | | l | l — I | _ _ | -1- | | | | <u> </u> | l | | | l | l | | | <u>_</u> | | l | ll | _ | _ - | -1-1- |
| 0.00 | 0 00 | BEG ROUTE | | | MAIN ROUTE | | | 1 | . 1 | | | | | | | 2.0 | 22B | 20 | | 2.2 | 1 | 01 | | R2 | _ | 0 F | 5 |
| 0.00 | 0.00 | DEG KOUIE | | | SR 7 TO SR 18/FEDRL WAY | | | | . т | | | | | | | 3G | 22D | 3G | | 22 | _ | UΙ | | KΔ | 5 | U I | |
| | | BEG CTLSEC | | | CONTROL SECTION 2745 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | В | SR 7 | ST | SS | N | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 1.74 | 1.74 | | | | | | | 1 | . 1 | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | | R2 | 5 | 0 F | .2 |
| 1.84 | 1.84 | BEG BRIDGE | В | | LITTLE MASHELL RIVER | ST | | 1 | . 1 | | | | | | | \$\$W | 28P | \$\$W | | 28 | 1 | 01 | | R2 | 5 | 0 F | .2 |
| | | | | | BRDG NUM 161/001 | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | 1.86 | END BRIDGE | В | | LITTLE MASHELL RIVER | | | 1 | . 1 | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | | R2 | 5 | 0 F | 5. |
| 1.98 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 2.21 | | ENTER CITY | | | EATONVILLE | | | 1 | . 1 | | | | | | | 3A | 22B | 3A | | 22 | 1 | 01 | 0360 | R2 | 5 | 0 F | R P |
| 2.30 | | MISC FEATR | | R | SGN ENT EATONVILLE | | | _ | _ | | | | | | | | | | | | _ | | | | _ | | |
| 2.34 | 2.34 | | _ | | | ~- | | | . 1 | | | | | | | | | | | | | | 0360 | | | | R P |
| 2.50 | 2.50 | BEG BRIDGE | В | | MASHEL RIVER | ST | | 1 | . 1 | | | | | | | \$\$W | 33P | ŞŞW | | 33 | Τ | ÛΙ | 0360 | R2 | 3 | 0 1 | R P |
| 2.53 | 2 52 | END DDIDGE | Ъ | | BRDG NUM 161/002 | | | 1 | . 1 | | | | | | | 27 | 247 | 27 | | 2.4 | 1 | 0.1 | 0260 | DО | 2 | О Т | ת כ |
| 2.69 | | END BRIDGE BEG ST | I | | MASHEL RIVER MASHELL AVE S | | | | . 1 | | | | | | | | | 2A \$\$C | | | | | 0360 0360 | | | | R P R P * |
| 2.09 | 2.09 | INTRSECTN | | R | ALDER ST E | СТ | | Υ | . т | | | | | | | 33C | 4ZA | 33C | | 42 | _ | UΙ | 0300 | KΔ | | Э Г | (P " |
| 2.73 | 2 73 | INTRSECTN | | | OAK ST E | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 2.87 | | END ST | Ι | | MASHELL AVE S | 01 | | - | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.07 | BEG ST | Ī | | LARSON ST E | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | MASHELL AVE S | CT | SS | Y | | | | | | | | | | | | | | | | | | | |
| 2.93 | 2.93 | END ST | I | | LARSON ST E | | | 1 | . 1 | | | | | | | C | 44A | С | | 44 | 1 | 01 | 0360 | R2 | 2 | 5 F | R P * |
| | | BEG ST | I | | WASHINGTON AVE S | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | WASHINGTON AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | | | | | | 1 | . 1 | | | | | | | C | 44A | C | | 44 | 1 | 01 | 0360 | R2 | 2 | 5 F | R B * |
| 2.97 | | MP MARKER | | L | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | | INTRSECTN | | | CENTER ST E | | RF | | | | | | | | | | | | | | | | | | | | |
| 3.18 | | INTRSECTN | | | CARTER ST E | CT | | Y | -1 | | | | | | | | 025 | | | 0.0 | -1 | 0.1 | 0260 | D 0 | 0 | | 4 |
| 3.31 | 3.31 | END ST | Ι | | WASHINGTON AVE S | αш | | | . 1 | | | | | | | /B | 23B | 7в | | 23 | Τ | ÛΙ | 0360 | R2 | 2 | 5 F | R P \$ |
| 3.39 | 2 20 | INTRSECTN INTRSECTN | | | LYNCH CREEK RD E MASHELL AVE S | CT CT | | Y Y | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.39 | | | ш | MASHELL AVE S | CI | | _ | . 1 | | | | | | | ΛD | 22B | 4B | | 22 | 1 | 01 | 0360 | D2 | 2 | 5 5 | R P |
| 3.46 | 3.46 | | | | | | | | . 1 | | | | | | | | 22B | 4B | | | | | 0360 | | | | R P |
| 3.40 | | LEAVE CITY | | | EATONVILLE | | | | . 1 | | | | | | | | 22B | 4B | | | | | \$\$\$\$ | | | | R \$ |
| 3.85 | 3.85 | DDMVD CIII | | | | | | | 1 | | | | | | | | 24B | 4B | | | | 01 | | R2 | | 0 F | |
| 3.98 | | MP MARKER | | L | 4 | | | _ | _ | | | | | | | | | | | | _ | - | | | - | | |
| 3.99 | | INTRSECTN | | | OHOP VALLEY EXTENSION RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 4.02 | | INTRSECTN | | | SKI PARK RD | CO | | - Y 1 | | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | | R2 | 4 | 0 F | .2 |
| 4.03 | 4.03 | ENTER CITY | | | EATONVILLE | | | 1 | . 1 | | | | | | | 4B | 22B | 4B | | 22 | 1 | 01 | 0360 | R2 | 4 | 0 F | R P |
| 4.07 | 4.07 | INTRSECTN | | R | OHOP CREEK DR N | CT | | N | | | | | | | | | | | | | | | | | | | |
| 4.26 | | LEAVE CITY | | | EATONVILLE | | | _ | . 1 | | | | | | | | 22B | 4B | | | | | \$\$\$\$ | | | | R \$ |
| 4.27 | 4.27 | BEG BRIDGE | В | | OHOP CREEK | ST | | 1 | . 1 | | | | | | | \$\$C | 30B | \$\$C | | 30 | 1 | 01 | | R2 | 4 | 0 F | 5 |

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| | | | : n | TRE | ECTION TO | TNVENTO | RΥ | l_BR | IDGE | | W | | | SUR | FACE | _ | | | 1 SPC | | | CLA | T P P | ידר שיד | PMOT | |
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| | | | | | EFT/RIGHT | | | | | | LFT | | RHT | | | LFT | | | USE | | | СШП | | LEGA | | |
| SRMP B | ARM | FEATURE | : D _ | | DESCRIPT | ION | | | | | | | | | | | | | | | | CITY NBR | | | | |
| 4 05 | 4 00 | | | | DDDG 111114 | 161/003 | | | | | | | | | | ~ | 205 | a | | 2.0 | 1 01 | | 50 | 4 | 0 5 | |
| 4.27 4.28 | 4.27 | END BRIDO | מייי | | BRDG NUM OHOP CRE | | | | | 1 1 1 1 | | | | | | | 30B 22B | C 4B | | | 1 01 | | R2 R2 | | 0 R 0 R | |
| 4.32 | | INTRSECT | | | ORVILLE 1 | | | CO | 1 | 1 T T | • | | | | | 46 | ZZB | 46 | | 22 | 1 01 | | KΖ | 4 | UR | |
| 4.37 | 4.32 | INIKSECII | .N | Д | OKVILLE | KD E | | CU | 1 | 1 1 | | | | | | ΛD | 220 | 4B | | 22 | 1 01 | | R2 | 5 | 0 R | |
| 4.97 | | MP MARKER | > | R | 5 | | | | | т т | | | | | | TD | 225 | 4D | | 22 | 1 01 | | I\Z | J | 0 10 | |
| 5.45 | | INTRSECT | | | OHOP VAL | T.FV PD | | CO | 1 | т | | | | | | | | | | | | | | | | |
| 5.62 | | INTRSECTI | | | CAMPBELL | | | CO | 1 | | | | | | | | | | | | | | | | | |
| 5.89 | | ENT/EXIT | | | SCENIC V | | | CO | 7 | | | | | | | | | | | | | | | | | |
| 5.92 | | ENT/EXIT | | | SCENIC V | | | CO | 7 | | | | | | | | | | | | | | | | | |
| 5.98 | | MP MARKER | | R | | TEMPOINT | | CO | _ | _ | | | | | | | | | | | | | | | | |
| 3.70 | 3.70 | INTRSECT | | | BLAU RD | | | CO | 1 | т | | | | | | | | | | | | | | | | |
| 6.10 | 6 10 | INTRSECTI | | | EATONVIL: | T.F CIITOF | תם שי | CO | | 7 | | | | | | | | | | | | | | | | |
| 6.16 | 6.16 | INTRODUCTI | .v | ш | EATONVIII. | DE COTOR | r RD | CO | - | 1 1 | | | | | | ΔR | 22B | 4 P | | 22 | 1 01 | | R2 | 5 | 5 R | |
| 6.66 | 6.66 | | | | | | | | | 1 1 | | | | | | | | 2B | | | 1 01 | | R2 | | 5 R | |
| 6.98 | | MP MARKER | > | Þ | 7 | | | | | | • | | | | | 20 | 220 | 21 | | 22 | 1 01 | | 1(2 | | J 10 | |
| 7.73 | | INTRSECT | | | , 381ST ST | ਧ | | CO | 1 | т | | | | | | | | | | | | | | | | |
| 7.73 | | MP MARKER | | R | | 15 | | CO | _ | v | | | | | | | | | | | | | | | | |
| 8.10 | | INTRSECT | | | 376TH ST | ਧ | | PV | 1 | т | | | | | | | | | | | | | | | | |
| 8.68 | | INTRSECTI | | | JENSEN RI | | | CO | | 7 | | | | | | | | | | | | | | | | |
| 8.75 | 8.75 | 111111011011 | • | _ | O LIVELIV IC | | | 00 | - | 11 | | | | | | 3B | 22B | 3B | | 22 | 1 01 | | R2 | 5 | 5 R | |
| 8.81 | | INTRSECT | A . | R | TREK DR | F. | | CO | 7 | 7 | | | | | | 32 | 222 | 32 | | 22 | _ 01 | | 102 | | J 10 | |
| 8.93 | 8.93 | 11111011011 | • | | IIIDII DII | _ | | 00 | _ | 11 | | | | | | 3 A | 22A | 3A | | 22 | 1 01 | | R2 | 5 | 5 R | |
| 8.98 | | MP MARKER | 3 | R | 9 | | | | | | • | | | | | 511 | | 511 | | | | | | | | |
| 9.01 | | INTRSECT | | | CLEAR LA | KE RD S | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 9.06 | | INTRSECT | | | W CLEAR | | E | CO | 1 | | | | | | | | | | | | | | | | | |
| 9.29 | | INTRSECT | | | W CLEAR | | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 9.50 | | INTRSECT | | | CLEAR LA | | | CO | 7 | | | | | | | | | | | | | | | | | |
| 9.78 | | INTRSECT | | | 352ND ST | | | CO | 7 | | | | | | | | | | | | | | | | | |
| 9.98 | | MP MARKER | | | 10 | | | | | | | | | | | | | | | | | | | | | |
| 10.07 | 10.07 | INTRSECT | | | THOMAS R | DE | | CO | 1 | 1 | | | | | | | | | | | | | | | | |
| 10.15 | 10.15 | BEG BRIDG | GE B | | TANWAX C | REEK | | ST | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 161/006 | C | | | | | | | | | | | | | | | | | | | |
| 10.16 | 10.16 | END BRIDG | GE B | | TANWAX C | REEK | | | | | | | | | | | | | | | | | | | | |
| 10.25 | 10.25 | INTRSECTI | N | R | TANWAX D | R E | | CO | 7 | ζ | | | | | | | | | | | | | | | | |
| 10.98 | 10.98 | MP MARKER | .2 | R | 11 | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | 11.04 | INTRSECT | N | L | WEBSTER 1 | RD | | CO | 7 | ζ | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | | | LGT WD | | | | | | T WD | | | | | | | | | | | | | | | |
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| 6.10 | 6.10 | | .03 | 12 | | | | | | | | .02 | 12 | | | | | | | | | | | | | |
| 8.81 | 8.81 | | | | | .03 12 | | | | .0 | 2 12 | | | | | | | | | | | | | | | |

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| | | | | | CTION TO | | | | -BRID -UXIN | | | | REAS/ | RHT | | | | LNCF LFT | RES/U | | USE | | | CLA | | CATT. | |
| | | | : | | 1 1 / 1(1 0111 | INDICITI | 010 | | -XROA | D- | LNS | SHD | RDY | SHD | | | 1- : | SHD | RDY | SHD | LNS | RDY | | CE CITY | STS | PEED | T P S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | ION | | | OW TC | L | D'I | W/S | W/S | W/S | WD | /S E | 3R 1 | W/S | W/S | W/S | WID | WID | A | SE NBR | FC D | IB | RKT |
| | | | _ _ | <u></u> | | | | | | · _ | _ _ | ·I | | | l | — I – | I - | I | I | | I | | _ | | . _ | _l | _ _ _ |
| 11.13 | 11.13 | | | | | | | | | | 1 1 | | | | | | | 3 A | 22A | 3 A | | 22 | 1 | 01 | R2 | 55 | R |
| 11.29 | | INTRSECT | 1 | L | BARNEY LA | ARSON RD | | | CO | N | | | | | | | | | | | | | | - | | | |
| 11.98 | | MP MARKER | | – R | | | | | | | | | | | | | | | | | | | | | | | |
| 12.52 | | ENT/EXIT | | | LANDFILL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 12.54 | | WYE CONN | | | LANDFILL | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 12.83 | 12.83 | BEG BRIDG | E B | | SOUTH CRI | EEK | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 161/007 | C | | | | | | | | | | | | | | | | | | | | |
| 12.84 | 12.84 | END BRIDG | E B | | SOUTH CRI | EEK | | | | | | | | | | | | | | | | | | | | | |
| 12.98 | 12.98 | MP MARKER | 2 | R | 13 | | | | | | | | | | | | | | | | | | | | | | |
| 13.15 | 13.15 | INTRSECT | 1 | L | 304TH ST | E | | | CO SG | Y | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 1 | 05 | R2 | 55 | R |
| | | INTRSECTN | | R | KAPOWSIN | HWY | | | CO SG | Y | | | | | | | | | | | | | | | | | |
| 13.25 | 13.25 | | | | | | | | | | 1 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 05 | R2 | 55 | R |
| 13.96 | 13.96 | MP MARKER | 2 | R | 14 | | | | | | | | | | | | | | | | | | | | | | |
| 14.08 | 14.08 | BEG BRIDG | E B | | DRAINAGE | CREEK | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 161/008 | .25 | | | | | | | | | | | | | | | | | | | | |
| 14.09 | 14.09 | END BRIDG | E B | | DRAINAGE | CREEK | | | | | | | | | | | | | | | | | | | | | |
| 14.17 | 14.17 | INTRSECT | 1 | В | 288TH ST | E | | | CO | N | | | | | | | | | | | | | | | | | |
| 14.68 | 14.68 | INTRSECT | 1 | R | 280TH ST | E | | | CO | N | | | | | | | | | | | | | | | | | |
| 14.93 | 14.93 | MP MARKER | 2 | R | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.07 | 15.07 | INTRSECTN | | | 274TH ST | | | | CO | N | | | | | | | | | | | | | | | | | |
| 15.66 | 15.66 | MISC FEAT | 'R | R | SGN ENT (| GRAHAM | | | | | | | | | | | | | | | | | | | | | |
| 15.67 | 15.67 | | | | | | | | | | 1 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 05 | U1 | 55 | R |
| 15.68 | 15.68 | INTRSECTN | 1 | R | 264TH ST | E | | | CO | Y | | | | | | | | | | | | | | | | | |
| 16.01 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 16.11 | | BEG SU LN | | | CLIMBING | | | 12A | | | 1 1 | | | | | | | 4A | 22A | 8A | 12 | 34 | 1 | 05 | U1 | 55 | R |
| 16.16 | | INTRSECTN | | | 257TH ST | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 16.28 | | INTRSECTN | 1 | R | 255TH ST | E | | | CO | | | | | | | | | | | | | | | | | | |
| 16.37 | 16.37 | | | | | | | | | | 1 1 | | | | | | | | 22A | | 12 | 34 | | | U1 | 55 | |
| 16.39 | 16.39 | | | | | | | | | | 2 1 | | | | | | | | 34A | | | 46 | | | U1 | 55 | |
| 16.50 | | END SU LN | 1 | R | CLIMBING | | | 12A | | | 2 1 | | | | | | | | | | \$\$\$ | | | | U1 | 55 | |
| 16.58 | 16.58 | | | | | | | | | | 2 1 | | | | | | | 8A | 34A | 4A | | 34 | 1 | 05 | U1 | 55 | R |
| 16.62 | | ENT FROM | | | 249TH ST | | | | | Y | | | | | | | | | | | | | | | | | |
| 16.63 | 16.63 | INTRSECTN | I | L | 249TH ST | E | | | PV | Y | | | | | | | | | | | | | | | | | |
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| SRMP B | | | LGT | | LGT WD | LGT WD | T-G-T | | T-G-1 | WD | | T WD | | ' WD | | GT W | | | | | | | | | | | |
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| | | | • 1 | יםדר | ECTION TO IN | ת≀באזיי∩ו | DV | l pr | RIDG | | | DECR | | | | SURFAC | | IFORM. !RES/ | | | I | ı | | -CLAS | CTE | TONT | T () N | ıc | |
| | | | | | ECTION TO IN EFT/RIGHT IN | | | 1 | (ING | - 1 | | | | RHT | | | LFT | | | USE | тот | | | -CLAS | | LEGA: | | 15 | _ |
| | | | | : | EFI/KIGIII IN | DICAL | OIC . | | | | | | | | | EDIAN- | | | | | | мт | CE L | CTTV | | | | וסוי | S |
| SRMP E | 3 ARM | FEATURE | | | DESCRIPTION | 1 | | | | | | | | | | D/S BR | | | | | | | | | | | | | |
| | | | _ _ | | | | | | I. | _ _ | _ _ | | | | | | | . | | | | _[_[. | | | | _ | _ _ | . _ . | _ |
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| 16.64 | 16.64 | | | | | | | | | | 2 1 | | | | | | 8.A | 34A | 4A | | 34 | 1 | 05 | | U1 | 5 | 5 F | <u>-</u> | |
| 16.94 | | INTRSECTN | | | 244TH ST E | | | CO |] | N | | | | | | | | | | | | | | | | | | | |
| 16.98 | | MP MARKER | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.30 | 17.30 | INTRSECTN | | | 238TH ST E | | | CO | - | N | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | PVT RD | | | PV |] | N | | | | | | | | | _ | | | | | | | _ | _ | | |
| 17.40 | 17.40 | | | | | | | | | | 2 1 | | | | | | | 33A | | | | 1 | | | U1 | | 5 F | | |
| 17.56 | 17.56 | BEG SU LN | | | TWO WAY TUR | SN | 12A | | | | 2 2 | | | | | | 6A | 44A | 6A | 12 | 56 | 1 | 05 | | U1 | 5 | 5 F | - | |
| 15 50 | 10 50 | INTRSECTN | | R | 234TH ST E | | | CO | | Y | | | | | | | | 4.43 | 63 | 1.0 | - - | - | ۰- | | | 4 | · - | | |
| 17.59 | 17.59 | TAIMDORGANA | | _ | 0.2.031D GE E | | | a o | | | 2 2 | | | | | | 6 <i>A</i> | 44A | bА | 12 | 56 | 1 | 05 | | U1 | 4 |) F | - | |
| 17.68 | | INTRSECTN | | L | | 7. | | CO | | Y | | | | | | | C 7 | 443 | C 7 | 10 | г.с | 1 | 0.5 | | 1 | 4 | ` - | | * |
| 17.81 | 17.81 | BEG ST | I | ъ | MERIDIAN AV | / Ei | | ao | | Υ | 2 2 | | | | | | bА | 44A | бΑ | 12 | 56 | 1 | 05 | | U1 | 4 | J F | - | ^ |
| 17.86 | 17 06 | INTRSECTN END SU LN | | R C | 229TH ST E TWO WAY TUR | n T | 12A | CO | | _ | 2 2 | | | | | | E 7 | E 6 7 | E 7\ | 4 4 4 | E 6 | 1 | 0 E | | U1 | 4 |) F | | * |
| 17.87 | | RR XING | В | C | NUM 397139F | | | | | 4 | ۷ ک | | | | | | 3A | 56A | SА | \$\$\$ | 56 | Т | 05 | | UΙ | 4 | JF | - | |
| 17.89 | | BEG SU LN | | С | TWO WAY TUR | | 12A | | | , | 2 2 | | | | | | E 7 | 44A | E 7 | 12 | 56 | 1 | 0 E | | U1 | 1 |) F | , | * |
| 17.98 | | MP MARKER | | | 180 WAI 10R | CIN | IZA | | | - | | | | | | |)H | ATA | ЭA | 12 | 50 | Т | 03 | | UΙ | 4 | JF | - | |
| 18.13 | | END SU LN | | C | TWO WAY TUR | N | 12A | | | | 2 2 | | | | | | 5 A | 56A | 5 A | \$\$\$ | 56 | 1 | 05 | | U1 | 4 |) F | | * |
| 18.19 | | INTRSECTN | | В | 224TH ST E | CIV | | | SG ' | | | | | | | | 51 | 5011 | 511 | 444 | 30 | _ | 03 | | 01 | - | J 1 | - | |
| 18.24 | | MISC FEAT | | | BUS PULLOUT | • | | CO | 50 | _ | | | | | | | | | | | | | | | | | | | |
| 18.27 | | BEG SU LN | | C | TWO WAY TUR | | 12A | | | 2 | 2 2 | | | | | | 8.2 | 44A | 8.8 | 12 | 56 | 1 | 05 | | U1 | 4 |) F | | * |
| 18.29 | | MISC FEAT | | Ĺ | BUS PULLOUT | | | | | _ | - | | | | | | 01. | | 011 | | 0.0 | _ | 0.0 | | | - | - | | |
| 18.56 | | END SU LN | | C | TWO WAY TUR | | 12A | | | 2 | 2 2 | | | | | | 8.A | 56A | 8A | \$\$\$ | 56 | 1 | 05 | | U1 | 4 |) F | _ | * |
| 18.60 | | MISC FEAT | | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | _ | | | | |
| 18.62 | 18.62 | INTRSECTN | | R | EUSTIS HUNT | ' RD | | CO | SG ' | Y | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | L | PIERCE CO F | AIRGR | OUNDS | CO | SG ' | Y | | | | | | | | | | | | | | | | | | | |
| 18.64 | 18.64 | | | | | | | | | 2 | 2 2 | | | | | | 8.A | 56A | 8A | | 56 | 1 | 05 | | U1 | 4 | 5 F | _ | * |
| 18.65 | 18.65 | MISC FEAT | R | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.68 | 18.68 | BEG SU LN | | C | TWO WAY TUR | N | 12A | | | 2 | 2 | | | | | | 8.A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | 4 | 5 F | _ | * |
| 18.82 | 18.82 | END SU LN | | С | TWO WAY TUR | N | 12A | | | | 2 2 | | | | | | 8.A | 56A | 8A | \$\$\$ | 56 | 1 | 05 | | U1 | 4 | 5 F | <u>-</u> | * |
| 18.88 | | INTRSECTN | | | 213TH ST E | | | | • | Y | | | | | | | | | | | | | | | | | | | |
| 18.89 | | BEG SU LN | | | TWO WAY TUR | N | 12A | | | 2 | 2 2 | | | | | | 8.A | 44A | 8A | 12 | 56 | 1 | 05 | | U1 | 4 | 5 F | <u>'</u> | * |
| 18.98 | | MP MARKER | | | 19 | | | | | | | | | | | | _ | | _ | | | | | | | | _ | | |
| 19.32 | | END SU LN | | | TWO WAY TUR | | 12A | | | 2 | 2 2 | | | | | | 8A | 56A | 8A | \$\$\$ | 56 | 1 | 05 | | U1 | 4 | 5 F | - | * |
| 19.42 | 19.42 | MISC FEAT | R | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| TMTTDCT | CTION D | ייז א ד ד | | | TURN LAN | TFC | | | | _ 7\ (| יסטי | רים אידי | TON | T 7\NTI | rc. | | | | | | | | | | | | | | |
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| 17.68 | 17.68 | | | | | | .08 12 | | | | | | | | | | | | | | | | | | | | | | |
| 18.19 | 18.19 | | .03 | 12 | | 5 12 | .04 12 | | | | | | | | | | | | | | | | | | | | | | |
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| 18.88 | 18.88 | | .03 | 12 | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | CTION TO | | | | RIDG | EΪ | | W | EAS/ | DIV |) St | JRFA | [] | NCR | ES/U | NDI | SPC | | | CLA | | | | 5 |
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| SRMP B | ARM | FEATURE | : : | | FT/RIGHT DESCRIPT | | OR | -XI | ROAD |) – I | LNS | I | RDY | | | | - SI | | RDY | SHD | | RDY | 1 | CE CITY | ST | | D T | l I |
| 19.45 | 19.45 | INTRSECTN INTRSECTN | | | 204TH ST PVT RD | E | | | SG SG | | -I-I 2 2 | I —— I | I | I | | — I — | -1- | — I | ——। 56А | I | | 56 | 1 | 05 | U1 | — I — 4 | -I-I 5 R | * |
| 19.46 | 19.46 | | _ | _ | | | | | | | 2 2 | | | | | | | 8A | 60A | 8A | | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| 19.50 | 19.50 | BEG SU LN MISC FEAT | | | TWO WAY 'BUS PULL | | 12A | | | | 2 2 | | | | | | | | 48A | | 12 | 60 | | | U1 | | 5 R | * |
| 19.59 | 19.59 | END SU LN | | | TWO WAY | | 12A | | | 2 | 2 2 | | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| 19.67 | | MISC FEAT | | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 19.69 | | ENT FROM | I | | 200TH ST | | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 19.70 | 19.70 | INTRSECTN | F | 2 | 200TH ST | E | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 19.71 | 19.71 | EXIT TO | I | | 200TH ST | E | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 19.73 | 19.73 | MISC FEAT | 'R F | 2] | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 19.79 | 19.79 | EXIT TO | F | 2 | 198TH ST | E | | PV | | N | | | | | | | | | | | | | | | | | | |
| 19.80 | 19.80 | ENT FROM | I | | 198TH ST | E | | CO | | N | | | | | | | | | | | | | | | | | | |
| 19.81 | 19.81 | EXIT TO | I | | 198TH ST | E | | CO | | N | | | | | | | | | | | | | | | | | | |
| | | ENT FROM | F | 2 : | 198TH ST | E | | PV | | N | | | | | | | | | | | | | | | | | | |
| 19.90 | 19.90 | BEG SU LN | | | TWO WAY ' | TURN | 12A | | | 2 | 2 2 | | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| | | INTRSECTN | F | 2 : | 196TH ST | CT E | | PV | | N | | | | | | | | | | | | | | | | | | |
| 19.98 | 19.98 | MP MARKER | . E | 3 : | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.00 | END SU LN | | 7 . | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| 20.03 | 20.03 | MISC FEAT | 'R I | [د | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 20.06 | 20.06 | INTRSECTN | E | 3 . | 194TH ST | E | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 20.09 | 20.09 | MISC FEAT | 'R F | . 3 | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 20.12 | 20.12 | BEG SU LN | . (| 7 1 | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| 20.26 | 20.26 | INTRSECTN | I | | 191ST ST | E | | PV | | Y | | | | | | | | | | | | | | | | | | |
| 20.36 | 20.36 | INTRSECTN | I | | 189TH ST | E | | PV | | Y | | | | | | | | | | | | | | | | | | |
| 20.44 | 20.44 | END SU LN | | 7 ' | TWO WAY ' | TURN | 12A | | | 2 | 2 2 | | | | | | | A8 | 60A | A8 | \$\$\$ | 60 | 1 | 05 | U1 | 4 | 5 R | * |
| 20.47 | | MISC FEAT | | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 20.50 | | INTRSECTN | | | 187TH ST | | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 20.53 | | MISC FEAT | | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 20.66 | 20.66 | ENT FROM | Ι | | 184TH ST | E | | PV | | N | | | | | | | | | | | | | | | | | | |
| INTERSEC | ום מסדיי | יייΣ דד. | | | TURN | T.ANFS | | | | - AC | CEI | LERAT | 'T O N | T. ANT | 'S | | _ | | | | | | | | | | | |
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| 19.45 | 19.45 | | .10 1 | | | .03 12 | .07 12 | | | - | | | | | | | _ | | | | | | | | | | | |
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| 19.70 | 19.70 | | . 10 1 | | .07 12 | .10 24 | .0/ 12 | | | | | | | | | | | | | | | | | | | | | |
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| 20.50 | 20.50 | | 03 1 | 2 | .07 12 | 05 12 | | | | | | | | | | | | | | | | | | | | | | |
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| | | WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | : [| IRE | CTION TO | INVENTO | RY | -E | BRID | | | DECF | | | | | | RES/ | | | | CLASSIFICATIONS | | | | | | | | |
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| SRMP B | ARM I | FEATURE | الا | LR | DESCRIPT | LON | | OV | A .I.G | ᆘᅵ | ד ת | W/S | W/S | W/S | WD/ | /S BI | R W/S | W/S | W/S | MID | MID | A _I | SE NBR | FC | D TE | | X T | | | |
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| 20.68 | 20.68 | EXIT TO | | L | 184TH ST | E | | γq | I | N | 2 2 | | | | | | 8.4 | 60A | 8A | | 60 | 1 | 05 | U1 | 45 | R | * | | | |
| 20.73 | | BEG SU LN | | | TWO WAY | | 12 | Ā | | | | | | | | | 8.4 | 48A | 8A | 12 | 60 | 1 | 05 | U1 | 45 | R | * | | | |
| 20.76 | 20.76 | MISC FEAT | R | L | SGN ENT (| GRAHAM | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | R | R | SGN ENT S | SOUTH HI | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.98 | 20.98 | END SU LN | | С | TWO WAY | TURN | 127 | Ā | | | 2 2 | | | | | | 8 <i>P</i> | 60A | 8A | \$\$\$ | 60 | 1 | 05 | U1 | 45 | R | * | | | |
| | | MP MARKER | | В | 21 | | 12 <i>i</i> 12 <i>i</i> 12 <i>i</i> | | | | | | | | | | | | | | | | | | | | | | | |
| 20.99 | | INTRSECTN | | | CO DUMP I | RD | | CC |) | Y | | | | | | | | 48A 60A 92A 92A 96A | | | | | | | | | | | | |
| 21.09 | 21.09 | BEG SU LN | | | TWO WAY | TURN | 127 | Ā | | | 2 2 | | | | | | 8 <i>P</i> | 48A | A8 | 12 | | | | U1 | | R | * | | | |
| 21.15 | | END SU LN | | C | TWO WAY | TURN | 127 | A | | | 2 2 | | | | | | 8 <i>P</i> | 60A | A8 | \$\$\$ | | | | U1 | | R | * | | | |
| 21.22 | 21.22 | | | | | | | | | | 2 2 | | | | | | 8.4 | 92A | \$\$C | | 92 | | | U1 | | R | * | | | |
| 21.30 | | WYE CONN | | | 176TH ST | | | |) | | | | | | | | 6 <i>P</i> | 92A | С | | 92 96 | 1 | 05 | U1 | | R | * | | | |
| 21.34 | 21.34 | INTRSECTN | | | 176TH ST | | | |) SG | | 2 2 | | | | | | \$\$0 | 96A | С | | 96 | 1 | 05 | U1 | 45 | R | * | | | |
| 01 05 | 01 05 | INTRSECTN | | | SUNRISE I | | | |) SG | | | | | | | | | | | | | | | | | | | | | |
| 21.35 | | WYE CONN | | | 176TH ST | | | CC | | Y | | | | | | | | | | | | | | | | | | | | |
| 21.39 | | EXIT TO | | | BUSINESS | | | ΡΊ | | Y | | | | | | | | | | | | | | | | | | | | |
| 21.40 | | ENT FROM | | | BUSINESS | | | | J z cc | | | | | | | | | | | | | | | | | | | | | |
| 21.43 | | ENT/EXIT | | | FRED MEYI | | | | / SG | | | | | | | | | | | | | | | | | | | | | |
| 21.47 21.56 | | MISC FEAT BEG SU LN | | | BUS PULLO | | 167 | | | | 2 2 | | | | | | | 54A | a | 16 | 70 | 1 | ΛE | IJ1 | 4 5 | R | * | | | |
| 21.58 | | ENT FROM | | - | BUSINESS | IUKN | 101 | 7. | 7 | Y | | | | | | | C | . 54A | C | 10 | 70 | _ | 03 | UΙ | 40 | Л | | | | |
| 21.59 | | EXIT TO | | | BUSINESS | | | D7 | , T | Y | | | | | | | | | | | | | | | | | | | | |
| 21.60 | | END SU LN | | | TWO WAY | | | | , | | 2 2 | | | | | | | . 70A | C | \$\$\$ | 70 | 1 | 0.5 | IJ1 | 4 5 | R | * | | | |
| 21.67 | | MISC FEAT | | | BUS PULLO | | 101 | 1 | | | 2 2 | | | | | | | . , 011 | | 444 | , 0 | _ | 0.5 | 01 | 1.0 | . 10 | | | | |
| 21.70 | | ENT/EXIT | | | THUN AIR | | I'D | CC | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 21.70 | 22.70 | INTRSECTN | | | 168TH ST | | | | SG | | | | | | | | | | | | | | | | | | | | | |
| 21.74 | 21.74 | MISC FEAT | | | BUS PULLO | | | - | | | | | | | | | | | | | | | | | | | | | | |
| 21.79 | | BEG SU LN | | С | TWO WAY | TURN | 127 | Ā | | | 2 2 | | | | | | C | 58A | С | 12 | 70 | 1 | 05 | U1 | 45 | R | * | | | |
| 21.81 | 21.81 | MISC FEAT | R | L | BUS PULLO | OUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.82 | 21.82 | END SU LN | | С | TWO WAY | TURN | 12 <i>1</i> 12 <i>1</i> | Ā | | | 2 2 | | | | | | C | 70A | | \$\$\$ | | | | U1 | 45 | R | * | | | |
| 21.85 | 21.85 | BEG SU LN | | С | TWO WAY | TURN | 127 | Ā | | | 2 2 | | | | | | C | 58A | C | 12 | 70 | 1 | 05 | U1 | 45 | R | * | | | |
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| INTERSE | CTION D | | | | TURN I | | | | | | | LERAT | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT | | LGT WD | TG.I. MD | LGT WD | | : -G.I. / | | LG. | T WD | LGT | , MD | Ъ(| GT WI |) | | | | | | | | | | | | | |
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| WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | FEATURE | ld li | R DESCRI | PTION | | | | | | | | | | | | | | | | | SE NBR | | | | |
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| | I I | | | -1 | | | - | · — · | -1- | | . —— . | | | | | | - 1 | | | | | | 11- | _ | -1-1 | -1- |
| 21.85 | 21.85 | ENT FROM | L | SHOPPI | NG CENTE | R | PV | | Y 2 | 2 2 | | | | | | С | 58A | С | 12 | 70 | 1 | 05 | U1 | 45 | R | * |
| 21.86 | 21.86 | EXIT TO | | | NG CENTE | | PV | | Y | | | | | | | | | | | | | | | | | |
| 21.88 | 21.88 | MISC FEAT | 'R R | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 21.98 | 21.98 | MP MARKER | . R | 22 | | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | 22.15 | END SU LN | ГС | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 70A | С | \$\$\$ | 70 | 1 | 05 | U1 | 45 | R | * |
| | | MISC FEAT | R L | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.20 | 22.20 | INTRSECT | Г В | 160TH | ST E | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 22.23 | 22.23 | MISC FEAT | 'R R | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.24 | 22.24 | ENT FROM | L | BUSINE | SS | | PV | | Y | | | | | | | | | | | | | | | | | |
| 22.26 | 22.26 | EXIT TO | L | BUSINE | SS | | PV | | Y | | | | | | | | | | | | | | | | | |
| 22.29 | 22.29 | EXIT TO | R | BUSINE | SS | | PV | | Y | | | | | | | | | | | | | | | | | |
| 22.30 | 22.30 | ENT FROM | R | BUSINE | SS | 12F 12F | PV | | Y | | | | | | | | | | | | | | | | | |
| 22.32 | 22.32 | INTRSECT | I L | 158TH | ST E | | CO | | Y | | | | | | | | | | | | | | | | | |
| 22.33 | 22.33 | BEG SU LN | ГС | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 58A | С | 12 | 70 | 1 | 05 05 | U1 | 45 | R | * |
| 22.41 | 22.41 | END SU LN | ГС | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 70A | С | \$\$\$ | 70 | 1 | 05 | U1 | 45 | R | * |
| 22.43 | 22.43 | MISC FEAT | 'R L | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.46 | 22.46 | INTRSECTN | Г В | 156TH | ST E | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 22.48 | 22.48 | MISC FEAT | 'R R | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.50 | 22.50 | BEG SU LN | ГС | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 58A | С | 12 | 70 | 1 | 05 | U1 | 45 | R | * |
| 22.61 | 22.61 | END SU LN | ГС | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | : 70A | C | \$\$\$ | 70 | 1 | 05 | U1 | 45 | R | * |
| 22.62 | 22.62 | MISC FEAT | 'R L | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.71 | 22.71 | INTRSECTN | Г В | 152ND | ST E | | CO | SG | Y 2 | 2 2 | | | | | | C | 66A | C | | 66 | 1 | 05 | U1 | 45 | R | * |
| 22.73 | 22.73 | MISC FEAT | 'R R | BUS PU | LLOUT | | | | 2 | 2 2 | | | | | | C | 66A | С | | 66 | 1 | 05 | U1 | 40 | R | * |
| 22.77 | 22.77 | BEG SU LN | r C | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | | 54A | | | 66 | | | U1 | 40 | R | * |
| 22.84 | | END SU LN | | TWO WA | Y TURN | 12F 12F 12F | 1 | | 2 | 2 2 | | | | | | C | 66A | | | 66 | | | U1 | 40 | R | * |
| 22.89 | | BEG SU LN | | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 54A | С | 12 | 66 | 1 | 05 | U1 | 40 | R | * |
| | | INTRSECTN | | 149TH | ST E | | CO | | Y | | | | | | | | | | | | | | | | | |
| 22.91 | | MISC FEAT | | BUS PU | LLOUT | | | | | | | | | | | | | | | | | | | | | |
| 22.98 | 22.98 | MP MARKER | | 23 | | | | | | | | | | | | | | | | | | | | | | |
| 23.01 | 23.01 | END SU LN | r C | TWO WA | Y TURN | 124 | 1 | | 2 | 2 2 | | | | | | C | 66A | C | \$\$\$ | 66 | 1 | 05 | U1 | 40 | R | * |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION DE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | R FAR | | | | | CNTR | | | | | | | | | | | | | | | |
| SRMP B | | | | | | D LGT WD | | | | | r wd | LGT | ' WD | LG' | T WD | | | | | | | | | | | |
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| 21.86 | 21.86 | | | | | .07 12 | | | | | | | | | | | | | | | | | | | | |
| 22.20 | 22.20 | | .04 13 | 2 | | 2 .06 12 | | | | | | | | | | | | | | | | | | | | |
| 22.26 | 22.26 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 22.29 | 22.29 | | | | 2 | | | | | | | | | | | | | | | | | | | | | |
| 22.32 | 22.32 | | .03 1 | | | _ | | | | | | | | | | | | | | | | | | | | |
| 22.46 | 22.46 | | | | 2 .03 1 | | | | | | | | | | | | | | | | | | | | | |
| 22.71 | 22.71 | | .07 1 | | 4 .03 1 | 2 | | | | | | | | | | | | | | | | | | | | |
| 22.89 | 22.89 | | .03 13 | 4 | | | | | | | | | | | | | | | | | | | | | | |

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| | | | WIDTH AND SURFACE INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | : [| :DIRECTION TO INVENTORY | | | | -BF | RIDG | | | DECR | | | , 501 | 101 1101 | _ | RES/U | | | | CLASSIFICATIONS | | | | | | | | |
| | | | | | EFT/RIGHT | | | I | | | | LFT | | RHT | | | LFT | | | USE | | | | | LEGA | | | | | |
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| SRMP B | ARM | FEATURE | D. | LR | DESCRIPT | ION | | OW. | TC . | ь I |) I | W/S | W/S | W/S | WD/ | SBR | W/S | W/S | W/S | WID | WID | A. | SE NBR | FC I | I, C | В R | KT | | | |
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| 02.00 | 22 02 | | - | Б | 14755 05 | | | ~~ | | 37 (| | | | | | | ~ | C C 3 | ~ | | ~ ~ | 1 | ٥٦ | TT1 | 4 | o - D | | | | |
| 23.02 23.08 | | INTRSECT | | | 147TH ST | | 12A | CO | | | 2 2 | | | | | | | 66A 54A | C | 10 | 66 66 | | | U1 U1 | | 0 R 0 R | | | | |
| 23.08 | | BEG SU LN END SU LN | | | TWO WAY | | 12A 12A | | | | 2 2 | | | | | | _ | 54A 66A | | | 66 | | | UI UI | | 0 R | | | | |
| 23.18 | | MISC FEAT | | - | TWO WAY 'BUS PULL | | IZA | | | _ | 2 2 | | | | | | C | OOA | C | 999 | 00 | Τ | 05 | UI | 4 | UR | | | | |
| 23.21 | | INTRSECT | | | 144TH ST | | | CO | CC | v | | | | | | | | | | | | | | | | | | | | |
| 23.21 | | MISC FEAT | | | BUS PULL | | | CO | DG | I | | | | | | | | | | | | | | | | | | | | |
| 23.23 | | BEG SU LN | | | TWO WAY | | 12A | | | | 2 2 | | | | | | C | 54A | C | 12 | 66 | 1 | 0.5 | U1 | 4 | 0 R | * | | | |
| 23.35 | | END SU LN | | | TWO WAY | | 12A 12A | | | | 2 2 | | | | | | | 66A | | \$\$\$ | | | | U1 | | 0 R | | | | |
| 23.36 | | INTRSECT | | | 141ST ST | | 124 | | | | | | | | | | C | OOA | C | 777 | 00 | _ | 03 | OI | - | 0 10 | | | | |
| 23.43 | | BEG SU LN | | | TWO WAY | | 12A | | | | 2 2 | | | | | | C | 54A | C | 12 | 66 | 1 | 0.5 | U1 | 4 | 0 R | * | | | |
| 23.13 | 23.13 | INTRSECT | | | 140TH ST | | | | | Ϋ́ | | | | | | | C | J 111 | C | 12 | 00 | _ | 03 | 01 | _ | 0 10 | | | | |
| 23.49 | 23 49 | INTRSECT | | | 139TH ST | | | ÞW | | Ÿ | | | | | | | | | | | | | | | | | | | | |
| 23.64 | | END SU LN | | | TWO WAY | | 12A | | | _ | 2 2 | | | | | | C | 66A | С | \$\$\$ | 66 | 1 | 05 | U1 | 4 | 0 R | * | | | |
| 23.69 | | MISC FEAT | | | BUS PULL | | | | | _ | | | | | | | Ū | 0 011 | Ū | *** | 0.0 | _ | | 01 | - | | | | | |
| 23.72 | | INTRSECTN | | | 136TH ST | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 23.74 | | MISC FEAT | | | BUS PULL | | | | | _ | | | | | | | | | | | | | | | | | | | | |
| 23.78 | | BEG SU LN | | | TWO WAY | | 12A | | | 2 | 2 2 | | | | | | С | 54A | С | 12 | 66 | 1 | 05 | U1 | 4 | 0 R | * | | | |
| | | ENT/EXIT | | | BUSINESS | | | | | Y | | | | | | | | | | | | | | - | | | | | | |
| 23.83 | 23.83 | ENT FROM | | | SHOPPING | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.84 | 23.84 | EXIT TO | | | SHOPPING | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.88 | 23.88 | ENT/EXIT | | R | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.91 | 23.91 | END SU LN | 1 | C | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | C | 66A | С | \$\$\$ | 66 | 1 | 05 | U1 | 4 | 0 R | * | | | |
| 23.94 | 23.94 | MISC FEAT | 'R | L | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.96 | 23.96 | INTRSECTN | 1 | R | 132ND ST | E | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | L | APT COMP | LEX | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 23.98 | 23.98 | MP MARKER | 2 | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.99 | 23.99 | MISC FEAT | 'R | R | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.03 | | BEG SU LN | 1 | C | TWO WAY | TURN | 12A | | | | 2 2 | | | | | | | 54A | | | 66 | | | U1 | | 0 R | | | | |
| 24.10 | 24.10 | | | | | | | | | | 2 2 | | | | | | | 54A | | 12 | | | | U1 | | 5 R | | | | |
| 24.14 | 24.14 | END SU LN | 1 | C | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | С | 66A | С | \$\$\$ | 66 | 1 | 05 | U1 | 3 | 5 R | * | | | |
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| SRMP B | ARM | | LGT | WD | LGT WD | LGT WD | TG.L. MD | ЪĆ | J.T. M | D | ГGЛ | T WD | LGT | . MD | ЦĠ | T WD | | | | | | | | | | | | | | |
| 23.02 | 23.02 | | | | | .03 12 | | | | _ | | | | | | | | | | | | | | | | | | | | |
| 23.02 | 23.02 | | .03 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.36 | 23.36 | | .03 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.72 | 23.72 | | .05 | 12 | .02 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.78 | 23.72 | | . 0 5 | 14 | .02 12 | .01 12 | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 23.76 | 23.76 | | | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 23.88 | 23.88 | | | | .03 12 | | . 02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 23.96 | 23.96 | | .03 | 12 | .08 12 | .04 12 | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
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| | WIDTH AND SURFACTION TO INVENTORY -BRIDGE DECREAS/DIV | | | | | | | | | | | | E INFORMATION INCRES/UNDI SPC CLASSIFICATIONS | | | | | | | | | | | | | | |
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| SRMP B | ARM | FEATURE | DLI | RDESCRIPT | ION | | OW | TC L | D,I | W/S | W/S | W/S | WD/S I | BR W | I/S | W/S | W/S | WID | WID | A | SE | NBR | FC | DI | B F | 2 K | T |
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| 24.15 | 24.15 | ENT/EXIT | R | BUSINESS | | | PV | Y | 2 2 | | | | | | С | 66A | С | | 66 | 1 | 05 | | U1 | 3 | 5 F | 2 | * |
| 24.17 | 24.17 | MISC FEAT | rr l | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | | | |
| 24.22 | 24.22 | INTRSECT | N B | 128TH ST | E | | CO | SG Y | 2 2 | | | | | | C | 59A | C | | 59 | 1 | 05 | | U1 | 3 | 5 F | 2 | * |
| 24.27 | | BEG SU LI | | TWO WAY | | 11A | | | 2 2 | | | | | | C | 48A | C | 11 | 59 | 1 | 05 | | U1 | 3 | 5 F | 2 | * |
| 24.44 | | MISC FEAT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.49 | | INTRSECT | | 123RD ST | | | CO | Y | | | | | | | | | | | | | | | | | | | |
| 24.58 | | INTRSECT | | 122ND ST | ' E | | CO | Y | | | | | | | | | | | | _ | | | | _ | | | |
| 24.66 | | END SU LI | | TWO WAY | | 11A | | | 2 2 | | | | | | С | 59A | C | \$\$\$ | 59 | 1 | 05 | | U1 | 3 | 5 F | 2 | * |
| 24.67 | | MISC FEAT | | SGN ENT | |) | | | | | | | | | | | | | | | | | | | | | |
| 24.69 | | MISC FEAT | | BUS PULL | | | | | 0 0 | | | | | | ~ | E 0 3 | ~ | | - 0 | - | ٥. | 1000 | 1 | 2 | | | |
| 24.71 | | ENTER CIT | I. X | PUYALLUP | an. | | αm. | GG 17 | 2 2 | | | | | | C | 59A | C | | 59 | Τ | 05 | 1030 | UΙ | 3 | 5 F | P P | * |
| | | INTRSECTI | N R | 47TH AVE | SE | | C.I. | SG Y | | | | | | | | | | | | | | | | | | | |
| 24.74 | | INTRSECT | | 120TH ST BUS PULL | | | CI | SG Y | | | | | | | | | | | | | | | | | | | |
| 24.74 | | MISC FEAT BEG SU LN | | TWO WAY | | 117 | | | 2 2 | | | | | | a | 407 | a | 11 | ΕO | 1 | 0 E | 1030 | тт1 | 2 | | 2 P | * |
| 24.77 | | ENT/EXIT | | SHOPPING | | IIA | | | 2 2 | | | | | | C | HOF | C | ΤŢ | 33 | Т | 03 | 1030 | UΙ | 3 | J F | LP | |
| 24.03 | 24.03 | INTRSECTI | | 118TH ST | | | | Y | | | | | | | | | | | | | | | | | | | |
| 24.90 | 2/ 00 | MISC FEAT | | BUS PULL | | | CI | 1 | | | | | | | | | | | | | | | | | | | |
| 24.91 | | END SU LI | | TWO WAY | | 112 | | | 2 2 | | | | | | C | 5 9 A | C | 444 | 59 | 1 | 05 | 1030 | тт1 | 3 | 5 5 | 2 P | * |
| 24.98 | | INTRSECT | | 43RD AVE | | TIA | СТ | SG V | 2 2 | | | | | | C | JJA | C | YYY | 37 | _ | 05 | 1030 | 01 | J | <i>J</i> 1 | · | |
| 21.50 | 21.70 | INTRSECT | | 43RD AVE | | | СТ | SG Y | | | | | | | | | | | | | | | | | | | |
| 25.00 | 25.00 | MISC FEAT | | BUS BULL | | | <u>-</u> | 50 1 | | | | | | | | | | | | | | | | | | | |
| 25.04 | | BEG SU LI | | | | 11A | | | 2 2 | | | | | | C | 48A | C | 11 | 59 | 1 | 0.5 | 1030 | IJ1 | 3 | 5 F | R P | * |
| 25.17 | | END SU LI | _ | | - | 11A | | | 2 2 | | | | | | Č | 59A | Ĉ | | | | | 1030 | - | | | 2 P | |
| 25.20 | | WYE CONN | L | | | | СТ | Y | | | | | | | | | | | | | | | | | | | |
| 25.23 | 25.23 | INTRSECT | 1 L | 39TH AVE | SW | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | 39TH AVE | SE | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
| 25.26 | 25.26 | WYE CONN | L | 39TH AVE | SW | | CT | Y | 2 2 | | | | | | С | 70A | С | | 70 | 1 | 05 | 1030 | U1 | 3 | 5 F | P P | * |
| 25.28 | 25.28 | | | | | | | | 3 2 | | | | | | C | 70A | C | | 70 | 1 | 05 | 1030 | U1 | 3 | 5 F | P | * |
| 25.31 | | MISC FEAT | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
| 25.35 | 25.35 | INTRSECT | N B | 37TH AVE | SE | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
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| SRMP B | | | | LGT WD | LGT WD | TGI MD | ЪG | LI. MD | ЬĠ | T. MD | ГGЛ | . MD | LGT V | WD | | | | | | | | | | | | | |
| 24.15 | 24.15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.22 | 24.22 | | .04 13 | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 24.71 | 24.71 | | .03 1 | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 24.98 | 24.98 | | .03 1 | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 25.23 | 25.23 | | .03 1 | | .05 11 | | | | | | | | | | | | | | | | | | | | | | |
| 25.26 | 25.26 | | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | |
| 25.35 | 25.35 | | .04 13 | L | .08 22 | | | | | | | | | | | | | | | | | | | | | | |
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| | | | : [| OIRE | CTION TO | INVEN | rory | -BF | RIDG | | | | REAS/ | | 3010 | I ACI | | | JNDI | | | | | CLAS | SSIFIC | CATIC | NS | |
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| SRMP B | ARM | FEATURE | | LR | DESCRIPTI | ION | | OW | TC : | ᄓ | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A S | SE N | BR | FC D | IB | R K | Т |
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| 25.36 | 25.36 | WYE CONN | | L | 37TH AVE | SE | | СТ | | Y 3 | 3 | | | | | | С | 94A | С | | 94 | 1 0 |)5 1 | 030 | U1 | 35 | RР | * |
| | | WYE CONN | | R | 37TH AVE | SE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.47 | 25.47 | WYE CONN | | R | 35TH AVE | SE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.48 | 25.48 | INTRSECTN | | В | 35TH AVE | SE | | CT | SG | Y 4 | 1 3 | | | | | | C | 99A | С | | 99 | 1 0 | 5 1 | 030 | U1 | 35 | RР | * |
| 25.50 | 25.50 | WYE CONN | | R | 35TH AVE | SE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.54 | 25.54 | END ST | I | | MERIDIAN | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | 31ST AVE | SW | | | | | | | | | | | | | | | | | | | | | | |
| 25.56 | 25.56 | | | | | | | | | | 2 | | | | | | C | 99A | C | | 99 | 1 0 |)5 1 | 030 | U1 | 35 | RР | * |
| 25.63 | 25.63 | WYE CONN | | R | MERIDIAN | ST | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.64 | | INTRSECTN | | | MERIDIAN | | | CT | SG | Y 2 | 2 2 | 4A | 22A | | 11A | UP | \$ | 22A | 6A | | 44 | 1 0 |)5 1 | 030 | U1 | 35 | RР | * |
| 25.65 | | WYE CONN | | | MERIDIAN | ST | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.73 | 25.73 | WYE CONN | | | ON RAMP | | | ST | | | . 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 5A | 33A | бA | | 33 | 1 0 |)5 1 | 030 | U1 | 35 | R P | * |
| | | WYE CONN | | | OFF RAMP | | | ST | | | | | | | | | | | | | | | | | | | | |
| 25.74 | 25.74 | ON RAMP | | | SR 512 | | | | SG | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | | SR 512 | | | | SG | | _ | | | | | | | | | | | | | | | | | |
| 25.78 | 25.78 | BEG BRIDGE | в | | SR 512 | 1.61.40 | | ST | | 1 | . 1 | | | | | | \$\$C | 40A | \$\$C | | 40 | 1 (|)5 1 | 030 | U1 | 35 | R P | * |
| 05.00 | 05 00 | | | | BRDG NUM | 161/01 | LO | | | | | | | | | | _ | | _ | | | | | | | | | |
| 25.83 | 25.83 | END BRIDGE | | | SR 512 | | | | | ¥ | \$ \$ | | | | | | Ş | \$\$\$ | Ş | | \$\$\$ | T (|)5 Ş | \$\$\$ | \$\$ | \$\$ | \$\$ | Ş |
| | | LEAVE CITY | | | PUYALLUP | CI-I | | | | | | | | | | | | | | | | | | | | | | |
| | | END ST | Ι. | | 31ST AVE | SW | MD000 74 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG COINCI | | | SR 512 | TECETO: | MP008.74 | | | | | | | | | | | | | | | | | | | | | |
| 20 15 | 20 15 | END CTLSEC | | | CONTROL S | PECITOI | | | | | | | | | | | | | | | | | | | | | | |
| 29.15 | 29.15 | BEG COINCI | | | SR 167 SR 512 | | MP005.26 MP012.06 | | | | | | | | | | | | | | | | | | | | | |
| 29.87 | 20 07 | ENTER CITY | | | PUYALLUP | | MP012.06 | | | - | 2 2 | | | | | | 107 | 107 | 107 | | 10 | 1 0 |) E 1 | N 2 N | U1 | 2 5 | RР | * |
| 29.07 | 49.07 | BEG CTLSEC | | | CONTROL S | יייד רוי | T 2736 | | | 2 | 5 Z | | | | | | IUA | HOA | IUA | | 40 | 1 (|) J | 030 | OI | 33 | K P | |
| | | BEG ST | Ī | | N MERIDIA | | N 2/30 | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | SR 167 | -TI DI | | СТ | SG · | v | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | | SR 167 | | MP005.98 | DI | 50 | _ | | | | | | | | | | | | | | | | | | |
| 29.95 | 29 95 | ON RAMP | | | SR 167 SE | 3 | 111 003.30 | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 29.96 | 29.96 | 014 101111 | | | DIC 107 DI | | | 01 | 50 | | 2 2 | | | | | | \$\$C | 94A | \$\$C | | 94 | 1 0 |) 5 1 | 030 | TT1 | 35 | RР | * |
| 30.00 | | WYE CONN | | В | VALLEY AV | /E E | | СТ | | | | | | | | | C | 76A | C | | 76 | 1 0 |)5 1 | 030 | U1 | | R P | |
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| INTERSEC | CTION D | ETAIL - | | | TURN I | LANES- | | | | -AC | CCEI | LERAT | CION | LANE | S | | | | | | | | | | | | | |
| | | I | NE | CAR | R NEAR | L FAR | R FAR | LE | FT- | _ | L-C | CNTR | R-C | CNTR | RIG | HT- | | | | | | | | | | | | |
| SRMP B | ARM | I | GT | WD | LGT WD | LGT WI | D LGT WD | LO | T W | D | LGT | C WD | LGT | WD | LGT | ' WD | | | | | | | | | | | | |
| | | | | | | | | | | - | | | | | | | | | | | | | | | | | | |
| 25.48 | 25.48 | | .02 | 11 | | .06 13 | L | | | | | | | | | | | | | | | | | | | | | |
| 25.63 | 25.63 | | | | .07 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 25.64 | 25.64 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 25.74 | 25.74 | | | | | .05 13 | | | | | | | | | | | | | | | | | | | | | | |
| 29.87 | 29.87 | | | | 05 10 | .06 26 |) | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | 30.00 | | | | .05 12 | | | | | | | | | | | | | | | | | | | | | | | |

