

State Highway Log

**Planning Report
2015**

Eastern Region



Washington State Department of Transportation
Multimodal Planning Division

February 29, 2015

Highway Log Users

Re: 2015 State Highway Log

Dear User:

The 2015 edition of the State Highway Log is available in electronic format. The electronic version is in Acrobat Reader file format. The Acrobat Reader software can be accessed from most Microsoft operating systems. If you do not have Acrobat Reader, you can download this software free of charge from the Internet at:
<http://www.adobe.com/acrobat/readstep.html>.

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

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

Sincerely,

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

MBF/lb
Enclosures

INTRODUCTION

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

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

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

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

MARK FINCH
Manager
Transportation Data & GIS Office
Multimodal Planning Division

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| 1 | 2015 STATE HIGHWAY LOG |

STATE HIGHWAY LOG REFERENCE

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

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

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

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

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

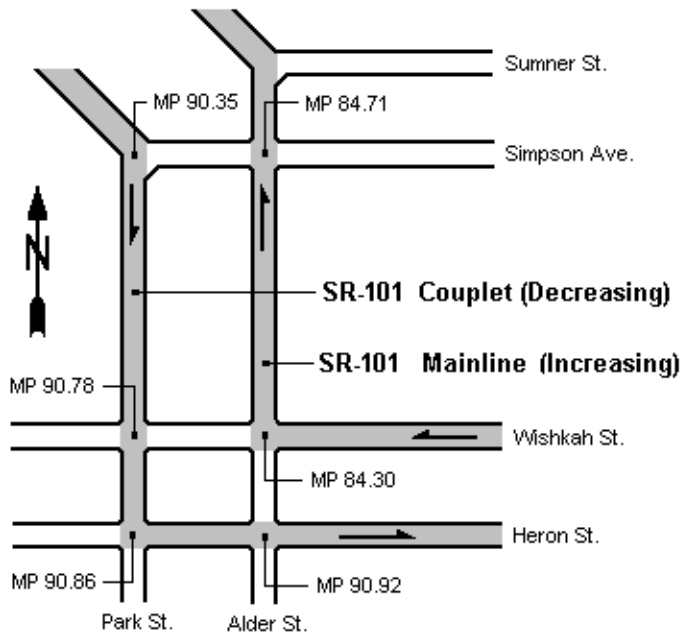
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

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

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

** Alternate Route contains no RRQ

COUPLET EXAMPLE

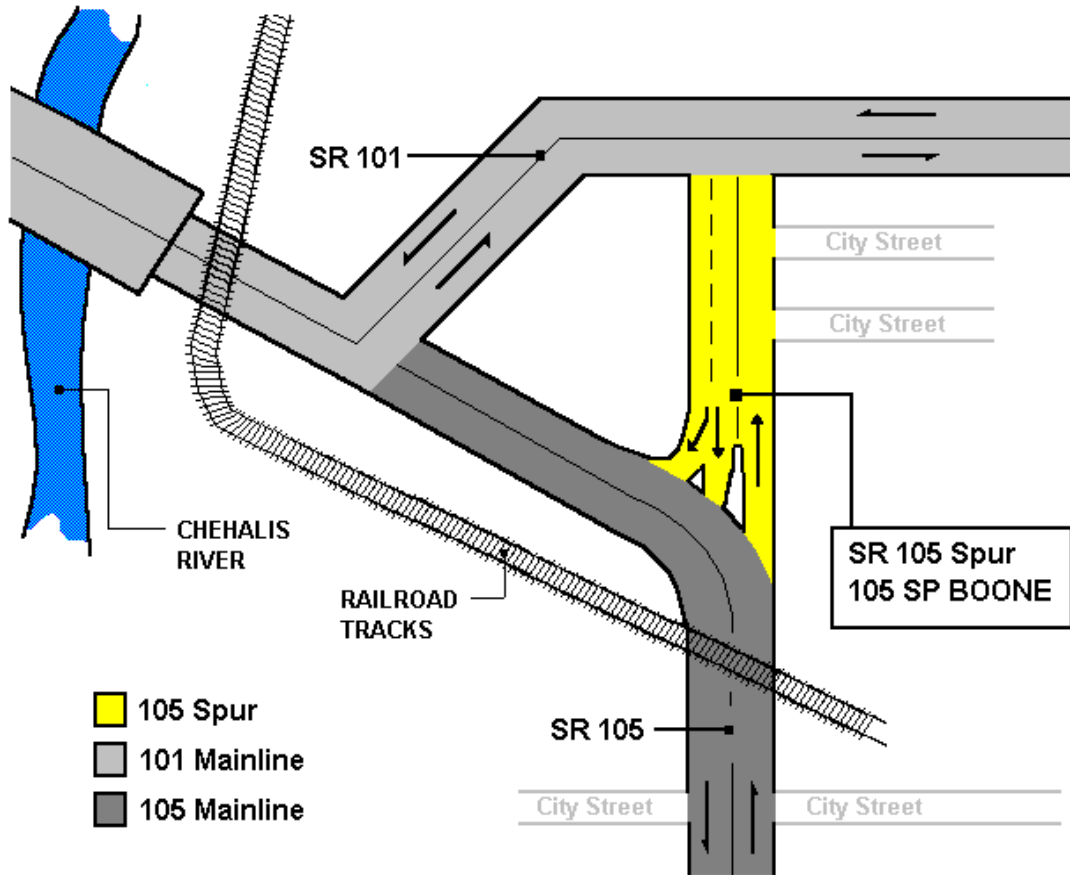


**Grays Harbor County
Aberdeen
SR-101
SR-101 CO ABERDN**

EXAMPLE: 101 CO ABERDN

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

SPUR EXAMPLE



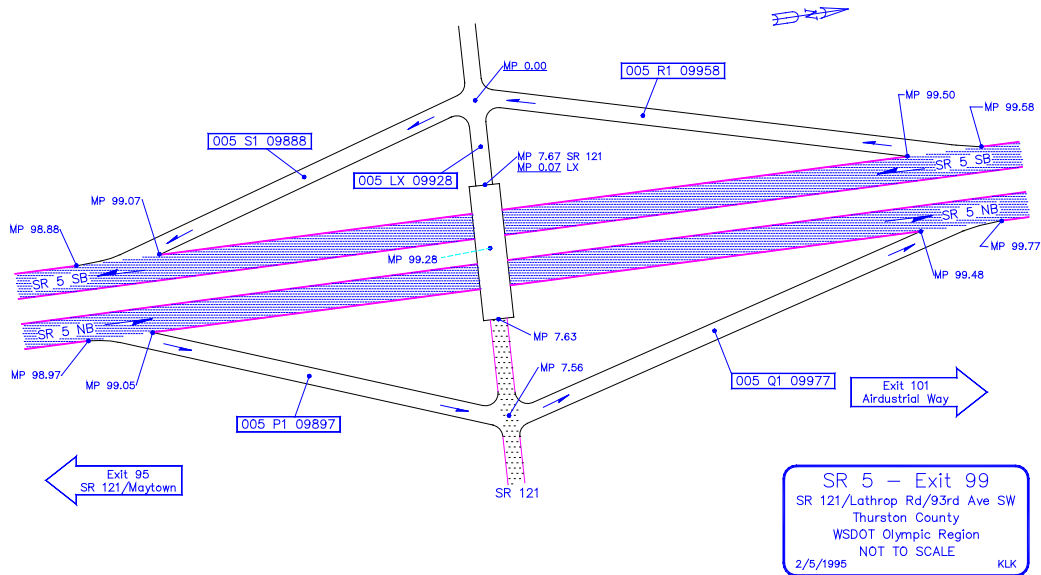
EXAMPLE: 105 SP BOONE

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

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

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

DIAMOND INTERCHANGE EXAMPLE



EXAMPLE: 005 R1 09958

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

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

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

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

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

STATE ROUTE MILEPOST (SRMP)

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

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

STATE ROUTE MILEPOST BACK (B) INDICATOR

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

A back SRMP occurs as a result of:

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

ACCUMULATED ROUTE MILE (ARM)

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

All length measurements are calculated using the ARM value.

LANE MILE

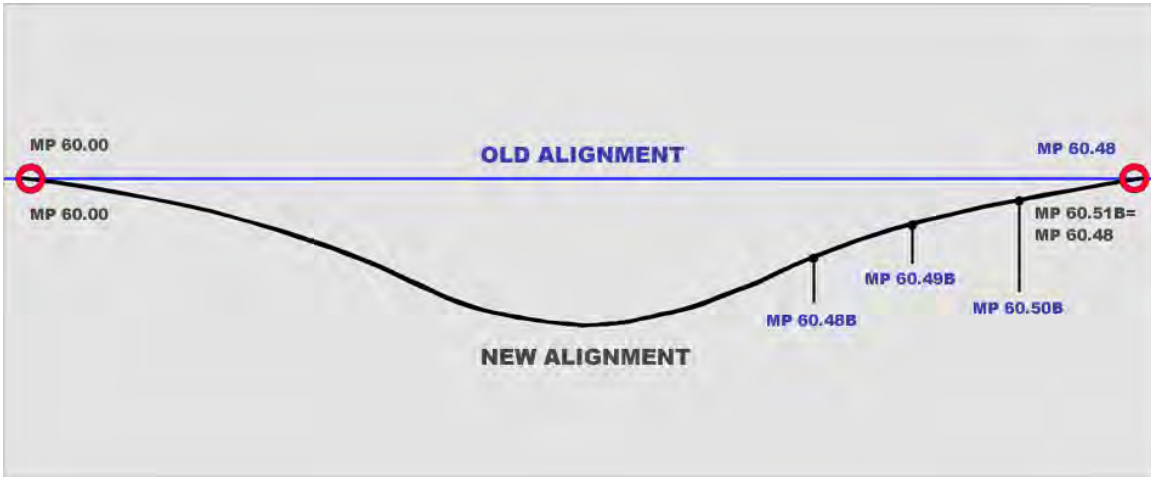
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

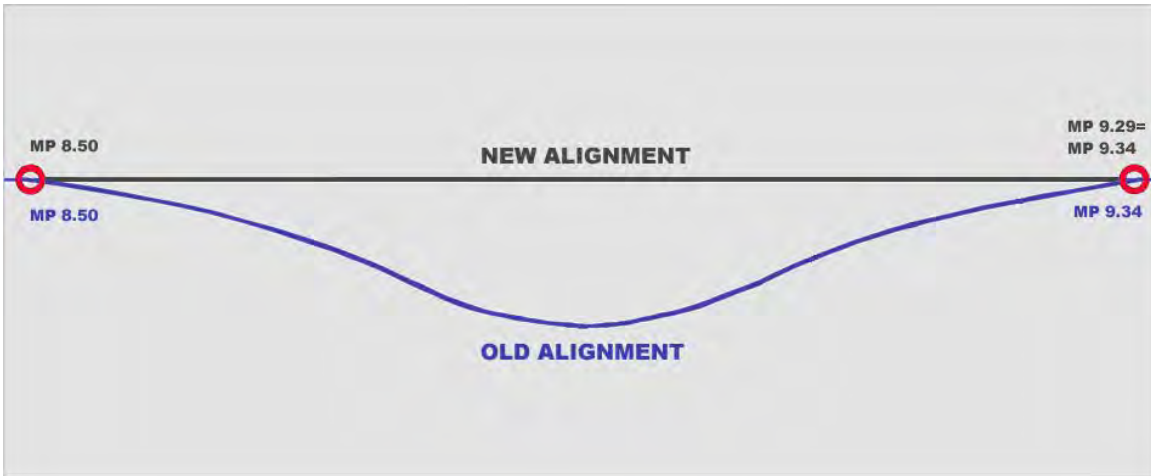
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

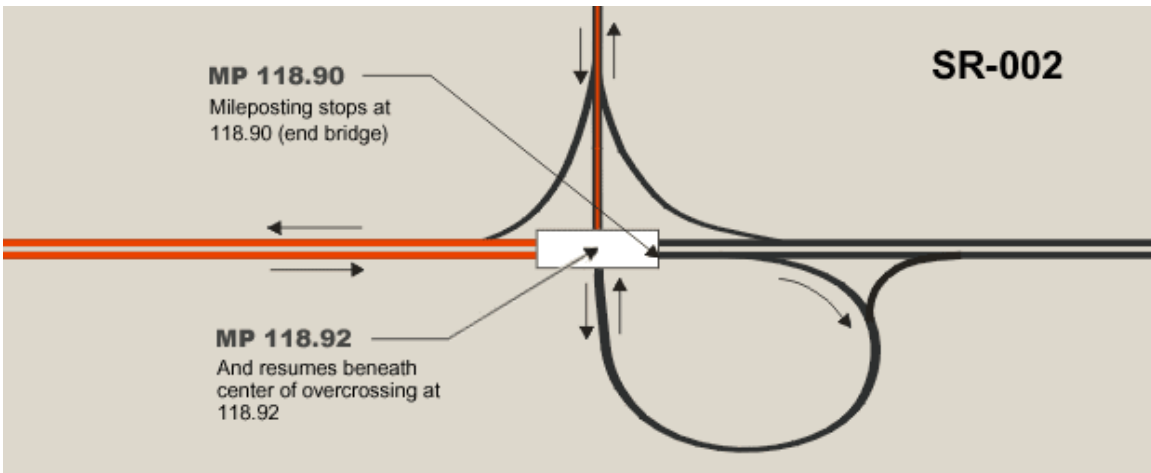
This drawing shows the lengthening of a route due to realignment, creating a back equation



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



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



COINCIDENT (COINC)

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

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

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

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

DIRECTION TO INVENTORY

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

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

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

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

LEFT/RIGHT INDICATOR

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

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

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

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

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

MEDIAN

WD Median Width

S Median Surface Type

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

BR Median Barrier Type

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

INCRES/UNDI (INCREASING/UNDIVIDED)

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

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

S = Shoulder Surface Type

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

S = Roadway Surface Type

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

S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

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

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

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number
SE = Maintenance Section Number

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

STFC State Functional Classification

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

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

Legal Speed

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

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

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

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

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

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

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

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

INTERSECTION DETAIL

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

TURN LANES

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

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

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

ACCELERATION LANES

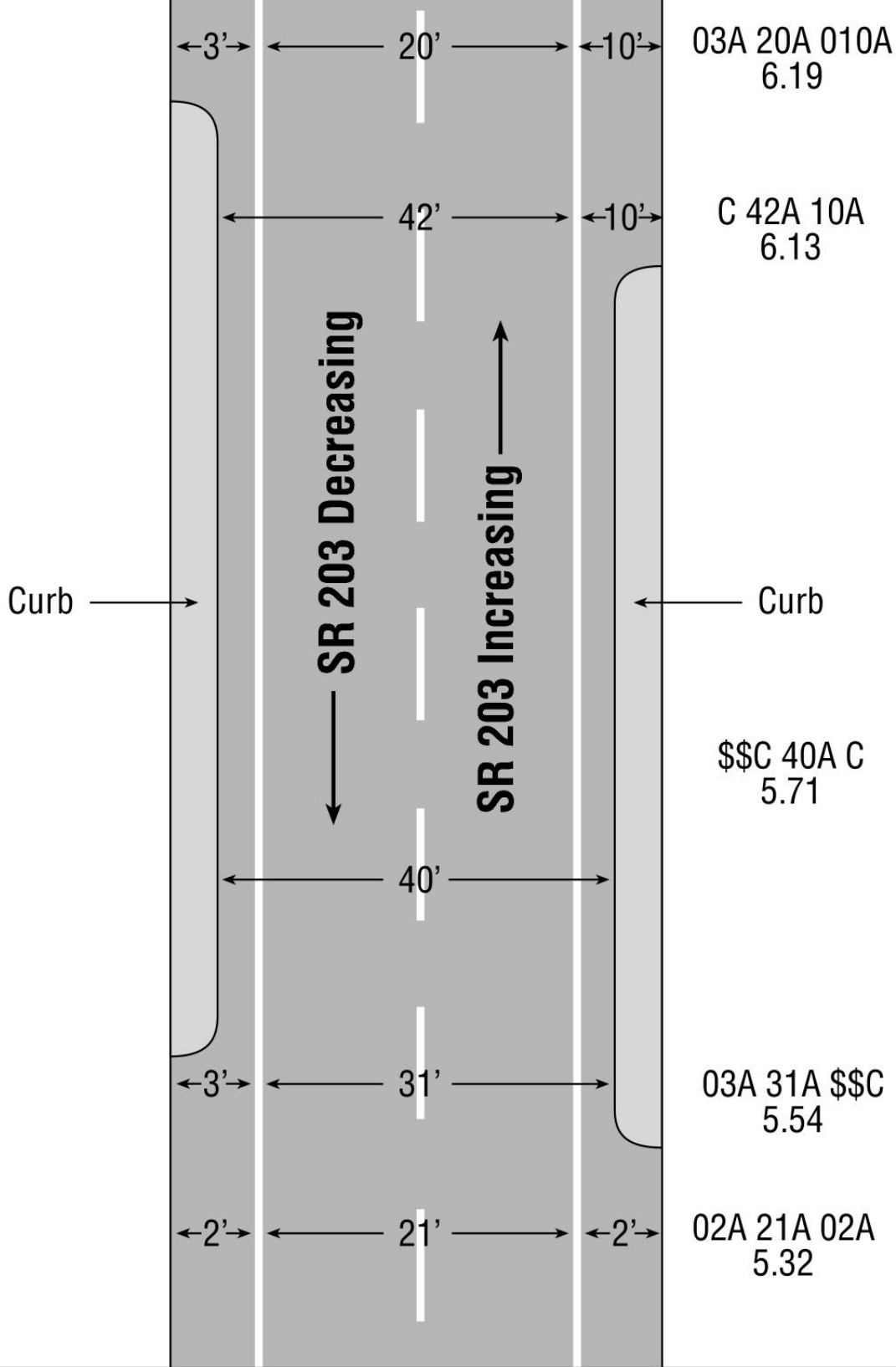
| | |
|--------|--|
| LEFT | Left acceleration lane in near approach of intersection. |
| L CNTR | Acceleration lane in near approach of intersection. |
| R CNTR | Acceleration lane in far approach of intersection. |
| RIGHT | Right acceleration lane in far approach of intersection. |