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| SR 161 | MAINLINE | STATE ROUTE - SRSH | COUNTY PIERCE | DOT DISTRICT 3 |
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| | | | | | | | | | | _ | | W | IDTH | I ANI | D SUI | RFACE | IN | ORM | ATION | J <i></i> - | | | | | | | | |
|----------------|--------|------------------------|-----|------|----------------------|-----------|------------|-----|------|----------|----------------|-------|-----------|-------|-------|----------|-------|------|-------|-------------|------------|----------|-----|--------------|------|--------|-------|----------|
| | | | : I | OIRE | ECTION TO | INVENTOR | ĽΥ | -BR | IDG | | | DECR | | | | | | | JNDI | | | | | -CLA | SSII | FICATI | ONS | 3 |
| | | | : | :LE | EFT/RIGHT | INDICATO | R | | | | | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGAI | | |
| | | | : | : | | | | | | | | | | | | | | | | | | | | | | SPEED | | |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT: | ION | | OW | TC [| L I | D I | W/S | W/S | W/S | WD/: | SBR | W/S | W/S | W/S | WID | WID | A. | SE | NBR | FC | D IE | R | KT |
| | | | _ _ | | | | | | . | _ _ | _ _ | l | | | | _ | | | | | | $ _{-} $ | | | l | _ | - _ | _ _ |
| 20 01 | 20 01 | | | | | | | | | , | | | | | | | ~ | | ~ | | П. | - | ٥. | 1020 | 1 | 2.5 | _ | - |
| 30.01 | 30.01 | | | Б | 777 T T T T T 7 7 | | | aш | SG : | | 2 2 | | | | | | Ċ | 76A | C | | 76 | Т | 05 | 1030 | UΙ | 35 | R | P * |
| 30.02 30.04 | | INTRSECTN WYE CONN | | | VALLEY A' | | | CT | | | | | | | | | | | | | | | | | | | | |
| 30.04 | | MISC FEAT | סי | | BUS PULL | | | CI | | I | | | | | | | | | | | | | | | | | | |
| 30.05 | 30.05 | MISC PEAT | IX | I | BOS FOLL | 001 | | | | | 2 2 | | | | | | C | 64A | С | | 64 | 1 | 05 | 1030 | TT1 | 3 5 | Ð | P * |
| 30.08 | | BEG SU LN | | C | TWO WAY | TIIRN | 12A | | | | 2 2 | | | | | | | 52A | | 12 | | | | 1030 | | | | P * |
| 30.10 | 30.10 | DEG DO EN | | C | 1WO W/11 | 10101 | 12/1 | | | | 2 2 | | | | | | | 50A | | 12 | | | | 1030 | | | | P * |
| 30.18 | 30.18 | | | | | | | | | | 2 2 | | | | | | | 52A | _ | 12 | | | | 1030 | | | | P * |
| 30.20 | | END SU LN | | C | TWO WAY | TURN | 12A | | | | 2 2 | | | | | | | 64A | | | | | | 1030 | | | | P * |
| 30.22 | | MP MARKER | | | 29 | | | | | | 2 1 | | | | | | | 64A | Ċ | | | | | 1030 | | | | P * |
| 30.25 | | INTRSECTN | | | SPENCER I | RD NE | | CT | 7 | | L 1 | | | | | | | | 4A | | | | | 1030 | | | | P * |
| | | ENT/EXIT | | | BUSINESS | | | PV | 7 | Y | | | | | | | | | | | | | | | | | | |
| 30.28 | 30.28 | END ST | I | | N MERIDIA | AN ST | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | MERIDIAN | AVE E | | | | | | | | | | | | | | | | | | | | | | |
| 30.44 | 30.44 | LEAVE CIT | Υ | | PUYALLUP | | | | | 1 | L 1 | | | | | | \$\$C | 24P | \$\$C | | 24 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| | | ENTER CIT | Υ | | EDGEWOOD | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | | NUM 3966 | 11J STRUC | TURE | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | EΒ | | UP RR | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 161/022 | | | | | | | | | | | _ | | _ | | | | | | | | | |
| 30.49 | | END BRIDG | | _ | UP RR | | | | | | L 1 | | | | | | 2A | 24A | 4A | | 24 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| 30.71 | | INTRSECTN | | | DECHAUX 1 | RD E | 11A | CT | 1 | N | | | | | | | | | | | | _ | | | | | _ | |
| 30.75 | | BEG SU LN | | | CLIMBING | | 11A | | | 1 | L 1 | | | | | | 2A | 24A | 4A | 11 | 35 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| 31.24 | | MP MARKER | | L | | | | a= | | | | | | | | | | | | | | | | | | | | |
| 31.29 | | INTRSECTN | | | 102ND AV | | | | | Y | | | | | | | | | | | | | | | | | | |
| 31.56 31.57 | | EXIT TO | | | CHRISELLZ 36TH ST | | | CT | SG : | Y v 1 | 1 1 | | | | | | 47 | 2/17 | 47 | 11 | <i>1</i> E | 1 | ΛE | 0262 | тт1 | 2 5 | ъ | P * |
| 31.57 | | INTRSECTN BEG SU LN | | | TWO WAY | | 11A | | | | L 1 | | | | | | 4A | 34A | | | | | | 0362 0362 | | | | P * |
| 31.65 | | END SU LN | | | CLIMBING | | 11A 11A | | | | L 1 | | | | | | 4A | | | | | | | 0362 | | | | P * |
| 31.81 | | INTRSECTN | | | 32ND ST | | | | , | | | | | | | | TA | ZJA | TA | | 24 | _ | 0.5 | 0302 | ΟŢ | 5. | 1 | r |
| 32.00 | | INTRSECTN | | | 29TH ST 1 | | | СТ | , | V | | | | | | | | | | | | | | | | | | |
| 32.12 | | CHG SU LN | | | TWO WAY | | 12A | | | | | | | | | | 4 D | 22A | 4A | 12 | 34 | 1 | 05 | 0362 | тт1 | 3 5 | R | P * |
| 32.12 | 32.12 | CHO DO LIN | | C | 1WO W/11 | 10101 | 12/1 | | | | l 1 | | | | | | | | 4A | | | | | 0362 | | | | P * |
| 32.21 | 32.21 | | | | | | | | | | 2 1 | | | | | | | | | | | | | 0362 | | | | P * |
| 32.23 | | END SU LN | | С | TWO WAY | TURN | 12A | | | | 2 1 | | | | | | | | | | | | | 0362 | | | | P * |
| | | MISC FEAT | | | BUS PULL | | | | | | | | | | | | | | | | | | | | | | | |
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| INTERSEC | TION D | | | | TURN | | | | | | | LERAT | | | | | | | | | | | | | | | | |
| CDMD 5 | 7 DM | | | | R NEAR | | R FAR | | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | | | | | LGT WD | | T.G.I. MD | _ | T W | | — — — Г.Э.Т | WD | т.е.т | _ WD | LG' | T MD | | | | | | | | | | | | |
| 30.02 | 30.02 | | .05 | | | .04 12 | | | | | | | | | | | | | | | | | | | | | | |
| 30.25 | 30.25 | | .07 | | .06 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.57 | 31.57 | | .04 | | | .04 11 | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | W | IDTH | AND | SURFA | CE IN | FORM | ATIO | J <i></i> - | | | | | | | | |
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| | | | | ECTION TO | | | | IDGE | | DECR | | | | | | UNDI | | | | | -CLAS | | ICAT] | | |
| | | | : :I | EFT/RIGHT | INDICAT | 'OR | -UX | ING- | NBR | LFT | | RHT | MEDIAN | LFT | | RHT | USE | TOT | Mun | ar L | O T ITTL | | LEGAI | | חום |
| SRMP B | ARM | FEATURE | | DESCRIPT: | TON | | | | | | | | WD/S B | | | | | | | | | | | | |
| DIGIT D | | LILITORE | | DEBCRITT. | 1011 | | " | | | " | ", 5 | ", 5 | | | | | WID | "110 | 11 | ٦ . | NDIC | | | <u> </u> | . |
| | 1 | I | _ _ | - | | | 11- | | | | | | | _ | | - | | . —— | -1- | | | . — . | | -1-1- | |
| 32.24 | | MP MARKER | R | 31 | | | | | 2 1 | | | | | | | \$\$C | | | | | 0362 | | | R | |
| 32.25 | 32.25 | | | | | | | | 2 2 | | | | | C | 64A | C | | 64 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| 32.30 | | INTRSECTN | | 24TH ST I | | | CT : | SG Y | | | | | | | | | | | | | | | | | |
| 32.36 | | MISC FEAT | | BUS PULLO | | 107 | | | 0 0 | | | | | ~ | F 0 7 | ~ | 1.0 | <i>-</i> 1 | 1 . | ٥. | 0260 | 1 | 2.5 | | - |
| 32.37 | | BEG SU LN | | TWO WAY | | 12A | | | 2 2 | | | | | C | 52A | C | 12 | 64 | Τ (| 05 | 0362 | UΙ | 35 | R | Р * |
| 32.56 | | MISC FEAT | | BUS PULLO | | 107 | | | 2 2 | | | | | ~ | C 1 3 | ~ | 444 | <i>-</i> 1 | 1 . | 0.5 | 0260 | TT1 | 2.5 | | D # |
| 32.59 | | END SU LN | | TWO WAY | | 12A | aш | 3.7 | 2 2 | | | | | C | 64A | C | \$\$\$ | 64 | Τ ' | 05 | 0362 | UΙ | 35 | R | Р ^ |
| 32.64 | | INTRSECTN | | 18TH ST (| | | | | 2 2 | | | | | 0 | E 2 7 | a | 10 | 61 | 1 1 | 0 E | 0262 | тт1 | 2.5 | . п | א ת |
| 32.65 32.72 | | BEG SU LN END SU LN | | TWO WAY TWO WAY | | | | | 2 2 | | | | | C | 52A | 0 | | | | | 0362 0362 | | | R | |
| 32.72 | | MISC FEAT | | BUS PULL | | IZA | | | 2 2 | | | | | C | OAA | C | 999 | 04 | Τ, | 05 | 0302 | UΙ | 33 |) K | Р " |
| 32.78 | | INTRSECTN | | 16TH ST | | | CT. | cc v | | | | | | | | | | | | | | | | | |
| 32.00 | 32.00 | INTRSECTN | | TAYLOR S | | | CT . | SG V | | | | | | | | | | | | | | | | | |
| 32.82 | 32 82 | MISC FEAT | | BUS PULL | | | CI. | 3G I | | | | | | | | | | | | | | | | | |
| 32.86 | | BEG SU LN | | TWO WAY | TIIRN | 12A | | | 2 2 | | | | | C | 52A | C | 12 | 64 | 1 | 05 | 0362 | TT1 | 3 5 | R | D * |
| 32.90 | | END SU LN | | TWO WAY | TURN | 127 | | | 2 2 | | | | | C | 642 | C | \$\$\$ | 64 | 1 | 05 05 | 0362 | 111 | 3.5 | R | |
| 32.70 | 32.50 | INTRSECTN | | REDWOOD S | | 1271 | | Y | | | | | | C | 0 111 | C | 444 | 0 1 | _ | 03 | 0302 | 01 | 3. | , 10 | - |
| 32.94 | 32.94 | MISC FEAT | | BUS PULL | | | 01 | - | | | | | | | | | | | | | | | | | |
| 32.96 | | ENT/EXIT | | SURPRISE | | LLAGE | PV | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | 13TH ST (| | | | Y | | | | | | | | | | | | | | | | | |
| 33.01 | 33.01 | MISC FEAT | R R | BUS PULLO | JUI | | | | | | | | | | | | | | | | | | | | |
| 33.02 | 33.02 | BEG SU LN | С | TWO WAY | TURN | 12A | | | 2 2 | | | | | С | 52A | С | 12 | 64 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| 33.09 | 33.09 | ENT/EXIT | L | SHOPPING | CENTER | | PV | Y | | | | | | | | | | | | | | | | | |
| 33.18 | 33.18 | ENT/EXIT | L | SHOPPING | CENTER | 12A 12A | PV | Y | | | | | | | | | | | | | | | | | |
| 33.24 | 33.24 | END SU LN | C | TWO WAY | TURN | 12A | | | 2 2 | | | | | С | 64A | С | \$\$\$ | 64 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| | | MISC FEAT | | BUS PULLO | OUT | | | | | | | | | | | | | | | | | | | | |
| 33.25 | | MP MARKER | | 32 | | | | | | | | | | | | | | | | | | | | | |
| 33.26 | | MISC FEAT | | BUS PULL | OUT | | | | | | | | | | | | | | | | | | | | |
| 33.31 | | INTRSECTN | | 8TH ST E | | | | SG Y | | | | | | C | 74A | С | | 74 | 1 | 05 | 0362 | U1 | 35 | R | P * |
| | | INTRSECTN | | MILTON W | | | | | | | | | | | | | | | | | | | | | |
| 33.35 | | INTRSECTN | | JOVITA B | | | - | SG Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | SHOPPING | CENTER | | PV : | SG Y | | | | | | | | | | | | | | | | | |
| INTERSE | מת דטא דיים | יייא דד | | TURN 1 | TANTEC | | | 7 | A CCET | יי א כים ז | TON | TANTE | S | | | | | | | | | | | | |
| INIERSE | CIION DI | | | R NEAR | | R FAR | | | | | | | RIGHT | | | | | | | | | | | | |
| SRMP B | ARM | | LGT WI | | LGT WD | | | | | | | | LGT W | | | | | | | | | | | | |
| | | | | | | | | | | | | | | - | | | | | | | | | | | |
| 32.30 | 32.30 | | .04 12 | 2 | .04 12 | | | | | | | | | | | | | | | | | | | | |
| 32.64 | 32.64 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 32.80 | 32.80 | | .03 12 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 32.96 | 32.96 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 33.31 | 33.31 | | .04 12 | 2 | .03 11 | .04 10 | | | | | | | | | | | | | | | | | | | |
| 33.35 | 33.35 | | | | .04 11 | | | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | | | | | | -WIDTH | H ANI | SURFACI | E IN | FORM | MOITA | 1 | | | | | | | |
|--------|-------------|-----------|----------------------|-----|-------|---------------|-------|--------|-------|---------|------|-------|-------|-----|-----|------|------|------|--------|-------|--|
| | | :DIF | RECTION TO INVENTORY | | -BRID | GE | DE | CREAS | /DIV | | INC | RES/U | JNDI | SPC | | | CLA | SSIF | ICATI(| ONS | |
| | | : :I | EFT/RIGHT INDICATOR | | -UXIN | g- ne | RLF | T | RHT | | LFT | | RHT | USE | TOT | | | | LEGAL | | |
| | | : : | | | -XROA | D- LN | IS SH | D RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | TPS | |
| SRMP B | ARM FEATU | JRE D LF | 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 | RKT | |
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| | | | | | | | | | | | | | | | | | | | | | |
| 33.40 | 33.40 ENT/E | EXIT L | SHOPPING CENTER | | PV | Y 2 | 2 | | | | C | 74A | С | | 74 | 1 05 | 0362 | U1 | 35 | R P * | |
| 33.45 | 33.45 ENT/E | EXIT L | BUSINESS | | PV | Y | | | | | | | | | | | | | | | |
| | MISC | FEATR R | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 33.47 | 33.47 MISC | FEATR L | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 33.50 | 33.50 BEG S | SU LN C | TWO WAY TURN | 12A | | 2 | 2 | | | | C | 52A | C | 12 | 64 | 1 05 | 0362 | U1 | 35 | R P * | |
| | INTRS | SECTN L | EMERALD ST | | CT | Y | | | | | | | | | | | | | | | |
| 33.75 | 33.75 MISC | FEATR R | SGN ENT KING CO | | | | | | | | | | | | | | | | | | |
| 33.80 | 33.80 END S | ST I | MERIDIAN AVE E | | | | | | | | | | | | | | | | | | |
| | BEG S | ST I | ENCHANTED PKWY S | | | | | | | | | | | | | | | | | | |
| | MISC | FEATR L | SGN ENT PIERCE CO | | | | | | | | | | | | | | | | | | |
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| | 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 |
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| | | | : : | | | | -XI | ROAD | $- \mid \text{LN}$ | 1S S | SHD R | DY S | SHD | MEDIA | N- : | SHD | RDY | SHD | LNS | RDY | MTC | E CI | TY | ST | SPEED | T P S | j |
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| 0.00 | 0 00 | BEG ROUTE | | MAIN ROUT | E. | | | | 1 | 1 | | | | | | С | 42A | C | | 42 | 1 (| 5 12 | 70 | 112 | 35 | LР | |
| 0.00 | 0.00 | DEG ROOTE | | SR 410/SU | | SR 165 | | | _ | _ | | | | | | C | TZA | C | | 72 | | J 12 | . / 0 | 02 | 33 | пг | |
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| | | BEG BRIDGE | | SR 410 | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM | 162/002 | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | END BRIDGE | B | SR 410 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | OFF RAMP | L | SR 410 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | ON RAMP | R | SR 410 | | | ST | SG | Y 1 | 1 | | | | | | бΑ | 33A | 6A | | 33 | 1 0 | 5 12 | 270 | U2 | 35 | LР | |
| 0.11 | 0.11 | BEG SU LN | С | TWO WAY T | URN | 11A | | | 1 | 1 | | | | | | бΑ | 22A | бA | 11 | 33 | 1 0 | 5 12 | 270 | U2 | 35 | LΡ | |
| 0.17 | 0.17 | INTRSECTN | L | 74TH ST E | | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | INTRSECTN | R | 74TH ST C | T E | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | INTRSECTN | R | 75TH ST C | T E | | CT | | N | | | | | | | | | | | | | | | | | | |
| 0.31 | 0.31 | END SU LN | | TWO WAY T | | 11A | | | 1 | 1 | | | | | | бΑ | 33A | бΑ | \$\$\$ | 33 | 1 0 | 5 12 | 270 | U2 | 35 | L P | |
| 0.33 | 0.33 | INTRSECTN | R | RIVER GRO | VE DR | | CT | SG | | | | | | | | | | бA | | | | 5 12 | | | 35 | LΡ | |
| 0.51 | 0.51 | BEG BRIDGE | B | PUYALLUP | | | ST | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 1 0 | 5 12 | 270 | U2 | 35 | LΡ | |
| | | | | BRDG NUM | 162/004 | | | | | | | | | | | | | | | | | | | | | | |
| 0.53 | | LEAVE CITY | | SUMNER | | | | | 1 | | | | | | | | | C | | | | 5 \$\$ | | | | L \$ | |
| 0.56 | | END BRIDGE | | PUYALLUP | | | | | 1 | 1 | | | | | | бA | 22A | бΑ | | 22 | 1 0 | 5 | | U2 | 35 | L | |
| 0.58 | | INTRSECTN | | 80TH ST E | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 0.78 | | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.21 | 0.83 | EQUATION | _ | 000.83 =0 | | | | | | | | | | | | | | | | | | | | | | | |
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| 3.23 | 0.85 | | ~ | | | 107 | | | 1 | | | | | | | | | 6A | 1.0 | | 1 0 | | | U2 | 50 | | |
| 3.30 | | BEG SU LN | C | TWO WAY T | | 12A | | | . 1 | | | | | | | bА | 22A | 6A | 12 | 34 | T (| 5 | | U2 | 50 | Ь | |
| 3.44 | | INTRSECTN | | 87TH ST C | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.49 | | INTRSECTN | | 88TH ST E | | 107 | PV | | Y | 1 | | | | | | C 7 | 227 | C 70 | 444 | 2.2 | 1 0 | _ | | TT () | ГΩ | - | |
| 3.52 | | END SU LN | C | TWO WAY T | | 12A | PV | | 1 N | Т | | | | | | ЮΑ | ZZA | бΑ | \$\$\$ | 22 | 1 (| כ | | U2 | 50 | ь | |
| 3.61 3.69 | | INTRSECTN MISC FEATE | | SGN ENT A | | | PV | | N | | | | | | | | | | | | | | | | | | |
| 3.84 | 1.46 | MISC FEATR | . R | SGN ENI A | LDERION | | | | 1 | 1 | | | | | | 67 | 247 | 6A | | 24 | 1 0 | E | | U2 | 50 | т | |
| 3.95 | | INTRSECTN | D | 96TH ST E | | | CO | SG | | т | | | | | | OA | ZHA | OA | | 24 | 1 (| 5 | | UZ | 50 | ш | |
| 4.00 | | MP MARKER | | 4 | | | CO | DG | I | | | | | | | | | | | | | | | | | | |
| 4.00 | 1.02 | ME MARKER | IX. | - | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL - | | TURN L | ANES | | | | -ACC | CELE | CRATI | ON I | ANE | S | | | | | | | | | | | | | |
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| | | | | | | | | | | | | T.47 | יזייטרו | 7.3.7. | CIII | ים אים כ | r TNT | ZODM2 | \ T! T ∩ \ | т | | | | | | | | |
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| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | N | | OW | TC | ь I | ᄓᆝᅵ | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | MID | WID | A | SE : | NBR | FC : | D II | 3 R | KT |
| I | | l | _ _ | l | | | | ll | I | _ - | _ _ | I | l | l | | -1 | l | l | l ! | | | <u> </u> | I | | I | _ | -1- | l_l_ |
| 4.01 | 1.63 | | | | | | | | | | 1 1 | | | | | | 6 A | 24A | 6 A | | 24 | 1 | 05 | | U2 | 5.0 |) L | |
| 4.05 | 1.67 | | | | | | | | | | 1 1 | | | | | | | 22A | | | 22 | | | | U2 | |) L | |
| 4.07 | 1.69 | | | | | | | | | | 1 1 | | | | | | | 24A | | | 24 | | | | U2 | |) L | |
| 4.09 | | MISC FEAT | R | L | SGN ENT ALI | DERTON | | | | - | | | | | | | 511 | 2 111 | 311 | | | _ | 0.5 | | 02 | 3. | , _ | |
| 4.40 | | INTRSECTN | | L | 102ND ST E | | | PV | | N : | 1 1 | | | | | | 4A | 24A | 5A | | 24 | 1 | 0.5 | | U2 | 5(|) L | |
| 4.45 | | INTRSECTN | | L | 103RD ST E | | | CO | | N | | | | | | | | | | | | _ | | | - | | _ | |
| 4.65 | | INTRSECTN | | | 106TH ST E | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 4.81 | | BEG BRIDG | | | BALL CREEK | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 1 | 62/005 | .75 | | | | | | | | | | | | | | | | | | | | | |
| 4.82 | 2.44 | END BRIDG | ΕВ | | BALL CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 4.85 | 2.47 | INTRSECTN | | L | 109TH ST E | | | PV | | N | | | | | | | | | | | | | | | | | | |
| 5.00 | 2.62 | MP MARKER | | R | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | 2.80 | INTRSECTN | | | 115TH ST E | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 5.24 | | INTRSECTN | | | 115TH ST C | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 5.35 | | INTRSECTN | | | MILITARY RI | | | CO | | | 1 1 | | | | | | 3A | 24A | 4A | | 24 | 1 | 05 | | U2 | 50 |) L | |
| 5.36 | | WYE CONN | | | MILITARY RI | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 5.62 | | MISC FEAT | | L | BUS PULLOU | | | | | - | 1 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 05 | | U2 | 5(|) L | |
| 5.73 | | MISC FEAT | | R | SGN ENT MCI | MILLIN | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.11 | | INTRSECTN | | | 128TH ST E | | | CO | | | | | | | | | | | | | | | | | | | | |
| 6.56 | | INTRSECTN | | R | 136TH ST E | | | CO | SG | | | | | | | | | 0.4- | 0 - | | | - | ٥- | | | - / | | |
| 6.75 | 4.37 | | | | | | | | | | 1 1 | | | | | | | 24A | | | 24 | | | | U2 | |) L | |
| 6.76 | 4.38 | TATED OF OTHER | | Б | COLUMN HODI | DD 1 | | GO | | | 1 1 | | | | | | 9A | 24A | 9A | | 24 | Τ | 05 | | U2 | 50 |) L | |
| 6.77 6.80 | | INTRSECTN | | R | SOUTH FORK | | | CO ST | | N | 1 1 | | | | | | d d 1.7 | 4 O D | d d 5.7 | | 4.0 | 1 | ٥٦ | | U2 | г. |) L | |
| 6.80 | 4.42 | BEG BRIDG | в в | | PUYALLUP RIBRDG NUM 1 | | | 51 | | - | т т | | | | | | ŞŞW | 40P | ŞŞW | | 40 | Τ | 05 | | UZ | 5(| ىل (| |
| 6.85 | 1 17 | END BRIDG | r D | | PUYALLUP R | | | | | | 1 1 | | | | | | 9.7 | 24A | 97 | | 24 | 1 | Λ 5 | | U2 | 5.0 |) L | |
| 6.90 | | EXIT TO | ם ם | | FOOTHILLS T | | | CO | | | 1 1 | | | | | | | 24A | | | 24 | | | | UZ U2 | |) L | |
| 6.93 | | ENT FROM | | | FOOTHILLS T | | | CO | | N. | | | | | | | TA | ZIA | TA | | 41 | _ | 05 | | 02 | 5(| , 11 | |
| 7.00 | | MP MARKER | | R | | 11(11111 | | CO | | 14 | | | | | | | | | | | | | | | | | | |
| 7.17 | | INTRSECTN | | | 144TH ST E | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 7.27 | | INTRSECTN | | | 145TH ST E | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 7.33 | | INTRSECTN | | | 146TH ST E | | | PV | | | 1 1 | | | | | | 3A | 24A | 3A | | 24 | 1 | 05 | | U2 | 5(|) L | |
| 7.40 | | INTRSECTN | | | 147TH ST C | ΓЕ | | CO | | N | | | | | | | | | | | | | | | | | | |
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| 8.01 | | MP MARKER | | R | | CIE | | PV | | IA | | | | | | | | | | | | | | | | | | | |
| 8.03 | | MISC FEAT | | | SGN ENT | ORTING | | | | | | | | | | | | | | | | | | | | | | | |
| 8.06 | | ENTER CIT | | | ORTING | | | | | | 1 1 | | | | | | | 3A | 24A | 3A | | 24 | 1 | 05 | 0940 | U2 | 50 | L | P |
| 8.11 | 5.73 | INTRSECT | 1 | В | WILLIAMS | BLVD N | | CT | SG | Y : | 1 1 | | | | | | | 4A | 24A | 4A | | 24 | 1 | 05 | 0940 | U2 | 35 | L | P |
| 8.18 | 5.80 | BEG SU LI | 1 | С | TWO WAY | TURN | 12A | | | | 1 1 | | | | | | | | | | | | | | 0940 | | | L | |
| 8.30 | | END SU LI | | | TWO WAY | | 12A | | | | 1 1 | | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 05 | 0940 | U2 | 35 | L | P |
| 8.35 | | MISC FEAT | ΓR | L | BUS PULI | | | a. | | | | | | | | | | | | | | | | | | | | | |
| 8.37 | 5.99 | WYE CONN | | | LANE BLV | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 8.38 | 6 00 | WYE CONN INTRSECTI | т | L | LANE ST | | | CT CT | | Y Y | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.00 | INTRSECTI | | L | LANE ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 8.39 | 6.01 | WYE CONN | • | | LANE ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | | | LANE BLV | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 8.77 | 6.39 | INTRSECT | 1 | R | OLD PION | IEER WAY | NW | CT | | Y : | 1 1 | | | | | | | 5A | 22A | 5A | | 22 | 1 | 05 | 0940 | U2 | 35 | L | P |
| 8.83 | 6.45 | BEG SU LI | 1 | C | TWO WAY | TURN | 12A | | | | 1 1 | | | | | | | | | | | | | | 0940 | | 35 | L | P |
| 8.88 | | END SU LI | | | TWO WAY | | 12A | | | | 1 1 | | | | | | | 5A | 22A | 5A | \$\$\$ | 22 | 1 | 05 | 0940 | U2 | 35 | L | P |
| 8.93 | | INTRSECT | | R | | VK BLVD N | M | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | 2 | R | | CENTED . | | DII | 00 | 7.7 | | | | | | | | 140 | 207 | 4.5 | | 2.0 | 1 | ٥٦ | 0040 | TT0 | 2.5 | _ | Б |
| 9.20 | 6.82 | EXIT TO ENT/EXIT | | | SHOPPING | 3 CENTER HIGH SCHO | OT. | | SG SG | | т т | | | | | | \$ | şc | 30A | 4A | | 30 | Τ | 05 | 0940 | 02 | 35 | L | Р |
| 9.23 | 6.85 | ENI/EXII | | ш | OKIING F | iiGh SChO | ОЦ | CI | DG | | 1 1 | | | | | | | C | 30A | 47 | | 3.0 | 1 | 05 | 0940 | 112 | 25 | L | D |
| 9.29 | | EXIT TO | | R | BUSINESS | 3 | | PV | | Y | | | | | | | | C | JUA | IA | | 50 | _ | 0.5 | 0,740 | 02 | 23 | ш | F |
| 9.30 | | ENT/EXIT | | | | HIGH SCHO | OL | CT | | Y | | | | | | | | | | | | | | | | | | | |
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| | | | | IRECTION TO | | | -B | RIDG | E | | DECR | | | | | | | JNDI | | | | | -CLA | | - | | 3 |
| | | | | LEFT/RIGHT | r indicato | OR | -U | XING | - | NBR | LFT | | RHT | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | LFT | | RHT | USE | TOT | | | OT I | | LEGA | | l D l G |
| SRMP B | ΔRM | FEATURE | : . al | : LR DESCRIP: | TTON. | | | | | | SHD W/S | | | | | | | | | | | | | | | | |
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| 9.33 | 6.95 | • | | · | | | • | | · | 1 1 | | | | | | 0 | . 202 | 4A | | 2.0 | 1 | ٠. | 0940 | | | 5 L | |
| 9.33 | | BEG ST | I | MACHING | ON AVE N | | | | | 1 1 | | | | | | | | \$\$C | | | | | 0940 | | | | Р Р* |
| 9.34 | 0.90 | INTRSECTI | | R WHITESEI | | | CT | | | т т | | | | | | C | TIA | J J C | | 77 | _ | 0.5 | 0240 | 02 | | э п | F |
| | | INTRSECT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.37 | | WYE CONN | • | L WHITESEI L WHITESEI C TWO WAY | LL ST NE | | CT | | | | | | | | | | | | | | | | | | | | |
| 9.39 | | BEG SU LI | 1 . | C TWO WAY | TURN | 12 | A | | _ | 1 1 | | | | | | С | 32A | С | 12 | 44 | 1 | 05 | 0940 | U2 | 2 | 5 L | P * |
| 9.41 | 7.03 | | | | | | | | | 1 1 | | | | | | Č | 44A | Ċ | 12 | 56 | 1 | 05 | 0940 | U2 | | | - P * |
| 9.44 | 7.06 | INTRSECT | 1 : | L LEBER ST | ΓNE | | CT | | Y | 1 1 | | | | | | C | 44A | C | 12 | 56 | 1 | 05 | 0940 | U2 | 2 | 5 L | в * |
| 9.50 | 7.12 | END SU LI | 1 (| TWO WAY | TURN | 12 | A | | | 1 1 | | | | | | С | 44A | С | \$\$\$ | 44 | 1 | 05 | 0940 | U2 | 2 | 5 L | в * |
| 9.54 | 7.16 | END ST | I | | CON AVE N | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | WASHING: | TON AVE S | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1] | R CALISTO | GA ST W | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | CALISTO | GA ST E | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 9.64 | 7.26 | INTRSECT | | L TRAIN ST | ΓSE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | R TRAIN ST | r sw | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 9.73 | 7.35 | END ST | I | WASHING | FA SI E I SE I SW ION AVE S | | | | | 1 1 | | | | | | 1A | 23A | 3A | | 23 | 1 | 05 | 0940 | U2 | 2 | 5 L | P * |
| | | BEG ST | I | DKIDGE : | 51 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | L WASHING | | E | CT | | Y | | | | | | | | | | | | | | | | | | |
| 0 77 | 7 20 | INTRSECTI | | L BRIDGE S | | | C.I. | | Y Y | | | | | | | | | | | | | | | | | | |
| 9.77 9.80 | | INTRSECTI END ST | N I | R VAN SCO BRIDGE S | | W | CI | | | 1 1 | | | | | | 27 | 227 | 27 | | 22 | 1 | 0 E | 0040 | TTO | 2 | Бт | P * |
| 9.00 | | BEG ST | I | | TAV C | W | | | | т т | | | | | | ZA | ZJA | ZA | | 43 | Т | 05 | 0940 | UZ | | э п | Ρ |
| | | INTRSECT | | R BRIDGE S | TT C | | СТ | ı | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTI | | R CORRIN A | AVE SW | | СТ | | | | | | | | | | | | | | | | | | | | |
| 9.84 | | INTRSECT | | CORRIN A | AVE SE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 9.90 | | WYE CONN | | CORRIN A | AVE SE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 9.99 | 7.61 | INTRSECT | 1] | R KANSAS S | ST SW | | CT | | Y | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | 0940 | U2 | 2 | 5 L | P * |
| 10.00 | 7.62 | MP MARKER | ١ ١ | R 10 | | | | | | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | 0940 | U2 | 3 | 0 L | P * |
| 10.09 | 7.71 | INTRSECT | | L HARRISON | | | CT | | | | | | | | | | | | | | | | | | | | |
| 10.17 | | INTRSECT | 1 | R BECKETT | | | CT | | | | | | | | | | | | | | | | | | | | |
| 10.18 | | END ST | I | | | | | | | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | 0940 | U2 | 3 | 0 L | Р\$ |
| | | INTRSECT | | R NOBLE LI | N SW | | PV | | | | | | | | | | | _ | | | | | | _ | _ | _ | |
| 10.34 | 7.96 | LEAVE CIT | | ORTING | | | | | | 1 1 | | | | | | 3A | 23A | 3A | | 23 | 1 | 05 | \$\$\$\$ | U2 | 4 | 5 L | \$ |
| 10.60 | 0 00 | MISC FEAT | | L SGN ENT | | | ~~ | | | | | | | | | | | | | | | | | | | | |
| 10.60 | | INTRSECT | 1 | R 178TH AV | /E E | | CO | | N | | | | | | | 4 7 | 0.43 | 4.70 | | 0.4 | 1 | ٥٦ | | TT0 | 4 | | |
| 10.91 10.96 | 8.53 | WYE CONN | , | R ORVILLE | ם עם | | CO | | Y | 1 1 | | | | | | 4A | 24A | 4A | | 24 | Τ | 05 | | UZ | 4 | 5 L | |
| 10.96 | 0.30 | WIE COMM | | X ORVILLE | KD E | | CO | | ĭ | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL | | TURN | LANES | | _ | | -A | .CCE | LERAT | 'ION | LANI | ES | | | | | | | | | | | | | |
| | | | | AR R NEAR | | | | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | WD LGT WD | LGT WD | LGT WD | L | GT W | D | LG | T WD | LGT | ' WD | LGT | r WD | | | | | | | | | | | | |
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| | 2.20 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | W.T.D.III | T 73.3TT | O CITIO: | | | JODN: | л Ш Т О х | , | | | | | | |
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| | | | · · · Li. | EFI/RIGHT INDICATOR | | | | | | | MEDT | | | אמם | | | | мтс | ie latesv | | | D T P S |
| SRMP B | 7 DM | FEATURE | | DESCRIPTION | | | | | | | | | | | | | | | | | | BRKT |
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| | l | ļ. | - - | | - | | . _ - | - | l —— l | | l ——— | . | | | l —— I | | l | -1- | | | I- | _ _ _ |
| 10.97 | 8 59 | INTRSECTN | R | ORVILLE RD E | CO | v | 1 1 | ı | | | | | 4 z | 241 | 4A | | 24 | 1 0 | 5 | IJ2 | 4 | 5 L |
| 11.00 | | MP MARKER | | 11 | CO | _ | | _ | | | | | 111 | 2 111 | 171 | | 21 | _ 0 | 5 | 02 | _ | Э Ц |
| 11.55 | | BEG BRIDGE | | VOIGHTS CREEK | ST | | 1 1 | ı | | | | | \$\$W | 36P | \$\$W | | 36 | 1 0 | 5 | IJ2 | 4 | 5 L |
| 11.55 | J. ± / | DIG DRIDGE | | BRDG NUM 162/011 | DI | | | _ | | | | | γγN | 301 | γγW | | 30 | _ 0 | 5 | 02 | _ | Э Ц |
| 11.58 | 9 20 | END BRIDGE | B | VOIGHTS CREEK | | | 1 1 | ı | | | | | 4 D | 22A | 4A | | 22 | 1 0 | 5 | U2 | 4 | 5 L |
| 11.63 | | ENT/EXIT | | STATE FISH HATCHERY | ST | N | | _ | | | | | 111 | 2211 | 171 | | 22 | _ 0 | 5 | 02 | _ | Э Ц |
| 11.84 | | EQUATION | - | 011.81 =011.84 | DI | 1, | 1 1 | ı | | | | | 4 D | 242 | 4A | | 24 | 1 0 | 5 | IJ2 | 4 | 5 L |
| 12.00 | | MP MARKER | R | 12 | | | | _ | | | | | 111 | 2 111 | 171 | | 21 | _ 0 | 5 | 02 | _ | Э Ц |
| 12.74 | | INTRSECTN | | PATTERSON RD E | CO | N | | | | | | | | | | | | | | | | |
| 12.96 | | INTRSECTN | | 177TH ST E | CO | N | | | | | | | | | | | | | | | | |
| 13.00 | | UXING | В | ORTING PED TRAIL | CO | | | | | | | | | | | | | | | | | |
| 13.00 | 10.55 | 0212110 | | BRDG NUM 162/013P | 00 | | | | | | | | | | | | | | | | | |
| 13.19 | 10.78 | BEG BRIDGE | : B | CARBON RIVER | ST | | 1 1 | l | | | | | SSW | 32P | \$\$W | | 32 | 1 0 | 5 | IJ2 | 4 | 5 L |
| 10.17 | 20.70 | 220 211202 | _ | BRDG NUM 162/014 | - | | | _ | | | | | 7711 | 021 | 77" | | 0_ | | | 02 | - | - |
| 13.23 | 10.82 | END BRIDGE | : B | CARBON RIVER | | | 1 1 | l | | | | | 4 A | 24A | 4A | | 2.4 | 1 0 | 5 | IJ2 | 4 | 5 L |
| 13.39 | | INTRSECTN | | S PRAIRIE CARBON RIVR RD | CO | N | | _ | | | | | | | | | | | | 02 | - | - |
| 13.97 | | BEG BRIDGE | | S PRAIRIE CREEK | ST | | 1 1 | L | | | | | \$\$C | 32A | \$\$C | | 32 | 1 0 | 5 | IJ2 | 4 | 5 L |
| | | | _ | BRDG NUM 162/015 | | | | =' | | | | | | | 11- | | | | _ | _ | _ | - |
| 14.01 | 11.60 | END BRIDGE | В | S PRAIRIE CREEK | | | 1 1 | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 | U2 | 4 | 5 L |
| 14.05 | 11.64 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | _ | | |
| 15.00 | 12.59 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | |
| 15.15 | | BEG BRIDGE | В | S PRAIRIE CREEK | ST | | 1 1 | L | | | | | \$\$C | 32A | \$\$C | | 32 | 1 0 | 5 | U2 | 4 | 5 L |
| | | | | BRDG NUM 162/016 | | | | | | | | | | | | | | | | | | |
| 15.19 | 12.78 | END BRIDGE | В | S PRAIRIE CREEK | | | 1 1 | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 | U2 | 4 | 5 L |
| 15.49 | 13.08 | INTRSECTN | R | ARLINE RD E | CO | N | Ī | | | | | | | | | | | | | | | |
| 15.55 | 13.14 | BEG BRIDGE | В | S PRAIRIE CREEK | ST | | 1 1 | L | | | | | \$\$C | 32A | \$\$C | | 32 | 1 0 | 5 | U2 | 4 | 5 L |
| | | | | BRDG NUM 162/017 | | | | | | | | | | | | | | | | | | |
| 15.59 | 13.18 | END BRIDGE | В | S PRAIRIE CREEK | | | 1 1 | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 | U2 | 4 | 5 L |
| 15.68 | 13.27 | INTRSECTN | L | KAPERAK RD E | CO | N | Ī | | | | | | | | | | | | | | | |
| 15.91 | 13.50 | INTRSECTN | L | SPRING SITE RD E | CO | N | Ī | | | | | | | | | | | | | | | |
| 15.95 | 13.54 | BEG BRIDGE | В | S PRAIRIE CREEK | ST | | 1 1 | L | | | | | \$\$C | 32A | \$\$C | | 32 | 1 0 | 5 | U2 | 4 | 5 L |
| | | | | BRDG NUM 162/018 | | | | | | | | | | | | | | | | | | |
| 15.99 | 13.58 | END BRIDGE | В | S PRAIRIE CREEK | | | 1 1 | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 | U2 | 4 | 5 L |
| 16.00 | 13.59 | MP MARKER | | 16 | | | | | | | | | | | | | | | | | | |
| 17.01 | 14.60 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | |
| 17.20 | 14.79 | MISC FEATR | R | SGN ENT SOUTH PRAIRIE | | | | | | | | | | | | | | | | | | |
| 17.25 | 14.84 | ENTER CITY | • | SOUTH PRAIRIE | | | 1 1 | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 1210 | U2 | 2 | 5 L B |
| 17.37 | 14.96 | INTRSECTN | L | TACOMA AVE NW | CT | Y | 1 1 | L | | | | | | | 10A | | 36 | 1 0 | 5 1210 | U2 | 2 | 5 L B |
| 17.44 | 15.03 | INTRSECTN | R | EMERY AVE S | CT I | | | L | | | | | 4A | 24A | 4A | | 24 | 1 0 | 5 1210 | U2 | 2 | 5 L B |
| | | INTRSECTN | | EMERY AVE N | CT I | | | | | | | | | | | | | | | | | |
| 17.60 | | INTRSECTN | | RAINIER AVE SE | CT | Y | | | | | | | | | | | | | | | | |
| 17.70 | 15.29 | BEG BRIDGE | В | S PRAIRIE CREEK | ST | | 1 1 | L | | | | | \$\$C | 26P | \$\$C | | 26 | 1 0 | 5 1210 | U2 | 2 | 5 L P |
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| | | :DIR | ECTION TO INVENTORY | l-BR | IDGE | | | REAS/ | | DOMPAC | | | | SPC | | | CLA | SSIFI | CATI | ONS |
| | | : :L | EFT/RIGHT INDICATOR | -UX | ING- | NBR | LFT | | RHT | | LFT | | | USE | | | | | EGAL | |
| | | : : | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC | E CITY | STS | SPEED | TPS |
| SRMP B | ARM FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC |) IB | RKT |
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| 17.72 | 15.31 END BRIDGE | R | S PRAIRIE CREEK | | | 1 1 | | | | | 47 | 247 | 4A | | 24 | 1 (| 5 1210 | 117 | 25 | L B |
| 17.75 | 15.34 INTRSECTN | L | S PRAIRIE RD E | СТ | Y | | | | | | 111 | 2 111 | 111 | | 21 | _ (| 5 1210 | 02 | 23 | в в |
| 17.77 | 15.36 MISC FEATR | _ | SGN ENT SOUTH PRAIRIE | CI | - | | | | | | | | | | | | | | | |
| 17.78 | 15.37 LEAVE CITY | | SOUTH PRAIRIE | | | 1 1 | | | | | 4 A | 24A | 4A | | 2.4 | 1 (| 5 \$\$\$\$ | 112 | 25 | L\$ |
| 17.88 | 15.47 | | | | | 1 1 | | | | | | 24A | | | 24 | | | U2 | | L T |
| 18.00 | 15.59 MP MARKER | R | 18 | | | | | | | | | | | | | | _ | | | _ |
| 18.03 | 15.62 | | | | | 1 1 | | | | | 3A | 24A | 3A | | 24 | 1 (| 5 | U2 | 50 | L |
| 18.10 | 15.69 | | | | | 1 1 | | | | | | 24A | | | 24 | | | U2 | | L |
| 18.30 | 15.89 | | | | | 1 1 | | | | | 3A | 24A | 3A | | 24 | 1 (| 5 | U2 | 50 | L |
| 18.49 | 16.08 INTRSECTN | R | LOWER BURNETT RD | CO | N | | | | | | | | | | | | | | | |
| 19.00 | 16.59 MP MARKER | R | 19 | | | | | | | | | | | | | | | | | |
| 19.34 | 16.93 | | | | | 1 1 | | | | | 4A | 24A | 4A | | 24 | 1 (| 5 | U2 | 50 | L |
| 19.61 | 17.20 INTRSECTN | L | MUNDY LOSS RD | CO | N | | | | | | | | | | | | | | | |
| 19.64 | 17.23 BEG BRIDGE | В | OLD BN RR | ST | | 1 1 | | | | | \$\$C | 20A | \$\$C | | 20 | 1 (| 5 | U2 | 50 | L |
| | | | BRDG NUM 162/022 | | | | | | | | | | | | | | | | | |
| 19.68 | 17.27 END BRIDGE | В | OLD BN RR | | | 1 1 | | | | | 4A | 24A | 4A | | 24 | 1 (| 5 | U2 | 50 | L |
| 19.77 | 17.36 WYE CONN | L | SR 165 | ST | Y | | | | | | | | | | | | | | | |
| 19.78 | 17.37 INTRSECTN | В | SR 165 | ST | Y | | | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 2733 | | | | | | | | | | | | | | | | | |
| | END ROUTE | | | | | | | | | | | | | | | | | | | |

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| SR 163 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT | CT 3 |
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| | | | :] | DIRI | ECTION TO | INVENTO | RY | | -BR | IDG | | | | REAS | | 3010 | I AC | | | UNDI | | | | | -CLA | SSIF | CICATI | ON | S |
| | | | | | EFT/RIGHT | | | | | | - 1 | | LFT | | RHT | | | LFT | | | USE | | | | 0211 | | LEGAL | | |
| | | | : | : | | | | | -XR | OAD. | - L | NS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | | | | МТ | CE | CITY | ST | SPEED | T | P S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | ION | | | | | | | | | | | | | | | | | | | | | D IE | | |
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| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROU SR 16 UX | | ים יים | DM. | | | 2 | 2 | | | | | | C | 58A | С | | 58 | Τ | 02 | 1280 | UΙ | 35 |) Ь | P * |
| | | ENTER CIT | v | | TACOMA | IO FERR | I IE | RM. | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL | CECTTON | 27/2 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | PEARL ST | | 2/12 | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | | SR 16 EB | | | | ST | | | | | | | | | | | | | | | | | | | | |
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| 0.01 | 0.01 | UXING | В | | SR 16 WB | | • | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | E | | - | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | OFF RAMP | | L | SR 16 WB | | | | ST | SG : | Z | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | SR 16 FI | 00348 | | | ST | SG : | Z | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | WYE CONN | | L | SR 16 WB | RAMP | | | ST | 7 | Z | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | | | | | | | | | 2 | 2 | | | | | | C | 72A | С | | 72 | 1 | 02 | 1280 | U1 | 35 | L | P * |
| 0.20 | 0.20 | INTRSECTN | | В | N 11TH S | T | | | CT | SG : | Z | | | | | | | | | | | | | | | | | | |
| 0.24 | | BEG SU LN | | | TWO WAY | | | 12A | | | | 2 | | | | | | | 60A | | 12 | | | | 1280 | _ | | | P * |
| 0.31 | | END SU LN | | C | TWO WAY | TURN | | 12A | | | | 2 | | 24A | | 16S | | | 24A | | \$\$\$ | | | | 1280 | | | | P * |
| 0.38 | 0.38 | | | | | | | | | | | 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | С | 72A | C | | 72 | 1 | 02 | 1280 | U1 | 35 | L | P * |
| 0.39 | | INTRSECTN | | | N 14TH S | | | | CT | | Z | | | | | | | | | | | | | | | | | | |
| 0.43 | | INTRSECTN | | L | HIGHLAND | S PKWY | | | CT | | ľ | | ~ | 0.4- | | | . ~ | _ | 0.4- | ~ | | 4.0 | | 0.0 | 1000 | | 2.5 | | |
| 0.44 | 0.44 | | | ~ | | _ | | | с т | | | 2 | C | 24A | | 168 | CU | Ş | 24A | С | | 48 | Τ | 02 | 1280 | UΤ | 35 |) Ь | P * |
| 0.58 | 0.58 | INTRSECTN | | | MED XROA | | | | ST | | 7 | | | | | | | | | | | | | | | | | | |
| 0.69 | 0 60 | INTRSECTN | | | N 18TH S | | | | CT | SG : | 7 | | | | | | | | | | | | | | | | | | |
| 0.69 | 0.69 | INTRSECTN INTRSECTN | | | N 21ST S WESTGATE | | | | | SG : | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | MED XROA | | | | | SG : | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | BEG SU LN | | | TWO WAY | | | 12A | 51 | 50 | | 2 | Ġ | \$\$\$ | | \$\$\$\$ | 33 | C | 48A | C | 12 | 60 | 1 | 0.2 | 1280 | тт1 | 35 | т. | P * |
| 0.93 | | END SU LN | | | TWO WAY | | | 12A | | | | 2 | ۲ | 444 | | 4444 | , A.A. | | 60A | | | | | | 1280 | | | | P * |
| 0.97 | | INTRSECTN | | | N 26TH S | | | | | SG : | | | | | | | | | 60A | | *** | | | | 1280 | | | _ | P * |
| 1.01 | | BEG SU LN | | | TWO WAY | | | 12A | | | | 2 | | | | | | _ | 48A | _ | 12 | | | | 1280 | | | | P * |
| 1.04 | 1.04 | ENT/EXIT | | R | SHOPPING | CENTER | | | PV | 7 | Z | | | | | | | | | | | | | | | | | | |
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| SRMP B | | | LGT | | LGT WD | LGT WD | LGT | | LG | |) | LGT | . MD | LG' | ' WD | LGT | ' WD | | | | | | | | | | | | |
| 0.08 | 0.08 | | .06 | | | | | | | | - | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | .00 | 2 1 | | | .04 | 1 2 | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | .04 | 12 | .05 14 | 03 12 | .01 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | | . 0 1 | 12 | .03 11 | .03 12 | | | | | | 01 | 12 | | | | | | | | | | | | | | | | |
| 0.43 | 0.43 | | .03 | 11 | | | | | | | | | | .01 | 12 | | | | | | | | | | | | | | |
| 0.58 | 0.58 | | | - | | .02 14 | | | | | | | | | - | | | | | | | | | | | | | | |
| 0.69 | 0.69 | | .04 | 13 | | .04 13 | | | | | | | | | | | | | | | | | | | | | | | |
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| 1.04 | 1.04 | | | | .03 10 | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | : : | EFT/RIGHT I | .NDICAT | JR | | ING- | | | | RHT | MEDI <i>A</i> | 7. N.T | LFT | | RHT | | | Mari | ar l | OT TOY | | LEGA | | rlr | a I c |
| SRMP B | ARM | FEATURE | | | DESCRIPTIO | N | | | | | | | | WEDIA WD/S | | | | | | | | | | | | | | |
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| 1.10 | | INTRSECTN | | | N 28TH ST | | | CT | | 2 2 | | | | | | C | 48A | С | 12 | 60 | 1 | 02 | 1280 | U1 | 3 | 5 1 | R F | * |
| 1.11 | | ENT/EXIT | | R | SHOPPING C | | | PV | Y | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | END SU LN | | C | TWO WAY TU | JRN | 12A | | | 2 2 | | | | | | C | 60A | С | \$\$\$ | 60 | 1 | 02 | 1280 | U1 | 3 | 5 1 | R F | * |
| | | INTRSECTN | | R | N 30TH ST | | | CT | SG Y | | | | | | | | | | | | | | | | _ | _ | | |
| 1.23 | 1.23 | | | _ | 21 | | | ~- | | 2 2 | C | 24A | | 16S | CU | Ş | 24A | С | | 48 | 1 | 02 | 1280 | U1 | 3 | 55] | R F | * |
| 1.32 | 1.32 | INTRSECTN | | | N 31ST ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | MED XROAD | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 1 44 | 1 44 | ENT/EXIT | | | APARTMENTS | 5 | | PV | Y | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | INTRSECTN | | | N 33RD ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 1 57 | 1 57 | INTRSECTN | | | MED XROAD | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 1.57 | 1.5/ | INTRSECTN | | В | N 35TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 1 70 | 1 70 | INTRSECTN | | | MED XROAD | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 1.70 | 1.70 | INTRSECTN INTRSECTN | | | N 37TH ST | | | | SG Y | | | | | | | | | | | | | | | | | | | |
| 1.87 | 1 07 | | | | MED XROAD N 39TH ST | | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
| 2.00 | | INTRSECTN MP MARKER | | R | | | | CI | 1 | | | | | | | | | | | | | | | | | | | |
| 2.01 | | BEG SU LN | | C | TWO WAY TU | IDM | 16A | | | 2 2 | ė. | \$\$\$ | | \$\$\$\$ | ታ ታ | C | 46A | С | 16 | 62 | 1 | 0.2 | 1280 | тт1 | 2 | E 1 | о г | * |
| 2.01 | | CHG SU LN | | C | TWO WAY TU | | 10A 10A | | | 2 2 | | ٩٩٩ | | 9999 | Ąφ | | 46A | | 10 | | | | 1280 | | | | | > * |
| 2.00 | 2.00 | INTRSECTN | | | N 42ND ST |) IXIN | IUA | CT | Y | | | | | | | C | HUF | C | 10 | 50 | _ | 02 | 1200 | ΟŢ | - | | IX E | |
| 2.14 | 2 14 | INTRSECTN | | | N 43RD ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 2.20 | | INTRSECTN | | | N 44TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 2.26 | | END SU LN | | C | TWO WAY TU | IRN | 10A | - | _ | 2 2 | | | | | | C | 56A | C | \$\$\$ | 56 | 1 | 02 | 1280 | тт1 | - | 0.1 | R F | * |
| 2.20 | 2.20 | INTRSECTN | | | N 45TH ST | ,1014 | 1011 | СТ | Y | | | | | | | C | 5011 | C | ~ ~ ~ | 30 | _ | 02 | 1200 | 01 | _ | | | |
| 2.33 | 2.33 | INTRSECTN | | | N 46TH ST | | | | SG Y | | | | | | | C | 56P | С | | 56 | 1 | 02 | 1280 | IJ1 | 3 | 0 1 | R F | * |
| 2.39 | | INTRSECTN | | | N 47TH ST | | | CT | | $\overline{1}$ $\overline{1}$ | | | | | | | 48P | Ċ | | | | | 1280 | | | | | ζ * |
| 2.44 | | INTRSECTN | | | SEAVIEW ST | | | CT | Y | | | | | | | | | | | | | | | _ | | | | |
| 2.48 | | INTRSECTN | | | N 48TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 2.55 | 2.55 | INTRSECTN | | | RUBY ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 2.58 | | INTRSECTN | | L | N 49TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | R | R | SGN ENT RU | ISTON | | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | | | _ | WD | | | LGT WD | LG | T WD | LG' | T WD | LGT | WD | LGT | WD | | | | | | | | | | | | | |
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| 1.32 | 1.32 | | .03 | 14 | | 03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | | 0.2 | 10 | | 03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 1.70 | 1.57 1.70 | | | 12 12 | | 03 12 03 12 | | | | | | | | | | | | | | | | | | | | | | |
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| 4.33 | 4.33 | | . 03 | ΤU | • | 03 IU | | | | | | | | | | | | | | | | | | | | | | |

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| 2.61 | 2.61 | INTRSECTN | I R | N 49TH S | Т | | СТ | 7 | 7 1 | 1 | | | | | | С | 48P | С | | 48 | 1 | 02 | 1280 | U1 | 30 | R X * |
| 2.64 | 2.64 | INTRSECTN | | RUST WAY | | | CT | 7 | Z | | | | | | | | | | | | | | | | | |
| 2.70 | 2.70 | INTRSECTN | І В | N 50TH S | T | | CT | 7 | Z | | | | | | | | | | | | | | | | | |
| 2.83 | 2.83 | INTRSECTN | І В | N 51ST S | T | | CT | SG 3 | Z | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | LEAVE CIT | | TACOMA | | | | | 1 | 1 | | | | | | С | 48P | С | | 48 | 1 | 02 | 1130 | U1 | 30 | R X * |
| | | ENTER CIT | | RUSTON | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | | INTRSECTN | | N 52ND S | | | CT | | Z | | | | | | | | | | | | | | | | | |
| 3.00 | | INTRSECTN | I R | N 53RD S | T | | CT | | Z | | | | | | | | | | | | | | | | | |
| 3.04 | | | | | | | | | 1 | 1 | | | | | | C | 48A | С | | 48 | 1 (| 02 | 1130 | U1 | 30 | R P * |
| 3.05 | | INTRSECTN | 1 L | PARK WAY | | | CT | 7 | Z . | | | | | _ | | | | | | | | | | | | |
| 3.06 | | | | | | | | | | 1 | _ | 14A | | | CU | \$ | 14A | | | | | | 1130 | - | | R P * |
| 3.08 | 3.08 | LEAVE CIT | | RUSTON | | | | | Τ | 1 | C | 14A | | 85 | CU | | 14A | С | | 28 | Τ (| 02 | 1280 | 02 | 25 | R P \$ |
| | | END ST | I | PEARL ST | | | | | | | | | | | | | | | | | | | | | | |
| 2 00 | 2 00 | ENTER CIT | | TACOMA | NGU AGG | aa ed | СШ | 770 7 | , | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | ROUNDABOU | | BOAT LAU | | SS EB | | YS Y | | | | | | | | | | | | | | | | | | |
| 3.10 | 2 10 | ROUNDABOU | | FIVE MIL | | | | YS Y | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | ROUNDABOU | | BOAT LAU | | CC WD | | YS Y | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.12 | |) I K | BOAT LAU. | NCII ACCE | SS WB | CI | 15 . | | 1 | C | 18A | | 22S | CII | | 14A | С | | 32 | 1 (| 02 | 1280 | 112 | 25 | RР |
| 3.15 | | | | | | | | | | 2 | | 18A | | 22S | | | 22A | | | | | | 1280 | | | R P |
| 3.16 | | BEG SU LN | т. | BICYCLE | | 062 | | | | 2 | | 12A | | 22S | | | 22A | | 6 | | | | 1280 | | | R P |
| 3.20 | | BEG SU LN | | HOLDING | | 112 | | | | 1 | | 12A | | 22S | | | 13A | - | 17 | | | | 1280 | | | R P |
| 3.21 | | END SU LN | | BICYCLE | | 064 | | | 1 | 1 | | 15A | | 22S | | | 13A | | 11 | | | | 1280 | | | R P |
| 3.22 | | TOLL BOOT | | PT DEF F | ERRY TOL | | | | | | | | | | | | | | | | | | | | | |
| | | | | OWNER WS | F | | | | | | | | | | | | | | | | | | | | | |
| 3.23 | 3.23 | | | | | | | | 1 | 1 | C | 15A | | 22S | CU | | 24A | С | 11 | 50 | 1 | 02 | 1280 | U2 | 25 | R P |
| 3.24 | 3.24 | CHG SU LN | I R | HOLDING | | 402 | | | 1 | 1 | C | 15A | | 22S | CU | | 24A | С | 40 | 79 | 1 | 02 | 1280 | U2 | 25 | R P |
| 3.25 | 3.25 | INTRSECTN | I L | KITAKYUS | HU ST | | CT | 7 | <i>Y</i> 1 | 1 | C | 15A | | 5S | CU | | 24A | С | 40 | 79 | 1 | 02 | 1280 | U2 | 25 | R P |
| | | EXIT TO | | BOAT LAU | | ING LN | | | Z | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | 1 C | MED XROA | D | | ST | 7 | Z | | | | | | | | | | | | | | | | | |
| 3.27 | | | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | С | 26A | С | 40 | 66 | 1 | 02 | 1280 | U2 | 25 | R P |
| 3.28 | 3.28 | UXING | В | PED XING | | _ | ST | | | | | | | | | | | | | | | | | | | |
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| 3.34 | 3.34 | END SU LN | | HOLDING | | 402 | | | | 1 | | | | | | 8A | 20A | A8 | \$\$\$ | 20 | Τ (| 02 | 1280 | 02 | 25 | R P |
| 2 25 | | INTRSECTN | | WATERFRO | | ANDING | CT | | Z | | | | | | | | | | | | | | | | | |
| 3.37 | 3.3/ | FERRY TER | M B | POINT DE | | ANDING | | | | | | | | | | | | | | | | | | | | |
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| 2.83 | 2.83 | | .02 10 | | .03 10 | | | | | | | | | | | | | | | | | | | | | |

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3.37 3.37 END CTLSEC CONTROL SECTION 2742

END ROUTE

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

TIME 17:13:52 STATE HIGHWAY LOG PAGE

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SR 163 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

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| MISC FEATR L MT RAINIER NATIONAL PARK | |
| 1.00 1.00 MP MARKER L 1 | |
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| 2.93 2.93 ENT/EXIT R EVANS CREEK ORV ACCESS FS N | |
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| 14.31 14.31 MISC FEATR R SGN ENT CARBONADO | |
| 14.39 14.39 ENTER CITY CARBONADO 1 1 2G 20B 2G 20 1 05 0150 R | R3 50 R P |
| 14.43 14.43 INTRSECTN L PERSHING AVE CT SS Y 1 1 6G 18A 6G 18 1 05 0150 R | |
| 14.60 14.60 LEAVE CITY CARBONADO 1 1 6G 18A 6G 18 1 05 \$\$\$\$\$ R | |
| MISC FEATR L SGN ENT CARBONADO | T |
| 15.00 15.00 MP MARKER L 15 | |
| 15.41 15.41 INTRSECTN L WILKESON-CARBONADO RD CO N | |
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| 15.62 15.62 INTRSECTN L 178TH ST E PV N | |

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| SIGHE D | AKI ^{II} | FEATORE D | 1 | DESCRIPTION | OW . | | | " / 5 | | W/5 | WD/. | | " | W/5 | W/5 | " + D | WID | 7 . | , | MDIC | | , 1 | ' ` | 1 1 | |
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| 15.66 | 15.66 | | | | | | 1 1 | | | | | | 1 A | 20A | 1 z | | 20 | 1 0 | 15 | | R3 | 5.0 | R | | |
| 15.93 | | ENTER CITY | | WILKESON | | | $\overline{1}$ $\overline{1}$ | | | | | | | 20A | | | | | | 1445 | | | R | P | |
| 16.00 | | MP MARKER | т. | 16 | | | | | | | | | | 2011 | | | 20 | | | | 02 | 30 | | - | |
| 16.25 | | LEAVE CITY | _ | WILKESON | | | 1 1 | | | | | | 1 A | 20A | 1 A | | 2.0 | 1 (| 15 | \$\$\$\$ | 112 | 5.0 | R | Ś | |
| 16.37 | | MISC FEATR | R | | | | | | | | | | | 2011 | | | 20 | | | ~ ~ ~ ~ | 02 | 30 | | Ψ | |
| 16.38 | | BEG BRIDGE B | | GALE CREEK | ST | | 1 1 | | | | | | \$\$0 | 20A | \$\$0 | | 20 | 1 0 | 15 | | U2 | 5.0 | R | | |
| 10.50 | 10.50 | DEG DRIDGE D | | BRDG NUM 165/016 | DI | | | | | | | | γγC | 2011 | PPC | | 20 | | , , | | 02 | 50 | 10 | | |
| 16.39 | 16 39 | END BRIDGE B | | GALE CREEK | | | 1 1 | | | | | | 22 | 20A | 2A | | 20 | 1 (| 15 | 1445 | 112 | 5.0 | R | D | |
| 10.55 | 10.35 | ENTER CITY | | WILKESON | | | | | | | | | 211 | 2011 | 211 | | 20 | | , , , | 1115 | 02 | 50 | 10 | - | |
| 16.47 | 16.47 | DIVIDIC CITT | | WIERESON | | | 1 1 | | | | | | 2Δ | 20A | 2A | | 2.0 | 1 (| 15 | 1445 | 112 | 25 | R | P | |
| 16.48 | | INTRSECTN | R | CEDAR ST | СТ | Y | | | | | | | 211 | 2011 | 211 | | 20 | | | | 02 | 23 | | - | |
| 16.61 | | INTRSECTN | L | ASH ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 16.64 | | INTRSECTN | _ | CHURCH ST | CT | | 1 1 | | | | | | 6 A | 28A | \$\$0 | | 28 | 1 (| 15 | 1445 | 112 | 25 | R | D | |
| 16.65 | 16.65 | INTRODUCTIV | _ | Choren 51 | 01 | _ | $\overline{1}$ $\overline{1}$ | | | | | | | 28A | | | | | | 1445 | | | R | | |
| 16.66 | 16.66 | | | | | | 1 1 | | | | | | | 28A | | | | | | 1445 | | | R | | |
| 16.69 | | INTRSECTN | R | VINE ST | СТ | Y | | | | | | | 011 | 2011 | C | | 20 | | | | 02 | 23 | | _ | |
| 10.05 | 10.00 | MISC FEATR B | | PED XING | 01 | _ | | | | | | | | | | | | | | | | | | | |
| 16.70 | 16 70 | BEG ST I | | CHURCH ST | | | 1 1 | | | | | | 6A | 28A | С | | 28 | 1 (| 15 | 1445 | 112 | 25 | R | в * | |
| 10.70 | 10.70 | INTRSECTN | L | CHURCH ST | СТ | Y | | | | | | | 011 | 2011 | C | | 20 | | | | 02 | 23 | | _ | |
| 16.74 | 16 74 | INTRSECTN | R | DAVIS ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 16.75 | | BEG BRIDGE B | | GALE CREEK | ST | _ | 1 1 | | | | | | \$\$0 | 22A | С | | 22 | 1 (| 15 | 1445 | 112 | 25 | R | P * | |
| 10.75 | 10.75 | DEG DRIDGE D | | BRDG NUM 165/017 | 01 | | | | | | | | 770 | 2211 | C | | | | | | 02 | 23 | | - | |
| 16.77 | 16.77 | END BRIDGE B | | GALE CREEK | | | 1 1 | | | | | | 2A | 23A | С | | 23 | 1 0 |)5 | 1445 | IJ2 | 25 | R | P * | |
| 16.83 | | INTRSECTN | | HILL ST | CT | Y | 1 1 | | | | | | | 22A | | | | | | 1445 | | | | P * | |
| 16.92 | | INTRSECTN | R | ALBERT ST | CT | Y | | | | | | | | | | | | | | | 02 | | | _ | |
| 16.98 | | MP MARKER | L | 17 | 01 | - | | | | | | | | | | | | | | | | | | | |
| 17.15 | | INTRSECTN | | BRIERHILL BLVD | CT | Y | | | | | | | | | | | | | | | | | | | |
| 17.16 | | LEAVE CITY | | WILKESON | 01 | - | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 1 0 |)5 : | \$\$\$\$ | IJ2 | 25 | R | \$ * | |
| 17.17 | | BEG BRIDGE B | | GALE CREEK | ST | | $\overline{1}$ $\overline{1}$ | | | | | | | 34P | | | | 1 0 | | TTTT | U2 | | R | | |
| _,, | _,,_, | 220 211202 2 | | BRDG NUM 165/018 | - | | | | | | | | 770 | 5 11 | 770 | | 0 - | | | | 02 | | | | |
| 17.19 | 17.19 | END BRIDGE B | | GALE CREEK | | | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 1 0 |)5 | | U2 | 25 | R | * | |
| 17.22 | | INTRSECTN | R | | CO | Y | | | | | | | | | | | | | _ | | - | | | | |
| 17.25 | | END ST I | | CHURCH ST | | _ | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 1 0 |)5 | | IJ2 | 25 | R | \$ | |
| ± / • 25 | 1,,120 | INTRSECTN | | PEARL ST CT | CO | N | | | | | | | | | | | | | | | 02 | | | τ. | |
| 17.28 | 17.28 | MISC FEATR | L | SGN ENT WILKESON | 00 | | 1 1 | | | | | | 2.A | 22A | 2A | | 22 | 1 0 | 5 | | U2 | 5.0 | R | | |
| 17.36 | | INTRSECTN | L | JOHNS RD E | CO | N | | | | | | | | | | | | | _ | | - | | | | |
| 17.91 | | INTRSECTN | L | CARBONADO-S PRAIRIE RD E | | N | | | | | | | | | | | | | | | | | | | |
| 18.00 | | MP MARKER | | 18 | | | | | | | | | | | | | | | | | | | | | |
| 18.46 | | MISC FEATR | R | SGN ENT BURNETT | | | | | | | | | | | | | | | | | | | | | |
| 18.52 | 18.52 | | | | | | 1 1 | | | | | | 2A | 22A | 2A | | 22 | 1 0 |)5 | | U2 | 3.5 | R | | |
| 18.65 | | INTRSECTN | В | 141ST ST CT E | CO | Y | | | | | | | | | | | | _ ~ | - | | | | | | |
| 18.71 | 18.71 | | _ | | | - | 1 1 | | | | | | 6A | 24A | бA | | 24 | 1 0 |)5 | | U2 | 35 | R | | |
| 18.75 | | INTRSECTN | L | LOWER BURNETT RD E | CO | Y | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | W | ITDTH | AND | SURFACI | F. TNF | TORMZ | TTON | J | | | | | | |
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| | | | :DTR | ECTION TO INVENTORY | I-BR | IDGI | | | REAS/ | | , point ite. | | RES/U | | | | | CT.A | SSTF | TCAT | TIONS |
| | | | | EFT/RIGHT INDICATOR | | _ | - NBR | 1 | | RHT | | LFT | спо, с | | USE | | | 0111 | | LEGA | |
| | | | : : | | | OAD- | | | | | MEDIAN- | | RDY | | | | мтс | ELCTTY | | | ED T P S |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | WD/S BR | | | | | | | | | | IBRKT |
| | | 1 2112 0112 | | | " | 1 | - - - | '', ~ | , ۱ | , 2 | | , 🎍 | , ŏ | , 2 | | | | _ | | - | |
| | | | -1 | | - 1 1 | | -1-1- | 11 | | | | | ı —— ı | | | | _ _ | _ | 11 | - | 1-1-1- |
| 18.76 | 18.76 | | | | | | 1 1 | | | | | 6A | 24A | 6Α | | 24 | 1 0 | 5 | U2 | 3 | 35 R |
| 18.79 | 18.79 | BEG BRIDGE | В | S PRAIRIE CREEK | ST | | 1 1 | | | | | \$\$W | 36P | \$\$W | | 36 | 1 0 | 5 | U2 | 3 | 35 R |
| | | | | BRDG NUM 165/020 | | | | | | | | | | | | | | | | | |
| 18.90 | 18.90 | END BRIDGE | В | S PRAIRIE CREEK | | | 1 1 | | | | | 6А | 24A | бA | | 24 | 1 0 | 5 | U2 | 3 | 35 R |
| 19.00 | 19.00 | MP MARKER | L | 19 | | | | | | | | | | | | | | | | | |
| 19.02 | 19.02 | | | | | | 1 1 | | | | | 6А | 24A | бA | | 24 | | | U2 | į | 50 R |
| 19.04 | 19.03 | EQUATION | | 019.03 =019.04 | | | 1 1 | | | | | 2A | 22A | 2A | | 22 | 1 0 | 5 | U2 | į | 50 R |
| 19.06 | 19.05 | MISC FEATR | L | SGN ENT BURNETT | | | | | | | | | | | | | | | | | |
| 19.45 | 19.44 | INTRSECTN | L | FETTIG RD | CO | 1 | 1 | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 131ST ST E | CO | 1 | - | | | | | | | | | | | | | | |
| 19.57 | | INTRSECTN | L | SR 162 | | SS 3 | Z | | | | | | | | | | | | | | |
| 19.58 | | WYE CONN | L | SR 162 | ST | 7 | Z | | | | | | | | | | | | | | |
| 19.61B | | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | |
| 19.61 | 19.62 | EQUATION | | 019.63B=019.61 | | | | | | | | | | | | | | | | | |
| 19.73 | | INTRSECTN | R | 128TH ST E | CO | | 1 | | | | | | | | | | | | | | |
| 19.92 | 19.93 | INTRSECTN | R | 126TH ST E | CO | 1 | 1 | | | | | | | | | | | | | | |
| 20.00 | | MP MARKER | L | 20 | | | | | | | | | | | | | | | | | |
| 20.25 | 20.26 | | | | | | 1 1 | | | | | 3A | 23A | 3A | | 23 | 1 0 | 5 | U2 | į | 50 R |
| 20.55 | | INTRSECTN | L | BORELL RD E | CO | | 1 | | | | | | | | | | | | | | |
| 20.56 | | INTRSECTN | R | BORELL RD S | CO | 1 | 1 | | | | | | | | | | | | | | |
| 20.74 | | ENTER CITY | | BUCKLEY | | | 1 1 | | | | | 3A | 23A | 3A | | 23 | 1 0 | 5 0130 | U2 | į | 50 L P |
| 20.95 | | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | |
| 20.96 | 20.97 | | | | | | 1 1 | | | | | 3A | 23A | 3A | | 23 | 1 0 | 5 0130 | U2 | 3 | 35 L P |
| 21.00 | | MISC FEATR | R | SGN ENT BUCKLEY | | | | | | | | | | | | | | | | | |
| 21.06 | 21.07 | INTRSECTN | L | 112TH ST E | | | Y 1 1 | | | | | \$\$C | 46A | \$\$C | | 46 | 1 0 | 5 0130 | U2 | 3 | 35 L P |
| | | INTRSECTN | R | RYAN RD | CT | SS ? | Z | | | | | | | | | | | | | | |
| 21.17 | 21.18 | END CTLSEC | | CONTROL SECTION 2738 | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | SR 410 | ST | SG ? | Z | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
| | | | | | | | | |
| 21.06 21.07 | .04 12 | | .03 12 | | | | | |
| 21.17 21.18 | .06 12 | | | | | | | |

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| | | | : | :LE | ECTION TO INVENTOR EFT/RIGHT INDICATO | | -U2 | | NB | R LFT | | /DIV RHT | | | LFT | | | USE | TOT | | | CLA | | LEGA | ΔL | | |
| SRMP B | ARM | FEATURE | : D - | | DESCRIPTION | | OW | | | | | | MEDIZ WD/S | | | | | | | | | | | | | | |
| 0.02 | 0.00 | BEG ROUTE | | | MAIN ROUTE | IADD EGI | | · | 1 | 1 12 <i>F</i> | . 12A | | 6A | JE | | 12A | 12A | | 24 | 2 | 01 | 0115 | U1 | | 15 | R F | |
| | | ENTER CIT | | | SR 16 TO PRT ORCH BREMERTON | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | D | CONTROL SECTION 1 SR 16 | .807 | ST | v | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.02 | | | | | | DI | | | | \$\$\$ | | \$\$\$\$ | \$\$ | 12A | 30A | 12A | | 30 | 2 | 01 | 0115 | U1 | 4 | 15 | R F | 2 |
| 0.06 | | LEAVE CIT | Y | | BREMERTON | | | | 1 | 1 | | | \$\$\$\$ | 7.7 | 12A | 30A | 12A | | 30 | 2 | 01 | \$\$\$\$ | U1 | 2 | | R \$ | |
| 0.14 | | BEG BRIDG | | | ANDERSON CREEK | | ST | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0 12 | EMD DDIDG | - D | | BRDG NUM 166/002. | 25 | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | | END BRIDGENT FROM | | | ANDERSON CREEK U TURN ROUTE | | СШ | 7.7 | | | | | | | | | | | | | | | | | | | |
| 0.19 | | | | | U TURN ROUTE | | O.L. | Z. | 1 | | | | | | 1/17 | 247 | 10A | | 2.4 | 2 | Λ1 | | U1 | , | 15 | D | |
| 0.35 | | UXING | | | SR 16 | | ST | _ | | | | | | | | | A8 | | 24 | | | | U1 | | 15 | | |
| | | | | | BRDG NUM 016/205 | | | | | | | | | | | | | | | | | | | | | | |
| 0.42 | 0.40 | | | | | | | | 1 | | | | | | | | 5A | | 24 | | | | U1 | | 15 | | |
| 0.57 | | ENTER CIT | | Б | PORT ORCHARD | . A D D | | | 1 | 1 | | | | | 5A | 24A | 5A | | 24 | 2 | 01 | 1000 | U1 | 4 | 15 | R P |) |
| 1.00 | | MISC FEAT | | R R | SGN ENT PORT ORCH | IARD | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | | MP MARKER | | R | | | | | 1 | 1 | | | | | 57 | 247 | 5A | | 2.4 | 2 | Λ1 | 1000 | тт1 | - | 25 . | R P | 2 |
| 2.01 | | INTRSECTN | | | WILKINS PL | | СТ | N | | _ | | | | | SA | ZHA | SA | | 2 1 | _ | UΙ | 1000 | UΙ | - | · . | K P | • |
| 2.03 | | INTRSECTN | | | CASECO LN | | CT | N | | | | | | | | | | | | | | | | | | | |
| 2.16 | | INTRSECTN | | | WILKINS DR | | CT | N | | | | | | | | | | | | | | | | | | | |
| 2.24 | | INTRSECTN | | | SHORT AVE | | CT | N | | | | | | | | | | | | | | | | | | | |
| 2.30 | | INTRSECTN | | | GRANT AVE | | CT | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.36 | | | | 014411 1172 | | - | | 1 | 1 | | | | | 5A | 24A | 5A | | 24 | 2 | 01 | 1000 | IJ1 | 2 | 25 | R P | ٥ |
| 2.54 | | INTRSECTN | | R | PORT ORCHARD BLVD |) | CT | | 1 | 1 | | | | | 3A | | 3A | | | | | 1000 | | | | R E | |
| 2.57 | | BEG SU LN | | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 3A | | | | | | | 1000 | | 2 | 25 | R F | ٥ |
| | | INTRSECTN | | R | DEKALB ST | | CT | = - | ſ | | | | | | | | | | | | | | | | | | |
| 2.62 | | INTRSECTN | | | KITSAP ST | | CT | | • | | | | | | | | | | | | | | | | | | |
| 2.66 | | INTRSECTN | | | CLINE AVE | | CT | | 1 | | | | | | | | | | | | | 1000 | | | | R P | |
| 2.70 | 2.68 | BEG ST | | Б | BAY ST | | aш | | . 1 | | | | | | 3A | 25A | С | 12 | 37 | 2 | 01 | 1000 | U1 | 2 | 25 | R P |) * |
| 2.75 | | INTRSECTN END SU LN | | | BANK ST TWO WAY TURN | 12A | CT | | 1 | | | | | | 27 | 36A | C | \$\$\$ | 26 | 2 | 0.1 | 1000 | тт1 | , |) E . | р г | > * |
| 2.78 | | INTRSECTN | | | ORCHARD ST | IZA | СТ | | 1 | | | | | | | | | | | | | 1000 | | | | r e R E | |
| 2.82 | | INTRSECTN | | | FREDERICK AVE | | CT | | | _ | | | | | γγC | JUA | C | | 50 | 4 | OΙ | 1000 | ΟŢ | 4 | . ر. | IX E | , |
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| INTERSEC | CTION D | | | | TURN LANES | | | | | | | | | | | | | | | | | | | | | | |
| SRMP B | | | LGT | WD | R NEAR L FAR LGT WD LGT WD | LGT WD | LO | T WD | L | | LG | T WD | RIGI LGT | | | | | | | | | | | | | | |
| 0.21 | 0.19 | | .02 | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| | 2.76 | | .02 | 12 | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| 2.82 | 2.80 | | .02 | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | :DI | RECTION TO INVENTORY | | -BR | RIDGE | | | DECR | | | | | INC | RES/ | | | | | | -CLA | SSIF | 'ICAT | ION | S |
| | | | | LEFT/RIGHT INDICATOR | | -UX | ING- | - N | BR | | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGA: | | |
| | | | :: | | | | | | | | | | | | | | | | | | | CITY | | | | |
| SRMP B | ARM | FEATURE | DL | R DESCRIPTION | | OW, | TC I | ı D | , I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D II | 3 R | KT |
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| 2.83 | 2.81 | | | | | | | 1 | 1 | | | | | | C | 56A | C | | 56 | 2 | Λ 1 | 1000 | тт1 | 2 | 5 P | в * |
| 2.90 | | INTRSECTN | В | SIDNEY AVE | | СТ | SG Y | _ | _ | | | | | | C | 5011 | C | | 50 | 2 | ΟŢ | 1000 | ΟŢ | ۷. | , 10 | Ъ |
| 2.97 | | INTRSECTN | | | | - | 7 | | | | | | | | С | 38A | С | | 38 | 2 | 01 | 1000 | IJ1 | 2 | 5 R | P * |
| 2.99 | | BEG SU LN | | TWO WAY TURN | 12A | - | | | | | | | | | _ | 26A | _ | | | | | 1000 | | | | - P * |
| 3.04 | 3.02 | MISC FEAT | RВ | PED XING | | | | | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.07 | INTRSECTN | R | SEATTLE ST | | CT | 7 | 7 | | | | | | | | | | | | | | | | | | |
| 3.17 | 3.15 | END SU LN | С | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 38A | C | \$\$\$ | 38 | 2 | 01 | 1000 | U1 | 2. | 5 R | P * |
| | | INTRSECTN | | ROCKWELL AVE | | | 7 | 7 | | | | | | | | | | | | | | | | | | |
| 3.20 | | BEG SU LN | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 26A | C | 12 | 38 | 2 | 01 | 1000 | U1 | 2. | 5 R | P * |
| 3.24 | | MISC FEAT | | PED XING | | | | | | | | | | | | | | | | _ | | | | | _ | |
| 3.33 | | END SU LN | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | С | 36A | С | \$\$\$ | 36 | 2 | 01 | 1000 | U1 | 2. | 5 R | P * |
| 2 26 | | MISC FEAT | | PED XING | | a.m. | | - | - | | | | | | ~ | 41. | ~ | | 4.1 | _ | 0.1 | 1000 | 1 | 0 | | - · |
| 3.36 | 3.34 | BEG BRIDG | EВ | BLACKJACK CREEK BRDG NUM 166/021.25 | | ST | | | 1 | | | | | | C | 41A | С | | 41 | 2 | 01 | 1000 | UI | 2. | o R | P * |
| 3.37 | 3.35 | END BRIDG | ΕВ | BLACKJACK CREEK BAY ST SB BAY ST NB BAY ST MAPLE AVE | | | | 1 | 1 | C | 12A | | 81 | CU | \$ | 12A | C | | 24 | 2 | 01 | 1000 | U1 | 2 | 5 R | P * |
| 3.38 | 3.36 | ROUNDABOU' | T L | BAY ST SB | | CT | YS Y | 7 | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.37 | ROUNDABOU' | T L | BAY ST NB | | CT | YS Y | 7 | | | | | | | | | | | | | | | | | | |
| 3.40 | 3.38 | END ST | I | BAY ST | | | | 1 | 1 | C | 12A | | 81 | CU | | 12A | C | | 24 | 2 | 01 | 1000 | U1 | 2. | 5 R | Р\$ |
| | | INTRSECTN | R | MAPLE AVE | | CT | 7 | 7 | | | | | | | | | | | | | | | | | | |
| 3.41 | 3.39 | | ~ | | | | | _ | _ | \$ | \$\$\$ | | \$\$\$\$ | \$ \$\$ | | 34A | | 1.0 | | | | 1000 | | | 5 R | |
| 3.42 | | BEG SU LN | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | С | 24A | 2A | 12 | 36 | 2 | 01 | 1000 | U1 | 3 | 5 R | Р |
| 3.82 | 3.80 | BEG SU LN | | | 12A | | | | | | | | | | | | | | | | | | | | | |
| 3.85 | 2 02 | END SU LN BEG ST | I | TWO WAY TURN MILE HILL DR | 12A | | | 1 | 1 | | | | | | | 247 | E 7\ | 1 2 | 26 | 2 | 0.1 | 1000 | тт1 | 2 | - D | P * |
| 3.87 | | END SU LN | | TWO WAY TURN | 12A | | | | 1 | C | 14A | | 151 | CU | | | | | | | | 1000 | | | | P * |
| 3.88 | 3.86 | | ш | IWO WAI IONN | IZA | | | | 1 | | 14A | | | CU | | 14A | | | | | | 1000 | | | | P * |
| 3.92 | | ROUNDABOU' | T R | BETHEL AVE SB | | СТ | YS Y | _ | | | | | 131 | CU | | TTA | PPC | | 20 | _ | ΟŢ | 1000 | OΙ | ٥. | J 10 | E |
| 3.93 | | ROUNDABOU' | | BETHEL AVE SB BETHEL AVE NB BEGIN BACK BUSINESS BUSINESS 003.99B=003.94 | | СТ | YS Y | 7 | | | | | | | | | | | | | | | | | | |
| 3.94B | | BEG EO | | BEGIN BACK | | - | | 1 | 1 | С | 14A | | 15E | CU | | 14A | С | | 28 | 2 | 01 | 1000 | U2 | 3 | 5 R | P * |
| 3.97B | | EXIT TO | R | BUSINESS | | PV | 7 | 7 | | | | | | | | | | | | | | | - | | | |
| 3.98B | 3.96 | ENT FROM | R | BUSINESS | | PV | 7 | 7 | | | | | | | | | | | | | | | | | | |
| 3.94 | 3.97 | EQUATION | | 003.99B=003.94 | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | С | 28A | 4A | | | | | 1000 | | 3 | 5 R | P * |
| 3.95 | 3.98 | | | | | | | 1 | 2 | | | | | | С | 28A | | | 28 | 2 | 01 | 1000 | U2 | 3. | 5 R | P * |
| 3.96 | 3.99 | | | | | | | | 2 | | | | | | | 46A | | | | | | 1000 | | | | P * |
| 3.97 | 4.00 | UXING | В | MITCHELL RD | | ST | | 1 | 2 | | | | | | С | 48A | 4A | | 48 | 2 | 01 | 1000 | U2 | 3. | 5 R | P * |
| INTERSEC | ים ארדיי | TTATT. | | TURN LANES | | | | - A C | CET | FDAT | ית∩די | T. Z\ NTI | 79 | | | | | | | | | | | | | |
| TIVI DICOLC | LITOIN D | | | R R NEAR L FAR R | | | | | | | | | RIC | | | | | | | | | | | | | |
| SRMP B | | : | LGT W | D LGT WD LGT WD LG | T WD | | | | | | | | LGT | | | | | | | | | | | | | |
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| 2.90 | 2.88 | | .04 1 | | 2 10 | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | EFT/RIGHT | INDICAT | 'OR | | UXIN | | | | | RHT | | | LFT | | | USE | | | | | | EGAL | ١, | |
| CDMD I | 3.774 | | : | | DEGGE TEMT | | | | | | | | | | | DIAN- | | | | | | | | | | | | |
| SRMP I | 3 ARM | FEATURE | الا | LK | DESCRIPTI | LON | | 10 | W TC | ,- | דת | W/S | W/S | W/S | שש |)/S BR | W/S | W/S | W/S | MID | MID | A | SE | NBK | FCL | I | K K | T |
| | - I | | -1-1 | I —— I | | | | -1- | — I —— | 1-1 | -1- | · I —— | I I | l —— ! | l —— | I | l —— | l ——— | l —— | l —— | l ——— | - | ! | | I —— I — | — I —— | - - | · I — |
| 3.97 | 4.00 | | | | BRDG NUM | 166/024 | | | | | 1 2 | | | | | | С | 48A | 4A | | 48 | 2 | 01 | 1000 | U2 | 35 | R P | * |
| 4.01 | 4.04 | MP MARKER | | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.02 | 4.05 | MISC FEAT | R | L | SGN ENT P | PORT ORC | HARD | | | | | | | | | | | | | | | | | | | | | |
| 4.07 | 4.10 | INTRSECTN | | | PLISKO LN | | | _ | T. | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | | SHOPPING | | | | V | | | | | | | | | | | | | | | | | | | |
| 4.15 | 4.18 | ENT/EXIT | | | SHOPPING | | | | V SG | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | WOLVES RD | | | | T SG | | | | | | | | _ | | | | | _ | | | | | | |
| 4.19 | | BEG SU LN | | | TWO WAY I | | 12 | | | | 1 2 | | | | | | C | 36A | 4A | 12 | 48 | 2 | 01 | 1000 | U2 | | R P | |
| 4.30 | | END SU LN | | | TWO WAY I | | 12 | A | | | 1 2 | | | | | | C | 48A | 4A | \$\$\$ | 48 | 2 | ÛΙ | 1000 | 02 | 35 | R P | * |
| 4.35 | 4.38 | INTRSECTN | | | RETSIL RE | | | | T SG | | | | | | | | | | | | | | | | | | | |
| 4.40 | 1 12 | INTRSECTN BEG SU LN | | | KARCHER R | | 12 | | 1 56 | | 1 2 | | | | | | C | 267 | 47 | 10 | 10 | 2 | 0.1 | 1000 | TTO | 2 5 | R P | · * |
| 4.40 | | END SU LN | | | TWO WAY I | | | A A | | | 1 2 | | | | | | 2 | 10A | 4A 4A | 7.7 4.4.4 | 40 10 | 2 | 01 | 1000 | 112 | | R P | |
| 4.54 | | INTRSECTN | | - | ROOSEVELT | | 12 | A (| т | Y | | | | | | | C | HOP | HA | 444 | 40 | 4 | UΙ | 1000 | UZ | 33 | K P | |
| 4.54 | 4.57 | INTRSECTN | | | PVT RD | LAVE | | D | 7.7 | Y | | | | | | | | | | | | | | | | | | |
| 4.59 | 4 62 | ENT/EXIT | | | BUSINESS | | | P | 7.7 | _ | | | | | | | | | | | | | | | | | | |
| 4.60 | | BEG SU LN | | | TWO WAY I | TURN | | Α | | | 1 2 | | | | | | С | 36A | 4 A | 12 | 48 | 2 | 01 | 1000 | IJ2 | 35 | R P | * |
| 4.64 | | INTRSECTN | | | HIGGINS R | | | C | | | | | | | | | _ | | | | | | | | - | | | |
| | | ENT/EXIT | | | BUSINESS | | | | V | Y | | | | | | | | | | | | | | | | | | |
| 4.68 | 4.71 | END SU LN | | C | TWO WAY T | rurn | 12 | A | | | 1 2 | | | | | | С | 48A | 4A | \$\$\$ | 48 | 2 | 01 | 1000 | U2 | 35 | R P | * |
| 4.69 | 4.72 | INTRSECTN | | R | KIDD AVE | | | C | T. | N | | | | | | | | | | | | | | | | | | |
| 4.73 | 4.76 | INTRSECTN | | | JACKSON A | AVE | | C | T SG | Y | 1 2 | | | | | | C | 48A | 2A | | 48 | 2 | 01 | 1000 | U2 | 35 | R P | * |
| | | INTRSECTN | | L | OLNEY RD | | | C | T SG | | | | | | | | | | | | | | | | | | | |
| 4.76 | 4.79 | | | | | | | | | | 1 2 | | | | | | | 44A | | | | | | 1000 | | | R P | |
| 4.77 | | BEG SU LN | | | WEAVING/S | | | | | | 1 2 | | | | | | | | | | | | | 1000 | | | R P | |
| 4.79 | 4.82 | END SU LN | | | WEAVING/S | | ANGE 15 | | | | 1 2 | | | | | | С | 33A | 2A | \$\$\$ | 33 | 2 | 01 | 1000 | U2 | 35 | R P | * |
| 4 01 | 4 0 4 | ENT FROM | | | SHOPPING | | | | V | | 1 0 | | | | | | ~ | 22- | | | | _ | 0.1 | 1000 | | 2 - | | |
| 4.81 | | EXIT TO | | | SHOPPING | | 333GD 15 | | V | | 1 2 | | | | | | | 33A | | 1 - | | | | 1000 | | | R P | |
| 4.83 | | BEG SU LN | | | WEAVING/S | | | | | | 1 2 | | | | | | C | 33A | 3A | 15 | 48 | 2 | UΙ | 1000 | UZ | 35 | R P | ^ |
| 4.86 4.89 | | INTRSECTN END SU LN | | | PAYSENO I WEAVING/S | | מאזמים 1 ב | _ | .T. | | 1 2 | | | | | | a | 227 | 27 | <u> </u> | 2.2 | 2 | 0.1 | 1000 | TTO | 2 5 | R P | · * |
| 4.09 | 4.92 | FIND SO TIN | | ш | WEAVING/S | SPEED CH | ANGE IS | A | | | 1 2 | | | | | | C | 33A | 3A | 999 | 33 | 4 | UΙ | 1000 | UZ | 35 | R P | |
| TNTERSI | ECTION D | rπatt. | | | TURN L | .ANES | | | | Z | CCE | T.F.P.A | TTON | T. ANT | 7S- | | | | | | | | | | | | | |
| INTERO | CIION D | | | | R NEAR | | R FAR | | | | | | | | | RIGHT- | | | | | | | | | | | | |
| SRMP I | 3 ARM | | LGT | | | LGT WD | LGT WD | | LGT I | | | T WD | | r WD | | GT WD | | | | | | | | | | | | |
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| 4.15 | 4.18 | | .03 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 4.35 | 4.38 | | .03 | 12 | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.57 | | .03 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
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| 4.73 | 4.76 | | .05 | 12 | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| 4.81 | 4.84 | | | | | | .02 15 | | | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 166 MAINLINE STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

| | | | | | | | | | | VIDTH | I ANI | SURFACE | INE | ORMA | AOITA | 1 | | | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | | -BR | IDGE | | DECI | REAS/ | DIV | | INCF | RES/U | JNDI | SPC | | | | -CLA | SSIF | ICAT | ION | IS- | |
| | | | : :L | EFT/RIGHT INDICATOR | | -UX | ING- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | | LEGA: | ն | | |
| | | | : : | | | -XR | -DAO | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | МТ | CE | CITY | ST | SPEE | ד כ | [P | S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | OW | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D I | 8 F | R K | . T |
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| 4.89 | 4.92 | ENT FROM | L | SHOPPING CENTER | | PV | Y | 1 2 | | | | | С | 33A | 3A | | 33 | 2 | 01 | 1000 | U2 | 3. | 5 F | R P | * |
| 4.91 | 4.94 | EXIT TO | L | SHOPPING CENTER | | PV | Y | | | | | | | | | | | | | | | | | | |
| 4.97 | 5.00 | | | | | | | 1 1 | | | | | С | 22A | A8 | | 22 | 2 | 01 | 1000 | U2 | 3. | 5 F | R P | * |
| 5.03 | 5.06 | BEG SU LN | С | TWO WAY TURN | 11A | | | 1 1 | | | | | C | 22A | A8 | 11 | 33 | 2 | 01 | 1000 | U2 | 3. | 5 F | R P | * |
| 5.04 | 5.07 | WYE CONN | R | HARRISON AVE SE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 5.06 | 5.09 | INTRSECTN | R | HARRISON AVE SE | | CT | Y | 1 1 | | | | | 3A | 22A | 3A | 11 | 33 | 2 | 01 | 1000 | U2 | 3 | 5 F | R P | * |
| 5.08 | 5.11 | MISC FEATR | L | SGN ENT PORT ORCHARD | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.12 | INTRSECTN | L | WHITTIER AVE | | CT | Y | | | | | | | | | | | | | | | | | | |
| 5.10 | 5.13 | END ST | I | MILE HILL DR | | | | 1 1 | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | 1000 | U2 | 3 | 5 F | R P | * |
| | | END SU LN | С | TWO WAY TURN | 11A | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1807 | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | 1 | WIDTE | H ANI | O SURFAC | E IN | FORM | ATION | [- | | | | | | | | |
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| | | | | RECTION TO INVENTORY | | RIDGE KING- | 1 | 1 | REAS | DIV RHT | | INC | | UNDI RHT | | | | CL | ASSI | FICAT | | 1S | |
| | | | : : | LEFT/RIGHT INDICATOR | | | | | | | MEDIAN- | | | | | | мтс | ELCIT | Ylst | | | rlpls | |
| SRMP B | ARM | FEATURE | D LF | R DESCRIPTION | | | | | | | WD/S BR | | | | | | | | | | | | |
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| | | ENTER CIT | | TACOMA | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | CONTROL SECTION 2707 | с т | | | | | | | | | | | | | | | | | | |
| | | UXING | В | SR 5 | ST | | | | | | | | | | | | | | | | | | |
| 0.02 | 0 02 | UXING | В | BRDG NUM 005/453 SR 5 P113484 | ST | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | UAING | В | BRDG NUM 005/454N-N | 21 | | | | | | | | | | | | | | | | | | |
| 0.03 | 0 03 | INTRSECTN | | EAST R ST-EAST S ST | СТ | SG Y | ¢ 1 | | | | | Ċ | 15A | 87 | | 15 | 1 0 | 5 128 | Λ TT1 | - | 35 I | . ъ | |
| 0.03 | 0.03 | OFF RAMP | | SR 5 NB | | SG Y | | | | | | Ų | IJA | UA | | 13 | 1 0 | 5 120 | 0 01 | - | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | J E | |
| | | INTRSECTN | | FRONTAGE RD-E 28TH ST | | SG Y | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | UXING | I | SR 5 P113484 | ST | 50 1 | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/454N-N | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | MISC FEAT | R L | GORE (SR 5 Q113534) | | | 1 | | | | | 2A | 15A | 8A | | 15 | 1 0 | 5 128 | 0 U1 | 3 | 35 I | Ρ | |
| 0.17 | 0.17 | MISC FEAT | R R | GORE (SR 5 P113484) | | | 1 | | | | | 4A | 15A | \$\$\$ | | 15 | 1 0 | 5 128 | 0 U1 | 3 | 35 I | Ρ | |
| 0.28 | 0.28 | UXING | D | SR 5 SB | ST | | 2 2 | C | 28A | C | 1000 | 4A | 13A | | | 41 | 1 0 | 5 128 | 0 U1 | 3 | 35 I | Ρ | |
| | | | | BRDG NUM 005/456W | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | E 26TH ST | ST | Y | | | | | | | | | | | | | | | | | |
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| 0.59 | | WYE CONN | | PIONEER WAY | CT | Y | | | | | | | | | | | | | | | | | |
| 0.61 | | BEG ST | I | RIVER RD | 01 | _ | 2 2 | | | | | 6A | 44A | бA | | 44 | 1 0 | 5 128 | 0 111 | - | 35 T | L P * | |
| | | INTRSECTN | | PIONEER WAY | CT | SG Y | | | | | | | | | | | | | | | | | |
| 0.64 | 0.60 | RR XING | В | NUM 85710X STRUCTURE | | | 2 2 | | | | | \$\$C | 48A | \$\$C | | 48 | 1 0 | 5 128 | 0 U1 | 3 | 35 I | L P * | |
| | | BEG BRIDG | EΒ | BN RR | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/013 | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.64 | END BRIDG | EΒ | BN RR | | | 2 2 | | | | | | 44A | | | | | 5 128 | - | | | L P * | |
| 0.76 | | LEAVE CIT | | TACOMA | | | 2 2 | | | | | | | бA | | | | 5 \$\$\$ | | | | ՝ \$ * | |
| 0.89 | | BEG SU LN | | TWO WAY TURN 11A | | | 2 2 | | | | | бA | 44A | бΑ | 11 | 55 | 1 0 | 5 | U1 | į | 50 I | ` * | |
| 1.02 | 0.98 | MP MARKER | . R | 1 | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | ETAIL | | TURN LANES | | | ACCE | LERA' | TION | LANI | ES | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT WI | D LGT WD LGT WD LGT WD | L(| GT WD | LG | T WD | LG: | r WD | LGT WD | | | | | | | | | | | | |
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3.28 3.24 3.39 3.35

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 167 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| SK 107 | MATINIT | NE | | | SIAIL | KOOIE - | SIC | .511 | | | COOL | NII | FII | EICE | | | | | | DO | י ד | TOIN | LCI . | , | | | |
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| | | | :DIR | ECTION TO | O INVENTO | RY | l -в | RIDG | | | DECRI | | | | | | | | | | | | CLASS | SIFI | CATI | ONS- | |
| | | | | | r indicat | | | XING | | | | | RHT | | | LFT | | RHT | USE | TOT | | | | | LEGAL | | |
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| 1.03 | 0.99 | END SU LN | ГС | TWO WAY | TURN | | | | 2 | 2 2 | | | | | | бA | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | 30TH AV | E E | | CO | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.06 | BEG SU LN | r C | TWO WAY | TURN | 11A | | | | 2 2 | | | | | | 6A | 44A | бΑ | 11 | 55 | 1 | 05 | Ţ | J1 | | | * |
| 1.19 | 1.15 | END SU LN | r C | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | 31ST AV | E CT E | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.25 | | BEG SU LN | | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 44A | бΑ | 11 | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 1.70 | 1.66 | END SU LN | r C | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | GRATZER | RD | | CO | | N | | | | | | | | | | | | | | | | | | |
| 1.76 | 1.72 | BEG SU LN | r C | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 44A | бΑ | 11 | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 2.00 | 1.96 | MP MARKER | | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.34 | END SU LN | r C | TWO WAY | TURN | | | | | 2 2 | | | | | | 6A | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | GAY RD | | | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.40 | BEG SU LN | r C | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 44A | бΑ | 11 | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 2.48 | 2.44 | END SU LN | | TWO WAY | | 11A | i. | | 2 | 2 2 | | | | | | 6A | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | 50TH AV | E E | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.50 | BEG SU LN | r C | TWO WAY | TURN | 11A | | | 2 | 2 2 | | | | | | 6A | 44A | бA | 11 | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 2.87 | 2.83 | END SU LN | r C | TWO WAY | TURN | 11A | | | | 2 2 | | | | | | бA | 55A | бΑ | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | I R | 40TH ST | | | CO | FS | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | I R | 56TH AV | | | CO | FS | Y | | | | | | | | | | | | | | | | | | |
| 2.93 | 2.89 | BEG SU LN | r C | TWO WAY | TURN | 12A | | | | | | | | | | | 44A | | | | | | Ţ | J1 | 50 |) L | * |
| 2.99 | 2.95 | | | | | | | | 2 | 2 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 3.00 | 2.96 | MP MARKER | . B | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 3.24 | END SU LN | | TWO WAY | | 12A | | | 2 | 2 2 | | | | | | 8A | 55A | 8A | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | | 44TH ST | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.34 | | BEG SU LN | | TWO WAY | | 12A | i. | | 2 | 2 2 | | | | | | | 44A | | | | | | | J1 | |) L | * |
| 3.39 | 3.35 | END SU LN | | TWO WAY | TURN | 122 | | | - 7 | 22 | | | | | | 8A | 55A | A8 | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| | | INTRSECTN | | 62ND AV | E E | 12A 12A | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.53 | | BEG SU LN | | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | | 44A | | | | | | | J1 | | _ | * |
| 3.60 | | END SU LN | | TWO WAY | TURN | 12A | | | 2 | 2 2 | | | | | | 8A | 55A | 8A | \$\$\$ | 55 | 1 | 05 | Ţ | J1 | 50 |) L | * |
| 3.66 | 3.62 | INTRSECTN | I R | 48TH ST | E | | CO | SG | Y | | | | | | | | | | | | | | | | | | |
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| INTERSE | CTION D | | | | LANES | | | | | | | | | | | | | | | | | | | | | | |
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| | ARM | | | | LGT WD | | | | | | WD | | | | I. MD | | | | | | | | | | | | |
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| 1.03 | | | | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 1.19 1.70 | | | | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 1.66 | | | | .03 11 .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| | 2.34 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.44 | | | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 2.87 | 2.83 | | | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |

.03 12

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| | | | | | | | | | | | | | SURFACE | | | | | | ı | GT 3 | 227 | | | | |
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| | | | | ECTION TO EFT/RIGHT | | | | RIDGE | | DEC. R LFT | REAS/ | RHT | | LFT | RES/L | DELLE TUNDT | SPC | тот | | CLA | SSIF. | LEGA LEGA | | NS | |
| | | | : : | EFI/RIGHI | I INDICAL | IOR | | | | | | | MEDIAN- | | | | | | | | | | | гГрІ | ls |
| SRMP B | ARM | FEATURE | | DESCRIPT | ΓΙΟΝ | | | | | | | | WD/S BR | | | | | | | | | | | | |
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| 3.66 | | INTRSECTN | В | 66TH AVE | ΕE | | | SG Y | | | | | | | 55A | | | | 1 (| | U1 | | 50 I | | * |
| 3.69 | 3.65 | BEG BRIDG | ЕВ | 02211111 | | | ST | | 2 2 | 2 | | | | \$\$C | 69A | \$\$C | | 69 | 1 (| 15 | U1 | 5 | 50 I | _ | * |
| | | | | | 4 167/016 | 5 | | | | _ | | | | _ | | _ | | | | _ | | _ | | | |
| 3.72 | | END BRIDG | | CLARK CF | | | | | | | | | | | 55A | | | | 1 (| | U1 | | 50 I | | * |
| 3.74 | | BEG SU LN | | TWO WAY | | 12A | | | 2 2 | 2 | | | | 8A | 44A | A8 | 12 | 56 | 1 (| 15 | U1 | 5 | 50 I | Ĺ | * |
| 3.92 | | MISC FEAT | | BUS PULI | LOUT | | | | | | | | | | | | | | | | | | | | |
| 3.99 | | MP MARKER | | 4 | | | | | | | | | | | | | | | | | | | | | |
| 4.13 | | INTRSECTN | R | 72ND AVE | ΞE | | PV | N | | _ | | | | _ | | | | | | _ | | _ | | | |
| 4.14 | 4.10 | | | | | | | | 2 2 | | | | | | | | | | | 5 | U1 | | 50 I | | * |
| 4.35 | 4.31 | END SU LN | | TWO WAY | | 12A | | | 2 2 | 2 | | | | 8A | 62A | С | \$\$\$ | 62 | 1 (| 15 | U1 | 5 | 50 I | Ĺ | * |
| | | INTRSECTN | | 76TH AVE | | | CO | N | | | | | | | | | | | | | | | | | |
| 4.36 | | MISC FEAT | | BUS PULI | | | | | | _ | | | | _ | | | | | | _ | | _ | | | |
| 4.41 | | BEG SU LN | С | TWO WAY | TURN | 12A | | | | | | | | | 50A | _ | | 62 | | | U1 | | 50 I | | * |
| 4.48 | 4.44 | | | | | | | | 2 2 | | | | | | 50A | | 12 | | 1 (| | U1 | | 15 I | _ | * |
| 4.56 | | END SU LN | | TWO WAY | | 12A | | | 2 2 | | | | | 8A | 62A | С | \$\$\$ | 62 | 1 (| 15 | U1 | 4 | 15 I | Ĺ | * |
| | | INTRSECTN | | 78TH AVE | | | | | | | | | | _ | | | | | | _ | | | | | |
| 4.62 | | BEG SU LN | | TWO WAY | | 12A | | | 2 2 | | | | | | 50A | | | 62 | | | U1 | | 15 I | | * |
| 4.65 | | WEIGH STA | | NUMBER (| | | | | 2 2 | 2 | | | | бA | 50A | С | 12 | 62 | 1 (| 15 | U1 | 4 | 15 I | _ | * |
| 4.68 | | MISC FEAT | | BUS PULI | | | | | | | | | | | | | | | | | | | | | |
| 4.76 | 4.72 | END SU LN | C | TWO WAY | | 12A | | | | | | | | | 55A | | \$\$\$ | | 1 (| | U1 | | 15 I | | * |
| 4.77 | 4.73 | ENTER CIT | | PUYALLUI | | | | | 2 2 | | | | | 5A | 55A | 2A | | 55 | 1 (| 5 1030 | U1 | 4 | 15 I | LΡ | * |
| | | INTRSECTN | R | 20TH ST | NW | | CT | Y | | | | | | | | | | | | | | | | | |
| 4.80 | | BEG SU LN | | TWO WAY | | 11A | | | 2 2 | | | | | | | | | | | 5 1030 | | | | LΡ | |
| 4.88 | 4.84 | END SU LN | | TWO WAY | | 11A | | | 2 2 | 2 | | | | 5A | 55A | 2A | \$\$\$ | 55 | 1 (| 5 1030 | U1 | 4 | 15 I | LΡ | * |
| 4.89 | | INTRSECTN | | 18TH ST | | | | | | | | | | | | | | | | | | | | | |
| 4.93 | 4.89 | BEG SU LN | | TWO WAY | TURN | 11A | | | 2 2 | 2 | | | | 5A | 44A | 2A | 11 | 55 | 1 (| 5 1030 | U1 | 4 | 15 I | LΡ | * |
| 5.01 | 4.97 | MP MARKER | В | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.15 | | END SU LN | | TWO WAY | | 11A | | | 2 2 | | | | | | | | | | | 5 1030 | | | | LΡ | |
| 5.16 | 5.12 | INTRSECTN | R | 87TH AVE | | ST NW | | | 2 2 | | | | | 5A | 55A | \$\$C | | 55 | 1 (| 5 1030 | U1 | 3 | 35 I | LΡ | * |
| 5.21 | 5.17 | BEG SU LN | C | TWO WAY | TURN | 11A | | | 2 2 | 2 | | | | 5A | 44A | С | 11 | 55 | 1 (| 5 1030 | U1 | 3 | 35 I | LΡ | * |
| 5.23 | 5.19 | MISC FEAT | r r | SGN ENT | PUYALLUE | 2 | | | | | | | | | | | | | | | | | | | |
| 5.26B | 5.22 | BEG EQ | | BEGIN BA | ACK | | | | | | | | | | | | | | | | | | | | |
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| INTERSEC | CTION D | | | | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | | | | LGT WD | | | | | | | | | LGT WD | | | | | | | | | | | | |
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| 3.66 | 3.62 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 4.35 | 4.31 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | |
| 4.56 | 4.52 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | |
| 4.77 | 4.73 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | |
| 4.89 | 4.85 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | |
| 5.16 | 5.12 | | | | .03 11 | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | WIDTE | H ANI | O SUR | RFACI | E IN | FORM | OITA | 1 | | | | | | | | |
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| | | | | RECTION TO | | | 1 | RIDGE | - I | DEC R LFT | REAS | /DIV RHT | | | INC | RES/U | | | TOT | | | -CLA | | 'ICATI LEGAL | | 3 |
| | | | : : | JEF 1 / KIGIII | I INDICAL | OK | -XF | ROAD- | LN | SSHD | RDY | SHD | | | SHD | RDY | SHD | LNS | RDY | | | | ST | SPEED | $ _{\mathtt{T}} $ | |
| SRMP B | ARM | FEATURE | DLI | DESCRIPT | TION | | OW | TCI | י ְם י | I W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | DIE | R | KT |
| | | | | - | | | I — | - | -1-1- | -1 | · I —— | l —— | l —— | -1 | I —— | l —— | l —— | l —— | I —— | - | | | I — I | | -1-1 | . — ! — |
| 5.29B | 5.25 | | | | | | | | 2 | 2 | | | | | 5A | 44A | С | 11 | 55 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.37B | 5.33 | | | | | | | | 2 | 2 | | | | | 1A | 46A | С | 11 | 57 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.40B | 5.36 | END SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 2 | | | | | 1A | 57A | С | \$\$\$ | 57 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.46B | 5.42 | INTRSECT | 1 В | 11TH ST | NW | | CT | SG Y | | | | | | | 4A | 55A | 4A | | 55 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.54B | 5.50 | BEG SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 2 | | | | | 4A | 44A | 4A | 11 | 55 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.58B | 5.54 | END SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | | | | | | | 55A | | \$\$\$ | 55 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.60B | 5.56 | INTRSECT | I R | 9TH ST 1 | ΜV | | CT | Y | 2 | | | | | | \$\$C | 60A | \$\$C | | 60 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.64B | 5.60 | BEG SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 2 | | | | | C | 49A | С | 11 | 60 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.73B | 5.69 | END SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 2 | | | | | C | 60A | С | \$\$\$ | 60 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.79B | 5.75 | INTRSECT | 1 В | 7TH ST 1 | ΜV | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| 5.85B | 5.81 | BEG SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | | | | | | C | 65A | С | | | | | 1030 | | 35 | L | P * |
| 5.90B | 5.86 | | | | | | | | 2 | 3 | | | | | C | 76A | С | | 87 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.92B | 5.88 | END SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 3 | | | | | C | 76A | С | \$\$\$ | 76 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 5.96B | | INTRSECT | | 4TH ST 1 | | | | SG Y | | | | | | | | | | | | | | | | | | |
| 6.01B | 5.97 | BEG SU LI | 1 C | TWO WAY | TURN | 11A | | | 2 | 3 | | | | | C | 65A | С | 11 | 76 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 6.02B | | MP MARKER | | 6 В | | | | | | | | | | | | | | | | | | | | | | |
| 6.03B | | ENT/EXIT | L | | | | PV | Y | | | | | | | | | | | | | | | | | | |
| 6.04B | | END SU LI | | TWO WAY | | 11A | | | 2 | | | | | | | 76A | | \$\$\$ | | | | 1030 | | | | P * |
| 6.08B | 6.04 | BEG SU LI | 1 C | | - | 11A | | | 2 | 3 | | | | | C | 65A | С | 11 | 76 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| | | ENT/EXIT | L | SHOPPING | | | | SG Y | | | | | | | | | | | | | | | | | | |
| 6.12B | | END SU LI | | TWO WAY | TURN | 11A | | | 2 | 3 | | | | | C | 76A | С | \$\$\$ | 76 | 1 | 05 | 1030 | U1 | 35 | L | P * |
| 6.16B | | WYE CONN | L | SR 167 | | | ST | Y | | | | | | | | | | | | | | | | | | |
| 6.18B | 6.14 | END ST | I | RIVER RI | | | | | 2 | 2 | | | | | C | 64A | C | | 64 | 1 | 05 | 1030 | U1 | 30 |) R | P * |
| | | BEG ST | I | N MERID | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | MERIDIAN | | | | SG Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | 2ND ST 1 | VE. | | - | SG Y | | | | | | | | | | | | | | | | | | |
| 6.19B | | WYE CONN | | SR 167 | | | ST | | 2 | 2 C | 32A | | 12 | A CU | \$ | 32A | C | | 64 | 1 | 05 | 1030 | U1 | 30 |) R | P * |
| 6.28B | | INTRSECT | 1 L | 4TH ST 1 | ЛM | | CT | N | | | | | | | | | | | | | | | | | | |
| 6.33B | 6.29 | | | _ | | | | | 2 | 2 C | 28A | | 128 | G CU | | 30A | С | | 58 | 1 | 05 | 1030 | U1 | 30 |) R | P * |
| 6.36B | 6.32 | EXIT TO | R | 4TH ST 1 | ΝE | | CT | Y | | | | | | | | | | | | | | | | | | |
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| INTERSECT | I,TON DI | T'ALL. | | TURN | | | | | | ELERA | | | | | | | | | | | | | | | | |
| CDMD D | | | | R NEAR | | R FAR | | | | -CNTR | | | | | | | | | | | | | | | | |
| SRMP B | | | LGT WI | | LGT WD | | Ъ(| 3.T. MT |) L(| GT WD | LG'. | I. MD | LGT | r, MD | | | | | | | | | | | | |
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| 5.46B | 5.42 | | .04 13 | L | .05 11 | | | | | | | | | | | | | | | | | | | | | |
| 5.60B | 5.56 | | 04 1 | | .03 11 | 07 11 | | | | | | | | | | | | | | | | | | | | |
| 5.79B | 5.75 | | .04 1 | | .03 11 | .07 11 | | | | | | | | | | | | | | | | | | | | |
| 5.96B | 5.92 | | .04 13 | L | .05 11 | 02 10 | | | | | | | | | | | | | | | | | | | | |
| 6.03B | 5.99 | | 04 1 | | | .03 12 | | | | | | | | | | | | | | | | | | | | |
| 6.08B | 6.04 | | .04 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.18B | 6.14 | | | .06 11 | | 02 11 | | | | | | | | | | | | | | | | | | | | |
| 6.19B | 6.15 | | | | | .03 11 | | | | | | | | | | | | | | | | | | | | |

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| | | :DIR | ECTION TO INVENTORY | -BR | IDGE | | | WIDTI REAS | | SURF | | | | ATION UNDI | | | | | -CLAS | SSIF | ICATI | ONS | \ |
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| | | : :L1 | EFT/RIGHT INDICATOR | -UX | ING- | | | | RHT | | | LFT | | RHT | USE ' | TOT | | | | | LEGAI | | |
| SRMP B | ARM FEATU | EE DLR | DESCRIPTION | | OAD- TC L | LNS D I | SHD W/S | RDY W/S | SHD W/S | MEDIA WD/S | BR | SHD W/S | RDY W/S | SHD W/S | LNS | RDY WID | MT A | CE C | CITY NBR | ST S | SPEEI D IE | T B R | P S K T |
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| 6.37B | 6.33 | | | | | 2 2 | C | 28A | | 12S | CU | | 30A | С | | 58 | 1 | 05 1 | 1030 | U1 | 30 | R | P * |
| 6.38B | 6.34 ENT F | ROM R | 4TH ST NE | CT | Y | | | | | | | | | | | | | | | | | | |
| 6.40B | 6.36 BEG B | RIDGE I | PUYALLUP RIVER | ST | | 2 2 | C | 28A | | 120 | \$\$ | W | 30P | С | | 58 | 1 | 05 1 | 1030 | U1 | 30 | R | P * |
| | | | BRDG NUM 167/020E | | | | | | | | | | | | | | | | | | | | |
| | | RIDGE D | PUYALLUP RIVER BRDG NUM 167/020W | ST | | | | | | | | | | | | | | | | | | | |
| 6.41B | 6.37 | | | | | 2 2 | | 28A | | 120 | | | 30P | | | | | | 1030 | | |) R | |
| 6.49B | 6.45 | | | | | 2 2 | | 28A | | 120 | | | 30P | | | | | | 1030 | | | | P * |
| 6.50B | 6.46 END B | - | PUYALLUP RIVER | | | | | 26A | | 12A | | | | С | | | | | 1030 | _ | | | P * |
| 6.51B | 6.47 END B | | PUYALLUP RIVER | | | | 10A | 26A | | 12A | CU | \$ | 26A | 10A | | 52 | 1 | 05 1 | 1030 | U1 | 30 |) R | P * |
| | WYE C | - | SR 167 | ST | Y | | | | | | | | | | | | | | | | | | |
| 6 50- | EXIT | | N LEVEE RD | CT | Y | | | | | | | | | | | | | | | | | | |
| 6.52B | 6.48 ENT F | | N LEVEE RD | CT | Y | | | | | | | | | | | | | | | | | | |
| 6.53B 5.26 | 6.49 EXIT | | N LEVEE RD | CT | Y | | 107 | 0.43 | 4 7 | 0.40 | DE | 4.70 | 247 | 107 | | 4.0 | 1 | ۸ - ۲ | 1020 | тт1 | <i>c c</i> | | D d |
| 5.20 | 6.50 END S | | N MERIDIAN ST 006.54B=005.26 | | | 2 2 | IUA | . 24A | 4A | 84S | DE | 4A | 24A | IUA | | 48 | Τ | 05 1 | 1030 | UI | 0(| R | Р\$ |
| | EQUAT INTRS | | SR 161 | СШ | SG Y | | | | | | | | | | | | | | | | | | |
| 5.29 | 6.53 WYE C | | SR 167 | ST | og i Y | | | | | | | | | | | | | | | | | | |
| 5.35 | 6.59 MISC | | GORE (R100545) | 51 | 1 | | | | | | | | | | | | | | | | | | |
| 5.39 | 6.63 | PEAIR D | GORE (RIOUS43) | | | 2 2 | 10A | 244 | 4 A | 84S | DE | 4 A | 24A | 82 | | 48 | 1 | 05 1 | 1030 | тт1 | 60 |) L | P |
| 5.45 | 6.69 OFF R | AMP I. | SR 161 | ST | Y | | 1011 | . 2 | | 0.10 | | | 2 | 011 | | 10 | _ | 05 1 | 1030 | 01 | | _ | - |
| 5.50 | 6.74 LEAVE | | PUYALLUP | 01 | _ | | 10A | 24A | 4 A | 84S | DE | 4 A | 24A | 8A | | 48 | 1 | 05 3 | \$\$\$\$ | 111 | 60 |) L | Ś |
| 5.56 | 6.80 | | | | | | | 24A | | | | | | 10A | | 48 | | | | U1 | |) L | - |
| 5.68 | 6.92 | | | | | | | 24A | | | | | | 10A | | 48 | | | | U1 | |) L | |
| 5.70 | 6.94 OFF R | AMP R | SR 512 | ST | Y | | | | | | | | | | | | | | | | | | |
| 5.72 | 6.96 BEG B | RIDGE I | MILWAUKEE AVE | ST | | 2 2 | \$\$W | 38P | \$\$W | 840 | \$\$ | \$\$W | 51P | \$\$W | | 89 | 1 | 05 | | U1 | 60 |) L | |
| | | | BRDG NUM 167/021E | | | | | | | | | | | | | | | | | | | | |
| | BEG B | RIDGE D | MILWAUKEE AVE | ST | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 167/021W | | | | | | | | | | | | | | | | | | | | |
| 5.75 | 6.99 END B | | MILWAUKEE AVE | | | 2 2 | 8A | 24A | 4A | 84S | BE | 4A | 24A | 11A | | 48 | 1 | 05 | | U1 | 60 |) L | |
| | | RIDGE D | MILWAUKEE AVE | | | | | | | | | | | | | | | | | | | | |
| | ON RA | MP L | SR 512 | ST | Y | | | | | | | | | | | | _ | | | | | _ | |
| 5.78 | 7.02 | | | | | 2 2 | 8A | . 24A | 4A | 84S | DE | 4A | 24A | 11A | | 48 | 1 | 05 | | U1 | 60 |) L | |
| 5.79 | 7.03 MED X | - | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 5.82 | 7.06 MISC | FEATR R | GORE (P100570) | | | 0 1 | 0.7 | 0.43 | 4.70 | 0.40 | ь. | 4.7 | 107 | 117 | | 2.0 | 1 | ٥٦ | | TT1 | - | | |
| 5.91 5.98 | 7.15 7.22 UXING | В | GD F10 | ST | | 2 1 | 8A | . 24A | 4A | 84S | DE | 4A | ΙZΑ | TIA | | 36 | Т | 05 | | U1 | 60 |) L | |
| 3.90 | 1.22 UAING | В | SR 512 | 21 | | | | | | | | | | | | | | | | | | | |
| TNTERSEC | TION DETAIL | | TURN LANES | | | ACCE | T.F.R A | TTON | TANE | ES | | | | | | | | | | | | | |
| 11,111,011 | | | R NEAR L FAR R FAR | | | | | | | RIGH | | | | | | | | | | | | | |
| SRMP B | ARM | LGT WD | | | T WD | | T WD | | T WD | LGT | WD | | | | | | | | | | | | |
| 5.29 | 6.53 | | | | | | | | | .06 | 12 | | | | | | | | | | | | |

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| | | | • • • • • | - D E | PORTON TO INVENTEDRA | ı | חח | TDCE | | | | | ANI DIV | SUR | FACI | | | | | | | | CT AC | O T ID T | · O » TI | ONS |
|--------------|--------------|----------------|-----------|-------|--|-----|------------|--------------|-------|------|---------|----------|------------|------|------|-------|------|-------------|--------|----------|--------|-----|-------|------------|----------|-------|
| | | | | | CCTION TO INVENTORY CFT/RIGHT INDICATOR | | | IDGE ING- | | | _ | | RHT | | | LFT | | UNDI RHT | USE | | | | -CLAS | | EGAL | |
| | | | : : | | | - | -XR | OAD- | LN | IS S | HD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | ГM | CE | CITY | STS | PEED | TPS |
| SRMP B | ARM | FEATURE | DI | ₽R | DESCRIPTION | | WC | TC L | D | I W | //S | W/S I | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A I | SE | NBR | FC I |) IB | RKT |
| I | | l | 1-1- | | | - | | 1- | I — I | -1- | —- I | I | | | -1 | I | I —— | I | | | 1—1 | | | - | —I— | - - - |
| 5.98 | 7.22 | | | | BRDG NUM 512/040N | | | | 2 | 1 | 8A | 24A | 4A | 84S | DE | 4A | 12A | 11A | | 36 | 1 | 05 | | U1 | 60 | L |
| 5.99 | | MED XING | | | OFFICIAL | _ | | | _ | | | | | | | | | | | | _ | | | | | _ |
| 6.00 | 7.24 | UXING | В | | | 5 | ST | | 2 | 1 1 | 1A | 24A | 6A | 848 | DE | 4A | 12A | 11A | | 36 | 1 | 05 | | U1 | 60 | L |
| | | MP MARKER | Е | 2 | BRDG NUM 512/040S 6 A | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | 7.29 | MISC FEATR | | | GORE (S500575) | | | | | | | | | | | | | | | | | | | | | |
| 6.18 | | MISC FEATR | | | GORE (Q100644) | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | 7.46 | | | | | | | | 2 | 1 1 | 1A | 24A | бΑ | 848 | DE | бA | 12A | 11A | | 36 | 1 | 05 | | U1 | 60 | L |
| 6.31 | | MISC FEATR | I | _ | GORE (R100644) | | | | | | _ | | _ | | | _ | | | | | | | | | | |
| 6.39 | 7.63 | | | | | | | | | | | | 6A | | DE | | | 11A | | 48 | | | | U1 | 60 | |
| 6.41 6.42 | 7.65 7.66 | | | | | | | | | | | | 6A | 84S | GR | | | 11A 11A | | 48 48 | | | | U1 U1 | 60 60 | |
| 6.44 | | BEG SU LN | т | | WEAVING/SPEED CHANGE 12 | λ Δ | | | | | | | | 84S | | | | | | | | | | U1 | 60 | |
| 0.11 | 7.00 | BEG SU LN | | | WEAVING/SPEED CHANGE 12 WEAVING/SPEED CHANGE 12 | | | | J | 2 1 | UA | JUA | UA | OID | יוט | UA | ZIA | TIM | 21 | 04 | _ | 0.5 | | 01 | 00 | ш |
| | | OFF RAMP | | | SR 512 | | | Y | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | F | 2 | SR 512 | 5 | ST | Y | | | | | | | | | | | | | | | | | | |
| 6.45 | 7.69 | | | | | | | | | | | | | 848 | | | | | | 84 | | | | U1 | 60 | |
| 6.47 | 7.71 | | | | | | | | | | | | 6A | | DE | | | 11A | | 84 | | | | U1 | 60 | |
| 6.50 | | CHG SU LN | Ι | _ | WEAVING/SPEED CHANGE 24 | A | | | | | | | | 845 | | | | 11A | | 84 | | | | U1 | 60 | |
| 6.58 6.61 | 7.82 7.85 | | | | | | | | | | | | 6A | 84S | GR | | | 11A 11A | | 84 84 | | | | U1 U1 | 60 60 | |
| 6.68 | | END SU LN | т | | WEAVING/SPEED CHANGE 24 | Δ. | | | | | | | | 84S | | | | | | | | | | U1 U1 | 60 | |
| 0.00 | 7.72 | ON RAMP | | | SR 410 | | | | | | 011 | | 011 | 0 10 | | 011 | 2 | | | 00 | _ | 0.5 | | O - | 00 | _ |
| 6.70 | 7.94 | MISC FEATR | | | GORE (S100668) | | | | | | | | | | | | | | | | | | | | | |
| 6.73 | 7.97 | END SU LN | | | WEAVING/SPEED CHANGE 12 | | | | | 2 1 | 0A | 24A | бA | 84S | DE | бA | 24A | 11A | \$\$\$ | 48 | 1 | 05 | | U1 | 60 | L |
| | | OFF RAMP | F | 2 | SR 410 | S | ST | Y | | | _ | | _ | | | _ | | | | | | | | | | |
| 6.77 | 8.01 | | _ | | 6 F P116 | _ | | | | | | | | 845 | | | | | | | | | | U1 | 60 | |
| 6.81 | 8.05 | BEG BRIDGE | Т | | S-E RAMP BRDG NUM 167/025E | 2 | ST | | 2 | 2 Ş | ŞW | 40P | ŞŞW | 840 | \$\$ | ŞŞW | 54P | ŞŞW | | 94 | Τ | 05 | | U1 | 60 | Т |
| | | BEG BRIDGE | D | | S-E RAMP | c | ST | | | | | | | | | | | | | | | | | | | |
| | | DIG BRIDGE | ב | | BRDG NUM 167/025W | _ |) <u> </u> | | | | | | | | | | | | | | | | | | | |
| 6.84 | 8.08 | END BRIDGE | I | | S-E RAMP | | | | 2 | 2 1 | 0A | 24A | бA | 84S | BE | бΑ | 24A | 10A | | 48 | 1 | 05 | | U1 | 60 | L |
| | | END BRIDGE | D | | S-E RAMP | | | | | | | | | | | | | | | | | | | | | |
| 6.86 | 8.10 | | | | | | | | | | | 24A | | 84S | | | | | | 48 | | | | U1 | 60 | |
| 6.91 | | BEG SU LN | | | HIGH OCCUPANCY VEHICL11 | .A | | | 2 | 2 1 | 0A | 24A | 6A | 84S | CA | 6A | 22A | 10A | 11 | 57 | 1 | 05 | | U1 | 60 | L |
| 7.00 7.01 | | MISC FEATR | F | ۲. | GORE (P100673) | | | | 2 | 2 1 | 0.7 | 247 | 67 | 0.40 | יחכו | 67 | 227 | 1 0 7 | 11 | E 77 | 1 | ΛE | | IJ1 | 60 | т |
| 7.01 | 8.25 | MISC FEATR | т | | GORE (R500712) | | | | ۷ | ∠ 1 | UΑ | 24A | ЮΑ | 848 | RE | Ασ | ZZA | ΙUΑ | ТТ | ɔ / | Τ | US | | UΤ | 60 | П |
| 7.02 | | BEG BRIDGE | | | SR 410 | c | ST | | | | | | | | | | | | | | | | | | | |
| , • 0 5 | 0.27 | THE DISTRIBUTE | ט | | BRDG NUM 167/030W | | - | | | | | | | | | | | | | | | | | | | |
| 7.05 | 8.29 | CHG SU LN | F | | HIGH OCCUPANCY VEHICL11 | .P | | | 2 | 2 \$ | \$C | 50P | \$\$C | 840 | \$\$ | \$\$W | 29P | \$\$W | 11 | 90 | 1 | 05 | | U1 | 60 | L |
| | | BEG BRIDGE | I | | SR 410 | 5 | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 167/030E | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | 1 | ידמדש | H ZMI | SURF | 'ACE | TNE | 'ORM | и∩тт⊿ | J – – - | | | | | | | | |
|--------------|-------|-------------------------|-------|--|------------|-------|-----|-------|-------|-------|-------|---------|-------|------|-----------|---------|-----|---|-----|------|------|------|-------|-----|
| | | | :DT | RECTION TO INVENTORY | l -BI | RIDGE | | | | /DIV | | | | | JNDI | | | | | CLAS | SSTE | TCAT | TONS- | |
| | | | | :LEFT/RIGHT INDICATOR | 1 | KING- | 1 | 1 | | RHT | | | FT | , . | | USE | | | | 0211 | | LEGA | | |
| | | | : : | | | | | | RDY | | MEDIA | n- s | HD | RDY | | | | | CE | CITY | | | | ≀ s |
| SRMP B | ARM | FEATURE | DI | LR DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S | BR W | I/S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D I | в r к | (T |
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| | | | | ' | | | | | | | | | | | | | • | | | | | • | | |
| 7.08 | | END BRIDGE | | SR 410 | | | 2 2 | | 50P | C | 840 | | | 29P | | 11 | | _ | | | U1 | - | 0 L | |
| 7.10 | 8.34 | END BRIDGE | | SR 410 | | | 2 2 | 10A | 24A | бA | 84S | GR | бA | 22A | 10A | 11 | 57 | 1 | 05 | | U1 | 6 | 0 L | |
| | | CHG SU LN | | RC HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | | | |
| 7.12 | | OFF RAMP | I | SR 410 | ST | Y | | 10- | 0.4- | | 0.4~ | ~- 1 | ٥- | 00- | 10- | | | _ | ۰. | | | _ | | |
| 7.17 | 8.41 | DEG DD-DGE | _ | VALLEY AVE | с т | | | | | | 84S | | | | | | | | 05 | | U1 | | 0 L | |
| 7.19 | 8.43 | BEG BRIDGE | D | | ST | | 2 2 | ŞŞC | 38P | ŞŞC | 84S | GR I | .UA | 22A | IUA | ТТ | 71 | Τ | 05 | | U1 | 6 | 0 L | |
| 7.21 | 0.45 | MICC DEAD | _ | BRDG NUM 167/032W | | | | | | | | | | | | | | | | | | | | |
| 7.21 | | MISC FEATR | T. | R GORE (Q100756) RC HIGH OCCUPANCY VEHICL11P | | | 2 2 | 747 | 38P | 747 | 0.40 | ላ ላ ላ | C TAT | 300 | לי לי זיי | 11 | 0.0 | 1 | ΛE | | тт1 | 6 | 0 L | |
| 1.22 | 8.46 | CHG SU LN BEG BRIDGE | | VALLEY AVE | | | 2 2 | W | 38P | W | 840 | \$\$ \$ | ŞW | 39P | ŞŞW | ТТ | 88 | Τ | 05 | | U1 | О | υц | |
| | | BEG BRIDGE | Т | BRDG NUM 167/032E | 21 | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 396602K STRUCTURE | | | | | | | | | | | | | | | | | | | | |
| 7.38 | 8 62 | END BRIDGE | | VALLEY AVE | | | 2 2 | 1 N 🛚 | 241 | 6 A | 84S | GR | TAT | 39P | TAT | 11 | 74 | 1 | 05 | 1270 | TT1 | 6 | 0 L F |) |
| 7.30 | 0.02 | ENTER CITY | | SUMNER | | | 2 2 | 1011 | 2 171 | 011 | 015 | GIC | ** | 371 | ** | | , 1 | _ | 03 | 1270 | ΟŢ | O | 0 1 1 | |
| 7.40 | 8.64 | END BRIDGE | | VALLEY AVE | | | 2 2 | 10A | 24A | 4A | 84S | GR 1 | 0A | 22A | 8A | 11 | 57 | 1 | 0.5 | 1270 | IJ1 | 6 | 0 L F |) |
| | | CHG SU LN | | RC HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | | | | | _ | | |
| 7.56 | 8.80 | CHG SU LN | | RC HIGH OCCUPANCY VEHICL11P | | | 2 2 | \$\$C | 38P | \$\$C | 840 | \$\$ \$ | \$W | 27P | \$\$W | 11 | 76 | 1 | 05 | 1270 | U1 | 6 | 0 L F | |
| | | BEG BRIDGE | I | W VALLEY HWY | ST | | | | | • • | | | • | | | | | | | | | | | |
| | | | | BRDG NUM 167/034E | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | R SR 410 | ST | Y | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | W VALLEY HWY | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/034W | | | | | | | | | | | | | | | | | | | | |
| 7.62 | 8.86 | END BRIDGE | | | | | 2 2 | 10A | 24A | 4A | 84S | CA 1 | .0A | 22A | 10A | 11 | 57 | 1 | 05 | 1270 | U1 | 6 | 0 L F |) |
| | | END BRIDGE | | W VALLEY HWY | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | R | RC HIGH OCCUPANCY VEHICL11A | | | | | | | | | | | | | | _ | | | | _ | | _ |
| 7.96 | 9.20 | | _ | | | | 2 2 | 10A | 24A | 4A | 84S | CA 1 | .0A | 24A | 10A | 11 | 59 | 1 | 05 | 1270 | Ul | 6 | 0 L F |) |
| 8.50 | | MED XING | | C OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | MP MARKER | | 3 9 | α | 7.7 | | | | | | | | | | | | | | | | | | |
| 9.06 | | ON RAMP | | L W VALLEY HWY | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.08 9.32 | | MISC FEATR OFF RAMP | | L SGN ENT SUMNER R 24TH ST E | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.32 | | MISC FEATR | | GORE (S100906) | 21 | 1 | | | | | | | | | | | | | | | | | | |
| 9.46 | | MISC FEATR | | R GORE (5100900) | | | | | | | | | | | | | | | | | | | | |
| 9.50 | | MISC FEATR | | GORE (F100932) | | | | | | | | | | | | | | | | | | | | |
| 9.63 | | OFF RAMP | | L W VALLEY HWY | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.64 | | UXING | В | 24TH ST E | ST | _ | | | | | | | | | | | | | | | | | | |
| J.01 | 10.00 | 0111110 | _ | BRDG NUM 167/038 | 0 - | | | | | | | | | | | | | | | | | | | |
| 9.87 | 11.11 | MISC FEATR | R | R GORE (0101014) | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | BEG BRIDGE | | SOATON CREEK | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/039C | | | | | | | | | | | | | | | | | | | | |
| 9.99 | 11.23 | END BRIDGE | В | SOATON CREEK | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 11.25 | MP MARKER | Е | 3 10 | | | | | | | | | | | | | | | | | | | | |
| 10.14 | 11.38 | LEAVE CITY | | SUMNER | | | 2 2 | 10A | 24A | 4A | 84S | CA 1 | .0A | 24A | 10A | 11 | 59 | 1 | 05 | 0950 | U1 | 6 | 0 L F |) |
| | | | | | | | | | | | | | | | | | | | | | | | | |

END SECTN

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DOT-RNB160J DATE 01/31/25 TRIPS SYSTEM TIME 17:13:52 STATE HIGHWAY LOG PAGE 270

| SR 167 MAINLINE | STATE ROUTE | - SRSH | CC | UNTY | PIERCE | | DOT DI | STRICT 3 |
|--|--|-----------------------------------|-------------------------|-------|--------------------------|----------------------|---------------------------------|---|
| SRMP B ARM FEATURE | :DIRECTION TO INVENTORY : :LEFT/RIGHT INDICATOR : : D LR DESCRIPTION | -BRIDGE -UXING- N -XROAD- L | DEC BR LFT NS SHI | REAS/ | DIV RHT SHD MEDIAN | - SHD RDY SHI | SPC USE TOT USE TOT UNS RDY MTC | CLASSIFICATIONS E CITY ST SPEED T P S E NBR FC D IB R K T |
| 10.14 11.38 ENTER CITY | | | 2 102 | 24A | 4A 84S C | A 10A 24A 10A | A 11 59 1 0 | 5 0950 U1 60 L P |
| ON RAMP 10.24 11.48 ON RAMP 10.39 11.63 OFF RAMP 10.50 11.74 MISC FEATR 10.51 11.75 MISC FEATR | , | ST Y ST Y ST Y | | | | | | |
| 10.57 11.81 | L GORE (SI01024) | 2 | 2 10 | 24A | 4A 84S C | A 10A 22A 10A | A 11 57 1 0 | 5 0950 U1 60 L P |
| 10.66 11.90 BEG BRIDGE | : I 8TH ST E BRDG NUM 167/040E | ST 2 | 2 87 | 24A | 4A 84S C | A \$\$W 27A \$\$V | V 11 62 1 0 | 5 0950 U1 60 L P |
| 10.67 11.91 BEG BRIDGE | | ST 2 | 2 \$\$\vec{V}\$ | 38P | \$\$W 840 \$ | \$ W 27A V | V 11 76 1 0 | 5 0950 U1 60 L P |
| 10.70 11.94 END BRIDGE | | _ | | 38P | | A 10A 22A 8A | | 5 0950 U1 60 L P |
| 10.71 11.95 END BRIDGE 10.80 12.04 BEG BRIDGE | | ST 2 | 2 87 | 24A | 4A 84S C. | A 10A 22A 8 <i>F</i> | A 11 57 1 0 | 5 0950 U1 60 L P |
| 10.81 12.05 END BRIDGE | | | | | | | | |
| 10.86 12.10 MISC FEATR | ~ | | | | | | | |
| 10.89 12.13 MISC FEATR 11.01 12.25 MP MARKER | L GORE (R101103) B 11 | | | | | | | |
| 11.01 12.25 MP MARKER 11.03 12.27 OFF RAMP | L 8TH ST E | ST Y 3 | 2 87 | 36A | 4A 84S C | A 10A 22A 8A | 11 69 1 0 | 5 0950 U1 60 L P |
| 11.15 12.39 ON RAMP | R 8TH ST E | ST Y | _ 01 | | 010 0 | | 0, 1 0 | |
| 11.17 12.41 MISC FEATR | R SGN ENT KING CO | | | | | | | |

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SR 300 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

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| | | | :DTF | RECTION TO INVENTORY | | -BRID | | | REAS/DI | | JUICI 11C. | | | | SPC | | | CT ₁ AS | SSIFIC | ATIONS |
| | | | | LEFT/RIGHT INDICATOR | | | | BR LFT | , | HT | | LFT | | | USE | | | 0211 | | GAL |
| | | | : : | | | | | | | | EDIAN- | | | | | | MTC | ECITY | | EED T P S |
| SRMP | B ARM | FEATURE | D LF | R DESCRIPTION | | | | | | | | | | | | | | | | IB R K T |
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| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 0 | 1 | U3 | 35 L |
| | | | | BELFAIR ST PK TO SR | 3 | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | CONTROL SECTION 2333 | | | | | | | | | | | | | | | | |
| | | MP MARKER | | 0 | | | | | | | | | | | | | | | | |
| | | MISC FEAT | R R | BELFAIR STATE PK BND | RY | | _ | _ | | | | | | | | | | _ | | |
| 0.21 | | | _ | | | | 1 | | | | | 3B | 22A | 3B | | 22 | 2 0 | 1 | U3 | 35 L |
| 0.23 | | ENT/EXIT | | BELFAIR STATE PARK | | ST | N | | | | | | | | | | | | | |
| 0.26 | | INTRSECTN | | MISSION CREEK RD | | CO | N | | | | | 440 | 063 | 440 | | 26 | 0 0 | 1 | *** | 25 + |
| 0.28 | 0.28 | BEG BRIDG | E B | MISSION CREEK | | ST | 1 | Т | | | | \$\$C | 26A | \$\$C | | 26 | Z U. | T | U3 | 35 L |
| 0.29 | 0 20 | EMD DDIDO | ם יו | BRDG NUM 300/001 | | | 1 | 1 | | | | 27 | 22A | 27 | | 2.2 | 2 0 | 1 | IJ3 | 35 L |
| 0.29 | | END BRIDG | | MISSION CREEK GLADWIN RD | | CO | N | | | | | 3A | ZZA | SА | | 22 | Z U. | T | 0.3 | 35 П |
| 0.34 | | | Л | GLADWIN KD | | CO | 1 | | | | | 27 | 22A | 3 7 | | 22 | 2 0 | 1 | U3 | 40 L |
| 0.89 | | INTRSECTN | т. | LARSON LAKE RD | | CO | Y | | | | | JA | ZZA | JA | | 22 | 2 0. | 1 | 03 | 40 H |
| 0.05 | | INTRSECTN | | NE LORNALEE WAY | | CO | Ÿ | | | | | | | | | | | | | |
| 1.02 | | MP MARKER | | 1 | | 00 | - | | | | | | | | | | | | | |
| 1.07 | | INTRSECTN | | GLADWIN RD | | CO | N 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 0 | 1 | R3 | 40 L |
| 2.02 | | MP MARKER | | 2 | | | | _ | | | | 511 | | 511 | | | | _ | 110 | |
| 2.25 | | WYE CONN | | SAND HILL RD | | CO | N | | | | | | | | | | | | | |
| 2.27 | 2.27 | INTRSECTN | L | SAND HILL RD | | CO | N 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 0 | 1 | U3 | 40 L |
| 2.71 | 2.71 | MISC FEAT | R R | SGN ENT BELFAIR | | | | | | | | | | | | | | | | |
| 2.80 | 2.80 | | | | | | 1 | 1 | | | | 3B | 22A | 3B | | 22 | 2 0 | 1 | U3 | 40 L |
| 2.84 | 2.84 | BEG BRIDG | EΒ | UNION RIVER | | ST | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 | 2 0 | 1 | U3 | 30 L |
| | | | | BRDG NUM 300/003 | | | | | | | | | | | | | | | | |
| 2.85 | | END BRIDG | | UNION RIVER | | | 1 | 1 | | | | 3A | 22A | 3A | | 22 | 2 0 | 1 | U3 | 30 L |
| 3.02 | | MP MARKER | | 3 | | | | | | | | | | | | | | | | |
| 3.09 | | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | 12 | | | | U3 | 30 L |
| 3.10 | | | _ | | | | | 1 | | | | \$\$C | 26A | \$\$C | 12 | 38 | 2 0 | 1 | U3 | 30 L |
| 3.12 | | ENT/EXIT | R | SHOPPING CENTER TWO WAY TURN | 107 | PΛ | Y | | | | | ~ | 067 | ~ | | 0.6 | 0 0 | 1 | *** | 20 - |
| 3.14 | | END SU LN | C | TWO WAY TURN | 12A | | 1 | 1 | | | | | 26A | | \$\$\$ | 26 | | | U3 | 30 L |
| 3.16 3.17 | | | п | GB 300 | | CIT | Λ Τ | 1 | | | | 3A | 38A | С | | 38 | 2 0 | T | U3 | 30 L |
| 3.17 | | WYE CONN INTRSECTN | T. | SR 300 OLD BELFAIR HWY | | 21 | v 1 | 1 | | | | 27 | 37A | C | | 27 | 2 0 | 1 | U3 | 25 L |
| 3.10 | 3.10 | INTRSECTN | . т | NE CITETON IN | | CO 55 | A I T | Т | | | | 3A | 3 / A | C | | 3 / | Z U. | T | 0.3 | 25 L |
| 3.19 | 3 10 | WYE CONN | D Ti | SB 300 | | CO DD | V | | | | | | | | | | | | | |
| 3.20 | | | 10 | OLD BELFAIR HWY NE CLIFTON LN SR 300 | | DI | 1 | 1 | | | | 3 Z | 25 _A | С | | 25 | 2 0 | 1 | U3 | 25 L |
| 3.22 | | BEG SU LN | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | 12 | | | | | 25 L |
| 2.22 | 5.22 | | | | | | _ | - | | | | 511 | | _ | | ٠, | _ 0. | _ | 3.5 | |
| INTERS | ECTION D | ETAIL | | TURN LANES | | | AC | CELERA | TION LA | ANES. | | | | | | | | | | |
| | | | | R R NEAR L FAR R F | | | | L-CNTR | | | | | | | | | | | | |
| SRMP | B ARM | | | LGT WD LGT WD LGT | | | | LGT WD | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 2.27 | | | | 11 | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | | .02 12 | .03 12 | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 300 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

| | | | | | | | | | | | WIDTE | H ANI | O SURFACI | E INI | FORM | OITA | 1 | | | | | | | |
|--------|------|--------------------------------------|-------|---------------------------|-----|-----|------|-----|--------------|-----|-------|-------|-----------|-------|-------|------|--------|-----|------|------|------|-------|------------|-----|
| | | | :DIR | ECTION TO INVENTOR | Υ | - | BRII | DGE | ĺ | DEC | REAS | /DIV | | INC | RES/I | JNDI | SPC | | | CLA | SSIE | CAT: | CONS | ¦ |
| | | | : :L | EFT/RIGHT INDICATO | R | - | IIXU | NG- | NBR | LFT | | RHT | 1 | LFT | | RHT | | 1 | | | | LEGA | | |
| | | _ | :: | | | - 1 | XRO | | | | | | 1 | | | | | 1 | _ | CITY | ST | SPEEI |) T | PS |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | 0 | WTC | CL | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D II | 3 R | KT |
| | l | | . _ | | | _ | _ _ | _ _ | $ _{-} _{-}$ | l | . | | | l | | | | | _ _ | . | . | | -1-1 | _ _ |
| 3.23 | 3.23 | ENT/EXIT | R | SHOPPING CENTER | | Р | V | Y | 1 1 | | | | | 3 A | 25A | C | 12 | 37 | 2 01 | | IJ3 | 21 | 5 L | |
| 3.24 | | INTRSECTN | L | | | P | • | Ÿ | | | | | | 011 | | Ū | | σ, | | | 0.0 | | _ | |
| 3.28 | 3.28 | | | | | | | | 1 1 | | | | | \$\$C | 27A | С | 12 | 39 | 2 01 | | U3 | 2! | 5 L | |
| 3.29 | 3.29 | END SU LN | C | TWO WAY TURN | 12 | 2A | | | 1 1 | | | | | C | 39A | С | \$\$\$ | 39 | 2 01 | | U3 | 2! | 5 L | |
| 3.30 | 3.30 | ENT/EXIT | R | SHOPPING CENTER | | P | V | Y | | | | | | | | | | | | | | | | |
| 3.35 | 3.35 | INTRSECTN END CTLSEC END ROUTE | В | SR 3 CONTROL SECTION 2 | 333 | S | T RI | FΥ | | | | | | | | | | | | | | | | |

| 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 |
| | | |
| 3.35 3.35 | .03 13 | |

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SR 302 MAINLINE STATE ROUTE - SRSH COUNTY MASON DOT DISTRICT 3

| SRMP B | ARM | FEATURE | : :L | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -UX | OAD- | NBR LNS | WIDTH AND SIDECREAS/DIV LFT RHT SHD RDY SHD ME W/S W/S WD | IN LE DIAN- SE | ICRES/ TT ID RDY | UNDI RHT SHD | SPC USE T LNS R | TOT DY N | ИТСЕ | CITY | ST SP | ATIONS GAL EED T 1 IB R 1 | P S |
|--------|-----------|-----------------------------------|--------|---|-----|-----------|------------|---|----------------------|---|--------------------|-----------------------------|-------------|------|------|-------|--|-----|
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | 1 1 | | 2 | 2A 22A | 2A | | 22 2 | 2 01 | | R2 | 30 R | * |
| | | BEG CTLSEC BEG ST INTRSECTN | I B | SR 3 TO SR 16/PURDY CONTROL SECTION 2332 VICTOR CUTOFF RD SR 3 | СTT | SS Y | | | | | | | | | | | | |
| 0.09 | | ENT/EXIT | T. | NORTH MASON SCHOOL | PV | зз I Y | | | | | | | | | | | | |
| 0.15 | | INTRSECTN | R | BELWOOD LN | CO | N | | | | | | | | | | | | |
| 1.00 | | MP MARKER | R | 1 | CO | 14 | | | | | | | | | | | | |
| 1.26 | | END ST | Т | VICTOR CUTOFF RD | | | 1 1 | | - | 3A 22A | 3A | | 22 2 | 0.1 | | R2 | 40 R | \$ |
| 1.20 | | INTRSECTN | R | N BAY RD (OLD SR 302) | CO | SS N | | | _ | ,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 311 | | 22 2 | . 01 | | 102 | 10 10 | Y |
| 1.29 | | BEG BRIDGE | | COULTER CREEK BRDG NUM 302/003 | ST | DD IV | 1 1 | | \$\$ | SC 27A | \$\$C | | 27 2 | 2 01 | | R2 | 40 R | |
| 1.32 | 1.32 | END BRIDGE | В | COULTER CREEK | | | 1 1 | | 10 |)A 22A | 10A | | 22 2 | 2 01 | | R2 | 40 R | |
| 1.36 | 1.36 | INTRSECTN | L | COULTER CREEK RD | CO | N | 1 1 | | 5 | 5A 22A | 10A | | 22 2 | 2 01 | | R2 | 40 R | |
| 1.51 | 1.51 | | | | | | 1 1 | | 3 | 3A 22A | 3A | | 22 2 | 2 01 | | R2 | 40 R | |
| 2.00 | 2.00 | MP MARKER | R | 2 | | | | | | | | | | | | | | |
| 3.00 | 3.00 | MP MARKER | R | 3 | | | | | | | | | | | | | | |
| 3.46 | 3.46 | INTRSECTN | L | E VICTOR RD | CO | Y | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | |
| 4.33 | 4.33 | | | | | | 1 1 | | 3 | 3A 22A | 3A | | 22 2 | 2 01 | | R2 | 25 R | |
| 4.70 | 4.70 | | | | | | 1 1 | | 3 | 3A 22A | 3A | | 22 2 | 2 01 | | R2 | 40 R | |
| 5.00 | | MP MARKER | R | 5 | | | | | | | | | | | | | | |
| 5.01 | | END CTLSEC LEAVE CO | | CONTROL SECTION 2332 MASON | | | | | | | | | | | | | | |

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SR 302 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| | | | | | | | | | | | | | | | | | RFACE INFORMATION | | | | | | | | | | | |
|--------|-------|------------------------|-----|-------------|--------------------------------|-------|----|-----|-------------------------------|------------|------|-----|---|--|--|-----|-------------------|------|-----|------|-----|-----|-------------|----------|------|----------|-----|-------|
| | | | | | ECTION TO INVENTORY | -BRII | | - 1 | | | REAS | | | | | 1 | | UNDI | | | | | CLAS | | | | NS- | |
| | | | | | EFT/RIGHT INDICATOR | | | - 1 | | LFT | | RHT | | | | LFT | | | USE | | | | l l | | LEGA | | | . 1 - |
| SRMP B | ARM | FEATURE | | : LR | DESCRIPTION | | | | | SHD W/S | | | | | | | | | | | | | CITY NBR | | | | | Y T |
| | 1 | | -1- | ١ | | ·—· | | | | - | | | - | | | | | | | . —— | 1-1 | | ı ——— ı | | | _ - | | -1- |
| 5.01 | | ENTER CO BEG CTLSEC | ! | | PIERCE CONTROL SECTION 2739 | | | | 1 1 | | | | | | | | 22A | | | | | 01 | | R2 | | 0 : | | |
| 5.42 | 5.42 | | | | | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | 4 | 5 : | R | |
| 6.00 | 6.00 | MP MARKER | | R | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.32 | INTRSECTN | | L | ROCKY CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | MP MARKER | | R | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.14 | 7.14 | INTRSECTN | | R | BLISS-COCHRANE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.65 | 7.65 | WYE CONN | | R | WRIGHT BLISS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.69 | | BEG ST | I | | ELGIN CLIFTON RD KPN | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | 4 | 5 : | R | * |
| | | INTRSECTN | | L | WRIGHT BLISS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | WRIGHT BLISS RD(OLD 302) | | | Y | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8 00 | MP MARKER | | R | | - | | _ | | | | | | | | | | | | | | | | | | | | |
| 8.21 | | INTRSECTN | | | 128TH ST KPN | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 8.31 | 8.31 | INTROLUTIV | | | 120111 51 1111 | 00 | | | 1 1 | | | | | | | 3 2 | 22A | 6A | | 22 | 2 | 01 | | R2 | 4 | 5 : | R | * |
| 8.38 | 8.38 | | | | | | | | $\frac{1}{1}$ | | | | | | | | 22A | | | | | 01 | | R2 | | 5 : | | * |
| 8.49 | 8.49 | | | | | | | | 1 1 | | | | | | | | 22A | | | | | 01 | | R2 | | 5 : | | * |
| 8.60 | 8.60 | | | | | | | | 1 1 | | | | | | | | 22A 22A | | | | 2 | | | R2 | | 5 5 | | * |
| | | | | | | | | | 1 1 | | | | | | | | | | | | | | | R2 | | | | * |
| 8.65 | 8.65 | | | | | | | | | | | | | | | | 22A 22A | | | | 2 | | | | | 5 : | | * |
| 8.69 | 8.69 | | | | | | | | 1 1 | | | | | | | | 22A 22A | | | | | 01 | | R2 | | 5 : | | * |
| 8.80 | 8.80 | MD MADKED | | Б. | 0 | | | | 1 1 | | | | | | | 3A | ZZA | 3A | | 22 | 2 | UΙ | | R2 | 4 | 5 | ĸ | ^ |
| 9.00 | | MP MARKER | | R | 9 | | | | | | | | | | | 2.7 | 007 | 63 | | 0.0 | _ | 0.1 | | - 0 | | | _ | |
| 9.01 | 9.01 | | | | | | | | 1 1 | | | | | | | | 22A | | | | | 01 | | R2 | | 5 | | * |
| 9.04 | 9.04 | | | | | | | | 1 1 | | | | | | | | 22A | | | | 2 | | | R2 | | 5 | | |
| 9.32 | 9.32 | | | _ | 150 | ~~ | | | 1 1 | | | | | | | | 22A | | | | 2 | | | U1 | | 5 | | * |
| 9.33 | | INTRSECTN | | | 150TH AVE KPN | CO | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | * |
| 9.56 | | INTRSECTN | | L | 146TH AVE KPN | CO | | Y | | | | | | | | _ | | _ | | | _ | | | | | _ | | |
| 9.63 | 9.63 | | | | | | | | 1 1 | | | | | | | | 22A | | | | | 01 | | U1 | | 5 | | * |
| 9.68 | | INTRSECTN | | R | 144TH RD | PV | | | 1 1 | | | | | | | | 22A | | | | 2 | | | U1 | | 5 : | | * |
| 9.77 | 9.77 | | | | | | | | 1 1 | | | | | | | | 22A | | | | | 01 | | U1 | | 5 | | * |
| 9.82 | 9.82 | | | | | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | * |
| 9.95 | 9.95 | INTRSECTN | | L | 140TH AVE KPN | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 9.96 | INTRSECTN | | R | 140TH AVE KPN | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.00 | MP MARKER | | R | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 10.01 | | | | | | | | 1 1 | | | | | | | бA | 22A | 6A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | * |
| 10.09 | 10.09 | | | | | | | | 1 1 | | | | | | | 6A | 22A | 3A | | 22 | 2 | 01 | | U1 | 4 | 5 | R | * |
| 10.10 | 10.10 | INTRSECTN | | L | 138TH AVE KPN | CO | | Y | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | * |
| 10.24 | 10.24 | | | | | | | | 1 1 | | | | | | | бA | 22A | 6A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | * |
| 10.28 | 10.28 | | | | | | | | 1 1 | | | | | | | | 22A | | | | 2 | | | U1 | | 5 : | | * |
| 10.36 | | INTRSECTN | | В | 134TH AVE KPN | CO | | | 1 1 | | | | | | | | 22A | | | | 2 | | | U1 | | 5 | | * |
| 10.55 | | WYE CONN | | L | SR 302 | ST | | | 1 1 | | | | | | | | 22A | | | | 2 | | | U1 | | 5 | | * |
| 10.57 | | END ST | I | | ELGIN CLIFTON RD KPN | | | | $\overline{1}$ $\overline{1}$ | | | | | | | | 22A | | | | 2 | | | U1 | | 5 : | | Ś |
| 10.57 | 10.57 | INTRSECTN | _ | | KPN HWY (OLD SR 302) | CO | SG | | | | | | | | | JA | പ പ ന | JA | | 22 | _ | 0 1 | | <u> </u> | - | <i>.</i> | | Y |
| 10.60 | 10.60 | WYE CONN | | | SR 302 | ST | | | 1 1 | | | | | | | 3A | 22A | 5A | | 22 | 2 | 01 | | U1 | 4 | 5 : | R | |

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

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| | WIDTH AND SURFACE | | | | | | | | | | | | | | | INFORMATION INCRES/UNDI SPC CLASSIFICA | | | | | | | | | | | | |
|----------------|-------------------|------------|-----|----|-----------------------|---------|-------|------------|-------|---|------------|---------------|---------|-----|------|--|-------|-----|----------|--------|----------|----|----------------------|----------|-----|----------|-----|--|
| | | | | | EFT/RIGHT | INDICAT | OR | | -UXI | | | | | RHT | | | LFT | | | USE | | | | | LEG | | | |
| SRMP I | 2 7 DM | FEATURE | | | DESCRIPTI | I O N | | | -XRO | | | | | | | | SHD | RDY | SHD | LNS | RDY | MΤ | CE CIT SE NBR | YST | SPE | ED | TPS | |
| | _ | | _ _ | | DESCRIPTI | | | | _ | | | W/ 5 | W/5 | W/5 | WD/3 | | | | W/5 | WID | WID | _ | | _ _ | | | | |
| | | • | | | | | | | • | • | | | | | | | | | | | | | | | | ' | | |
| 10.64 | 10.64 | | | | | | | | | | 1 1 | | | | | | | | 5A | | 22 | | | U1 | | 45 | | |
| 10.68 11.06 | 10.68 | MP MARKER | | R | 11 | | | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | OΙ | U1 | | 45 | R | |
| 11.00 | | BEG BRIDGE | | К | MINTER CR | YEEK | | | ST | | 1 1 | | | | | | \$\$W | 30p | \$\$W | | 30 | 2 | 0.1 | IJ1 | | 45 | P | |
| 11.27 | 11.27 | DIG DRIDGE | | | BRDG NUM | | | | O1 | | | | | | | | γγW | 301 | YYN | | 50 | _ | 01 | 01 | | 13 | 10 | |
| 11.32 | 11.32 | END BRIDGE | В | | MINTER CR | REEK | | | | | 1 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | U1 | | 45 | R | |
| 11.43 | 11.43 | BEG BRIDGE | В | | LITTLE MI | | | | ST | | | | | | | | | | | | | | | | | | | |
| 11 44 | 77 44 | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | | |
| 11.44 | | END BRIDGE | | | LITTLE MI | | | | ST | | | | | | | | | | | | | | | | | | | |
| 11.49 | 11.49 | BEG BRIDGE | ъв | | LITTLE MI BRDG NUM | | | | 51 | | | | | | | | | | | | | | | | | | | |
| 11.50 | 11.50 | END BRIDGE | В | | LITTLE MI | | | | | | | | | | | | | | | | | | | | | | | |
| 11.58 | | INTRSECTN | | | 118TH AVE | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 11.60 | | WYE CONN | | | 118TH AVE | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 11.64 | 11.64 | BEG SU LN | | | TWO WAY I | | 1 | L1A | | | 1 1 | | | | | | | | 3A | | | | | U1 | | 45 | R | |
| 11.73 | | END SU LN | | | TWO WAY I | rurn | 1 | L1A | | | 1 1 | | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | U1 | | 45 | R | |
| 12.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.43 | | INTRSECTN | | L | 144TH ST | | | | PV | N | | | | | | | 2.7 | 007 | 2.7 | | 2.0 | 2 | 0.1 | TT1 | | 4.0 | Б | |
| 12.89 12.92 | 12.89 12.92 | | | | | | | | | | 1 1 1 1 | | | | | | | | 3A 5A | | 22 22 | | | U1 U1 | | 40 40 | | |
| 12.94 | | INTRSECTN | | R | CREVISTON | N DR NW | | | CO | Y | | | | | | | JA | ZZA | JA | | 22 | 2 | OI | ΟŢ | | 10 | IX | |
| 13.00 | | BEG SU LN | | | TWO WAY I | | 1 | L2A | | - | 1 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 2 | 01 | U1 | | 40 | R | |
| | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.08 | 13.08 | INTRSECTN | | R | 97TH AVE | NW | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 13.20 | | END SU LN | | | TWO WAY I | | 1 | | | | 1 1 | | | | | | 5A | 22A | 5A | \$\$\$ | 22 | 2 | 01 | U1 | | 40 | R | |
| 13.25 | | INTRSECTN | | | 94TH AVE | | | | CO S | _ | | | | | | | | | | | | | | | | | | |
| 13.35 | | INTRSECTN | | | LAKE KATH | | | | CO SO | | | | | | | | | | | | | | | | | | | |
| 13.33 | 13.43 | INTRSECTN | | ĸ | 92ND AVE | IAM | | | | | 1 1 | | | | | | 3 Z | 227 | 3A | | 22 | 2 | Λ 1 | IJ1 | | 40 | D | |
| 13.43 | | INTRSECTN | | т. | GOLDMAN D | OR NW | | | CO | Y | | | | | | | JA | 225 | JA | | 22 | _ | O I | 01 | | 10 | IC | |
| 13.97 | | MP MARKER | | R | | | | | | - | | | | | | | | | | | | | | | | | | |
| 14.05 | 14.05 | | | | | | | | | | 1 1 | | | | | | 4A | 22A | 5A | | 22 | 2 | 01 | U1 | | 40 | R | |
| 14.17 | 14.17 | INTRSECTN | | R | DANFORTH | DR NW | | | CO | Y | | | | | | | | | | | | | | | | | | |
| T1700000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | ECTION DE | | | | TURN L R NEAR | | R FAF | | | | | LERA: CNTR | | | | | | | | | | | | | | | | |
| SRMP E | B ARM | I | | WD | LGT WD | LGT WD | | V D | | | | T WD | | | | | | | | | | | | | | | | |
| 11.58 | | | 02 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 12.94 | | • | | _ | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 13.25 | 13.25 | | | | .03 12 | | .02 1 | L2 | | | | | | | | | | | | | | | | | | | | |
| 13.35 | 13.35 | | | | .03 12 | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 13.84 | 13.84 | | 03 | 12 | | | | | | | | | | | | | | | | | | | | | | | | |