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

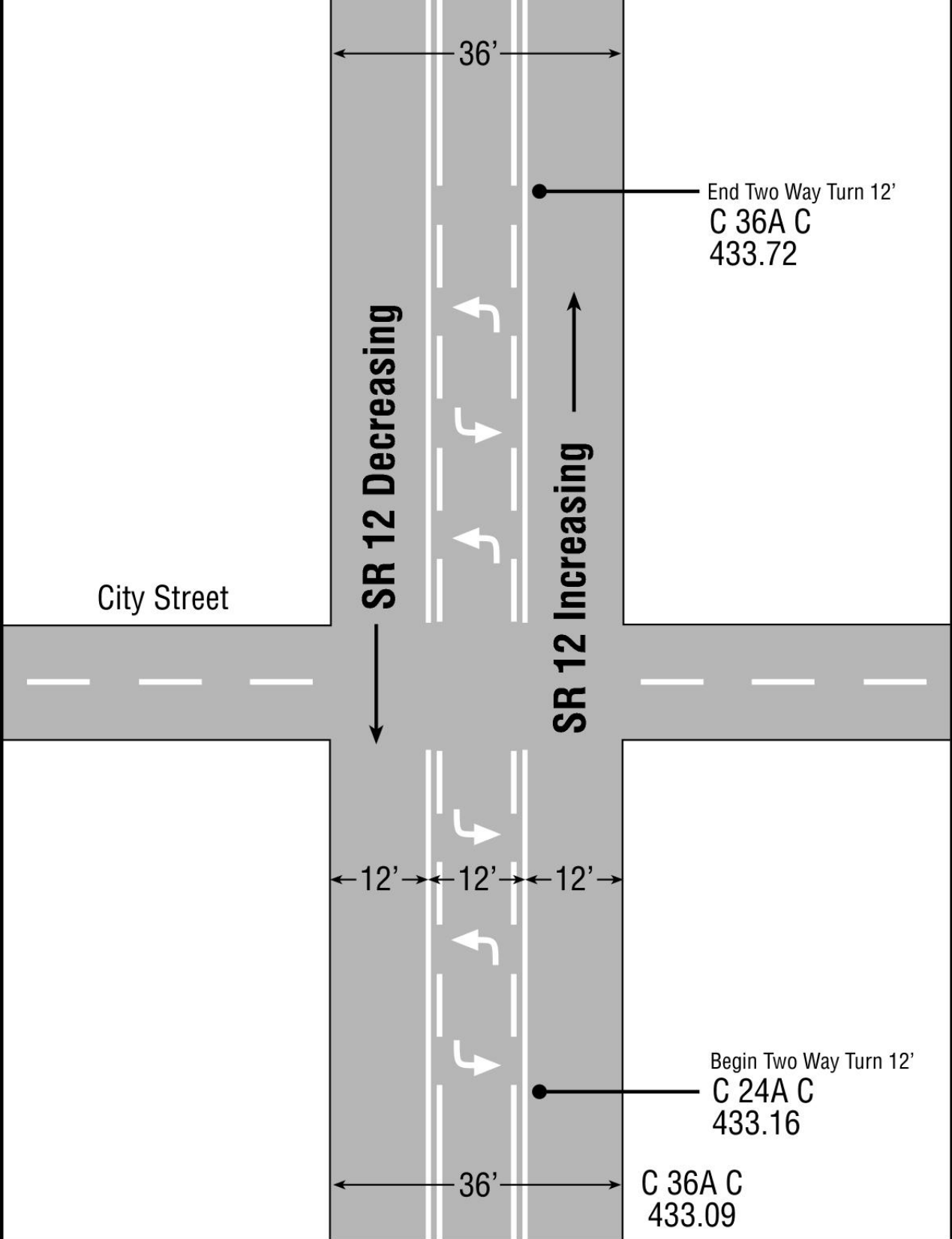
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

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

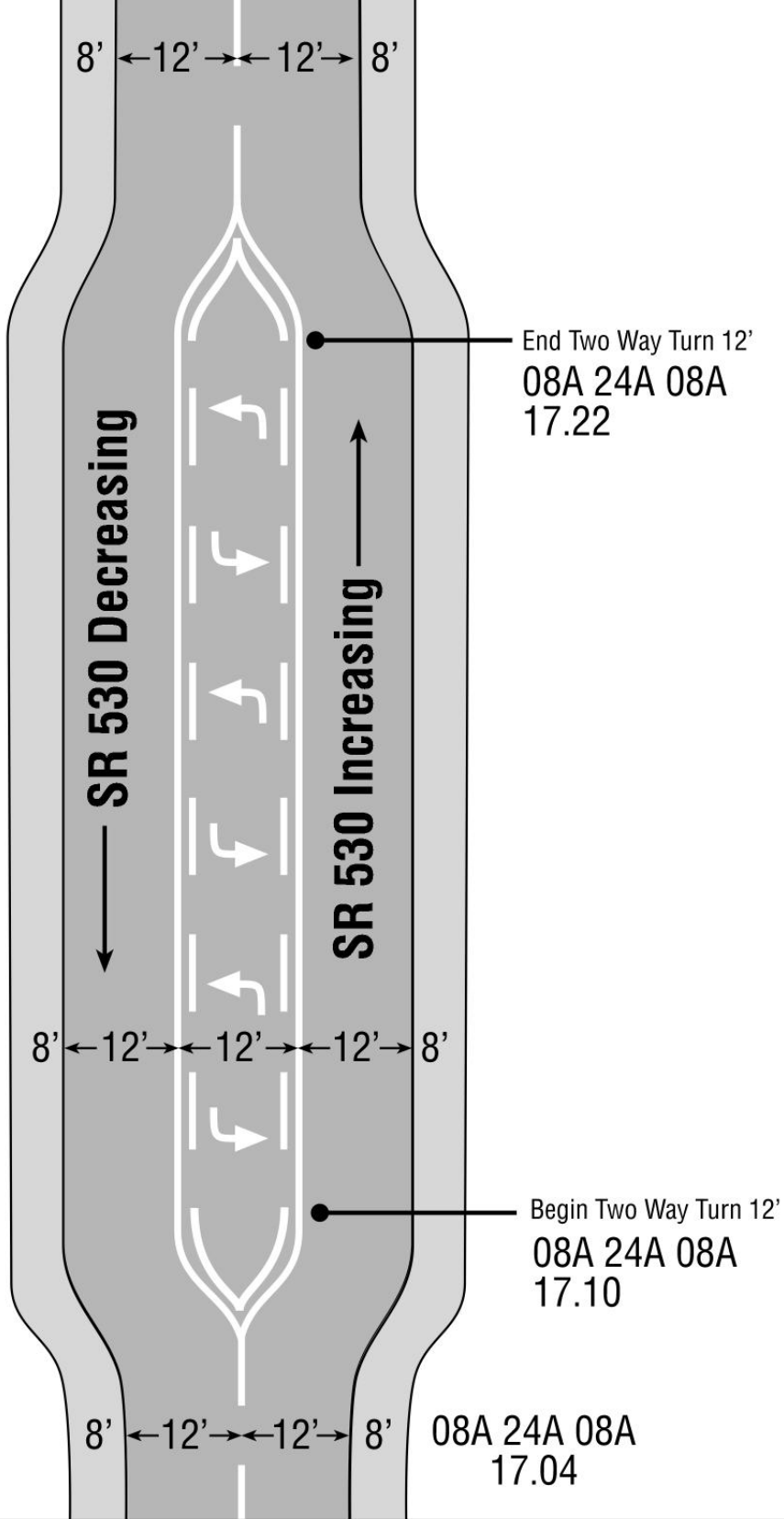
The following pages contain sketches to better explain how the State Highway Log Planning Report is compiled.



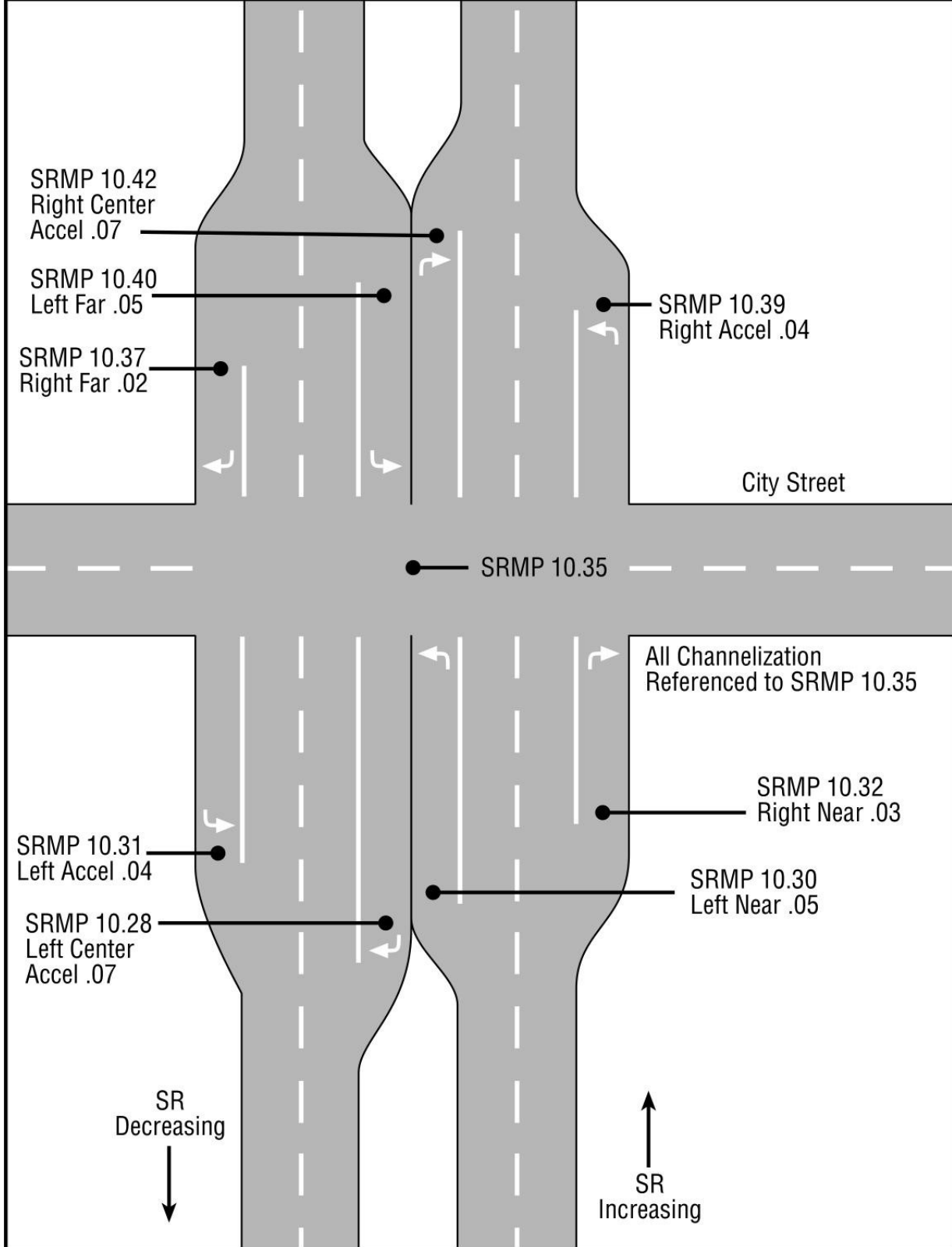
Roadway Measurements with and without curbs - Asphalt Surface
 Refer to SR 203 SRMP 5.32 - 6.19



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

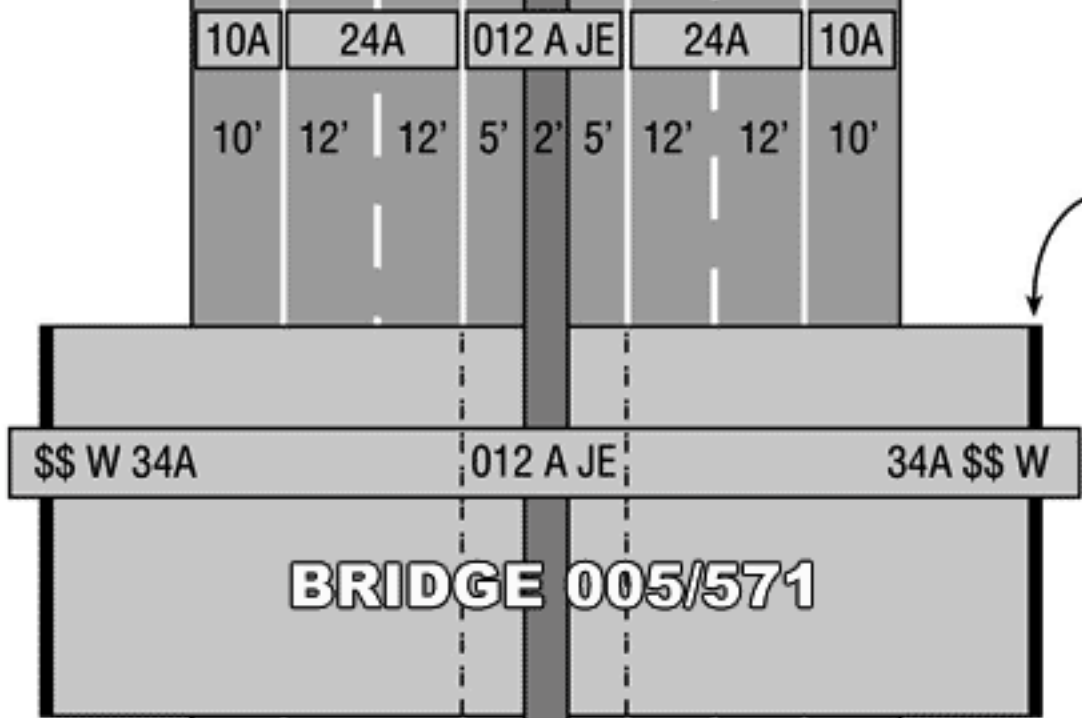


Two Way Turn (with Shoulders) Asphalt Surface
 Refer to SR 530 SRMP 17.04 - 17.30



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

SR 5 Decreasing



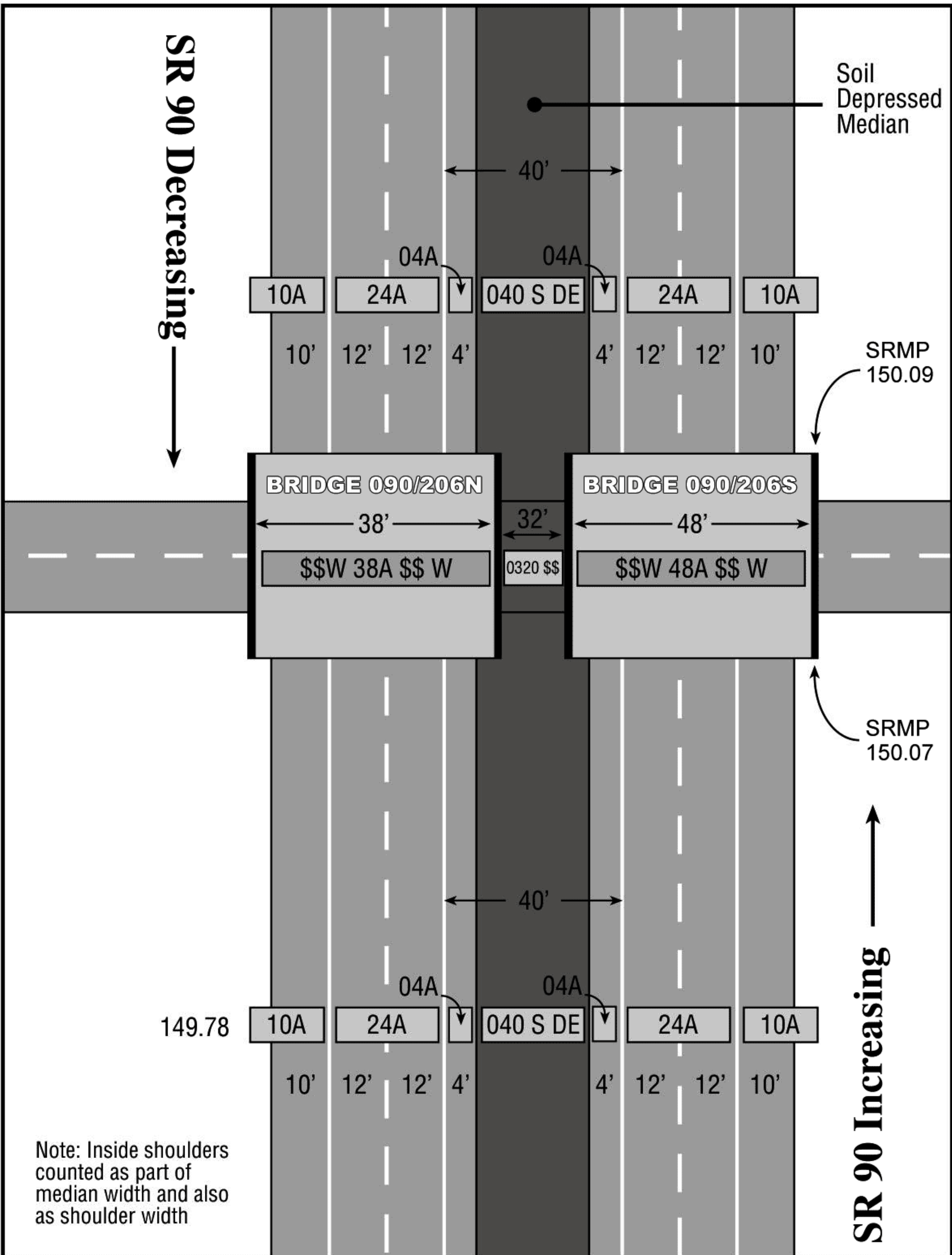
227.75

227.73

227.08

SR 5 Increasing

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



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

**SRMP 7.64
End
Physical Gap**

**SRMP 7.62
Begin
Physical Gap**

BRIDGE 432/008N

BRIDGE 432/008S

Physical Gap = 0.01 mile

Equation: 7.63 = 7.64

SR 432 →
Increasing

↑
SR 432 Increasing

Physical Gap (Roadway Discontinuity)

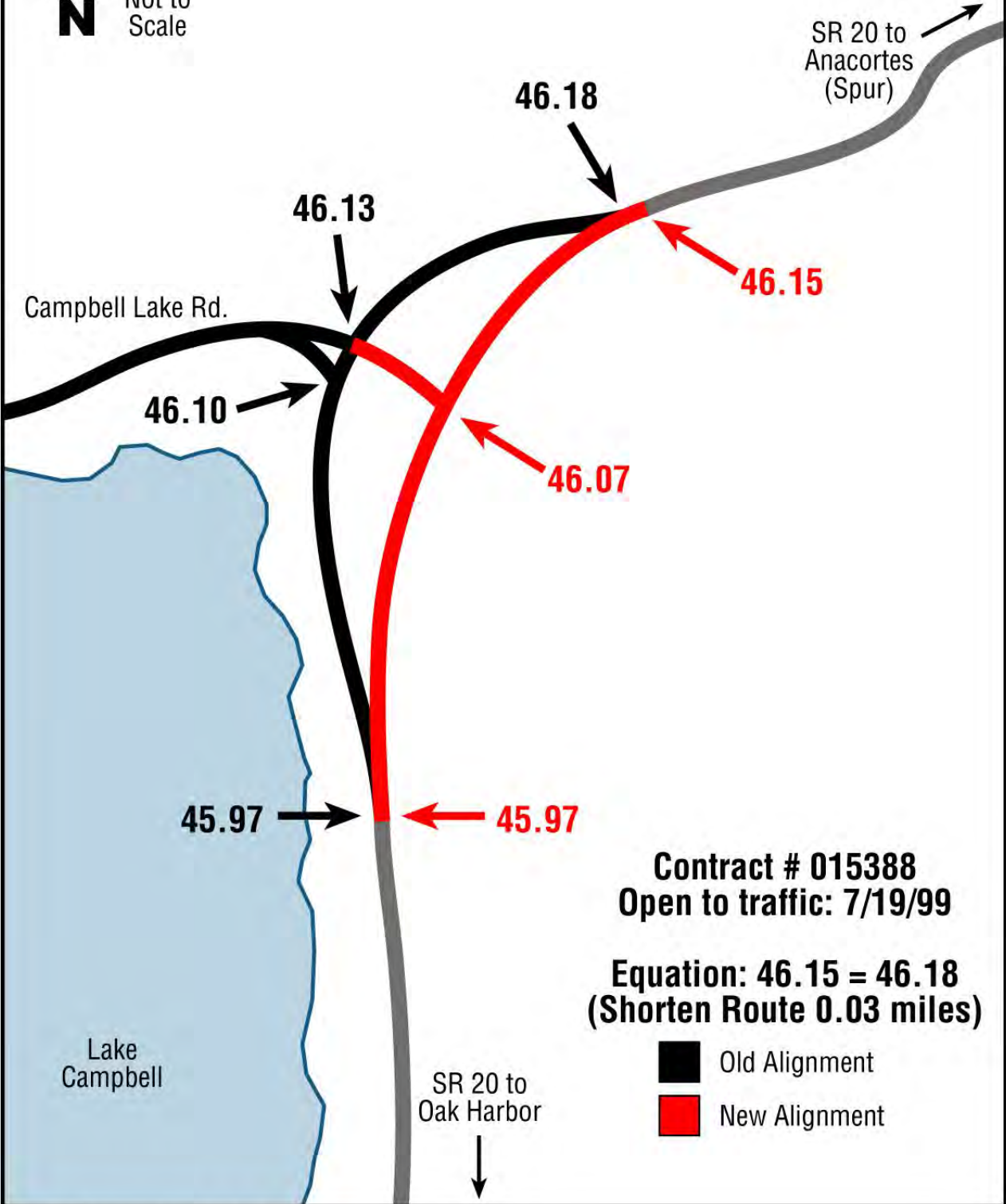
Refer to SR 432 SRMP 7.62 - Vicinity



Coincident Route



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

N Not to Scale



Contract # 015388
Open to traffic: 7/19/99

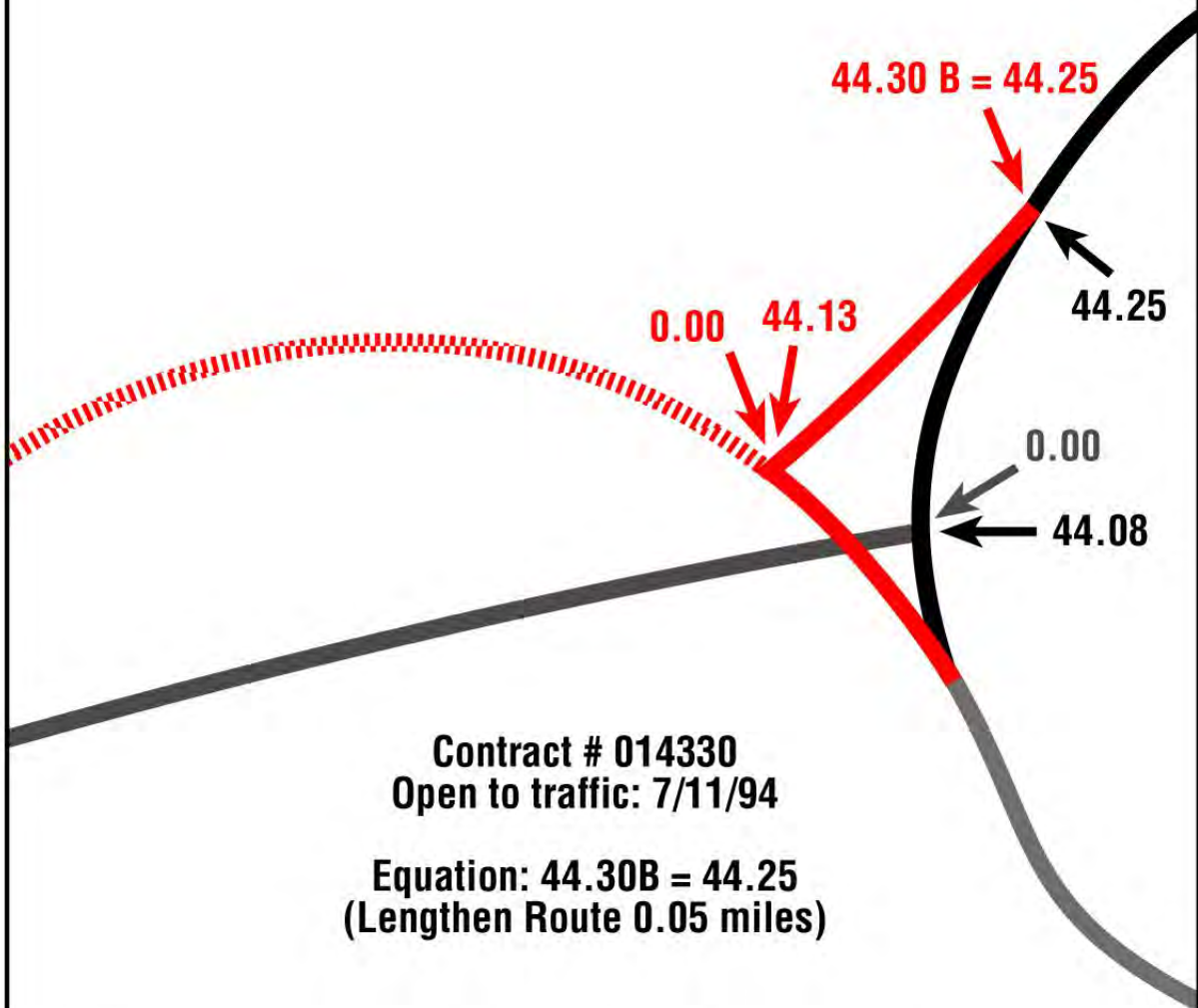
Equation: 46.15 = 46.18
(Shorten Route 0.03 miles)

-  Old Alignment
-  New Alignment

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







Not to Scale



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

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

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

Realignment - Lengthen Route

Refer to SR 24 SRMP 44.08 - Vicinity

Eastern Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|-------------|--------------------|--------------|------------|--------|
| 002 | | 207.78 | 283.22 | 75.43 |
| 002 | | 286.87 | 334.51 | 47.61 |
| 002 | COBROWNE | 287.45 | 288.08 | 0.63 |
| 002 | CODIVISN | 289.19 | 290.72 | 1.53 |
| 002 | CONEWPRT | 334.38 | 334.87 | 0.49 |
| 020 | | 297.23 | 342.08 | 44.82 |
| 020 | | 354.33 | 436.91 | 82.45 |
| 021 | | 0.00 | 91.78 | 91.73 |
| 021 | | 92.43 | 106.65 | 14.22 |
| 021 | | 106.66 | 160.10 | 53.44 |
| 021 | | 162.66 | 191.34 | 28.68 |
| 023 | | 0.00 | 66.01 | 66.00 |
| 025 | | 0.00 | 121.23 | 121.17 |
| 026 | | 60.80 | 133.53 | 72.81 |
| 026 | SPCOLFAX | 133.44 | 133.51 | 0.07 |
| 027 | | 0.00 B | 2.27 B | 2.27 |
| 027 | | 0.00 | 87.70 | 87.60 |
| 028 | | 79.04 | 131.18 | 52.14 |
| 031 | | 0.00 | 26.79 | 26.79 |
| 041 | | 0.00 | 0.41 | 0.41 |
| 090 | | 191.89 | 299.82 | 107.34 |
| 127 | | 10.00 | 27.05 | 17.05 |
| 174 | | 23.38 | 40.66 | 17.28 |
| 194 | | 0.00 | 21.01 | 21.01 |
| 195 | | 0.00 B | 95.99 | 93.37 |
| 195 | SPGNESSE | 0.06 | 0.60 | 0.54 |
| 206 | | 0.00 | 15.39 | 15.30 |
| 211 | | 0.00 | 15.19 | 15.18 |
| 231 | | 0.00 | 28.11 | 28.01 |
| 231 | | 31.08 | 75.16 | 44.08 |
| 260 | | 24.73 | 39.49 | 14.77 |
| 261 | | 15.20 | 29.39 | 14.17 |
| 261 | | 35.83 | 62.83 | 26.92 |
| 263 | | 0.00 | 9.24 | 9.24 |
| 270 | | 0.00 | 9.89 | 9.89 |
| 270 | COPULLMN | 2.67 | 2.90 | 0.23 |
| 271 | | 0.00 | 8.48 | 8.48 |
| 272 | | 0.00 | 16.52 | 16.52 |
| 272 | | 16.78 | 19.23 | 2.45 |
| 274 | | 0.00 | 1.92 | 1.92 |
| 278 | | 0.00 | 5.50 | 5.50 |
| 290 | | 0.07 | 18.38 | 18.31 |
| 291 | | 0.00 | 33.09 | 33.09 |
| 292 | | 0.00 | 5.91 | 5.91 |
| 395 | | 65.70 | 96.13 | 30.43 |
| 395 | | 164.50 | 167.40 | 2.90 |
| 395 | | 167.44 | 270.26 | 102.82 |
| 395 | SPNSC | 162.03 | 167.45 | 5.42 |
| 902 | | 0.00 | 12.36 | 12.36 |
| 904 | | 0.00 | 16.96 | 16.96 |

Eastern Region SRMP Equation List

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|--------|---|--------|----------------|
| 002 | | 207.78 | | 199.71 | 207.81B=207.78 |
| 002 | | 221.00 | | 212.92 | 220.99 =221.00 |
| 002 | | 286.87 | | 278.73 | 286.81 =286.87 |
| 002 | | 289.19 | B | 281.05 | BEGIN BACK |
| 002 | | 289.19 | | 281.09 | 289.23B=289.19 |
| 002 | | 321.66 | | 313.49 | 321.59 =321.66 |
| 020 | | 305.24 | | 304.59 | 305.21 =305.24 |
| 020 | | 363.61 | | 362.86 | 363.51 =363.61 |
| 020 | | 421.42 | | 420.64 | 421.39 =421.42 |
| 021 | | 56.37 | | 56.32 | 056.32 =056.37 |
| 023 | | 27.72 | B | 27.72 | BEGIN BACK |
| 023 | | 27.72 | | 27.76 | 027.76B=027.72 |
| 023 | | 44.29 | | 44.28 | 044.24 =044.29 |
| 025 | | 83.36 | | 83.34 | 083.34 =083.36 |
| 025 | | 89.68 | | 89.62 | 089.64 =089.68 |
| 026 | | 61.78 | B | 61.78 | BEGIN BACK |
| 026 | | 61.78 | | 61.86 | 061.86B=061.78 |
| 027 | | 0.00 | B | 0.00 | BEGIN BACK |
| 027 | | 0.00 | | 2.40 | 002.40B=000.00 |
| 027 | | 8.86 | | 11.20 | 008.80 =008.86 |
| 027 | | 14.81 | | 17.10 | 014.76 =014.81 |
| 027 | | 23.99 | B | 26.28 | BEGIN BACK |
| 027 | | 23.99 | | 26.33 | 024.04B=023.99 |
| 027 | | 34.28 | | 36.60 | 034.26 =034.28 |
| 027 | | 47.06 | B | 49.38 | BEGIN BACK |
| 027 | | 47.06 | | 49.42 | 047.10B=047.06 |
| 027 | | 48.05 | | 50.37 | 048.01 =048.05 |
| 027 | | 48.25 | | 50.55 | 048.23 =048.25 |
| 090 | | 218.60 | | 216.31 | 218.03 =218.60 |
| 090 | | 282.59 | | 280.29 | 282.58 =282.59 |
| 090 | | 289.62 | | 287.31 | 289.61 =289.62 |
| 195 | | 0.00 | B | 0.00 | BEGIN BACK |
| 195 | | 0.00 | | 0.31 | 000.31B=000.00 |
| 195 | | 19.77 | | 20.07 | 019.76 =019.77 |
| 195 | | 20.15 | B | 20.45 | BEGIN BACK |
| 195 | | 20.15 | | 20.51 | 020.21B=020.15 |
| 195 | | 25.81 | | 23.96 | 023.60 =025.81 |
| 195 | | 37.20 | | 35.34 | 037.19 =037.20 |
| 195 | | 70.43 | | 68.34 | 070.20 =070.43 |
| 195 | | 80.96 | | 78.37 | 080.46 =080.96 |
| 195 | | 89.80 | | 87.18 | 089.77 =089.80 |
| 206 | | 0.87 | | 0.81 | 000.81 =000.87 |
| 206 | | 11.09 | | 11.00 | 011.06 =011.09 |
| 211 | | 0.99 | | 0.98 | 000.98 =000.99 |
| 231 | | 0.32 | | 0.27 | 000.27 =000.32 |
| 231 | | 4.99 | | 4.93 | 004.98 =004.99 |
| 231 | | 9.27 | | 9.20 | 009.26 =009.27 |
| 231 | | 12.11 | | 12.03 | 012.10 =012.11 |
| 231 | | 15.76 | | 15.66 | 015.74 =015.76 |
| 231 | | 31.08 | | 30.89 | 030.99 =031.08 |
| 260 | | 35.01 | B | 33.49 | BEGIN BACK |
| 260 | | 35.01 | | 33.50 | 035.02B=035.01 |
| 261 | | 20.68 | | 20.64 | 020.66 =020.68 |

Eastern Region SRMP Equation List

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|------------------------|-------------------------------|-------------|----------|------------|-----------------|
| 261 | | 48.53 | | 48.41 | 048.45 =048.53 |
| 272 | | 16.78 | | 16.77 | 016.77 =016.78 |
| 395 | | 156.74 | | 163.24 | 156.68 =156.74 |
| 395 | | 159.06 | B | 165.56 | BEGIN BACK |
| 395 | | 159.06 | | 165.60 | 159.10B=159.06 |
| 395 | | 164.50 | | 169.27 | 162.73 =164.50 |
| 395 | | 167.44 | | 172.18 | 167.41 =167.44 |
| 395 | | 169.30 | B | 174.04 | BEGIN BACK |
| 395 | | 169.30 | | 174.06 | 169.32B=169.30 |
| 395 | | 215.63 | | 220.37 | 215.61 =215.63 |