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| SERIOR S | | WIDTH AND SURFACE INFORMATION :DIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UNDI SPC CLASSIFICATIONS- | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|---|-----------|--------|------------|-----------|---------|-------|-----|-------|----------|------|----------|--------|-----------|------|--------|--------|-------|-----|------|--------|-----|-------|--------------|-----|----|
| SEMP B ARM FRATURE D LK DESCRIPTION | | | | :DII | RECTION TO | INVENTO | RY | -BRI | DGE | | | | | | | | | UNDI | SPC | | | CLA | SSI | FICA | TIO. | NS | _ |
| SAMP B ARM | | | | | LEFT/RIGHT | INDICAT | OR | | | | | | | | | | | | | | | _ ~ | | | | | _ |
| 14.17 14.17 INTRSECTN L EMERALD DR NN PV Y 1 1 4A 22A 5A 22 2 01 U1 40 R 14.40 14.60 14.60 INTRSECTN L EMERALD DR NN PV Y 1 1 3A 22A 3A 22 2 01 U1 40 R 14.72 14.72 INTRSECTN L EMERALD DR NN PV Y 1 1 3A 22A 3A 22 2 01 U1 40 R 14.73 14.95 14.95 INTRSECTN L GOLDMAN DR NN CO Y 1 1 4A 22A 8A 22 2 01 U1 40 R 14.95 14.95 INTRSECTN L GOLDMAN DR NN CO Y 1 1 4A 22A 8A 22 2 01 U1 40 R 15.00 15.00 NP MARKER R 15 15.03 15.03 NPM FARKER R 15 15.03 15.03 NPM FARKER R 15 15.03 15.03 NPM FARKER R 15 15.67 15.67 MISC FRATE R SON ENT PURDY MISC FRATE R 8SN ENT PURDY 15.79 15.79 END BEG BEG BE BEG ST 1 1 \$\$C 20P \$C 20 2 01 U1 40 R 15.79 15.79 END BEG BEG ST 1 1 \$\$C 20P \$C 20 2 01 U1 40 R 15.84 15.83 WE CONN R 8 80 22 ST Y 1 15.85 15.85 END ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.79 15.79 END BEG ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.79 15.79 END BEG ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.79 15.79 END BEG ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.84 15.85 15.85 END ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.79 15.79 END BEG ST N PURDY CREEK ST 1 1 1A 24A 5A 24 2 01 U1 40 R 15.84 15.93 WE CONN R SR 02 SUR ST Y 1 1A 36A 3A 36 2 01 U1 40 R 15.87 15.87 NFE CONN R SR 02 SUR ST Y 1 1A 36A 3A 36 2 01 U1 40 R * 15.87 15.87 NFE CONN R SR 02 SUR ST Y 1 2 1A 36A 3A 36 2 01 U1 40 R * 16.60 16.00 MP MARKER R 16 12 6A 36A 3A 36 2 01 U1 40 R * 16.61 16.61 ENTESCUN R PURDY ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.65 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.65 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENTESCUN R PURDY ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1A 36A 3A 36 2 01 U1 50 R * 16.61 16.61 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 1 | CDMD D | лом | | | | TON | | | | | | | | | | | | | | | | | | | | | |
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| 14.60 14.60 INTESECTN REMERALD DR NW PV Y 14.73 14.73 14.75 INTESECTN L EMERALD DR NW PV Y 14.73 14.73 INTESECTN L SUMPAUN PV Y 14.75 INTESECTN L GOLDMAN DR NW CO Y 1 1 4A 22A BA 22 2 01 U1 40 R 14.95 INTESECTN L GOLDMAN DR NW CO Y 1 1 4A 22A BA 22 2 01 U1 40 R 14.96 INTESECTN L GOLDMAN DR NW CO Y 1 1 4A 22A BA 22 2 01 U1 40 R 15.00 INTESECTN L GOLDMAN DR NW CO Y 1 1 4A 22A BA 22 2 01 U1 40 R 15.00 INTESECTN L GOLDMAN DR NW CO Y 1 1 4A 22A BA 22 2 01 U1 40 R 15.00 INTESECTN L GOLDMAN DR NW CO PC Y 1 1 5.00 INTESECTN L GOLDMAN DR NW CO PC Y 1 1 5.00 INTESECTN L SGN ENT PURDY SHAPE AND A 24 2 01 U1 40 R 15.00 INTESECTN L SGN ENT PURDY SHAPE AND A 24 2 01 U1 40 R 15.00 INTESECTN L SGN ENT PURDY SHAPE AND A 24 2 01 U1 40 R 15.00 INTESECTN L SGN ENT PURDY SHAPE AND A 24 2 01 U1 40 R 15.00 INTESECTN L SGN ENT PURDY SHAPE AND A 24 2 01 U1 40 R 15.00 INTESECTN L SGN ENT PURDY SHAPE AND A 25 2 5 1 1 1 1 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15 | | | INTRSECTN | L | EMERALD | DR NW | | PV | Y | | | | | | | | | | | | | | _ | | | | |
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| 14.95 14.95 INTRSECTN L GOLDMAN DR NW CO Y 1 1 4A 22A 8A 22 201 U1 40 R 14.98 INTRSECTN L GOODRICH TNW CO N 15.00 15.00 MP MARKER R 15.01 15.03 INTRSECTN R 15.03 INTRSECTN R 15.05 15.03 INTRSECTN R 15.07 MISC FEATR R 15.09 15.09 BEG BRIDGE B 15.09 END BRIDGE B 15.09 END BRIDGE B 15.03 INTRSECTN L GOODRICH DR NW 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.09 END BRIDGE B 15.00 15.00 NM P MARKER R 15.00 15.09 END BRIDGE B 15.00 15.00 NM P MARKER R 15.00 15.00 NM P MARKER R 15.00 15.00 NM P MARKER R 15.00 15.00 NM P MARKER R 15.00 15.00 NM P MARKER R 16.00 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 MP MARKER R 16.00 M | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 15.03 15.03 INTERSECTIN L GOODRICH DR NW SC PE Y 15.67 IS 15.67 MISC FEATR L SC SC SC PC Y 15.79 15.79 END BRIDGE B PURDY CREEK BEDG NUM 302/105 15.83 15.83 WYE CONN R SR 302 ST Y 15.84 HS 15.84 WYE CONN L SR 302 SPURDY (SPUR) ST Y 15.85 15.85 BEG ST I PURDY DR ST Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST ST Y 15.89 15.93 WYE CONN R SR 302 SPURDY (SPUR) ST ST Y 15.81 15.85 WYE CONN R SR 302 SPURDY (SPUR) ST ST Y 15.85 15.85 EG ST I PURDY DR ST Y 15.86 WIS CONN R SR 302 SPURDY (SPUR) ST ST Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST ST Y 16.50 16.00 MF MARKER R 16 SPURDY ST ST Y 16.51 16.55 INTERSECTIN L GOODNOUGH DR NW CO Y 1 2 TA 36A 3A 36 2 01 U1 40 R * 16.54 INTERSECTIN R SPARK AND RIDE LOT ST Y 1 1 10A 12A 10A 24 2 01 U1 50 R * 16.65 16.65 ENTYEXIT R PARK AND RIDE LOT ST Y 1 1 10A 12A 10A 24 2 01 U1 50 R * 16.61 16.61 MISC FEATR L SC SC SC SC SC SC SC SC SC SC SC SC SC | | | | | | CT NW | | CO | N | | | | | | | | | | | | | | | | | | |
| 15.67 15.67 MISC FEATE R SGN ENT PURDY MISC FEATE L SGN ENT WAINNA L SGN EN | | | | | | | | ~~ - | ~ | | | | | | | | | | | | | | | | | | |
| MISC FEATR L SCAN ENT WALDINA ST 1 SSC 20P SC 20 20 U1 40 R | | | | | | | | CO P | C Y | | | | | | | | | | | | | | | | | | |
| 15.69 15.69 15.69 15.69 15.69 15.69 15.69 15.69 15.69 15.79 15.85 15.83 15.8 | 15.67 | 15.67 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.79 END BRIDGE B PURDY CREEK 1 1 88 24A 9A 24 2 01 UI 40 R | 15 60 | 15 60 | | | | | | CIT. | | | | | | | | 440 | 205 | 440 | | 20 | 2 0 | 1 | TT1 | | 4.0 | Б | |
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| 15.83 15.83 WYE CONN R SR 302 ST Y 15.84 15.84 WYE CONN L SR 302 SPUR ST Y 15.85 15.85 BGG ST L PURDY DR L SR 302 SPUR ST Y 15.87 15.87 WYE CONN L SR 302 SPUR ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 15.87 15.87 WYE CONN R SR 302 SPURDY (SPUR) ST SG Y 16.60 16.00 MP MARKER R SR SR 302 SPURDY ST SG Y 16.61 16.51 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 10A 36A 3A 36 2 01 U1 50 R * 16.60 16.60 END ST I PURDY DR 1 1 10A 24A 10A 36 2 01 U1 50 R * 16.61 16.61 MISC FEATR L GOODNOUGH DR NW CO Y 16.63 16.63 ENTER CITY C GOODNOUGH DR NW CO Y 16.65 16.65 L SE SUXING D SR 16 EB ST SR 16 EB ST 1NTERSECTION DETAIL | 15 70 | 15 70 | EMD DDIDG | ם ים | | | | | | 1 1 | | | | | | 0.70 | 247 | 0.7 | | 2.4 | 2 0 | 1 | тт1 | | 40 | D | |
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| 16.00 16.00 MP MARKER R 16 | | | WIE COM | | 510 502 | | | 01 | _ | | | | | | | | | | | | | | - | | | | * |
| 16.04 16.04 INTRSECTN L GOODNOUGH DR NW CO Y 1 2 12 36A 3A 36 2 01 U1 50 R * 16.57 16.57 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 10A 36A 10A 36 2 01 U1 50 R * 16.57 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 10A 36A 10A 36 2 01 U1 50 R * 16.57 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 1 10A 24A 10A 24 2 01 U1 50 R * 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 1 10A 24A 10A 24 2 01 U1 50 R * 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 1 10A 24A 10A 24 2 01 U1 50 R * 16.60 16.60 END ST I PURDY DR CO Y INTRSECTN L GOODNOUGH DR NW CO Y INTRSECTN L GOODNOUGH DR NW CO Y INTRSECTN L SGN ENT PURDY SIGN ENT | | | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | _ | | | | * |
| 16.47 16.47 | | | | | | H DR NW | | CO | Y | | | | | | | | | | | | | | U1 | | | | * |
| 16.51 16.51 ENT/EXIT R PARK AND RIDE LOT ST Y 1 2 10A 36A 10A 36 2 01 U1 50 R * 16.57 16.57 ENT/EXIT R PARK AND RIDE LOT ST Y 1 1 10A 24A 10A 24 2 01 U1 50 R * 16.60 END ST I PURDY DR 1 1 1 10A 24A 10A 24 2 01 U1 50 R * 16.60 END ST I BURNHAM DR NW CO Y INTRSECTN L GOODNOUGH DR NW CO Y 16.61 16.61 MISC FEATR L SGN ENT PURDY 16.63 16.63 ENTER CITY GIG HARBOR 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.65 16.65 16.65 SR 16 EB RAMP AHEAD 1 \$\$\$\$ \$\$\$\$ 11 10A 12A 10A UP \$ | | | | | | | | | | 1 2 | | | | | | | | | | | | | U1 | | 50 | R ' | * |
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| INTRSECTN R BURNHAM DR NW CO Y INTRSECTN L GOODNOUGH DR NW CO Y 16.61 16.61 MISC FEATR L SGN ENT PURDY 16.63 16.63 ENTER CITY GIG HARBOR 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.65 16.65 16.65 1 1 10A 12A 10A UP 12A 10A 24 2 01 0490 U1 45 R P 16.72 16.72 MISC FEATR I SR 16 EB RAMP AHEAD 1 \$ 9A 14A 5A \$ | 16.57 | 16.57 | ENT/EXIT | R | | | | ST | Y | 1 1 | | | | | | 10A | 24A | 10A | | 24 | 2 0 | 1 | U1 | | 50 | R | * |
| INTRSECTN L GOODNOUGH DR NW 16.61 16.61 MISC FEATR L SGN ENT PURDY 16.63 16.63 ENTER CITY GIG HARBOR 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.65 16.65 16.72 MISC FEATR I SR 16 EB RAMP AHEAD 1 \$ 9A 14A 5A \$ | 16.60 | 16.60 | END ST | I | PURDY DR | | | | | 1 1 | | | | | | 10A | 24A | 10A | | 24 | 2 0 | 1 | U1 | | 50 | R : | \$ |
| 16.61 16.61 MISC FEATR L SGN ENT PURDY 16.63 16.63 ENTER CITY GIG HARBOR 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.65 16.65 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.72 16.72 MISC FEATR I SR 16 EB RAMP AHEAD 1 \$ 9A 14A 5A \$ | | | INTRSECTN | R | BURNHAM | DR NW | | CO | Y | | | | | | | | | | | | | | | | | | |
| 16.63 16.63 ENTER CITY GIG HARBOR 1 1 10A 12A 10A UP \$\$\$ 12A 10A 24 2 01 0490 U1 50 R P 16.65 16.65 16.65 16.65 16.65 16.72 MISC FEATR I SR 16 EB RAMP AHEAD 1 \$ 9A 14A 5A \$ | | | INTRSECTN | L | GOODNOUG | H DR NW | | CO | Y | | | | | | | | | | | | | | | | | | |
| 16.65 16.65 | | 16.61 | MISC FEAT | R L | | | | | | | | | | | | | | | | | | | | | | | |
| 16.72 16.72 MISC FEATR I SR 16 EB RAMP AHEAD 1 \$ 9A 14A 5A \$\$\$\$ \$\$\$ \$\$\$ 14 2 01 0490 U1 45 \$\$ R P 16.85 16.85 UXING D SR 16 EB ST BRDG NUM 016/150W INTERSECTION DETAILTURN LANES L NEAR R NEAR L FAR R FAR LEFT L-CNTR R-CNTR RIGHT-SRMP B ARM LGT WD LGT W | | | ENTER CIT | Y | GIG HARB | OR | | | | | | | | | | | | | | | | | | | | | |
| 16.85 16.85 UXING D SR 16 EB ST BRDG NUM 016/150W INTERSECTION DETAILTURN LANESACCELERATION 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 14.17 14.17 .03 12 .03 12 15.85 15.85 .08 12 16.51 16.51 .03 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRDG NUM 016/150W INTERSECTION DETAILTURN LANESACCELERATION 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 14.17 14.17 .03 12 .03 12 15.85 15.85 .08 12 16.51 16.51 .03 12 | | | | | | | EAD | | | 1 \$ | 9A | 14A | 5A | \$\$\$ | \$\$ \$\$ | | \$\$\$ | \$\$\$ | | 14 | 2 0 | 1 0490 | U1 | 45 | \$\$ | R P | |
| INTERSECTION DETAILTURN LANESACCELERATION 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 | 16.85 | 16.85 | UXING | D | | | | ST | | | | | | | | | | | | | | | | | | | |
| L NEAR R NEAR L FAR R FAR LEFT L-CNTR R-CNTR RIGHT- SRMP B ARM | | | | | BRDG NUM | 016/150 | W | | | | | | | | | | | | | | | | | | | | |
| 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 | TMTTPDCTC | ום וא דיייי | ייי א ד ד | | TUTION | TANTEC | | | | 7 CCE | יאכוים ד | TTON | T 7/1/TI | E C | | | | | | | | | | | | | |
| SRMP B ARM LGT WD LGT W | TNIEKSEC | TION DI | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.17 | SEMD B | ΔRM | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.85 | 14.17 | 14.17 | | .03 12 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 16.51 16.51 .03 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.60 16.60 .03 12 .03 12 .03 12 .03 12 | | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
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DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 302 MAINLINE STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| | | | | | | | V | VIDTE | I AND | SURFACE | INE | FORM | ATION | ſ - | | | | | | | |
|-------------|---------|-------|-------------------------------|-----|------|-----|------|-------|-------|---------|------|-------|-------|-------------|-----|------|------|------|--------|-----------|-------|
| | | :DIRE | CTION TO INVENTORY | -BR | IDGE | | DECF | REAS/ | DIV | | INCF | RES/U | JNDI | SPC | | | CLAS | SSIF | FICATI | ONS- | |
| | | : :LE | FT/RIGHT INDICATOR | -UX | ING- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | - 1 | LEGAL | . | |
| | | : : | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEEL |) T I | 2 S |
| SRMP B ARM | FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D IF | 3 R F | ΚT |
| | | _ | | | _ | _ _ | | | | | | | | | | _ | | | _ | - - - | _ _ |
| 16.87 16.87 | UXING | D | SR 16 WB BRDG NUM 016/150E | ST | | 1 | 9A | 14A | 5A | | | | | | 14 | 2 01 | 0490 | U1 | 45 | RI | ⊋ |

END ROUTE

END CTLSEC CONTROL SECTION 2739

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SR 302 SPUR STATE ROUTE - SRSH COUNTY PIERCE DOT DISTRICT 3

| | PURDY | | | | | | | | | | | | | | | _ | | | | | | | | |
|--------|-------|---------------|-----------|-----------------------|-----|-----|-------|------|-----|---------|-------|---------|-------------------|------|---------|--------|-----|-----|----------|-------|------|------|-----|----|
| | | | | | | | | | | | | D SURFA | | | | | | | | | | | | |
| | | | | ECTION TO INVENTORY | | I | RIDGI | - 1 | - 1 | DECREA | | 1 | | RES/ | JNDI | | | | CI | ASSII | - | _ | NS- | |
| | | | | EFT/RIGHT INDICATOR | | | ING- | | | | RHT | | LFT | | | USE | | | | | LEGA | | | |
| | | | · : | | | | | | | | | MEDIAN. | | | | | | | CE CIT | | | | | |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | OW. | TC I | ն D | . I | W/S W/S | S W/S | WD/S B | $R \mid W \mid S$ | W/S | W/S | WID | WID | Α. | SE NBR | FC | D I | :В : | R K | T |
| | | | _ _ | . | | | | _ _ | . _ | _ | _ | _ | _ | | | | | _ . | _ | _ | _ | . | _ _ | _ |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.85 | 0.00 | BEG ROUTE | | PURDY | | | | 1 | 1 | | | | 10A | 24A | 10A | | 24 | 2 | 01 | U1 | 4 | 0 : | R | * |
| | | | | SR 302 TO SR 16 OXING | G | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2755 | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PURDY DR | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | $_{ m L}$ | SR 302 | | ST | | Y | | | | | | | | | | | | | | | | |
| 15.88 | 0.03 | WYE CONN | L | SR 302 | | ST | | Y | | | | | | | | | | | | | | | | |
| 15.93 | 0.08 | INTRSECTN | R | PURDY LN NW | | CO | SG ? | Y | | | | | | | | | | | | | | | | |
| 16.01 | 0.16 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | |
| 16.04 | 0.19 | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 2 | 01 | U1 | 4 | 0 : | R | * |
| 16.05 | 0.20 | BEG BRIDGE | В | PURDY CREEK | | ST | | 1 | 1 | | | | \$\$W | 48P | \$\$W | | 48 | 2 | 01 | U1 | 4 | 0 : | R | * |
| | | | | BRDG NUM 302/110SP | | | | | | | | | | | | | | | | | | | | |
| 16.06 | 0.21 | END BRIDGE | В | PURDY CREEK | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 2 | 01 | U1 | 4 | 0 : | R | * |
| 16.14 | 0.29 | INTRSECTN | В | 144TH ST NW | | CO | SG Y | Y 1 | 1 | | | | бA | 24A | бA | | 24 | 2 | 01 | U1 | 4 | 0 : | R | * |
| 16.19 | 0.34 | BEG SU LN | С | TWO WAY TURN | 14A | | | 1 | 1 | | | | | 24A | 6A | 14 | 38 | 2 | 01 | U1 | 4 | 0 : | R | * |
| 16.26 | 0.41 | ENT/EXIT | R | PARK AND RIDE LOT | | ST | 1 | N | | | | | | | | | | | | | | | | |
| 16.32 | | END SU LN | C | TWO WAY TURN | 14A | | | | 1 | | | | 6A | 24A | 6A | \$\$\$ | 24 | 2 | 01 | U1 | 4 | 0 : | R | * |
| 16.35 | 0.50 | | | | | | | | 1 | | | | | 24A | | | 24 | | | U1 | - | 0 : | R | * |
| 16.38 | 0.53 | | | | | | | | 1 | | | | | 24A | | | 24 | | | U1 | | 0 : | | * |
| 16.78 | | END ST | I | PURDY DR | | | | | 1 | | | | | 24A | | | 24 | | | U1 | | 0 | | \$ |
| 20.70 | 0.55 | INTRSECTN | В | 154TH ST NW | | CO | 7 | Ϋ́ | _ | | | | | | | | | _ | · - | 0_ | _ | | | Ψ. |
| 16.83 | 0 98 | MISC FEATR | Ĺ | SGN ENT PURDY | | - | - | | 1 | | | | 10A | 36A | 1 N A | | 36 | 2 | 01 | U1 | | 0 : | R | |
| 16.85 | 1.00 | TIESC I BITTE | _ | DOIN LINE FORDE | | | | | 1 | | | | | 36A | | | 36 | | | U1 | | 0 : | | |
| 16.91 | | ON RAMP | L | SR 16 SB | | ST | 7 | Y \$ | | | | | | 14A | | | 14 | | | U1 | | 0 : | | |
| 17.00 | | MP MARKER | R | 17 | | DI | - | ıγ | _ | | | | ın | TTA | UA | | 11 | _ | 01 | OI | _ | | i.c | |
| 17.08 | | BEG BRIDGE | | SR 16 | | ST | | | 1 | | | | ¢ ¢ tat | 26P | ¢ ¢ tat | | 26 | 2 | Λ1 | IJ1 | - | 0 : | Ь | |
| 17.00 | 1.43 | BEG BKIDGE | _ | BRDG NUM 302/003SP | | 51 | | | | | | | γγW | 20F | γγW | | 20 | _ | 01 | 01 | - | | IX. | |
| 17.13 | 1 20 | END BRIDGE | т | SR 16 | | | | | | | | | | | | | | | | | | | | |
| 11.13 | 1.20 | MISC FEATR | | SR 16 NB RAMP AHEAD | | | | | | | | | | | | | | | | | | | | |
| | | | | ·- | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2755 | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | PURDY | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETA | LTURN | LANES | ACCELERA | TION LANES |
|-------------------|---------------|---------------|---------------|-----------------|
| | L NEAR R NEAF | L FAR R FAR | LEFT L-CNTF | R R-CNTR RIGHT- |
| SRMP B ARM | LGT WD LGT WI | LGT WD LGT WD | LGT WD LGT WI | LGT WD LGT WD |
| | | | | |
| 16.14 0.29 | .03 12 | .03 12 | | |
| 16.78 0.93 | .04 12 | .04 12 | | |

TRIPS SYSTEM

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION DATE 01/31/25 TIME 17:13:52 PAGE 279 STATE HIGHWAY LOG

| SR 303 MAINLINE | STATE ROUTE - SRSH | COUNTY KITSAP | DOT DISTRICT 3 |
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| | | | | | ECTION TO EFT/RIGHT | | | | -BRI -UXI | | | | CRE | S/I | SUR | RFAC | | RES/U | ATION NDI RHT | SPC | | | | -CLAS | | 'ICATI LEGAL | | |
|---------------|--------------|----------------------------------|----------------|----|---|--------------------|-----------------|------|--------------|--------|--------|---|---------|------|--------------|------|---|------------|-------------------------|--------|-----|-----|-------|-------|-----|---------------------|----|------------|
| SRMP B | ARM | FEATURE | : D _ _ | | DESCRIPT | ION | | | | | | | | | MEDI WD/S | | | | SHD | LNS | RDY | | | | | SPEED D IB _ | | |
| 0.00B | 0.00 | BEG ROUTE | ; | | MAIN ROU | | | | | | 2 | 1 | C 24 | A | 81 | CU | | 14A | С | | 38 | 2 (|)1 (| 0115 | U1 | 25 | R | P * |
| | | ENTER CIT BEG EQ BEG CTLSE | IC. | | SR 304 B BREMERTO BEGIN BA CONTROL | N CK SECTION | | 3 | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST INTRSECTN | I I | | WARREN A SR 304 | VE | | | ST S | G Y | | | | | | | | | | | | | | | | | | |
| 0.05B | 0.05 | INTRSECTN | | | 4TH ST | | | | CT | - | | | | | | | | | | | | | | | | | | |
| 0.11B | | INTRSECTN | Ī | В | 5TH ST | | | (| CT | Y | | | | | | | | | | | | | | | | | | |
| 0.12B 0.00 | 0.12 | | | | 000.16B= | 000 00 | | | | | 2 2 | | \$ \$\$ | \$\$ | \$\$\$\$ | \$\$ | | 46A 46A | | | | | | 0115 | | | | P * P * |
| 0.00 | 0.10 | EQUATION INTRSECTN | ī | В | 6TH ST | 000.00 | | (| CT S | G Y | | | | | | | C | 40A | C | | 40 | 2 (|) | 1112 | UI | 30 | ĸ | Р " |
| 0.02 | 0.18 | BEG SU LN | | | TWO WAY | TURN | 11 | LA ` | | , , | 2 | | | | | | С | 46A | С | 11 | 57 | 2 (|)1 (| 0115 | U1 | 30 | R | P * |
| 0.04 | | END SU LN | | - | TWO WAY | - | 11 | LΑ | | | 2 | 2 | | | | | С | 46A | С | \$\$\$ | 46 | 2 (|)1 (| 0115 | U1 | 30 | R | P * |
| 0.06 | | INTRSECTN | | | DR ML KI | NG WAY | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 0.09 | | INTRSECTN | | | 8TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 0.13 0.17 | | INTRSECTN INTRSECTN | | | 8TH ST 9TH ST | | | | CT CT | Y Y | | | | | | | | | | | | | | | | | | |
| 0.17 | | INTRSECTN | | | 10TH ST | | | | CT | Y Y | | | | | | | | | | | | | | | | | | |
| 0.19 | | INTRSECTN | | | 10TH ST | | | | CT S | | | | | | | | | | | | | | | | | | | |
| 0.32 | | INTRSECT | | | 12TH ST | | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 0.37 | | INTRSECTN | | | 13TH ST | | | | CT S | | | | | | | | | | | | | | | | | | | |
| 0.49 | | MISC FEAT | | | BUS PULL | OUT | | | - | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.66 | INTRSECTN | Γ | R | 15TH ST | | | (| CT | Y | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.74 | INTRSECTN | Γ | L | 16TH ST | | | (| CT S | G Y | | | | | | | | | | | | | | | | | | |
| 0.59 | | WYE CONN | | L | 16TH ST | | | (| CT | Y | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.77 | | _ | _ | | | | | | | 3 | | | | | | | 46A | | | | | | 0115 | | | | P * |
| 0.62 | | INTRSECTN | | | 17TH ST | | | | CT | | 3 | 2 | | | | | С | 54A | С | | 54 | 2 (|)] (| 0115 | U1 | 35 | R | P * |
| 0.63 0.66 | | WYE CONN END ST | I | | 17TH ST WARREN A | 770 | | (| CT | Y | 2 | 2 | | | | | C | 54A | C | | 5.4 | 2 (| 11 (| 0115 | тт1 | 3.5 | D | Р\$ |
| 0.00 | 0.02 | INTRSECTN | | | WARREN A | | | (| TТ | Y | | _ | | | | | C | JIA | C | | 74 | 2 (| , | J113 | ΟŢ | 33 | IX | Fγ |
| | | | | | | | | | _ | _ | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION D | | | | TURN | | | - | | | | | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | L NE LGT | WD | R NEAR LGT WD | | R FAR LGT WI | | LGT | | L | | D I | | RIG LGT | | | | | | | | | | | | | |
| 0.00B | 0.00 | | | | | | .02 11 | L | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.16 | | .03 | 10 | .02 11 | .02 11 | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.42 | | .02 | | | .04 11 | .05 12 | 2 | | | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.74 | | .02 | 11 | | | 00 - | | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 0.75 | | | | | 02 11 | .02 11 | L | | | | | | | | | | | | | | | | | | | | |
| 0.62 0.63 | 0.78 0.79 | | | | | .03 11 | | | | | | | | | 0.3 | 10 | | | | | | | | | | | | |
| 0.66 | 0.79 | | | | | | | | 0.5 | 12 | | | | | .03 | , 10 | | | | | | | | | | | | |
| 0.00 | 0.02 | | | | | | | | . 0 3 | | | | | | | | | | | | | | | | | | | |

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| | | | • т | ארם | ECTION TO INVENTORY | l_BE | RIDG | | | | WIDT REAS | | O SUR' I | F'ACI | | CES/U | | | | | | -CT.AS | CCTE | 'ICATI | NIG. | |
| | | | | | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | LFT | | RHT | | | | | СПАС | | LEGAL | | |
| | | | : | | III / REGIII INDIGIII GR | | | | | | | | MEDI. | AN- | | | | | | МТС | Elo | TTY | | SPEED | | els |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | | | | | | | | | | | | | | | | | | D IB | | |
| | . | | _ _ | | | <u> </u> | | _ _ | -1- | | | | | | | | | | | _ _ | _ _ | | | _ | <u> </u> _ _ | _ _ |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.84 | | | | | ~- | | | 2 | _ | 0.5- | | | ~ | | 54A | C | | | | |)115 | | | RI | |
| 0.73 | 0.89 | BEG BRIDG | ЕВ | | PORT WASHINGTON NARROWS | ST | | 2 | 2 | С | 26A | | 3A | CU | \$ | 26A | C | | 52 | 2 (|)1 C |)115 | U1 | 35 | RE | 2 |
| 1.06 | 1 22 | END BRIDG | ם ים | | BRDG NUM 303/012 PORT WASHINGTON NARROWS | | | | | ب. | \$\$\$ | | \$\$\$\$ | ب ب | 0 | 52A | 0 | | E 2 | 2 (| 11 0 |)115 | тт1 | 2 E | RE | 0 |
| 1.12 | | ON RAMP | ь в | | CALLAHAN DR | ST | | y ² | | Ą | 999 | | 9999 | ŞŞ | C | 52A | C | | 52 | 2 (|) | JIIS | UΙ | 33 | R E | |
| 1.12 | | OFF RAMP | | | CLARE AVE | ST | | Y | | | | | | | | | | | | | | | | | | |
| 1.20 | | MISC FEAT | R | | GORE (S100112) | D1 | | _ | | | | | | | | | | | | | | | | | | |
| 1.21 | | MISC FEAT | | | GORE (P100116) | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | | OFF RAMP | | R | , | ST | | Y | | | | | | | | | | | | | | | | | | |
| 1.24 | | MISC FEAT | R | | GORE (P100122) | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | 1.42 | BEG BRIDG | ΕВ | | CALLAHAN DR | ST | | 2 | 2 | | | | | | С | 56A | С | | 56 | 2 (| 1 0 | 115 | U1 | 35 | RE | P |
| | | | | | BRDG NUM 303/013 | | | | | | | | | | | | | | | | | | | | | |
| 1.27 | | END BRIDG | | | CALLAHAN DR | | | 2 | 2 | | | | | | C | 52A | С | | 52 | 2 (| 1 0 |)115 | U1 | 35 | R I | 5 |
| 1.33 | | MISC FEAT | R | R | GORE (Q100135) | | | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.51 | BEG SU LN | | | WEAVING/SPEED CHANGE 11A | | | | 2 | | | | | | С | 52A | С | 11 | 63 | 2 (|)1 C |)115 | U1 | 35 | R I | ٥ |
| | | ON RAMP | _ | | CALLAHAN DR | ST | | Y | | | | | | | | | | | | | | | | | | |
| | 4 | MISC FEAT | R | | GORE (R100141) | ~- | | | | | | | | | | | | | | | | | | | | |
| 1.41 | | OFF RAMP | | | CALLAHAN DR | ST | | Υ | | | | | | | ~ | C 4 3 | ~ | 444 | <i>-</i> 1 | 2 (| 11 0 | 1115 | TT1 | 2.5 | Б. | _ |
| 1.43 1.46 | | END SU LN | | | WEAVING/SPEED CHANGE 11A WHEATON WAY | | | | 2 | | | | | | C | 64A | C | \$\$\$ | | | |)115)115 | | | R I | |
| 1.40 | 1.62 | BEG ST INTRSECTN | | D | OLD SR 303 SPUR MANETT | СТ | SG | | | | | | | | C | 5 Z A | C | | 52 | 2 (|) T (| TTT | UI | 30 | R E | ? " |
| | | INTRSECTN | | L | SHERIDAN RD | | SG | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1 68 | BEG SU LN | | | TWO WAY TURN 11A | - | DG | | 2 | | | | | | C | 53A | C | 11 | 64 | 2 (| 1 (|)115 | тт1 | 3.0 | RE | p * |
| 1.56 | | ENT/EXIT | | | BUSINESS | PV | | Ϋ́ | _ | | | | | | Č | 3311 | • | | 0 1 | | , _ 0 | ,,,, | 01 | 30 | | |
| 1.57 | | ENT FROM | | | BUSINESS | PV | | Ÿ | | | | | | | | | | | | | | | | | | |
| 1.67 | | INTRSECTN | | | SPRUCE AVE | CT | | | | | | | | | | | | | | | | | | | | |
| 1.75 | | INTRSECTN | | L | DIBB ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 1.90 | 2.06 | END SU LN | | С | TWO WAY TURN 11A | | | 2 | 2 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 (| 1 0 | 115 | U1 | 30 | RE | > * |
| 1.93 | 2.09 | | | | | | | | 2 | | | | | | C | 56A | С | | 56 | 2 (| 1 0 |)115 | U1 | 30 | RE | * د |
| 1.97 | 2.13 | INTRSECTN | | | SYLVAN WAY (OLD SR 306) | | | | 2 | | | | | | C | 55A | C | | 55 | 2 (|)1 C |)115 | U1 | 30 | RI | > * |
| | | INTRSECTN | | | SYLVAN WAY | - | SG | | | | | | | | | | | | | | | | | | | |
| 2.02 | | BEG SU LN | | | TWO WAY TURN 11A | | | | 2 | | | | | | | 44A | | 11 | | | |)115 | | | RE | |
| 2.10 | | END SU LN | | | TWO WAY TURN 11A | | | | 2 | | | | | | | 55A | | \$\$\$ | | | |)115 | | | R I | |
| 2.13 | 2.29 | BEG SU LN | | C | TWO WAY TURN 11A | | | 2 | 2 | | | | | | C | 44A | C | ΤŢ | 55 | 2 (|) T (|)115 | UΙ | 30 | RI | * د |
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| 2.22 | | END SU LI | | | TWO WAY | | 11A | | | 2 2 | | | | | | | 55A | | | | | | 0115 | | | | P * |
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| 2.26 | | INTRSECT | | | HANFORD | AVE | | CT | | 7 | | | | | | | | | | | | | | | | | |
| 2.27 | | BEG SU LI | | | TWO WAY | | 11A | - | | 2 2 | 2 | | | | | C | 44A | C | 11 | 55 | 2 | 01 | 0115 | IJ1 | 3.0 | R | P * |
| 2.36 | | MISC FEAT | | | BUS PULL | | | | | | =" | | | | | _ | | _ | | | _ | | | - | | | = |
| 2.37 | | INTRSECT | | | E BROAD | | | CT | Y | 7 | | | | | | | | | | | | | | | | | |
| 2.43 | | END SU LI | | C | | | 11A | | | 2 2 | 2 | | | | | С | 55A | С | \$\$\$ | 55 | 2 | 01 | 0115 | U1 | 30 | R | P * |
| 2.45 | | INTRSECT | | R | HOLLIS S | | | CT | SG Y | 7 | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | L | SHOPPING | CENTER | | PV | SG Y | 7 | | | | | | | | | | | | | | | | | |
| 2.47 | 2.63 | BEG SU LI | 1 | C | TWO WAY | TURN | 11A | | | 2 2 | 2 | | | | | C | 44A | С | 11 | 55 | 2 | 01 | 0115 | U1 | 30 | R | P * |
| 2.60 | 2.76 | MISC FEAT | ΓR | L | BUS PULL | JOUT | | | | | | | | | | | | | | | | | | | | | |
| 2.72 | 2.88 | END SU LI | 1 | C | TWO WAY | TURN | 11A | | | 2 2 | 2 | | | | | C | 55A | С | \$\$\$ | 55 | 2 | 01 | 0115 | U1 | | | P * |
| 2.75 | 2.91 | LEAVE CIT | ΓY | | BREMERTO | N | | | | 2 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 2 | 01 | \$\$\$\$ | U1 | 30 | R | \$\$ |
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| 2.80 | | BEG SU LI | 1 | C | TWO WAY | TURN | | | | | | | | | | | | | 12 | | | | | U1 | 30 | | |
| 2.85 | 3.01 | | | | | | | | | 2 2 | | | | | | 8A | 56A | \$\$C | 12 | 68 | 2 | 01 | | U1 | 30 | R | |
| 2.90 | | ENT/EXIT | | | SHOPPING | | | | | 1 | | | | | | | | | | | | | | | | | |
| 2.92 | 3.08 | END SU LI | 1 | | TWO WAY | | | | | | 2 | | | | | 8A | 68A | С | \$\$\$ | 68 | 2 | 01 | | U1 | 30 | R | |
| | | ENT/EXIT | | | BUSINESS | | | PV | N | 1 | | | | | | | | | | | _ | | | | | | |
| 2.97 | | WYE CONN | | | NE FURNE | | | CO | Z | 2 2 | 2 | | | | | 8A | 68A | С | | 68 | 2 | 01 | | U1 | 40 | R | |
| 2.98 | | INTRSECT | | | NE FURNE | YS LN | | CO | SG Y | 7 | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKER | | R | | | 10- | | | | | | | | | 0 - | | _ | 1.0 | | _ | 0.1 | | | 4.0 | _ | |
| 3.06 | | BEG SU L1 | | | TWO WAY | TURN | 12A | ~~ | _ | 2 2 | 2 | | | | | 8A | 56A | C | 12 | 68 | 2 | ÛΙ | | U1 | 40 | R | |
| 3.14 | | INTRSECT | | | NE FRANK | | | CO | | <u> </u> | | | | | | | | | | | | | | | | | |
| 3.20 | 3.36 | INTRSECT | N | | NE VENA | | | CO | Y. | <u> </u> | | | | | | | | | | | | | | | | | |
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| 3.34 | 3.50 | BEG SU | LN | | С | TWO | WAY | TURN | 12A | | | | 2 2 | | | | | | 8A | 56A | С | 12 | 68 | 2 | 01 | | U1 | 4 |) R | |
| 3.38 | 3.54 | INTRSEC | Γ N | | L | DAWN | RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.44 | 3.60 | | | | | | | | | | | | 2 2 | | | | | | | 56A | | | | | | | U1 | |) R | |
| 3.50 | | END SU | LN | | C | TWO | WAY | TURN | 12A | | | | | | . 24A | | 12A | | | | | \$\$\$ | | | | | U1 | |) R | |
| 3.63 | 3.79 | DATE / DATE | _ | | _ | DIIGI | MEGG | | | DII | | 3.7 | 2 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | A8 | 60A | A8 | | 60 | 2 | 01 | | U1 | 4 |) R | |
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| 4.00 | 4.16 | MP MARK | ER | | В | 4 | | | | | | | 2 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 60A | 8A | | 60 | 2 | 01 | | U1 | 4 |) R | |
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| 4.72 | | BEG SU LN | | TWO WAY | | | | | | | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 60A | 8A | 12 | 72 | 2 | 01 | | U1 | 45 | R |
| 4.75 | | INTRSECTN | | WINTERS | | | | CO | | | | | | | | | | | | | | | | | | |
| 4.97 | | END SU LN | | | TURN | 1: | 2A | | | 2 2 | 2 | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 2 | 01 | | U1 | 45 | R |
| 5.00 | 5.16 | MP MARKER | | 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | CHURCH | | | | PV | Y | | | | | | | | | | | | | | | | | |
| 5.01 | | BEG SU LN | | TWO WAY | | | 2A | | | 2 2 | | | | | | | | 8A | | | | | | U1 | | R |
| 5.24 | | END SU LN | | TWO WAY | | | 2A | | | 2 2 | | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 2 | 01 | | U1 | 45 | R |
| 5.25 | | INTRSECTN | | WM E SUI | | | | CO | Y | | | | | | | | | | | | | | | | | |
| 5.28 | | BEG SU LN | | TWO WAY | | | | | | 2 2 | | | | | | | | 8A | | | | | | U1 | | R |
| 5.41 | | END SU LN | | TWO WAY | | | | | | 2 2 | | | | | | | | 8A | | | | | | U1 | | R |
| 5.43 | | INTRSECTN | R | BROWNSVI | LLE HWY | | | CO S | G Y | 2 2 | 2 | | | | | | | 10A | | 60 | | | | U1 | | R |
| 5.48 | 5.64 | | | | | | | | | | • | | | | | | | 10A | | 60 | | | | U1 | | R |
| 5.50 | | BEG SU LN | | TWO WAY | | | 2A | | | 2 2 | | | | | | | | 10A | | | | | | U1 | | R |
| 5.70 | | END SU LN | | TWO WAY | | | | | | 2 2 | | | | | | 10A | 60A | 10A | \$\$\$ | 60 | 2 | 01 | | U1 | 50 | R |
| 5.74 | | INTRSECTN | | OLD MILI | | | | CO | | | | | | | | | | | | | _ | | | | | |
| 5.75 | | BEG SU LN | | TWO WAY | | | | | | | 2 | | | | | 10A | 48A | 10A | 12 | 60 | 2 | 01 | | U1 | 50 | R |
| 5.84 | | INTRSECTN | | | ND RD | | | CO | Y | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | | INTRSECTN | | RADCLIFF | | | | | Y | | | | | | | 1. 1. 1. | | | | | _ | | | | | _ |
| 6.45 | | END SU LN | | TWO WAY | | | | | | | 8A | 24A | | 12A | JΕ | \$\$\$ | 24A | 8A | \$\$\$ | 48 | 2 | 01 | | U1 | 50 | R |
| 6.46 | | OFF RAMP | R | CENTRAL | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 6.50 | | ON RAMP | L | CENTRAL | | .D | | ST | Y | | | | | | | | | | | | | | | | | |
| 6.55 | | MISC FEAT | | GORE (R5 | | _ | | | | | | | | | | | | | | | | | | | | |
| 6.57 | 6.73 | UXING | В | | VALLEY R | | | ST | | | | | | | | | | | | | | | | | | |
| 6 50 | 6 54 | | | | 1 303/025 | 1 | | | | | | | | | | | | | | | | | | | | |
| 6.58 | | MISC FEAT | | GORE (P5 | | _ | | ~ | | | | | | | | | | | | | | | | | | |
| 6.66 | | OFF RAMP | | CENTRAL | | LD | | ST | Y | | | | | | | | | | | | | | | | | |
| 6.67 | | MISC FEAT | | GORE (Q1 | | _ | | ~ | | | | | | | | | | | | | | | | | | |
| 6.81 | | ON RAMP | R | CENTRAL | VALLEY R | LD | | ST | Y | | | 0.4- | | 10- | | | 0.4- | 0 - | | 4.0 | _ | 0.1 | | | | |
| 6.83 | 6.99 | | | | | | | ~- | | 2 2 | 8A | 24A | | 12A | JΕ | | 24A | 8A | | 48 | 2 | ОΤ | | UΙ | 55 | R |
| 6.91 | 7.07 | BEG BRIDG | Е В | BARKER C | | 0.5 | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM | 1 303/027 | .25 | | | | | | | | | | | | | | | | | | | | |
| TAIMED OF | TELLON DI | | | min. | T 33TD C | | | | | 3 aat | | | T 7 3 T | 7.0 | | | | | | | | | | | | |
| INTERSEC | LITON DI | | | TURN | | | | | | | | | | ES | | | | | | | | | | | | |
| CDMD D | 3 D.M | | | R NEAR | | R FAR | | | | | | | | RIG | | | | | | | | | | | | |
| SRMP B | | | LG.L. MT | LGT WD | LGT WD | Tr.G.T. Mi | ر | ГС.Т. | WD | ЪG | T WD | ЪG | r. MD | LGT | WD | | | | | | | | | | | |
| 5.00 | 5.16 | | | .01 14 | | | - | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.10 | | | .01 14 | 02 12 | | | | | | | | | | | | | | | | | | | | | |
| 5.43 | 5.59 | | | 06 12 | .02 12 .04 12 | | | | | | | | | | | | | | | | | | | | | |
| | | | .03 12 | | .04 12 | | | | | | | | | | | | | | | | | | | | | |
| 5.74 | 5.90 | | .U3 12 | i | | | | | | | | | | | | | | | | | | | | | | |

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| | | | • 1 | חדסו | ECTION TO | TMVFNTC | DV. | l _1 | BRIDGE | | | -WIDT | | D SUR | FACI | | | ATION UNDI | | | | | CLAS | TP: | ידרמי | гт∩ | PM |
|----------|----------|-----------|------|------|--|---------|--------|------|--------|----------|---------|-----------|------|----------|------|--------|------|---------------|--------|-----|----------|-----|------|-----|-------|-----|-------|
| | | | | | EFT/RIGHT | | | | JXING- | | - 1 | | RHT | | | LFT | | RHT | | | | | СПА | 1 | LEG | | 119 |
| | | | | : | 1, 111 0111 | | 011 | | | | | | SHD | MEDI | AN- | | | SHD | LNS | RDY | | | CITY | | | | T P S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT: | ION | | OV | TC I | ם ב | W/: | S W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D : | ΙВ | R K T |
| | | | _ _ | | I | | | _ _ | _ _ | - _ _ | _ | _ | . | <u> </u> | . | | | | | | $ _{-} $ | | | | _ | | _ _ _ |
| | | | | | | | | | | | | | | | | | | _ | | | _ | | | | | | |
| 6.92 | | END BRID | | | BARKER CI | REEK | | | | 2 2 | 2 82 | A 24A | | 12A | JE. | | 24A | 8A | | 48 | 2 | 01 | | U1 | ! | 55 | R |
| 7.00 | | MP MARKEI | ₹. | В | | | | | | _ | | | | | | | | | | | | | | | | | |
| 7.08 | | EXIT TO | | | NELS NELS | | | CC |) 7 | <u> </u> | | | | | | | | | | | | | | | | | |
| 7.10 | | ENT FROM | | | NELS NELS | | | | - | 7 | | . 047 | | 107 | | | 0.43 | 0.7 | 1.0 | | _ | 0.1 | | | | | _ |
| 7.18 | | BEG SU LI | N | | CLIMBING | | | A | | | 2 87 | A 24A | | 12A | . JE | | 24A | 8A | 12 | 60 | 2 | ÛΙ | | U1 | | 55 | R |
| 7.21 | | ON RAMP | | | RIDGETOP | | | S | . 7 | <u> </u> | | . 047 | 4.7 | 000 | ~- | 4.7 | 0.43 | 0.7 | 1.0 | | _ | 0.1 | | | | | _ |
| 7.25 | | MED XING | | | OFFICIAL | | | - | | | 2 87 | A 24A | . 4A | 28S | CA | 4A | 24A | A8 | 12 | 60 | 2 | ÛΙ | | U1 | | 55 | R |
| 7.47 | | OFF RAMP | _ | | RIDGETOP | | 1.0 | - S' | Τ, 7 | <u> </u> | | | 4- | 000 | ~- | | 0.4- | 0 - | 0.4 | | _ | 0.1 | | | | | _ |
| 7.50 | | BEG SU LI | | | CLIMBING | | 12 | A | | 2 2 | 2 87 | A 24A | . 4A | 288 | CA | 4A | 24A | 8A | 24 | 72 | 2 | ÛΙ | | U1 | | 55 | R |
| 7.54 | | MISC FEAT | | | GORE (S1 | | | | | | | | | | | | | | | | | | | | | | |
| 7.57 | | MISC FEAT | ľR | R | GORE (P1 | 00747) | | | | | | | | | | | | | | | _ | | | | | | _ |
| 7.64 | 7.80 | | _ | _ | | | | | | | | | | 28S | | | | | | | | | | U1 | | 55 | |
| 7.66 | 7.82 | CHG SU LI | | | CLIMBING | | | P | | 2 2 | 2 \$\$1 | √ 48P | ŞŞW | 280 | \$\$ | ŞŞW | 48P | ŞŞW | 24 | 120 | 2 | 01 | | U1 | | 55 | R |
| | | CHG SU LI | | | CLIMBING | | | Ρ | | | | | | | | | | | | | | | | | | | |
| | | BEG BRID | GE I | | RIDGETOP | | _ | Si | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | E | | _ | | | | | | | | | | | | | | | | | | |
| | | BEG BRID | GE D | | RIDGETOP | | | Sī | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | | W | | | | | | _ | | | _ | | _ | | | _ | | | | | | |
| 7.68 | | END BRIDG | | | RIDGETOP | | | | | 2 2 | 2 82 | A 24A | . 4A | 28S | GR | 4A | 24A | 8A | 24 | 72 | 2 | 01 | | U1 | ! | 55 | R |
| | | END BRIDG | | | RIDGETOP | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LI | | | CLIMBING | | 12 | A | | | | | | | | | | | | | | | | | | | |
| | | END SU LI | | | CLIMBING | | 12 | Р | | | | | | | | | | | | | | | | | | | |
| 7.77 | | MISC FEAT | | | GORE (R1 | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | ΓR | | GORE (Q1 | | | | | | | | | | | | | | | | | | | | | | |
| 7.87 | 8.03 | OFF RAMP | | L | RIDGETOP | BLVD | | SI | | | | | | | | | | | | | | | | | | | |
| 7.99 | | ON RAMP | | | RIDGETOP | BLVD | | SI | | 7 | | | | | | | | | | | | | | | | | |
| 8.00 | 8.16 | MP MARKE | .2. | В | 8 | | | | | | | | | | | | | | | | | | | | | | |
| 8.20 | 8.36 | | | | | | | | | | | | | 6A | JE | \$\$\$ | 24A | 8A | 12 | 60 | 2 | 01 | | U1 | ļ | 55 | R |
| 8.25 | 8.41 | END SU LI | V. | L | CLIMBING | | 12 | A | | 2 2 | 2 82 | A 24A | | бΑ | JE | | 24A | A8 | \$\$\$ | 48 | 2 | 01 | | U1 | ! | 55 | R |
| | | ON RAMP | | L | SILVERDA | LE WAY | | SI | | 7 | | | | | | | | | | | | | | | | | |
| 8.28 | 8.44 | OFF RAMP | | R | SILVERDA | LE WAY | | ST | | 7 | | | | | | | | | | | | | | | | | |
| 8.38 | 8.54 | MISC FEAT | ΓR | R | GORE (P1 | 00828) | | | | 2 2 | 2 82 | A 24A | | 6A | JE | | 24A | 8A | | 48 | 2 | 01 | | U1 | : | 35 | R |
| 8.39 | 8.55 | MISC FEAT | ΓR | L | GORE (S1 | 00825) | | | | | | | | | | | | | | | | | | | | | |
| 8.44 | 8.60 | | | | SILVERDAN SILVERDAN GORE (P10 GORE (S10 | | | | | 2 2 | 2 \$\$: | \$ \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 48A | 8A | | 48 | 2 | 01 | | U1 | : | 35 | R |
| 8.47 | 8.63 | BEG BRIDG | | | SILVERDA | LE WAY | | SI | | 2 2 | 2 | | | | | \$\$W | 64P | \$\$W | | 64 | 2 | 01 | | U1 | : | 35 | R |
| | | | | | BRDG NUM | | | | | | | | | | | | | | | | | | | | | | |
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| INTERSEC | CTION DE | CTAIL | | | TURN | LANES | | - | | -ACCE | LER | ATION | LAN | ES | | | | | | | | | | | | | |
| | | | | | R NEAR | | R FAR | I | EFT | - L- | -CNTI | R - | CNTR | RIG | HT- | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD | LGT WD | LGT WD | I | LGT WI |) LO | T W |) LG | T WD | LGT | WD | | | | | | | | | | | | |
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| 7.08 | 7.24 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.26 | | | | | | | | | | | | | .08 | 12 | | | | | | | | | | | | |

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| | | | | | | | | W | IIDTH | AND | SURFACI | INI | FORM | MOITA | 1 | | | | | |
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| | | :DI | RECTION TO INVENTORY | | -BR | IDGI | 2 | DECR | EAS/I | VIC | | INC | RES/U | JNDI | SPC | | | CLA | SSIFI | CATIONS |
| | | : : | LEFT/RIGHT INDICATOR | | -UX | ING- | | RLFT | | THS | | LFT | | | USE | | | | | EGAL |
| | | : : | | | -XRO | DAD- | - LN | SSHD | RDY S | SHD N | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MT | CE CITY | STS | PEED T P S |
| SRMP B | ARM FE. | ATURE D L | R DESCRIPTION | | OW 7 | rc i | ת ב | I W/S | W/S W | 1/S V | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE NBR | FC D | IB R K T |
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| 8.49 | | ID BRIDGE B | SILVERDALE WAY | | | | 2 | 2 | | | | 8A | 48A | A8 | | 48 | 2 | 01 | U1 | 35 R |
| | _ | 'F RAMP R | | | ST | | Z | | | | | | | | | | | | | |
| | _ | IRAMP L | | | ST | 7 | Z | | | | | | | | | | | | | |
| 8.66 | | SC FEATR R | . ~ , | | | | | | | | | | | | | | | | | |
| | | SC FEATR L | , | | | | | | | | | | | | | | | | | |
| 8.68 | 8.84 WY | | | | ST S | SG : | | | | | | | | | | | | | | |
| 8.69 | 8.85 BE | G BRIDGE B | SR 3 | | ST | | 2 | 2 | | | | \$\$W | 92P | \$\$W | | 92 | 2 | 01 | U1 | 35 R |
| | | | BRDG NUM 303/040 | | | | | | | | | | | | | | | | | |
| 8.72 | 8.88 ON | | | | ST S | SG : | | | | | | | | | | | | | | |
| 8.73 | | ID BRIDGE B | SR 3 | | | | 2 | 2 | | | | 8A | 56A | A8 | | 56 | 2 | 01 | U1 | 35 R |
| 8.74 | 8.90 WY | | | | ST S | | | | | | | | | | | | | | | |
| | OF: | 'F RAMP L | SR 3 SB | | ST S | SG : | Z | | | | | | | | | | | | | |
| 8.76 | 8.92 WY | E CONN L | SR 3 OFF RAMP | | ST | 3 | Z | | | | | | | | | | | | | |
| 8.86 | 9.02 BE | G SU LN R | BICYCLE | 05A | | | 2 | 2 | | | | | 56A | | 5 | 61 | | | U1 | 35 R |
| 8.90 | 9.06 BE | G SU LN L | BICYCLE | 05A | | | 2 | 2 | | | | \$\$C | 70A | \$\$C | 10 | 80 | 2 | 01 | U1 | 35 R |
| | IN | ITRSECTN R | NW GREAVES WAY | | CO S | SG : | Z | | | | | | | | | | | | | |
| 8.92 | 9.08 WY | E CONN R | NW GREAVES WAY | | CO | 7 | Z | | | | | | | | | | | | | |
| 8.95 | 9.11 OF | 'F RAMP R | SR 3 SB | | ST | 7 | Z | | | | | | | | | | | | | |
| 9.01 | 9.17 MI | SC FEATR R | GORE (SR 3 S104515) | | | | | | | | | | | | | | | | | |
| 9.07 | 9.23 EN | ID SU LN L | BICYCLE | 05A | | | 2 | 2 | | | | C | 51A | С | \$\$\$ | 51 | 2 | 01 | U1 | 35 R |
| | EN | ID SU LN R | BICYCLE | 05A | | | | | | | | | | | | | | | | |
| | BE | G BRIDGE B | SR 3 | | ST | | | | | | | | | | | | | | | |
| | | | BRDG NUM 303/042 | | | | | | | | | | | | | | | | | |
| 9.11 | 9.27 EN | ID BRIDGE B | SR 3 | | | | | | | | | | | | | | | | | |
| | EN | ID CTLSEC | CONTROL SECTION 1830 | | | | | | | | | | | | | | | | | |
| | EN | ID ROUTE | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | 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 |
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| 8.68 8.84 | | | .13 24 | | | | | |
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| 8.76 8.92 | | | | .07 14 | | | | |
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| | | | | RECTION T LEFT/RIGH | | | | RIDG | | | DEC: | REAS | DIV RHT | | | INCI LFT | | JNDI RHT | | | | | CLA | | 'ICAT LEGA | | 1S |
| | | | : : | JEI I/RIGI | ii indich | 1010 | -X | ROAD |) – I | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | MI | CE | CITY | ST | SPEE | נום | |
| SRMP B | ARM | FEATURE | D L | R DESCRIE | TION | | OW | TC | L | Ι | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A, | SE | NBR | FC | DI | BF | RKT |
| I | | l | _ _ _ | _ | | | - | l — I | _ - | -1- | l | l | l —— | l ——— | l | l | l —— | | | l | _ | <u> </u> | l | | | _ - | - - - |
| 0.00 | 0.00 | BEG ROUTE | | MAIN RO | | RRY DOCK | | | 2 | 2 2 | W | 38P | M | 1000 | | 4A | 24A | 8A | | 62 | 2 | 01 | | U1 | 4 | 5 I | . |
| | | BEG CTLSE | | CONTROL | SECTION | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT BEG BRIDG | | SR 3 GC SR 3 | RE | | ST | | | | | | | | | | | | | | | | | | | | |
| | | DEG DKIDG | ע פּי | | M 304/00 | 1W-S | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | END BRIDG | E D | SR 3 | 11 301,00 | 1W-S | | | 2 | 2 2 | 11A | 24A | бA | 1000 | | 4 A | 24A | 8A | | 48 | 2 | 01 | | IJ1 | 4 | 5 I | |
| 0.12 | | MISC FEAT | R L | GORE (S | R 3 0103 | 668) | | | _ | | | | | | | | | | | | _ | | | | | | = |
| 0.19B | | BEG EO | | BEGIN E | BACK | , | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | | EOUATION | | 000.24E | 3=000.19 | VEHICL11A | | | 2 | 2 2 | 8A | 24A | \$\$\$ | 10S | CU | \$\$\$ | 24A | 8A | 11 | 59 | 2 | 01 | | U1 | 4 | 5 I | |
| | | BEG SU LN | L | C HIGH OC | CUPANCY | VEHICL11A | 1 | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SR 3 NE | } | VEHICLIIA | ST | | Y | | | | | | | | | | | | | | | | | | |
| 0.63 | 0.68 | | | | | | | | 2 | 2 3 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 56A | 8A | 11 | 67 | 2 | 01 | | U1 | 4 | 5 I | _ |
| 0.72 | 0.77 | END SU LN | L | C HIGH OC | CUPANCY | VEHICL11A | 1 | | 3 | 3 3 | | | | | | | | \$\$C | | | | | | U1 | 4 | 5 I | _ |
| | | EXIT TO | ĸ | SHIPIAR | עב | | IVI X | ъG | ĭ | | | | | | | | | | | | | | | | | | |
| 0.73 | 0.78 | INTRSECTN | L | CHARLES | TON BEAC | H RD | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.74 | | BEG SU LN | L | BICYCLE | : | 05A | 1 | | 3 | 3 3 | | | | | | С | 66A | С | 10 | 76 | 2 | 01 | | U1 | 4 | 5 I | |
| | | BEG SU LN | R | BICYCLE | : | 05A | 1 | | | | | | | | | | | | | | | | | | | | |
| | | ENT FROM | R | SHIPYAF | .D | | MY | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.75 | 0.80 | ENTER CIT | Υ | BREMERT | 'ON | H RD 05A 05A | | | 3 | 3 3 | | | | | | C | 66A | С | 10 | 76 | 2 | 01 | 0115 | U1 | 3 | 0 F | ? P |
| 0.77 | 0.82 | MISC FEAT | R R | SGN ENT | BREMERT | ON | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | 0.83 | BEG SU LN | L | C HIGH OC | CUPANCY | ARHTCTT75 | 1 | | 2 | 2 3 | С | 24A | | 10S | CU | C | 36A | С | 22 | 82 | 2 | 01 | 0115 | U1 | 3 | 0 F | ? P |
| 0.96 | 1.01 | BEG ST | I | S CAMBE | IAN ST | | | | 2 | 2 3 | С | 24A | | 10S | CU | C | 36A | С | 22 | 82 | 2 | 01 | 0115 | U1 | 3 | 0 F | 8 L * |
| 1.05 | 1.10 | | | | | | | | 2 | 2 2 | C | 24A | | 10S | CU | | 24A | С | 22 | 70 | 2 | 01 | 0115 | U1 | 3 | 0 F | 8 L * |
| 1.11 | 1.16 | END ST | I | S CAMBE | IAN ST | | | | 2 | 2 2 | С | 24A | | 10S | CU | С | 24A | C | 22 | 70 | 2 | 01 | 0115 | U1 | 3 | 0 F | R P * |
| | | BEG ST | I | | TON BLVD | | CIT. | | 7.7 | | | | | | | | | | | | | | | | | | |
| 1.15 | 1 00 | WYE CONN | . R | FARRAGU | L. S.L. (OP | D SR 304) VEHICL12A | C.I. | | | | ~ | 047 | | 100 | ОТТ | ~ | 0.43 | ~ | 1.0 | го | 2 | 0.1 | 0115 | TT1 | 2 | O T | D + |
| 1.15 | 1.20 | END SU LN | | | | | | | | 2 2 | C | 24A | | 108 | CU | Ċ | 24A | Ċ | 10 | 58 | 4 | UΙ | 0115 | UΙ | 3 | UF | 8 P * |
| | | INTRSECTN | | CAMBRIA | | D SR 304) | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1 00 | INTRSECTN | | | | D GD 3041 | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | | WYE CONN | | RODGERS | | D SR 304) | | | | | | | | | | | | | | | | | | | | | |
| $\frac{1.23}{1.43}$ | | EXIT TO END ST | ı | | SI STON BLVD | | CI | | Y | | | | | | | | | | | | | | | | | | |
| 1.43 | 1.48 | END SI | Τ | CHARLES | JON READ | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | TION D | ETAIL | | TURN | LANES | | | | -A(| CCEI | LERA' | TION | LANI | ES | | | | | | | | | | | | | |
| | | | L NEA | R R NEAF | L FAR | R FAR | L | EFT- | _ | L-(| CNTR | R-0 | CNTR | RIG | HT- | | | | | | | | | | | | |
| SRMP B | | | LGT W | | | LGT WD | L | GT W | D | LG: | r wd | LG | r wd | LGT | WD | | | | | | | | | | | | |
| 0.72 | 0.77 | | | | .05 11 | | | | _ | | | | | | | | | | | | | | | | | | |
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| 1.11 | 1.16 | | | .06 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.20 | | .04 1 | | .03 11 | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.28 | | | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | WIDTE | H ANI | SUR | FACE | INI | FORM | ATION | I – – – - | | | | | | | | |
|---------|--------------|-----------|-------|------|--------------------------------|----------|----------|--------|---------|-------|------|---|-------|----------|------|-----|------|--------|-----------|-----|-------|-----|------|------|-------|-------|-------|
| | | | : [| OIRI | ECTION TO INVENTO | RY | -BI | RIDG | | | | REAS | | | | | | | | | l – – | | -CLA | SSIE | CATI | ONS | |
| | | | | | EFT/RIGHT INDICAT | | | | | | LFT | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | RHT | | | LFT | | RHT | | | | | 0211 | | LEGAL | | |
| | | | : | | 11,1110111 111210111 | 011 | | | | | | RDY | | MEDT | | | RDY | | | | | CEL | CTTY | LST | SPEED | | S |
| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | | | | | | | | | | | D IB | | |
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| | | | _ _ | | | | | . —— ! | _ - | _ _ | | | | | | | | · —— · | | | | | | | | 1-1-1 | |
| 1.43 | 1.48 | BEG ST | I | | CALLOW AVE | | | | | 2 2 | C | 24A | | 10S | CU | C | 24A | C | 10 | 58 | 2 | 01 | 0115 | U1 | 30 | R P | * |
| | | INTRSECTN | | R | CALLOW AVE (OLD | SR 304) | CT | | _ | | | | | | | | | | | | | | | | | | |
| 1.55 | | EQUATION | | | 001.49 = 001.55 | | | | | | C | 24A | | 10S | CU | C | 24A | С | 10 | 58 | 2 | 01 | 0115 | U1 | 25 | R P | * |
| | | INTRSECTN | | | 1ST ST | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 1.56 | 1.55 | END SU LN | | | BICYCLE | 05A | | | - | 2 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 48A | С | 11 | 59 | 2 | 01 | 0115 | U1 | 25 | R P | * |
| | | END SU LN | | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | | TWO WAY TURN | 11A | | | | | | | | | | | | | | | _ | | | | | | |
| 1.63 | | END SU LN | | | TWO WAY TURN | 11A | | | : | 2 2 | | | | | | C | 59A | C | \$\$\$ | 59 | | | 0115 | | | R P | |
| 1.66 | | WYE CONN | _ | | SR 304 | | ST | | Υ : | 2 1 | | | | | | C | 59A | C | | 59 | | | 0115 | | | R P | |
| 1.67 | 1.66 | END ST | | | CALLOW AVE | 11A | | | | 2 1 | | | | | | С | 44A | C | | 44 | 2 | 01 | 0115 | U1 | 25 | R P | * |
| | | BEG ST | | _ | BURWELL ST | | ~ | ~~ | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | Т | DIC DIO IN ONLEGO | AVE | ~ - | ~ ~ | - | | | | | | | | | | | | | | | | | | |
| 1 60 | 1 60 | INTRSECTN | | | BURWELL ST | | - | SG | | | | | | | | ~ | 4.43 | ~ | | 4.4 | _ | 0.1 | 0115 | 1 | 0.5 | | |
| 1.68 | | WYE CONN | | | SR 304 | | | 99 | | 2 2 | | | | | | C | 44A | C | | 44 | 2 | ÛΙ | 0115 | UΙ | 25 | R P | * |
| 1.72 | | INTRSECTN | | | MONTGOMERY AVE | | - | SG | | | | | | | | | | | | | | | | | | | |
| 1.77 | | INTRSECTN | | | RAINIER AVE | | CT | | | | | | | | | | | | | | | | | | | | |
| 1.81 | | INTRSECTN | | | BRYAN AVE | | CT | | _ | | | | | | | | | | | | | | | | | | |
| 1.83 | | INTRSECTN | | | BLOOMINGTON AVE | | CT CT | | | | | | | | | | | | | | | | | | | | |
| 1.86 | | INTRSECTN | | | OLYMPIC AVE | | CT | | | | | | | | | | | | | | | | | | | | |
| 1.88 | 1.8/ | INTRSECTN | | | OLYMPIC PL | | | | Y Y | | | | | | | | | | | | | | | | | | |
| 1.94 | 1 02 | INTRSECTN | | | OLYMPIC AVE ARVON AVE | | CT CT | | Y Y | | | | | | | | | | | | | | | | | | |
| 2.00 | | INTRSECT | | | NAVAL AVE | | - | SG | _ | | | | | | | | | | | | | | | | | | |
| 2.12 | | INTRSECT | | | HEWITT AVE | | CT | | | 1 2 | | | | | | C | 117 | C | | 11 | 2 | Λ1 | 0115 | тт1 | 25 | ъτ | * |
| 2.25 | | INTRSECT | | | HIGH AVE | | CT | | т. Ү | 1 2 | | | | | | C | HHH | C | | 44 | 2 | UΙ | 0113 | UΙ | 23 | КП | |
| 2.33 | | INTRSECT | | | ANOKA AVE | | CT | | Y | | | | | | | | | | | | | | | | | | |
| 2.42 | | INTRSECT | | | STATE AVE | | | SG | _ | | | | | | | | | | | | | | | | | | |
| 2.50 | | INTRSECT | | | CHESTER AVE | | CT | | | | | | | | | | | | | | | | | | | | |
| 2.63 | | INTRSECT | | | WARREN AVE | | - | SG | _ | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.02 | INTRSECTN | | | SR 303 | | | SG | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.64 | | | _ | 211 303 | | ~ - | | | 2 2 | | | | | | C | 44A | С | | 44 | 2 | 01 | 0115 | IJ1 | 25 | RЬ | * |
| 2.75 | | INTRSECT | | L | PARK AVE | | СТ | SG | | | | | | | | Ū | | Ū | | | _ | - | 0110 | - | | | |
| 2.79 | | INTRSECTN | | | SR 304 COTUNNEL | (COUPLT) | | | | | C | 17A | C | 300 | | C | 22A | С | | 39 | 2 | 01 | 0115 | IJ1 | 25 | RЬ | * |
| | | INTRSECT | | т. | SP 304 DECREASIN | ď | СТ | SC | v | | | | | | | | | _ | | | | | | - | | | |
| 2.86 | 2.85 | INTRSECTN | | L | SR 304 DECREASIN | Ğ | ST | | Υ : | 1 2 | \$ | \$\$\$ | \$ | \$\$\$\$ | | С | 42A | С | | 42 | 2 | 01 | 0115 | U1 | 25 | R L | * |
| 2.91 | 2.90 | END ST | I | | SR 304 DECREASIN BURWELL ST | | | | , | \$ 2 | · | | • | | | | | | 12 | 38 | 2 | 01 | 0115 | U1 | 25 | R B | * |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | | | | TURN LANES | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | R NEAR L FAR | | | | | | | | | RIG | | | | | | | | | | | | | |
| SRMP B | | | | | LGT WD LGT WD | | L | GT W | D | LGT | r WD | LG: | r WD | LGT | WD | | | | | | | | | | | | |
| | 1 00 | | | | 03 10 | | | | - | | | | | | | | | | | | | | | | | | |
| | 1.99 2.62 | | .02 | ΤÜ | .03 10 | .02 11 | | | | | | | | | | | | | | | | | | | | | |
| ∠.03 | 2.02 | | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | WTDT | H ANI | SURFAC | F. TN | FORMA | ATTON | J | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -1 | BRIDO | GE | D | ECREAS | | | | RES/U | | | | | CLAS | SSIFIC | ATIONS |
| | | | : :L | EFT/RIGHT INDICATOR | J - I | JXINO | 3- NE | BR L | FT | RHT | | LFT | | RHT | USE | TOT | | | LE | GAL |
| | | | : : | | | KROAI | I | | | | MEDIAN- | | | | | | | CITY | | EED T P S |
| SRMP B | ARM | FEATURE | DLR | DESCRIPTION | 10 | V TC | _L D_ | I W | /S W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | ASE | NBR | FC D | IB R K T |
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| 2.91 | 2.90 | BEG SU LN | R | TRANSIT 12 | 2A | | | 2 | | | | С | 26A | С | 12 | 38 2 | 2 01 | 0115 | U1 | 25 R B * |
| | | BEG ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PACIFIC AVE | C' | r sg | Y | | | | | | | | | | | | | |
| | | INTRSECTN | L | BURWELL ST | C' | r sg | Y | | | | | | | | | | | | | |
| 2.92 | 2.91 | MISC FEATR | I | BEGIN DIVIDED INC RDWY | | | | | | | | | | | | | | | | |
| 2.96 | 2.95 | INTRSECTN | L | 2ND ST | C' | Γ | Y | | | | | | | | | | | | | |
| 3.01 | 3.00 | END ST | I | PACIFIC AVE | | | | 1 | | | | C | 44A | С | 12 | 56 2 | 2 01 | 0115 | U1 | 25 R L \$ |
| | | INTRSECTN | $_{ m L}$ | 1ST ST | C' | Γ | Y | | | | | | | | | | | | | |
| | | MISC FEATR | I | END DIVIDED INC RDWY | | | | | | | | | | | | | | | | |
| 3.02 | 3.01 | END SU LN | R | TRANSIT 12 | | | | 1 | | | | C | 44A | С | \$\$\$ | 44 | 2 01 | 0115 | U1 | 25 R L |
| | | EXIT TO | R | BREMERTON TRANSIT CENTE | ER C' | Γ | Y | | | | | | | | | | | | | |
| 3.04 | | MISC FEATR | I | TOLL BOOTHS | | | | | | | | | | | | | | | | |
| 3.46 | | EQUATION | | 003.10 =003.46 | | | | | | | | | | | | | | | | |
| 3.51 | 3.14 | FERRY TERM | R | BREMERTON FERRY LANDING | 3 | | | | | | | | | | | | | | | |
| | | ENTE CET CEC | | OWNER WSF | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1803 | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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SR 304 COUPLET STATE ROUTE - SRSH COUNTY KITSAP DOT DISTRICT 3