Eastern Region Coincident Route List

| State Route | RRT/RRQ Identifier | Coinc | | | State Route | RRT/RRQ Identifier | Coinc SRMP B | Coincident Description |
|----------------|-----------------------|--------|--------|-----------|----------------|-----------------------|-----------------|---------------------------|
| | | SRMP B | ARM | MA MI END | | | | |
| 002 | | 220.88 | 212.81 | MA BEG | 021 | | 92.43 | 1ST COINCIDENT RT |
| 002 | | 221.54 | 213.46 | MA END | 021 | | 91.78 | 1ST COINCIDENT RT |
| 002 | | 261.09 | 253.01 | MA BEG | 231 | | 28.11 | 1ST COINCIDENT RT |
| 002 | | 263.97 | 255.89 | MA END | 231 | | 31.08 | 1ST COINCIDENT RT |
| 002 | | 283.22 | 275.14 | MI BEG | 090 | | 277.73 | 1ST COINCIDENT RT |
| 002 | | 286.87 | 278.73 | MI END | 090 | | 281.32 | 1ST COINCIDENT RT |
| 002 | | 286.88 | 278.74 | MA BEG | 395 | | 156.75 | 1ST COINCIDENT RT |
| 002 | | 292.86 | 284.76 | MA END | 395 | | 164.50 | 1ST COINCIDENT RT |
| 020 | | 302.65 | 302.03 | MA BEG | 021 | | 160.10 | 1ST COINCIDENT RT |
| 020 | | 305.24 | 304.59 | MA END | 021 | | 162.66 | 1ST COINCIDENT RT |
| 020 | | 342.08 | 341.43 | MI BEG | 395 | | 241.89 | 1ST COINCIDENT RT |
| 020 | | 354.33 | 353.68 | MI END | 395 | | 229.64 | 1ST COINCIDENT RT |
| 021 | | 91.78 | 91.73 | MI BEG | 002 | | 221.54 | 1ST COINCIDENT RT |
| 021 | | 92.43 | 92.38 | MI END | 002 | | 220.88 | 1ST COINCIDENT RT |
| 021 | | 160.10 | 160.05 | MI BEG | 020 | | 302.65 | 1ST COINCIDENT RT |
| 021 | | 162.66 | 162.61 | MI END | 020 | | 305.24 | 1ST COINCIDENT RT |
| 027 | | 2.27 B | 2.27 | MI BEG | 270 | | 2.40 | 1ST COINCIDENT RT |
| 027 | | 0.00 | 2.40 | MI END | 270 | | 2.27 | 1ST COINCIDENT RT |
| 027 | | 15.08 | 17.37 | MA BEG | 272 | | 16.78 | 1ST COINCIDENT RT |
| 027 | | 15.33 | 17.62 | MA END | 272 | | 16.52 | 1ST COINCIDENT RT |
| 090 | | 220.77 | 218.48 | MA BEG | 395 | | 96.13 | 1ST COINCIDENT RT |
| 090 | | 277.73 | 275.44 | MA BEG | 002 | | 283.22 | 2ND COINCIDENT RT |
| 090 | | 281.32 | 279.03 | MA END | 395 | | 156.74 | 1ST COINCIDENT RT |
| 090 | | 281.32 | 279.03 | MA END | 002 | | 286.87 | 2ND COINCIDENT RT |
| 231 | | 28.11 | 28.01 | MI BEG | 002 | | 261.09 | 1ST COINCIDENT RT |
| 231 | | 31.08 | 30.89 | MI END | 002 | | 263.97 | 1ST COINCIDENT RT |
| 260 | | 33.06 | 31.54 | MA BEG | 261 | | 29.39 | 1ST COINCIDENT RT |
| 260 | | 39.49 | 37.98 | MA END | 261 | | 35.83 | 1ST COINCIDENT RT |
| 261 | | 29.39 | 29.35 | MI BEG | 260 | | 33.06 | 1ST COINCIDENT RT |
| 261 | | 35.83 | 35.79 | MI END | 260 | | 39.49 | 1ST COINCIDENT RT |
| 270 | | 2.27 | 2.27 | MA BEG | 027 | | 0.00 | 1ST COINCIDENT RT |
| 270 | | 2.40 | 2.40 | MA END | 027 | | 2.27 B | 1ST COINCIDENT RT |
| 272 | | 16.52 | 16.52 | MI BEG | 027 | | 15.33 | 1ST COINCIDENT RT |
| 272 | | 16.78 | 16.77 | MI END | 027 | | 15.08 | 1ST COINCIDENT RT |
| 395 | | 96.13 | 102.69 | MI BEG | 090 | | 220.77 | 1ST COINCIDENT RT |
| 395 | | 156.74 | 163.24 | MI END | 090 | | 281.32 | 1ST COINCIDENT RT |
| 395 | | 156.75 | 163.25 | MI BEG | 002 | | 286.88 | 1ST COINCIDENT RT |
| 395 | | 164.50 | 169.27 | MI END | 002 | | 292.86 | 1ST COINCIDENT RT |
| 395 | | 229.64 | 234.38 | MA BEG | 020 | | 354.33 | 1ST COINCIDENT RT |
| 395 | | 241.89 | 246.63 | MA END | 020 | | 342.08 | 1ST COINCIDENT RT |

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

SELECTION: DISTRICT 6
 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 |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 6 | PRIN ARTERIAL | 415.81 | 978.33 | 8.44 | 25.60 | 62.22 | 257.34 | 70.66 | 282.94 | 486.47 | 1,261.27 |
| 6 | MINR ARTERIAL | 355.57 | 711.14 | 4.83 | 12.19 | 9.09 | 18.78 | 13.92 | 30.97 | 369.49 | 742.11 |
| 6 | COLLECTOR | 603.43 | 1,207.43 | .58 | 1.16 | .43 | .86 | 1.01 | 2.02 | 604.44 | 1,209.45 |
| 6 | UNCLASSIFIED | | | | | | | | | | |
| 6 | INTERSTATE | 80.14 | 320.56 | | | 27.20 | 142.84 | 27.20 | 142.84 | 107.34 | 463.40 |
| DISTRICT SUBTOTAL | | 1,454.95 | 3,217.46 | 13.85 | 38.95 | 98.94 | 419.82 | 112.79 | 458.77 | 1,567.74 | 3,676.23 |
| STATE PRIN ARTERIAL | | 415.81 | 978.33 | 8.44 | 25.60 | 62.22 | 257.34 | 70.66 | 282.94 | 486.47 | 1,261.27 |
| STATE MINR ARTERIAL | | 355.57 | 711.14 | 4.83 | 12.19 | 9.09 | 18.78 | 13.92 | 30.97 | 369.49 | 742.11 |
| STATE COLLECTOR | | 603.43 | 1,207.43 | .58 | 1.16 | .43 | .86 | 1.01 | 2.02 | 604.44 | 1,209.45 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 80.14 | 320.56 | | | 27.20 | 142.84 | 27.20 | 142.84 | 107.34 | 463.40 |
| STATE TOTAL | | 1,454.95 | 3,217.46 | 13.85 | 38.95 | 98.94 | 419.82 | 112.79 | 458.77 | 1,567.74 | 3,676.23 |

T R I P S S Y S T E M

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 6

ALL RAMPS, COLLECTORS I/D

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 6 | PRIN ARTERIAL | | 38.80 | | 2.96 | | 59.47 | | 62.43 | | 101.23 |
| 6 | MINR ARTERIAL | | 6.47 | | 6.10 | | 2.89 | | 8.99 | | 15.46 |
| 6 | COLLECTOR | | 3.11 | | | | .35 | | .35 | | 3.46 |
| 6 | UNCLASSIFIED | | | | | | | | | | |
| 6 | INTERSTATE | | 26.05 | | | | 60.19 | | 60.19 | | 86.24 |
| DISTRICT SUBTOTAL | | | 74.43 | | 9.06 | | 122.90 | | 131.96 | | 206.39 |
| STATE PRIN ARTERIAL | | | 38.80 | | 2.96 | | 59.47 | | 62.43 | | 101.23 |
| STATE MINR ARTERIAL | | | 6.47 | | 6.10 | | 2.89 | | 8.99 | | 15.46 |
| STATE COLLECTOR | | | 3.11 | | | | .35 | | .35 | | 3.46 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | | 26.05 | | | | 60.19 | | 60.19 | | 86.24 |
| STATE TOTAL | | | 74.43 | | 9.06 | | 122.90 | | 131.96 | | 206.39 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 6

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

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

| DIST | FUNCT CLASS | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|---------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 6 | PRIN ARTERIAL | 415.81 | 1,017.13 | 8.44 | 28.56 | 62.22 | 316.81 | 70.66 | 345.37 | 486.47 | 1,362.50 |
| 6 | MINR ARTERIAL | 355.57 | 717.61 | 4.83 | 18.29 | 9.09 | 21.67 | 13.92 | 39.96 | 369.49 | 757.57 |
| 6 | COLLECTOR | 603.43 | 1,210.54 | .58 | 1.16 | .43 | 1.21 | 1.01 | 2.37 | 604.44 | 1,212.91 |
| 6 | UNCLASSIFIED | | | | | | | | | | |
| 6 | INTERSTATE | 80.14 | 346.61 | | | 27.20 | 203.03 | 27.20 | 203.03 | 107.34 | 549.64 |
| DISTRICT SUBTOTAL | | 1,454.95 | 3,291.89 | 13.85 | 48.01 | 98.94 | 542.72 | 112.79 | 590.73 | 1,567.74 | 3,882.62 |
| STATE PRIN ARTERIAL | | 415.81 | 1,017.13 | 8.44 | 28.56 | 62.22 | 316.81 | 70.66 | 345.37 | 486.47 | 1,362.50 |
| STATE MINR ARTERIAL | | 355.57 | 717.61 | 4.83 | 18.29 | 9.09 | 21.67 | 13.92 | 39.96 | 369.49 | 757.57 |
| STATE COLLECTOR | | 603.43 | 1,210.54 | .58 | 1.16 | .43 | 1.21 | 1.01 | 2.37 | 604.44 | 1,212.91 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 80.14 | 346.61 | | | 27.20 | 203.03 | 27.20 | 203.03 | 107.34 | 549.64 |
| STATE TOTAL | | 1,454.95 | 3,291.89 | 13.85 | 48.01 | 98.94 | 542.72 | 112.79 | 590.73 | 1,567.74 | 3,882.62 |

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

SELECTION: DISTRICT 6
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 6 | R1 | | | | | 166.24 | 344.99 | 195.42 | 507.91 | 54.15 | 125.43 | 415.81 | 978.33 |
| 6 | R2 | | | | | 333.95 | 667.90 | 21.13 | 42.26 | .49 | .98 | 355.57 | 711.14 |
| 6 | R3 | | | | | 569.12 | 1,138.46 | 33.45 | 67.25 | .86 | 1.72 | 603.43 | 1,207.43 |
| 6 | R4 | | | | | | | | | | | | |
| 6 | R5 | | | | | | | 79.91 | 319.74 | .23 | .82 | 80.14 | 320.56 |
| 6 | U1 | | | | | | | 57.10 | 221.04 | 13.56 | 61.90 | 70.66 | 282.94 |
| 6 | U2 | | | | | 1.08 | 2.38 | 12.69 | 28.23 | .15 | .36 | 13.92 | 30.97 |
| 6 | U3 | | | | | | | 1.01 | 2.02 | | | 1.01 | 2.02 |
| 6 | U4 | | | | | | | | | | | | |
| 6 | U5 | | | | | | | 11.09 | 42.93 | 16.11 | 99.91 | 27.20 | 142.84 |
| DIST RURAL SUBTOTAL | | | | | | 1,069.31 | 2,151.35 | 329.91 | 937.16 | 55.73 | 128.95 | 1,454.95 | 3,217.46 |
| DIST URBAN SUBTOTAL | | | | | | 1.08 | 2.38 | 81.89 | 294.22 | 29.82 | 162.17 | 112.79 | 458.77 |
| DISTRICT TOTAL | | | | | | 1,070.39 | 2,153.73 | 411.80 | 1,231.38 | 85.55 | 291.12 | 1,567.74 | 3,676.23 |

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

SELECTION: DISTRICT 6
 ALL RAMPS, COLLECTORS I/D
 SPEC USE LN: HOV, CHAIN UP, HOLDING, SLOW VEH, TWO WAY TURN, WEAVING/SPEED CHANGE, BICYCLE, TRANSIT, TRUCK CLIMBING, TURN/ACCEL

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 6 | R1 | | | | | | .48 | | 33.88 | | 1.69 | | 36.05 |
| 6 | R2 | | | | | | .56 | | 5.91 | | | | 6.47 |
| 6 | R3 | | | | | | 2.32 | | .85 | | | | 3.17 |
| 6 | R4 | | | | | | | | | | | | |
| 6 | R5 | | | | | | | | 25.87 | | .18 | | 26.05 |
| 6 | U1 | | | | | | | | 49.67 | | 15.45 | | 65.12 |
| 6 | U2 | | | | | | .32 | | 8.51 | | .10 | | 8.93 |
| 6 | U3 | | | | | | | | .35 | | | | .35 |
| 6 | U4 | | | | | | | | | | | | |
| 6 | U5 | | | | | | | | 39.40 | | 20.85 | | 60.25 |
| DIST RURAL SUBTOTAL | | | | | | | 3.36 | | 66.51 | | 1.87 | | 71.74 |
| DIST URBAN SUBTOTAL | | | | | | | .32 | | 97.93 | | 36.40 | | 134.65 |
| DISTRICT TOTAL | | | | | | | 3.68 | | 164.44 | | 38.27 | | 206.39 |

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

SELECTION: DISTRICT 6

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

| DIST | FUNCT CLASS | HIGHWAY LANE | | HIGHWAY LANE | | HIGHWAY LANE | | HIGHWAY LANE | | HIGHWAY LANE | | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|---------------|----------------|----------------|---------------------|------------------|
| | | MILES OTHER | MILES OTHER | MILES GRAVEL | MILES GRAVEL | MILES BITUM | MILES BITUM | MILES ASPHALT | MILES ASPHALT | MILES CONCRETE | MILES CONCRETE | | |
| 6 | R1 | | | | | 166.24 | 345.47 | 195.42 | 541.79 | 54.15 | 127.12 | 415.81 | 1,014.38 |
| 6 | R2 | | | | | 333.95 | 668.46 | 21.13 | 48.17 | .49 | .98 | 355.57 | 717.61 |
| 6 | R3 | | | | | 569.12 | 1,140.78 | 33.45 | 68.10 | .86 | 1.72 | 603.43 | 1,210.60 |
| 6 | R4 | | | | | | | | | | | | |
| 6 | R5 | | | | | | | 79.91 | 345.61 | .23 | 1.00 | 80.14 | 346.61 |
| 6 | U1 | | | | | | | 57.10 | 270.71 | 13.56 | 77.35 | 70.66 | 348.06 |
| 6 | U2 | | | | | 1.08 | 2.70 | 12.69 | 36.74 | .15 | .46 | 13.92 | 39.90 |
| 6 | U3 | | | | | | | 1.01 | 2.37 | | | 1.01 | 2.37 |
| 6 | U4 | | | | | | | | | | | | |
| 6 | U5 | | | | | | | 11.09 | 82.33 | 16.11 | 120.76 | 27.20 | 203.09 |
| DIST RURAL SUBTOTAL | | | | | | 1,069.31 | 2,154.71 | 329.91 | 1,003.67 | 55.73 | 130.82 | 1,454.95 | 3,289.20 |
| DIST URBAN SUBTOTAL | | | | | | 1.08 | 2.70 | 81.89 | 392.15 | 29.82 | 198.57 | 112.79 | 593.42 |
| DISTRICT TOTAL | | | | | | 1,070.39 | 2,157.41 | 411.80 | 1,395.82 | 85.55 | 329.39 | 1,567.74 | 3,882.62 |

T R I P S S Y S T E M

STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 6

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 |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 6 | DS | 305.08 | 915.22 | 5.43 | 18.09 | 71.73 | 330.58 | 77.16 | 348.67 | 382.24 | 1,263.89 |
| 6 | 3R | 561.09 | 1,124.11 | .69 | 1.38 | 12.79 | 48.37 | 13.48 | 49.75 | 574.57 | 1,173.86 |
| 6 | MO | 588.78 | 1,178.13 | 7.73 | 19.48 | 14.42 | 40.87 | 22.15 | 60.35 | 610.93 | 1,238.48 |
| DISTRICT SUBTOTAL | | 1,454.95 | 3,217.46 | 13.85 | 38.95 | 98.94 | 419.82 | 112.79 | 458.77 | 1,567.74 | 3,676.23 |
| STATE | DS | 305.08 | 915.22 | 5.43 | 18.09 | 71.73 | 330.58 | 77.16 | 348.67 | 382.24 | 1,263.89 |
| STATE | 3R | 561.09 | 1,124.11 | .69 | 1.38 | 12.79 | 48.37 | 13.48 | 49.75 | 574.57 | 1,173.86 |
| STATE | MO | 588.78 | 1,178.13 | 7.73 | 19.48 | 14.42 | 40.87 | 22.15 | 60.35 | 610.93 | 1,238.48 |
| STATE TOTAL | | 1,454.95 | 3,217.46 | 13.85 | 38.95 | 98.94 | 419.82 | 112.79 | 458.77 | 1,567.74 | 3,676.23 |

T R I P S S Y S T E M

STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 6

ALL RAMPS, COLLECTORS I/D

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 6 | DS | | 60.83 | | 1.68 | | 109.57 | | 111.25 | | 172.08 |
| 6 | 3R | | 10.39 | | | | 7.90 | | 7.90 | | 18.29 |
| 6 | MO | | 3.21 | | 7.38 | | 5.43 | | 12.81 | | 16.02 |
| DISTRICT SUBTOTAL | | | 74.43 | | 9.06 | | 122.90 | | 131.96 | | 206.39 |
| STATE | DS | | 60.83 | | 1.68 | | 109.57 | | 111.25 | | 172.08 |
| STATE | 3R | | 10.39 | | | | 7.90 | | 7.90 | | 18.29 |
| STATE | MO | | 3.21 | | 7.38 | | 5.43 | | 12.81 | | 16.02 |
| STATE TOTAL | | | 74.43 | | 9.06 | | 122.90 | | 131.96 | | 206.39 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 6

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

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

| DIST | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 6 | DS | 305.08 | 976.05 | 5.43 | 19.77 | 71.73 | 440.15 | 77.16 | 459.92 | 382.24 | 1,435.97 |
| 6 | 3R | 561.09 | 1,134.50 | .69 | 1.38 | 12.79 | 56.27 | 13.48 | 57.65 | 574.57 | 1,192.15 |
| 6 | MO | 588.78 | 1,181.34 | 7.73 | 26.86 | 14.42 | 46.30 | 22.15 | 73.16 | 610.93 | 1,254.50 |
| DISTRICT SUBTOTAL | | 1,454.95 | 3,291.89 | 13.85 | 48.01 | 98.94 | 542.72 | 112.79 | 590.73 | 1,567.74 | 3,882.62 |
| STATE | DS | 305.08 | 976.05 | 5.43 | 19.77 | 71.73 | 440.15 | 77.16 | 459.92 | 382.24 | 1,435.97 |
| STATE | 3R | 561.09 | 1,134.50 | .69 | 1.38 | 12.79 | 56.27 | 13.48 | 57.65 | 574.57 | 1,192.15 |
| STATE | MO | 588.78 | 1,181.34 | 7.73 | 26.86 | 14.42 | 46.30 | 22.15 | 73.16 | 610.93 | 1,254.50 |
| STATE TOTAL | | 1,454.95 | 3,291.89 | 13.85 | 48.01 | 98.94 | 542.72 | 112.79 | 590.73 | 1,567.74 | 3,882.62 |

T R I P S S Y S T E M

DISTRICT 6 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 6

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

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 224.94 | 594.66 | 5.43 | 18.09 | 44.53 | 187.74 | 49.96 | 205.83 | 274.90 | 800.49 |
| PRIN ARTERIAL | 3R | 190.87 | 383.67 | | | 11.47 | 45.41 | 11.47 | 45.41 | 202.34 | 429.08 |
| PRIN ARTERIAL | MO | | | 3.01 | 7.51 | 6.22 | 24.19 | 9.23 | 31.70 | 9.23 | 31.70 |
| PRIN ARTERL SUBTOTAL | | 415.81 | 978.33 | 8.44 | 25.60 | 62.22 | 257.34 | 70.66 | 282.94 | 486.47 | 1,261.27 |
| MINOR ARTERIAL | DS | | | | | | | | | | |
| MINOR ARTERIAL | 3R | 254.47 | 508.94 | .11 | .22 | 1.32 | 2.96 | 1.43 | 3.18 | 255.90 | 512.12 |
| MINOR ARTERIAL | MO | 101.10 | 202.20 | 4.72 | 11.97 | 7.77 | 15.82 | 12.49 | 27.79 | 113.59 | 229.99 |
| MINOR ARTERL SBTOTAL | | 355.57 | 711.14 | 4.83 | 12.19 | 9.09 | 18.78 | 13.92 | 30.97 | 369.49 | 742.11 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 115.75 | 231.50 | .58 | 1.16 | | | .58 | 1.16 | 116.33 | 232.66 |
| COLLECTOR | MO | 487.68 | 975.93 | | | .43 | .86 | .43 | .86 | 488.11 | 976.79 |
| COLLECTOR SUBTOTAL | | 603.43 | 1,207.43 | .58 | 1.16 | .43 | .86 | 1.01 | 2.02 | 604.44 | 1,209.45 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 80.14 | 320.56 | | | 27.20 | 142.84 | 27.20 | 142.84 | 107.34 | 463.40 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 80.14 | 320.56 | | | 27.20 | 142.84 | 27.20 | 142.84 | 107.34 | 463.40 |
| DISTRICT | DS | 305.08 | 915.22 | 5.43 | 18.09 | 71.73 | 330.58 | 77.16 | 348.67 | 382.24 | 1,263.89 |
| DISTRICT | 3R | 561.09 | 1,124.11 | .69 | 1.38 | 12.79 | 48.37 | 13.48 | 49.75 | 574.57 | 1,173.86 |
| DISTRICT | MO | 588.78 | 1,178.13 | 7.73 | 19.48 | 14.42 | 40.87 | 22.15 | 60.35 | 610.93 | 1,238.48 |
| DISTRICT TOTAL | | 1,454.95 | 3,217.46 | 13.85 | 38.95 | 98.94 | 419.82 | 112.79 | 458.77 | 1,567.74 | 3,676.23 |

T R I P S S Y S T E M

DISTRICT 6 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 6

ALL RAMPS, COLLECTORS I/D

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | | 34.72 | | 1.68 | | 48.76 | | 50.44 | | 85.16 |
| PRIN ARTERIAL | 3R | | 4.08 | | | | 7.43 | | 7.43 | | 11.51 |
| PRIN ARTERIAL | MO | | | | 1.28 | | 3.28 | | 4.56 | | 4.56 |
| PRIN ARTERL SUBTOTAL | | | 38.80 | | 2.96 | | 59.47 | | 62.43 | | 101.23 |
| MINOR ARTERIAL | DS | | | | | | .62 | | .62 | | .62 |
| MINOR ARTERIAL | 3R | | 4.69 | | | | .41 | | .41 | | 5.10 |
| MINOR ARTERIAL | MO | | 1.78 | | 6.10 | | 1.80 | | 7.90 | | 9.68 |
| MINOR ARTERL SBTOTAL | | | 6.47 | | 6.10 | | 2.83 | | 8.93 | | 15.40 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | | 1.68 | | | | .06 | | .06 | | 1.74 |
| COLLECTOR | MO | | 1.43 | | | | .35 | | .35 | | 1.78 |
| COLLECTOR SUBTOTAL | | | 3.11 | | | | .41 | | .41 | | 3.52 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | | 26.05 | | | | 60.19 | | 60.19 | | 86.24 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | | 26.05 | | | | 60.19 | | 60.19 | | 86.24 |
| DISTRICT | DS | | 60.77 | | 1.68 | | 109.57 | | 111.25 | | 172.02 |
| DISTRICT | 3R | | 10.45 | | | | 7.90 | | 7.90 | | 18.35 |
| DISTRICT | MO | | 3.21 | | 7.38 | | 5.43 | | 12.81 | | 16.02 |
| DISTRICT TOTAL | | | 74.43 | | 9.06 | | 122.90 | | 131.96 | | 206.39 |

T R I P S S Y S T E M

DISTRICT 6 STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 6

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

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

| FUNCT CLASS | LEVEL OF DEVEL | RURAL HIGHWAY MILES | RURAL LANE MILES | URBAN HIGHWAY MILES | URBAN LANE MILES | URBANIZED HIGHWAY MILES | URBANIZED LANE MILES | TOT URBAN HIGHWAY MILES | TOT URBAN LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|----------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| PRIN ARTERIAL | DS | 224.94 | 629.38 | 5.43 | 19.77 | 44.53 | 236.50 | 49.96 | 256.27 | 274.90 | 885.65 |
| PRIN ARTERIAL | 3R | 190.87 | 387.75 | | | 11.47 | 52.84 | 11.47 | 52.84 | 202.34 | 440.59 |
| PRIN ARTERIAL | MO | | | 3.01 | 8.79 | 6.22 | 27.47 | 9.23 | 36.26 | 9.23 | 36.26 |
| PRIN ARTERL SUBTOTAL | | 415.81 | 1,017.13 | 8.44 | 28.56 | 62.22 | 316.81 | 70.66 | 345.37 | 486.47 | 1,362.50 |
| MINOR ARTERIAL | DS | | | | | | .62 | | .62 | | .62 |
| MINOR ARTERIAL | 3R | 254.47 | 513.63 | .11 | .22 | 1.32 | 3.37 | 1.43 | 3.59 | 255.90 | 517.22 |
| MINOR ARTERIAL | MO | 101.10 | 203.98 | 4.72 | 18.07 | 7.77 | 17.62 | 12.49 | 35.69 | 113.59 | 239.67 |
| MINOR ARTERL SBTOTAL | | 355.57 | 717.61 | 4.83 | 18.29 | 9.09 | 21.61 | 13.92 | 39.90 | 369.49 | 757.51 |
| COLLECTOR | DS | | | | | | .06 | | | | |
| COLLECTOR | 3R | 115.75 | 233.18 | .58 | 1.16 | | | .58 | 1.22 | 116.33 | 234.40 |
| COLLECTOR | MO | 487.68 | 977.36 | | | .43 | 1.21 | .43 | 1.21 | 488.11 | 978.57 |
| COLLECTOR SUBTOTAL | | 603.43 | 1,210.54 | .58 | 1.16 | .43 | 1.27 | 1.01 | 2.43 | 604.44 | 1,212.97 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 80.14 | 346.61 | | | 27.20 | 203.03 | 27.20 | 203.03 | 107.34 | 549.64 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 80.14 | 346.61 | | | 27.20 | 203.03 | 27.20 | 203.03 | 107.34 | 549.64 |
| DISTRICT | DS | 305.08 | 975.99 | 5.43 | 19.77 | 71.73 | 440.15 | 77.16 | 459.92 | 382.24 | 1,435.91 |
| DISTRICT | 3R | 561.09 | 1,134.56 | .69 | 1.38 | 12.79 | 56.27 | 13.48 | 57.65 | 574.57 | 1,192.21 |
| DISTRICT | MO | 588.78 | 1,181.34 | 7.73 | 26.86 | 14.42 | 46.30 | 22.15 | 73.16 | 610.93 | 1,254.50 |
| DISTRICT TOTAL | | 1,454.95 | 3,291.89 | 13.85 | 48.01 | 98.94 | 542.72 | 112.79 | 590.73 | 1,567.74 | 3,882.62 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 6 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 6
 MAINLINE, SPURS, COUPLETS, ALTERNATE, REVERSIBLE, GRADE SEPARATED HOV
 SPECIAL USE LANES: (NON RAMP)-HOV, CLIMBING

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | 12.86 | 25.72 | 60.25 | 187.56 | 19.58 | 103.57 | 92.69 | 316.85 |
| 1 | 02 | | | | | 90.33 | 193.39 | 108.76 | 334.79 | 15.48 | 85.05 | 214.57 | 613.23 |
| AREA SUBTOTAL | | | | | | 103.19 | 219.11 | 169.01 | 522.35 | 35.06 | 188.62 | 307.26 | 930.08 |
| 2 | 01 | | | | | 183.04 | 366.30 | 60.17 | 143.77 | .98 | 3.04 | 244.19 | 513.11 |
| 2 | 02 | | | | | 130.28 | 260.56 | 31.36 | 64.29 | 18.32 | 36.64 | 179.96 | 361.49 |
| AREA SUBTOTAL | | | | | | 313.32 | 626.86 | 91.53 | 208.06 | 19.30 | 39.68 | 424.15 | 874.60 |
| 3 | 01 | | | | | 176.83 | 353.66 | 19.62 | 39.24 | .18 | .36 | 196.63 | 393.26 |
| 3 | 02 | | | | | 102.19 | 204.38 | 66.46 | 321.46 | 30.23 | 60.90 | 198.88 | 586.74 |
| AREA SUBTOTAL | | | | | | 279.02 | 558.04 | 86.08 | 360.70 | 30.41 | 61.26 | 395.51 | 980.00 |
| 4 | 01 | | | | | 125.32 | 250.64 | 62.59 | 135.09 | .41 | .82 | 188.32 | 386.55 |
| 4 | 02 | | | | | 249.54 | 499.08 | 2.59 | 5.18 | .37 | .74 | 252.50 | 505.00 |
| AREA SUBTOTAL | | | | | | 374.86 | 749.72 | 65.18 | 140.27 | .78 | 1.56 | 440.82 | 891.55 |
| DISTRICT TOTAL | | | | | | 1,070.39 | 2,153.73 | 411.80 | 1,231.38 | 85.55 | 291.12 | 1,567.74 | 3,676.23 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 6 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 6

ALL RAMPS, COLLECTORS I/D

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

| MAINTENANCE AREA | SECTION | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|------------------|---------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | 01 | | | | | | | | 51.94 | | 12.75 | | 64.69 |
| 1 | 02 | | | | | | 2.43 | | 56.45 | | 23.55 | | 82.43 |
| AREA SUBTOTAL | | | | | | | 2.43 | | 108.39 | | 36.30 | | 147.12 |
| 2 | 01 | | | | | | .45 | | 12.87 | | .26 | | 13.58 |
| 2 | 02 | | | | | | .10 | | 5.43 | | .26 | | 5.79 |
| AREA SUBTOTAL | | | | | | | .55 | | 18.30 | | .52 | | 19.37 |
| 3 | 01 | | | | | | .18 | | .80 | | | | .98 |
| 3 | 02 | | | | | | | | 27.48 | | 1.46 | | 28.94 |
| AREA SUBTOTAL | | | | | | | .18 | | 28.28 | | 1.46 | | 29.92 |
| 4 | 01 | | | | | | .33 | | 6.86 | | | | 7.19 |
| 4 | 02 | | | | | | .19 | | 2.60 | | | | 2.79 |
| AREA SUBTOTAL | | | | | | | .52 | | 9.46 | | | | 9.98 |
| DISTRICT TOTAL | | | | | | | 3.68 | | 164.43 | | 38.28 | | 206.39 |