| | TUNNEL | | | | | | | | | | | | | | | | | | | | |
|--------|--------|------------|-------|--------------------------|-----|-------|-----|-------|------|-----|---------|------|-------|------|-----------|-------|------|------|------|--------|-------|
| | | | | | | | | WI | IDTH | AND | SURFACE | INF | ORMA | MOIT | I – – – – | | | | | | |
| | | | :DIR | ECTION TO INVENTORY | -BR | RIDGE | | DECRI | EAS/ | DIV | | INCF | RES/U | INDI | SPC | | | CLA | SSIF | ICATIO | NS |
| | | | : :L] | EFT/RIGHT INDICATOR | -UX | ING- | NBR | LFT | 1 | RHT | | LFT | | RHT | USE | TOT | | | | LEGAL | |
| | | | : : | | -XR | ROAD- | LNS | SHD I | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | TPS |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S T | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID . | A SE | NBR | FC | D IB | R K T |
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| | | | | | | | | | | | | | | | | | | | | | |
| 3.51 | 0.00 | BEG ROUTE | | TUNNEL | | | 2 | | | | | 4A | 22A | 4A | | 22 | 2 01 | 0115 | U1 | 25 | R |
| | | | | FERRY LANDING TO SR 304 | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | BREMERTON | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1803 | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | I | WATER EDGE-FERRY LANDING | | | | | | | | | | | | | | | | | |
| 3.55 | 0.04 | EXIT TO | R | WASHINGTON AVE | CT | Y | | | | | | | | | | | | | | | |
| 3.60 | 0.09 | BEG TUNNEL | I | BREMERTON FERRY OFFLOAD | | | 2 | | | | | 4P | 22P | 4P | | 22 | 2 01 | 0115 | U1 | 25 | R |
| | | | | TNNL NUM 304/011 | | | | | | | | | | | | | | | | | |
| 3.78 | 0.27 | END TUNNEL | I | BREMERTON FERRY OFFLOAD | | | 2 | | | | | 4A | 22A | 4A | | 22 | 2 01 | 0115 | U1 | 25 | R |
| 3.83 | 0.32 | INTRSECTN | В | SR 304 | ST | SG Y | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1803 | | | | | | | | | | | | | | | | | |
| | | END SECTN | | TUNNEL | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | _ | | W | тптн | ι ΔΝΓ |) SI. | IR F Z | CE. | TNF | ZMAO' | ירד∆ | vi — — - | | | | | | | | |
|--------------|---------|---------------------|-----|-----|---------------------|----------|--------------|-----|-------|-------|-----|--------------|---------|-------------|-------|---------|----------|-----|------------|--------|----------|-----|----|-----|--------------|------|-------|--------------|-----|
| | | | : 1 | DIR | ECTION TO | INVENTO | RY | -BF | RIDGI | | | DECR | | | |)I(I. I | | | | | | | | | -CLA | SSIF | ICATI | ONS- | |
| | | | | | EFT/RIGHT | | | | KING- | | | | | RHT | | | | FT | | | USE | | | | | | LEGAL | | |
| | | | : | : | | | | -XF | ROAD- | - L | NS | SHD | RDY | SHD | MED | OIAN | i – Si | HD | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPEED | TP | S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPT | ION | | OW | TC 1 | L D | · I | W/S | W/S | W/S | WD/ | /S B | R W | /S | W/S | W/S | WID | WID | Α | SE | NBR | FC | D IB | RK | T |
| | . | | _ _ | l | | | | | - | _ _ | . _ | | | | | _ | _ _ | | | | | | _ | | | | _ | $ _{-} _{-}$ | . _ |
| | | | | | | | | | | _ | _ | | | | | | | _ | | _ | | | _ | | | | | | |
| 0.02 | 0.00 | BEG ROUTE | | | MAIN ROU | | . mo an a | | | Т | 2 | | | | | | | C | 45A | C | | 45 | 2 | ÛΙ | 0058 | UΙ | 30 | R P | * |
| | | DAMED OTH | 37 | | WINSLOW : | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CIT | | | BAINBRID CONTROL | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | | | OLYMPIC : | | 1031 | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | | FERRY GA | | | | | | | | | | | | | | | | | | | | | | | | |
| | | FERRY TER | | | WINSLOW : | | NDTNG | | | | | | | | | | | | | | | | | | | | | | |
| | | I DIGITI I DIG | | | OWNER WS | | 1101110 | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.08 | ENT/EXIT | | R | FERRY WA | | RKING | ST | 7 | Y 2 | 2 | | | | | | | C | 48A | С | | 48 | 2 | 01 | 0058 | U1 | 30 | R P | * |
| | | MISC FEAT | R | | TOLL BOO' | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.11 | INTRSECTN | | L | HARBORVI: | EW DR | | CT | SG 3 | Y | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.20 | BEG SU LN | | R | CLIMBING | | 11A | | | 1 | 1 | | | | | | | 2A | 24A | 2A | 22 | 46 | 2 | 01 | 0058 | U1 | 30 | R P | * |
| | | BEG SU LN | | L | HIGH OCC | UPANCY V | EHICL11A | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | В | WINSLOW | WAY | | CT | | | | | | | | | | | | | | | | | | | | | |
| 0.33 | 0.31 | | | | | | | | | 1 | | | | | | | \$ | | | | | | | | 0058 | | | R P | |
| 0.45 | 0.43 | | | _ | | | | | | _ 1 | _ | | | | | | | | 24A | 2A | 22 | 46 | 2 | 01 | 0058 | U1 | 40 | R P | * |
| 0.60 | | EXIT TO | | | NE VINEY. | | | | | .V | | | | | | | | | | | | | | | | | | | |
| 0.61 | | ENT FROM | | R | NE VINEY | ARD LN | | PV | | N 1 | | | | | | | | | 0.43 | 4 7 | 0.0 | | _ | 0.1 | 0050 | 1 | 4.0 | | |
| 0.70 | 0.68 | END OH IN | | _ | 111 011 000 | | 7DIIT OT 113 | | | 1 | _ | | | | | | | | | | 22 | | | | 0058 | | | R P | |
| 0.84 0.98 | | END SU LN END ST | | ь | HIGH OCC | UPANCY V | EHICLIIA | | | 1 | 1 | | | | | | | | | | | | | | 0058 0058 | | | R P R P | |
| 0.96 | 0.96 | INTRSECTN | | | HIGH SCH | OUI DD | | СТ | gC 1 | Α.Τ | | | | | | | | οA | 24A | 4A | ТТ | 33 | 2 | UΙ | 0056 | UΙ | 40 | R P | Ą |
| 1.00 | 0.98 | MP MARKER | | R | | OOL KD | | CI | . DG | 1 | | | | | | | | | | | | | | | | | | | |
| 1.06 | | END SU LN | | | CLIMBING | | 11A | | | 1 | 1 | | | | | | | 8 A | 24A | 4 A | \$\$\$ | 2.4 | 2 | 01 | 0058 | TT1 | 40 | RР | |
| 1.09 | 1.07 | 111D 00 111 | | | CLINDING | | | | | | 1 | | | | | | | | | | | | | | 0058 | | | R P | |
| 1.11 | 1.09 | | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0058 | U1 | 50 | R P | |
| 1.64 | 1.62 | INTRSECTN | | В | MADISON A | AVE | | CT | SG 3 | Y | | | | | | | | | | | | | | | | - | | | |
| 2.00 | 1.98 | MP MARKER | | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | 2.29 | INTRSECTN | | R | MANITOU : | BEACH RD |) | CT | SG 3 | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | SPORTSMA | N CLUB R | 2D | CT | SG 3 | Y | | | | | | | | | | | | | | | | | | | |
| 2.41 | | BEG SU LN | | R | TRUCK CL | IMBING S | SHOULD08A | | | 1 | 1 | | | | | | | 8A | 24A 32P | \$\$\$ | 8 | | | | 0058 | | 50 | R P | |
| 2.44 | 2.42 | CHG SU LN | | | | | HOULD08P | | | 1 | 1 | | | | | | \$ | \$₩ | 32P | W | 8 | 40 | 2 | 01 | 0058 | U1 | 50 | R P | |
| | | BEG BRIDG | ΕВ | | MURDEN C | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 305/005 | i | | | | | | | | | | | | | | | | | | | | | | |
| TAMEDO | CELON D | | | | minai : | | | | | 7.0 | ant | | T 0 3 T | T 7 3 3 T T | | | | | | | | | | | | | | | |
| INTERSE | CTION D | | | | TURN | | | | | | | LERAT | | | | | | | | | | | | | | | | | |
| SRMP B | 7 DM | | | | R NEAR LGT WD | | | | | | | CNTR F WD | | | | | | | | | | | | | | | | | |
| | ARM | | | | TGI WD | TGI WD | TGI WD | Т. | | _ | те. | L WD | T-G-T | . WD | Т.С | | _ | | | | | | | | | | | | |
| 0.60 | 0.58 | | | | .05 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | | | .03 | 12 | .03 12 | .03 12 | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.62 | | .03 | | | | .12 12 | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | 2.29 | | .02 | 12 | .15 12 | .04 12 | .04 12 | . (| 04 12 | 2 | | | | | | | | | | | | | | | | | | | |
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| | | | | | CTION TO | | | | | | | | | | | | | | JNDI | SPC | | | | CLA | SSI | FICAT | | [S |
| | | | : : | | FT/RIGHT | INDICA | ATOR | | | | | LFT | | RHT | MEDI | | LFT | | KHI | USE | BDA | | | | | LEGA | | פוסוי |
| SRMP B | ARM | FEATURE | | | DESCRIPTI | ION | | O | W TC | L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | DI | BR | KT |
| | | | -1-1- | | | | | _ _ | _ | . _ | $ _{-} _{-}$ | | | | | | | | | | | $ _{-} $ | | | l | _ | _ _ | . _ _ |
| 2.46 | 2 44 | END DDIDGE | | | MIIDDEN GI | | | | | | 1 1 | | | | | | 0.7 | 24A | 4 | 8 | 2.0 | 2 | 0.1 | 0050 | TT1 | _ | 0 R | |
| 2.46 | 2.44 | END BRIDGE CHG SU LN | | | MURDEN CF | | מחטווו טטמ | 7 | | | ТТ | | | | | | οA | 24A | \$ | 0 | 34 | ۷ | UΙ | 0058 | UΙ | 5 | UK | . Р |
| 2.90 | 2 88 | END SU LN | I. | 2 | TRUCK CLI | IMBING | SHOULDUS. | Δ | | | 1 1 | | | | | | 82 | 24 b | 82 | \$\$\$ | 24 | 2 | 01 | 0058 | TT1 | 5 | 0 R | D |
| 3.00 | | MP MARKER | F | 5 | 3 | LINDING | БПООДДОО. | . 1 | | | | | | | | | 011 | 2 111 | 011 | 444 | 2 1 | _ | 01 | 0030 | 01 | 5 | 0 1 | |
| 3.12 | | INTRSECTN | | | KOURA RD | | | C | Г | Y | | | | | | | | | | | | | | | | | | |
| 3.40 | | INTRSECTN | - - | 2 | MORGAN RI |) | | ر. د | r | N | | | | | | | | | | | | | | | | | | |
| 3.67 | | INTRSECTN | F | 3 | MORGAN RI LOVGREEN | מא | | ر. د | r | Y | | | | | | | | | | | | | | | | | | |
| 4.00 | | MP MARKER | F | 5 | 4 | | | | | _ | | | | | | | | | | | | | | | | | | |
| 4.20 | | BEG SU LN | - - | 2 | BICYCLE | | 0.5 | Δ | | | 1 1 | | | | | | 82 | 244 | 82 | 5 | 29 | 2 | 01 | 0058 | TT1 | 5 | 0 R | P |
| 4.27 | | WYE CONN | F . | > | BICYCLE E DAY RD BICYCLE | | 0.5. | ٠, | г | v | | | | | | | 011 | 2 111 | 011 | 3 | 2,7 | 2 | 01 | 0030 | 01 | | 0 1 | |
| 4.28 | | END SU LN | | > | BICVCI.F | | 0.5 | Δ. | 1 | _ | 1 1 | | | | | | 8 Z | 247 | 8 Z | 444 | 24 | 2 | 0 1 | 0058 | TT1 | 5 | 0 R | D |
| 4.20 | | INTRSECTN | Т. | | W DAY RD | | 0.5. | | ד פכ | v | | | | | | | UA | ZIA | UA | YYY | 21 | _ | OΤ | 0030 | ΟŢ | , | 0 1 | |
| | | INTRSECTN | | | E DAY RD | | | ر . ح | r sc | v | | | | | | | | | | | | | | | | | | |
| 4.29 | | WYE CONN | | | W DAY RD | | | C. | יי יי | V | | | | | | | | | | | | | | | | | | |
| 4.60 | | BEG SU LN | | | TRUCK CL | | | | | | | | | | | | 444 | 247 | Q 7 | Ω | 3.2 | 2 | 01 | 0058 | тт1 | 5 | 0 R | ם י |
| 5.00 | | MP MARKER | | 5 | | LINDING | ЗПООПРОО. | -1 | | | | | | | | | אָאָא | ZIA | OA | 0 | 32 | 4 | ΟŢ | 0030 | ΟŢ | , | 0 1 | . г |
| 5.11 | | END SU LN | | | TRUCK CLI | TMD TNO | CIIOIII DOO | 7 | | | 1 1 | | | | | | 0.70 | 247 | 0.70 | 4 4 4 | 2.4 | 2 | 0.1 | 0050 | тт1 | _ | 0 R | |
| 5.22 | | INTRSECTN | | | HIDDEN CO | | SHOULDUO. | | | | т т | | | | | | οA | 24A | οA | 999 | 24 | 4 | UΙ | 0056 | UΙ | 5 | UK | . Р |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.32 | | INTRSECTN | | | MANUAL RI | | | | | | | | | | | | 0.7 | 047 | ~ ~ ~ | 0 | 2.0 | 2 | 0.1 | 0050 | тт1 | _ | Λ F | |
| 5.37 | | BEG SU LN | | | TRUCK CLI | | | | | | | | | | | | | | | | | | | | | | 0 R | . P |
| 5.75 | | INTRSECTN | | | SEABOLD O | | | . C. | I. | IN | 1 1 | | | | | | 0.7 | 047 | 0.7 | 444 | 0.4 | _ | 0.1 | 0050 | TT1 | _ | о Б | |
| 5.85 | | END SU LN | F | < | TRUCK CL | TMBTNG | SHOULDU8. | A | | | 1 1 | 0.7 | 107 | | 1.50 | a = = | AB | 24A | A8 | \$\$\$ | 24 | 2 | OI | 0058 | UI | 5 | 0 R | |
| 5.96 | 5.94 | | | | D | | | | | | ТТ | A8 | 12A | | T65 | CU | \$\$\$ | 12A | A8 | | 24 | 2 | UΙ | 0058 | UΙ | 5 | 0 R | . P |
| 5.98 | | MISC FEATR | | 3 | BUS PULLO |)0.T. | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | | ROUNDABOUT | . I | _ | SEABOLD F | KD EB | | C'. | I. XS | Y | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | | | W PORT MA | ADISON | RD EB | C'. | r ys | Y | | | | | | | | | | | | | | | | | | |
| 6.02 | | MP MARKER | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | | ROUNDABOUT | | | SEABOLD F | | | | r ys | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | ' F | 5 | W PORT MA | ADISON | RD WB | C'. | r ys | Y | | | | | | | | | | | | _ | | | | _ | | _ |
| 6.07 | 6.05 | EXIT TO | _ | | | | _ | | _ | | 1 1 | 8A | 11A | | 4A | UP | | 11A | A8 | | 22 | 2 | 01 | 0058 | Ul | 5 | 0 R | . P |
| 6.18 | 6.16 | EXIT TO | F | 5 | AGATEWOOI | D RD NI | C | C' | Γ | Y | | _ | | | _ | | | | _ | | | _ | | | | | _ | |
| 6.20 | 6.18 | ENT FROM | F | 2 | AGATEWOOI | D RD NI | C | C' | Г | Y | 1 1 | 8A | 11A | | 4A | UP | | 11A | A8 | | 22 | 2 | 01 | 0058 | U1 | 4 | 5 R | . P |
| INTERSEC | ים מסדיי | 2TΔTI. = | | | TURN I | .ANES | | | | Z | ACCE: | T.ERAT | TTON | T. ANT | 79 | | | | | | | | | | | | | |
| INTERDEC | JIION DI | | | | R NEAR | | | | | | | | | | RIG | | | | | | | | | | | | | |
| SRMP B | ARM | | | | LGT WD | | | | | | | | | | LGT | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.10 | | 03 1 | 2 | | | | | | | | | . 03 | 3 12 | | | | | | | | | | | | | | |
| 3.67 | 3.65 | | 03 1 | .2 | | .03 12 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 4.27 | 4.25 | | | | .07 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.28 | 4.26 | | 03 1 | | | .02 12 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 5.22 | 5.20 | | 03 1 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| 5.32 | 5.30 | • | | • | | .03 12 | | | | | | | | | | | | | | | | | | | | | | |
| | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | CTION TO | | | | RID(| GE | | | REAS | H ANI /DIV RHT | SUR | | | RES/ | UNDI | SPC | | | | -CLAS | | 'ICATI LEGAI | | S |
|------------------------------|----------------------|--|-----------------|--------|--|--------------------------------------|--------------|---------------|----------|--------|------------|--------|------------|----------------------|------------------|------|-------|------|----------|--------|-----|-----|------|--------------|----------|-----------------|------------|----|
| SRMP B | ARM | FEATURE | : | : | DESCRIPT | | | - X | ROAI | D- | LNS | SHD | RDY | SHD | | | SHD | RDY | SHD | LNS | RDY | MT | | | ST | SPEED D IE | T | |
| 6.21 6.33 6.34 | | MISC FEA | | | BUS PULL | | | | | | | | 11A 12A | | 4A 12P | UP | | | 8A 8A | | | | | 0058 0058 | | | i R i R | |
| 6.37 6.39 6.43 6.67 | 6.37 6.41 | ROUNDABO ROUNDABO INTRSECT | UT : | L | NE ADAS NE ADAS REITAN R | WILL LN | | | YS YS | Y | 1 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 22A | 4A | | 22 | 2 (| 01 (| 0058 | U1 | 45 | R | P |
| 6.82 | | LEAVE CI END CTLS BEG CTLS BEG BRID | TY EC EC | | BAINBRID CONTROL CONTROL AGATE PA BRDG NUM | GE ISLAN SECTION SECTION SS | 1831 1835 | SI | | | 1 1 | | | | | | \$\$C | 26P | \$\$C | | 26 | 2 (| 01 : | \$\$\$\$ | U1 | 45 | i R | \$ |
| 7.05 | | END BRID END CTLS BEG CTLS MP MARKE | EC EC R I | R | AGATE PA CONTROL CONTROL 7 | SS SECTION SECTION | 1835 1833 | | | | 1 1 | | | | | | 8A | 24A | 8A | | 24 | 2 (| 01 | | U1 | 45 | S R | |
| 7.09 7.11 7.14 | | ENT FROM EXIT TO | | | CLEARWAT | | | PV Vq | | Y Y | 1 1 | | | | | | \$\$C | 49A | 8A | | 49 | 2 (| 01 | | IJ1 | 45 | i R | |
| 7.16 7.17 | 7.14 7.15 | WYE CONN MISC FEA | TR I | R | SUQUAMIS BUS PULL | OUT | | CC | | Y | | | | | | | | | | | | | | | - | | | |
| 7.19 7.33 7.48 | 7.31 | INTRSECT | | | SUQUAMIS: | | | CC | SG | | 1 1 1 1 | | | | | | | | 8A 8A | | | 2 (| | | U1 U1 | | R | |
| 7.46 7.53 7.63 | 7.51 | BEG SU LINTRSECT | N (| С С | TWO WAY SANDY HO MINI MAR | TURN OK RD | 12 | A CC PV |) | | 1 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 2 (| 01 | | U1 | 50 |) R | |
| 7.80 7.93 | | END SU LINTRSECT | N (| C R | TWO WAY | TURN OP RD NE | | A CC PV |) | Y Y | 1 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 (| 01 | | U1 | 50 | R | |
| 8.00 | | ENT/EXIT MP MARKE | | L R | MINI MAR | 1 | | PV | | Y | | | | | | | | | | | | | | | | | | |
| INTERSEC | | ETAIL | | AR | R NEAR LGT WD | | R FAR | I | | | L- | | R-0 | | ES RIG LGT | HT- | | | | | | | | | | | | |
| 6.67 | 6.65 | | | | | .02 11 | .05 13 | | | | | | | | | | | | | | | | | | | | | |
| 7.16 7.19 7.48 | 7.14 7.17 7.46 | | .03 | 12 | .08 12 | .03 12 | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 7.80 7.93 | 7.78 7.91 | | .04 | 12 | | .04 12 | | | | | | | .04 | 4 12 | | | | | | | | | | | | | | |

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| LEGAL LEGA | | | | | | ECTION TO | | | | RIDGE | C | | DECF | VIDTH REAS/ | /DIV | SUR | FACI | INC | | UNDI | SPC | | | | -CLAS | | | | NS |
|--|----------|----------|-------------|-------|----|-----------|-----------|----------|----|-------|-----|------|-------|----------------|-------|-------|------|------|-----|--------|-------|-----|---------------|------|---------|-----|-------------------|-------|-------|
| SAMP B ARM FEATURE D LR DESCRIPTION OW TC LD 1 W/S W | | | | | | EFT/RIGHT | INDICAT | OR | | | | | | DD | RHT | | | LFT | | RHT | USE | TOT | | | a = m++ | | | | |
| 8.28 8.26 BEG SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A 12 36 2 01 U1 50 R 8.47 8.45 END SU LN C GEORGE LN NE PV Y 8.67 8.65 END SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A \$\ \ \ | SRMP B | ARM | FEATURE | | | DESCRIPT | ION | | OW | TC I | _ | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MI A _ | SE . | NBR | FC | SPEE D 1 _ | B 1 | R K T |
| 8.28 8.26 BEG SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A 12 36 2 01 U1 50 R 8.47 8.45 END SU LN C GEORGE LN NE PV Y 8.67 8.65 END SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A \$\ \ \ | | | | • | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.35 | | | DDG GH 131 | | ~ | | | 107 | | | | | | | | | | | | | 1.0 | | | | | | | | |
| 8.47 8.45 END SU LN C TWO WAY TURN 12A 1 1 88 244 88 \$\$\$ 24 2 01 U1 50 R 8.67 8.65 | | | | | | | | | | • | | | | | | | | A8 | 24A | A8 | 12 | 36 | 2 | ОΤ | | UΤ | 5 | 0 1 | х. |
| 8.67 8.65 | | | | | | | | | | | | | | | | | | 0.70 | 247 | 0.7 | 4 4 4 | 2.4 | 2 | 0.1 | | тт1 | | · ^ 1 | n |
| 8.80 8.78 INTRSECTN R TOTTEN RD NE CO Y INTRSECTN L LEMOLO SHORE RD CO Y 9.00 8.95 INTRSECTN R CREATIVE DR CO Y 9.00 8.98 MP MARKER R 9 9.46 9.42 INTRSECTN R SEMINOLE RD CO Y 9.46 9.42 INTRSECTN L DELATE RD CO N 9.71 9.69 INTRSECTN R NOLL RD CO Y 10.00 9.98 MP MARKER R 10 2 2 \$\cdot 24A \cdot 20P CU \$\cdot \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot 24A \cdot 20P CU \$\cdot 24A \cdot | | FIND SO TIN | | C | IWO WAI . | IUKN | IZA | | | | | | | | | | | | | | | | | | - | | | |
| NITESECTION L L LEMOLO SHORE RD CO Y | | | TMTPCFCTM | | Þ | ד∩יידו סו | NF | | CO | | | _ | | | | | | UA | ZIA | UA | | 27 | _ | OΙ | | ΟŢ | ~ | | |
| 8.97 8.95 INTRSECTN R CREATIVE DR CO Y 9.06 8.98 MP MARKER R 9 9.46 9.44 INTRSECTN L DELATE RD CO Y 9.64 9.62 INTRSECTN L DELATE RD CO Y 10.05 9.98 MP MARKER R 10 10.05 10.03 10.08 10.06 10.10 10.08 ROUNDABOUT R JOHNSON PKWY NE EB CO YS Y 10.12 10.10 ROUNDABOUT L JOHNSON PKWY NE WB CO YS Y 10.13 10.11 10.14 10.12 BEG BRIDGE B PEDESTRIAN TRAIL BEG NUM 305/015.25 10.15 10.13 END BRIDGE B PEDESTRIAN TRAIL ST 10.15 10.15 MISC FEATR R SGN ENT POULSBO 10.60 10.58 INTRSECTN R SOL VEI ST CT Y 10.60 10.58 INTRSECTN R SOL VEI ST CT Y 11.00 10.99 MP MARKER R 10 L MARKER R 10 CO YS Y 2 2 \$\$C 24A 20P CU 24A \$C 48 2 01 U1 50 R CO YS Y 2 2 \$\$C 24A 20P CU 12A 6A 36 2 01 U1 50 R CO YS Y 10.11 COUNDABOUT L JOHNSON WAY NE WB CO YS Y 10.12 BEG BRIDGE B PEDESTRIAN TRAIL ST 10.13 INTRSECTN R SGN ENT POULSBO 10.57 MISC FEATR R SGN ENT POULSBO 10.67 ENTER CITY POULSBO 10.67 ENTER CITY POULSBO 10.67 ENTER CITY POULSBO 10.69 MP MARKER R 1 11.10 INTRSECTN L NE TOLEFSON ST CT Y 11.10 INTRSECTN L NE TOLEFSON ST CT Y 11.10 INTRSECTN L NE TOLEFSON ST CT N 11.11 INTRSECTION DETAIL | 0.00 | 0.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 8.98 MP MARKER R 9 9.46 9.44 INTRSECTN R SEMINOLE RD CO Y 9.64 9.62 INTRSECTN R NOLL RD CO Y 9.64 9.62 INTRSECTN R NOLL RD CO Y 10.00 9.98 MP MARKER R 10 10.05 10.03 10.08 10.06 10.10 10.08 ROUNDABOUT L JOHNSON WAY NE EB CO YS Y ROUNDABOUT L JOHNSON PKWY NE EB CO YS Y 10.12 10.10 ROUNDABOUT L JOHNSON PKWY NE WB CO YS Y 10.12 10.10 ROUNDABOUT L JOHNSON WAY NE WB CO YS Y 10.13 10.11 10.14 10.12 BEG BRIDGE B PEDESTRIAN TRAIL ST 10.15 10.13 END BRIDGE B PEDESTRIAN TRAIL SBRO NUM 305/015.25 10.57 10.55 MISC FRITE R SGN EMT POULSBO 10.60 10.58 INTRSECTN R BAYWATCH CT NE CO Y 10.60 10.58 INTRSECTN R BAYWATCH CT NE CO Y 10.60 10.58 INTRSECTN R BAYWATCH CT NE CO Y 10.60 10.98 MP MARKER R 1 1 11.06 11.04 INTRSECTN L NE TOLEFSON ST CT N 11.17 11.15 11.20 BEG SU LN R BICYCLE 06A 1 1 8A 24A 6A 24 2 01 1010 U1 40 R P 11.06 11.04 INTRSECTN L NE TOLEFSON ST CT N 11.17 11.15 11.21 BEG SU LN R BICYCLE 06A 1 1 8A 24A 6A 24 2 01 1010 U1 40 R P 11.05 11.23 BEG SU LN R BICYCLE 06A 1 1 8A 24A 6A 24 2 01 1010 U1 40 R P 11.10 | 8.97 | 8.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.46 9.44 INTRSECTIN R SEMINOLE RD CO Y 9.69 1NTRSECTIN R NOLL RD CO Y 10.00 9.98 MP MARKER R 10 10.05 10.03 10.08 10.06 10.10 10.08 ROUNDABOUT R JOHNSON WAY NE EB CO YS Y 10.12 10.10 ROUNDABOUT L JOHNSON WAY NE EB CO YS Y 10.13 10.11 10.14 10.12 BEG BRIDGE B PEDESTRIAN TRAIL BRDG NUM 305/015.25 10.15 10.13 END BRIDGE B PEDESTRIAN TRAIL ST BRDG NUM 305/015.25 10.15 10.15 10.15 INTRSECTIN R SGN ENT POULSBO 10.60 10.58 INTRSECTIN R SGN ENT POULSBO 10.60 10.58 INTRSECTIN R SOL VEI ST CT Y 11.00 10.96 10.94 INTRSECTIN R BLYCLE 06A 11 10.16 11.04 INTRSECTIN L NE TOLEFSON ST CT N 11.17 11.15 11.25 11.23 BEG SU LN R BICYCLE 06A 1 1 8A 24A 6A 24 2 01 1010 U1 40 R P 1NTERSECTION DETAILTURN LANES | | | | | | | 211 | | - | - | - | | | | | | | | | | | | | | | | | | |
| 9.64 9.62 INTRSECTN L DELATE RD CO N 9.71 9.69 INTRSECTN R NOLL RD CO Y 10.00 9.98 MP MARKER R 10 10.05 10.03 10.08 10.06 10.10 10.08 ROUNDABOUT R JOHNSON WAY NE EB CO YS Y 10.12 10.10 ROUNDABOUT R JOHNSON PKWY NE EB CO YS Y ROUNDABOUT R JOHNSON PKWY NE BE CO YS Y 10.12 10.10 ROUNDABOUT R JOHNSON WAY NE WB CO YS Y 10.12 10.10 ROUNDABOUT R JOHNSON WAY NE WB CO YS Y 10.13 10.11 10.14 10.12 BEG BRIDGE B PEDESTRIAN TRAIL ST BERG NUM 305/015.25 10.15 10.13 END BRIDGE B PEDESTRIAN TRAIL ST 10.16 10.15 INTRSECTN R BAYWATCH CT NE CO Y 10.57 10.55 MISC FEATE R SGN ENT POULSBO 10.69 10.67 ENTER CITY POULSBO 10.69 10.67 ENTER CITY POULSBO 10.98 MP MARKER R 11 11.06 11.04 INTRSECTN R BAYWATCH CT NE CT Y 11.10 10.98 MP MARKER R 11 11.10 11.25 L NE TOLLESON ST CT Y 11.10 10.98 MP MARKER R 11 11.10 11.10 11.10 SEG SU LN R BICYCLE OGA 1 1 88 24A 68 24 2 01 1010 UI 40 R P 11.10 11.15 L NE TOLLESON ST CT Y 11.10 10.15 L NE TOLLESON ST CT Y 11.10 10.15 L NE TOLLESON ST CT Y 11.10 10.15 L NE TOLLESON ST CT N 11.11 11.15 L NE TOLLE | | | | | | | RD | | CO | 7 | ζ | | | | | | | | | | | | | | | | | | |
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| ROUNDABOUT R | | | | | | | | | | | | | \$\$C | 24A | | 20P | CU | | 24A | C | | 48 | 2 | 01 | | U1 | 5 | 0 1 | ₹. |
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| 11.30 | 11.28 | | | | | | | | | | 1 1 | - | | | | | \$\$C | 42A | | 30 | | | | 1010 | | 4 | 0 F | R P |
| 11.32 | | BEG SU LN | | L | HIGH OCCU | JPANCY | VEHICL12 | 2A | | | 1 1 | - | | | | | C | 30A | | 42 | | | | 1010 | | | 0 F | |
| 11.35 | | BEG SU LN | | L | BICYCLE TWO WAY T | | 06 | δA | | | 1 1 | - | | | | | C | 36A | | 36 | 72 | 2 | 01 | 1010 | U1 | 4 | 0 F | ? P |
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| | | INTRSECTN | | L | NE HARRIS | SON ST | | (| ĽΙ | Y | | | | | | | | | | | | _ | | | | _ | _ | |
| 11.38 | 11.36 | | | | | | | | | | | - | | | | | С | 36A | С | 36 | 72 | 2 | 01 | 1010 | U1 | 4 | 0 F | R P |
| 11.40 | | MISC FEATE | 2 | L | BUS PULLO | DUT | | | | | | | | | | | | | | | | | | | | | | |
| 11.43 | | INTRSECTN | | В | HOSTMARK | ST | | (| CT S | SG Y | | | | | | | | | | | | | | | | | | |
| 11.46 | | MISC FEATE | 2 | R | BUS PULLO | DUT | | | | | | | | | | | _ | | | | | _ | | | | | | |
| 11.51 | | BEG SU LN | | C | TWO WAY T | I'URN | 12 | 2A | | | 1 1 | - | | | | | C | 24A | C | 48 | ./2 | 2 | 01 | 1010 | U1 | | 0 F | |
| 11.56 | | END SU LN | | C | TWO WAY T | rurn | 12 | 2A | | | 1 1 | - | | | | | C | 36A | C | 36 | ./2 | 2 | 01 | 1010 | U1 | | 0 F | |
| 11.67 | | END SU LN | | R | BICYCLE | | 06 | οA | | | 1 1 | - | | | | | C | 24A | 8A | 30 | 54 | 2 | 01 | 1010 | U1 | 4 | 0 F | R P |
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| 44 85 | | INTRSECTN | | L | HOSTMARK BUS PULLO TWO WAY T TWO WAY T BICYCLE NE LINCOI NE IVERSO BICYCLE TRANSIT F TRANSIT F TRANSIT F TRE LIBERT | ON ST | 0.4 | | CT S | SG Y | | | | | | | | 0.4- | 0 - | | 4.0 | _ | 0.1 | | | | | _ |
| 11.75 | 11.73 | END SU LN | | L | BICYCLE | | 06 | ρA | | | 1 1 | - | | | | | 6A | 24A | 8A | 24 | 48 | 2 | 01 | 1010 | U1 | 4 | 0 F | R P |
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| 11.83 | | EXIT TO | | L | TRANSIT A | AREA | | | CT | . N | 1 1 | - | | | | | 8A | 24A | 8A | 24 | 48 | 2 | 01 | 1010 | U1 | 4 | 0 F | R P |
| 12.00 | | INTRSECTN | | В | NE LIBERT | ry RD | | (| CT S | SG Y | | | | | | | | | | | | | | | | | | |
| 12.03 | | MP MARKER | | R | 12 | | | | | | | | | | | | 0 - | 0.5- | 0 - | | | _ | 0.1 | | | | | _ |
| 12.21 | | CHG SU LN | | R | HIGH OCCU | JPANCY | VEHICLI | 3A | | | ТЛ | - | | | | | 8A | 26A | 8A | 26 | 52 | 2 | ÛΙ | 1010 | UΙ | 4 | 0 F | S P |
| 10 24 | | CHG SU LN | | | HIGH OCCU | | | | | | | | | | | | | | | | | | | | | | | |
| 12.34 | | INTRSECTN | | | NE FOREST | | | | | | | | | | | | 0.7 | 047 | 0.7 | 0.4 | 4.0 | _ | 0.1 | 1010 | 1 | 4 | | |
| 12.44 | 12.42 | CHG SU LN | | | HIGH OCCU | | | | | | ТЛ | - | | | | | A8 | 24A | 8A | 24 | 48 | 2 | ÛΙ | 1010 | UΙ | 4 | 0 F | K P |
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| 12.82 | | INTRSECTN | | K T | SR 307-BC | עא עמכ | NE | 2 | 2.I. 5 | SG Y | | | | | | | | | | | | | | | | | | |
| 13.00 | | INTRSECTN MP MARKER | | ь R | BOND RD N | NE | | (| 1 3 | SG Y | | | | | | | | | | | | | | | | | | |
| 13.00 | | MISC FEATE | | | SGN ENT F | DOTT CDC | ` | | | | | | | | | | | | | | | | | | | | | |
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| 13.10 | | END SU LN | | Т | HIGH OCCU | DAMCA | VEHICLIA | 2A. | | | Z Z | | | | | | OA | HOF | OA | 444 | 40 | _ | UΙ | 1010 | UΙ | 7 | U F | CP |
| 13.31 | | INTRSECTN | | | OLD SR 3- | | | | | ec v | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW TC L | DI | W/S | W/S V | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D IB | R K T |
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| 13.51 | 13.49 | UXING | В | SR 3 N BND | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 003/150E | | | | | | | | | | | | | | | | |
| 13.52 | 13.50 | UXING | В | SR 3 S BND | ST | | | | | | | | | | | | | | | |
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| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
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| | | BEG CTLSE | | | CONTROL | SECTION | 1837 | | | | | | | | | | | | | | | | | | | | |
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| 0.40 | 0.40 | INTRSECT | J | R | LITTLE V | ALLEY RD | NE | CO | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | L | BIG VALL | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | BEG BRIDG | E B | | DOGFISH | | | ST | | | | | | | | | | | | | | | | | | | |
| 0 50 | 0 50 | | | | BRDG NUM | | .25 | | | | | | | | | | | | | | | | | | | | |
| 0.52 | | END BRIDG | €E B | | DOGFISH | CREEK | | | | 1 1 | | | | | | 2 7 | 227 | 2.7 | | 2.2 | 2 0 | 1 | | D 1 | ГΟ | Б | * |
| 1.15 1.58 | 1.15 | INTRSECT | т | т | FOSS RD | NTE | | CO | N | 1 1 | | | | | | 3A | ZZA | 3A | | 22 | 2 0 | T | | R1 | 50 | ĸ | ^ |
| 1.56 | 1.50 | INTRSECT | | | PUGH RD | | | CO | N | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | | • | 10 | 1 OOH RD | IN L | | 00 | | 1 1 | | | | | | 7A | 22A | 7A | | 22 | 2 0 | 1 | | R1 | 50 | R | * |
| 1.93 | | INTRSECTN | 1 | L | FOSS RD | NE | | CO | N | | | | | | | | | | | | | | | | | | |
| 2.00 | | MP MARKER | | R | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | INTRSECT | J | R | NE GUNDE | RSON RD | | CO SO | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1 | L | STOTTLEM | EYER RD | | CO SG | Y | | | | | | | | | | | | | | | | | | |
| 2.80 | | INTRSECT | | | NE ROVA | RD | | CO | N | | | | | | | | | | | | | | | | | | |
| 3.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | | INTRSECT | | | NE SAWDU | ST HILL | RD | CO | N | | | | | | | | | | | | | | | | | | |
| 4.00 | | MP MARKER | | R | | | | 00 | 3.7 | | | | | | | | | | | | | | | | | | |
| $4.14 \\ 4.21$ | | INTRSECTN INTRSECTN | | | STOTTLEM NE MINDE | | | CO CO | N N | | | | | | | | | | | | | | | | | | |
| 4.51 | | EXIT TO | N | | PORT GAM | | ជ | CO | N | | | | | | | | | | | | | | | | | | |
| 4.52 | | ENT FROM | | | PORT GAM | | | CO | N | | | | | | | | | | | | | | | | | | |
| 4.54 | | ENT FROM | | | PORT GAM | | | CO | N | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL | | | TURN | | | | | | LERAT | | | | | | | | | | | | | | | | |
| | | | | | R NEAR | | R FAR | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | WD | LGT WD | LGT WD | LGT WD | LGT | WD | LG' | T WD | LGT | WD | | WD | | | | | | | | | | | | |
| 0.00 | 0.00 | | | | | .07 14 | | | | | | | | | 14 | | | | | | | | | | | | |
| 0.40 | 0.40 | | .02 | 10 | | .02 10 | .UJ 14 | | | | | | | .00 | | | | | | | | | | | | | |
| 1.58 | 1.58 | | .03 | | | .03 11 | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | | | | .10 12 | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | _ | | 1 | WIDT | H ANI | O SURFACI | IN: | FORM | ATIO1 | 1 | | | | | | | |
|--------|-------|--------------------------------------|--------------|--------------------------------|-----|------|-------|-----|-----|------|-------|-----------|-----|-------|-------|-----|-----|------|------|------|-------|-------|-----|
| | | | :DI | RECTION TO INVENTORY | -BR | IDG | E | | DEC | REAS | /DIV | | INC | RES/I | JNDI | SPC | | | CLA | SSIF | 'ICAT | IONS | |
| | | | : : | LEFT/RIGHT INDICATOR | -UX | ING | - N | IBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGA | ь | |
| | | | : : | | -XR | OAD | - L | NS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEE | D T | PS |
| SRMP E | 3 ARM | FEATURE | D L | R DESCRIPTION | WO | TC : | ГD |) I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SI | NBR | FC | D I | B R | K T |
| | _ | | $ _{-} _{-}$ | | _ | . | _ _ | - _ | | | | _ | | l | | | | _ _ | _ | | _ | _ _ | _ _ |
| | | | | | | | | | | | | | _ | | _ | | | | | | _ | _ | |
| 4.55 | 4.55 | EXIT TO | L | PORT GAMBLE RD NE | CO | 1 | N 1 | . 1 | | | | | 7A | 22A | 7A | | 22 | 2 01 | • | R1 | 5 | 0 R | * |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | |
| 5.11 | 5.11 | INTRSECTN | R | NE MINDER RD | CO | | N | | | | | | | | | | | | | | | | |
| 5.20 | 5.20 | | | | | | 1 | . 1 | | | | | 4A | 34A | бA | | 34 | 2 01 | | R1 | 5 | 0 R | * |
| 5.25 | 5.25 | END ST | I | BOND RD | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN END CTLSEC END ROUTE | L | SR 104 CONTROL SECTION 1837 | ST | SG | Y | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | T | URN LANES | | A | CCELERAT | ION LANE | S |
|---------------------|------------|-----------|--------|--------|----------|----------|--------|
| | L NEAR R N | EAR 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 |
| | | | | | | | |
| 5.25 5.25 | .03 12 | | | | | | |

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| | | | :D | IRE | ECTION TO | INVENTO | RY | -BF | RIDGE | | | WIDTE | | SURFAC | | | | N SPC | | | CLA | SSIFI | CAT | IONS |
|----------|--------|------------------------|----------------|-----|----------------------------------|---------|---------|-----------------|---------------------|------------|--------------|------------|------------|--------------------|------------|------------|------------|-----------|------------|-------------------|----------------------|-------|-----------------|--------------------|
| | | | | | EFT/RIGHT | INDICAT | OR | | | | RLFI | | RHT | | LFT | | | USE | | | | | LEGA: | |
| SRMP B | ARM | FEATURE | : D _ _ | | DESCRIPT: | ION | | -XF OW | COAD- TC I _ | LNS | S SHE W/S | RDY W/S | SHD W/S | MEDIAN- WD/S BF | SHD W/S | RDY W/S | SHD W/S | WID | RDY WID | MTC A S _ _ | E CITY E NBR _ | FC I | ;PEE _ | D T P S B R K T |
| 0.00 | 0.00 | BEG ROUTE | 2 | | MAIN ROU'SR 3 TO 1 | | S BDRY | | | 1 2 | 2 | | | | 10A | 36A | 10A | | 36 | 2 0 | 1 | U2 | 4 | 0 R |
| | | BEG CTLSE UXING | EC B | | CONTROL S SR 3 SB BRDG NUM | | | ST | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | UXING | В | | N-W RAMP BRDG NUM | | | ST | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | UXING | В | | SR 3 NB BRDG NUM | 003/140 | E | ST | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | ON RAMP OFF RAMP | | | SR 3 SR 3 | | | ST ST | Y Y | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | WYE CONN | | L | SR 3 OFF | RAMP | | ST | Y | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | | | | | | | | | 1 1 | _ | | | | 10A | 24A | 10A | | 24 | 2 0 | 1 | U2 | 4 | 0 R |
| 0.15 | 0.15 | | | | | | | | | 1 1 | _ | | | | 10A | 24A | 10A | | 24 | 2 0 | 1 | U2 | 5 | 0 R |
| 0.45 | 0.45 | INTRSECT | I | В | VINCENT 1 | RD NW | | CO | N | 1 | | | | | | | | | | | | | | |
| 1.00 | 1.00 | MP MARKER | } | R | 1 | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | INTRSECT | J | L | COX AVE 1 | NW | | CO | N | J | | | | | | | | | | | | | | |
| 1.24 | | INTRSECTN | | | VIKING W | | | | | · ' 1 1 | | | | | 10A | 24A | 1 N A | | 24 | 2 0 | 1 | U2 | 4 | 0 R |
| 1.21 | | INTRSECTN | | | SILVERDA | | TAT | | SG Y | | - | | | | | | | | | _ 0 | _ | 02 | - | 0 10 |
| 1.28 | 1 20 | EXIT TO | | | BUSINESS | | ** | PV | NO I | | | | | | | | | | | | | | | |
| 1.29 | | ENT FROM | | | BUSINESS | | | PV | N | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | ENI FROM | | К | POSTNESS | | | PV | I. | 11 | | | | | 67 | 22A | 67 | | 2.2 | 2 0 | 1 | IJ2 | 1 | 0 R |
| | | LIVE CONN | | Б. | CENTED AT | | D 377.7 | ~~ | | | - | | | | θA | ZZA | θA | | 22 | 2 0 | 1 | UZ | 4 | UK |
| 1.52 | | WYE CONN | | | CENTRAL ' | | D NW | CO | Y | | | | | | | | | | | | | | | |
| 1.53 | | INTRSECTN INTRSECTN | | | SCANDIA I | | D NW | | SG Y | | | | | | | | | | | | | | | |
| 1.74 | 1.74 | | | | | | | | | 1 1 | - | | | | бA | 22A | 6A | | 22 | 2 0 | 1 | U2 | 5 | 0 R |
| 2.00 | 2.00 | MP MARKER | ? | R | 2 | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | INTRSECT | 1 | L | VIRGINIA | LOOP RD | | CO | I. | 1 | | | | | | | | | | | | | | |
| 2.41 | 2.41 | INTRSECTN | | | NORBUT L | | | CO | N | 1 | | | | | | | | | | | | | | |
| 2.82 | 2.82 | INTRSECTN | 1 | R | HAWK AVE | NE | | CO | Y | | | | | | | | | | | | | | | |
| 2.84 | 2.84 | | | | | | | | | 1 1 | _ | | | | 6A | 22A | бA | | 22 | 2 0 | 1 | U2 | 3 | 5 R |
| INTERSEC | TTON D | ETATI. | | | TURN 1 | LANES | | | | - ACCF | TERA | TTON | T.ANF | S | | | | | | | | | | |
| | | | | | R NEAR | | R FAR | | | | | | | RIGHT- | | | | | | | | | | |
| SRMP B | | | LGT | WD | LGT WD | LGT WD | LGT WD | | T WI | | T WE | | r WD | LGT WI | | | | | | | | | | |
| 0.09 | 0.09 | | .05 | | | | | | | | | | | | • | | | | | | | | | |
| 0.10 | 0.10 | | | | | | .04 12 | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | .04 | 14 | | .03 14 | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | | .03 | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | .03 | | .01 12 | .03 14 | 03 12 | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | .05 | | .02 12 | .05 11 | .05 12 | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | | | .02 12 | | | | | | | | | | | | | | | | | | | |
| 1.74 | 1.52 | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | - | | | VIDTI | H ANI | O SUR | RFACE | INE | FORM | MOITA | 1 | | | | | | | | |
|--------|------|------------|------|-------------------------|-----|------|-------|-----|------|-------|-------|-------|-------|-------------|-------|-------|-----|-----|----|---------|-------|------|------|-----|-----------|
| | | | :DIE | RECTION TO INVENTORY | -BF | RIDG | E | | DECI | REAS | /DIV | | | INCE | RES/T | JNDI | SPC | | | · — — - | -CLAS | SSIF | ICA' | ΓΙΟ | NS |
| | | | : :1 | EFT/RIGHT INDICATOR | -U2 | ING. | - 1 | NBR | LFT | | RHT | | | $_{ m LFT}$ | | RHT | USE | TOT | | | | | LEG | AL | |
| | | | : : | | -XF | CAOS | - I | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | ΜT | .'CE | CITY | ST | SPE | ED | T P S |
| SRMP B | ARM | FEATURE | D LF | DESCRIPTION | OW | TC : | ն I | Ι | 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 |
| | | | _ _ | | . | . | _ _ | _ _ | | | | l | - | | | | | | _ | | | | . | | _ _ _ |
| | | | | | | | | | | | | | | _ | | | | | _ | | | _ | | | |
| 2.87 | 2.87 | | | | | | | 1 1 | | | | | | 6A | 22A | бA | | 22 | 2 | 01 | | U2 | | 35 | R |
| 2.89 | | INTRSECTN | R | TAGHOLM RD NE | CO |] | N | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | INTRSECTN | R | BROWNSVILLE HWY NE | CO |] | N | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.01 | WYE CONN | R | BROWNSVILLE HWY NE | CO |] | N | | | | | | | | | | | | | | | | | | |
| 3.04 | 3.04 | | | | | | 1 | 1 1 | | | | | | бΑ | 24A | бΑ | | 24 | 2 | 01 | | U2 | | 35 | R |
| 3.06 | 3.06 | BEG BRIDGE | В | DOGFISH BAY | ST | | 1 | 1 1 | | | | | | \$\$W | 36A | \$\$W | | 36 | 2 | 01 | | U2 | | 35 | R |
| | | | | BRDG NUM 308/051 | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | END BRIDGE | В | DOGFISH BAY | | | 1 | 1 1 | | | | | | бA | 22A | бΑ | | 22 | 2 | 01 | | U2 | | 35 | R |
| 3.17 | 3.17 | WYE CONN | R | NAVAL UNDERSEA MUSEUM | MY | | Y | | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | INTRSECTN | R | NAVAL UNDERSEA MUSEUM | MY | SG ' | Y | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.24 | | | | | | 1 | 1 1 | | | | | | бA | 22A | 6A | | 22 | 2 | 01 | | U2 | | 25 | R |
| 3.27 | | INTRSECTN | L | HARVARD AVE NE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.35 | | INTRSECTN | L | POULSBO AVE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 3.36 | | INTRSECTN | B | WASHINGTON AVE NE | CO | | | 1 1 | | | | | | 1 O A | 22A | 2A | | 22 | 2 | 0.1 | | IJ2 | | 25 | R |
| 3.42 | | MISC FEATR | B | NAVAL RESERVATION BNDRY | - | | _ | | | | | | | | 2211 | 211 | | | _ | 0 - | | 02 | | | |
| 3.42 | 3.42 | END CTLSEC | ב | CONTROL SECTION 1810 | | | | | | | | | | | | | | | | | | | | | |
| | | END CILSEC | | CONTROL SECTION 1810 | | | | | | | | | | | | | | | | | | | | | |
| | | EIND KOOIE | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | .CCELERAT | ION LANE | S |
|---------------------|--------|--------|--------|--------|--------|-----------|----------|--------|
| | 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 |
| | | | | | | | | |
| 3.18 3.18 | | | .02 11 | | | .02 11 | | |

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| | | | : | אדת | ECTION TO | TNVENTO | RY | _F | RIDG | | | WIDT | | | IRFAC | | | ATION UNDI | | | l | | CT, A ! | SSTF | FICATI | ONS. | |
|---------|---------|-----------|-----|-----|------------|---------|-------|----|-------|-------|-------|------|------|----|-------|-----|-------|---------------|-----|----|-----|----|---------|------|--------|------|-----|
| | | | | | EFT/RIGHT | | | | XING | | | | RHT | 1 | | LFT | (113) | | USE | | | | -СПА, | ا | LEGAL | | |
| | | | | : | | | 011 | | | | | | | | IAN- | | RDY | | | | | CE | CITY | ST | SPEED | | PS |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTI | ON | | | | | | | | | | | | | | | | | | | D IB | | |
| | | | | | 1 | | | | -,,- | | - | | | | | | | | | | . — | | | . — | | . — | -,- |
| 0.00 | 0.00 | BEG ROUTE | 3 | | MAIN ROUT | | | | | 2 2 | 2 | | | | | C | 78A | С | | 78 | 2 (| 01 | 0115 | U1 | 35 | R I | ₽ * |
| | | | | | SR 3 TO S | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CIT | | | BREMERTON | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL S | | 1811 | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | | KITSAP WA | Y | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | | SR 3 SB | | | SI | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 003/118 | W | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | TR. | R | BUS PULLO | UT | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | UXING | В | | SR 3 NB | | | SI | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 003/118 | E | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | OFF RAMP | | L | SR 3 NB | | | SI | 'SG ' | Y | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | R | SR 3 NB | | | SI | 'SG ' | Y | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | WYE CONN | | L | OFF RAMP | | | SI | | Y | | | | | | | | | | | | | | | | | |
| | | WYE CONN | | R | ON RAMP | | | SI | | Y | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | WYE CONN | | R | SHOREWOOD | DR | | CI | | Y | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | BEG SU L1 | 1 | R | BICYCLE | | 0 | бA | | 2 2 | 2 | | | | | C | 58A | С | 18 | 76 | 2 (| 01 | 0115 | U1 | 35 | R I | չ Հ |
| | | BEG SU L1 | 1 | С | TWO WAY T | URN | 1: | 2A | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | 1 | В | SHOREWOOD | DR | | CI | 'SG ' | Y | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | BEG SU LI | 1 | L | BICYCLE | | 0 | бA | | 2 2 | 2 | | | | | С | 52A | С | 24 | 76 | 2 (| 01 | 0115 | U1 | 35 | R I | 5 * |
| 0.20 | 0.20 | END SU LI | 1 | С | TWO WAY T | URN | 1: | 2A | | 2 2 | 2 | | | | | С | 64A | С | 12 | 76 | 2 (| 01 | 0115 | U1 | 35 | R I | 5 * |
| | | INTRSECT | 1 | R | OSTRICH B | AY AVE | | CI | 'SG ' | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | | L | BUSINESS | | | PV | SG : | Y | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | BEG SU LI | 1 | C | TWO WAY T | URN | 1: | 2A | | 2 2 | 2 | | | | | С | 52A | С | 24 | 76 | 2 (| 01 | 0115 | U1 | 35 | R I | P * |
| 0.28 | 0.28 | INTRSECT | 1 | L | WESLON PL | | | CI | | Y | | | | | | | | | | | | | | | | | |
| 0.46 | 0.46 | INTRSECTI | 1 | L | LOWER OYS | TER BAY | AVE | CI | | Y | | | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | END SU LI | 1 | С | TWO WAY T | URN | 1: | 2A | | 2 2 | 2 | | | | | C | 70A | С | 12 | 82 | 2 (| 01 | 0115 | U1 | 35 | R I | P * |
| | | INTRSECTI | 1 | R | OYSTER BA | Y AVE | | CI | 'SG | Y | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | BEG SU LI | 1 | С | TWO WAY T | URN | 1: | 2A | | 2 2 | 2 | | | | | C | 58A | С | 24 | 82 | 2 (| 01 | 0115 | U1 | 35 | R I | P * |
| 0.63 | 0.63 | INTRSECTI | 1 | L | FORREST A | VE | | CI | | Y | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | MISC FEAT | 'R | | PED XING | | | | | | | | | | | | | | | | | | | | | | |
| 0.71 | 0.71 | INTRSECT | 1 | R | PERSHING . | AVE | | CI | | Y | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSE | CTION D | ETAIL | | | TURN L | ANES | | | | -ACCI | CLERA | TION | LAN: | ES | | | | | | | | | | | | | |
| | | | L N | EAR | R NEAR | L FAR | R FAR | I | EFT- | - L- | -CNTR | R-0 | CNTR | RI | GHT- | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | | LGT WD | LGT W | | GT W |) L | GT WE | LG' | T WD | LG | T WD | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | .03 | ТТ | | | 06 1 | _ | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | | | 01 10 | | .06 1 | 2 | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | 0.0 | 1.0 | .01 12 | | 00 1 | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | .03 | 12 | | 04 11 | .03 1 | L | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | | | .03 11 | .04 11 | 00 1 | _ | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | | | 00 11 | 02 10 | .02 1 | 4 | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | | | | .02 11 | .U3 I2 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | T | אירטדנ | I ANT | SURI | FACE | TNE | rorm? | ATTON | T | | | | | | | | |
|--------------|-----------|-----------|--------|--------------------|------------|------------|------|---------|-------|--------|--------|--------|------|------|-----|------------|--------|---------|-----|----|---------|--------------|------|--------|-------|------------|
| | | | :DIR | ECTION TO | O INVENTO | RY | -BI | RIDGE | | | REAS/ | | | | | | JNDI | SPC | | | | -CLA | SSIE | 'ICATI | ONS | S |
| | | | | EFT/RIGHT | r indicat | 'OR | | | | LFT | | RHT | | | LFT | | RHT | | | ı | | | | LEGAL | | |
| | | 1 | :: | 1 | | | | | | | | | | | | | | | | | | | | SPEED | | |
| SRMP B | ARM | FEATURE | DLR | DESCRIPT | rion | | OW | TC I | 'D'I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A, | SE | NBR | FC | DIE | R | KT |
| | | l | - - | l | | | l — | l — I – | -1-1- | -1 | ll | | | lI | | | l —— I | | l | l_ | <u></u> | | ll | | · _ | _ _ |
| 0.74 | 0 74 | END SU LN | I C | TWO WAY | TIIRN | 12A | | | 2 2 | , | | | | | C | 70A | C | 12 | 82 | 2 | 01 | 0115 | TT1 | 35 | R | P * |
| 0.78 | | WYE CONN | | NATIONAL | | 1271 | СТ | | 7 | • | | | | | _ | 7 011 | C | 12 | 02 | 2 | ΟŢ | 0113 | 01 | 33 | 10 | - |
| 0.80 | | ENT/EXIT | | BUSINESS | | | | | | 2 | | | | | С | 56A | С | 12 | 68 | 2 | 01 | 0115 | U1 | 35 | R | P * |
| | | INTRSECT | | NATIONAL | | | CT | SG Y | | | | | | | | | _ | | | | | | _ | | | |
| 0.85 | 0.85 | BEG SU LN | I C | TWO WAY | TURN | | | | | | | | | | C | 44A | С | 24 | 68 | 2 | 01 | 0115 | U1 | 35 | R | P * |
| 0.88 | 0.88 | | | | | | | | 2 2 | 2 | | | | | C | 54A | С | 24 | 78 | 2 | 01 | 0115 | U1 | 35 | R | P * |
| 0.93 | 0.93 | | | | | | | | 2 2 | 2 | | | | | C | 58A | | | | | | 0115 | | 35 | R | P * |
| 0.99 | 0.99 | END SU LN | 1 C | TWO WAY | TURN | 12A | | | 2 2 | | | | | | C | 70A | С | 12 | 82 | 2 | 01 | 0115 | U1 | 35 | R | P * |
| 1.04 | 1.04 | INTRSECT | | ADELE AV | | | CT | SG Y | 7 | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | MARINE I | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | | BEG SU LN | | TWO WAY | | | | | | 2 | | | | | С | 58A | С | 24 | 82 | 2 | 01 | 0115 | U1 | 35 | R | P * |
| 1.13 | | INTRSECT | | MORGAN N | W RD | | CT | Y | | | | | | | | | | | | | | | | | | |
| 1.14 | | MP MARKER | | 1 | | | | _ | _ | | | | | | | | | | | | | | | | | |
| 1.27 | | INTRSECT | | WILBERT | | | CT | Ä | | | | | | | ~ | 407 | ~ | 0.4 | | _ | 0.1 | 0115 | 1 | 2.5 | _ | - · |
| 1.28 | | INTRSECT | | CORBET I | | | C.I. | Y. | 7 2 2 | | | | | | C | 42A | C | 24 | 66 | 2 | ÛΙ | 0115 | UΙ | 35 | R | P * |
| 1.29 1.33 | | INTRSECT | | 13TH ST | | 06A | C.I. | У | 22 | , | | | | | ~ | 407 | С | 18 | ~ ~ | 2 | 0.1 | 0115 | тт1 | 2 [| ъ | P * |
| 1.35 | | END SU LN | | BICYCLE TWO WAY | TIIDN | 12A | | | 2 2 | | | | | | | 48A 60A | | 18 | | | | 0115 0115 | | | | Р * Р * |
| 1.35 | | END SU LI | | BICYCLE | IUKN | 12A 06A | | | 2 2 | i) | | | | | | 66A | | | | | | 0115 | | | | P * |
| 1.37 | 1.37 | END SO TH | , ц | PICICLE | | UUA | | | 2 2 | | | | | | | 68A | | , , , , | | | | 0115 | | | | P * |
| 1.41 | | INTRSECT | I R | 11TH ST | | | СТ | 7 | 7 | | | | | | C | OOA | C | | 00 | _ | OΙ | 0113 | ΟŢ | 33 | 10 | F |
| 1.44 | | INTRSECT | | 11TH ST | | | | SG Y | | | | | | | | | | | | | | | | | | |
| 1.56 | | INTRSECT | | N CAMBRI | IAN AVE | | | Y | | ! | | | | | C | 68A | С | | 68 | 2 | 01 | 0115 | IJ1 | 25 | R | P * |
| 1.66 | | INTRSECTN | | WYCOFF A | | | | SG Y | | | | | | | _ | | _ | | | | | | | | | |
| 1.68 | | END ST | I | KITSAP V | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 6TH ST | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | I R | 6TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | END ST | I | 6TH ST | | | | | 1 1 | | | | | | C | 44P | С | | 44 | 2 | 01 | 0115 | U1 | 25 | L | P * |
| | | BEG ST | I | CALLOW A | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | I L | CALLOW A | AVE | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| TAMBEDODO | TELLON DI | | | mii Dai | T 7 3 TD C | | | | 7.00 | | TT 011 | T 73TT | 10 | | | | | | | | | | | | | |
| INTERSEC | TITON DI | LIALL | | TURN R NEAR | | | | | | | | | RIGI | | | | | | | | | | | | | |
| SRMP B | лъм | | | LGT WD | | | | | | - | | | LGT | | | | | | | | | | | | | |
| | | | | MD | LGI WD | LGI WD | т. | | | | | L WD | | WD | | | | | | | | | | | | |
| 0.78 | 0.78 | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | .03 12 | | .02 12 | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | | .04 12 | | .03 12 | .04 11 | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | | | | | .01 11 | | | | | | | | | | | | | | | | | | | | |
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| 1.56 | 1.56 | | | | .03 12 | | | | . 0 | 2 12 | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | | | | | | W | IIDTH | i Ani | O SURFACI | INI | FORMA | MOITA | J <i></i> - | | | | | | | |
|--------|------|-------------|------|----------------------|------|------|-----|------|-------|-------|-----------|-----|-------|-------|-------------|-----|------|---------|-------|-------|-------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BRI | DGE | | DECE | REAS | DIV | | INC | RES/U | JNDI | SPC | | | CL | ASSI | FICAT | IONS- | |
| | | | : :L | EFT/RIGHT INDICATOR | -UXI | NG- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGA | L | |
| | | | : : | | -XRO |)AD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTC: | E CII | Y ST | SPEE | D T E | ? S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW T | C L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | E NBR | FC | D I | B R F | (T |
| | | | _ _ | | _ | _ _ | _ _ | | | | _ | l | | | | | _ _ | _ | _ _ | . _ | _ _ _ | -1- |
| 1.71 | 1 71 | INTRSECTN | т. | 6TH ST | CT S | C V | 1 1 | | | | | C | 44P | С | | 44 | 2 0 | 1 011 | 5 II1 | 2 | 5 L E | > * |
| 1.73 | 1.73 | INTRODUCTIV | | | CI D | | 1 1 | | | | | _ | 44P | C | | | | 1 011 | | _ | 5 L E | - |
| 1.77 | 1.77 | MISC FEATR | В | PED XING | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.81 | | | | | | 1 1 | | | | | C | 44P | С | | 44 | 2 0 | 1 011 | 5 U1 | 2 | 5 L I | * |
| 1.84 | 1.84 | END ST | I | CALLOW AVE | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | BURWELL ST | CT S | G Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 304-BURWELL ST | ST S | G Y | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1811 | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | .CCELERAT | 'ION LANE | ls |
|---------------------|--------|--------|--------|--------|--------|-----------|-----------|--------|
| | 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 |
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| 1.71 1.71 | .02 12 | | .02 12 | | | | | |

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| | | | | | | | | | | יייחדנ | ı zını | SURE | 7 A C F | י דאדי | r∩pm7 | מתד∩ו | T | | | | | | | | |
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| | | | :DTRI | ECTION TO INVENTORY | I - F | RIDGE | | | | | DIV | | | | | JNDI | | | l | | -CT.A | SSTE | тсат | TOI | 1S |
| | | | | EFT/RIGHT INDICATOR | | XING- | | | | (1110) | RHT | | | LFT | сшо, с | | USE | | | | 0111 | | LEGA | | •• |
| | | | : : | | - x | ROAD- | | NS | SHD | RDY | SHD | MEDIA | | | RDY | SHD | LNS | RDY | МТ | 'CE l | CITY | | | | rlpls |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC I | ' D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | Α | SE | NBR | FC : | D I | в Б | RKT |
| | | | l_I_ | | . | - _ | _ _ | 1_1. | | | | | | | | | | | _ | | | . | _ | _ _ | _ _ _ |
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| 8.84 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | 2 | 3 | 10A | 24A | A8 | 3500 | | 4A | 36A | A8 | | 60 | 1 | 05 | | U1 | 5 | 5 I | |
| | | | | SR 167/SUMNER TO SR 12 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2708 | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | D | SR 167 SB | SI | | | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 167/030W | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE-SR 167 NB | | _ | | | | | | | | | | | | | | | | | | | |
| 8.87 | 0.03 | UXING | D | SR 167 NB | SI | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.06 | DDG G11 131 | _ | BRDG NUM 167/030E | | | _ | 0 | 103 | 0.43 | 0.7 | 2500 | | 4.7 | 0.43 | 0.7 | 1.0 | | - | ٥. | | 1 | _ | | |
| 8.90 | 0.06 | BEG SU LN | | WEAVING/SPEED CHANGE 12A | | | | 2 | IUA | 24A | 8A | 3500 | | 4A | 24A | A8 | 12 | 60 | Τ | 05 | | U1 | 5 | 5 I | _ |
| 8.93 | 0.09 | ON RAMP | R | SR 167 | SI | . У | | 2 | 107 | 247 | 0.7 | 200 | T 17 | 47 | 0.43 | 0.7 | 10 | C 0 | 1 | ٥٢ | | TT1 | _ | 5 I | |
| 8.93 | | CHG SU LN | ъ | WEAVING/SPEED CHANGE 12P | | | | | | | | 30S 16A | | | | | | | | | | U1 U1 | | 5 I | |
| 0.99 | 0.15 | BEG BRIDGE | | WHITE RIVER | SI | | 4 | 4 | 33C | 42P | 999 | IOA | UE | 999 | 42P | \$\$C | 12 | 90 | Т | 05 | | UΙ | 5 | 5 I | _ |
| | | DEG DKIDGE | Ь | BRDG NUM 410/031 | 21 | | | | | | | | | | | | | | | | | | | | |
| 9.02 | Λ 1Ω | BEG SU LN | т | WEAVING/SPEED CHANGE 12P | , | | 2 | 2 | C | 42P | | 16A | .TE | | 42P | С | 24 | 108 | 1 | 05 | | U1 | 5 | 5 I | |
| 2.02 | 0.10 | OFF RAMP | | SR 167 | SI | | | 2 | C | 121 | | IOA | 015 | | 121 | C | 24 | 100 | _ | 0.5 | | ΟŢ | 5 | J 1 | _ |
| 9.03 | 0 19 | ENTER CITY | | SUMNER | 01 | | | 2 | C | 42P | | 16A | JE | | 42P | С | 24 | 108 | 1 | 05 | 1270 | тт1 | 5 | 5 т | L P |
| 9.08 | | END BRIDGE | | WHITE RIVER | | | | | | 24A | | 16A | | | | | | | | | 1270 | | | | L P |
| J.00 | 0.21 | CHG SU LN | | WEAVING/SPEED CHANGE 12A | | | _ | _ | 1011 | 2 | | 1011 | 0 _ | | 2 111 | 1011 | | | _ | 03 | 1270 | 0 - | | - | |
| | | CHG SU LN | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | |
| 9.11 | 0.27 | END SU LN | | WEAVING/SPEED CHANGE 12A | | | 2 | 2 | 10A | 24A | | 16A | JΕ | | 24A | 10A | \$\$\$ | 48 | 1 | 05 | 1270 | U1 | 5 | 5 I | ĿΡ |
| | | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | E MAIN AVE | SI | . Y | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | E MAIN AVE | SI | . Y | | | | | | | | | | | | | | | | | | | |
| 9.17 | 0.33 | MISC FEATR | R | GORE (P100911) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | GORE (S100911) | | | | | | | | | | | | | | | | | | | | | |
| 9.25 | | MISC FEATR | | GORE (Q500953) | | | | | | | | | | | | | | | | | | | | | |
| 9.26 | | MISC FEATR | | , | | | | | | | | | | | | | | | | | | | | | |
| 9.32 | 0.48 | UXING | В | E MAIN AVE SB | SI | | | | | | | | | | | | | | | | | | | | |
| 0 00 | 0 40 | | _ | BRDG NUM 410/032W | ~- | _ | | | | | | | | | | | | | | | | | | | |
| 9.33 | 0.49 | UXING | В | E MAIN AVE NB | SI | • | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0 51 | | Б | BRDG NUM 410/032E | O.F. | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 0.51 | UXING | В | BN RR | SI | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | т | BRDG NUM 410/033 E MAIN AVE | SI | . У | , | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 85689U STRUCTURE | 21 | | | | | | | | | | | | | | | | | | | | |
| 9.50 | 0.66 | | נו | MON 030090 BIROCIURE | | | 2 | 2 | 1 N Z | 241 | 4 z | 40S | $C\Delta$ | 4 z | 241 | 1 N Z | | 4.8 | 1 | 05 | 1270 | TT1 | 5 | 5 т | L P |
| 9.53 | | ON RAMP | R | E MAIN AVE | SI | . У | | 2 | - 011 | ~ 117 | 117 | 100 | C11 | 117 | ~ 117 | 1011 | | 10 | _ | 33 | 12,0 | J <u>T</u> | J | _ 1 | |
| 9.95 | | INTRSECTN | | PVT RD (GATED) | PV | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | MP MARKER | | 10 | - • | - | | | | | | | | | | | | | | | | | | | |
| 10.12 | | ON RAMP | | SR 162 | SI | . Y | | | | | | | | | | | | | | | | | | | |
| 10.19 | | OFF RAMP | | SR 162 | SI | | | | | | | | | | | | | | | | | | | | |
| 10.26 | | MISC FEATR | R | GORE (P101019) | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | RIDO | E | | | REAS | /DIV | SUR | FAC | | RES/ | ATION UNDI RHT | SPC | | | | -CLA | SSI | FICA' | | NS- | |
|----------------|---------|-----------------------|-----|--------|---|----|------|--------|------------|-------|---------|------------|------------|-------|--------|---------|----------------------|-----|------|---------|-----|----------|-----|-------|-----|-------|-----|
| | | | | : | EFI/RIGHT INDICATOR | | | | | | | RHT SHD | MEDI. | AN- | | | | | | | 'CE | CITY | ST | | | тІя | Pls |
| SRMP B | ARM | FEATURE | _ D | LR | DESCRIPTION | OW | TC | L 1 |) 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 i | K T |
| 10.27 | 1 /12 | MISC FEAT | סי | т | GORE (S101012) | | | | 2 2 | 1 0 7 | 2/17 | 47 | 10c | C۸ | 47 | 2/17 | 1 0 7 | | / Ω | 1 | 05 | 1270 | тт1 | | 55 | тт | D |
| 10.40 | | LEAVE CIT | | ш | SUMNER | | | | 2 2 | 10A | 24A | 4 A | 40S 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | \$\$\$\$ | 111 | | 55 | | |
| 10.10 | 2.00 | UXING | В | | SR 162 | ST | | | | | | | 100 | 0 | | | | | | _ | 0.0 | **** | 0_ | | | | r |
| | | | | | BRDG NUM 162/002 | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 1.58 | MISC FEAT | 'R | L | SGN ENT SUMNER | | | | | | | | | | | | | | | | | | | | | | |
| 10.52 | 1.68 | MISC FEAT | | | SGN ENT SUMNER GORE (Q101079) GORE (R101065) SR 162 SR 162 SUMNER | | | : | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | A8 | | 48 | 1 | 05 | | U1 | | 55 | L | |
| | | MISC FEAT | 'R | | GORE (R101065) | | | | | | | | | | | | | | | | | | | | | | |
| 10.65 | | OFF RAMP | | | SR 162 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 10.79 | | ON RAMP | | R | SR 162 | ST | | Y | | | | | | | | | | | | _ | | | | | | _ | |
| 10.86 | 2.02 | | | | ~ | | | - | 2 2 | 10A | 24A | 8A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | 1000 | U1 | | 55 | | _ |
| 10.93 11.00 | | ENTER CIT | | ъ | SUMNER 11 | | | | 2 2 | IUA | 24A | 8A | 408 | CA | 4A | 24A | IUA | | 48 | Τ | 05 | 12/0 | UΙ | | 55 | Ьŀ | ے |
| 11.00 | | MP MARKER ON RAMP | - | | | | | Y | | | | | | | | | | | | | | | | | | | |
| 11.07 | | OFF RAMP | | | 166TH AVE E 166TH AVE E | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 11.37 | | MISC FEAT | 'R | | GORE (S101107) | 51 | | _ | | | | | | | | | | | | | | | | | | | |
| 11.38 | | MISC FEAT | | | GORE (P101127) | | | | | | | | | | | | | | | | | | | | | | |
| 11.40 | 2.56 | | | | Cont (IIOIII.) | | | | 2 2 | 10A | 24A | 8A | 40S | GR | 4A | 24A | 10A | | 48 | 1 | 05 | 1270 | IJ1 | | 55 | LE | P |
| 11.46 | | BEG BRIDG | EΙ | | 166TH AVE E | ST | | | 2 2 | \$\$C | 32A | \$\$C | 40S 40O | \$\$ | \$\$W | 38P | \$\$W | | 70 | 1 | 05 | 1270 | U1 | | 55 | | |
| | | | | | BRDG NUM 410/039S | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | 166TH AVE E | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 410/039N | | | | | | | | | | | | | | | | | | | | | | |
| 11.48 | | END BRIDG | | | 166TH AVE E | | | | 2 2 | C | 38A | С | 40S 40S | DE | 4A | 24A | 10A | | 62 | 1 | 05 | 1270 | U1 | | 55 | | |
| 11.49 | | END BRIDG | E D | | 166TH AVE E | | | | | | | | | | | | | | 48 | 1 | 05 | 1270 | U1 | | 55 | | |
| 11.60 | 2.76 | | _ | _ | GOTT (T10115F) | | | | 2 2 | 10A | 24A | \$\$\$ | 10A | JE. | \$\$\$ | 24A | 10A | | 48 | 1 | 05 | 1270 | U1 | | 55 | RI | ₽ |
| 11.61 | | MISC FEAT | | | GORE (R101167) | | | | | | | | | | | | | | | | | | | | | | |
| 11.62 11.67 | | MISC FEAT OFF RAMP | R | | GORE (Q101192) 166TH AVE E | СП | | Y | | | | | | | | | | | | | | | | | | | |
| 11.82 | | LEAVE CIT | v | ш | SUMNER | 51 | | _ | | 10A | 247 | | 10A | те | | 247 | 10A | | /l Q | 1 | 05 | \$\$\$\$ | тт1 | | 55 | ъ с | Ċ |
| 11.92 | | ON RAMP | _ | R | 166TH AVE E SUMNER 166TH AVE E | ST | | Y | | IUA | ZIA | | IUA | . 015 | | ZIA | IUA | | 10 | Τ. | 0.5 | 4444 | ΟŢ | |)) | 1/ / | ۲ |
| 11.95 | 3.11 | OIV IGHIL | | | 100111 1111 1 | 51 | | _ | | 8A | 22A | | 10A | JE | | 22A | 8A | | 44 | 1 | 05 | | IJ1 | | 55 | R | |
| 12.02 | | MP MARKER | | R | 12 | | | | | 011 | | | | | | | 011 | | | _ | 0.0 | | - | | | | |
| 12.22 | | INTRSECT | | | 171ST AVE E 171ST AVE E | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 12.24 | 3.40 | WYE CONN | | R | 171ST AVE E | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 12.72 | 3.88 | ENTER CIT | 'Y | | BONNEY LAKE | | | : | 2 2 | 8A | 22A | | 10A | JE | | 22A | A8 | | 44 | 1 | 05 | 0105 | U1 | | 55 | R I | ₽ |
| 12.74 | 3.90 | | | | | | | : | 2 2 | 8A | 22A | | 8A | JE | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | ! | 55 | R I | ₽ |
| 12.87 | | MISC FEAT | 'R | R | SGN ENT BONNEY LAKE | | | | | | | | | | | | | | | | | | | | | | |
| 12.94 | 4.10 | | | _ | | | | : | 2 2 | A8 | 22A | | 8A | JE | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | | 40 | R I | ₽ |
| 13.00 | 4.16 | MP MARKER | - | R | 13 | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | ETAIL | | | TURN LANES | | | A(| CCEI | LERA: | rion | LANI | ES | | | | | | | | | | | | | | |
| | | | | | R NEAR L FAR R FAR | | | | | | | | RIG | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | LGT WD LGT WD LGT WD | L(| GT W | ID | LG: | T WD | _ | r WD | LGT | | | | | | | | | | | | | | |
| 12.24 | 3.40 | | | | | | | | | | | | .04 | | | | | | | | | | | | | | |

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| | | | | | | | | | _ | | | VIDTI | H ANI | O SUR | FAC: | E IN | FORM | MOITA | 1 | | | | | | | | |
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| | | | | | ECTION TO INVENTORY | | -BR | | | | DECI LFT | REAS | | | | 1 | RES/I | JNDI | | шош | | | -CLAS | | 'ICATI | ONS- | |
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| SRMP B | ARM | FEATURE | | | DESCRIPTION | | | | | | | | | | | | | | | | | | | | D IB | | |
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| 13.02 | 4.18 | | | _ | | | ~ | | | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | A8 | 55A | A8 | | 55 | 1 | 05 | 0105 | U1 | 40 | R P | |
| 13.08 13.11 | | WYE CONN | | | MYERS RD E MYERS RD E | | CT CT | | Y | | 8A | 227 | | 107 | IID | ት ት ት | 227 | 0.7 | | 11 | 1 | 0 E | 0105 | тт1 | 4.0 | R P | |
| 13.11 | | INTRSECTN WYE CONN | | | MYERS RD E | | CT | | Y | | οA | ZZA | | IUA | UP | 999 | ZZA | 8A | | 44 | Т | 05 | 0105 | UΙ | 40 | R P | |
| 13.13 | 4.43 | WIE COM | | ш | HIERO RD E | | CI | | | | 8A | 22A | | 1 A | CU | | 22A | 8A | | 44 | 1 | 05 | 0105 | 111 | 40 | R P | |
| 13.29 | 4.45 | | | | | | | | | | \$\$C | | | | CU | | | 8A | | | | | 0105 | | | R P | |
| 13.37 | 4.53 | INTRSECT | Γ | R | 181ST AVE E | | CT | SG | | | C | | | 1A | CU | | 28A | \$\$C | | 52 | 1 | 05 | 0105 | U1 | 40 | R P | |
| | | INTRSECTN | | L | VETERANS MEMORIAL DR | | CT | | | | | | | | | | | | | | | | | | | | |
| 13.38 | | WYE CONN | | L | VETERANS MEMORIAL DR | E | CT | | Y | | | | | | | | | | | | | | | | | | |
| 13.46 | 4.62 | | | | | | | | | | C | 28A | | 12S | CU | | 38A | C | | 66 | 1 | 05 | 0105 | U1 | 40 | R P | |
| 13.50 | | ENT/EXIT | | R | BUSINESS | | PV | | Y | | ~ | 007 | | 1.3 | 211 | | 207 | ~ | | | - | ^ F | 0105 | 1 | 4.0 | | |
| 13.55 | 4.71 | WINE COMM | | _ | MATALOR E | | СТ | | | 2 | C | 28A | | ΙA | CU | | 38A | C | | 66 | Τ | 05 | 0105 | UΙ | 40 | R P | |
| 13.57 13.60 | | WYE CONN INTRSECTN | | | MAIN ST E SKY ISLAND DR E | | CT | | Y | 2 | Ġ | \$\$\$ | | \$\$\$\$ | 44 | C | 62A | С | | 62 | 1 | Λ 5 | 0105 | тт1 | 40 | RР | |
| 13.00 | 4.70 | INTRSECT | | | MAIN ST E | | CT | | | | Ą | 444 | | 4444 | ٩٩ | C | 0ZA | C | | 02 | _ | 05 | 0103 | UΙ | 40 | K P | |
| 13.62 | 4.78 | WYE CONN | | | SKY ISLAND DR E | | CT | | Y 2 | 2 | | | | | | С | 62A | 8A | | 62 | 1 | 05 | 0105 | TJ1 | 40 | RР | |
| 13.65 | 4.81 | ,,,,, | | | | | - | | | 2 | С | 32A | | 10A | UP | | | 8A | | | | | 0105 | | | R P | |
| 13.67 | 4.83 | | | | | | | | | 2 | С | 32A | | 14A | JE | | 22A | 8A | | 54 | 1 | 05 | 0105 | U1 | 40 | R P | |
| 13.89 | 5.05 | BEG BRIDG | EΙ | | ANGELINE RD | | ST | | 2 | 2 | W | 32P | | 14P | JΕ | | 30P | \$\$W | | 62 | 1 | 05 | 0105 | U1 | 40 | R B | |
| | | | | | BRDG NUM 410/042S | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | E D | | ANGELINE RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 12 01 | F 07 | TAID DDIDG | | | BRDG NUM 410/042N | | | | _ | | ~ | 203 | | 1 4 7 | | | 003 | 0.7 | | F 0 | 1 | Λ.F. | 0105 | TT1 | 4.0 | | |
| 13.91 | 5.07 | END BRIDG | | | ANGELINE RD ANGELINE RD | | | | 2 | 2 | C | 30A | | 14A | JE | | ZZA | 8A | | 52 | Τ | 05 | 0105 | UΤ | 40 | R B | |
| 14.00 | 5 16 | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | | |
| 14.02 | 5.18 | ME MARKEN | - | 10 | 7.1 | | | | 2 | 2 | C | 30A | | 10A | JΕ | | 22A | 8A | | 52 | 1 | 05 | 0105 | 111 | 40 | RВ | |
| 14.09 | 5.25 | | | | | | | | | 2 | _ | 30A | | 10A | | | | 8A | | | | | 0105 | - | | R B | |
| 14.10 | 5.26 | | | | | | | | 2 | 2 | 8A | 22A | | 10A | UP | | 22A | 8A | | 44 | 1 | 05 | 0105 | U1 | 40 | R B | |
| 14.13 | 5.29 | | | | | | | | 2 | 2 | 8A | 22A | | 12A | UP | | 22A | A8 | | 44 | 1 | 05 | 0105 | U1 | 40 | R B | |
| 14.16 | | MISC FEAT | 'R | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 14.18 | 5.34 | | | | | | | | | 2 | \$\$C | 36A | | 12A | UP | | 22A | 8A | | 58 | 1 | 05 | 0105 | U1 | 40 | R B | |
| 14.19 | 5.35 | WYE CONN | | R | 192ND AVE E | | CT | | Y | | | | | | | | | | | | | | | | | | |
| TMTFDQF | CTION D | יים דד. | | | TURN LANES | | | | - A C | ירדי | .FD A | rt On | Τ. Δ ΝΤΙ | ES | | | | | | | | | | | | | |
| THIERDE | CIION D | | | | R NEAR L FAR R F. | | | | | | | | | RIG | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | | | | ΤV | | | | | r WD | | | | | | | | | | | | | | |
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| 13.11 | 4.27 | | .05 | 12 | | | | | | | | | | | | | | | | | | | | | | | |
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| 13.50 13.60 | 4.66 4.76 | | 0.5 | 1 2 | .03 12 .10 12 .03 12 .04 | 1 2 | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | FEATURE | | | DESCRIPTIO | N | | | | | | | | W/S | | | | | | | | | | | | | | |
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| 14.20 | 5.36 | INTRSECTN | | | 192ND AVE | | | CT | SG | Y | 2 3 | C | 36A | | 12I | A UP | | 33A | 8A | | 69 | 1 | 05 | 0105 | U1 | 4 | 0 F | ₹В |
| 14.24 | | MISC FEAT | | | BUS PULLOU | | | | | | | | | | | | | | | | | | | | | | | |
| 14.29 | | ENT/EXIT | | | LAKE TAPPS | | MALL | PV | | Y | 3 3 | C | 36A | | 12I | A UP | | 33A | 8A | | 69 | 1 | 05 | 0105 | U1 | 4 | 0 F | RВ |
| 14.38 | | MISC FEAT | | | BUS PULLOU | | | | | | | | | | | | | | | | | | | | | | | |
| 14.40 | | INTRSECTN | | | 195TH AVE | | | PV | SG | Y | | | | | | | | | | | | | | | | | | |
| 14.45 | | MISC FEAT | | | BUS PULLOU | | | D | | | | | | | | | | | | | | | | | | | | |
| 14.51 | | ENT/EXIT | | R | LAKE TAPPS | SHOPPING | MALL | ΡV | | Y | 2 2 | ~ | 263 | | 107 | | | 007 | 0.7 | | г о | -1 | ٥٦ | 0105 | TT1 | | o - | |
| 14.57 | 5.73 | MICC DEAG | Б | _ | DIIG DIII I OII | m | | | | | 3 2 | C | 36A | | 1 Z F | A UP | | 22A | A8 | | 58 | Τ | 05 | 0105 | UΙ | 4 | 0 F | КВ |
| 14.61 | | MISC FEAT | R | Ъ | BUS PULLOU | DD E | | OT. | | Y | | | | | | | | | | | | | | | | | | |
| 14.63 14.64 | | WYE CONN BEG SU LN | | T. | S PRAIRIE BICYCLE | KD E | 0 5 7 | CT | | | 2 2 | | 33A | | 1 2 7 | A UP | | 22A | 07 | _ | 60 | 1 | ΛE | 0105 | тт1 | 1 | 0 F | D D |
| 14.04 | 5.60 | INTRSECTN | | | 198TH AVE | E | USA | СТ | g.C | v | 3 4 | C | SSE | | 124 | A UP | | ZZA | OA | 5 | 00 | _ | 03 | 0105 | UΙ | 7 | U F | СБ |
| | | INTRSECTN | | | S PRAIRIE | | | CT | SG GG | V | | | | | | | | | | | | | | | | | | |
| 14.66 | | WYE CONN | | | S PRAIRIE | | | | 50 | | | | | | | | | | | | | | | | | | | |
| 14.70 | 5.86 | WIL COM | | 10 | D IIdiIIII | KD L | | CI | | | 2 2 | C | 22A | | 127 | A UP | | 22A | 82 | 5 | 49 | 1 | 05 | 0105 | тт1 | 4 | 0 F | ? B |
| 14.72 | 5.88 | | | | | | | | | | 2 2 | | 22A | | | A JE | | | 8A | | | | | 0105 | | | 0 F | |
| 14.79 | | ENT/EXIT | | R | BUSINESS | | | PV | | Y | | Ū | | • | | | | | 011 | • | | _ | 0.0 | 0100 | - | - | | |
| 14.88 | | INTRSECTN | | | 202ND AVE | E | | CT | | N | | | | | | | | | | | | | | | | | | |
| 15.02 | | MP MARKER | | | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.08 | 6.24 | | | | | | | | | | 2 2 | С | 22A | | 127 | A UP | | 22A | 8A | 5 | 49 | 1 | 05 | 0105 | U1 | 4 | 0 F | RВ |
| 15.10 | 6.26 | END SU LN | | L | BICYCLE | | 05A | | | | 2 3 | 8A | . 22A | | 127 | A UP | | 34A | 8A | \$\$\$ | 56 | 1 | 05 | 0105 | U1 | 4 | 0 F | RВ |
| 15.14 | 6.30 | MISC FEAT | R | L | BUS PULLOU | T | | | | | | | | | | | | | | | | | | | | | | |
| 15.17 | 6.33 | INTRSECTN | | В | 208TH AVE | E | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 15.23 | | ENT FROM | | | SHOPPING C | | | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | | EXIT TO | | | SHOPPING C | | | PV | | Y | | | | | | | | | | | | | | | | | | |
| 15.27 | | EXIT TO | | | SHOPPING C | | | PV | | Y | | | | | | | | | | | | | | | | | | |
| 15.29 | | ENT FROM | | | SHOPPING C | | | PV | | Y | | | | | | | | | _ | | | | | | | _ | _ | |
| 15.30 | | ENT FROM | | | SHOPPING C | | | | | | | \$\$C | 26A | L | 12I | A UP | | 34A | 8A | | 60 | 1 | 05 | 0105 | U1 | 4 | 0 F | R B |
| 15.31 | | EXIT TO | | L | SHOPPING C | ENTER | | PV | | Y | | ~ | 063 | | 107 | | | 243 | 0.7 | | | 1 | ٥. | 0105 | 1 | | | |
| 15.36 | 6.52 | | | Б | 011000 3570 | П | | | SG | | 2 3 | C | 26A | <u>.</u> | 127 | 4 Ob | | 34A | 8A | | 60 | Τ | 05 | 0105 | UΙ | 4 | 0 F | ΚP |
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| 15.39 | 6.55 | | .03 | 11 | • | 03 11 .0 | 7 12 | | | | | | | | | | | | | | | | | | | | | |

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| SRMP B | ARM | FEATURE | | | DESCRIP | TTON | | | | | _ <u>1</u> [. T | J L | W/S | JR. SW | /S | W/S | MD/S | BR | W/S | W/S | W/S | MLD SNT | MID | A | SE | NBR | FC | DI | ו ע. ו B | RKT | ı |
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| 15.40 | 6.56 | ENTE EDOM | | _ | GHODDIN | a ann | | | D1.7 | | | 2 3 | C | 2 | 6A | | 12A | . UP | | 34A | A8 | | 60 | 1 | 05 | 0105 | U1 | 4 | 0 I | R P | |
| 15.52 15.53 | 6.69 | ENT FROM | | Ь | SHOPPIN | G CEN. | LEK | | PV | | Y, | 2 2 | | 2 | 67 | | 1 2 7 | . UP | | 227 | 8A | | 10 | 1 | ΛE | 0105 | тт1 | , | 0 7 | R P | |
| 15.54 | | EXIT TO | | L | SHOPPIN | G CENT | rer | | PV | | Ϋ́ | ۷ ۷ | | | OA | | IZA | . OF | | ZZA | OA | | 40 | Τ. | 0.5 | 0103 | ΟŢ | - | .0 1 | X F | |
| 15.60 | | INTRSECT | | | 214TH A | | | | | SG | | 2 2 | | 2 | 8A | | 12A | UP | | 28A | \$\$C | | 56 | 1 | 05 | 0105 | U1 | 4 | .O J | я в | |
| 15.62 | | MISC FEAT | | | BUS PUL | | | | | | | | | | | | | - | | | 11- | | | | | | | | | | |
| 15.66 | 6.82 | ENT FROM | | L | SHOPPIN | G CENT | ΓER | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.67 | 6.83 | EXIT TO | | L | SHOPPIN | G CENT | ΓER | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.69 | 6.85 | | | | | | | | | | | 2 2 | C | 2 | 8A | | 12S | CU | | 28A | С | | 56 | 1 | 05 | 0105 | U1 | 4 | 0 1 | R B | |
| 15.71 | | INTRSECT | | | 216TH A | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.73 | | ENT FROM | | | SHOPPIN | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 15.74 | | EXIT TO | | L | SHOPPIN | G CENT | ľER | | PV | | Y | | | | 0.7 | | 100 | G TT | | 007 | ~ | | | - | ٥. | 0105 | 1 | , | | | |
| 15.77 | 6.93 | | | | | | | | | | | 2 2 | | 2 | | | | CU | | 28A | | | | | | 0105 | | | | R B | |
| 15.82 15.89 | 6.98 | DNT / DVTT | | т | BUSINES | C | | | PV | | | 2 2 2 2 | | \$ \$ 2 | | | \$\$\$\$ 12S | | | 68A 28A | | | | | | 0105 0105 | | | | RB RB | |
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| 16.00 | | MP MARKER | | В | | VE CI | 111 | | CI | | 1 2 | ۷ ۷ | 4 | , , | ųγ | | 4444 | ųγ | UA | JUA | UA | | 50 | _ | 0.5 | 0103 | ΟŢ | _ | | х Б | |
| 16.01 | 7.17 | rii riiittitii | | ם | 10 | | | | | | 2 | 2 2 | 67 | A 2 | 2.A | | 125 | CII | \$\$\$ | 22A | бA | | 44 | 1 | 05 | 0105 | 111 | _ | 5 1 | RВ | |
| 16.04 | 7.20 | | | | | | | | | | | 2 2 | | A 2 | | | | JE | 444 | 22A | | | | | | 0105 | | | | R B | |
| 16.05 | | INTRSECT | 1 | R | 221ST A | VE E | | | CT |] | N | | | | | | | - | | | | | | | | | | | | | |
| 16.40 | 7.56 | | | | | | | | | | 2 | 2 2 | 6 <i>P</i> | A 2 | 2A | | 12S | CU | | 22A | бΑ | | 44 | 1 | 05 | 0105 | U1 | 4 | .5 J | RВ | |
| 16.46 | 7.62 | | | | | | | | | | | | \$\$\$ | | | | | | | | бA | | 56 | 1 | 05 | 0105 | U1 | 4 | :5 I | R B | |
| 16.54 | 7.70 | INTRSECT | 1 | L | PVT RD | | | | PV | | Y 2 | 2 2 | 6 <i>P</i> | 4 2 | 2A | | | | | | бΑ | | 44 | 1 | 05 | 0105 | U1 | 4 | .5 I | RВ | |
| 16.56 | | INTRSECT | 1 | R | 229TH A | VE E | | | CT | | | | \$\$\$ | | | | | | | | 6A | | | | | 0105 | | | | RВ | |
| 16.63 | 7.79 | | | | | | | | | | | | 67 | | | | | | | | 6A | | | | | 0105 | | | | R B | |
| 16.71 | 7.87 | | _ | _ | | | | | ~- | ~~ . | | 2 2 | \$\$\$ | \$ \$ | \$\$ | | \$\$\$\$ | \$\$ | 6A | 56A | 6A | | 56 | 1 | 05 | 0105 | U1 | 4 | 5 I | R B | |
| 16.81 | 7.97 | INTRSECT | | | 233RD A | | | | | SG | | | | | | | | | | | | | | | | | | | | | |
| 16 00 | 7 00 | INTRSECT | | | 234TH A | | | | G.I. | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 16.82 | 7.98 | MISC FEAT | l K | ь | BUS PUL | LOUI | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSEC | ים אסדיי | ττ <u>αττ.</u> | | | TURN | T.AMES | 3 | | | | _ A (| CEI | T.E.R.Z | тт | ON | T. ANT | :s | | | | | | | | | | | | | | |
| INTERESE | IION D | J 171111 | | | R NEAR | | | R FAR | | | | | | | | | RIG | | | | | | | | | | | | | | |
| SRMP B | ARM | | LGT | | LGT WD | | | LGT WD | | T W | | | | | | | LGT | | | | | | | | | | | | | | |
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| 15.54 | 6.70 | | | | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.60 | 6.76 | | .04 | 12 | .07 12 | .05 | 12 | .04 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.67 | 6.83 | | | | | | | .05 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.74 | 6.90 | | | | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.89 | 7.05 | | .03 | 12 | | 0.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.93 | 7.09 | | 0.3 | 10 | | .03 | T.7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.54 16.56 | 7.70 7.72 | | .03 | 12 | | .03 | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.81 | 7.72 | | 06 | 1 2 | .07 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 1.21 | | . 00 | | .0/ 12 | .00 | 14 | | | | | | | | | | | | | | | | | | | | | | | | |

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| DIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UNDI SFC | |
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| Column C | |
| 16.84 8.00 2 EXIT TO R 234TH AVE CT E CT Y 16.87 8.03 ENT FROM R 234TH AVE CT E CT Y 16.90 8.06 LEAVE CITY BONNEY LAKE 2 2 6A 56A 6A 56 1 05 \$ | ' S |
| 16.86 8.02 EXIT TO R 234TH AVE CT E CT Y 16.87 8.03 ENT FROM R 234TH AVE CT E CT Y 16.90 8.06 LEAVE CITY BONNEY LAKE 2 2 6A 56A 6A 56 1 05 \$ | . T |
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| 16.97 8.13 1 1 8A 22A 8A 22 1 05 U1 45 R 17.00 8.16 MP MARKER R 17 | |
| 16.97 8.13 17.00 8.16 MP MARKER R 17 INTRSECTN L CO RD CO Y 17.10 8.26 18.02 9.18 MP MARKER R 18 18.07 9.23 MISC FEATR L BUS PULLOUT 18.10 9.26 INTRSECTN B 254TH AVE E CO N 18.15 9.31 MISC FEATR R BUS PULLOUT | , |
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| 18.07 9.23 MISC FEATR L BUS PULLOUT 18.10 9.26 INTRSECTN B 254TH AVE E CO N 18.15 9.31 MISC FEATR R BUS PULLOUT | |
| 18.10 9.26 INTRSECTN B 254TH AVE E CO N 18.15 9.31 MISC FEATR R BUS PULLOUT | |
| 18.15 9.31 MISC FEATR R BUS PULLOUT | |
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| 18.37 9.53 ON RAMP L WEIGH STATION ST Y | |
| 18.38 9.54 MISC FEATR L GORE (W101857) | |
| 18.45 9.61 WEIGH STA L NUMBER 18 | |
| 18.53 9.69 MISC FEATR L GORE (W101857) | |
| 18.57 9.73 OFF RAMP L WEIGH STATION ST Y | |
| 18.61 9.77 INTRSECTN L 262ND AVE E CO Y | |
| 18.63 9.79 MISC FEATR R BUS PULLOUT | |
| 19.01 10.17 MP MARKER R 19 | |
| 19.43 10.59 1 1 8A 22A 8A 22 1 05 U1 35 R | |
| 19.58 10.74 MISC FEATR R SGN ENT BUCKLEY | |
| 19.60 10.76 MISC FEATR L BUS PULLOUT | |
| 19.63 10.79 ENTER CITY BUCKLEY 1 1 8A 22A 8A 22 1 05 0130 U1 35 R F | , |
| INTRSECTN B MUNDY LOSS RD E CO SG Y | |
| 19.66 10.82 MISC FEATR R BUS PULLOUT | |
| 20.01 11.17 MP MARKER R 20 | |
| 20.40 11.56 INTRSECTN L HINKLEMAN EXTENSION RD CT Y | |
| 20.49 11.65 1 1 8A 24A 8A 24 1 05 0130 U1 35 R E | , |
| 20.54 11.70 ENT FROM L CHAMBERLAIN RD CT N | |
| 20.55 11.71 EXIT TO L CHAMBERLAIN RD CT N | |
| 20.57 11.73 BEG SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A 12 36 1 05 0130 U1 35 R E | |
| 20.66 11.82 END SU LN C TWO WAY TURN 12A 1 1 8A 24A 8A \$\$\$ 24 1 05 0130 U1 35 R E | , |
| ENT/EXIT L SHOPPING CENTER PV N | |
| 20.72 11.88 INTRSECTN R SR 165 ST SG Y | |
| ENT/EXIT L BUSINESS PV SG Y | |
| TAMBED CHOME ON DEBATI MILITANE MILITANE ACCOUNTS ACCOUNT AND ACCOUNTS ACCO | |
| INTERSECTION DETAILTURN LANESACCELERATION 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 | |
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| 19.63 10.79 .04 12 .04 12 | |
| 20.72 11.88 .04 12 .08 12 .06 12 | |

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| | | | | | | | WTDTH A | ND SURFAC | E IN | FORMA | иотта | | | | | | | |
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| | | :DIR | ECTION TO INVENTORY | -BRI | DGE | 1 | | | | | | | | | CLA | SSIFIC | OITAL | NS |
| | | : :L | EFT/RIGHT INDICATOR | -UXI | NG- | NB | 1 | | LFT | | | | TOT | | | LE | GAL | |
| | | : : | | -XRC | AD- | LN | SHD RDY SH | D MEDIAN- | SHD | RDY | SHD 1 | LNS R | DY I | MTCE | CITY | STS | EED 5 | r p s |
| ARM | FEATURE | D LR | DESCRIPTION | I WO | C L | ı D | [W/S W/S W/ | S WD/S BR | W/S | W/S | W/S T | WID | IID | A SE | NBR | FC D | IB F | RKT |
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| | | L | | | | | L | | 8A | 24A | 8A | | 24 | L 05 | 0130 | U1 | 35 F | R B |
| 12.11 | | L | - | | | | | | | | | | | | | | | |
| | INTRSECTN | R | JEFFERSON AVE | CT | Y | | | | | | | | | | | | | |
| | | | | | | 1 | L | | 4A | 37A | 4A | | 37 | l 05 | 0130 | U1 | 35 F | R B |
| | | R | | | | | | | | | | | | | | | | |
| | | L | | - | | | | | | | | | | | | | | |
| | | L | | - | _ | | | | | | | | | | | | | |
| | | В | | | | | L | | 9A | 24A | 9A | | 24 | 1 05 | 0130 | U1 | 35 F | R B |
| | | $_{ m L}$ | PARK AVE | CT | _ | | | | | | | | | | | | | |
| 12.57 | INTRSECTN | В | PARK AVE | CT S | | | | | | | | | | | | | | |
| 12.58 | WYE CONN | R | PARK AVE | CT | Y | 1 | L | | 8A | 24A | 9A | | 24 | 1 05 | 0130 | U1 | 35 F | R B |
| 12.68 | INTRSECTN | R | CEMETERY RD | PV | | | | | | | | | | | | | | |
| 12.95 | INTRSECTN | R | CEMETERY RD | PV | N | Ī | | | | | | | | | | | | |
| 12.96 | BEG BRIDGE | В | PSPL CO CANAL | ST | | 1 | L | | \$\$C | 28P | \$\$C | | 28 | 1 05 | 0130 | U1 | 35 F | R P |
| | | | BRDG NUM 410/048 | | | | | | | | | | | | | | | |
| 12.98 | END BRIDGE | В | PSPL CO CANAL | | | 1 | L | | 8A | 24A | 9A | | 24 | 1 05 | 0130 | U1 | 35 F | R P |
| 13.00 | | | | | | 1 | L | | 8A | 24A | 9A | | 24 | 1 05 | 0130 | U1 | 40 F | R P |
| 13.15 | MP MARKER | R | 22 | | | | | | | | | | | | | | | |
| | BEG BRIDGE | В | WHITE RIVER | ST | | | | | | | | | | | | | | |
| | | | BRDG NUM 410/101 | | | | | | | | | | | | | | | |
| | END SECTN | | | | | | | | | | | | | | | | | |
| | 12.11 12.16 12.17 12.21 12.22 12.30 12.56 12.57 12.58 12.68 12.95 12.96 | 11.89 12.02 INTRSECTN 12.11 INTRSECTN INTRSECTN 12.16 12.17 MP MARKER 12.21 WYE CONN 12.22 INTRSECTN 12.30 INTRSECTN 12.56 WYE CONN 12.57 INTRSECTN 12.58 WYE CONN 12.58 WYE CONN 12.68 INTRSECTN 12.98 END BRIDGE 12.98 END BRIDGE 13.00 13.15 MP MARKER BEG BRIDGE | : :LI :: : 3 ARM FEATURE D LR | 11.89 | : :LEFT/RIGHT INDICATOR : : | : :LEFT/RIGHT INDICATOR : : : | : :LEFT/RIGHT INDICATOR : : : | DIRECTION TO INVENTORY BRIDGE DECREAS/DI SILEFT/RIGHT INDICATOR UXING NBR LFT RE NBR NBR NBR NBR NBR LFT RE NBR NBR NBR LFT RE NBR NBR NBR LFT RE NBR NBR NBR NBR LFT RE NBR NBR NBR NBR LFT RE NBR | DIRECTION TO INVENTORY -BRIDGE LFT RHT -XROAD LNS SHD RD RD RD RD RD RD RD RD RD RD RD RD RD | DIRECTION TO INVENTORY -BRIDGE -UXING NBR LFT RHT LFT RHT SHD RPV SHD MGDIAN - SHD W/S W/S W/S W/S W/S W/S W/S W/S W/S W/S | DIRECTION TO INVENTORY -BRIDGE -UXING -UXING -WING - | CIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UND SILEFT/RIGHT INDICATOR -UXING- NBR LFT RHT LFT RHT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT LFT RHT R | SARM | DIRECTION TO INVENTORY -BRIDGE DECREAS/DIV INCRES/UNDI SPC LFT RHT LFT LFT RHT LFT RHT LFT LFT RHT LFT LFT RHT LFT LFT RHT LFT LFT RHT LFT LFT RHT LFT RHT LFT LFT RHT LFT RHT LFT LFT RHT LFT L | DIRECTION TO INVENTORY CHARGE CHA | DIRECTION TO INVENTORY SPECIAL PARK AVE SPECI | DECETION TO INVENTORY -BRIDGE COUNTY COU | DECRES/DIV SECOND |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | 'ION LANE | S |
|--|--------------------------------------|------------------|------------------|-----------------|----------------|------------------|------------------|------------------|
| SRMP B ARM | L NEAR LGT WD | R NEAR LGT WD | L FAR LGT WD | R FAR LGT WD | LEFT LGT WD | L-CNTR LGT WD | R-CNTR LGT WD | RIGHT- LGT WD |
| 20.86 12.02 21.06 12.22 21.14 12.30 21.41 12.57 | .03 12 .02 13 .07 12 .03 12 | .03 12 | .04 12 .01 12 | | | | | |

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| | | | • • • • • | ECTION TO INVENTORY | ום ו | | | | WIDTH | | SUR | FACE | | | | | | | CLA | CCTE | T () T | TON | arc. |
|--------------|---------------|-------------------------|-----------|---|------|----------------|-------------|---------|------------|---------|----------|----------|-----|-------|-------------|-----|-----|--------|------------|------|----------|-----|--------|
| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | RIDGE XING- | 1 | | | RHT | | | LFT | KES/(| JNDI RHT | USE | | | СГА | | LEGA | | 15 |
| | | | : : | | | ROAD- | | | HD RDY | | | | | | | | | | | | | | |
| SRMP B | ARM | FEATURE | D TK | DESCRIPTION | OW | TC L | ן דמוי | - W / | /S W/S | W/S | WD/S | BR | W/S | W/S | W/S | MID | MID | AS | ENBR | FC | ן ד מ | В | K T |
| | ļ | 1 | | | -1 | · | -1-1- | - 1 | | | | - 1 —— 1 | | | | | | | _ | 11 | | | -1-1- |
| 5.44 | 5.76 | BEG ROUTE | | MAIN ROUTE SR 5/CENTRALIA TO SR 7 | | | 1 1 | - | | | | | 1B | 24B | 1B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | _ |
| | | BEG CTLSEC | | CONTROL SECTION 3430 | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT LEWIS COUNTY | | | | | | | | | | | | | | | | | | | |
| 5.88 | 6.20 | | | | | | 1 1 | | | | | | | 24B | 4B | | | 1 0 | | R3 | | 0 I | |
| 5.98 | 6.30 | | Б. | | | | 1 1 | - | | | | | 4B | 24B | 4B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | _ |
| 6.00 6.10 | | MP MARKER BEG BRIDGE | R | 6 SKOOKUMCHUCK RIVER | ST | | 1 1 | | | | | | 440 | 32B | 660 | | 2.2 | 1 0 | 1 | R3 | _ | 0 I | |
| 0.10 | 0.42 | DEG DKIDGE | Ь | BRDG NUM 507/102 | 21 | | 1 1 | - | | | | | 33C | 34B | 33C | | 34 | 1 0 | 1 | CA | 5 | 0 1 | _ |
| 6.13 | 6.45 | END BRIDGE | В | SKOOKUMCHUCK RIVER | | | 1 1 | | | | | | 4B | 24B | 4B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | _ |
| 6.18 | | INTRSECTN | | TROY DR SE | CO | N | | | | | | | | | | | | | | | | | |
| 6.32 | 6.64 | | | | | | 1 1 | _ | | | | | 3В | 24B | 3B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | _ |
| 6.64 | 6.96 | INTRSECTN | | FLUMERFELT RD SE | CO | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | O'CONNOR RD | CO | | | | | | | | | | | | | | | | | | |
| 6.86 | | INTRSECTN | | CONNOR RD | CO | N | 1 | | | | | | | | | | | | | | | | |
| 6.99 7.45 | 7.31 | MP MARKER | R | 7 | | | 1 1 | | | | | | 1 D | 24B | 1в | | 2.4 | 1 0 | 1 | R3 | _ | 0 I | |
| 7.50 | 7.77 | | | | | | 1 1 | | | | | | | 22B | 1B | | | 1 0 | | R3 | | 0 I | |
| 8.00 | | MP MARKER | R | 8 | | | | - | | | | | | 222 | 10 | | | | _ | 103 | J | • | - |
| 8.25 | 8.57 | | | | | | 1 1 | _ | | | | | 3В | 24B | 3B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | |
| 8.78 | 9.10 | | | | | | 1 1 | _ | | | | | 4B | 24B | 4B | | 24 | 1 0 | 1 | R3 | 5 | 0 I | _ |
| 8.99 | | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | |
| 9.48 | | ENTER CITY | _ | BUCODA | | | 1 1 | - | | | | | 4B | 24B | 4B | | 24 | 1 0 | 1 0135 | R3 | 3 | 5 I | L P |
| 9.50 9.76 | | MISC FEATR BEG ST | I | SGN ENT BUCODA S FRONT ST | | | 1 1 | | | | | | 4 D | 24B | 4B | | 2.4 | 1 0 | 1 0135 | ъэ | 2 | | LP* |
| 9.76 | 10.00 | INTRSECTN | L | W NINTH ST | СТ | Y | | - | | | | | 45 | 24B | 46 | | 24 | 1 0 | 1 0133 | K.S | 3 | 3 I | . A . |
| 9.88 | 10.20 | INTRSECTN | L | W SEVENTH ST | CT | | | | | | | | | | | | | | | | | | |
| 9.96 | | END ST | I | S FRONT ST | 01 | _ | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | N SUMNER ST | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | CT | Y | | | | | | | | | | | | | | | | | |
| 9.99 | | MP MARKER | | 10 | | | | | | | | | _ | | _ | | | | | _ | | _ | |
| 10.16 | 10.48 | END ST | I | N SUMNER ST | a. | | . 1 1 | - | | | | | 4B | 24B | 4B | | 24 | 1 0 | 1 0135 | R3 | 3 | 5 I | L P \$ |
| 10.26 | 10 50 | INTRSECTN MISC FEATR | Г Г | W THIRD ST SGN ENT BUCODA | CT | Y | | | | | | | | | | | | | | | | | |
| 10.20 | | LEAVE CITY | П | BUCODA | | | 1 1 | | | | | | 4 R | 24B | 4B | | 24 | 1 0 | 1 \$\$\$\$ | ъЗ | 5 | 5 т | L \$ |
| 10.45 | 10.77 | DDMVD CIII | | B0C0D11 | | | 1 1 | | | | | | | 24B | | | | | 1 | | | 5 I | |
| 10.99 | | MP MARKER | R | 11 | | | | | | | | | | | | | | . 0 | | | J | | |
| 11.41 | | INTRSECTN | В | 184TH AVE SE | CO | Y | 7 | | | | | | | | | | | | | | | | |
| 11.88 | | INTRSECTN | | 180TH AVE SE | CO | N | 1 | | | | | | | | | | | | | | | | |
| 12.00 | | MP MARKER | | 12 | ~- | | _ | | | | | | | | | | | | | | | | |
| 12.40 | | INTRSECTN | L | 174TH AVE SE | CO | N | - | | | | | | 2 - | 245 | 2.5 | | 2.4 | 1 ^ | 1 | DЭ | _ | r - | |
| 12.47 | 12.79 | | | | | | 1 1 | - | | | | | 3B | 24B | 3B | | 24 | 1 0 | Т | R3 | 5 | 5 I | _ |

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| | | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | -BRID | GE | | DEC | -WIDTH CREAS/ I | D SU | RFAC | | RES/U | JNDI | | | | CLA | | ICATIO LEGAL |)NS |
|-------------------------|-------------------------|---------------------------------------|---------------|-------------|---|-----|----------------|-------------|-------------------|-----|-----------------------|------|------|-------|-------------------|----------------|--------|----|----------------------|--------|----------------|-------------------|-------|
| SRMP | B ARM | FEATURE | : D _ | | DESCRIPTION | | -XROA | | | | D RDY S W/S _ | | | | | | | | | | | SPEED D IB | |
| 12.49 12.61 12.78 | 12.81 12.93 13.10 | | | | | | | | 1 1 1 1 1 1 | | | | | 3В | 24B 24B 24B | 3B 3B 2B | | 24 | 1 01 1 01 1 01 | | R3 R3 R3 | 55 45 45 | L |
| 13.00 13.18 | | MP MARKER | | R | 13 | | | | 1 1 | | | | | | 24B | 3B | | | 1 01 | | R3 | 45 | |
| 13.19 13.32 | | MISC FEATR ENTER CITY | | R | TENINO | | | | 1 1 | | | | | 3В | 24B | 3В | | 24 | 1 01 | 1290 | R3 | 35 | L P |
| 13.45 | | INTRSECTN | | | NINTH AVE | | CT | | 1 1 | | | | | 5в | 24B | 5B | | 24 | 1 01 | 1290 | R3 | 35 | L P |
| 13.53 13.64 | | INTRSECTN END CTLSEC BEG CTLSEC | | L | 7TH AVE CONTROL SECTION 3430 CONTROL SECTION 3432 | | CT | N | 1 1 | | | | | 6A | 22A | 6A | | 22 | 1 01 | 1290 | R2 | 30 | L P |
| 13.68 | 14.00 | INTRSECTN UXING | В | L | OLD HWY 99 BN RR BRDG NUM 507/107 | | CT RF ST | Y | | | | | | | | | | | | | | | |
| 13.73 | 14.05 | RR XING INTRSECTN | В | L | NUM 85783H STRUCTURE MCLELLAN ST S | | СТ | Y | | | | | | | | | | | | | | | |
| 13.76 13.81 | | INTRSECTN BEG ST | I | R | 6TH AVE WICHMAN ST S | | CT | | 1 1 | | | | | 6A | 22A | 6A | | 22 | 1 01 | 1290 | R2 | 30 | L P * |
| 13.88 13.96 | | INTRSECTN INTRSECTN MP MARKER | | R B R | WICHMAN ST S 5TH AVE 14 | | CT CT | Y Y | 1 1 | | | | | \$\$C | 44A | \$\$C | | 44 | 1 01 | 1290 | R2 | 30 | L B * |
| 13.98 14.08 | 14.30 | INTRSECTN END ST BEG ST | I | В | 4TH AVE WICHMAN ST S SUSSEX AVE W | | CT | Y | | | | | | | | | | | | | | | |
| 14.14 | 14 46 | INTRSECTN INTRSECTN INTRSECTN | | L L L | WICHMAN ST N SUSSEX AVE W MCARTHUR ST N | | CT CT CT | Y Y Y | 1 1 | | | | | C | 44A | С | | 11 | 1 01 | 1290 | D 2 | 25 | L B * |
| 14.20 | | INTRSECTN INTRSECTN | | R L | MCARTHUR ST S KEITHAHN ST N | | CT CT | Y Y | | • | | | | C | ATT | C | | | 1 01 | . 1200 | 1(2 | 23 | ББ |
| 14.24 | 14.56 | INTRSECTN WYE CONN | | | KEITHAHN ST S RITTER ST S | | CT CT | Y Y | | | | | | | | | | | | | | | |
| 14.27 | | INTRSECTN INTRSECTN | | L R | | | CT PC | Y | | | | | | | | | | | | | | | |
| 14.32 14.38 | | INTRSECTN INTRSECTN BEG SU LN | | L R C | HOWARD ST N HOWARD ST S TWO WAY TURN 1 | | CT CT | Y Y | 1 1 | | | | | C | 32A | С | 1 2 | 11 | 1 01 | 1290 | D2 | 25 | L P * |
| 14.30 | 14.70 | INTRSECTN INTRSECTN | | L R | OLYMPIA ST N OLYMPIA ST S | | CT CT | Y Y | | • | | | | C | JZA | C | 12 | 77 | T 01 | . 1290 | 1/2 | 25 | пг |
| 14.44 | 14.76 | END ST END SU LN | Ι | С | SUSSEX AVE W TWO WAY TURN 1 | L2A | | : | 1 1 | | | | | С | 44A | С | \$\$\$ | 44 | 1 01 | 1290 | R2 | 25 | L B * |
| | | BEG ST INTRSECTN | Ι | L | SUSSEX AVE E HODGDEN ST N | | CT | Y | | | | | | | | | | | | | | | |

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| | | | | | | | | | -WIDTE | ı zını | ווופ כ | RFACI | TNI | FORMZ | M∪T.L. | J | | | | | | | |
|---------|-------|-------------|-----------|---------------------|------------|------|------|-----|--------|---------|--------|--------|-----|---------|---------|-----|---------|-----|--------|---------|-------|------|---------|
| | | | :DTR | ECTION TO INVENTORY | l-BR | IDGE | | | CREAS | | | KI ACI | | | JNDI | | | | C1 | .DSGT | FICA | TTON | rg |
| | | | | EFT/RIGHT INDICATOR | 1 | | NBR | | | RHT | | | LFT | .спо, с | RHT | | | | C. | 111001 | LEG | | |
| | | | : : | DIT/REGIT INDIGITOR | | | | | RDY | | MED. | TAN- | | RDY | SHD | LNS | RDY | MTC | ElCT | rylst | | | rlpls |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | S W/S | | | | | | | | | | | | | | |
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| | I | | 1-1 | 1 | 11- | | 1-1- | 1 | -1 | I ——— I | | _ | | I ——— I | l ——— I | | I ——— I | -!- | -1 | | - 1 1 | | -1-1- |
| 14.44 | | INTRSECTN | R | HODGDEN ST S | CT | Y | 1 1 | | | | | | С | 44A | С | | 44 | 1 0 | 1 129 | 00 R2 | 2 | 25 L | в * |
| 14.49 | 14.81 | INTRSECTN | L | STAGE ST N | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | STAGE ST S | CT | Y | | | | | | | | | | | | | | | | | |
| 14.55 | 14.87 | INTRSECTN | L | SHERIDAN ST N | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SHERIDAN ST S | CT | Y | | | | | | | | | | | | | | | | | |
| 14.61 | 14.93 | INTRSECTN | L | CUSTER ST N | CT I | PC Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CUSTER ST S | CT I | PC Y | | | | | | | | | | | | | | | | | |
| 14.67 | 14.99 | WYE CONN | L | OLD HWY 99 N | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | | CT | Y | | | | | | | | | | | | | | | | | |
| 14.69 | 15.01 | INTRSECTN | L | OLD HWY 99 N | CT | Y | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 1 0 | 1 129 | 90 R2 | 2 | 25 L | . P * |
| 14.75 | 15.07 | INTRSECTN | R | FROST ST S | CT | Y | | | | | | | | | | | | | | | | | |
| 14.79 | 15.11 | INTRSECTN | R | O'BRIEN ST S | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | $_{ m L}$ | O'BRIEN ST N | CT | Y | | | | | | | | | | | | | | | | | |
| 14.84 | | INTRSECTN | | HAYDEN ST S | CT | Y | | | | | | | | | | | | | | | | | |
| 14.90 | 15.22 | INTRSECTN | R | BOGNOR ST S | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | BOGNOR ST N | CT | Y | | | | | | | | | | | | | | | | | |
| 14.95 | | INTRSECTN | L | BOWEN WAY | CT | Y | | | | | | | | | | | | | | | | | |
| 14.97 | 15.29 | | | | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 1 0 | 1 129 | 90 R2 | 2 | 35 I | . P * |
| 14.98 | | MP MARKER | | 15 | | | | | | | | | | | | | | | | | | | |
| 15.07 | | INTRSECTN | | REYNOLDS ST S | CT | Y | | | | | | | | | | | | | | | | | |
| 15.14 | | INTRSECTN | L | OLD MILITARY AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 15.32 | 15.64 | INTRSECTN | L | EUREKA ST N | CT | N | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | EUREKA ST S | CT | N | | | | | | | | | | | | | | | | | |
| 15.41 | | INTRSECTN | | PARK AVE E | CT | Y | | | | | | | | | | | | | | | | | |
| 15.45 | 15.77 | END ST | I _ | SUSSEX AVE E | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 1 0 | 1 129 | 90 R2 | 2 | 35 I | ı P \$ |
| | | INTRSECTN | L | WHERRETT ST N | CT | Y | | | | | | | | | | | | | | | | | |
| 15.47 | 15.79 | | _ | | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | 1 0 | 1 129 | 90 R2 | 2 | 55 L | ıŞ |
| 15.52 | | INTRSECTN | L | LEMIEUX LN | CT | Y | | | | | | | | | | | | | | | | | |
| 15.59 | | INTRSECTN | L | STITHAM LN | CT | Y | | | | | | | | | | | 0.0 | | | | | | |
| 15.66 | | LEAVE CITY | _ | TENINO | | | 1 1 | | | | | | 5A | 22A | 5A | | 22 | Ι 0 | I \$\$ | \$\$ R2 | 2 | 55 L | ı |
| 15.71 | | MISC FEATR | | SGN ENT TENINO | ~~ | | | | | | | | | | | | | | | | | | |
| 15.83 | 16.15 | INTRSECTN | | MULL ST | CO | N | | | | | | | | | | | | | | | | | |
| 1.6 0.0 | 16 00 | INTRSECTN | | CHURCHILL RD SE | CO | N | | | | | | | | | | | | | | | | | |
| 16.00 | | MP MARKER | | 16 | ~~ | | | | | | | | | | | | | | | | | | |
| 16.77 | | INTRSECTN | Ъ | OLD MILITARY RD SE | CO | N | | | | | | | 0 - | | 0 - | | 0.0 | | | | | | |
| 16.85 | 17.17 | WD WIDWE | - | 1.0 | | | 1 1 | | | | | | 8A | 22A | 8A | | 22 | 1 0 | L | R2 | 2 | 55 L | ı |
| 17.00 | | MP MARKER | | 17 | a o | | | | | | | | | | | | | | | | | | |
| 17.85 | | INTRSECTN | | MILITARY RD SE | CO | N | | | | | | | | | | | | | | | | | |
| 18.00 | | MP MARKER | | 18 | | | | | | | | | | | | | | | | | | | |
| 19.00 | | MP MARKER | | 19 | a o | | | | | | | | | | | | | | | | | | |
| 19.34 | | INTRSECTN | | 153RD AVE SE | CO | N | | | | | | | | | | | | | | | | | |
| 20.00 | 20.32 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | T | WIDTH | 7/ 1/17 | CITE | | ידאד י | ZODM7 | \ TT ∩ N | т | | | | | | | |
|--------|-------|----------------------|-----------|------------------------|------------|-------|-----------|------|----------------|---------|-------|---------|--------|-------|----------|-----|------|-----|--------|------------------|-------|----------|-------|
| | | | • D.T.D.I | ECTION TO INVENTORY | مم ا | TDOR | | | WIDIH REAS/ | |) SUR | IF ACE | | | | | | | 0 | 7 7 7 7 | רדתדי | אידר | NS |
| | | | | ECTION TO INVENTORY | 1 | IDGE | 1 | 1 - | | | | | | | JNDI | | mom | | C | LASS | - | :AllC | М5 |
| | | | : : | EFT/RIGHT INDICATOR | 1 | ING- | | | | RHT | MEDT | . , , , | LFT | | | USE | | ME | пІат | nsz I c | | | T P S |
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| SRMP B | ARM | FEATURE | ו דע | DESCRIPTION | low, | тСТ | $ D _{T}$ | W/S | W/S | W/5 | WD/S | BK | W/S | W/5 | W/5 | MID | וחדש | AS | F NB | X F | עןטי | TR | KKI |
| I | | l | _ | | I — I | — I — | - - | l —— | lI- | I | | - | | l I | l I | lI | I | _ _ | _ | I _ | | · I —— I | _ _ _ |
| 20 04 | 20 26 | TAIMD CHOMA | Б | TOUNGON GREEK RR GE | a o | | 1 1 | | | | | | 0.7 | 007 | 0.7 | | 2.2 | 1 0 | 1 | _ | | | - |
| 20.04 | | INTRSECTN | | JOHNSON CREEK RD SE | CO | IN | 1 1 | | | | | | | 22A | | | 22 | | | | 22 | 55 | |
| 20.43 | 20.75 | BEG BRIDGE | В | DESCHUTES RIVER | ST | | 1 1 | | | | | | \$\$C | 26A | ŞŞC | | 26 | Ι 0 | Τ | H | 22 | 55 | Ь |
| | | | _ | BRDG NUM 507/114 | | | | | | | | | | | | | | | _ | | | | _ |
| 20.47 | | END BRIDGE | | DESCHUTES RIVER | | | 1 1 | | | | | | 8A | 22A | 7A | | 22 | Ι 0 | Τ | F | 22 | 55 | Ь |
| 21.03 | | MP MARKER | R | | | | | | | | | | | | | | | | _ | | | | _ |
| 21.18 | 21.50 | BEG BRIDGE | В | OLD WEYERHAEUSER RR | ST | | 1 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 1 0 | 1 | F | 22 | 55 | L |
| | | | | BRDG NUM 507/116 | | | | | | | | | _ | | _ | | | | _ | | _ | | |
| 21.21 | | END BRIDGE | | OLD WEYERHAEUSER RR | | | 1 1 | | | | | | 7A | 22A | 6A | | 22 | 1 0 | 1 | F | 22 | 55 | L |
| 21.87 | | INTRSECTN | | WADDELL RD SE | CO | N | | | | | | | | | | | | | | | | | |
| 22.00 | | MP MARKER | L | 22 | | | | | | | | | | | | | | | | | | | |
| 22.03 | | INTRSECTN | R | VAIL CUTOFF RD SE | CO | Y | | | | | | | | | | | | | | | | | |
| 22.20 | | ENTER CITY | | RAINIER | | | 1 1 | | | | | | | 22A | | | | | 1 10 | | | | L P |
| 22.21 | | INTRSECTN | | GOLPHNEE LP SE | CT | Y | 1 1 | | | | | | бA | 22A | бΑ | | 22 | 1 0 | 1 10 | 50 F | 2 | 30 | L P |
| 22.23 | | MISC FEATR | | SGN ENT RAINIER | | | | | | | | | | | | | | | | | | | |
| 22.27 | 22.59 | INTRSECTN | R | GOLPHNEE LP SE | CT | Y | | | | | | | | | | | | | | | | | |
| 22.39 | 22.71 | INTRSECTN | R | MICHIGAN ST | CT | Y | | | | | | | | | | | | | | | | | |
| 22.49 | 22.81 | INTRSECTN | R | ALASKA ST | CT | Y | | | | | | | | | | | | | | | | | |
| 22.60 | 22.92 | INTRSECTN | В | MINNESOTA ST | CT | Y | 1 1 | | | | | | \$\$C | 46A | \$\$C | | 46 | 1 0 | 1 10 | 50 F | 2 | 30 | L B |
| 22.67 | 22.99 | BEG ST | I | BINGHAMPTON ST | | | 1 1 | | | | | | C | 46A | С | | 46 | 1 0 | 1 10 | 50 F | 2 | 30 | L B * |
| | | INTRSECTN | R | DAKOTA ST | CT | Y | | | | | | | | | | | | | | | | | |
| 22.74 | 23.06 | INTRSECTN | В | CENTRE ST | CT | Y | | | | | | | | | | | | | | | | | |
| 22.76 | 23.08 | | | | | | 1 1 | | | | | | бΑ | 22A | бA | | 22 | 1 0 | 1 10 | 50 F | 2 | 30 | L P * |
| 22.80 | 23.12 | INTRSECTN | R | MONTANA AVE S | CT | Y | | | | | | | | | | | | | | | | | |
| 22.87 | 23.19 | END ST | I | BINGHAMPTON ST | | | 1 1 | | | | | | бA | 22A | бΑ | | 22 | 1 0 | 1 10 | 50 F | 2 | 30 | LP\$ |
| | | INTRSECTN | R | IDAHO ST | CT | Y | | | | | | | | | | | | | | | | | • |
| 23.00 | 23.32 | MP MARKER | | 23 | | | | | | | | | | | | | | | | | | | |
| 23.05 | | INTRSECTN | R | MEYERS ST | CT | Y | | | | | | | | | | | | | | | | | |
| 23.06 | 23.38 | | | | | | 1 1 | | | | | | бA | 22A | бA | | 22 | 1 0 | 1 10 | 50 F | 2 | 45 | LΡ |
| 23.30 | | INTRSECTN | R | 133RD AVE SE | CT | N | | | | | | | | | | | | | | | | | |
| 23.46 | | | В | CHEHALIS WESTERN RR | ST | | | | | | | | | | | | | | | | | | |
| 20.10 | 20170 | 0112110 | _ | BRDG NUM 507/119 | ~ - | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | NUM 396734V STRUCTURE | | | | | | | | | | | | | | | | | | | |
| 23.70 | 24.02 | 101 212110 | _ | Noil 330731V BinocionE | | | 1 1 | | | | | | 6 A | 22A | бA | | 22 | 1 0 | 1 10 | 50 F | 2 | 55 | L P |
| 23.98 | | MISC FEATR | т. | SGN ENT RAINIER | | | | | | | | | 011 | 2211 | 011 | | 22 | _ 0 | 1 10 | J 0 1 | | 33 | |
| 24.00 | | LEAVE CITY | | RAINIER | | | 1 1 | | | | | | 67 | 227 | бA | | 22 | 1 0 | 1 \$\$ | לל ד | 2 | 55 | L \$ |
| 24.00 | 24.52 | MP MARKER | Þ | 24 | | | | | | | | | UA | ZZA | OA | | 22 | _ 0 | T 44 | γ ₁ . | | 55 | дγ |
| | | INTRSECTN | | TIPSOO DR | СТ | N | | | | | | | | | | | | | | | | | |
| 24.25 | 24 57 | INTRSECTN | | KOEPPEN RD | CO | N | | | | | | | | | | | | | | | | | |
| 24.25 | 25.28 | TTA T 1/0 Tr C T 1/A | 1 | KOHE E HIN KD | CO | TA | 1 1 | | | | | | 27 | 22A | 2A | | 22 | 1 ^ | 1 | т | 2 | 55 | т. |
| 25.00 | | MP MARKER | D | 25 | | | т т | | | | | | ΔA | ZZA | ΔA | | 22 | ± 0 | _ | Г | \Z | 55 | ш |
| 25.29 | 25.52 | HE HALLINER | 1 | 4.5 | | | 1 1 | | | | | | 47 | 22A | 4A | | 22 | 1 ^ | 1 | т | 2 | 55 | т |
| 25.42 | | INTRSECTN | D | KOEPPEN RD | CO | N | | | | | | | TA | ZZA | TA | | 22 | ± 0 | _ | Г | \Z | 55 | ш |
| 49.44 | 43.74 | INTRSECTN | | MANKE RD | CO | N | | | | | | | | | | | | | | | | | |
| | | TMINDECIN | ш | HANKE KD | CU | IN | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | WIDT | H ANI | O SURF | ACE | IN | FORMA | MOITA | J | | | | | | | |
|---------|---------|------------|-------|-----|-----------|---------|--------|------|------|-----|--------|--------|-------|---------------------|-----|-------------|-------|------------|--------|-----|-----|--------|-------|----------|-------|-------|
| | | | :D | IRE | CTION TO | INVENTO | RY | -BRI | DGE | | | ECREAS | | | | | RES/U | | | | | | -CLAS | SSIF | ICAT1 | ONS |
| | | | | | FT/RIGHT | INDICAT | OR | | | | R LF | | RHT | | | $_{ m LFT}$ | | | USE | | | | | | LEGAI | I |
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| SRMP B | ARM | FEATURE | D, | LR | DESCRIPT: | ION | | I WO | C L | ı D | I W/ | S W/S | W/S | WD/S 1 | BR | W/S | W/S | W/S | WID | WID | A S | SE N | 1BR | FC | D IE | BRKT |
| | | | _ _ | I | | | | _ | _ _ | - _ | _ | | l | | I | | | | | | _ - | | | <u> </u> | | - - - |
| 25.54 | 25.86 | | | | | | | | | 1 | 1 | | | | | 47 | 22A | <i>1</i> 7 | | 22 | 1 (| ١1 | | R2 | 5.5 | L |
| 26.00 | | MP MARKER | | R | 26 | | | | | _ | _ | | | | | TA | ZZA | TA | | 22 | Τ (|) _ | | I\Δ | J. | , п |
| 26.12 | | INTRSECTN | | | KOEPPEN I | ВD | | CO | N | г | | | | | | | | | | | | | | | | |
| 26.35 | | MISC FEAT | | | SGN ENT | | | CO | 14 | | | | | | | | | | | | | | | | | |
| 26.71 | 27.03 | MIDC I LIM | 10 | 10 | DON LIVI | LLL | | | | 1 | 1 | | | | | 4 A | 22A | 4 A | | 22 | 1 (| 1 | | U2 | 5 | L |
| 26.72 | | INTRSECTN | | R | SHAW RD S | SE | | CO | N | | _ | | | | | | 2211 | | | | _ ` | - | | 02 | 3. | |
| 26.94 | 27.26 | | | | | - | | 00 | | 1 | 1 | | | | | 4 A | 22A | 4A | | 22 | 1 (| 1 | | U2 | 4 (| L |
| 27.00 | | MP MARKER | | R | 27 | | | | | _ | _ | | | | | | | | | | _ ` | - | | 02 | - ` | _ |
| 27.07 | | INTRSECTN | | | GEORGE RI | D SE | | CO | N | ſ | | | | | | | | | | | | | | | | |
| 27.32 | | ENTER CIT | | | YELM | 5 52 | | 00 | | 1 | 1 | | | | | 4 A | 22A | 4A | | 22 | 1 (|)1 1 | L495 | IJ2 | 4 (| LP |
| 27.39 | | BEG SU LN | | | BICYCLE | | 05A | | | 1 | | | | | | | 22A | | 5 | 27 | | | | | | LP |
| | | INTRSECTN | | | 105TH AV | E SE | | CT | Y | | _ | | | | | | | | _ | | | | | | | |
| | | INTRSECTN | | | PALISADES | | | CT | Y | | | | | | | | | | | | | | | | | |
| 27.59 | 27.91 | END SU LN | | | BICYCLE | | 05A | - | | 1 | 1 | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 (| 01 1 | L495 | U2 | 40 | LP |
| | | INTRSECTN | | | BRIGHTON | ST SE | | CT | Y | - | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | CARTER ST | | | CT | Y | - | | | | | | | | | | | | | | | | |
| 27.94 | 28.26 | INTRSECTN | | R | MILL RD | | | CT | Y | • | | | | | | | | | | | | | | | | |
| 27.95 | 28.27 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 1 (| 1 1 | L495 | U2 | 25 | LP |
| 27.96 | 28.28 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 1 (| 1 1 | L495 | U2 | 25 | LP |
| 27.98 | 28.30 | | | | | | | | | 1 | 1 | | | | | \$\$C | 41A | 4A | | 41 | 1 (| 1 1 | L495 | U2 | 25 | LP |
| 28.01 | 28.33 | MP MARKER | | R | 28 | | | | | | | | | | | | | | | | | | | | | |
| 28.04 | 28.36 | | | | | | | | | 1 | 1 | | | | | C | 46A | \$\$C | | 46 | 1 (|)1 1 | L495 | U2 | 25 | LP |
| 28.07 | 28.39 | INTRSECTN | | R | MOSMAN A | VE SE | | CT S | G Y | • | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | MOSMAN A | VE SW | | CT S | SG Y | • | | | | | | | | | | | | | | | | |
| 28.09 | 28.41 | | | | | | | | | 1 | 1 | | | | | C | 41A | 4A | | 41 | 1 (| 01 1 | L495 | U2 | 25 | LP |
| 28.10 | 28.42 | | | | | | | | | 1 | 1 | | | | | | 24A | | | 24 | 1 (|)1 1 | L495 | U2 | 25 | LP |
| 28.15 | 28.47 | | | | | | | | | 1 | 1 | | | | | 4A | 38A | \$\$C | | 38 | 1 (|)1 1 | L495 | U2 | 25 | LP |
| 28.18 | 28.50 | INTRSECTN | | R | WASHINGTO | ON AVE | | CT | Y | 1 | | | | | | | 46A | | | | | | L495 | | 25 | LB |
| 28.24 | 28.56 | BEG ST | I | | YELM AVE | E | | | | 1 | 1 | | | | | C | 58A | C | | 58 | 1 (| 01 1 | L495 | U2 | 25 | L B * |
| | | INTRSECTN | | | SR 510 | | | ST S | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | FIRST ST | | | CT S | | | | | | | | | | | | | | | | | | |
| 28.29 | 28.61 | INTRSECTN | | | SECOND S | | | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | SECOND S | T NE | | CT | Y | • | | | | | | | | | | | | | | | | |
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| 27.39 | 27.71 | | | | | | .02 12 | | | _ | | | | | | | | | | | | | | | | |
| 27.59 | 27.71 | | .09 | 12 | .02 12 | .04 12 | .10 12 | | | | | | | | | | | | | | | | | | | |
| 28.07 | 28.39 | | .05 | | .02 12 | .04 12 | .10 12 | | | | | | | | | | | | | | | | | | | |
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| 20.27 | 20.01 | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | -1 | | | I —— I | | 1-1- | 11 | | | | . | | | | | -1- | _ | - | 11- | | -1-1- |
| 28.34 | 28.66 | | | | | | | | 1 1 | | | | | C | 44A | C | | 44 | 1 0 | 1 149 | 5 U2 | 2 | 25 L | ъ в * |
| 28.38 | | INTRSECT | | NE 3RD S | | | CT | | 1 1 | | | | | бΑ | 22A | бΑ | | 22 | 1 0 | 1 149 | 5 U2 | 2 | 25 I | ъ в * |
| | | INTRSECT | | 3RD ST S | E | | CT | Y | | | | | | | | | | | | | | | | |
| 28.40 | | BEG SU LN | | BICYCLE | | 05A | | | 1 1 | | | | | \$\$\$ | 24A | \$\$\$ | 10 | 34 | 1 0 | 1 149 | 5 U2 | 2 | 25 I | ъ в * |
| 20 42 | | BEG SU LN | | BICYCLE | mii Dai | 05A | | | 1 1 | | | | | | 0.43 | | 2.2 | 10 | 1 0 | 1 1 1 0 | F ++0 | , |) F + | D # |
| 28.43 28.48 | | BEG SU LN INTRSECTN | | TWO WAY NE 4TH S | | 12A | | | 1 1 | | | | | C | 24A 24A | | 22 22 | | | 1 149 1 149 | | | | . В * . В * |
| 20.40 | 20.00 | INTRSECT | | 4TH ST |) I | | CT | | . т т | | | | | | 24A | C | 22 | 40 | 1 0 | 1 149 | 5 02 | - | 25 L | ъ |
| 28.54 | 28 86 | END SU LN | | TWO WAY | TIIRN | | | | 1 1 | | | | | C | 36A | С | 10 | 46 | 1 0 | 1 149 | 5 112 | | 25 T | в * |
| 28.60 | | INTRSECT | | CLARK RI | | 1271 | СТ | SG Y | 1 1 | | | | | C | 36A | | 10 | | | 1 149 | | | | . В * |
| 20.00 | | INTRSECTN | | PRAIRIE | | | CT | SG Y | 1 1 | | | | | Ū | 5 011 | Ū | | | | | | • | | |
| 28.67 | | BEG SU LN | | | | | | | 1 1 | | | | | С | 24A | С | 22 | 46 | 1 0 | 1 149 | 5 U2 | | 35 L | в * |
| 28.70 | 29.02 | INTRSECT | I L | SE 103RD | AVE | | CT | Y | | | | | | | | | | | | | | | | |
| 28.81 | 29.13 | ENT/EXIT | L | SHOPPING | CENTER | | PV | Y | | | | | | | | | | | | | | | | |
| 28.85 | 29.17 | END SU LN | I C | TWO WAY | TURN | 12A | | | 1 1 | | | | | C | 36A | C | 10 | 46 | 1 0 | 1 149 | 5 U2 | | 35 L | ь в * |
| 28.89 | 29.21 | MISC FEAT | R L | | | | | | | | | | | | | | | | | | | | | |
| 28.91 | | ENT/EXIT | L | | | | | SG Y | | | | | | | | | | | | | | | | |
| | | INTRSECT | | VANCIL F | | | - | SG Y | | | | | | | | | | | | | | | | |
| 28.93 | | WYE CONN | | VANCIL R | | | CT | Y | | | | | | | | | | | | | _ | | _ | |
| 28.97 | | BEG SU LN | | TWO WAY | | 12A | | | 1 1 | | | | | С | 24A | С | 22 | 46 | 1 0 | 1 149 | 5 U2 | | 35 L | ъ в * |
| 28.98 | | ENT FROM | L | | | | PV | | | | | | | | | | | | | | | | | |
| 20.00 | | ENT/EXIT | | SHOPPING | | | PV | | | | | | | | | | | | | | | | | |
| 28.99 | | EXIT TO | | BUSINESS | • | | PV | Y | | | | | | | | | | | | | | | | |
| 29.01 29.05 | | MP MARKER | | 29 NE PLAZA | חח | | СT | 7/ | 1 1 | | | | | С | 247 | С | 22 | 16 | 1 0 | 1 149 | E TT 2 | |) E T | . \$ * |
| 29.03 | 29.37 | ENT/EXIT | | SHOPPING | | | CI | 7 | | | | | | C | ZHA | C | 22 | 40 | Ι 0 | T 149 | 0 0 2 | • |) J | ب د |
| 29.17 | 29 49 | END SU LN | | TWO WAY | | 12A | FV | 1 | 1 1 | | | | | C | 36A | С | 10 | 46 | 1 0 | 1 149 | 5 112 | | 35 L | . * |
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| 22.21 | | END SU LN | | BICYCLE | | 05A | | | | | | | | | | | *** | | | | | • | | 7 |
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| 28.38 | 28.70 | | .02 1 | | .03 11 | | | | | | | | | | | | | | | | | | | |
| 28.60 | 28.92 | | .02 1 | | .03 11 | | | | | | | | | | | | | | | | | | | |
| 28.81 | 29.13 | | .00 1. | - | .03 12 | .03 12 | | | | | | | | | | | | | | | | | | |
| 28.91 | 29.23 | | .03 13 | 2 .02 12 | .04 12 | | | | | | | | | | | | | | | | | | | |
| 28.98 | 29.30 | | | .02 14 | | | | | | | | | | | | | | | | | | | | |
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| 29.24 | 29.56 | INTRSECTN INTRSECTN | | | REEK ST ALD HIL | | | | | SG Y | | 1 | | | | | | 4A | ZZA | 4A | | 22 | Τ | UΙ | 1495 | UZ | 3: | 5 L | , P |
| 29.29 | 20 61 | BEG SU LN | | יזים ר | TO TATA ST | אמוזיי | | 117 | - | - | 1 | 1 | | | | | | 17 | 227 | 47 | 11 | 22 | 1 | 0.1 | 1495 | ттЭ | 21 | 5 L | D |
| 29.33 | | END SU LN | | יאידי יי | O WAI | TURN | | 11A | | | 1 | | | | | | | | | | | | | | 1495 | - | | 5 L | |
| 29.33 | | ENT FROM | | _ IN | 106TH | 777E | | TIM | СТ | 7 | Y T | | | | | | | TA | ZZA | TA | γγγ | 22 | _ | OΙ | 1493 | 02 | ٥. | <i>)</i> L | , F |
| 29.35 | | EXIT TO | | . NF | 106TH | AVE | | | СТ | 7 | Y | | | | | | | | | | | | | | | | | | |
| 29.41 | | BEG BRIDG | | YF | IM CRE | EK | | | ST | | 1 | | | | | | | \$\$W | 36A | SSW | | 36 | 1 | 01 | 1495 | 112 | 4 ' | 5 L | , P |
| 27.11 | 27.75 | 220 21120 | | BR | DG NUM | 507/124 | <u> </u> | | ~ - | | _ | _ | | | | | | 77" | 5 011 | 77" | | 5 0 | _ | - | | - | | _ | - |
| 29.42 | 29.74 | END BRIDG | E B | YE | LM CRE | EK | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | 1495 | U2 | 4! | 5 L | P |
| 29.59 | | INTRSECTN | | GR | ROVE RD | 1 | | | CT | 3 | Y | | | | | | | | | | | | | | | | | | |
| 29.72 | 30.04 | BEG SU LN | [] | L BI | CYCLE | | | 05A | | | 1 | 1 | | | | | | \$\$C | 34A | 4A | 5 | 39 | 1 | 01 | 1495 | U2 | 4! | 5 L | P |
| | | ENT/EXIT |] | L BU | JSINESS | | | | PV | SG Y | Y | | | | | | | | | | | | | | | | | | |
| 29.80 | 30.12 | BEG SU LN | Γ (| C TW | O WAY | TURN AVE AVE EK 507/124 EK | | 12A | | | 1 | | | | | | | C | 22A | 4A | 17 | 39 | 1 | 01 | 1495 | U2 | 4! | 5 L | ıΡ |
| 29.87 | | ENT/EXIT | | | DITTED | | | | PV | 7 | _ | | | | | | | | | | | | | | | | | | |
| 29.88 | | LEAVE CIT | | | ELM | | | | | | 1 | | | | | | | | | | | | | | \$\$\$\$ | | | 5 L | • |
| 29.90 | | END SU LN | | | VAW OV | | | 12A | | | 1 | 1 | | | | | | С | 24A | 6A | 5 | 29 | 1 | 01 | | U2 | 4 ! | 5 L | 1 |
| 00 04 | | MISC FEAT | | | EN ENT | YELM | | 0 | | | -1 | - | | | | | | 63 | 0.43 | 63 | *** | 0.4 | - | 0.1 | | | 4.1 | | |
| 29.94 | | END SU LN | | | CYCLE | MINIA DD | | 05A | | | 1 T | Т | | | | | | 6A | 24A | 6A | \$\$\$ | 24 | Τ | ÛΙ | | U2 | 4 : | 5 L | ı |
| 29.97 30.00 | | INTRSECTN MP MARKER | | C OL | | NNA RD | | | CO | r | N | | | | | | | | | | | | | | | | | | |
| 30.00 | | RR XING | . в | | | 24P STRU | ו יייוד די | | | | 1 | 1 | | | | | | ¢ ¢ tat | 36D | ÇÇM | | 36 | 1 | 01 | | U2 | 41 | 5 L | |
| 30.03 | 30.37 | BEG BRIDG | | | | WESTERN | | | ST | | _ | _ | | | | | | γγW | 30F | γγW | | 30 | Τ. | OΙ | | 02 | 1. | <i>)</i> | 1 |
| | | DEG BRIDG | ם ם | | | 507/126 | | | DI | | | | | | | | | | | | | | | | | | | | |
| 30.08 | 30.40 | END BRIDG | E B | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | | U2 | 4! | 5 L | |
| 30.21 | 30.53 | 21.2 21.120 | | 011 | | | | | | | 1 | | | | | | | | | 4A | | 22 | | | | U2 | | 5 I | |
| 30.33 | 30.65 | | | | | | | | | | 1 | 1 | | | | | | | | 4A | | 22 | | | | U2 | | 5 L | |
| 30.49 | 30.81 | WYE CONN |] | R VA | AIL RD | SE | | | CO | 7 | Y | | | | | | | | | | | | | | | | | | |
| 30.50 | 30.82 | INTRSECTN | [] | R VA | AIL RD | SE | | | CO | 7 | Y | | | | | | | | | | | | | | | | | | |
| 30.51 | 30.83 | BEG BRIDG | E B | CE | NTRALI | A POWER | CANAL | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 507/126 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.52 | | END BRIDG | | | | A POWER | | | | | | | | | | | | | | | | | | | | _ | | _ | |
| 30.55 | | BEG SU LN | | | VAW O | | | 11A | | | 1 | 1 | | | | | | 4A | 22A | 4A | 11 | 33 | 1 | 01 | | U2 | | 5 L | |
| 30.65 | 30.97 | CHG SU LN | I (| . I.M | VAW O | TURN | | 11P | | | 1 | Τ | | | | | | \$\$W | 25P | \$\$C | 11 | 36 | Τ | ÛΙ | | 02 | 3! | 5 L | I |
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| 29.24 | | | .03 | | | .03 12 | | | | | | | | | | | _ | | | | | | | | | | | | |
| 29.72 | 30.04 | | .05 | | | | .08 | | | | | | | | | | | | | | | | | | | | | | |
| 29.87 | 30.19 | | | | | | .07 | | | | | | | | | | | | | | | | | | | | | | |
| 30.49 | 30.81 | | | | 05 12 | | | | | | | | | | | | | | | | | | | | | | | | |
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STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M

STATE HIGHWAY LOG

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| SR 507 | MAINLINE | STATE ROUTE - | SRSH | COUNTY | THURSTON | DOT DISTRICT 3 |
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| | | | :DIR | ECTION TO INVENTORY | -BR | RIDGE | | DECF | REAS/ | DIV | | INCF | RES/U | JNDI | SPC | | | CLAS | SSIF | 'ICATI | ONS | ; |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC L | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D IF | R | KT |
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| 30.65 | 30.97 | MISC FEATR BEG BRIDGE | | SGN ENT MCKENNA NISOUALLY RIVER | ST | | 1 1 | | | | | W | 25P | С | 11 | 36 | 1 01 | | U2 | 35 | L | |
| 30.67 | 30.99 | END CTLSEC LEAVE CO | | BRDG NUM 507/128 CONTROL SECTION 3432 THURSTON | 51 | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | W | IIDTE | I AND | SU. | RFACE | INF | ORMA | ATION | I | | | | | | |
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| | | | :[| IRE | ECTION TO INVENTORY | | 1 -: | BRID | | | DECR | | | | | | | JNDI | | | | CLA | SSIFI | CAT: | IONS |
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| | | | : | : | | | -: | XROA | D- | LNS | SHD | RDY | SHD | MED | IAN- | SHD | RDY | SHD | LNS | RDY | MT | CE CITY | STS | PEEJ | TIPIS |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | | | | | | | | | | | | | | | | SE NBR | | | |
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| 30.67 | 30.99 | ENTER CO | | | PIERCE | | | | | 1 1 | | | | | | W | 25P | C | 11 | 36 | 1 (| 01 | U2 | 3: | 5 L |
| | | BEG CTLSE | | | CONTROL SECTION 27 | 31 | | | | | | | | | | | | | | | | | | | |
| 30.70 | 31.02 | END BRIDGE | | | NISQUALLY RIVER | | | | | 1 1 | | | | | | 4A | 22A | 4A | 11 | 33 | 1 (| 01 | U2 | 3: | 5 L |
| | | CHG SU LN | | | TWO WAY TURN | 117 | 4 | | | | | | | | | | | | | | | | | | |
| 30.71 | 31.03 | MISC FEAT | 3 | R | SGN ENT PIERCE COU | NTY | | | | | | | | | | | | | | | | | | | |
| 30.73 | | MISC FEAT | | | SGN ENT THURSTON C | | | | | | | | | | | | | | | | | | | | |
| 30.74 | | INTRSECTN | | | 357TH ST S | | | | | | | | | | | | | | | | | | | | |
| 30.84 | 31.16 | INTRSECTN | | L | 356TH ST CT S | | C | С | N | | | | | | | | | | | | | | | | |
| 30.90 | | INTRSECTN | | | 356TH ST S | | C | С | N | | | | | | | | | | | | | | | | |
| 30.96 | | INTRSECTN | | | 355TH ST S | | C | С | N | | | | | | | | | | | | | | | | |
| 31.02 | 31.34 | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 31.09 | 31.41 | END SU LN | | C | TWO WAY TURN | 11I | 4 | | | 1 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 (| 01 | U2 | 3.5 | 5 L |
| 31.10 | 31.42 | INTRSECTN | | R | TWO WAY TURN SR 702 TWO WAY TURN DEPOT RD 350TH ST S | | S' | I SG | Y | | | | | | | | | | | | | | | | |
| 31.16 | 31.48 | BEG SU LN | | C | TWO WAY TURN | 11I | 4 | | | 1 1 | | | | | | 4A | 22A | 4A | 11 | 33 | 1 (| 01 | U2 | 3.5 | 5 L |
| | | INTRSECTN | | | DEPOT RD | | C | С | Y | | | | | | | | | | | | | | | | |
| 31.22 | 31.54 | INTRSECTN | | R | 350TH ST S | | C | С | Y | | | | | | | | | | | | | | | | |
| 31.26 | 31.58 | END SU LN | | C | TWO WAY TURN | $\perp \perp \perp F$ | 4 | | | 1 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 (| 01 | U2 | 50 |) L |
| 31.46 | 31.78 | INTRSECTN | | L | SUNDOWN RD S | | C | С | N | | | | | | | | | | | | | | | | |
| 31.47 | 31.79 | INTRSECTN | | | 346TH ST S | | C | С | | | | | | | | | | | | | | | | | |
| 31.83 | 32.15 | BEG SU LN | | R | WEAVING/SPEED CHAN | GE 11 <i>I</i> | 4 | | | 1 1 | | | | | | 4A | 22A | 4A | 22 | 44 | 1 (| 01 | U2 | 5(|) L |
| | | BEG SU LN | | L | WEAVING/SPEED CHAN | GE 11 <i>I</i> | 4 | | | | | | | | | | | | | | | | | | |
| 31.86 | 32.18 | RR XING | В | | NUM 396719T GRADE | | | | | | | | | | | | | | | | | | | | |
| 31.88 | 32.20 | END SU LN | | R | WEAVING/SPEED CHAN | GE 11 <i>I</i> | 4 | | | 1 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 (| 01 | U2 | 50 |) L |
| | | END SU LN | | L | WEAVING/SPEED CHAN | GE 11 <i>I</i> | 7 | | | | | | | | | | | | | | | | | | |
| 32.00 | 32.32 | MP MARKER | | R | 32 | | | | | | | | | | | | | | | | | | | | |
| 32.05 | 32.37 | ENT/EXIT | | | WHITEWATER ESTATES | | P. | V | Y | | | | | | | | | | | | | | | | |
| 32.13 | 32.45 | INTRSECTN | | R | 336TH ST S | | C | С | N | | | | | | | | | | | | | | | | |
| 32.39 | 32.71 | | | | | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 | R2 | 50 |) L |
| 33.00 | 33.32 | MP MARKER | | R | 33 | | | | | | | | | | | | | | | | | | | | |
| 33.14 | 33.46 | INTRSECTN | | R | 320TH ST 312TH ST S | | C | С | N | | | | | | | | | | | | | | | | |
| 33.66 | 33.98 | INTRSECTN | | R | 312TH ST S | | P. | V | N | | | | | | | | | | | | | | | | |
| 34.00 | 34.32 | MP MARKER | | | 34 | | | | | | | | | | | | | | | | | | | | |
| 34.67 | 34.99 | MISC FEAT | 3 | R | SGN ENT ROY | | | | | | | | | | | | | | | | | | | | |
| 34.71 | 35.03 | INTRSECTN | | R | 295TH ST S | | P. | V | Y | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 | R2 | 4(|) L |
| 34.72 | | ENTER CIT | | | ROY | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 01 1125 | R2 | 4(|) L P |
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| SRMP B | | | | | LGT WD LGT WD L | | | LG'I' | | | T WD | | F. MD | | | | | | | | | | | | |
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| 32.05 | 32.37 | | | | | 05 12 | | | | | | | | | | | | | | | | | | | |
| 32.33 | 32.37 | | | | • | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | W | гртн | AND | SURFA | CE. | TNF | ORMZ | иотти | T | | | | | | | | |
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| | | | : | | | | | | | | | | MEDIAN | - SI | HD : | | | | | МТ | CE | CITY | ST | SPEEL | TIPLS | S |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | | | | | | | | WD/S B | | | | | | | | | | | | | |
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| 34.94 | 35.26 | | | | | | | | 1 | | | | | • | 4A | 22A | 4A | | 22 | 1 | 01 | 1125 | R2 | 40 | LΡ | |
| 34.95 | | INTRSECTN | | | 292ND ST | Ρī | <i>y</i> : | Y | | | | | | | | | | | | | | | | | | |
| 35.00 | | MP MARKER | | | 35 | ~- | | | - | | | | | | | | | | 0.0 | | 0.1 | 1105 | | 2.0 | | |
| 35.19 | | INTRSECTN | | R | 288TH ST S | C' | Г : | Y 1 | | | | | | | | | 5A | | | | | 1125 | | | LВ | |
| 35.56 | 35.88 | DDG GE | _ | | MONTH OF | | | 1 | | | | | | | | | \$\$C | | | | | 1125 | | | L B | |
| 35.60 | 35.92 | BEG ST | . I | | MCNAUGHT ST | ar | | . 1 | Τ | | | | | | 5A | 38A | С | | 38 | Τ | 0.1 | 1125 | R2 | 30 | LB: | * |
| 25 64 | 25 06 | INTRSECTN | | В | FOURTH ST | C' | Γ : | Y | - | | | | | | 0.7 | 203 | ~ | | 2.0 | - | 0.1 | 1105 | ъ. | 2.0 | - D | |
| 35.64 | 35.96 | | | _ | THE CE | ar | | . 1 | Τ | | | | | - | 8A | 38A | С | | 38 | Τ | UΤ | 1125 | R2 | 30 | LB: | * |
| 35.66 | | INTRSECTN | | | THIRD ST | C' | | Y | | | | | | | | | | | | | | | | | | |
| 35.72 | | INTRSECTN | | | SECOND ST | C' | | Y | | | | | | | | | | | | | | | | | | |
| 35.78 | | INTRSECTN | | | FIRST ST | C'. | Γ : | Ϋ́ | | | | | | | 0.7 | 007 | ~ | | 20 | 1 | 0.1 | 1105 | ъ О | 2.0 | . D. | _ |
| 35.83 | 36.15 | END ST | I | | MCNAUGHT ST | | | Т | 1 | | | | | | ZA | 28A | С | | 28 | Τ | UΤ | 1125 | R2 | 30 | LP: | ^ |
| | | BEG ST | Ι. | | WATER ST | a. | | | | | | | | | | | | | | | | | | | | |
| 25 00 | 26 20 | INTRSECTN | | | WATER ST | C' | | Y | | | | | | | | | | | | | | | | | | |
| 35.88 | | INTRSECTN | | | PETERSON ST | C' | | Y Y 1 | 1 | | | | | | 4 70 | 222 | 4.70 | | 2.2 | 1 | 0.1 | 1105 | DО | 2.0 | T D . | + |
| 35.94 | 30.20 | INTRSECTN | | | 280TH ST S LYLE ST | C'. | | ΥY | | | | | | • | 4A | ZZA | 4A | | 22 | Τ | UΤ | 1125 | RΖ | 30 | L P | • |
| 35.97 | 36.29 | INTRSECTN | | В | TITE 21 | C. | 1 : | _ | 1 | | | | | | 4 70 | 222 | 4.70 | | 2.2 | 1 | 0.1 | 1125 | DО | 4.5 | LP · | + |
| 35.97 | | END ST | _ | | WATER ST | | | | 1 | | | | | | | | 4A 4A | | | | | 1125 | | | LP: | |
| 36.00 | | | I | | 36 | | | | Т | | | | | • | 4A | ZZA | 4A | | 22 | _ | UΤ | 1125 | KΖ | 43 | ь Р | Ą |
| 36.22 | | MP MARKER LEAVE CIT | | ĸ | ROY | | | 1 | 1 | | | | | | 17 | 227 | 4A | | 2.2 | 1 | 0.1 | \$\$\$\$ | DЭ | 4 5 | L \$ | |
| 30.22 | 30.54 | MISC FEAT | | т | SGN ENT ROY | | | Т | Т | | | | | • | 4A | ZZA | 4A | | 22 | Τ | UΙ | 9999 | KΖ | 43 | цδ | |
| 36.35 | 26 67 | BEG BRIDG | | | LACAMAS CREEK | S. | г | 1 | 1 | | | | | ، بخ | Ċ TAT | 2/17 | \$\$W | | 2.4 | 1 | 01 | | R2 | 4 5 | L | |
| 30.33 | 30.07 | DEG DKIDG | re d | | BRDG NUM 507/204 | ۵. | L | 1 | т | | | | | Ŋ, | ŞW | 34A | γĢW | | 34 | Τ. | UΙ | | KΖ | 40 | П | |
| 36.36 | 36 68 | END BRIDG | ידי ס | | LACAMAS CREEK | | | 1 | 1 | | | | | | <i>1</i> 7 | 227 | 4A | | 22 | 1 | 01 | | R2 | 15 | L | |
| 36.50 | | EQUATION | ם מי | | 036.49 = 036.50 | | | | 1 | | | | | | | | 4A | 12 | | | | | R2 | | L | |
| 30.30 | 30.01 | BEG SU LN | | R | WEAVING/SPEED CHANGE 12. | Δ | | _ | _ | | | | | | 171 | ZIA | TA | 12 | 50 | _ | 01 | | 1(2 | 1. | ш | |
| 36.54 | 36 85 | BEG SU LN | | | WEAVING/SPEED CHANGE 12. | | | 1 | 1 | | | | | | 4 z | 241 | 4A | 25 | 49 | 1 | 01 | | R2 | 4 5 | L | |
| 30.31 | 30.03 | RR XING | В | | NUM 396708F GRADE | . 1 | | _ | _ | | | | | | 111 | 2 111 | 121 | 23 | 1) | _ | 0 1 | | 102 | 1.0 | - | |
| 36.55 | 36 86 | END SU LN | | | WEAVING/SPEED CHANGE 12. | Δ | | 1 | 1 | | | | | | 4 A | 24A | 4A | 13 | 37 | 1 | 01 | | R2 | 4 5 | L | |
| 36.59 | | END SU LN | | | WEAVING/SPEED CHANGE 13. | | | | ī | | | | | | | | 4A | | | | | | R2 | | L | |
| 36.72 | 37.03 | 2112 20 21 | | _ | WEITTENO, DI EED CIIIINGE 15. | | | | 1 | | | | | | | | 4A | | 24 | | | | R2 | | L | |
| 37.00 | | MP MARKER | | R | 37 | | | _ | _ | | | | | | | | | | | _ | - | | | | _ | |
| 38.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | | |
| 38.49 | | BEG BRIDG | | | MUCK CREEK OVERFLOW | S. | Г | 1 | 1 | | | | | \$: | \$C | 40A | \$\$C | | 40 | 1 | 01 | | R2 | 5.5 | L | |
| | | | | | BRDG NUM 507/207 | | = | _ | _ | | | | | 4 | | | | | | _ | | | | | _ | |
| 38.50 | 38.81 | END BRIDG | EВ | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R2 | 55 | L | |
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| anun - | 7.77 | | | | R NEAR L FAR R FAR | | | | _ | | - | | RIGHT | | | | | | | | | | | | | |
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| 34.95 | 35.27 | | | _ | .03 12 | | | | | _ | | _ | | | | | | | | | | | | | | |