T R I P S S Y S T E M

STATE HIGHWAY TOTAL LANE/RAMP MILES

BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 6

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

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

| MAINTENANCE AREA SECTION | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-----------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|---------------------------|------------------------|
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| STATE TOTAL | | | | | 1,070.39 | 2,157.41 | 411.80 | 1,395.81 | 85.55 | 329.40 | 1,567.74 | 3,882.62 |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY LINCOLN DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|------|-------|-------|-----|----|----|-----|----------|----|----|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 207.78 | 199.71 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R1 | | | | R | |
| | | | EQUATION | | | SR 5/EVERETT TO IDAHO | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CTLSEC | | | 207.81B=207.78 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.79 | 199.72 | | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R1 | | 60 | R | | |
| 207.80 | 199.73 | | INTRSECTN | L | | MAXWELL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHILDERS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 208.11 | 200.04 | | MP MARKER | R | | 208 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.86 | 200.79 | | INTRSECTN | B | | NEILSEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 209.00 | 200.93 | | MP MARKER | R | | 209 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.85 | 201.78 | | INTRSECTN | B | | FOX RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 209.98 | 201.91 | | ENTER CITY | | | ALMIRA | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | 0025 | R1 | | 60 | R | B | |
| 210.00 | 201.93 | | MP MARKER | R | | 210 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.17 | 202.10 | | BEG BRIDGE | B | | CORBETT DRAW | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | | 26 | 3 | 01 | 0025 | R1 | | 60 | R | P | |
| | | | BRDG NUM | | | 002/502 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.19 | 202.12 | | END BRIDGE | B | | CORBETT DRAW | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | 0025 | R1 | | 60 | R | B | |
| 210.32 | 202.25 | | INTRSECTN | L | | E MAIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 210.43 | 202.36 | | WYE CONN | L | | E MAIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 210.55 | 202.48 | | BEG BRIDGE | B | | CORBETT DRAW | ST | | | 1 | 1 | | | | | | \$\$C | 24B | \$\$C | | | 24 | 3 | 01 | 0025 | R1 | | 60 | R | B | |
| | | | BRDG NUM | | | 002/503 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.57 | 202.50 | | END BRIDGE | B | | CORBETT DRAW | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | 0025 | R1 | | 60 | R | B | |
| 210.58 | 202.51 | | LEAVE CITY | | | ALMIRA | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | \$\$\$\$ | R1 | | 60 | R | \$ | |
| | | | INTRSECTN | R | | KINER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 210.99 | 202.92 | | MP MARKER | R | | 211 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 211.04 | 202.97 | | INTRSECTN | R | | AUGUST E RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 211.10 | 203.03 | | INTRSECTN | R | | COUNTRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 211.99 | 203.92 | | MP MARKER | R | | 212 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 212.15 | 204.08 | | INTRSECTN | B | | CORBETT DRAW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 213.00 | 204.93 | | MP MARKER | R | | 213 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 213.27 | 205.20 | | INTRSECTN | R | | ANDERSEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 214.00 | 205.93 | | MP MARKER | R | | 214 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 214.72 | 206.65 | | | | | | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 3 | 01 | | R1 | | 60 | R | | |
| 214.75 | 206.68 | | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R1 | | 60 | R | | |
| 214.76 | 206.69 | | | | | | | | | 1 | 1 | | | | | | 3B | 24B | 3B | | | 24 | 3 | 01 | | R1 | | 60 | R | | |
| 214.86 | 206.79 | | RR XING | B | | NUM 66082T STRUCTURE | | | | 1 | 1 | | | | | | \$\$W | 32B | \$\$W | | | 32 | 3 | 01 | | R1 | | 60 | R | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 002/505 | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 209.85 | 201.78 | | | .03 | 11 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|-------------------------|------------|---|----|-------------------|-----|-----|--------------|-----|-----|-----|-----|---------------------------|---------|-----|-----|-----|-----|-----|-----|-------|-----|-------|------|-----|-------|----|----|------|----------|----|----|----|---|----|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | | | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 214.88 | 206.81 | | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | | | | | | 3B | 24B | 3B | | | 24 | 3 | 01 | | R1 | | 60 | R | | | |
| 214.99 | 206.92 | | MP MARKER | R | | 215 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 215.58 | 207.51 | | INTRSECTN | B | | BODEAU RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 215.99 | 207.92 | | MP MARKER | R | | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 216.73 | 208.66 | | INTRSECTN | L | | SHEFFELS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | GOVAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 217.00 | 208.93 | | MP MARKER | R | | 217 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 217.78 | 209.71 | | INTRSECTN | L | | BANDY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 218.00 | 209.93 | | MP MARKER | R | | 218 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 218.83 | 210.76 | | INTRSECTN | B | | SCHEIBNER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 218.98 | 210.91 | | INTRSECTN | R | | WILBUR AIRPORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 219.00 | 210.93 | | MP MARKER | R | | 219 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.00 | 211.93 | | MP MARKER | R | | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.02 | 211.95 | | INTRSECTN | R | | WILBUR AIRPORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.33 | 212.26 | | INTRSECTN | R | | DONNA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.84 | 212.77 | | | | | | | | | 1 | 1 | | | | | | | | | | | 3A | 24A | 3A | | | 24 | 3 | 01 | | R1 | | 60 | R | | | |
| 220.85 | 212.78 | | WYE CONN | L | | SR 21 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220.88 | 212.81 | | INTRSECTN | L | | SR 21 | ST | | Y | 1 | 1 | | | | | | | | | | | 4B | 22B | 4B | | | 22 | 3 | 01 | | R1 | | 60 | R | | | |
| 220.90 | 212.83 | | WYE CONN | L | | SR 21 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.00 | 212.92 | | EQUATION | | | 220.99 =221.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 221 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.19 | 213.11 | | ENTER CITY | | | WILBUR | | | | 1 | 1 | | | | | | | | | | | 4A | 22A | 4A | | | 22 | 3 | 01 | 1440 | R1 | | 30 | R | P | | |
| 221.24 | 213.16 | | MISC FEATR | R | | SGN ENT WILBUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.34 | 213.26 | | BEG ST | I | | MAIN AVE | | | | 1 | 1 | | | | | | | | | | | 4A | 22A | 4A | | | 22 | 3 | 01 | 1440 | R1 | | 30 | R | P | * | |
| | | | INTRSECTN | L | | PORTLAND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.42 | 213.34 | | INTRSECTN | L | | RICHMOND ST | CT | | Y | 1 | 1 | | | | | | | | | | | 6A | 22A | 6A | | | 22 | 3 | 01 | 1440 | R1 | | 30 | R | P | * | |
| 221.48 | 213.40 | | INTRSECTN | L | | RAYMOND ST | CT | | Y | 1 | 1 | | | | | | | | | | | \$\$C | 42A | 8A | | | 42 | 3 | 01 | 1440 | R1 | | 30 | R | B | * | |
| 221.54 | 213.46 | | INTRSECTN | L | | WEST ST | CT | | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 21 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.60 | 213.52 | | INTRSECTN | B | | LINCOLN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.65 | 213.57 | | INTRSECTN | B | | ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.71 | 213.63 | | INTRSECTN | B | | BROADWAY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.76 | 213.68 | | INTRSECTN | B | | DIVISION ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.81 | 213.73 | | INTRSECTN | B | | KNOX ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.86 | 213.78 | | INTRSECTN | B | | ANNE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.93 | 213.85 | | INTRSECTN | B | | BRACE ST | CT | | Y | 1 | 1 | | | | | | | | | | | 6A | 22A | 6A | | | 22 | 3 | 01 | 1440 | R1 | | 30 | R | P | * | |
| 221.95 | 213.87 | | BEG BRIDGE | B | | GOOSE CREEK | ST | | 1 | 1 | | | | | | | | | | | | \$\$C | 24A | \$\$C | | | 24 | 3 | 01 | 1440 | R1 | | 30 | R | P | * | |
| | | | | | | BRDG NUM 002/508 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221.96 | 213.88 | | END BRIDGE | B | | GOOSE CREEK | | | | 1 | 1 | | | | | | | | | | | 4A | 24A | 8A | | | 24 | 3 | 01 | 1440 | R1 | | 30 | R | P | * | |
| 221.97 | 213.89 | | END ST | I | | MAIN AVE | | | | 1 | 1 | | | | | | | | | | | 4A | 24A | 8A | | | 24 | 3 | 01 | 1440 | R1 | | 30 | R | P | \$ | |
| | | | INTRSECTN | R | | BELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 222.05 | 213.97 | | | | | | | | | 1 | 1 | | | | | | | | | | | | 5A | 24A | 5A | | | 24 | 3 | 01 | 1440 | R1 | | 30 | R | P | |
| 222.21 | 214.13 | | LEAVE CITY | | | WILBUR | | | | 1 | 1 | | | | | | | | | | | | 5B | 24B | 5B | | | 24 | 3 | 01 | \$\$\$\$ | R1 | | 30 | R | \$ | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------|---|----|---------------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|--------------------------|-----|------|-------|-----|-------|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | K | T | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | D | | IB | R | K | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 231.16 | | 223.08 | INTRSECTN | L | | REDWINE CANYON RD | CO | | N | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R1 | | 60 | R | | | | |
| 232.00 | | 223.92 | MP MARKER | R | | 232 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 232.19 | | 224.11 | INTRSECTN | R | | CHIPSITE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 232.31 | | 224.23 | INTRSECTN | L | | MILES CRESTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 232.41 | | 224.33 | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 232.48 | | 224.40 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | 24 | 3 | 01 | | R1 | | 60 | R | | | | |
| 233.01 | | 224.93 | MP MARKER | R | | 233 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 234.01 | | 225.93 | MP MARKER | R | | 234 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 235.01 | | 226.93 | MP MARKER | R | | 235 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 235.97 | | 227.89 | MP MARKER | R | | 236 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.01 | | 228.93 | MP MARKER | R | | 237 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 237.71 | | 229.63 | INTRSECTN | B | | TELFORD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 237.99 | | 229.91 | ENT/EXIT | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 238.01 | | 229.93 | MP MARKER | R | | 238 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 238.11 | | 230.03 | ENT/EXIT | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 239.00 | | 230.92 | MP MARKER | R | | 239 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240.00 | | 231.92 | MP MARKER | R | | 240 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240.77 | | 232.69 | | | | | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | 24 | 3 | 01 | | R1 | | 60 | R | | | | |
| 241.00 | | 232.92 | MP MARKER | R | | 241 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 242.00 | | 233.92 | MP MARKER | R | | 242 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 242.15 | | 234.07 | INTRSECTN | R | | FICTENBERG RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 242.21 | | 234.13 | INTRSECTN | L | | SAM KNACK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 242.99 | | 234.91 | MP MARKER | R | | 243 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 243.70 | | 235.62 | INTRSECTN | R | | FICTENBERG RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 243.99 | | 235.91 | MP MARKER | R | | 244 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 244.47 | | 236.39 | INTRSECTN | L | | STERETT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 244.99 | | 236.91 | MP MARKER | R | | 245 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 245.41 | | 237.33 | INTRSECTN | R | | ROCKLYN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 245.98 | | 237.90 | MP MARKER | R | | 246 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 246.41 | | 238.33 | INTRSECTN | L | | SEVEN MILE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 246.96 | | 238.88 | ENT/EXIT | L | | TRANSFER STATION | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 247.00 | | 238.92 | MP MARKER | R | | 247 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 247.41 | | 239.33 | INTRSECTN | L | | FITZPATRICK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 247.95 | | 239.87 | INTRSECTN | R | | MT VIEW CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 248.01 | | 239.93 | MP MARKER | R | | 248 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 248.98 | | 240.90 | MP MARKER | R | | 249 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 238.11 | | 230.03 | | | | .03 | 12 | | | | |
| 246.96 | | 238.88 | | | | | | .10 | 11 | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY LINCOLN DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|----------------------|-----------------|-----|---|-------------|---|-----|---------|-----|--------------|----|---------------------------|-----|-------|-------------|-----|----|----|-----|------|------|----|---|---|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | LEGAL | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | 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 | | | |
| 251.81 | 243.73 | | RR XING | B | | NUM 66023R STRUCTURE | | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 3 | 01 | | R1 | | | | | 60 | R | | |
| | | | BEG BRIDGE | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/516 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 251.86 | 243.78 | | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 3 | 01 | | R1 | | | | | 60 | R | | |
| 251.99 | 243.91 | | MP MARKER | R | | 252 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.99 | 244.91 | | MP MARKER | R | | 253 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.59 | 245.51 | | INTRSECTN | B | | OEHLWEIN RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 253.97 | 245.89 | | MP MARKER | R | | 254 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.00 | 246.92 | | MP MARKER | R | | 255 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 255.58 | 247.50 | | INTRSECTN | R | | ZIEMER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | ZIEMER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.00 | 247.92 | | MP MARKER | R | | 256 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 256.58 | 248.50 | | INTRSECTN | B | | JANETT RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.00 | 248.92 | | MP MARKER | R | | 257 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.60 | 249.52 | | INTRSECTN | B | | BENNETT RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.00 | 249.92 | | MP MARKER | R | | 258 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.60 | 250.52 | | INTRSECTN | L | | VIRGIL RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.00 | 250.92 | | MP MARKER | R | | 259 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.00 | 251.92 | | MP MARKER | R | | 260 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.53 | 252.45 | | INTRSECTN | R | | ALEXANDER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.01 | 252.93 | | MP MARKER | R | | 261 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.09 | 253.01 | | INTRSECTN | L | | SPRINKLE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 231 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.92 | 253.84 | | ENT/EXIT | L | | WEIGH STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.98 | 253.90 | | WEIGH STA | L | | NUMBER 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.03 | 253.95 | | ENT/EXIT | L | | WEIGH STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.04 | 253.96 | | MP MARKER | R | | 262 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.13 | 254.05 | | INTRSECTN | B | | SUNSET HWY RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.91 | 254.83 | | INTRSECTN | R | | SUNSET HWY RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RIFFE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.00 | 254.92 | | MP MARKER | R | | 263 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.44 | 255.36 | | ENTER CITY | | | REARDAN | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 3 | 01 | | 1060 | R1 | | | | 30 | R | B | |
| | | | MISC FEATR | R | | SGN ENT REARDAN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.45 | 255.37 | | | | | | | | | 1 | 1 | | | | | | | 10A | 32A | \$\$C | | 32 | 3 | 01 | | 1060 | R1 | | | | 30 | R | B |
| 263.72 | 255.64 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 10A | 36A | C | 12 | 48 | 3 | 01 | | 1060 | R1 | | | | 30 | R | B | * |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 261.09 | 253.01 | .04 | 12 | | | | | | |
| 261.92 | 253.84 | .03 | 12 | | | .10 | 12 | | |
| 262.03 | 253.95 | | | | .05 | 12 | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY LINCOLN DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|------|------|---------------------------|-------|----------|-------|----|----|------|----------|----|----|----|----|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | T P S | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 263.72 | 255.64 | | BEG ST | I | | BROADWAY AVE | | | | 1 | 1 | | | | | | 10A | 36A | | C | 12 | 48 | 3 | 01 | 1060 | R1 | | 30 | R | B | * |
| | | | INTRSECTN | B | | MAPLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 263.77 | 255.69 | | INTRSECTN | B | | OAK ST | CT | | Y | 1 | 1 | | | | | | \$C | 59A | | C | 12 | 71 | 3 | 01 | 1060 | R1 | | 30 | R | B | * |
| 263.83 | 255.75 | | INTRSECTN | B | | LAKE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 263.90 | 255.82 | | INTRSECTN | B | | LAUREL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 263.97 | 255.89 | | INTRSECTN | R | | ASPEN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 231 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 264.03 | 255.95 | | INTRSECTN | B | | BIRCH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 264.10 | 256.02 | | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 7A | 48A | | C \$\$\$ | 48 | 3 | 01 | 1060 | R1 | | 30 | R | B | * | |
| | | | INTRSECTN | B | | CEDAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 264.18 | 256.10 | | INTRSECTN | B | | CENTRAL ST | CT | | Y | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 3 | 01 | 1060 | R1 | | 30 | R | B | * |
| 264.25 | 256.17 | | INTRSECTN | B | | ELM ST | CT | | Y | 1 | 1 | | | | | | 7A | 24A | 10A | | | 24 | 3 | 01 | 1060 | R1 | | 30 | R | B | * |
| 264.33 | 256.25 | | INTRSECTN | R | | FERN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 264.39 | 256.31 | | END ST | I | | BROADWAY AVE | | | | 1 | 1 | | | | | | 7A | 24A | 10A | | | 24 | 3 | 01 | 1060 | R1 | | 30 | R | B | \$ |
| | | | INTRSECTN | R | | GREEN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT REARDAN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.42 | 256.34 | | LEAVE CITY | | | REARDAN | | | | 1 | 1 | | | | | | 7A | 24A | 10A | | | 24 | 3 | 01 | \$\$\$R1 | | 60 | R | \$ | | |
| 264.43 | 256.35 | | INTRSECTN | R | | BROMMER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 264.44 | 256.36 | | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 3 | 01 | | R1 | 60 | R | | | |
| 264.66 | 256.58 | | INTRSECTN | L | | BISSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 264.69 | 256.61 | | INTRSECTN | R | | KRUPKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 264.99 | 256.91 | | MP MARKER | R | | 265 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 265.76 | 257.68 | | INTRSECTN | L | | TRAMM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WAUKON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 265.98 | 257.90 | | MP MARKER | R | | 266 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.14 | 258.06 | | BEG BRIDGE | B | | STEVENS CREEK | ST | | | 1 | 1 | | | | | | \$C | 36A | \$C | | | 36 | 3 | 01 | | R1 | 60 | R | | | |
| | | | | | | BRDG NUM 002/524 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.15 | 258.07 | | END BRIDGE | B | | STEVENS CREEK | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 3 | 01 | | R1 | 60 | R | | | |
| 266.69 | 258.61 | | INTRSECTN | R | | ALEXANDER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 266.76 | 258.68 | | INTRSECTN | L | | SPOKANE COUNTY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 266.84 | 258.76 | | MISC FEATR | L | | SGN ENT LINCOLN COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.85 | 258.77 | | INTRSECTN | R | | CARSTENS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 266.86 | 258.78 | | END CTLSEC | | | CONTROL SECTION 2202 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | LINCOLN | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 263.72 | 255.64 | .03 | 12 | | | | | | |