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| | | : | :LEFT/RIGHT INDICATOR | | | | - 1 | - 1 | | RHT | | LFT | | | | | | | | LEGAL |
| | | : | : | | -XR | OAD. | - LN | ns s | SHD RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | МТ | CE CITY | ST | SPEED T P S |
| ARM | FEATURE | D : | LR DESCRIPTION | (| WC | TC | L D | I W | 1/S W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | Α | SE NBR | FC I |) IB R K T |
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| 39.26 | BEG BRIDGE | В | | | ST | | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 | 1 | 01 | R2 | 55 L |
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| 42.05 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | 24 | 48 | 1 | 01 | R2 | 55 L |
| | | | | 12A | | | | | | | | | | | | | | | | |
| | | В | | | | | | | | | | | | | | | | | | |
| 42.10 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 01 | R2 | 55 L |
| | | | | 12A | | | | | | | | | | | | | | | | |
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| 42.60 | INTRSECTN | : | R 8TH AVE S | (| CO | | | | | | | | | | | | | | | |
| 42.76 | INTRSECTN | : | R 208TH ST E | (| CO | | Y | | | | | | | | | | | | | |
| 43.31 | MP MARKER | | R 43 | | | | | | | | | | | | | | | | | |
| 43.80 | ENT/EXIT | | R PARK AND RIDE LOT | | ST | | Y | | | | | | | | | | | | | |
| | | | L SR 7 | (| ST | | 1 | 1 | | | | 4A | 24A | 4A | | 24 | 1 | 01 | U2 | 55 L |
| 43.88 | INTRSECTN | | B SR 7 | 1 | ST | SG | Y | | | | | | | | | | | | | |
| | END CTLSEC | | CONTROL SECTION 2731 | | | | | | | | | | | | | | | | | |
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| | 38.82 39.26 39.27 39.32 39.35 39.90 40.28 41.31 42.05 42.07 42.10 42.76 43.31 43.80 43.81 | 38.82 39.26 BEG BRIDGE 39.27 END BRIDGE 39.32 MP MARKER 39.35 ENT/EXIT 39.90 INTRSECTN 40.28 MP MARKER 41.31 MP MARKER 41.31 MP MARKER 42.05 BEG SU LN BEG SU LN BEG SU LN END SU LN 42.07 RR XING 42.10 END SU LN END SU LN 42.31 MP MARKER 42.60 INTRSECTN 42.76 INTRSECTN 43.31 MP MARKER 43.80 ENT/EXIT 43.81 WYE CONN 43.88 INTRSECTN END CTLSEC | 38.82 39.26 BEG BRIDGE B 39.27 END BRIDGE B 39.32 MP MARKER 39.35 ENT/EXIT 39.90 INTRSECTN 40.28 MP MARKER 41.31 MP MARKER 42.05 BEG SU LN BEG SU LN BEG SU LN END SU | 38.82 39.26 BEG BRIDGE B MUCK CREEK BRDG NUM 507/208 39.27 END BRIDGE B MUCK CREEK 39.32 MP MARKER R 39 39.35 ENT/EXIT B FT LEWIS ACCESS RD 39.90 INTRSECTN B EAST GATE RD 40.28 MP MARKER R 40 41.31 MP MARKER R 41 42.05 BEG SU LN L WEAVING/SPEED CHANGE BEG SU LN L WEAVING/SPEED CHANGE A2.07 RR XING B NUM 396698C GRADE 42.10 END SU LN R WEAVING/SPEED CHANGE END SU LN L WEAVING/SPEED CHANGE END SU LN L WEAVING/SPEED CHANGE 42.31 MP MARKER R 42 42.60 INTRSECTN R 8TH AVE S 42.76 INTRSECTN R 208TH ST E 43.31 MP MARKER R 43 43.80 ENT/EXIT R PARK AND RIDE LOT 43.81 WYE CONN L SR 7 43.88 INTRSECTN B SR 7 END CTLSEC | : :LEFT/RIGHT INDICATOR : : : ARM FEATURE D LR DESCRIPTION 38.82 39.26 BEG BRIDGE B MUCK CREEK BRDG NUM 507/208 39.27 END BRIDGE B MUCK CREEK BRDG NUM 507/208 39.32 MP MARKER R 39 39.35 ENT/EXIT B FT LEWIS ACCESS RD I MARKER R 40 40.28 MP MARKER R 40 41.31 MP MARKER R 40 41.31 MP MARKER R 41 42.05 BEG SU LN R WEAVING/SPEED CHANGE 12A BEG SU LN L WEAVING/SPEED CHANGE 12A BEG SU LN L WEAVING/SPEED CHANGE 12A BEG SU LN L WEAVING/SPEED CHANGE 12A END SU LN END SU LN | ::LEFT/RIGHT INDICATOR ::: ARM FEATURE D LR DESCRIPTION OW OW OW OW OW OW OW | ::LEFT/RIGHT INDICATOR :: | ::LEFT/RIGHT INDICATOR ::: ARM FEATURE D LR DESCRIPTION OW TC L D 38.82 39.26 BEG BRIDGE B MUCK CREEK ST 1 BRDG NUM 507/208 39.27 END BRIDGE B MUCK CREEK ST 1 39.32 MP MARKER R 39 39.35 ENT/EXIT B FT LEWIS ACCESS RD MY N N 39.90 INTRSECTN B EAST GATE RD MY SG Y 40.28 MP MARKER R 40 41.31 MP MARKER R 41 42.05 BEG SU LN R WEAVING/SPEED CHANGE 12A 1 BEG SU LN L SE T ST ST ST ST ST ST | : :LEFT/RIGHT INDICATOR : : : ARM FEATURE D LR DESCRIPTION OW TC L D I W 38.82 39.26 BEG BRIDGE B MUCK CREEK ST 1 1 1 BRDG NUM 507/208 39.37 END BRIDGE B MUCK CREEK ST 1 1 1 39.32 MP MARKER R 39 39.35 ENT/EXIT B FT LEWIS ACCESS RD MY N N 39.90 INTRSECTN B EAST GATE RD MY SG Y 40.28 MP MARKER R 40 41.31 MP MARKER R 41 42.05 BEG SU LN R WEAVING/SPEED CHANGE 12A 1 1 BEG SU LN L WEAVING/SPEED CHANGE 12A 1 1 BEG SU LN R WEAVING/SPEED CHANGE 12A 1 1 BEG SU LN L WEAVING/SPEED CHANGE 12A 1 1 BEND SU | STATESTION TO INVENTORY -BRIDGE -UXING -XROAD LINS SHD RDY | Control Cont | DIRECTION TO INVENTORY CONTROL | STRECTION TO INVENTORY STREET STR | SDIRECTION TO INVENTORY STORY ECTION TO INVENTORY -BRIDGE NBR LFT RHT LFT RHT -VXING- NBR LFT RHT STD RPY SHD RHIDGE STD RHIDGE | STATE STAT | SDIRECTION TO INVENTORY -BRIDGE -UXING - | SPECIFICATION TO INVENTORY SPECIFICATION | SURRECTION TO INVENTORY SPECIAL CITY STATE SHOWN STATE SHOWN STATE SHOWN SHO | SIDRECTION TO INVENTORY -BRIDGE -UXING |

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| | | BEG ST | Ī | EAST WES | | | | | | | | | | | | | | | | | | | | | |
| 1.64 | 1.64 | BEG BRIDO | | MILWAUKE | | | ST | | 2. : | 2 \$ | \$W 32 | !P | 10 |)P JE | 7. | 32P | \$\$W | | 64 | 1 0 | 5 128 | 0 111 | 6 | О Т. | P * |
| _,, | | | | BRDG NUM | | | - | | _ | _ , | , | - | | | = | | 7 7 | | | | | | _ | | _ |
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| | | | L NEAR | R NEAR | L FAR | R FAR | LE | FT | L. | -CN | TR I | -CNTR | RI | GHT- | - | | | | | | | | | | |
| SRMP B | ARM | | LGT WD | | LGT WD | | LG | T WD | L | GT V | WD I | GT WD | LO | T WE |) | | | | | | | | | | |
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| | | | | | | | | | | J | TOTE | I ANI | SUR: | FACE | TNE | ORMZ | ATTON | J | | | | | | | |
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| | | | :DIR | ECTION TO IN | IVENTORY | | -BRI | DGE | | DECI | | | | | | | JNDI | | | | CL | ASSI | FICATI | ONS- | |
| | | | : :L | EFT/RIGHT IN | DICATOR | | | | | LFT | | RHT | | | LFT | | RHT | | | | | | LEGAI | ١ . | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | 1 | | | | | | | | | | | | | | | | | | D II | | |
| | | | _ _ _ | | | | | _ | _ _ | | l | l | | 1 | | I | | | | _ _ | | _ | | _ _ _ | . _ |
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| 1.66 | 1.66 | END BRIDGE | ΞB | MILWAUKEE W | IAY | | | | 2 2 | 8A | 24A | | 10A | JΕ | | 24A | 8A | | 48 | 1 0 | 5 128 |) U1 | 60 |) L P | * |
| | | ON RAMP | L | PORT OF TAC | COMA RD | | ST | Y | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | OFF RAMP | R | NBCD | | | ST | Y | 2 2 | A8 | 24A | | 14A | JΕ | | 24A | 8A | | 48 | 1 0 | 5 128 |) U1 | 60 |) L P | * |
| 1.85 | 1.85 | MISC FEAT | R R | GORE (CI001 | .68) | | | | | | | | | | | | | | | | | | | | |
| 1.94 | 1.94 | MISC FEAT | R L | GORE (S1001 | .66) | | | | | | | | | | | | | | | | | | | | |
| 2.01 | | MP MARKER | В | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.35 | 2.35 | UXING | В | PORT OF TAC | COMA RD | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 50 | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | | MISC FEAT | R R | GORE (CI001 | .68) | | | | | 8A | | | | | | | 8A | | | | 5 128 | | |) L P | |
| 2.52 | 2.52 | | | | | | | | 2 2 | 8A | 24A | 4A | 180S | \$\$ | 4A | 24A | A8 | | 48 | 1 0 | 5 128 |) U1 | 5(|) L P | * |
| 2.61 | | RR XING | D | NUM 9179410 | GRADE | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.66 | BEG SU LN | | BICYCLE | | | | | | 8A | 24A | 4A | 180S | | 4A | 24A | \$\$\$ | 8 | 56 | 1 0 | 5 128 |) U1 | 5(|) L P | * |
| | | ON RAMP | R | NBCD | | | ST | Y | | | | | | | | | | | | | | | | | |
| | | RR XING | I | NUM 867860S | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | | MISC FEAT | | GORE (R1002 | 280) | | | | | | | | | | | | | | | | | | | | |
| 2.79 | | BEG SU LN | | BICYCLE | | 05A | | | | 8A | 24A | 4A | 180S | | 4A | 24A | | 13 | 61 | 1 0 | 5 128 |) U1 | 5(|) L P | * |
| 2.80 | | OFF RAMP | | PORT OF TAC | | | ST | Y | | | | | | | | | | | | | | | | | |
| 2.94 | 2.94 | INTRSECTN | | ALEXANDER A | | | CT S | C Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | MEDIAN XROA | AD. | | ST S | SG Y | | | | | | | | | | | | | | | | | |
| 2.96 | 2.96 | CHG SU LN | | BICYCLE | | | | | 2 2 | 8A | 24A | 4A | 180S | | \$\$W | 32P | W | 13 | 69 | 1 0 | 5 128 |) U1 | 5(|) L P | * |
| | | BEG BRIDG | ΞΙ | WAPATO CREE | :K | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 50 | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | END BRIDG | | WAPATO CREE | :K | | | | 2 2 | A8 | 24A | 4A | 180S | | 4A | 24A | \$ | 13 | 61 | 1 0 | 5 128 |) U1 | 5(|) L P | * |
| | | CHG SU LN | R | BICYCLE | | A80 | | | | | | | | | | | | | | | | | | | |
| 3.20B | | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | |
| 3.76B | 3.76 | | | | | | | | 2 2 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | | | 60A | | | | | 5 128 | | |) L P | |
| 3.88B | 3.88 | END ST | I | EAST WEST F | RD. | | | | 2 2 | | | | | | \$\$C | 70A | С | \$\$\$ | 70 | 1 0 | 5 128 | 0 U1 | 4(|) L P | * |
| | | END SU LN | | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | | BICYCLE | | A80 | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MARINE VIEW | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | В | TAYLOR WAY | | | CT S | SG Y | | | | | | | | | | | | | | | | | |
| 3.99B | 3.99 | | | | | | | | 2 2 | | | | | | C | 48A | C | | 48 | 1 0 | 5 128 | 0 U1 | 4(|) L P | * |
| 4.02B | | MP MARKER | | 4 | | | | | | | | | | | | | | | | | | | | | |
| 4.05B | 4.05 | BEG BRIDG | ΞВ | HYLEBOS CRE | EK | | ST | | 2 2 | | | | | | С | 48P | С | | 48 | 1 0 | 5 128 | 0 U1 | 4(|) L P | * |
| | | | | BRDG NUM 50 | | | | | | | | | | | _ | | | | | | | | | | |
| 4.07B | 4.07 | END BRIDGE | ΞВ | HYLEBOS CRE | EK | | | | 2 2 | | | | | | С | 60A | С | | 60 | 1 0 | 5 128 |) U1 | 4(|) L P | * |
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| | | | | R NEAR L | | FAR | | | | | | | RIG | | | | | | | | | | | | |
| SRMP B | | | LGT WD | LGT WD LG | FT WD LO | | LGI | . MD | ĽG' | T WD | ĽGТ | r. MD | LGT | WD | | | | | | | | | | | |
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| 3.88B | 3.88 | | .07 12 | . (| 13 12 | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | _ | | W | IDTH | I ANI | O SUR | FACE | E INI | FORM | ATIOI | N | | | | | | | | |
|----------------|--------------|-----------------------|--------------|--------------------------|--------------|--------|------|-----------------|------|-------|------------|------------|------------|-------|-----------|------------|------------|------------|------------|------------|----------|-----|--------------|----------|---------------|-----|------------|
| | | | | RECTION TO LEFT/RIGHT | | | - | BRIDG -UXING | 3- N | BR : | | | RHT | | | LFT | | | USE | TOT | | | CLA | | LEGAL | . | |
| SRMP B | ARM | FEATURE | : : D Li | R DESCRIPT | ION | | - | -XROAI W TC | D- L | NS | SHD W/S | RDY W/S | SHD W/S | MEDI. | AN- BR | SHD W/S | RDY W/S | SHD W/S | LNS WID | RDY WID | MT A | CE | CITY NBR | ST FC | SPEED D IE | TR | P S K T |
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| 4.15B | 4.15 | | _ ~ | | | | | | | 2 | | | | | | | 60A | | 1.0 | | | | 1280 | | | | P * |
| 4.18B | | BEG SU LI | | TWO WAY | - | | 2A | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | Τ | 05 | 1280 | UΤ | 40 | Ъ | P * |
| 4.61B | | RR XING | В | NUM 8526 | 20R GRAD | E | | | | | | | | | | | | | | | | | | | | | |
| 4.92B | | MP MARKER | | 5 NUM 0007 | 210 0070 | | | | | | | | | | | | | | | | | | | | | | |
| 5.12B | | RR XING | В | NUM 8087 | | | 7.7 | | 2 | 2 | | | | | | a | C O 7 | a | 444 | C 0 | 1 | ٥٦ | 1 2 0 0 | тт1 | 4.0 | | D + |
| 5.13B 5.20B | | END SU LI | v C | TWO WAY | IURN | 12 | άA | | | 2 | | | | | | | 60A 48A | | \$\$\$ | | | | 1280 1280 | | | | P * P * |
| | 5.20 5.64 | | | | | | | | | 1 | | | | | | | 48A 48A | | | | | | 1280 | | | | Р * Р * |
| 5.64B 5.69B | | | П | MODDOTNE | Tat 70 3.7 | | | CT | Υ | | | | | | | C | 48A | C | | 48 | Т | 05 | 1280 | UI | 40 | ч | Р. |
| 5.70B | | WYE CONN INTRSECTN | | NORPOINT NORPOINT | | | | T SG | | | | | | | | a | 44A | С | | 11 | 1 | ΛE | 1280 | TTO | 4.0 | . т | P * |
| 5.70B 5.72B | | WYE CONN | | NORPOINT | | | | | Y | . т | | | | | | C | 44A | C | | 44 | Τ. | 05 | 1200 | UZ | 40 | ш | Р " |
| 5.72B 5.76B | | BEG SU LI | | | | 12 | | -1 | | . 1 | | | | | | C | 32A | C | 12 | 11 | 1 | ΛE | 1280 | TTO | 4.0 | . т | P * |
| 5.70B 5.90B | | MP MARKER | | 6 | IUKN | 12 | i.A. | | | . т | | | | | | C | 32A | C | 12 | 44 | | 05 | 1200 | 02 | 40 | ш | Ρ |
| 6.20B | | END SU LI | | | ייים אסוזיים | 1 1 | 2A | | 1 | . 1 | | | | | | C | 44A | C | \$\$\$ | 11 | 1 | 05 | 1280 | TT2 | 4.0 | т | P * |
| 0.206 | 0.20 | INTRSECT | | MCMURRAY | | 12 | | T SG | | | | | | | | C | TIA | C | אָטָא | 77 | _ | 0.5 | 1200 | 02 | 40 | ш | r |
| 6.23B | 6 23 | BEG SU LI | | | | 12 | | .1 56 | | . 1 | | | | | | C | 32A | C | 12 | 44 | 1 | 05 | 1280 | 112 | 4 0 | т. | P * |
| 6.34B | | END SU LI | | | | 12 | | | | 1 | | | | | | | 44A | | | | | | 1280 | | | | P * |
| 6.38B | | WYE CONN | | E 11TH S | | | | T | Y | | | | | | | C | AFF | C | YYY | 11 | _ | 0.5 | 1200 | 02 | 10 | . п | r |
| 3.20 | | EOUATION | | 006.39B= | | 307 | | - 1 | 1 | | | | | | | C | 44A | C | | 44 | 1 | 05 | 1280 | 112 | 35 | R | P * |
| 3.20 | 0.35 | END CTLSE | r.C | CONTROL | | 2724 | | | _ | | | | | | | C | 1 171 | C | | | _ | 03 | 1200 | 02 | 55 | 10 | - |
| | | BEG CTLSE | - | CONTROL | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECT | | E 11TH S | | | | T | Y | | | | | | | | | | | | | | | | | | |
| 3.22 | 6.41 | WYE CONN | | E 11TH S | | | | T | Y | | | | | | | | | | | | | | | | | | |
| 3.24 | 6.43 | | _ | | 1 022 510 | 507 | • | | _ | . 1 | | | | | | 4 A | 24A | 4A | | 24 | 1 | 0.5 | 1280 | IJ2 | 35 | R | R * |
| 5.45 | 8.64 | | | | | | | | | 1 | | | | | | | | \$\$C | | | | | 1280 | | | | R * |
| 5.60 | 8.79 | ENT/EXIT | R | HERON RI | DGE | | Ε | V | Y | | | | | | | | | 11- | | | | | | | | | |
| 5.65 | 8.84 | , | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 05 | 1280 | U2 | 35 | R | R * |
| 5.70 | 8.89 | | | | | | | | 1 | . 1 | | | | | | | | 3A | | | | | 1280 | | | | P * |
| 5.80 | | INTRSECT | I R | SLAYDEN | RD NE | | | T SS | | | | | | | | | | | | | | | | | | | |
| 5.81 | 9.00 | LEAVE CIT | ΓY | TACOMA | | | | | 1 | . 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 05 | \$\$\$\$ | U2 | 35 | R | \$ * |
| | | END CTLSE | EC | CONTROL | SECTION | 2764 | | | | | | | | | | | | | | | | | | | | | • |
| | | BEG CTLSE | EC | CONTROL | SECTION | 2760 | | | | | | | | | | | | | | | | | | | | | |
| 5.96 | 9.15 | END ST | I | MARINE V | IEW DR | | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | LGT W | D LGT WD | LGT WD | LGT WI |) | LGT V | ID . | LGT | WD | LGT | ' WD | LGT | WD | | | | | | | | | | | | |
| 5.69B | 5.69 | | | .05 18 | | | • | | - | | | | | | | | | | | | | | | | | | |
| 5.70B | 5.70 | | | .00 10 | .04 12 | | | | | | | | | | | | | | | | | | | | | | |
| 6.20B | 6.20 | | | | .02 12 | | | | | | | | | | | | | | | | | | | | | | |
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| 5.60 | 8.79 | | | | .02 11 | | | | | | | | | | | | | | | | | | | | | | |
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| | | | : D | RECTION TO INVENTORY | I-BR | IDGE | 1 | | REAS | | | | RES/U | _ | | 1 | | CLA | SSTE | TCATT | ONS- | |
| | | | | LEFT/RIGHT INDICATOR | 1 | | 1 | LFT | | RHT | | LFT | | | USE | TOT | | 0211 | | LEGAL | | |
| | | | : | , - | -XR | DAD- | LNS | SHD | RDY | | MEDIAN | - SHD | RDY | | | | MTC | ECITY | ST | SPEED | $ _{T _{I}}$ | Pls |
| SRMP B | ARM | FEATURE | D 1 | R DESCRIPTION | OW ' | TC L | D I | W/S | W/S | W/S | WD/S B | | | | | | | | FC | | R | |
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| 5.96 | 9.15 | BEG ST | I | EAST SIDE DR NE | | | 1 1 | - | | | | 3A | 22A | 3A | | 22 | 1 0 | 5 | U2 | 35 | R | * |
| | | INTRSECTN |] | | CO | Y | | | | | | | | | | | | | | | | |
| 6.00 | 9.19 | MP MARKER |] | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN |] | LE LOU WA PL NE | CO | Y | | | | | | | | | | | | | | | | |
| 6.16 | | INTRSECTN | Ι | | CO | N | | | | | | | | | | | | | | | | |
| 6.29 | | INTRSECTN |] | HYADA BLVD NE | CO | N | | | | | | | | | | | | | | | | |
| 6.54 | 9.73 | BEG BRIDGE | В | DRY GULCH | ST | | 1 1 | | | | | \$\$C | 28P | \$\$C | | 28 | 1 0 | 15 | U2 | 35 | R | * |
| | | | | BRDG NUM 509/030 | | | | | | | | | | | | | | | | | | |
| 6.58 | | END BRIDGE | В | DRY GULCH | | | 1 1 | | | | | 3A | 22A | 3A | | 22 | 1 0 | 15 | U2 | 35 | R | * |
| 6.75 | 9.94 | INTRSECTN | I | UPLAND TER NE | CO | N | | | | | | | | | | | | | | | | |
| 6.95 | 10.14 | INTRSECTN | Ι | OLYMPIC DR | CO | N | | | | | | | | | | | | | | | | |
| 6.99 | 10.18 | MP MARKER | Ι | . 7 | | | | | | | | | | | | | | | | | | |
| 7.19 | 10.38 | INTRSECTN |] | SOUNDVIEW DR NE | CO | N | | | | | | | | | | | | | | | | |
| 7.23 | 10.42 | INTRSECTN | I | WHITTIER ST NE | CO | Y | | | | | | | | | | | | | | | | |
| 7.43 | 10.62 | INTRSECTN |] | ARTHUR ST NE | CO | N | | | | | | | | | | | | | | | | |
| 7.55 | 10.74 | INTRSECTN |] | MARKHAM AVE NE | CO | Y | | | | | | | | | | | | | | | | |
| 7.57 | 10.76 | WYE CONN |] | MARKHAM AVE NE | CO | Y | | | | | | | | | | | | | | | | |
| 7.62 | 10.81 | INTRSECTN | I | 21ST AVE NE | CO | N | | | | | | | | | | | | | | | | |
| 7.79 | 10.98 | INTRSECTN |] | WATER ST NE | CO | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | Ι | SPRING ST NE | CO | N | | | | | | | | | | | | | | | | |
| 7.85 | 11.04 | END ST | I | EAST SIDE DR NE | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | В | F B HOIT | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 509/101 | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | | | | | | | | | | | | | | | | | | | |

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| | | | :D | IRE | ECTION TO | INVENTO | RY | | -BF | RIDGE | | | | WIDTE REAS | | SUR | FAC | | | ATION JNDI | | | | | CLA | ASSII | FICAT | ION | 1S |
|--------|-----------|-----------------------|----------------|-----|---------------------|----------|-------|---------|-----|-------|-------|-----|------|---------------|------|--------------|--------|-----|------------|-----------------|-----|-----|-----|-----|------|-------|-------------|------------|-------|
| | | | | | EFT/RIGHT | INDICAT | OR | | | ING- | | | | | RHT | | | LFT | | RHT | USE | TOT | | 1 | | | LEGA | | -1-1- |
| SRMP | B ARM | FEATURE | : D _ _ | | DESCRIPT | ION | | | | | | | | | | MEDI WD/S | | W/S | RDY W/S | SHD W/S | WID | WID | M'I | SE | NBR | FC | SPEE D I | BE | RKT |
| | | | _ 1 — 1 | | | | | | | | - 1 — | 1-1 | | | | | - 1 —— | | | . —— | | | | | | | 11- | | -1-1- |
| 0.01 | 0.00 | BEG ROUTE | | | MAIN ROU | | TT 14 | | | | 3 | 2 | W | 40P | | 16F |) JE | | 40P | M | 10 | 90 | 1 | 01 | 0643 | U1 | 3 | 5 I | P |
| | | ENTER CIT | v | | SR 5 TO : | SR 50//1 | ELI™ | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSE | | | CONTROL : | SECTION | 3433 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | | BICYCLE | BECTION | 3133 | 05P | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | | BICYCLE | | | 05P | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDG | | | SR 5 | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM | 510/001 | | | - | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.04 | END BRIDG | ΕВ | | SR 5 | | | | | | 3 | 2 | C | 42A | | 16A | CU | | 28A | С | 10 | 80 | 1 | 01 | 0643 | U1 | 3 | 5 I | ιP |
| | | CHG SU LN | | RC | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | | LC | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.06 | ON RAMP | | R | SR 5 NB | | | | ST | SG Y | ζ | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | | L | SR 5 NB | | | | ST | SG Y | ζ | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.08 | BEG SU LN | | R | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | | L | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | | RC | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | | | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.10 | WYE CONN | | | | | | | ST | 7 | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | | L | SR 5 NB 1 | RAMP | | | ST | 7 | ζ_ | _ | | | | | | | | | | | | | | | _ | _ | |
| 0.13 | | | | | | | | | | | | 2 | | 26A | | 16A | | | 26A | C | 10 | | | | 0643 | | | 5 I | |
| 0.18 | | INTRSECTN | | | QUINAULT | | | | | SG 3 | | 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | С | 60A | С | 10 | 70 | 1 | 01 | 0643 | U1 | 3 | 5 I | ı P |
| 0.26 | 0.25 | ENT/EXIT | | | SHOPPING | | | | PV | 7 | | | | | | | | | | | | | | | | | | | |
| 0 05 | 0.00 | ENT FROM | | | SHOPPING | | | | PV | 7 | | | | | | | | | | | | | | | | | | | |
| 0.27 | | EXIT TO | | | SHOPPING | | | | PV | SG Y | | | | | | | | | | | | | | | | | | | |
| 0.37 | | ENT/EXIT | | | SHOPPING TWO WAY | | | 12A | | SG 1 | | 2 | | | | | | a | 60A | С | 22 | 0.0 | 1 | 0.1 | 0643 | тт1 | 2 | 5 I | D |
| 0.43 | 0.42 | BEG SU LN ENT/EXIT | | | SHOPPING | | | IZA | PV | 7 | Z | 2 | | | | | | C | OUA | C | 22 | 02 | Т | UΙ | 0043 | , 01 | 3 |) L | ı P |
| 0.44 | . 0 43 | ENT/EXIT | | | TWO WAY | | | 12A | | | | 2 | | | | | | C | 72A | С | 10 | 82 | 1 | 01 | 0643 | 1 TT1 | 3 | 5 I | . ъ |
| 0.48 | | WYE CONN | | | MARTIN W | | | 1211 | СТ | 7 | 7 | 2 | | | | | | C | , 211 | C | 10 | 02 | _ | 01 | 0015 | , 01 | 5 | <i>J</i> L | |
| 2.62 | | EQUATION | | | 000.50 = | | | | 01 | - | | 2 | | | | | | С | 60A | С | 10 | 70 | 1 | 01 | 0643 | 3 111 | 3 | 5 I | , p |
| 2.02 | 0.15 | INTRSECTN | | | MARTIN W | | | | СТ | SG Y | | _ | | | | | | Č | 0 011 | C | | , 0 | _ | 0 1 | 0015 | , 01 | 3 | | |
| 2.64 | 0.51 | WYE CONN | | | MARTIN W | | | | CT | 7 | | | | | | | | | | | | | | | | | | | |
| INTERS | SECTION D | ETAIL | | | TURN | LANES | | | | | -AC | CEL | ERA' | TION | LANE | ES | | | | | | | | | | | | | |
| | | | L NE | AR | R NEAR | L FAR | R FA | λR | LE | FT | -] | L-C | NTR | R-0 | CNTR | RIG | HT- | | | | | | | | | | | | |
| SRMP | | | LGT | | LGT WD | LGT WD | LGT | | | T WI |)] | LGT | WD | LG: | r WD | LGT | ' WD | | | | | | | | | | | | |
| 0.07 | | | .06 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | | | .00 | | | | .06 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | | | .06 | 12 | .06 12 | .04 12 | .00 | | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | | | | | .00 12 | | .02 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | | | .06 | 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.62 | | | .03 | | .07 12 | | | | | | | | | | | | | | | | | | | | | | | | |

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| SR 510 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON | OOT DISTRICT 3 |
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| | | | | | | | | | _ | | W | IIDTE | I ANI | SUR | FACI | E IN | FORM | ATION | J | | | | | | | |
|----------|---------|------------|------------------|-----------|-----------------|-------------------|------|------|------|-----|------|--------|-------|------------|----------|------|------|-------|--------|-----|-------|----|----------|------|--------|-------|
| | | | :DIR | ECTION TO | INVENTO | RY | l-BE | RIDG | | | DECR | | | | | | | | | | | | -CLAS | SSIE | CICATI | ONS |
| | | | | EFT/RIGHT | | | | | | | LFT | | RHT | | | LFT | | RHT | | | | | | | LEGAL | |
| | | | : : | | | | -XF | ROAD |)- I | NS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | MTO | CE | CITY | ST | SPEED | T P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPT | CION | | | | | | | | | | | | | | | | | | | | | RKT |
| | | | _ _ _ | | | | | | _ _ | _ _ | | | | | | | l | l | | | _ _ | | | | _ | _ _ _ |
| | | • | | | | | | | • | | | | | | | | | | | | | | | | | |
| 2.66 | 0.53 | ENT/EXIT | R | SHOPPING | G CENTER | | PV | | N 2 | | | | | | | | 60A | | 10 | | | | 0643 | | 35 | LР |
| 2.68 | | BEG SU LN | | TWO WAY | | 12A | | | | | | | | | | C | 48A | C | 22 | 70 | 1 (| 01 | 0643 | U1 | 35 | LΡ |
| 2.72 | | ENT/EXIT | | SHOPPING | | | | | N | | | | | | | | | | | | | | | | | |
| 2.86 | | END SU LN | С | TWO WAY | | 12A | | | | 2 | | | | | | C | 60A | С | 10 | 70 | 1 (| 01 | 0643 | U1 | 35 | L P |
| 2.93 | 0.80 | INTRSECTN | | SE 3RD A | | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | 3RD AVE | SE | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 2.98 | | BEG SU LN | | TWO WAY | TURN | 12A | | | 2 | 2 | | | | | | C | 48A | C | 22 | 70 | 1 (| 01 | 0643 | U1 | 35 | L P |
| 3.00 | | MP MARKER | | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.25 | | END SU LN | | TWO WAY | | 12A | | | | 2 | | | | | | C | 60A | С | 10 | 70 | 1 (| 01 | 0643 | U1 | 35 | L P |
| 3.31 | | INTRSECTN | | STEILACC | | | | | Y | | | | | | | | | | | | | | | | | |
| 3.37 | | BEG SU LN | | TWO WAY | | 12A | | | | 2 | | | | | | C | 48A | С | 22 | 70 | 1 (| 01 | 0643 | U1 | 35 | LΡ |
| 3.40 | | ENT/EXIT | | REGIONAL | | | | | Y | | | | | | | | | | | | | | | | | |
| 3.41 | | END SU LN | | TWO WAY | | 12A | | | 2 | | | | | 12P | | | 24A | | 10 | | | | 0643 | | | LΡ |
| 3.47 | | BEG SU LN | | TWO WAY | TURN | 12A | | | | | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | | 48A | | 22 | | | | 0643 | | | LΡ |
| 3.57 | 1.44 | LEAVE CIT | | LACEY | | | | | | 2 | | | | | | C | 48A | С | 22 | 70 | 1 (| 01 | \$\$\$\$ | U1 | 35 | L \$ |
| | | INTRSECTN | | 8TH AVE | SE | | CO | | N | | | | | | | | | | | | | | | | | |
| 3.77 | 1.64 | END SU LN | | BICYCLE | | 05A | | | 2 | 2 | | | | | | C | 48A | С | 12 | 60 | 1 (| 01 | | U1 | 35 | L |
| | | END SU LN | | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | 9TH AVE | | | CO | | Y | | | | | | | | | | | | | | | | | |
| 3.78 | | END SU LN | С | TWO WAY | | 12A | | | 2 | 2 | | | | | | C | 48A | C | \$\$\$ | 48 | | | | U1 | 35 | |
| 4.28 | | EQUATION | | 003.82 = | | | | | 2 | 2 | C | 24A | | 18P | CU | \$ | 24A | С | | 48 | 1 (| 01 | | U2 | 45 | R |
| 4.29 | | ROUNDABOU' | | PACIFIC | | | CO | YS | Y | | | | | | | | | | | | | | | | | |
| 4.30 | 1.71 | ROUNDABOU' | | MARVIN R | | | CO | YS | Y | | | | | | | | | | | | | | | | | |
| | | ROUNDABOU' | | PACIFIC | AVE EB | | CO | YS | Y | | | | | | | | | | | | | | | | | |
| 4.31 | | ROUNDABOU' | T R | MARVIN R | RD NB | 05A 05A 12A | CO | YS | Y | | | | | | | | | | | | | | | | | |
| 4.33 | 1.74 | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 48A | 8A | | 48 | | | | U2 | 45 | |
| 4.35 | 1.76 | | | | | | | | | . 1 | | | | | | | | 8A | | 22 | | | | U2 | 45 | |
| 4.51 | 1.92 | INTRSECTN | L | SITKA ST | SE | | CO | | N 1 | | | | | | | | | 4A | | 22 | | | | U2 | 45 | R |
| 4.61 | 2.02 | BEG SU LN | | TWO WAY | TURN | 12A | | | 1 | . 1 | | | | | | 8A | 22A | 4A | 12 | 34 | 1 (| 01 | | U2 | 45 | R |
| 4.67 | 2.08 | WYE CONN | R | 15TH AVE | SE | | CO | | Y | | | | | | | | | | | | | | | | | |
| 4.68 | 2.09 | INTRSECTN | R | 15TH AVE | SE | | CO | | Y 1 | . 1 | | | | | | | | 8A | | | | | | U2 | 45 | R |
| 4.71 | 2.12 | END SU LN | C | TWO WAY | TURN | 12A | | | 1 | . 1 | | | | | | 8A | 22A | A8 | \$\$\$ | 22 | 1 (| 01 | | U2 | 45 | R |
| 4.98 | 2.39 | INTRSECTN | L | CHATHAM | DR | | | | Y | | | | | | | | | | | | | | | | | |
| 5.00 | 2.41 | BEG SU LN | С | TWO WAY | TURN | 12A | | | 1 | . 1 | | | | | | 8A | 22A | 8A | 12 | 34 | 1 (| 01 | | U2 | 45 | R |
| | | | | | | | | | | ~ | | | | | | | | | | | | | | | | |
| INTERSEC | CTION D | | | TURN | | | | | | | | | | | | | | | | | | | | | | |
| SRMP B | 7. D.M. | | L NEAR LGT WD | R NEAR | L FAR LGT WD | R FAR | | | | | | | | RIG LGT | | | | | | | | | | | | |
| SKMP B | | | | | TGI WD | LG1 WD | Т. | | | | . WD | | L WD | T-G-T | WD | | | | | | | | | | | |
| 2.93 | 0.80 | | .04 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | 1.18 | | .03 12 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 4.67 | 2.08 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 2.39 | | .04 12 | | | | | | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | FEATURE | : | : LI | ECTION TO INVENTORY EFT/RIGHT INDICATOR DESCRIPTION | -BRII -UXII -XROI OW TO | NG AD C | E - N - L L D | IBR .NS | LFT SHD | EAS/ RDY | DIV RHT SHD | MED | IAN- | Li Li | NCR FT HD | ES/U | JNDI RHT SHD | SPC USE LNS | TOT RDY | MI | CE | CITY | ST S | EGAL PEED | ONS T P S R K T _ _ _ |
|--------------|--------------|------------|-----|------|--|----------------------------------|---------------|--------------------------------|------------|------------|-------------|-------------------|--------|--------|----------|-----------------|------|--------------------|-------------------|------------|----|----------|------|----------|--------------|---|
| 5.00 | 2.41 | MP MARKER | | R | 5 | | | 1 | . 1 | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 01 | | U2 | 45 | R |
| 5.01 | 2.42 | INTRSECTN | | R | PACIFIC RIDGE DR SE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 5.09 | | END SU LN | | С | TWO WAY TURN 12A | | | 1 | . 1 | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 1 | 01 | | U2 | 45 | R |
| 5.29 | 2.70 | | | | | | | | . 1 | | | | | | | 8A | 24A | 4A | | 24 | 1 | 01 | | U2 | 45 | R |
| 5.38 | | INTRSECTN | | | ROCKCRESS DR | CO | | Y | | | | | | | | | | | | | | | | | | |
| E 48 | | INTRSECTN | | R | MCALLISTER CT SE | PV | | Y 1 | | | | | | | | | 007 | | | 0.0 | - | 0.1 | | | 4.5 | _ |
| 5.47 | 2.88 | | | | | | | | . 1 | | | | | | | | | 7A | | | | 01 | | U2 | 45 | |
| 5.67 6.01 | 3.08 | MP MARKER | | R | 6 | | | Т | . 1 | | | | | | | / A | ZZA | 7A | | 22 | Τ | 01 | | U2 | 50 | R |
| 6.26 | 3.42 | | | Д | 0 | | | 1 | . 1 | | | | | | | 4 n | 227 | 4A | | 22 | 1 | 01 | | U2 | 50 | R |
| 6.30 | | WYE CONN | | т. | OLD PACIFIC HWY | CO | | Υ | | | | | | | | TA | ZZA | IA | | 22 | _ | OΙ | | 02 | 50 | IC. |
| 6.35 | | INTRSECTN | | | OLD PACIFIC HWY | CO | | Y | | | | | | | | | | | | | | | | | | |
| 6.48 | | RR XING | В | | NUM 85242F STRUCTURE | | | | . 1 | | | | | | \$ | \$C | 32A | \$\$C | | 32 | 1 | 01 | | U2 | 50 | R |
| | | BEG BRIDGE | В | | BN RR | ST | | | | | | | | | · | | | | | | | | | | | |
| | | | | | BRDG NUM 510/009 | | | | | | | | | | | | | | | | | | | | | |
| 6.51 | | END BRIDGE | В | | BN RR | | | | . 1 | | | | | | | | | 4A | | | | 01 | | U2 | | R |
| 6.63 | 4.04 | RR XING | В | | NUM 85767Y STRUCTURE | | | 1 | . 1 | | | | | | \$ | \$C | 32A | \$\$C | | 32 | 1 | 01 | | U2 | 50 | R |
| | | BEG BRIDGE | В | | BN RR | ST | | | | | | | | | | | | | | | | | | | | |
| 6 68 | 4 00 | | _ | | BRDG NUM 510/010 | | | - | -1 | | | | | | | 2.7 | 0.43 | 2.7 | | 0.4 | - | 0.1 | | | - 0 | _ |
| 6.67 | | END BRIDGE | В | | BN RR | | | 1 | . 1 | 4A | | | | | | 3A | 24A | 3A | | | | 01 | | U2 | | R |
| 6.84 6.89 | 4.25 4.30 | | | | | | | 1 | . <u>1</u> | 47 | 157 | | 20 | ים מו | T d | 4A && | 24A | 4A 4a | | 24 | | 01 | | U2 U2 | | R R |
| 6.93 | | WYE CONN | | D | MERIDIAN RD SE | CO | | Δ Τ | . т | H | IJA | | 20 | IP C | ې ر | ېې | IJA | 4A | | 30 | Τ. | UΙ | | 02 | 50 | K |
| 6.94 | | ROUNDABOUT | | | MERIDIAN RD SE SB | CO Y | | | | | | | | | | | | | | | | | | | | |
| 6.96 | | ROUNDABOUT | | | | CO Y | | | | | | | | | | | | | | | | | | | | |
| 7.01 | | MP MARKER | | R | | | _ | _ | | | | | | | | | | | | | | | | | | |
| 7.02 | 4.43 | | | | | | | 1 | . 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$ \$5 | \$ | 4A | 24A | 4A | | 24 | 1 | 01 | | U2 | 50 | R |
| 7.22 | 4.63 | INTRSECTN | | В | 35TH LN SE | CO | • | Y | | | | | | | | | | | | | | | | | | |
| 7.64 | | INTRSECTN | | | MULLEN RD | CO | | N | | | | | | | | | | | | | | | | | | |
| 7.84 | | INTRSECTN | | | THORNTON RD SE | CO |] | N | | | | | | | | | | | | | | | | | | |
| 8.01 | | MP MARKER | | R | 8 | | | - | -1 | | | | | | | 4.7 | 0.43 | 4 7 | | 0.4 | - | 0.1 | | | 4.0 | _ |
| 8.85 | 6.26 | | | | | | | _ | . 1 | | | | | | | | | 4A | | | | 01 | | U2 | 40 | |
| 8.88 8.94 | 6.29 6.35 | | | | | | | | . 1 | | | | | | | | | 4A 4A | | | | 01 01 | | U2 U2 | 40 40 | |
| 8.96 | 6.35 | | | | | | | | 1 | C | 24A | | 1 2 | ם כו | | | | 4A | | | | 01 | | U2 U2 | 40 | |
| 8.97 | | INTRSECTN | | R | PVT RD | ÞΜ | | y 2 | 2 | C | | | | | | | | 4A | | 48 | | | | U2 U2 | 40 | |
| 0.57 | 0.50 | | | | 1,1 10 | - • | | | _ | Ū | | | | | _ | | | | | | _ | - | | 02 | | |
| INTERSEC | CTION D | ETAIL - | | | TURN LANES | | | -AC | CEI | LERAT | 'ION | LANI | S | | - | | | | | | | | | | | |
| | | | | | R NEAR L FAR R FAR | | | | | CNTR | | | | | | | | | | | | | | | | |
| SRMP B | | | _ | | LGT WD LGT WD LGT WD | LGT | W | D | LGI | r wd | LGT | WD | LG | T WI |) | | | | | | | | | | | |
| | 2.70 | | | | 02 12 | | - | - | | | | | | | - | | | | | | | | | | | |
| 5.38 6.35 | 2.79 3.76 | | 03 | | | | | | | | 00 | 11 | | | | | | | | | | | | | | |
| 7.22 | 4.63 | | U S | тт | .02 12 | .05 | 1. | 4 | | | .02 | тт | | | | | | | | | | | | | | |
| 8.97 | 6.38 | | | | .02 12 | .03 | Τ, | ī | | | | | | | | | | | | | | | | | | |
| , | 3.30 | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | ECTION TO INVENTOR | | | IDGE | | DEC | CREAS | /DIV | SUR | FACI | INC | | JNDI | SPC | | | | CLASS: | | | NS |
|--------|----------|------------|-------------|-----------------------------|--------|----------|----------|-------|--------|--------|------|-----------------|-----------|------------|------------|------------|------------|------------|---------|------------------|--------|------------------|-----------|----------------|
| | | | | EFT/RIGHT INDICATO |)R | | ING- | | | | RHT | l | | LFT | | RHT | USE | TOT | | 1 | | | GAL | -1-1- |
| SRMP | BARM | FEATURE | : : D LR | DESCRIPTION | | | | | | | | MEDI. WD/S | AN- BR | SHD W/S | RDY W/S | SHD W/S | LNS WID | RDY WID | MT A | CE C SE N | ITY ST | r SPI C D | EED IB | T P S R K T |
| | _ | . | _ _ _ | l | l | <u> </u> | <u> </u> | -1-1- | · I —— | -1 | l —— | l | I | l | l | ll | I | l | _ . | I- | I_ | - | l ! | -1-1- |
| 9.00 | 6.41 | | | | | | | 2 2 | | 24A | | 12P | CII | | 24A | \$\$C | | 48 | 1 | 0.1 | U2 | 2 | 40 | R |
| 9.01 | | MP MARKER | R | 9 | | | | | | , | | | - | | | 770 | | | _ | - | 0. | | - 0 | |
| 9.04 | | ROUNDABOU' | | RESERVATION RD SE | SB | CO | YS Y | | | | | | | | | | | | | | | | | |
| 9.06 | | ROUNDABOU' | | RESERVATION RD SE | | | YS Y | | | | | | | | | | | | | | | | | |
| 9.10 | | | | | | | | 2 2 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 46A | 4A | | 46 | 1 | 01 | U2 | 2 | 40 | R |
| 9.22 | | | | | | | | | | 24A | | \$\$\$\$ 12P | ĊŪ | \$\$\$ | 24A | \$\$C | | 48 | 1 | 01 | U2 | 2 | 40 | R |
| 9.26 | | ROUNDABOU' | ΓR | YELM HWY SE WB | | CO | YS Y | | | | | | | | | | | | | | | | | |
| | | ROUNDABOU' | г ь | PVT RD WB | | PV | YS Y | | | | | | | | | | | | | | | | | |
| 9.28 | 6.69 | ROUNDABOU' | ΓR | YELM HWY SE EB PVT RD EB | | | YS Y | | | | | | | | | | | | | | | | | |
| | | ROUNDABOU' | г ь | PVT RD EB | | | YS Y | | | | | | | | | | | | | | | | | |
| 9.29 | 6.70 | WYE CONN | | YELM HWY SE | | CO | Y | 2 2 | | 24A | | 12P | CU | | 24A | 4A | | 48 | 1 | 01 | R2 | 2 | 40 | R |
| 9.34 | | | | | | | | 1 2 | | 12A | | 12P | | | | 4A | | | 1 | | R2 | | 40 | R |
| 9.35 | 6.76 | | | | | | | 1 2 | : \$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 33A | 4A | | 33 | 1 | 01 | R2 | 2 | 40 | R |
| 9.40 | | | | | | | | 1 1 | | | | | | | 22A | | | 22 | 1 | 01 | R2 | 2 | 40 | R |
| 9.44 | 6.85 | | | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | R2 | 2 | 40 | L |
| 9.70 | 7.11 | INTRSECTN | R | FT LEWIS MILITARY | RD. | MY | N | ſ | | | | | | | | | | | | | | | | |
| 9.98 | | BEG SU LN | | BICYCLE | 06A | | | 2 2 | | | | | | \$\$\$ | 48A | \$\$\$ | 12 | 60 | 1 | 01 | R2 | 2 | 40 | L |
| | | BEG SU LN | L | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | |
| 9.99 | 7.40 | MISC FEAT | | | RES | | | | | | | | | | | | | | | | | | | |
| 10.00 | 7.41 | MP MARKER | R | 10 | | | | 2 2 | | | | | | | 48A | | 12 | 60 | 1 | 01 | R2 | 2 | 35 | L |
| 10.02 | 7.43 | INTRSECTN | R | ELDERS LN SE | | RS | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | MUCK CREEK DR SE | | RS | Y | | | | | | | | | | | | | | | | | |
| 10.21 | 7.62 | INTRSECTN | L | SHE-NAH-NUM DR SE | | RS | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | BILLY GOAT HILL F | | RS | Y | | | | | | | | | | | | | | | | | |
| 10.30 | 7.71 | MISC FEAT | R L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 10.32 | 7.73 | INTRSECTN | В | RED WIND RD | | RS | SG Y | | | | | | | | | | | | | | | | | |
| 10.34 | 7.75 | MISC FEAT | R R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 10.48 | 7.89 | WYE CONN | L | BILLY FRANK JR BI | JVD | RS | Y | | | | | | | | | | | | | | | | | |
| 10.49 | 7.90 | INTRSECTN | L | BILLY FRANK JR BI | JVD | RS | Y | | | | | | | | | | | | | | | | | |
| 10.55 | 7.96 | END SU LN | R | BICYCLE | 06A | | | 1 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | R2 | 2 | 35 | L |
| | | END SU LN | L | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | |
| 10.74 | 8.15 | INTRSECTN | L | CHURCH KALAMA RD | | RS | Y | | | | | | | | | | | | | | | | | |
| 10.94 | 8.35 | MISC FEAT | R L | SGN ENT NISQUALLY | RES | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | R2 | 2 | 50 | L |
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| INTERS | ECTION D | ETAIL | | TURN LANES | | | | ACCE | LERA | MOITA | LANI | ES | | | | | | | | | | | | |
| | |] | L NEAR | R NEAR L FAR | R FAR | LE | FT | L- | CNTF | R- | CNTR | RIG | HT- | | | | | | | | | | | |
| SRMP | B ARM | | LGT WD | | LGT WD | LG | T WD | LG | T WI |) LG | T WD | LGT | WD | | | | | | | | | | | |
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| 9.29 | | | | | | | | | | | | .05 | 11 | | | | | | | | | | | |
| 10.02 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 10.21 | | | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 10.32 | | | .05 12 | | | | | | | | | | | | | | | | | | | | | |
| 10.49 | 7.90 | | .03 12 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | WIDTH | I AND | SURF | ACE | INE | FORM | ATION | [- | | | | | | |
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| | | | | ECTION TO | | | -BRII | | | | REAS/ | | | | | RES/U | | | | | CLA | | | |
| | | | | EFT/RIGHT | INDICAT | OR | -UXIN | | | | | RHT | | | LFT | | RHT | | | | ~_ ~ | | EGAL | - - |
| SRMP B | 7 D.M | | : : | DESCRIPT | TON | | -XROA | AD- | LNS | SHD | RDY | SHD | MEDIA | M – I | SHD | RDY | SHD | LNS | RDY | J. (| CE CITY SE NBR | ST SI | SEED L. | PS |
| SRMP B | ARM | FEATURE | ו ו | DESCRIPT. | LON | | low ic | , L | דע | W/S | W/5 | W/5 | WD/S | BK | W/S | w/5 ∣ | W/S | MID | MID | A S | SE NBK | FCD | IR K | K 1 |
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| 11.00 | 8.41 | MP MARKER | R | 11 | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 | R2 | 50 L | |
| 11.79 | | INTRSECTN | В | JBLM MIL | ITARY RI |) | MY | N | | | | | | | | | | | | | | | | |
| 12.00 | 9.41 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | |
| 12.75 | 10.16 | | | | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 | R2 | 35 L | |
| 12.90 | | ENT/EXIT | | SOUTHWOR | TH ELEM | SCHOOL | CO | Y | | | | | | | | | | | | | | | | |
| 13.00 | | MP MARKER | | 13 | | | | | | | | | | | | | | | | | | | | |
| 13.12 | | INTRSECTN | L | POWERHOUS | SE LN | | CO | Y | | | | | | | | | | | | | | | | |
| 13.17 | 10.58 | | | | | | | | 1 1 | | | | 24S | | 4A | 22A | 4A | | 22 | | | U2 | 35 L | |
| 13.47 | 10.88 | | _ | ~- 510 | | | ~ | | | 4A | 12A | | 24S | CU | \$\$\$ | 12A | 4A | | 24 | 1 (|)1 | U2 | 35 L | |
| 13.50 | | WYE CONN | | SR 510 | | | ST | Y | | | | | | | | | | | | | | | | |
| 13.52 | | ROUNDABOUT | | MUD RUN I | | | CO YS | | | | | | | | | | | | | | | | | |
| 13.53 | 10.94 | ROUNDABOUT ROUNDABOUT | | MUD RUN I SR 510 SI | | / CDIID \ NID | CO YS | | | | | | | | | | | | | | | | | |
| 13.54 | 10 05 | WYE CONN | | SR 510 SI | PIELMLP | (SPUR)NB | ST YS | | | | | | | | | | | | | | | | | |
| 13.34 | 10.95 | ROUNDABOUT | | SR 510 SR 510 SI | DVETMID | / CDIID) CD | | | | | | | | | | | | | | | | | | |
| 13.55 | 10 96 | BEG SU LN | | TWO WAY | | | 51 15 | | 1 1 | <u></u> | \$\$\$ | | \$\$\$\$ | \$\$ | 4 D | 22A | 4 z | 14 | 36 | 1 (| 11 | U2 | 35 L | |
| 13.61B | | | C | BEGIN BAG | | ITA | | | | 777 | 444 | | 7777 | ΥV | TA | ZZA | TA | 11 | 30 | _ (| 7 1 | 02 | ЭЭ Ц | |
| 13.61 | | EQUATION | | 013.64B=0 | | | | | | | | | | | | | | | | | | | | |
| 13.65 | | EOUATION | | 013.64 = | | | | | 1 1 | | | | | | 4 A | 22A | 4 A | \$\$\$ | 22 | 1 (| 01 | U2 | 35 L | |
| | | END SU LN | С | TWO WAY | | 14A | | | | | | | | | | | | 7 7 7 | | | - | - | | |
| 13.92 | | INTRSECTN | | 89TH AVE | | | CO | N | | | | | | | | | | | | | | | | |
| 14.03 | 11.46 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | |
| 14.40 | 11.83 | INTRSECTN | L | BURNETT I | RD | | CO | Y | | | | | | | | | | | | | | | | |
| 14.41 | 11.84 | ENTER CITY | 7 | YELM | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 (| 01 1495 | U2 | 35 L | P |
| 14.44 | | MISC FEATE | | SGN ENT | YELM | | | | | | | | | | | | | | | | | | | |
| 14.49 | | BEG SU LN | | BICYCLE | | 05A | | | 1 1 | | | | | | \$\$C | 24A | \$\$C | 10 | 34 | 1 (| 01 1495 | U2 | 35 L | P |
| | | BEG SU LN | | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | |
| 14 50 | | INTRSECTN | | 93RD AVE | | 1.43 | | | | | | | | | ~ | 0.43 | ~ | 0.4 | 4.0 | | 21 1405 | | 25 - | _ |
| 14.53 | | BEG SU LN | | TWO WAY | | 14A | | | 1 1 | | | | | | C | 24A | С | 24 | 48 | Ι (| 01 1495 | 02 | 35 L | Р |
| 14.54 | | INTRSECTN | | SUNRISE V | | | CT CT | Y | | | | | | | | | | | | | | | | |
| 14.61 14.66 | | ENT FROM END SU LN | | YELM HIGH | | 14A | | | 1 1 | | | | | | ~ | 247 | С | 1.0 | 2.4 | 1 (| 01 1495 | TTO | 35 L | D |
| 14.72 | | WYE CONN | | MOUNTAIN | | | | Υ | | | | | | | C | 24A | C | 10 | 34 | Τ (| JI 1495 | UZ | 35 Г | P |
| 14.72 | 12.13 | WIE COMM | ш | MOUNTAIN | ATEM KI | , | CI | 1 | | | | | | | | | | | | | | | | |
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| IIVILICOL | CIION DI | | | R NEAR | | R FAR | | | | | | | RIGH | | | | | | | | | | | |
| SRMP B | | I | GT WD | LGT WD | | LGT WD | LGT | \mathtt{WD} | LG' | | LGT | | LGT | | | | | | | | | | | |
| 12.90 | 10.31 | | | | .04 12 | | | | | 5 12 | | | | | | | | | | | | | | |
| 13.50 | 10.91 | | | .08 13 | · · · · · | | | | | | | | | | | | | | | | | | | |
| 13.54 | 10.95 | | | | | | | | | | | | .08 | 13 | | | | | | | | | | |
| 14.49 | 11.92 | | | | .03 12 | | | | | | | | | | | | | | | | | | | |
| 14.61 | 12.04 | | | | .04 10 | | | | | | | | | | | | | | | | | | | |

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| | | | :DI | RECTION TO | INVENTORY | | -BRI | DGE | | DECF | | | , 5010 | | | | JNDI | | | | C | LAS | SSIF | ICATI | ONS | |
| | | | : : | LEFT/RIGHT | INDICATOR | | -UXI | NG- | NBR | LFT | | RHT | | | LFT | | RHT | | | | | | | LEGAL | | |
| | | | : : | | | | -XRO | AD- | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | MTC | E CI | TY | ST | SPEED | T | PS |
| SRMP B | ARM | FEATURE | D'T | R DESCRIPT | ION | | OWIT | C L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | AS | E NE | R | FC |) IB | R I | K T |
| | l ——— | l | - - | _ l | | | - | _ _ | -1- | II | | I | | - | | l —— ! | lI | | ll | -1- | _ _ | —- I | | l | l — I - | _ _ |
| 14.73 | 12.16 | INTRSECTN | L | MOUNTAIN | VIEW RD | | CT | Y | 1 1 | | | | | | C | 22A | С | 10 | 32 | 1 0 | 1 14 | 95 | U2 | 35 | L : | P |
| | | ENT/EXIT | | YELM HIGH | | | CT | Y | | | | | | | _ | | _ | | | | | | | | | |
| 14.78 | 12.21 | BEG SU LN | С | TWO WAY | TURN | 14A | | | 1 1 | | | | | | C | 22A | С | 24 | 46 | 1 0 | 1 14 | 95 | U2 | 35 | L : | P |
| 14.97 | 12.40 | END SU LN | C | TWO WAY | TURN | 14A | | | 1 1 | | | | | | C | 22A | C | 10 | 32 | 1 0 | 1 14 | 95 | U2 | 35 | L : | P |
| 15.00 | | MP MARKER | | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.02 | 12.45 | INTRSECTN | | KILLION I | | | CT S | G Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | TAHOMA B | | | | | | | | | | | | | | | | | | | _ | | | |
| 15.07 | | BEG SU LN | | TWO WAY | | 14A | | | 1 1 | | | | | | C | 22A | | | 46 | | | | | | L : | |
| 15.15 | | END SU LN | C | | TURN | 14A | | | 1 1 | | | | | | C . | 22A | | | 32 | | | | | | L : | |
| 15.20 | 12.63 | END SU LN | | BICYCLE | | 05A | | | 1 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | Ι 0 | 1 14 | 95 | 02 | 25 | ь. | P * |
| | | END SU LN BEG ST | I | BICYCLE YELM AVE | MECE | 05A | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | CULLENS S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | | LLEY RD SE | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | 12 67 | BEG SU LN | | TWO WAY | | 12A | | | 1 1 | | | | | | 4 A | 22A | 4 A | 12 | 34 | 1 0 | 1 14 | 95 | 112 | 25 | т. | P * |
| 15.28 | | END SU LN | C | | | 12A | | | 1 1 | | | | | | 4 A | 24A | SSC | \$\$\$ | 24 | 1 0 | 1 14 | 95 | 112 | 25 | | P * |
| 10.10 | | INTRSECTN | - | SW LONGM | IRE ST | | CT | | | | | | | | | | 770 | *** | | | | | 02 | | _ | - |
| | | INTRSECTN | | NW LONGM | IRE ST | | CT | Y | | | | | | | | | | | | | | | | | | |
| 15.30 | 12.73 | ENT/EXIT | | CAR WASH | | | PV | Y | | | | | | | | | | | | | | | | | | |
| 15.37 | 12.80 | INTRSECTN | R | SW SOLBE | RG ST | | CT | Y | 1 1 | | | | | | 2A | 22A | 4A | | 22 | 1 0 | 1 14 | 95 | U2 | 25 | L : | P * |
| | | INTRSECTN | L | SOLBERG S | ST NW | | CT | Y | | | | | | | | | | | | | | | | | | |
| 15.42 | 12.85 | | | | | | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | 1 0 | 1 14 | 95 | U2 | 25 | L : | P * |
| 15.45 | 12.88 | INTRSECTN | R | SW RICE S | ST | | CT | | 1 1 | | | | | | \$\$C | 32A | 4A | | 32 | 1 0 | 1 14 | 95 | U2 | 25 | L : | В * |
| 15.52 | 12.95 | | | | | | | | 1 1 | | | | | | С | 22A | 10A | | 22 | 1 0 | 1 14 | 95 | U2 | | | В * |
| 15.55 | | BEG SU LN | C | TWO WAY | | 12A | | | 1 1 | | | | | | C | 32A | \$\$C | 12 | 44 | 1 0 | 1 14 | 95 | U2 | 25 | L : | P * |
| | | INTRSECTN | | EDWARDS S | | | CT | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | EDWARDS S | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 15.60 | 13.03 | INTRSECTN | | NW RAILRO | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 15 65 | 12 00 | INTRSECTN | | SW RAILRO | | 107 | CT | Y | | | | | | | ~ | E 0 3 | <i>a</i> | 444 | F 0 | 1 0 | 1 1 1 | 0.5 | TTO | ٥٦ | Ţ., | D # |
| 15.65 | | END SU LN | | TWO WAY | | 12A | | | ТТ | | | | | | C | 59A | C | \$\$\$ | 59 | Ι 0 | 1 14 | 95 | 02 | 25 | ь. | Р * |
| 15.67 | 13.10 | END ST INTRSECTN | I | YELM AVE FIRST ST | | | CT S | 10 V | | | | | | | | | | | | | | | | | | |
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| SRMP B | ARM | | GT W | | LGT WD LG | | | | | T WD | | | | | | | | | | | | | | | | |
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| 14.73 | 12.16 | | 03 1 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | | |
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| 15.20 | 12.63 | | 03 1 | 2 | .03 12 | | | | | | | | | | | | | | | | | | | | | |
| 15.28 | 12.71 | | | | .04 12 | | | | | | | | | | | | | | | | | | | | | |
| 15.30 | 12.73 | | | _ | | | | | | | | | .02 | 11 | | | | | | | | | | | | |
| 15.37 | 12.80 | | 02 1 | 2 | .02 12 | | | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

END ROUTE

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION T R I P S S Y S T E M STATE HIGHWAY LOG