| 264.10 | 256.02 | | | .03 | 12 | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|-------------------------|------------------|---|----|--------------------------|-----|-----|--------------|-----|-----|-----|-----|---------------------------|---------|-----|-----|-----|------|----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.86 | | 258.78 | ENTER CO | | | SPOKANE | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3206 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT SPOKANE COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.96 | | 258.88 | MP MARKER | R | | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267.21 | | 259.13 | BEG BRIDGE | B | | STEVENS CREEK | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 002/601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267.22 | | 259.14 | END BRIDGE | B | | STEVENS CREEK | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267.36 | | 259.28 | BEG BRIDGE | B | | STEVENS CREEK | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 002/602 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267.37 | | 259.29 | END BRIDGE | B | | STEVENS CREEK | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.01 | | 259.93 | MP MARKER | R | | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.07 | | 259.99 | INTRSECTN | R | | STROUP RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SUMMER RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.59 | | 260.51 | INTRSECTN | R | | SUNSET RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 268.97 | | 260.89 | MP MARKER | R | | 269 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 269.16 | | 261.08 | INTRSECTN | B | | COULEE-HITE RD | CO | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 269.98 | | 261.90 | MP MARKER | R | | 270 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.76 | | 262.68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.90 | | 262.82 | RR XING | B | | NUM 66345E STRUCTURE | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 002/604 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.92 | | 262.84 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270.99 | | 262.91 | MP MARKER | R | | 271 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.02 | | 262.94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.17 | | 263.09 | INTRSECTN | L | | WOOD RD | CO | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ESPANOLA RD | CO | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 271.99 | | 263.91 | MP MARKER | R | | 272 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.04 | | 263.96 | MISC FEATR | R | | SGN ENT DEEP CR COMMUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.16 | | 264.08 | INTRSECTN | L | | RITCHEY RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.23 | | 264.15 | INTRSECTN | L | | CENTRAL RD | CO | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.28 | | 264.20 | INTRSECTN | R | | RITCHEY RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.36 | | 264.28 | MISC FEATR | L | | SGN ENT DEEP CR COMMUNTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.41 | | 264.33 | BEG BRIDGE | B | | DEEP CREEK | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 002/606 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.44 | | 264.36 | END BRIDGE | B | | DEEP CREEK | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.56 | | 264.48 | INTRSECTN | L | | DEEP CREEK RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.61 | | 264.53 | BEG SU LN | R | | CLIMBING | | 11A | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 271.17 | 263.09 | .04 | 11 | | | | | .04 | 11 |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------------|-----------------|-----|----|-----------------|---|-----|---------|-----|------|----|--------------------------|-----|-----|--------|-----|------|------|------|-------|---|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 277.22 | | 269.14 | INTRSECTN | B | | CRAIG RD | CT | | Y | 2 | 2 | | | | | | C | 56A | C | 21 | 77 | 1 | 01 | 0010 | U1 | | 35 | L | B | | |
| 277.23 | | 269.15 | MISC FEATR | R | | SGN ENT AIRWAY HEIGHTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.35 | | 269.27 | INTRSECTN | L | | LOFFLER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 277.47 | | 269.39 | INTRSECTN | L | | WEST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ALBERT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 277.60 | | 269.52 | INTRSECTN | L | | ZIEGLER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 277.63 | | 269.55 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.65 | | 269.57 | MISC FEATR | B | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.69 | | 269.61 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.73 | | 269.65 | INTRSECTN | B | | LUNDSTROM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 277.80 | | 269.72 | MISC FEATR | B | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.85 | | 269.77 | INTRSECTN | B | | KING ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 277.89 | | 269.81 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.92 | | 269.84 | END SU LN | C | | TWO WAY TURN | | 21A | | | 2 | 2 | | | | | C | 70A | C | \$\$\$ | 70 | 1 | 01 | 0010 | U1 | | 35 | L | B | | |
| 277.93 | | 269.85 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 277.98 | | 269.90 | INTRSECTN | B | | LAWSON ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 278.01 | | 269.93 | MP MARKER | R | | 278 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.03 | | 269.95 | BEG SU LN | C | | TWO WAY TURN | | 14A | | | 2 | 2 | | | | | C | 56A | C | 14 | 70 | 1 | 01 | 0010 | U1 | | 35 | L | B | | |
| 278.10 | | 270.02 | INTRSECTN | B | | CAMPBELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 278.15 | | 270.07 | MISC FEATR | B | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278.21 | | 270.13 | INTRSECTN | L | | RUSSELL ST | CT | | Y | 2 | 2 | | | | | | 18A | 48A | 8A | 14 | 62 | 1 | 01 | 0010 | U1 | | 35 | L | B | | |
| 278.22 | | 270.14 | INTRSECTN | R | | RUSSELL ST | CT | | Y | 2 | 2 | | | | | | 18A | 48A | 8A | 14 | 62 | 1 | 01 | 0010 | U1 | | 45 | L | B | | |
| 278.36 | | 270.28 | ENT FROM | L | | CENTRE ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 278.37 | | 270.29 | END SU LN | C | | TWO WAY TURN | | 14A | | | 2 | 2 | | | | | 9A | 48A | 9A | \$\$\$ | 48 | 1 | 01 | 0010 | U1 | | 45 | L | B | | |
| | | | EXIT TO | L | | CENTRE ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 278.41 | | 270.33 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 278.43 | | 270.35 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 278.47 | | 270.39 | INTRSECTN | R | | GARFIELD RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | AIRWAY BUSINESS CENTRE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 278.54 | | 270.46 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 278.56 | | 270.48 | BEG SU LN | C | | TWO WAY TURN | | 14A | | | 2 | 2 | | | | | 9A | 48A | 9A | 14 | 62 | 1 | 01 | 0010 | U1 | | 45 | L | B | | |
| | | | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 277.22 | | 269.14 | | | | .02 | 12 | | | | |
| 277.98 | | 269.90 | | .03 | 14 | | | .03 | 14 | | |
| 278.37 | | 270.29 | | | | | | | | .05 | 10 |
| 278.41 | | 270.33 | | | | .05 | 12 | | | | |
| 278.47 | | 270.39 | | .06 | 12 | | | .05 | 12 | .06 | 11 |
| 278.54 | | 270.46 | | | | .03 | 11 | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|--------|---|---|------------|---------|----|------------------------|-----|-----|--------------|-----|-----|---------------------------|-----|--------|--------|-------|--------|--------|--------|-----|-----|--------|------|--------|----|------|------|------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | R | | K | | T | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | FC | D | IB | R | K | T | | | |
| 278.57 | | 270.49 | | | | | | | | 2 | 2 | | | | | | 9A | 48A | 9A | 14 | 62 | 1 | 01 | 0010 | U1 | | 45 | L | B | | | | |
| 278.62 | | 270.54 | INTRSECTN | L | | CENTRE ST | CT | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 278.72 | | 270.64 | INTRSECTN | R | | LYONS RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 278.98 | | 270.90 | INTRSECTN | R | | HAYDEN RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 278.99 | | 270.91 | MP MARKER | B | | 279 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.05 | | 270.97 | ENT/EXIT | R | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.07 | | 270.99 | END SU LN | C | | TWO WAY TURN | | 14A | | | | 2 | 2 | 9A | 24A | | 2A | CU | \$\$\$ | 24A | 9A | \$\$\$ | 48 | 1 | 01 | 0010 | U1 | | 45 | L | B | | |
| 279.17 | | 271.09 | EXIT TO | R | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.19 | | 271.11 | ENT FROM | R | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.22 | | 271.14 | MISC FEATR | L | | SGN ENT AIRWAY HEIGHTS | | | | | | 2 | 2 | 9A | 24A | | 2A | CU | | 24A | 9A | | 48 | 1 | 01 | 0010 | U1 | | 45 | L | P | | |
| 279.23 | | 271.15 | INTRSECTN | B | | HAYFORD RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.33 | | 271.25 | ENT/EXIT | R | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.36 | | 271.28 | BEG SU LN | C | | TWO WAY TURN | | 23A | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | \$\$\$ | 9A | 48A | 9A | 23 | 71 | 1 | 01 | 0010 | U1 | | 45 | L | P | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.47 | | 271.39 | ENT/EXIT | L | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.48 | | 271.40 | INTRSECTN | R | | HAZELWOOD RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.50 | | 271.42 | | | | | | | | | | 2 | 2 | | | | | | | | 9A | 48A | 9A | 23 | 71 | 1 | 01 | 0010 | U1 | | 55 | L | P |
| 279.72 | | 271.64 | LEAVE CITY | | | AIRWAY HEIGHTS | | | | | | 2 | 2 | | | | | | | | 9A | 48A | 9A | 23 | 71 | 1 | 01 | 1220 | U1 | | 55 | L | P |
| | | | ENTER CITY | | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.73 | | 271.65 | INTRSECTN | R | | DEER HEIGHTS RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 279.92 | | 271.84 | INTRSECTN | R | | LUCAS DR | CT | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 280.00 | | 271.92 | MP MARKER | B | | 280 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.13 | | 272.05 | END SU LN | C | | TWO WAY TURN | | 23A | | | | 2 | 2 | | | | | | | | 9A | 48A | 9A | \$\$\$ | 48 | 1 | 01 | 1220 | U1 | | 55 | L | P |
| 280.18 | | 272.10 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.20 | | 272.12 | WYE CONN | R | | FLINT RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 280.22 | | 272.14 | INTRSECTN | B | | FLINT RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 280.24 | | 272.16 | WYE CONN | B | | FLINT RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|--------|---|----------------------|--------|-------|-------|------------------------------|---------|---------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L--CNTR | R--CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 278.62 | | 270.54 | | | | | | | .04 | 11 |
| 279.05 | | 270.97 | | | .01 | 11 | | | | |
| 279.23 | | 271.15 | .11 | 24 | | .07 | 12 | .09 | 12 | |
| 279.33 | | 271.25 | | | .06 | 12 | | | | |
| 279.36 | | 271.28 | .05 | 12 | | | | .05 | 12 | |
| 279.47 | | 271.39 | | | | | | .04 | 12 | |
| 279.73 | | 271.65 | | | .09 | 12 | | | | |
| 280.20 | | 272.12 | | | .10 | 12 | | | | |
| 280.22 | | 272.14 | .06 | 12 | | .08 | 24 | | | |
| 280.24 | | 272.16 | | | | | | .09 | 12 | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|--------------|---|----|--------------------|-------------|----|---|--------------|---|-------|-----|-------|------|------|---------------------------|-----|-------|--------|-----|-------|----|------|----|-----|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | T | P | S | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D | | R | K | T | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | |
| 280.27 | | 272.19 | | | | | | | | 2 | 2 | | | | | | 9A | 48A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| 280.28 | | 272.20 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.33 | | 272.25 | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.37 | | 272.29 | BEG SU LN | C | | TWO WAY TURN | 23A | | | 2 | 2 | | | | | | 9A | 48A | 9A | 23 | 71 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| 280.42 | | 272.34 | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.00 | | 272.92 | MP MARKER | B | | 281 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.22 | | 273.14 | END SU LN | C | | TWO WAY TURN | 23A | | | 2 | 2 | | | | | | 9A | 48A | 9A | \$\$\$ | 48 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| | | | INTRSECTN | R | | SPOTTED RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.31 | | 273.23 | BEG SU LN | C | | TWO WAY TURN | 22A | | | 2 | 2 | | | | | | 9A | 48A | 9A | 22 | 70 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| 281.44 | | 273.36 | CHG SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | | 9A | 48A | 9A | 14 | 62 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| 281.48 | | 273.40 | END SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | 8A | 24A | | 14A | UP | \$\$\$ | 24A | 9A | \$\$\$ | 48 | 1 | 01 | 1220 | U1 | | 55 | L | P | | | | | |
| 281.50 | | 273.42 | INTRSECTN | L | | RUSSELL RD | CT | | Y | 2 | 2 | 4A | 24A | | 7A | UP | | 24A | 7A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 281.64 | | 273.56 | INTRSECTN | L | | SUNSET FRONTAGE RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.70 | | 273.62 | ON RAMP | L | | SUNSET RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.73 | | 273.65 | | | | | | | | 2 | 2 | 5A | 24A | 4A | 21S | DE | 4A | 24A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 281.75 | | 273.67 | OFF RAMP | R | | AIRPORT WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.85 | | 273.77 | MISC FEATR | L | | GORE (S128170) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.86 | | 273.78 | MISC FEATR | R | | GORE (P128175) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.89 | | 273.81 | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 282.00 | | 273.92 | MP MARKER | B | | 282 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.02 | | 273.94 | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 282.03 | | 273.95 | BEG BRIDGE I | | | AIRPORT RD | ST | | | 2 | 2 | \$\$C | 38P | \$\$C | 41O | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| | | | BEG BRIDGE D | | | BRDG NUM 002/614S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | AIRPORT RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | BRDG NUM 002/614N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.06 | | 273.98 | END BRIDGE I | | | AIRPORT RD | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| | | | END BRIDGE D | | | AIRPORT RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.07 | | 273.99 | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 282.15 | | 274.07 | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 282.16 | | 274.08 | BEG BRIDGE I | | | E AIRPORT DR | ST | | | 2 | 2 | \$\$C | 38P | \$\$C | 41O | \$\$ | \$\$C | 38P | \$\$C | | 76 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| | | | BEG BRIDGE D | | | BRDG NUM 002/615S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | E AIRPORT DR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | BRDG NUM 002/615N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.18 | | 274.10 | END BRIDGE I | | | E AIRPORT DR | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| | | | END BRIDGE D | | | E AIRPORT DR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.20 | | 274.12 | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 9A | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | | | | |
| 282.30 | | 274.22 | MISC FEATR | R | | GORE (Q128257) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|--|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- | |
| 281.22 | | 273.14 | | | .03 | 12 | .05 | 12 | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|---|------|----------------------|---------|---------|---------|----|----|---|-----|---------------------------|-----|--------|-----|----------|---------|------|--------|------------|-----|-----|-----|-----|-----|--------|-----|-----|----------|------|----|-------|----|-----|---|--|
| | | :DIRECTION TO INVENTORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -BRIDGE | -UXING- | -XROAD- | OW | TC | L | NBR | LFT | RDY | SHD | RHT | SHD | MEDIAN- | WD/S | BR | INCRS/UNDI | LFT | RDY | SHD | W/S | W/S | W/S | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.31 | 274.23 | | | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 9A | | | | | | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | |
| 282.53 | 274.45 | MISC FEATR | L | GORE (R128265) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.57 | 274.49 | ON RAMP | R | AIRPORT WAY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.64 | 274.56 | | | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 9A | | | | | | 48 | 1 | 01 | 1220 | U1 | | 55 | R | P | | |
| 282.65 | 274.57 | BEG BRIDGE | I | GEIGER BLVD | ST | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 9A | | | | | | 60 | 1 | 01 | 1220 | U1 | | 55 | R | P | | |
| | | | | BRDG NUM 002/616S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | AIRPORT WAY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | GEIGER BLVD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/616N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.67 | 274.59 | LEAVE CITY | | SPOKANE | | | | | | | 2 | 2 | C | 30P | C | 41O | | C | 30P | C | | | | | | 60 | 1 | 01 | \$\$\$\$ | U1 | | 55 | R | \$ | | |
| 282.68 | 274.60 | END BRIDGE | I | GEIGER BLVD | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | BE | 4A | 24A | 10A | | | | | | 48 | 1 | 01 | | U1 | | 55 | R | | | |
| | | END BRIDGE | D | GEIGER BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.69 | 274.61 | | | | | | | | | | 2 | 2 | 9A | 24A | 4A | 41S | DE | 4A | 24A | 10A | | | | | | 48 | 1 | 01 | | U1 | | 55 | R | | | |
| 282.93 | 274.85 | OFF RAMP | R | SR 90 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.00 | 274.92 | MP MARKER | R | 283 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.01 | 274.93 | ON RAMP | L | SR 90 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.05 | 274.97 | MISC FEATR | L | GORE (SR 90 R127825) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.08 | 275.00 | MISC FEATR | R | GORE (SR 90 S127719) | | | | | | | 1 | 2 | 10A | 12A | 4A | 41S | DE | 9A | 30P | 9A | | | | | | 42 | 1 | 01 | | U1 | | 55 | R | | | |
| 283.16 | 275.08 | | | | | | | | | | 1 | 2 | 10A | 12A | 4A | 41S | BE | 9A | 30P | 9A | | | | | | 42 | 1 | 01 | | U1 | | 55 | R | | | |
| 283.17 | 275.09 | BEG BRIDGE | I | SR 90 | ST | | | | | | 1 | 2 | 9A | 20P | 9A | 400 | DE | 9A | 30P | 9A | | | | | | 50 | 1 | 01 | | U1 | | 55 | R | | | |
| | | | | BRDG NUM 002/618S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SR 90 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/618N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.22 | 275.14 | END BRIDGE | I | SR 90 | | | | | | | \$ | \$ | \$ | \$\$\$ | \$ | \$\$\$\$ | | \$ | \$\$\$ | \$ | | | | | | \$\$\$ | 1 | 01 | | \$\$ | | \$\$ | | \$ | | |
| | | END BRIDGE | D | SR 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG COINCI | | SR 090 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3206 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.87 | 278.73 | ENTER CITY | | SPOKANE | | | | | | | 3 | | | | | | | | | | | | | | | 42 | 1 | 02 | 1220 | U1 | | 30 | R | P * | | |
| | | EQUATION | | 286.81 =286.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3208 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | DIVISION ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | I | SR 90 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/546 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | D | COUPLET - COBROWNE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 090 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.89 | 278.75 | ON RAMP | R | SR 90 | ST | Y | | | | | 5 | | | | | | | | | | | | | | | 60 | 1 | 02 | 1220 | U1 | | 30 | R | P * | | |
| 286.93 | 278.79 | INTRSECTN | B | 3RD AVE | CT | SG | Y | | | | 4 | | | | | | | | | | | | | | | 62 | 1 | 02 | 1220 | U1 | | 30 | R | P * | | |
| 287.00 | 278.86 | INTRSECTN | B | 2ND AVE | CT | SG | Y | | | | 4 | | | | | | | | | | | | | | | 62 | 1 | 02 | 1220 | U1 | | 30 | R | B * | | |
| 287.04 | 278.90 | INTRSECTN | R | SHORT AVE | CT | | Y | | | | 3 | | | | | | | | | | | | | | | 52 | 1 | 02 | 1220 | U1 | | 30 | R | B * | | |
| 287.07 | 278.93 | INTRSECTN | B | PACIFIC AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 287.14 | 279.00 | INTRSECTN | R | 1ST AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 287.17 | 279.03 | WYE CONN | R | SPRAGUE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 287.17 | 279.03 | | | | .02 12 | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|------|-----|------|--------------------------|-------|-------|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | D | IB | R | K | T | | | | | | | |
| : : | | | | -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 | |
| 288.59 | | 280.45 | INTRSECTN | B | | ERMINA AVE | CT | | Y | 4 | | | | | | | C | 52A | C | | 52 | 1 | 02 | 1220 | U1 | | 30 | R | P | * | |
| 288.66 | | 280.52 | INTRSECTN | B | | MONTGOMERY AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 288.74 | | 280.60 | INTRSECTN | L | | CARLISLE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 288.84 | | 280.70 | INTRSECTN | B | | JACKSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 288.87 | | 280.73 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 288.92 | | 280.78 | | | | | | | | 3 | | | | | | | C | 40A | C | | 40 | 1 | 02 | 1220 | U1 | | 30 | R | P | * | |
| 288.97 | | 280.83 | INTRSECTN | B | | NORTH FOOTHILLS DR | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 289.12 | | 280.98 | INTRSECTN | R | | CLEVELAND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.16 | | 281.02 | | | | | | | | 3 | | | | | | | C | 34A | C | | 34 | 1 | 02 | 1220 | U1 | | 30 | R | P | * | |
| 289.19B | | 281.05 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.19 | | 281.09 | END ST | I | | RUBY ST | | | | 3 | 3 | C | 34A | | 11P | CU | \$ | 34A | C | | 68 | 1 | 02 | 1220 | U1 | | 30 | R | P | * | |
| | | | EQUATION | | | 289.23B=289.19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | DIVISION ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | EUCLID AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 2 CODIVISN (COUPLET) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLET - CODIVISN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.25 | | 281.15 | INTRSECTN | R | | DALTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.27 | | 281.17 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.29 | | 281.19 | INTRSECTN | R | | LIBERTY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.32 | | 281.22 | INTRSECTN | L | | GRAY CT | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.34 | | 281.24 | INTRSECTN | R | | BRIDGEPORT AVE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 289.36 | | 281.26 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.40 | | 281.30 | INTRSECTN | L | | COURTLAND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.41 | | 281.31 | INTRSECTN | R | | COURTLAND AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.43 | | 281.33 | INTRSECTN | L | | GLASS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.44 | | 281.34 | INTRSECTN | R | | GLASS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.50 | | 281.40 | INTRSECTN | B | | GORDON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 289.55 | | 281.45 | INTRSECTN | R | | KIERNAN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 288.97 | | 280.83 | | | | .05 | 14 | | | | |
| 289.19 | | 281.09 | | .04 | 11 | | .04 | 11 | | | |
| 289.29 | | 281.19 | | .04 | 11 | | | | | | |
| 289.32 | | 281.22 | | .02 | 11 | | | | | | |
| 289.34 | | 281.24 | | | | .03 | 11 | | | | |
| 289.43 | | 281.33 | | .02 | 11 | | | | | | |
| 289.44 | | 281.34 | | | | .02 | 11 | | | | |
| 289.50 | | 281.40 | | .02 | 11 | | .03 | 11 | | | |
| 289.55 | | 281.45 | | | | .03 | 11 | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|--------------|-------------|----|---|--------------|---|-----|---------|-----|--------------------------|----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | T P S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 290.32 | | 282.22 | | | | | | | | 3 | 4 | C | 34A | | 11P | CU | 46A | C | | 80 | 1 | 02 | 1220 | U1 | 30 | R | P | * | |
| 290.38 | | 282.28 | | | | | | | | 3 | 3 | C | 34A | | 11P | CU | 34A | C | | 68 | 1 | 02 | 1220 | U1 | 30 | R | P | * | |
| 290.43 | | 282.33 | INTRSECTN | B | | QUEEN AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 290.49 | | 282.39 | INTRSECTN | R | | CROWN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 290.56 | | 282.46 | INTRSECTN | R | | EVERETT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 290.62 | | 282.52 | INTRSECTN | R | | SANSON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 290.65 | | 282.55 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 290.68 | | 282.58 | INTRSECTN | R | | ROWAN AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 290.74 | | 282.64 | INTRSECTN | L | | NEBRASKA AVE | CT | | Y | 3 | 3 | C | 34A | | 11P | CU | 34A | C | | 68 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 290.80 | | 282.70 | INTRSECTN | L | | JOSEPH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 290.82 | | 282.72 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 290.88 | | 282.78 | INTRSECTN | L | | COLUMBIA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 290.93 | | 282.83 | INTRSECTN | B | | CENTRAL AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 291.06 | | 282.96 | INTRSECTN | B | | DALKE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 291.12 | | 283.02 | | | | | | | | 3 | 3 | C | 34A | | 11P | CU | 34P | C | | 68 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 291.15 | | 283.05 | | | | | | | | 3 | 3 | C | 34P | | 11P | CU | 34P | C | | 68 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 291.18 | | 283.08 | INTRSECTN | R | | FRANCIS AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 291 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 290.43 | | 282.33 | | .11 | 11 | .05 | 12 | .10 | 11 | | |
| 290.56 | | 282.46 | | | | .04 | 11 | | | | |
| 290.62 | | 282.52 | | | | .02 | 11 | | | | |
| 290.68 | | 282.58 | | | | .02 | 11 | | | | |
| 290.74 | | 282.64 | | .02 | 11 | | | | | | |
| 290.80 | | 282.70 | | .02 | 11 | | | | | | |
| 290.88 | | 282.78 | | .05 | 11 | | | | | | |
| 290.93 | | 282.83 | | .03 | 11 | .04 | 11 | | | | |
| 291.06 | | 282.96 | | .06 | 11 | .04 | 11 | .02 | 12 | | |
| 291.18 | | 283.08 | | .06 | 11 | .05 | 12 | .06 | 11 | .06 | 12 |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------|---|----|---------------|-------------|-----|-----|------------|---------|-----|--------|-----|--------|------|---------------------------|------|------|-------|-------|--------|----|-----|----|------|------|----|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | D | IB | R | K | T | | | | | | | | | |
| : : | | | | -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 | | | | |
| 291.21 | | 283.11 | | | | | | | | 3 | 3 | C | 34P | | 11P | CU | | | | 34A | C | | | 68 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | |
| 291.25 | | 283.15 | | | | | | | | 3 | 3 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | | | C | 80A | C | | 80 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | |
| 291.27 | | 283.17 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 65A | C | 15 | 80 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.30 | | 283.20 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 80A | C | \$\$\$ | 80 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.31 | | 283.21 | INTRSECTN | L | | HOUSTON AVE | | CT | | Y | | | | | | | | | C | 85A | C | | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.33 | | 283.23 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.39 | | 283.29 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.43 | | 283.33 | INTRSECTN | B | | LYONS AVE | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.47 | | 283.37 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.53 | | 283.43 | INTRSECTN | R | | WEDGEWOOD AVE | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.55 | | 283.45 | INTRSECTN | L | | WEDGEWOOD AVE | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.57 | | 283.47 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| | | | ENT/EXIT | R | | BUSINESS | | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.60 | | 283.50 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| 291.67 | | 283.57 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | | 35 | R | P | * | | |
| | | | INTRSECTN | L | | RHOADES AVE | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.69 | | 283.59 | INTRSECTN | R | | WEILE AVE | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.76 | | 283.66 | ENT/EXIT | R | | BUSINESS | | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 291.86 | | 283.76 | INTRSECTN | B | | COZZA DR | | CT | | SG | Y | 3 | 3 | | | | | | C | 85A | C | | 85 | 1 | 02 | 1220 | U1 | | 45 | R | P | * | | |
| 291.94 | | 283.84 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | | 45 | R | P | * | | |
| 292.02 | | 283.92 | ENT FROM | L | | BUSINESS | | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 292.04 | | 283.94 | EXIT TO | L | | BUSINESS | | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 292.12 | | 284.02 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | | 45 | R | P | * | | |
| 292.17 | | 284.07 | INTRSECTN | R | | LINCOLN RD | | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CASCADE WAY | | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 292.24 | | 284.14 | BEG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | | 45 | R | P | * | | |
| 292.56 | | 284.46 | END SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | | 45 | R | P | * | | |
| 292.67 | | 284.57 | INTRSECTN | L | | PRICE RD | | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAGNESIUM RD | | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 291.31 | | 283.21 | .02 | 11 | | | | | | |
| 291.43 | | 283.33 | .02 | 11 | .04 | 11 | | | | |
| 291.57 | | 283.47 | | | .02 | 11 | | | | |
| 291.69 | | 283.59 | | | .04 | 11 | | | | |
| 291.76 | | 283.66 | | | .02 | 11 | | | | |
| 291.86 | | 283.76 | .05 | 11 | .04 | 11 | | | | |
| 292.02 | | 283.92 | | | | | .02 | 11 | | |
| 292.04 | | 283.94 | | | | | | | .02 | 11 |
| 292.17 | | 284.07 | .04 | 11 | .04 | 11 | | | | |
| 292.67 | | 284.57 | .08 | 11 | .04 | 11 | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------|---|----|--------------------|-------------|----|---|-------------|---|-----|---------|-------|------|-----|--------------------------|-----|-----|--------|-----|----|----|------|------|-------|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 292.71 | | 284.61 | | | | | | | | | | 3 | 3 | | | | C | 85A | C | | 85 | 1 | 02 | 1220 | U1 | 45 | R | P | * | | | |
| 292.72 | | 284.62 | BEG SU LN | C | | TWO WAY TURN | | | | 15A | | 3 | 3 | | | | C | 70A | C | 15 | 85 | 1 | 02 | 1220 | U1 | 45 | R | P | * | | | |
| 292.77 | | 284.67 | END SU LN | C | | TWO WAY TURN | | | | 15A | | 3 | 3 | | | | C | 85A | C | \$\$\$ | 85 | 1 | 02 | 1220 | U1 | 45 | R | P | * | | | |
| 292.80 | | 284.70 | EXIT TO | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 292.81 | | 284.71 | | | | | | | | | | 3 | 3 | | | | C | 72A | C | | 72 | 1 | 02 | 1220 | U1 | 45 | R | P | * | | | |
| 292.82 | | 284.72 | ENT FROM | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 292.86 | | 284.76 | END ST | I | | DIVISION ST | | | | | | 2 | 2 | 10A | 24A | 16A | CU | \$ | 24A | C | | 48 | 1 | 02 | 1220 | U1 | 45 | R | P | * | | |
| | | | BEG ST | I | | NEWPORT HWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 395 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 292.94 | | 284.84 | EXIT TO | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 292.95 | | 284.85 | INTRSECTN | L | | COUNTRY HOMES BLVD | | | | | | 2 | 2 | \$\$C | 33A | 14A | CU | | 42A | C | | 75 | 1 | 02 | 1220 | U1 | 45 | R | B | * | | |
| | | | ENT FROM | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.01 | | 284.91 | ENT/EXIT | L | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.05 | | 284.95 | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.08 | | 284.98 | ENT/EXIT | L | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.10 | | 285.00 | INTRSECTN | R | | HOERNER RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.21 | | 285.11 | WYE CONN | L | | HOLLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.23 | | 285.13 | INTRSECTN | B | | HOLLAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.25 | | 285.15 | WYE CONN | R | | HOLLAND AVE | | | | | | Y | 2 | 3 | C | 33A | 14A | CU | | 42A | C | | 75 | 1 | 02 | 1220 | U1 | 45 | R | B | * | |
| 293.36 | | 285.26 | WYE CONN | L | | WESTVIEW RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.37 | | 285.27 | INTRSECTN | L | | WESTVIEW RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.42 | | 285.32 | INTRSECTN | L | | BIRCH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.44 | | 285.34 | ENT/EXIT | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 293.53 | | 285.43 | INTRSECTN | L | | GRAVES ST | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 292.80 | | 284.70 | | | | .04 | 12 | | | | |
| 292.94 | | 284.84 | | | | .03 | 12 | | | | |
| 293.01 | | 284.91 | | .06 | 12 | | | | | .03 | 12 |
| 293.05 | | 284.95 | | | | | | .12 | 12 | | |
| 293.08 | | 284.98 | | .02 | 12 | | | | | | |
| 293.10 | | 285.00 | | | | .03 | 12 | | | .03 | 12 |
| 293.23 | | 285.13 | | .05 | 12 | .05 | 12 | .09 | 12 | | |
| 293.37 | | 285.27 | | .03 | 12 | | | | | | |
| 293.44 | | 285.34 | | | | .03 | 12 | | | .05 | 12 |
| 293.53 | | 285.43 | | .04 | 12 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|--------|---|--------|------------|---|----|-----------------|-----|----|-------------|-----|-----|------------|--------|----------|-----|---------|-----|---------------------------|--------|-----|----------|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| 293.57 | | 285.47 | ENT/EXIT | B | | SHOPPING CENTER | PV | SG | Y | 2 | 3 | C | 33A | 14A | CU | 42A | C | 75 | 1 | 02 | 1220 | U1 | 45 | R | B | * | |
| 293.65 | | 285.55 | INTRSECTN | L | | ELM ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 293.67 | | 285.57 | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | |
| 293.75 | | 285.65 | | | | | | | | 2 | 2 | C | 33A | 14A | CU | 42A | C | 75 | 1 | 02 | 1220 | U1 | 45 | R | B | * | |
| 293.77 | | 285.67 | MISC FEATR | L | | SGN ENT SPOKANE | | | | | | | | | | | | | | | | | | | | | |
| 293.79 | | 285.69 | WYE CONN | L | | HAWTHORNE RD | CT | | Y | | | | | | | | | | | | | | | | | | |
| 293.80 | | 285.70 | LEAVE CITY | | | SPOKANE | | | | 2 | 2 | C | 33A | 14A | CU | 42A | C | 75 | 1 | 02 | \$\$\$\$ | U1 | 45 | R | \$ | * | |
| 293.81 | | 285.71 | END ST | I | | NEWPORT HWY | | | | 2 | 2 | C | 32A | 14A | CU | 32A | C | 64 | 1 | 02 | | U1 | 45 | R | \$ | | |
| | | | INTRSECTN | B | | HAWTHORNE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | |
| 293.82 | | 285.72 | WYE CONN | R | | HAWTHORNE RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 293.87 | | 285.77 | BEG SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | \$ | \$\$\$ | \$\$\$\$ | \$ | C | 64A | C | 14 | 78 | 1 | 02 | | U1 | 45 | R | |
| 293.90 | | 285.80 | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | |
| 293.94 | | 285.84 | INTRSECTN | L | | EATON AVE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 293.96 | | 285.86 | MP MARKER | R | | 294 | | | | | | | | | | | | | | | | | | | | | |
| 293.99 | | 285.89 | END SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | C | 78A | C | \$\$\$ | 78 | 1 | 02 | | U1 | 45 | R | |
| 294.04 | | 285.94 | INTRSECTN | L | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | |
| 294.08 | | 285.98 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | |
| 294.14 | | 286.04 | | | | | | | | 2 | 2 | | | | | C | 56A | C | | 56 | 1 | 02 | | U1 | 45 | R | |
| 294.15 | | 286.05 | INTRSECTN | R | | NEVADA ST | CO | SG | Y | 2 | 2 | | | | | C | 78A | C | | 78 | 1 | 02 | | U1 | 45 | R | |
| | | | INTRSECTN | L | | PVT RD | PV | SG | Y | | | | | | | | | | | | | | | | | | |
| 294.16 | | 286.06 | WYE CONN | R | | NEVADA ST | CO | | Y | | | | | | | | | | | | | | | | | | |
| 294.18 | | 286.08 | | | | | | | | 2 | 2 | | | | | C | 70A | 8A | | 70 | 1 | 02 | | U1 | 45 | R | |
| 294.30 | | 286.20 | INTRSECTN | B | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | |
| 294.35 | | 286.25 | BEG SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 1 | 02 | | U1 | 45 | R | |
| 294.42 | | 286.32 | | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 1 | 02 | | U1 | 55 | R | |
| 294.59 | | 286.49 | END SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 62A | 8A | \$\$\$ | 62 | 1 | 02 | | U1 | 55 | R | |
| 294.63 | | 286.53 | INTRSECTN | L | | WINCHESTER AVE | CO | | Y | | | | | | | | | | | | | | | | | | |
| 294.64 | | 286.54 | BEG SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 1 | 02 | | U1 | 55 | R | |
| 295.01 | | 286.91 | MP MARKER | R | | 295 | | | | | | | | | | | | | | | | | | | | | |
| 295.19 | | 287.09 | END SU LN | C | | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 62A | 8A | \$\$\$ | 62 | 1 | 02 | | U1 | 55 | R | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT |
| 293.57 | | 285.47 | .03 | 12 | .04 | 12 | | | | | |
| 293.81 | | 285.71 | .05 | 12 | .06 | 12 | .03 | 13 | | | |
| 294.04 | | 285.94 | .02 | 13 | | | .04 | 12 | | | |
| 294.08 | | 285.98 | | | .02 | 12 | | | | | |
| 294.15 | | 286.05 | .06 | 24 | .08 | 25 | .08 | 12 | | | |
| 294.16 | | 286.06 | | | | | | | | .09 | 12 |
| 294.30 | | 286.20 | .03 | 13 | .03 | 13 | | | | | |
| 294.63 | | 286.53 | .03 | 14 | | | | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|---------------------|-------------|-----|----|-------------|---|--------|--------|-----|----------|------|---------------------------|-----|-------|--------|-----|------|------|----|-------|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.24 | | 287.14 | INTRSECTN | L | | PITTSBURG RD | CO | | Y | 2 | 2 | | | | | | 8A | 62A | 8A | | 62 | 1 | 02 | U1 | 55 | R | | | | |
| 295.25 | | 287.15 | BEG SU LN | C | | TWO WAY TURN | | 14A | | 2 | 2 | | | | | | 8A | 48A | 8A | 14 | 62 | 1 | 02 | U1 | 55 | R | | | | |
| 295.55 | | 287.45 | END SU LN | C | | TWO WAY TURN | | 14A | | 2 | 2 | | | | | | 8A | 62A | 8A | \$\$\$ | 62 | 1 | 02 | U1 | 55 | R | | | | |
| 295.62 | | 287.52 | WYE CONN | B | | FARWELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 295.64 | | 287.54 | INTRSECTN | B | | FARWELL RD | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 295.65 | | 287.55 | WYE CONN | R | | FARWELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 295.74 | | 287.64 | | | | | | | | 2 | 2 | 8A | 24A | | 14A | JE | \$\$\$ | 24A | 8A | | 48 | 1 | 02 | U1 | 55 | R | | | | |
| 295.89 | | 287.79 | UXING | B | | SHADY SLOPE RD | ST | | | 2 | 2 | 8A | 24A | | 18A | JE | | 24A | 8A | | 48 | 1 | 02 | U1 | 55 | R | | | | |
| | | | | | | BRDG NUM 002/649 | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.92 | | 287.82 | | | | | | | | 2 | 2 | 8A | 23A | | 18A | JE | | 23A | 8A | | 46 | 1 | 02 | U1 | 55 | R | | | | |
| 295.94 | | 287.84 | UXING | B | | SR 395 NSC SB | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/442W | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.96 | | 287.86 | UXING | B | | SR 395 NSC NB | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/442E | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.97 | | 287.87 | UXING | B | | N-N RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/442N-N | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.00 | | 287.90 | UXING | B | | W-S RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/651W-S | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 296 | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.07 | | 287.97 | | | | | | | | 2 | 2 | 8A | 23A | | 10A | JE | | 23A | 8A | | 46 | 1 | 02 | U1 | 55 | R | | | | |
| 296.18 | | 288.08 | | | | | | | | 2 | 2 | 8A | 24A | | 10A | JE | | 23A | 8A | | 47 | 1 | 02 | U1 | 55 | R | | | | |
| 296.22 | | 288.12 | MISC FEATR | R | | GORE (Q129681) | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.27 | | 288.17 | MISC FEATR | L | | GORE (R129681) | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.39 | | 288.29 | BEG BRIDGE | B | | DEADMAN CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/652C | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.40 | | 288.30 | END BRIDGE | B | | DEADMAN CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.60 | | 288.50 | | | | | | | | 2 | 2 | 8A | 23A | | 10A | JE | | 23A | 8A | | 46 | 1 | 02 | U1 | 55 | R | | | | |
| 296.66 | | 288.56 | | | | | | | | 2 | 2 | 8A | 24A | | 14A | JE | | 24A | 8A | | 48 | 1 | 02 | U1 | 55 | R | | | | |
| 296.81 | | 288.71 | OFF RAMP | L | | SR 395 NSC SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 395 NSC NB | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 296.91 | | 288.81 | BEG SU LN | C | | TWO WAY TURN | | 15A | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 48A | 8A | 15 | 63 | 1 | 02 | U1 | 55 | R | | | | |
| 296.98 | | 288.88 | MP MARKER | R | | 297 | | | | | | | | | | | | | | | | | | | | | | | | |
| 297.00 | | 288.90 | INTRSECTN | L | | DEER RD | CO | | Y | 2 | 2 | | | | | | \$\$C | 67A | \$\$C | 15 | 82 | 1 | 02 | U1 | 55 | R | | | | |
| 297.13 | | 289.03 | END SU LN | C | | TWO WAY TURN | | 15A | | 2 | 2 | | | | | | C | 82A | C | \$\$\$ | 82 | 1 | 02 | U1 | 55 | R | | | | |
| 297.25 | | 289.15 | INTRSECTN | R | | SR 206 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 295.24 | 287.14 | .03 | 14 | | | | | | |
| 295.62 | 287.52 | | | .11 | 14 | | | | |
| 295.64 | 287.54 | .05 | 14 | | | .05 | 14 | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|--------|-----|-------|---------------------------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | SPEED | | T | P | S | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 297.25 | | 289.15 | INTRSECTN | L | | HIGHLAND RD | CO | SG | Y | 2 | 2 | | | | | | C | 82A | C | | 82 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 297.36 | | 289.26 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 67A | C | 15 | 82 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 297.58 | | 289.48 | INTRSECTN | R | | WALKER AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 297.75 | | 289.65 | INTRSECTN | B | | LANE PARK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.01 | | 289.91 | MP MARKER | R | | 298 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MOODY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.05 | | 289.95 | | | | | | | | 2 | 2 | | | | | | C | 57A | 10A | 15 | 72 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.17 | | 290.07 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 72A | 10A | \$\$\$ | 72 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.28 | | 290.18 | INTRSECTN | B | | DAY-MT SPOKANE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.39 | | 290.29 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 57A | 10A | 15 | 72 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.42 | | 290.32 | | | | | | | | 2 | 2 | | | | | | 10A | 48A | 10A | 15 | 63 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.61 | | 290.51 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | 10A | 24A | | 15A | UP | \$\$\$ | 24A | 10A | \$\$\$ | 48 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.62 | | 290.52 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 20S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 55 | R | | | | | | |
| 298.79 | | 290.69 | INTRSECTN | R | | GREEN BLUFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.90 | | 290.80 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 20S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 60 | R | | | | | | |
| 298.95 | | 290.85 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 60 | R | | | | | | |
| 299.00 | | 290.90 | MP MARKER | B | | 299 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.05 | | 290.95 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CARNEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.65 | | 291.55 | BEG BRIDGE | B | | LITTLE DEEP CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/653C | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.66 | | 291.56 | END BRIDGE | B | | LITTLE DEEP CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.86 | | 291.76 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | COLBERT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300.02 | | 291.92 | MP MARKER | B | | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300.11 | | 292.01 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | GR | 4A | 24A | 10A | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | |
| 300.13 | | 292.03 | UXING | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/655 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 59080M STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300.15 | | 292.05 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | |
| 300.90 | | 292.80 