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SR 510 MAINLINE STATE ROUTE - SRSH COUNTY THURSTON DOT DISTRICT 3

| | | | | V | VIDTH | I ANI | SURFACI | E INE | FORMA | MOITA | 1 | | | | | | | |
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| | :DIRECTION TO INVENTORY | -BRIDGE | - 1 | DECF | REAS/ | DIV | | INCE | RES/U | NDI | SPC | - 1 | | CLA | SSIE | FICATI | CONS | 3 |
| | : :LEFT/RIGHT INDICATOR | -UXING- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | | LEGAI | ا د | |
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| 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 IF | 3 R | KT |
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| 15.67 13.10 INTRSECTN | | ST SG Y | 1 1 | | | | | С | 59A | C | | 59 | 1 01 | 1495 | U2 | 25 | i L | P * |
| END CTLSEC | C CONTROL SECTION 3433 | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | YELMLP | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | :DIR | ECTION TO INVENTORY | -BI | RIDG | <u> </u> | DEC | REAS | /DIV | | | INC | RES/U | JNDI | SPC | | | | -CLAS | SSIFI | CATI | ONS | 3 |
| | | | : :L | EFT/RIGHT INDICATOR | -177 | KING | - NBR | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | lΙ | EGAL | | |
| | | | : : | | 1 | | - 1 | 1 | | | MEDIA | | | | | | | | CEL | CITY | | _ | | Pls |
| SRMP B | ARM | FEATURE | | DESCRIPTION | | | | | | | WD/S | | | | | | | | | | FC | | | 1 1 |
| DIGHE D | I I | PEATORE | | DESCRIPTION | OW | 1 . I I | 1 ا | W / S | W/D | W/5 | WD/5 | اکترا | W/D | W/5 | W/D | WID | WID | ^ | 25 | IVDIC | 1 0 1 | 1 | ' `` | |
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| 13.53 | 0.00 | BEG ROUTE | | YELMLP | | | 1 1 | 4A | 12A | | 20S | CU | | 12A | 4A | | 24 | 1 | 01 | | U2 | 40 |) L | |
| | | | | SR 510 TO CULLENS RD SE | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3434 | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | | SR 510 | ST | YS ' | Z | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | | MUD RUN RD | | YS ' | | | | | | | | | | | | | | | | | | |
| 13.61 | 0.08 | 1.001.5115001 | _ | 1102 11011 112 | - | | | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4 A | 22A | 4A | | 22 | 1 | 01 | | U2 | 4 (|) L | |
| 13.85 | | ENTER CITY | | YELM | | | 1 1 | | 444 | | ~~~ | 44 | | 22A | 4A | | | | | 1495 | | | L | |
| 13.87 | | INTRSECTN | R | BURNETT RD | CT | | 7 | | | | | | 111 | 2211 | 111 | | 22 | _ | 0 1 | 1175 | 02 | 10 | , 1 | - |
| 13.07 | | LEAVE CITY | IX. | YELM | CI | | 11 | | | | | | 47 | 22A | 4A | | 2.2 | 1 | Λ1 | \$\$\$\$ | TTO | 10 |) L | ċ. |
| 14.14 | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | |
| | | | | YELM | | | 1 1 | | | | | | | 22A | 4A | | | | | 1495 | | |) L | |
| 14.17 | | LEAVE CITY | | YELM | | | 1 1 | | | | | | | 22A | 4A | | | | | \$\$\$\$ | | |) L | |
| 14.43 | 0.90 | ENTER CITY | | YELM | | | 1 1 | | | | | | 4A | 22A | 4A | | 22 | Τ | ÛΤ | 1495 | 02 | 40 |) L | Р |
| | | WYE CONN | R | KILLION RD SE | CT | | Z | | | | | | | | | | | | | | | | | |
| 14.44 | 0.91 | INTRSECTN | В | KILLION RD SE | CT | | Z | | | | | | | | | | | | | | | | | |
| 14.70 | 1.17 | INTRSECTN | В | CULLENS RD SE | CT | - | Z | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | В | PROPOSED SPUR AHEAD | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3434 | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | YELMLP | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | TURN LANES | <i>-</i> | ACCELERATION LANES |
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| | L NEAR R NEAR L FAR | | L-CNTR R-CNTR RIGHT- |
| SRMP B ARM | LGT WD LGT WD LGT WD | LGT WD LGT WD | LGT WD LGT WD LGT WD |
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| 14.44 0.91 | .04 12 .04 12 | .02 12 | |
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| | | | ·DTD1 | ECTION TO INVENTORY | 1 | -BRID | | | | WIDTI REAS | | SUR | FAC | E INF | | | | | I | | CT 7.0 | CTE | יד מא | TT C | NS |
|--------|------|----------------------|-------|---|------|----------|----|-----|-------|---------------|--------|------|------|-------|-------|-------|-------|-----|--------------|---------|----------|-----|----------|------------|-------|
| | | | | ECTION TO INVENTORY EFT/RIGHT INDICATOR | | -BKIDO | | NBR | | | RHT | | | LFT | E5/(| | USE | | | | -СБАЗ | | LEG | | M2 |
| | | | : : | | - | -XROAI | D- | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | МТ | CE | CITY | ST | SPE | ED | T P S |
| SRMP B | ARM | FEATURE | DLR | DESCRIPTION | - 10 | OW TC | ᇈ | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | RKT |
| | l | | - | l | I - | | | _ _ | | l | l —— l | | l —— | | | | | | <u> _ </u> | <u></u> | | | <u> </u> | I | -1-1- |
| 0.00 | 0 00 | BEG ROUTE | | MAIN ROUTE | | | | 3 3 | C | 38P | | 4p | JΕ | | 38P | С | | 76 | 1 | 05 | 0665 | TT1 | | 60 | LΡ |
| 0.00 | 0.00 | DEG ROOTE | | SR 5 TO SR 167/PUYALLUI | P | | | 5 5 | C | 301 | | | 01 | | 301 | C | | , 0 | _ | 03 | 0005 | ΟŢ | | 00 | |
| | | ENTER CITY | | LAKEWOOD | _ | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2735 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | В | SR 5 | : | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/001 | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | END BRIDGE | В | SR 5 | | | | 3 3 | 10A | 36A | | 4A | JΕ | | 36A | 10A | | 72 | 1 | 05 | 0665 | U1 | | 60 | LΡ |
| | | ON RAMP | L | SR 5 | : | ST | Y | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SR 5 | : | ST | Y | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | MISC FEATR | R | GORE (SR 5 Q512746) | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | MISC FEATR | L | GORE (SR 5 P512754) | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | MISC FEATR | L | GORE (SR 5 Q112774) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (SR 5 P112730) | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | BEG SU LN | | WEAVING/SPEED CHANGE 1: | | | | | 10A | 36A | | 4A | JΕ | | 36A | 10A | 12 | 84 | 1 | 05 | 0665 | U1 | | 60 | L P |
| | | OFF RAMP | | SR 5 | | | Y | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | BEG SU LN | | WEAVING/SPEED CHANGE 1: | | | | | 10A | 36A | | 4A | JΕ | | 36A | 10A | 24 | 96 | 1 | 05 | 0665 | U1 | | 60 | LΡ |
| | | ON RAMP | R | SR 5 | : | ST | Y | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | | | | | | | | 36A | | 16A | | | | 10A | | | | | 0665 | | | | LΡ |
| 0.50 | 0.50 | | | | | | | | | 36A | | 16A | | | | 10A | | | | | 0665 | | | | |
| 0.61 | | LEAVE CITY | | LAKEWOOD | | | | 3 3 | 10A | 36A | | 16A | JΕ | | 36A | 10A | 24 | 96 | 1 | 05 | \$\$\$\$ | U1 | 45 | 60 | L \$ |
| 0.62 | 0.62 | UXING | В | E STEELE ST SB | | ST | | | | | | | | | | | | | | | | | | | |
| 2 62 | 0 60 | | _ | BRDG NUM 512/003W | o - | | | | 10- | 26- | | 1 | | | a | 10- | 1.0 | | _ | ٥. | | | | - 0 | _ |
| 0.63 | 0.63 | END SU LN | | WEAVING/SPEED CHANGE 1: | | | | 3 3 | IUA | 36A | | 16A | JΕ | | 36A | IUA | 12 | 84 | Τ | 05 | | UΙ | 45 | 60 | Ь |
| | | UXING | В | E STEELE ST NB | | ST | | | | | | | | | | | | | | | | | | | |
| | | ON DAME | - | BRDG NUM 512/003E | | η | Y | | | | | | | | | | | | | | | | | | |
| 0.64 | 0 64 | ON RAMP END SU LN | | STEELE ST WEAVING/SPEED CHANGE 1: | | | _ | | 1 0 7 | 36A | | 16A | TE | | 267 | 107 | ታ ታ ታ | 70 | 1 | ΛE | | тт1 | 1 E | <i>6</i> 0 | т |
| 0.04 | 0.04 | OFF RAMP | | STEELE ST | | ST | Y | 3 3 | IUA | 30A | | TOA | UE | | 30A | IUA | 999 | 12 | Т | 05 | | UΙ | 45 | 00 | ь |
| 0.66 | 0 66 | MISC FEATR | | GORE (S500063) | | 51 | I | | | | | | | | | | | | | | | | | | |
| 0.68 | | MISC FEATR | | GORE (5500063) | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | | MISC FEATR | L | GORE (F300004) GORE (R100087) | | | | | | | | | | | | | | | | | | | | | |
| 0.81 | | MISC FEATR | | GORE (Q100100) | | | | | | | | | | | | | | | | | | | | | |
| 0.87 | | OFF RAMP | | STEELE ST | | ST | Y | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | OII IUMI | | | | <i>-</i> | _ | | 1 N A | 36A | | 16A | дE | | 36A | 10A | | 72 | 1 | 05 | | TT1 | \$\$ | 60 | т. |
| 1.00 | | MP MARKER | В | 1 | | | | 5 5 | 1011 | 5011 | | 1011 | 0 - | | 5 011 | 1011 | | , _ | _ | 0.5 | | 0 - | 44 | 00 | |
| 1.00 | 1.00 | ON RAMP | | STEELE ST | | ST | Y | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.22 | UXING | В | AINSWORTH AVE | | ST | - | | | | | | | | | | | | | | | | | | |
| | | | _ | BRDG NUM 512/005 | | | | | | | | | | | | | | | | | | | | | |
| 1.63 | 1.63 | OFF RAMP | R | SR 7 | : | ST | Y | 3 2 | 10A | 36A | | 16A | JΕ | | 24A | 10A | | 60 | 1 | 05 | | U1 | | 60 | L |
| 1.75 | | ON RAMP | | SR 7 | | ST | Ÿ | _ | | | | | | | | | | | _ | | | | | | |
| 1.99 | | MP MARKER | | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | BEG BRIDGE | В | PARK AVE | : | ST | | 3 2 | \$\$W | 72P | | 16P | JΕ | | 63A | \$\$W | | 135 | 1 | 05 | | U1 | | 60 | L |
| | | | | BRDG NUM 512/006 | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | WIDT | 'H ANI | O SUR | FACI | INE | FORM | MOITA | J | | | | | | | |
|----------|-----------|---------|-------|-----------------------|-----|------|-----|-------|-------|--------|-------|------|-------|------|-------|-----|-----|-----|--------|----------|------|------|-------|
| | | | :DIRE | ECTION TO INVENTORY | -BF | IDGE | | | | /DIV | | | | | | SPC | | | | CLASSI | FICA | ATIC | NS |
| | | | : :LE | EFT/RIGHT INDICATOR | -UX | ING- | NBF | LFT | | RHT | | | LFT | | RHT | USE | TOT | | | | | 3AL | |
| | | | : : | | -XF | OAD- | LNS | SHD | RDY | SHD | MEDI | AN- | SHD | RDY | SHD | LNS | RDY | MT | CE C | ITY ST | SPE | EED | TPS |
| SRMP B A | ARM FEA | TURE | 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 N | BR FO | D | IB | RKT |
| | | | _ | | . | _ | _ _ | . | . | . | | . | | | | | | _ . | _ | | _ | | _ _ _ |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 END | | | PARK AVE | | | 3 2 | 10A | . 36A | | 16A | JE | | 24A | 10A | | 60 | 1 | 05 | U. | - | 60 | L |
| 2.03 | 2.03 MIS | | | GORE (S100175) | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.08 MIS | | | GORE (P100163) | | | | | | | | | | | | | | | | | | | |
| 2.22 | 2.22 UXI | NG | В | SR 7 | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 007/122 | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.23 ON | | | 108TH ST S | ST | Y | 2 2 | 10A | . 24A | | 16A | JE | | 24A | 10A | | 48 | 1 | 05 | U2 | - | 60 | L |
| 2.32 | 2.32 MIS | | | GORE (S500223) | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.38 MIS | | | GORE (Q100254) | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 MIS | C FEATR | L | GORE (R100252) | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | | | | | | 10A | . 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | U. | _ | 60 | L |
| 2.52 | 2.52 OFF | 'RAMP | | 108TH ST S | ST | Y | | | | | | | | | | | | | | | | | |
| 2.54 | 2.54 ON | | | SR 7 | ST | Y | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 MP | MARKER | В | 3 | | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | | | | | | | | | | 40S | | | | | | 48 | 1 | 05 | U. | _ | 60 | L |
| 3.09 | 3.09 BEG | BRIDGE | I | GOLDEN GIVEN RD E | ST | | 2 2 | \$\$C | 30P | \$\$C | 400 | \$\$ | \$\$C | 30P | \$\$C | | 60 | 1 | 05 | U. | _ | 60 | L |
| | | | | BRDG NUM 512/010S | | | | | | | | | | | | | | | | | | | |
| | BEG | BRIDGE | D | GOLDEN GIVEN RD E | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/010N | | | | | | | | | | | | | | | | | | | |
| 3.12 | 3.12 END | BRIDGE | I | GOLDEN GIVEN RD E | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 05 | U. | _ | 60 | L |
| | END | BRIDGE | D | GOLDEN GIVEN RD E | | | | | | | | | | | | | | | | | | | |
| 3.14 | 3.14 | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | U. | _ | 60 | L |
| 3.46 | 3.46 ON | RAMP | L | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 3.51 | 3.51 UXI | NG | В | PED XING | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/011 | | | | | | | | | | | | | | | | | | | |
| | OFF | 'RAMP | R | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 3.56 | 3.56 UXI | NG | В | CW RR | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/012 | | | | | | | | | | | | | | | | | | | |
| | RR | XING | В | NUM 396678R STRUCTURE | | | | | | | | | | | | | | | | | | | |
| | RR | XING | В | NUM 396679X STRUCTURE | | | | | | | | | | | | | | | | | | | |
| 3.58 | 3.58 MIS | C FEATR | R | GORE (P100351) | | | | | | | | | | | | | | | | | | | |
| 3.60 | 3.60 MIS | C FEATR | L | GORE (S100346) | | | | | | | | | | | | | | | | | | | |
| 3.71 | 3.71 UXI | NG | В | PORTLAND AVE | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/013 | | | | | | | | | | | | | | | | | | | |
| 3.84 | 3.84 MIS | C FEATR | L | GORE (R100394) | | | | | | | | | | | | | | | | | | | |
| | MIS | C FEATR | R | GORE (Q100413) | | | | | | | | | | | | | | | | | | | |
| 3.94 | 3.94 OFF | 'RAMP | | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 MP | MARKER | В | 4 | | | | | | | | | | | | | | | | | | | |
| 4.13 | 4.13 ON | | | PORTLAND AVE | ST | Y | | | | | | | | | | | | | | | | | |
| 4.33 | 4.33 | | | | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 05 | U. | _ | 60 | L |
| 4.35 | 4.35 BEG | BRIDGE | I | WALLER RD | ST | | | | | | 400 | | | | | | 76 | | | U. | | 60 | |
| | | | | BRDG NUM 512/015S | | | | | | | _ | | | | | | | | | _ | | | |
| | BEG | BRIDGE | D | WALLER RD | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/015N | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | V | IIDTH | I AND | SURI | FACE | INE | FORM | ATION | [| | | | | | |
|--------|---------|--------------------------|-----------|--|------|-------|-----|-------|-------|-------|------|--------|-------|---------|-------|-----|------|----|---------|--------|-------|-------|
| | | | :DIR | ECTION TO INVENTORY | -BRI | DGE | | | REAS | | | | | RES/U | JNDI | SPC | | | CLA | SSIFIC | CITAL | NS |
| | | | | EFT/RIGHT INDICATOR | | NG- | | | | RHT | | | LFT | | RHT | USE | TOT | | | | EGAL | _1_1_ |
| SRMP B | a day 1 | FEATURE | : : | DESCRIPTION | | | | | | | | | | | | | | | CE CITY | | | |
| SKMP B | ARM | FEATURE | ן דא | DESCRIPTION | OW 1 | الل ا | וע | W / S | W/5 | W/5 | WD/S | BK | W/S | w/5 | W/5 | MID | ותדש | A | SE NBK | FCD | TR | K K I |
| | | I | I – I – – | I ———————————————————————————————————— | - | -1-1 | -1- | I I | I | | | I —— I | | | | | I | -1 | — I —— | II | -11 | -1-1- |
| 4.38 | 4.38 | END BRIDGE END BRIDGE | | WALLER RD WALLER RD | | | 2 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 1 | 05 | U1 | 60 | L |
| 4.40 | 4.40 | | | | | | 2 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | U1 | 60 | L |
| 4.82 | | MED XING | | OFFICIAL | | | | | | | | | | | | | | | | | | |
| 4.86 | 4.86 | UXING | В | VICKERY RD BRDG NUM 512/017 | ST | | | | | | | | | | | | | | | | | |
| 5.00 | | MP MARKER | В | | | | | | | | | | | | | | | | | | | |
| 5.40 | | ON RAMP | $_{ m L}$ | CANYON RD | ST | Y | | | | | | | | | | | | | | | | |
| 5.55 | | OFF RAMP | R | CANYON RD | ST | Y | | | | | | | | | | | | | | | | |
| 5.67 | | MISC FEATR | R | GORE (P100555) | | | | | | | | | | | | | | | | | | |
| 5.69 | | MISC FEATR | L | GORE (S100540) | | | | | | | | | | | | | | | | | | |
| 5.86 | 5.86 | UXING | В | CANYON RD BRDG NUM 512/019 | ST | | | | | | | | | | | | | | | | | |
| 6.00 | | MP MARKER | В | | | | | | | | | | | | | | | | | | | |
| 6.04 | | MISC FEATR | | GORE (Q100630) | | | | | | | | | | | | | | | | | | |
| 6.05 | | MISC FEATR | | GORE (R100617) | | | | | | | | | | | | | | | | | | |
| 6.17 | | OFF RAMP | | CANYON RD | ST | Y | | | | | | | | | | | | | | | | |
| 6.30 | | ON RAMP | R | CANYON RD | ST | Y | | | | | | | | | | | | | | | | |
| 6.40 | 6.40 | | | | | | | | | | 65S | | | 24A | | | 48 | | | U1 | 60 | |
| 6.81 | 6.81 | | | | | | | | | | 65S | | | 24A | | | 48 | | | U1 | 60 | |
| 6.84 | 6.84 | BEG BRIDGE | I | WOODLAND AVE BRDG NUM 512/021S | ST | | 2 2 | \$\$C | 38P | \$\$C | 650 | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 05 | U1 | 60 | L |
| | | BEG BRIDGE | D | WOODLAND AVE BRDG NUM 512/021N | ST | | | | | | | | | | | | | | | | | |
| 6.87 | 6.87 | END BRIDGE END BRIDGE | | WOODLAND AVE WOODLAND AVE | | | 2 2 | 10A | 24A | 4A | 65S | JE | 4A | 24A | 10A | | 48 | 1 | 05 | U1 | 60 | L |
| 6.90 | 6.90 | 21.2 21.1202 | _ | W00221212 11V2 | | | 2 2 | 10A | 24A | 4 A | 65S | CA | 4A | 24A | 10A | | 48 | 1 | 0.5 | U1 | 60 | L |
| 7.00 | | MP MARKER | В | 7 | | | | | | | | | | | | | | | | | | |
| 7.19 | 7.19 | | | | | | 2 2 | 10A | 24A | 4A | 65S | JΕ | 4A | 24A | 10A | | 48 | 1 | 05 | U1 | 60 | L |
| 7.22 | 7.22 | BEG BRIDGE | I | FRUITLAND AVE BRDG NUM 512/023S | ST | | 2 2 | \$\$C | 38P | \$\$C | 650 | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 05 | U1 | 60 | L |
| | | BEG BRIDGE | D | FRUITLAND AVE BRDG NUM 512/023N | ST | | | | | | | | | | | | | | | | | |
| 7.25 | 7.25 | END BRIDGE END BRIDGE | | FRUITLAND AVE FRUITLAND AVE | | | 2 2 | 10A | 24A | 4A | 65S | BE | 4A | 24A | 10A | | 48 | 1 | 05 | U1 | 60 | L |
| 7.28 | 7.28 | | _ | 1102111110 1111 | | | 2 2 | 10A | 24A | 4 A | 65S | CA | 4 A | 244 | 10A | | 48 | 1 | 05 | U1 | 60 | Τ. |
| 7.78 | | ON RAMP | L | 94TH AVE E | ST | Y | | | - 111 | 111 | 000 | C11 | 111 | | _ 011 | | 10 | _ | | J = | 0.0 | _ |
| 7.85 | | ENTER CITY | | PUYALLUP | ~ - | _ | 2 2 | 10A | 24A | 4A | 65S | CA | 4 A | 24A | 10A | | 48 | 1 | 05 1030 | IJ1 | 60 | LР |
| | 33 | OFF RAMP | R | 94TH AVE E | ST | Y | | | | | 000 | 0.1 | | | | | -0 | _ | | | 0.0 | |
| 8.00 | 8.00 | MP MARKER | В | | | - | | | | | | | | | | | | | | | | |
| 8.01 | | MISC FEATR | | GORE (P100785) | | | | | | | | | | | | | | | | | | |
| 8.09 | | MISC FEATR | | GORE (S100778) | | | | | | | | | | | | | | | | | | |
| 8.21 | | ON RAMP | | SR 161 | ST | Y | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | ייים דנ | דדע ע | SURI | 7 | י דאדו | ZODM: | תרד∩ו | J | | | | | | | | |
|--------|-------|--------------|-------|---------------------------------------|-----|------|------|--------------|------|---------|-------|------------|-----------|--------|--------|-------|-----|-------|----------|-----|-------|------|--------|-------|-------|
| | | | :DTRI | ECTION TO INVENTORY | 1 | -BR | IDGE | | | | DIV | SURI | | | | JNDI | | | l | | -CT.A | SSTF | 'ICAT] | ΓON | IS |
| | | | | EFT/RIGHT INDICATOR | | | ING- | | | (1110) | RHT | | | LFT | СДБ/ | | USE | | | | CLLI | | LEGAI | | •• |
| | | | : : | | | -XR | OAD- | LNS | SHD | RDY | SHD | MEDIA | 7N- | SHD | RDY | SHD | LNS | RDY | MT | CE | CITY | ST | SPEEI | rk | r P S |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | OW ' | TC L | DI | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D IE | 3 R | RKT |
| | | | _ _ | | | . | _ | $ _{-} _{-}$ | | | | | | | | | | | $ _{-} $ | | | | _ | _ _ | - - - |
| | | | | | | | | | | | _ | | | | | | | | | | | | | | |
| 8.37 | 8.37 | UXING | В | 94TH AVE E BRDG NUM 512/025 | | ST | | 2 2 | 10A | 24A | 4A | 65S | CA | 4A | 24A | 10A | | 48 | 1 | 05 | 1030 | U1 | 60 |) L | P |
| 8.39 | 8.39 | OFF RAMP | R | SR 161 | | ST | Y | | | | | | | | | | | | | | | | | | |
| 8.55 | | MISC FEATR | R | GORE (P100839) | | | | | | | | | | | | | | | | | | | | | |
| 8.57 | 8.57 | | | | | | | 2 2 | 10A | 24A | 4A | 50S 50S | CA | 4A | 24A | 10A | | 48 | | | 1030 | | 60 |) L | ı P |
| 8.74 | 8.74 | UXING | В | SR 161-104TH ST E BRDG NUM 161/010 | | ST | | 2 2 | 10A | 24A | 4A | 50S | CA | 4A | 24A | 11A | | 48 | 1 | 05 | 1030 | U1 | 60 |) L | P |
| 8.85 | 8.85 | BEG SU LN | L | CLIMBING | 12A | | | 2 2 | 10A | 24A | 4A | 50S | CA | 4A | 24A | 11A | 12 | 60 | 1 | 05 | 1030 | U1 | 60 |) L | P |
| | | MISC FEATR | L | GORE (S500821) | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | MP MARKER | В | 9 | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | 9.03 | MISC FEATR | R | GORE (Q100934) | | | | 2 2 | 10A | 24A | 4A | 50S | CA | 4A | 24A | 10A | 12 | 60 | 1 | 05 | 1030 | U1 | 60 |) I | ı P |
| 9.04 | | MISC FEATR | | GORE (R100916) | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | | OFF RAMP | | SR 161 | | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.25 | | MISC FEATR | | SGN ENT PUYALLUP | | | _ | | | | | | | | | | | | | | | | | | |
| 9.34 | | ON RAMP | | SR 161 | | ST | Y | 2 2 | 10A | 24A | 4 A | 508 | $C\Delta$ | 4 A | 244 | 12A | 12 | 60 | 1 | 05 | 1030 | TT1 | 60 |) т | P |
| 9.63 | 9.63 | OIV IUIII | | 510 101 | | | - | | 9A | | | | | | | 12A | | | | | 1030 | | | | L P |
| 9.77 | 9.77 | | | | | | | 2 2 | | | 4A | | | | | 12A | | | | | 1030 | _ | | | L P |
| 9.79 | | END SU LN | т. | CLIMBING | 12A | | | 2 2 | | | 4A | | | | | | | | | | 1030 | | | | L P |
| 2.12 | 2.12 | ON RAMP | | MERIDIAN ST | | ST | Y | | 211 | 2 111 | 171 | 300 | םם | 111 | 2 111 | 1211 | 444 | 10 | _ | 03 | 1030 | 01 | 0.0 | | |
| 9.82 | 9 82 | OFF RAMP | | MERIDIAN ST | | ST | Y | | | | | | | | | | | | | | | | | | |
| 9.84 | | BEG BRIDGE | | 15TH AVE | | ST | | | ¢¢ሮ | 52A | ¢¢ሮ | 500 | ¢¢ | ¢¢С | 49 A | ¢¢ሮ | | 1 0 1 | 1 | 05 | 1030 | TT1 | 60 | Т | L P |
| 2.04 | 7.01 | DEG DRIDGE | _ | BRDG NUM 512/029S | | O I | | 2 2 | γγC | JZA | γγC | 300 | ŲΫ | Y V C | TJA | γγC | | 101 | _ | 0.5 | 1030 | ΟŢ | 0.0 | , _ | |
| | | BEG BRIDGE | D | 15TH AVE | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 512/029N | | - | | | | | | | | | | | | | | | | | | | |
| 9.88 | 9.88 | END BRIDGE | I | 15TH AVE | | | | 2 2 | 11A | 24A | 4 A | 50S | BE | 4 A | 24A | 12A | | 48 | 1 | 05 | 1030 | TJ1 | 60 |) I | P |
| | | END BRIDGE | | 15TH AVE | | | | | | | | | | | | | | | | | | | | | |
| 9.90 | 9.90 | MISC FEATR | | GORE (P100982) | | | | | | | | | | | | | | | | | | | | | |
| 9.91 | 9.91 | | | 00112 (1100)02, | | | | 2 2 | 11A | 24A | 4 A | 50S | CA | 4 A | 24A | 12A | | 48 | 1 | 05 | 1030 | 111 | 60 |) т | ιP |
| 9.95 | | MISC FEATR | т. | GORE (S100979) | | | | | | | | 505 | 011 | | | | | | _ | 0.0 | | - | | _ | |
| 10.00 | | MP MARKER | | 10 | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 10.01 | | _ | | | | | 2 2 | 11A | 24A | 4 A | 50S | BE | 4 A | 24A | 12A | | 48 | 1 | 05 | 1030 | 111 | 60 |) т | ιP |
| 10.06 | | BEG BRIDGE | Т | MERIDIAN ST | | ST | | | | | | 50S | | | | | | | | | 1030 | | | | L P |
| 10.00 | 10.00 | DEG DRIDGE | _ | BRDG NUM 512/031S | | | | | 440 | 5011 | 770 | 305 | | 770 | 5011 | 440 | | , 0 | _ | 0.5 | 1000 | 01 | | _ | |
| | | BEG BRIDGE | D | MERIDIAN ST | | ST | | | | | | | | | | | | | | | | | | | |
| | | DEG DRIDGE | | BRDG NUM 512/031N | | | | | | | | | | | | | | | | | | | | | |
| 10.10 | 10 10 | END BRIDGE | т | MERIDIAN ST | | | | 2 2 | 12a | 241 | 4 z | 46S | BE | 4 D | 242 | 1 N 🛚 | | 48 | 1 | 05 | 1030 | TT1 | 60 |) т | L P |
| 10.10 | 10.10 | END BRIDGE | | MERIDIAN ST | | | | 2 2 | 1211 | 2 171 | 171 | 100 | םם | 111 | 2 171 | 1011 | | 10 | _ | 03 | 1030 | 01 | 0.0 | | |
| 10.14 | 10.14 | LIVE DIVIDUE | | | | | | 2 2 | 12A | 244 | 4A | 465 | CA | 4 A | 244 | 10A | | 4.8 | 1 | 05 | 1030 | тт1 | 60 |) т | L P |
| 10.23 | | MISC FEATR | L | GORE (R101036) | | | | | | | | 46S | | | | | | | | | 1030 | | | | ı P |
| 10.23 | | MISC FEATR | Ď. | GORE (Q101052) | | | | | IOA | 117 | 117 | 105 | C11 | 117 | 2 1177 | 1011 | | 10 | _ | 55 | 1000 | 0 1 | 3 (| , _ | |
| 10.36 | | OFF RAMP | | MERIDIAN ST | | ST | Y | | | | | | | | | | | | | | | | | | |
| 10.52 | | ON RAMP | | MERIDIAN ST MERIDIAN ST | | ST | Y | | | | | | | | | | | | | | | | | | |
| 10.52 | | ON RAMP | | PIONEER AVE | | ST | Y | | | | | | | | | | | | | | | | | | |
| 10.07 | 10.07 | OI ICAI-IE | ш | T TOMBBY AVB | | υı | 1 | | | | | | | | | | | | | | | | | | |

TRIPS SYSTEM

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| | | | | | | | | | | 1 | WIDTI | H ANI | D SU | RFAC | E IN | FORM | MOITA | 1 | | | | | | | | | |
|----------------|-------|------------------------|-------|-----|---|------|-----|-----|-----|-------|-------|-------|------|----------|-------|-------|--------|-----|-----|----|-----|----------|-----|------|-----|----------|-----|
| | | | : [|)IR | ECTION TO INVENTORY | | IDG | | | | REAS | | | | | RES/ | JNDI | | | | | -CLAS | | | | NS. | |
| | | | | | EFT/RIGHT INDICATOR | | | | | LFT | | RHT | | | LFT | | | USE | | | | | | LEGA | | | |
| | | | : | | l = = = = = = = = = = = = = = = = = = = | -XF | OAD | - | LNS | SHD | RDY | SHD | MED | IAN- | SHD | RDY | SHD | LNS | RDY | MT | 'CE | CITY | ST | SPE | ID | T] | PS |
| SRMP B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | 니 | DI | W/S | W/S | W/S | WD/ | SBR | W/S | W/S | W/S | WID | WID | A, | SE | NBR | FC | D] | В | R 1 | K T |
| | | l | I — I | | I | -11 | | — I | -1- | I | l —— | l | l | -1 | l | I | l —— I | l | l | _ | | | lI | | I · | <u> </u> | -1- |
| 10.72 | 10.72 | | | | | | | | 2 2 | 10A | 24A | 4A | 46 | S CA | 4A | 24A | 10A | | 48 | 1 | 05 | 1030 | U1 | 6 | 0 | L I | P |
| 10.84 | | OFF RAMP | | R | PIONEER AVE | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 10.86 | 10.86 | UXING | В | | 7TH AVE | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 512/033 | | | | | | | | | | | | | | | | | | | | | | |
| 10.96 | 10.96 | MISC FEATR | | L | GORE (S101067) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (P101084) | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | MP MARKER | | | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.07 | 11.07 | MISC FEATR | | | GORE (R501121) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | R | GORE (Q501141) | | | | | | | _ | | | | | | | | | | | | | | | |
| 11.08 | 11.08 | | _ | | | | | | | | | | | _ | | | 10A | | 48 | 1 | 05 | 1030 | Ul | | 0 | | |
| 11.12 | 11.12 | BEG BRIDGE | Ι | | PUYALLUP RIVER | ST | | | 2 2 | ŞŞC | 38A | \$\$C | 48 |) | ŞŞW | 38P | \$\$W | | ./6 | 1 | 05 | 1030 | Ul | (| 0 | L I | Ρ |
| | | DD 11717G | _ | | BRDG NUM 512/035S | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | В | | NUM 85693J STRUCTURE | a.m. | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | ע | | PUYALLUP RIVER | ST | | | | | | | | | | | | | | | | | | | | | |
| 11 01 | 11 01 | OFF DAME | | _ | BRDG NUM 512/035N | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 11.21 11.36 | | OFF RAMP LEAVE CITY | | ш | PIONEER AVE PUYALLUP | 51 | | _ | 2 2 | a | 38A | С | 480 | <u> </u> | 747 | 200 | W | | 76 | 1 | ΛE | \$\$\$\$ | тт1 | | 50 | | ė. |
| 11.36 | | END BRIDGE | | | PUYALLUP PUYALLUP RIVER | | | | | _ | 24A | _ | | | | | 10A | | 48 | | | 9999 | UI | | 50 | | Þ |
| 11.41 | 11.41 | END BRIDGE | | | PUYALLUP RIVER | | | | | IUA | 24A | 4A | 40, | o or | 4A | ZHA | IUA | | 40 | Т | 05 | | UΙ | (| | ш | |
| | | ON RAMP | | Þ | PIONEER AVE | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 11.44 | 11.44 | ON KAME | | 10 | FIONEER AVE | 51 | | _ | 2 2 | 1 N Z | 24 b | 4 z | 46 | s CA | 4 z | 241 | 10A | | 48 | 1 | 05 | | IJ1 | 6 | 0 | т. | |
| 11.55 | | ON RAMP | | L | SR 167 | ST | | Y | | 1011 | 2 171 | 111 | 101 | J C11 | 121 | 2 171 | 1011 | | 10 | _ | 03 | | ΟŢ | | | _ | |
| 11.58 | | UXING | В | _ | BENSTON DR | ST | | - | | | | | | | | | | | | | | | | | | | |
| | 11.00 | 0112110 | _ | | BRDG NUM 512/038 | | | | | | | | | | | | | | | | | | | | | | |
| 11.63 | 11.63 | MED XING | | С | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 11.71 | | OFF RAMP | | R | | ST | | Y | 2 1 | 10A | 24A | 4A | 46 | S CA | 4A | 14A | 8A | | 38 | 1 | 05 | | U1 | 6 | 0 | L | |
| 11.78 | 11.78 | MISC FEATR | | R | GORE (SR 167 Q100644) | | | | | | | | | | | | | | | | | | | | | | |
| 11.83 | 11.83 | MISC FEATR | | L | GORE (SR 167 P100570) | | | | | | | | | | | | | | | | | | | | | | |
| 11.95 | 11.95 | | | | | | | | 2 1 | 10A | 24A | 4A | 46 | S BE | 4A | 14A | 8A | | 38 | 1 | 05 | | U1 | 6 | 0 | L | |
| 11.99 | 11.99 | BEG BRIDGE | I | | SR 167 | ST | | | 2 1 | \$\$W | 38A | \$\$W | 46 | \$\$ C | \$\$W | 27P | \$\$W | | 65 | 1 | 05 | | U1 | 6 | 50 | L | |
| | | | | | BRDG NUM 512/040S | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | | SR 167 | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | BRDG NUM 512/040N | | | | | | | | | | | | | | | | | | | | | | |
| 12.06 | 12.06 | END BRIDGE | | | SR 167 | | | | | | | | | | | | | | | | | | | | | | |
| | | END BRIDGE | | | SR 167 | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | | CONTROL SECTION 2735 | | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SERIC STATE STAT | | | | | | | | | | | | | | W | IDTE | i ani | o s | URF <i>I</i> | ACE | : INI | FORM | ATIO | 1 | | | | | | | | |
|---|---------|-----------|-----------|-----|---------|----------------|--------------|------|-----|--------|------|---------|---------|------|------|-------|------|--------------|--------|-------|------|------|----------|-------|-----|----|------|--------|-------|-------|-------|
| SEMP B ARM | | | | : [| DIR | ECTION TO | INVENTO | RY | | -BR | IDGI | 2 | | DECR | EAS | DIV | | | | INC | RES/ | UNDI | SPC | | | | CLAS | SSIF | CATI | ON | S |
| SRMF B ARM FRATURE D LR DESCRIPTION ON TC L D I W/S W/S W/S W/S W/S W/S W/S W/S W/S W/S | | | | : | : L | EFT/RIGHT | INDICAT | 'OR | | -UX | ING- | - NI | BR | LFT | | RHT | | | | LFT | | RHT | USE | TOT | | | | | LEGAL | . | |
| 0.00 0.00 BEG ROUTE MAIN ROUTE SECTION 2730 ST SG Y SG Y | | | | : | : | | | | | -XR | OAD- | - LI | NS | SHD | RDY | SHD | ME: | DIAN | 1- | SHD | RDY | SHD | LNS | RDY | MП | CE | CITY | ST | SPEED | T | PS |
| SEC CTLSEC SEC CTLSEC SEC STANKENNA TO SE 7 ST SG Y ST S | SRMP B | ARM | FEATURE | D | LR I | DESCRIPTION | ON | | | OW | TC I | D C | Ι | W/S | W/S | W/S | WD | /S E | 3R | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D IE | 3 R | K T |
| SEC CTLSEC SEC CTLSEC SEC STANKENNA TO SE 7 ST SG Y ST S | | · I | | 1- | I —— | I | | | | I —— I | - | -1- | 1-1 | | | | I —— | 1- | | | l —— | I | l ——— | I ——— | 1-1 | | I I | l —— I | | - 1 — | 1-1- |
| BEG CILSEC | 0.00 | 0.00 | BEG ROUTE | C | | MAIN ROUT | E | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 1 | 01 | | U2 | 45 | L | |
| TINTRSECTIN B SR 507 | | | | | | SR 507/MC | KENNA T | O SR | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 0.12 BEG SU IN C TWO WAY TURN 11A 1 1 4A 22A 4A 11 33 1 01 U2 45 L 0.17 O.17 INTESTEN L DOTH AVE S CO Y 0.21 0.21 END SU IN C TWO WAY TURN 11A 1 1 4A 22A 4A \$\$\$ 22 1 01 U2 45 L 0.27 0.27 | | | BEG CTLSE | EC | | CONTROL S | ECTION | 2730 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 0.17 INTESECTIN L 90TH AVE S CO Y 0.21 END SU IN C TWO WAY TURN 11A 1 1 1 4A 22A 4A \$\$\$ 22 1 01 U2 45 L 0.27 0.27 0.27 0.28 0.28 1 2 U 1 1 U2 45 L 0.29 0.29 0.29 1.29 1 1 1 2A 22B 2A 22 1 01 U2 45 L 0.30 0.30 INTRSECTIN R 88TH AVE S PV N 0.58 0.58 INTESECTIN R HARTS LAKE RD S CO N 1.02 1.02 FM MARKER R 1 1.21 1.21 INTRSECTIN L 64TH AVE S CO N 1.25 1.25 1 1 2A 22B 2A 22 1 01 R2 45 L 0.29 2.29 1NTRSECTIN L 64TH AVE S CO N 2.92 2.29 INTRSECTIN L 55TH AVE S CO N 2.92 2.29 INTRSECTIN L 46TH AVE S CO N 2.92 2.92 INTRSECTIN L 46TH AVE S CO N 3.30 3.32 INTRSECTIN L 40TH AVE S CO N 3.30 3.32 INTRSECTIN L 40TH AVE S CO N 3.30 4 MP MARKER R 2 S CO N 3.30 4 MP MARKER R 3 S CO N 3.31 1 NITRSECTIN R 31ST AVE S CO N 3.391 3.391 3.791 INTRSECTIN L 31ST AVE S CO N 4.00 4 0.00 MP MARKER R 4 5 5.00 5.92 5.92 INTRSECTIN L 2NTH AVE S CO N 4.00 4 0.00 MP MARKER R 6 6 6.99 6.99 MP MARKER R 7 7.15 7.15 INTRSECTIN L 2NTH AVE S CO N 8.01 MP MARKER R 8 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.00 8.00 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.01 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.00 8.00 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.00 8.00 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.01 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.00 8.00 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.05 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.04 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.05 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S CO N 8.05 MP MARKER R 8 8.04 8.04 INTRSECTIN L 2NTH AVE S C | | | INTRSECT | 1 | В | SR 507 | | | | | SG ? | Z | | | | | | | | | | | | | | | | | | | |
| 0.21 0.21 END SU LN C TWO WAY TURN 11A 1 1 4A 22A 4A \$\sqrt{8}\$ 22 1 01 U2 45 L 0.27 0.27 0.28 0.28 1.28 1.1 2A 22 2B 2A 22 1 01 U2 45 L 0.29 0.29 1.1 1 2A 22 2B 2A 22 1 01 U2 45 L 0.30 0.30 INTRSECTN R 88TH AVE S PV N 0.58 0.58 INTRSECTN R 8ATH AVE S CO N 1.02 1.02 MP MARKER R 1 1.21 1.21 INTRSECTN L 64TH AVE S CO N 1.25 1.25 1.25 1.85 1.85 INTRSECTN L 64TH AVE S CO N 2.09 2.29 INTRSECTN L 64TH AVE S CO N 2.29 2.29 INTRSECTN L 56TH AVE S CO N 3.04 3.04 MP MARKER R 3 3.32 3.32 INTRSECTN L 56TH AVE S CO N 3.04 3.04 MP MARKER R 3 3.32 3.32 INTRSECTN L 54TH AVE S CO N 3.04 3.04 MP MARKER R 8 3.32 3.32 INTRSECTN L 54TH AVE S CO N 3.04 3.04 MP MARKER R 7 4.00 4.00 MP MARKER R 8 5.29 5.29 INTRSECTN R ALGEN RD S CO N 3.91 3.91 INTRSECTN R ALGEN RD S CO N 4.00 4.00 MP MARKER R 7 5.29 5.29 INTRSECTN L 30TH AVE S CO N 3.91 3.91 INTRSECTN R ALGEN RD S CO N 4.00 4.00 MP MARKER R 7 5.29 5.29 INTRSECTN L 30TH AVE S CO N 6.10 6.10 MP MARKER R 7 7.15 INTRSECTN L 2ND AVE S CO N 8.00 8.00 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 INTRSECTN L 2ND AVE S CO N 8.01 MP MARKER R 7 7.15 INTRSECTN R ALGEN RD S CO N 8.02 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 INTRSECTN L 2ND AVE S CO N 8.04 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 INTRSECTN R 34TH AVE S CO N 8.04 MP MARKER R 8 8.04 AND MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 INTRSECTN L CHRISTENSEN MUCK RD CO N 1 INTRSECTN L CHRISTENSEN MUCK RD CO N 1 INTRSECTN R JACKSON RD CO R 1 INTRSECTN R JACKSON RD CO R 1 INTRSECT | 0.12 | 0.12 | BEG SU LI | 1 | C | TWO WAY T | URN | | 11A | | | 1 | 1 | | | | | | | 4A | 22A | 4A | 11 | 33 | 1 | 01 | | U2 | 45 | L | |
| 0.27 0.27 0.28 0.28 0.28 0.28 0.29 0.29 0.30 0.30 INTRSECTN R 88TH AVE S PV N N | 0.17 | 0.17 | INTRSECT | 1 | L | 90TH AVE | S | | | CO | 7 | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.21 | 0.21 | END SU LI | 1 | С | TWO WAY T | URN | | 11A | | | 1 | 1 | | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 01 | | U2 | 45 | L | |
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| 0.30 0.30 INTERSECTIN R 88TH AVE S PV N 0.58 0.58 INTERSECTIN R HARFS LAKE RD S CO N 1.02 1.02 MP MARKER R 1 1.21 INTERSECTIN L MCKENNA RD S CO N 1.25 1.25 1.85 INTERSECTIN L 64TH AVE S CO N 2.00 2.00 MP MARKER R 2 2.19 1NTRSECTIN L 56TH AVE S CO N 2.29 2.29 INTERSECTIN L 56TH AVE S CO N 2.29 2.29 INTERSECTIN L 46TH AVE S CO N 3.04 A) MARKER R 3 3.32 3.32 INTERSECTIN L 40TH AVE S CO N 3.66 3.86 INTERSECTIN R 31ST AVE S CO N 3.91 3.91 INTERSECTIN R 31ST AVE S CO N 4.00 4.00 MP MARKER R 4 5.06 5.06 MP MARKER R 7 5.29 5.29 INTERSECTIN B 8TH AVE S CO N 4.00 4.00 MP MARKER R 6 5.99 5.29 INTERSECTIN B 8TH AVE S CO N 6.10 6.10 MP MARKER R 6 6.99 6.99 MP MARKER R 6 6.99 6.99 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 7.15 INTERSECTIN B KINSMAN RD E CO N 8.00 B AND MP MARKER R 7 7.15 INTERSECTIN B KINSMAN RD E CO N 8.01 INTERSECTIN B KINSMAN RD E CO N 8.02 B AND MP MARKER R 7 7.15 7.15 INTERSECTIN B KINSMAN RD E CO N 8.01 INTERSECTION B KINSMAN RD E CO N 8.02 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.03 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.04 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.05 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.01 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.02 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.03 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.04 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.05 B AND MP MARKER R 7 7.15 INTERSECTION B KINSMAN RD E CO N 8.05 B AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 7 7.15 C AND MP MARKER R 8 8.04 B AND MP MARKER R 9 8.05 B AND MP MARKER R 9 8.06 B AND MP MARKER R 9 8.07 B AND MP MARKER R 9 8.08 B AND MP MARKER R 9 8.09 B AND MP MARKER R 9 8.09 B AND MP MARKER R 9 8.00 B AND MP MARKER R 9 8.00 B AND MP MARKER R 9 8.00 B AND MP MARKER R 9 8.00 B AND MP MARKER R 9 8.00 B AND MP MARKER R 9 8.00 B AND MP MARKE | | 0.28 | | | | | | | | | | 1 | 1 | | | | | | | | | | | 22 | 1 | 01 | | U2 | 45 | L | |
| 0.58 | 0.29 | 0.29 | | | | | | | | | | 1 | 1 | | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | | R2 | 45 | L | |
| 1.02 1.02 MP MARKER R 1 1.21 INTESECTN L MCKENNA RD S CO N 1.25 1.25 | 0.30 | 0.30 | INTRSECT | 1 | R | 88TH AVE | S | | | PV | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 1.21 1.21 INTRSECTN L MCKENNARDS CO N 1.25 1.25 1.85 1.185 INTRSECTN L 64TH AVE S CO N 2.00 2.00 MP MARKER R 2 2.19 2.19 INTRSECTN R 58TH AVE S CO N 2.29 2.29 INTRSECTN L 46TH AVE S CO N 3.04 3.04 MP MARKER R 3 3.32 INTRSECTN L 40TH AVE S CO N 3.186 INTRSECTN R ALLEN RD CO N 3.181 3.86 INTRSECTN R 31ST AVE S CO N 3.91 3.91 INTRSECTN R 31ST AVE S CO N 3.91 3.91 INTRSECTN L 30TH AVE S CO N 3.91 3.91 INTRSECTN L 30TH AVE S CO N 4.00 MP MARKER R 4 5.06 5.06 MP MARKER R 5 5.29 5.29 INTRSECTN B 8TH AVE S CO N 6.10 6.10 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 7.15 INTRSECTN B KINSMAN RD E CO N 8.00 8.00 MP MARKER R 6 8.00 8.00 MP MARKER R 7 7.15 7.15 INTRSECTN L 34TH AVE E PV N 8.31 8.31 INTRSECTN L 34TH AVE E PV N 8.32 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | 0.58 | 0.58 | INTRSECT | 1 | R | HARTS LAK | E RD S | | | CO | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 . 25 | | 1.02 | MP MARKER | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.85 | | 1.21 | INTRSECT | 1 | L | MCKENNA R | D S | | | CO | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 2.10 2.00 MP MARKER R 2 2.19 2.19 INTRSECTN L 56TH AVE S CO N 2.29 2.29 INTRSECTN L 56TH AVE S CO N 3.04 MP MARKER R 3 3.32 3.32 INTRSECTN L 40TH AVE S CO N 3.86 3.86 INTRSECTN R ALLEN RD CO N 3.91 3.91 INTRSECTN R 31ST AVE S CO N 3.91 3.91 INTRSECTN L 30TH AVE S CO N 4.00 MP MARKER R 4 5.06 5.06 MP MARKER R 5 5.29 5.29 INTRSECTN L 2ND AVE E CO N 6.10 MP MARKER R 6 6.99 6.99 MP MARKER R 7 7.15 INTRSECTN B KINSMAN RD E CO N 8.00 8.00 MP MARKER B 8 8.04 8.04 INTRSECTN L 34TH AVE E PV N 8.31 INTRSECTN L CHRISTENSEN MUCK RD CO N INTERSECTION DETAIL SRMP B ARM LGT WD LGT WD LGT WD LGT WD LGT WD LGT WD LGT WD 0.00 0.00 0.00 .02 LGT WD LGT WD LGT WD LGT WD 1.00 LGT WD LGT WD LGT WD LGT WD 1.00 LGT WD LGT WD LGT WD LGT WD 1.00 LGT WD LGT WD LGT WD 1.00 LGT WD LGT WD LGT WD 1.00 LGT WD LGT WD 1.00 LGT WD 1 | 1.25 | 1.25 | | | | | | | | | | 1 | 1 | | | | | | | 2A | 22B | 2A | | 22 | 1 | 01 | | R2 | 55 | L | |
| 2.19 2.19 INTRSECTN R 58TH AVE S CO N 2.29 2.29 INTRSECTN L 46TH AVE S CO N 3.04 3.04 MP MARKER R 3 SCO N 1.00 N 1 | 1.85 | 1.85 | INTRSECT | 1 | L | 64TH AVE | S | | | CO | 1 | 1 | | | | | | | | | | | | | | | | | | | |
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| 2.92 | 2.19 | 2.19 | INTRSECT | 1 | R | 58TH AVE | S | | | CO | 1 | V. | | | | | | | | | | | | | | | | | | | |
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| 3.32 3.32 INTRSECTN | | | | | L | 46TH AVE | S | | | CO | 1 | V. | | | | | | | | | | | | | | | | | | | |
| INTRSECTN | 3.04 | 3.04 | MP MARKER | 2 | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 8.04 8.04 INTRSECTN L 34TH AVE E PV N 8.31 8.31 INTRSECTN R JACKSON RD CO N INTRSECTN L CHRISTENSEN MUCK RD CO N INTERSECTION DETAILTURN 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 | 8.00 | 8.00 | MP MARKER | 2 | В | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
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| INTRSECTION DETAILTURN LANES | | | | | R | | | | | CO | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | RD | | CO | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 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 | | GET 011 - | | | | | | | | | | 3.0 | a=- | | | | | | | | | | | | | | | | | | |
| SRMP B ARM LGT WD LGT W | INTERSE | C.I.TON D | E.I.YTP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM

DATE 01/31/25 TIME 17:13:52 PAGE 339 STATE HIGHWAY LOG

| | SR 702 | MAINLINE | STATE ROUTE - SRSH | COUNTY PIERCE | DOT DISTRICT 3 |
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| | | | : :L | EFT/RIGHT INDICATOR | -UXI | ING- | NBR | LFT | | RHT | | LFT | | RHT | USE | TOT | | | : | LEGAL | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | ГС Ь | DI | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A S | SE NBR | FC 1 | D IB R | KT |
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| 8.32 | 8.32 | | | | | | 1 1 | | | | | 2A | 22B | 2A | | 22 | 1 (|)1 | R2 | 55 L | |
| 8.98 | 8.98 | INTRSECTN | R | 48TH AVE E | CO | N | | | | | | | | | | | | | | | |
| 8.99 | 8.99 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | |
| 9.32 | 9.32 | INTRSECTN | В | SR 7 | ST S | SG Y | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2730 | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | |

DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION TRIPS SYSTEM STATE HIGHWAY LOG

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| | | | : :L | EFT/RIGHT INDICATOR | -U2 | XING- | - NBI | R LF | ŦΤ | | RHT | | | $_{ m LFT}$ | | RHT | USE | TOT | | | | LEGA | 4L | |
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| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | OW | TC I | ַ D ַ | I W/ | /S 1 | W/S | W/S | WD/S | BR | W/S 1 | W/S | W/S | WID | WID | A. | SE NBI | R FC | D [| :B R | KT |
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| 5.29 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | 1 | 3 8 | 3A . | 12A | | 16A | CU | | 36A | 8A | | 48 | 1 | 15 | U1 | 4 | 10 L | |
| | | | | SPANAWAY LOOP RD TO SR 7 | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 2770 | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SPANAWAY LOOP RD | CO | SG : | Y | | | | | | | | | | | | | | | | | |
| 5.51 | 0.22 | | | | | | 2 | 3 20 | DA : | 24A | | 16A | CU | | 36A | 8A | | 60 | 1 |)5 | U1 | 4 | 10 L | |
| 5.78 | 0.49 | | | | | | 2 | 2 20 | AC | 24A | | 16A | CU | | 24A | 8A | | 48 | 1 |)5 | U1 | 4 | 10 L | |
| 5.80 | 0.51 | | | | | | 2 | 2 8 | 3A | 24A | | 4A | CU | | 24A | 8A | | 48 | 1 |)5 | U1 | 4 | 10 L | |
| 5.89 | 0.60 | WYE CONN | R | SR 7 | ST | 7 | Y | | | | | | | | | | | | | | | | | |
| 5.92 | 0.63 | INTRSECTN | В | SR 7 | ST | SG : | Y | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2770 | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | TURN | LANES | | A | CCELERAT | ION LANE | S |
|---------------------|----------|--------|--------|--------|--------|----------|----------|--------|
| | L NEAR F | R NEAR | L FAR | R FAR | LEFT | L-CNTR | R-CNTR | RIGHT- |
| SRMP B ARM | LGT WD I | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| | | | | | | | | |
| 5.29 0.00 | | | | .22 12 | | | | |
| 5.89 0.60 | | .11 24 | | | | | | |
| 5.92 0.63 | .11 12 | | | | | | | |

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| | | | | | ECTION TO INVENTORY | 1 | RIDGE | : | D | ECR | EAS | ANI DIV | | | 1 | RES/ | UNDI | 1 | 1 | | | -CLA | SSI | FICATI | | NS- |
|--------------|-------|--------------------------|----|---------|--|-----|-------|-------|------|------|------|------------|-----|-----------------------------|-----|------|------|-----|-----|---|----|------|-----|---------------|-------|-----|
| | | | | | EFT/RIGHT INDICATOR | 1 | ING- | - 1 | - 1 | | | RHT | 1 | | LFT | | | USE | | | 1 | | | LEGAI | | |
| SRMP B | 3 ARM | FEATURE | | : LR | DESCRIPTION | | | | | | | | | DIAN- /S _, BR | | | | | | | | | | SPEEI D IE | | |
| | - | l | l_ | l | | | _ | - - - | _ _ | | | l | l | _ | l | l | | l | l | _ | I | | . | _ | _ - | _ _ |
| 0.00 | 0.00 | BEG ROUTE | | | MAIN ROUTE SR 5 TO SCHUSTER PARKWAY | | | 3 | 1 | 8A | 36A | 8A | 30 | 00 | С | 24A | С | | 60 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| | | ENTER CITY | | | TACOMA | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC UXING | В | | CONTROL SECTION 2758 SR 5 GRADE SEPARATED HOV | СШ | | | | | | | | | | | | | | | | | | | | |
| | | UXING | В | | BRDG NUM 005/445HOV | 51 | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | Ι | | END OF SR 7 | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | UXING | В | | SR 5 SB | ST | | 3 | 2 | 8A | 36A | 8A | 30 | 00 | W | 52A | W | | 88 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| | | | | | BRDG NUM 005/445W | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | | | SR 5 N BND | ST | У | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | | | GORE (SR 5 P213316) | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | UXING | D | | S-S RAMP | ST | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0 06 | BEG BRIDGE | _ | | BRDG NUM 705/006W CHEHALIS WESTERN RR | ST | | 3 | 2 | 0.70 | 267 | 8A | 2.5 | 00 | 747 | 52P | W | | 0.0 | 1 | ΛE | 1280 | TTE | 6.0 | ١, | R P |
| 0.00 | 0.00 | DEG DKIDGE | | | BRDG NUM 705/006N-N | 51 | | 3 | ۷ ، | OA | 30A | OA | 23 | 00 | VV | JZP | VV | | 00 | _ | 03 | 1200 | 03 | 0.0 | , , | K P |
| | | OFF RAMP | | R | E 26TH ST | ST | У | 7 | | | | | | | | | | | | | | | | | | |
| | | RR XING | I | | NUM 396644W STRUCTURE | - | _ | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | ON RAMP | | L | S 26TH ST*S 27TH ST | ST | У | 2 | 2 | 8A | 24A | 8A | 25 | 00 | W | 52P | W | | 76 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.13 | 0.13 | MISC FEATR | | L | GORE (S100010) | | | 2 | 2 1 | 0A | 24A | 4A | 20 | 00 | W | 52P | W | | 76 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.15 | 0.15 | | | | | | | 2 | 2 1 | 0A | 24A | 4A | 20 | 00 | W | 38P | W | | 62 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.16 | | MISC FEATR | | R | GORE (P100006) | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | BEG BRIDGE | D | | BRIDGE | ST | | 2 | 2 \$ | \$W | 43P | \$\$W | 20 | 00 | W | 38P | W | | 81 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.18 | 0 10 | TIVINO | I | | BRDG NUM 705/006S-N S-N RAMP | ST | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | UXING | Τ | | BRDG NUM 705/006E | 21 | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0 20 | END BRIDGE | D | | BRIDGE | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | | MISC FEATR | | | GORE (SR 5 S113320) | | | 3 | 2 | W | 54P | W | 5 | 00 | W | 38P | W | | 92 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.26 | | OFF RAMP | | | SR 5 S BND | ST | Y | 7 3 | | | 54P | W | 5 | 00 | | 38P | | | | | | 1280 | | 60 |)] | R P |
| 0.34 | 0.34 | END BRIDGE | I | | CHEHALIS WESTERN RR | | | 3 | | W | 54P | W | 2 | 50 | W | 72P | W | | 126 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| | | MISC FEATR | | RC | GORE (SR 5 R113425) | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | | ON RAMP | | RC | SR 5 S BND | ST | У | 7 3 | | | 54P | W | | 50 | | 72P | | | | | | 1280 | | | | R P |
| 0.48 | 0.48 | | | | | | | 3 | 3 | W | 54P | W | 2 | 50 | W | 52P | W | | 106 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.49 | | OFF RAMP | | R | SR 509 | ST | Y | | _ | | - 1- | | 0 | | | | | | 100 | | ٥. | 1000 | | | | |
| 0.50 | | ON RAMP | | Г | SR 509*S 21ST ST | ST | У | 7 2 | 3 | W | 54P | W | 2 | 50 | W | 52P | W | | T06 | Τ | 05 | 1280 | 05 | 60 |)] | R P |
| 0.59 | | MISC FEATR | | | GORE (P100049) | | | | | | | | | | | | | | | | | | | | | |
| 0.62 0.64 | | MISC FEATR MISC FEATR | | | NPS BRIDGE #705/006W NPS BRIDGE #706/006E | | | 2 | 2 | TAT | 40P | W | 2 | 50 | TAT | 52P | W | | 0.2 | 1 | ΛE | 1280 | TTE | 6.0 | ۱ ۱ | R P |
| 0.04 | 0.04 | MISC FEATR | | | GORE (S100050) | | | 2 | 3 | VV | 40P | W | ۷. | 50 | W | 52P | W | | 92 | Τ | 05 | 1200 | 05 | 0.0 | , , | R P |
| 0.72 | 0.72 | UXING | В | | SR 509 | ST | | 2 | 1 | W | 40P | W | | 90 | Ś | 34P | W | | 74 | 1 | 05 | 1280 | 115 | 60 |) 1 | R P |
| · · · · · | | | _ | | BRDG NUM 509/004 | ~ - | | _ | _ | | | ,, | | | ~ | | ,, | | | _ | | | 0.0 | | | |
| | | OFF RAMP | | RC | PACIFIC AVE*15TH ST | ST | Υ | 7 | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | MISC FEATR | | | GORE (P100072) | | | 2 | 1 | W | 40P | W | 5 | 90 | W | 27P | W | | 67 | 1 | 05 | 1280 | U5 | 60 |)] | R P |
| 0.84 | 0.84 | MISC FEATR | | R | GORE (Q100099) | | | 2 | 1 | TAT | 40P | TAT | 5 | 90 | TAT | 56P | W | | 96 | 1 | 05 | 1280 | TTS | 60 |) 1 | R P |

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| | | | | | | | | | – – W | тртн | AND | SURFA | CE IN | FORM | иотта | J – – - | | | | | | | | |
|--------|------|------------|-------|--------------------------|------|---------|------|---------|------------------|------|-----|--------|-------|------|-------|---------|-----|-----|-------|-------|-----|-------|-----|-----|
| | | | :DTRI | ECTION TO INVENTORY | l-BF | RIDGE | | | | EAS/ | | DOM | | - | UNDI | | | | (| CLAS | STF | ICATI | ONS | |
| | | | | EFT/RIGHT INDICATOR | | KING- | 1 | | | | RHT | | LFT | | | USE | | | | 02110 | | LEGAL | | |
| | | | : : | 211,1120111 111210111011 | _ | _ | 1 | | | | | MEDIAN | | | | | | МТС | E C | ттүТ | | SPEED | | pls |
| SRMP B | ARM | FEATURE | D LR | DESCRIPTION | | | | | | | | WD/S B | | | | | | | | | | | | кT |
| | 1 | | | | " | | | _ ``` | , ~ | , . | , - | , | | | | | | 1 | _ | | - | 1 | | - |
| | | | 1-1 | | · | . — . — | 1-1- | | | | | | | 1 | | | | | _ _ | | | | 1-1 | -1- |
| 0.85 | 0.85 | MISC FEATR | L | GORE (R100098) | | | 2 | 1 | W | 40P | W | 590 | W | 56P | W | | 96 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| 0.86 | 0.86 | | | | | | 2 | 1 | W | 58P | W | 590 | W | 56P | W | | 114 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| 0.88 | 0.88 | UXING | В | CHIHULY BRIDGE OF GLASS | CT | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 705/009P | | | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | | | | | | 2 | 1 | W | 58P | W | 590 | W | 38P | W | | 96 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| 0.96 | 0.96 | | | | | | 3 | 1 | W | 58P | W | 590 | W | 38P | W | | 96 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| 0.98 | 0.98 | BEG SU LN | L | WEAVING/SPEED CHANGE 14P | | | 3 | 1 | W | 58P | W | 590 | W | 38P | W | 14 | 110 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| | | OFF RAMP | L | SR 509*S 21ST ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 0.99 | | ON RAMP | R | SR 509 | ST | Y | 3 | 2 | W | 58P | W | 590 | W | 38P | W | 14 | 110 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| 1.00 | | MP MARKER | В | 1 | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | BEG BRIDGE | I | 705 NB | ST | | 3 | 2 | W | 58P | W | 80 | W | 38P | W | 14 | 110 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| | | | | BRDG NUM 705/010E | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.08 | UXING | D | N-W RAMP | ST | | 2 | 2 | W | 58P | W | 80 | W | 38P | W | 14 | 110 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| | | | | BRDG NUM 705/010N-W | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | BEG BRIDGE | D | 705 SB | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 705/010W | | | _ | _ | | | | _ | | | | | | | | | _ | | | |
| 1.15 | 1.15 | END SU LN | L | WEAVING/SPEED CHANGE 14P | | | 2 | 2 | W | 58P | W | 80 | W | 38P | W | \$\$\$ | 96 | 1 0 | 5 1: | 280 | U5 | 60 | R | P |
| | | ON RAMP | L | PACIFIC AVE*A ST*13TH ST | ST | Y | | _ | | | | | | | | | | | | | | | _ | _ |
| 1.20 | | MISC FEATR | _ L | GORE (S100115) | | | 2 | | | 40P | M | 80 | | 38P | W | | | | | 280 | | | R | |
| 1.32 | | END BRIDGE | | 705 SB | | | 2 | | | 40A | M | 180 | | 38P | | | | | | 280 | | | R | |
| 1.42 | | END BRIDGE | | 705 NB | | | 2 | 2 | W | 40A | W | 180 | W | 34A | W | | '/4 | 1 0 | 5 1: | 280 | U5 | 60 | R | Р |
| 1.43 | | ON RAMP | _ L | S 9TH ST*A ST | ST | Y | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | UXING | В | 11TH ST (OLD SR 509) | ST | | | | | | | | | | | | | | | | | | | |
| 1 50 | 1 50 | | _ | BRDG NUM 509/005A | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | MISC FEATR | | SCHUSTER PKWY AHEAD | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (S100143) | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2758 | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | W | ТОТН | I ANT | SURF <i>i</i> | ACE | TNF | ORMZ | иотти | J | | | | | | | |
|--------------|-----------|-----------|-----|------|---|------------|------|-----|------------|-------|------|-------|---------------|--------|-------|------|--------|--------|----------|----|------|-------|--------|----------|-------|
| | | | : 1 | OIRE | CTION TO INVENTORY | | -BRI | DGE | | DECR | | | | | | | JNDI | | | | | CLASS | SIFI | CATI | ONS |
| | | | : | :LE | FT/RIGHT INDICATOR | | -UXI | NG- | NBR | LFT | | RHT | | | LFT | | | | TOT | | | | L | EGAL | |
| | | _ | | : | | | | | | | | | | | | | | | | | | | | | TPS |
| SRMP E | 3 ARM | FEATURE | D | LR | DESCRIPTION | | OWIT | C L | DI | W/S | W/S | W/S | WD/S E | 3R 1 | W/S | W/S | W/S | WID | WID | A. | SE N | íbr þ | rc D | IB | RKT |
| | - | | _ _ | | | | _ | _ _ | _ _ | . | | | _ | - | | | | | | _ | _ | l_ | _ | _ | _ _ _ |
| 0.00 | 0 00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 1 | | | | | | E 7\ | 22B | 5A | | 22 | 1 | 0.1 | т | 22 | 30 | т |
| 0.00 | 0.00 | BEG ROUTE | | | SR 7/ELBE TO MT RAINI | - FD | | | т т | | | | | | SА | ZZB | ЭA | | 22 | Τ | OΙ | F | (2 | 30 | Ь |
| | | BEG CTLSE | :C | | CONTROL SECTION 2709 | .1110 | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | R | SR 7 | | ST | Y | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | INTRSECTN | | | 182ND AVE CT E | | CO | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | | | | | | | 1 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | F | 22 | 55 | L |
| 0.24 | 0.24 | BEG SU LN | Ī | R | WEAVING/SPEED CHANGE | 10B | | | 1 1 | | | | | | 5A | 22B | 5A | 10 | 32 | 1 | 01 | F | 2 | 55 | L |
| 0.26 | 0.26 | BEG SU LN | Ī | L | WEAVING/SPEED CHANGE | 10B | | | 1 1 | | | | | | 5A | 22B | 5A | 20 | 42 | 1 | 01 | F | 2 | 55 | L |
| 0.27 | | RR XING | В | | NUM 397178W GRADE | | | | | | | | | | | | | | | | | | | | |
| 0.30 | | END SU LN | | | WEAVING/SPEED CHANGE | | | | 1 1 | | | | | | | 22B | | 10 | | | | | 22 | 55 | |
| 0.33 | | END SU LN | | | WEAVING/SPEED CHANGE | 10B | | | 1 1 | | | | | | 5A | 22B | 5A | \$\$\$ | 22 | 1 | 01 | F | 22 | 55 | L |
| 0.36 | | MISC FEAT | | | SGN ENT ELBE | | | | | | | | | | | | | | | | | | | | |
| 1.03 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | | MP MARKER | | R | | 100 | | | 1 1 | | | | | | F 3 | 000 | F-3 | 20 | 40 | 1 | 0.1 | | | | - |
| 2.46 | 2.46 | BEG SU LN | | | WEAVING/SPEED CHANGE | | | | 1 1 | | | | | | bА | 22B | bА | 20 | 42 | Τ | OΤ | F | 22 | 55 | Ъ |
| 2.49 | 2 40 | BEG SU LN | | Ъ | WEAVING/SPEED CHANGE NUM 397189J GRADE | IOB | | | | | | | | | | | | | | | | | | | |
| 2.49 | | END SU LN | | | WEAVING/SPEED CHANGE | 1 N D | | | 1 1 | | | | | | 57 | 220 | 5 A | 444 | 22 | 1 | 0.1 | т | 22 | 55 | т |
| 2.52 | 2.52 | END SU LN | | | WEAVING/SPEED CHANGE | | | | | | | | | | JA | 225 | JA | אָטָא | 22 | _ | ΟŢ | r | | 55 | ш |
| 2.55 | 2 55 | BEG BRIDG | | | RELIEF CROSSING | | ST | | 1 1 | | | | | | \$\$0 | 32A | \$\$C | | 32 | 1 | 01 | F | 2 | 55 | т. |
| 2.33 | 2.33 | DIG DRIDG | | | BRDG NUM 706/003.25 | | | | | | | | | | 770 | 3211 | 770 | | 32 | _ | 0 1 | - | | 33 | _ |
| 2.56 | 2.56 | END BRIDG | E B | | RELIEF CROSSING | | | | 1 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | F | 2 | 55 | L |
| 3.00 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.53 | INTRSECT | ſ | В | 238TH AVE E | | CO | Y | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | 2 | R | 4 | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | MP MARKER | _ | R | 5 | | | | | | | | | | | | | | | | | | | | |
| 5.95 | 5.95 | | | | | | | | 1 1 | | | | | | 5A | 22B | 5A | | 22 | 1 | 01 | F | 2 | 50 | L |
| 5.99 | | MP MARKER | | R | | | | | | | | | | | | | | | | | | | | | |
| 6.12 | 6.12 | INTRSECTN | | | 278TH AVE E | | CO | N | | | | | | | | | | | | | | | | | |
| | | MISC FEAT | | | RR XING (VACATED) | | ~~ | | | | | | | | | | | | | | | | | | |
| 6.36 | | INTRSECTN | | | 282ND AVE E | | CO | N | | | | | | | | | | | | | | | | | |
| 6.56 | | INTRSECTN | | | 553RD ST | | CO | N | | | | | | | Г 7 | 225 | 444 | 1 0 | 2.4 | 1 | 0.1 | т | | г 0 | T |
| 6.67 6.71 | | BEG SU LN | | | | 12A 12A | | | 1 1 1 1 | | | | | | AC | 22B | \$\$\$ | | 34 46 | | | | 2 2 | 50 50 | |
| 6.83 | | END SU LN | | | | 12A 12A | | | 1 1 | | | | | , | 444 | | E 7 | | 34 | | | | 22 | 50 | _ |
| 6.92 | | END SU LN | | | | 12A | | | 1 1 | | | | | | 5 A | | | | 22 | | | | 22 | 50 | |
| 0.92 | 0.92 | END SO HI | | ш | SHOW VEHICLE | IZA | | | | | | | | | JA | 225 | JA | 444 | 22 | _ | ΟŢ | r | | 50 | ш |
| TNTERSE | ECTION D | ETATI. | | | TURN LANES | | | 7 | ACCE | LERAT | TON | TANE | S | | | | | | | | | | | | |
| | .01101. 2 | | | | R NEAR L FAR R FA | | | | | | | | RIGHT | | | | | | | | | | | | |
| SRMP E | 3 ARM | | LGT | | LGT WD LGT WD LGT | | | WD | | T WD | | ' WD | LGT V | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | | | | | .04 11 | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.53 | | .03 | 13 | .03 13 | | | | | | | | | | | | | | | | | | | | |

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| STATE STAT | | | | | | | | | | WIDTH | i ANI | D SI | URFA | CE II | NFOR | MATIO | DN | | | | | | |
|--|--------|-------|-------------|-------|----------------------|--------|-------|------------------------|-------|----------|-------|------|-------|---|-------------|--------------|---------|------|-----|----------|-------|-------|---------|
| SEMP B ARM | | | | :DI | RECTION TO INVENTORY | -B | RIDG | E | D | DECREAS/ | DIV | | | IN | CRES | /UND | I SPC | | | CL | ASSIF | 'ICAT | IONS |
| Series S | | | | | | | | | | | | | | 1 | _ | | | | | | - 1 | _ | |
| 6.97 6.99 MP MARKER R 7 7.17 7.17 MISC FEATR R SON ENT ASHFORD 1 1 5A 22B 5A 22 1 01 R2 50 L 7.17 7.27 MISC FEATR R SON ENT ASHFORD 1 1 5A 22B 5A 22 1 01 R2 35 L 7.18 7.38 INTRISECTIN L CO RD CO Y 7.81 7.38 17.38 INTRISECTIN R SEES RD R CO Y 7.81 7.80 7.38 INTRISECTIN R R SON ENT ASHFORD 1 1 B2 35 L 7.87 7.87 7.87 7.87 1 MISC FEATR R 7 8 10 MINKSECTIN R R SON ENT ASHFORD 1 1 B2 35 L 7.87 7.89 7.80 INTRISECTIN R 305TH AVE E CO Y 7.81 7.94 1 1 4B 24B 4B 24 1 01 R2 35 L 7.87 7.87 7.87 8 1 MINKSECTIN R 8 314TH AVE CT E CO N 8.03 8.03 MP MARKER R 3 14TH AVE CT E CO N 10.04 10.14 MISC FEATR B NATIONAL FOREST BOUNDARY 10.09 10.00 MP MARKER R 10.00 MP MARKER R 10.00 MP MARKER R 10.00 MP MARKER R 10.00 MP MARKER R 10.00 MP MARKER R 11.15 MINKSECTIN L FS RD W037 FS N 10.86 10.86 INTRISECTIN L FS RD W037 FS N 10.80 10.80 10.90 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 11.1 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 12.2 MP MARKER R 13.4 MP MARKER R 13.4 MP MARKER R 13.4 MP MARKER R 13.4 MP MARKER R 13.4 MP MARKER R 12.2 MP MARKER R | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 6.99 M PARKER R 7 7 7 17 17 17 17 | SRMP B | B ARM | FEATURE | DI | R DESCRIPTION | OW | TC | $\Gamma \mid D \mid I$ | I W | 7/S W/S | W/S | WD. | /S BI | $\mathbb{R} \mid \mathbb{W} / \mathbb{R}$ | S W/ | S W/S | S WID | MID | A | SE NBR | FC | DIE | BRKT |
| 6.99 6.99 M PARKER R 7 7 7 17 17 17 17 | | . | | _ _ | | · I —— | l — I | _ _ _ | -1- | | | l —— | I | -1 | -1 | _ | _ | l —— | I — | | _ | I | -1-1-1- |
| 6.99 6.99 M PARKER R 7 7 7 17 17 17 17 | 6.97 | 6.97 | | | | | | 1 1 | 1 | | | | | 5 | A 22 | B 57 | 4 | 2.2 | 1 | 01 | R2 | 5(|) т. |
| 7.17 7.17 MISC FEATE R SCHENT ASHFORD 7.26 7.26 7.27 7.27 MISC FEATE R SCHENT ASHFORD 7.38 7.36 INTRESCIN L CO RD CO Y 7.80 INTRESCIN R REESE RD E CO Y 7.80 7.80 INTRESCIN R REESE RD E CO Y 7.81 INTRESCIN R REESE RD E CO Y 7.81 INTRESCIN R REESE RD E CO Y 7.82 1 1 48 248 48 24 1 01 R2 35 L 7.87 7.81 INTRESCIN R REESE RD E CO Y 7.86 7.86 INTRESCIN R REESE RD E CO Y 7.87 7.87 7.87 7.87 1 1 48 248 48 24 1 01 R2 35 R 7.94 7.94 7.94 1 1 48 248 48 24 1 01 R2 50 R 8.03 8.03 MP MARKER R 8.09 8.49 INTRESCIN R 8.09 8.49 INTRESCIN R 8.09 8.49 INTRESCIN R 10.00 ID MARKER R 10.00 ID MARKER R 10.10 10.00 MP MARKER R 10.11 1 48 228 48 22 1 01 R2 50 R 10.12 10.12 INTRESCIN L FS RD #037 FS N 10.10 10.10 MP MARKER R 11.11 11.16 BEG BIRDES B 11.00 11.00 MP MARKER R 11.11 11.17 END BRIDGE B 12.00 12.00 MP MARKER R 12 11 48 228 48 22 1 01 R2 50 R 11.10 11.10 MP MARKER R 11.11 11.17 END BRIDGE B 12.00 12.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 11.10 12.00 MP MARKER R 11.11 11.17 END BRIDGE B 12.00 12.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 12.01 12.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 12.01 12.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 12.01 12.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 13.00 18.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 13.10 13.00 MP MARKER R 12 1 48 228 48 22 1 01 R2 50 R 13.10 13.00 MP MARKER R 13 1 48 228 48 22 1 01 R2 50 R 14 228 48 22 1 01 R2 50 R 15 12.95 INTESECTN R 18 18 18 18 18 18 18 18 18 18 18 18 18 1 | | | MP MARKER | F | 2 7 | | | | _ | | | | | <i>-</i> | | D 31 | • | | _ | 01 | 102 | 3. | , _ |
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| 7.38 7.38 INTRSECTN R RESS RD E CO Y 7.80 INTRSECTN L MT TAHOMA CANYON RD CO Y 7.81 7.81 INTRSECTN L MT TAHOMA CANYON RD CO Y 7.86 INTRSECTN R 305TH AVE E CO Y 1 1 48 248 48 24 1 01 R2 35 R 7.87 7.87 7.94 7.94 8.00 8.00 8.00 8.00 8.03 MP MARKER R 8 8.49 INTRSECTN R 314TH AVE CT E CO N 9.01 P MARKER R 9 9.04 INTRSECTN L MT TAHOMA CANYON RD CO N 10.00 IN P MARKER R 9 9.94 INTRSECTN L MT TAHOMA CANYON RD CO N 10.10 10.00 MP MARKER B 10.00 CO N 10.10 10.00 MP MARKER B 10.00 CO N 10.10 10.00 MP MARKER B 11 10.16 INTRSECTN L MT TAHOMA CANYON RD CO N 10.16 10.18 INTRSECTN L MT TAHOMA CANYON RD CO N 10.10 10.00 MP MARKER B 11 10.64 10.54 INTRSECTN L FS RD #037 FS N 10.65 10.86 INTRSECTN L FS RD #037 FS N 11.16 BEG BRIDGE B RD MARKER R 1 11.16 BEG BRIDGE B RD MM MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 12.00 12.00 MP MARKER R 1 1.00 13.00 | 7.26 | 7.26 | | | | | | 1 1 | 1 | | | | | 5 | A 22 | B 5 <i>I</i> | A | 22 | 1 | 01 | R2 | 35 | 5 L |
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| 9.94 9.94 INTESECTN L MT TAHOMA CANYON RD CO N 10.00 M PMARKER R 10 10.14 MISC FEATR B NATIONAL FOREST BOUNDARY 10.18 10.18 INTESECTN D KERNAHAN RD E CO N 10.20 10.20 1 4A 22B 4A 22 1 01 R2 50 R 10.86 10.86 INTESECTN L FS RD #037 FS N 10.89 10.89 11.00 MP MARKER R 11 4A 22B 4A 22 1 01 R2 50 R 11.10 11.16 BEG BRIDGE B COPPER CREEK ST 1 4A 22B 4A 22 1 01 R2 50 R 11.17 11.17 END BRIDGE B COPPER CREEK ST 1 4A 22B 4A 22 1 01 R2 50 R 12.20 12.20 12.20 MP MARKER R 12 4A 22B 4A 22 1 01 R2 50 R 12.21 12.22 BEG BRIDGE B GOAT CREEK ST 1 4A 22B 4A 22 1 01 R2 35 R 12.75 12.75 SW 34A \$\$\sqrt{W}\$ 34 1 01 R2 35 R 12.79 12.79 INTESECTN R MURRAY RD E CO N 13.00 13.00 MP MARKER R 13 4A 22B 4A 22 1 01 R2 35 R 13.10 13.10 END BRIDGE TENUS CREEK ST 1 4A 22B 4A 22 1 01 R2 35 R 13.14 13.44 INTESECTN R SW 34A SW 34 1 01 R2 35 R 13.16 13.64 MISC FEATR B MT RAINIEN NATIONAL PARK ENDOCTISEC CONTROL SECTION 2709 10.86 ON N TENUS CREEK ST 1 S\$C 24A \$\$C 24 1 01 R2 35 R 13.16 13.64 MISC FEATR B MT RAINIEN NATIONAL PARK CONTROL SECTION 2709 10.87 NATIONAL FOREST B MT RAINIEN NATIONAL PARK CONTROL SECTION 2709 10.86 ON N TAHOM ARCHAR TENUS CREEK TENUS CREEK ST 1 TENUS CREEK ST | | | | | | CO | | IN | | | | | | | | | | | | | | | |
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| 10.89 10.89 | | | | | | | | | | | | | | | | | | | | | | | |
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| BRDG NUM 706/008 11.17 | 11.00 | 11.00 | MP MARKER | F | R 11 | | | | | | | | | | | | | | | | | | |
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| 12.00 MP MARKER R 12 12.20 12.20 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.20 12.20 | | | | | | | | 1 1 | 1 | | | | | 42 | A 22 | B 47 | 4 | 22 | 1 | 01 | R2 | 5(|) R |
| 12.22 12.22 BEG BRIDGE B GOAT CREEK ST 1 1 \$\$\\$ 34 \ \$\$\\$ 34 \ \$\$\\$ 1 \ 01 R2 35 \ R \\ 12.24 12.24 END BRIDGE B GOAT CREEK 1 1 4A \ 22B \ 4A 22 \ 1 \ 01 R2 35 \ R \\ 12.75 12.75 12.75 12.79 INTRSECTN R MURRAY RD E CO N \\ 12.95 12.95 12.95 1 1 4A \ 22B \ 4A 22 \ 1 \ 01 R2 35 \ R \\ 13.00 13.00 MP MARKER R 13 1 4A \ 22B \ 4A 22 \ 1 \ 01 R2 35 \ R \\ 13.00 13.00 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$\\$ | | | MP MARKER | F | R 12 | | | | _ | | | | | | | _ | | | | | _ | | _ |
| BRDG NUM 706/009 12.24 12.24 END BRIDGE B GOAT CREEK 1 1 1 4A 22B 4A 22 1 01 R2 35 R 12.75 12.75 12.75 1 1 4A 22B 4A 22 1 01 R2 35 R 12.79 12.79 INTRSECTN R MURRAY RD E CO N 12.95 12.95 1 1 4A 22B 4A 22 1 01 R2 35 R 13.00 13.00 MP MARKER R 13 13.00 13.00 MP MARKER R 13 13.00 13.00 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R BRDG NUM 706/010 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | | _ | | | | | | | | | | | | | | | | | | | |
| 12.24 12.24 END BRIDGE B GOAT CREEK 1 1 1 4A 22B 4A 22 1 01 R2 35 R 12.75 12.75 12.75 12.79 12.79 INTRSECTN R MURRAY RD E CO N 12.95 12.95 1 1 4A 22B 4A 22 1 01 R2 35 R 13.00 13.00 MP MARKER R 13 13.09 13.09 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | 12.22 | 12.22 | BEG BRIDGE | В | | ST | | 1 1 | l | | | | | \$\$1 | W 34 | A \$\$1 | V | 34 | 1 | 01 | R2 | 35 | R |
| 12.75 | 10 04 | 10 04 | TND DDIDGE | Б | | | | 1 1 | 1 | | | | | 4 | 3 00 | D 43 | | 2.0 | -1 | 0.1 | ъ. | 2.5 | - D |
| 12.79 12.79 INTRSECTN R MURRAY RD E CO N 12.95 12.95 13.00 13.00 MP MARKER R 13 13.09 13.09 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | END BRIDGE | В | GOAT CREEK | | | | | | | | | | | | | | | | | | |
| 12.95 12.95 12.95 13.00 MP MARKER R 13 13.09 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R BRDG NUM 706/010 13.10 END BRIDGE B TENUS CREEK 1 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | TATED CECTA | _ | MIDDAY DD E | ao | | | Т | | | | | 4. | A 22 | A 41 | 4 | 22 | Т | O1 | R2 | 3: | K |
| 13.00 13.00 MP MARKER R 13 13.09 13.09 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R BRDG NUM 706/010 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | INIRSECIN | г | MURRAI RD E | CO | | | 1 | | | | | 1 | n 22 | D /17 | ^ | 2.2 | 1 | 0.1 | ъЭ | 21 | . D |
| 13.09 13.09 BEG BRIDGE B TENUS CREEK ST 1 1 \$\$C 24A \$\$C 24 1 01 R2 35 R BRDG NUM 706/010 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | мр марктр | _ | 12 | | | т т | т | | | | | 4, | A ZZ | D 41 | -7 | 22 | Т | 01 | KΖ | 3: |) K |
| BRDG NUM 706/010 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | | | | СТ | | 1 1 | 1 | | | | | 44 | ~ 24 | 7 440 | ٦ | 24 | 1 | 0.1 | P2 | 31 | 5 D |
| 13.10 13.10 END BRIDGE B TENUS CREEK 1 1 4A 22B 4A 22 1 01 R2 35 R 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | 13.05 | 13.05 | DEG DRIDGE | ם | | DI | | | _ | | | | | Ų Ų. | C 21 | r yy | - | 21 | _ | 01 | 1(2 | ٥. |) IC |
| 13.44 13.44 INTRSECTN R 387TH AVE CT E CO N 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | 13.10 | 13.10 | END BRIDGE | В | | | | 1 1 | 1 | | | | | 4 | A 22 | B 47 | A | 2.2 | 1 | 01 | R2 | 31 | 5 R |
| 13.64 13.64 MISC FEATR B MT RAINIER NATIONAL PARK END CTLSEC CONTROL SECTION 2709 | | | | | | CO | | | - | | | | | | | - 11 | | | _ | | | 5. | |
| END CTLSEC CONTROL SECTION 2709 | | | | | | | | | | | | | | | | | | | | | | | |
| END ROUTE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | |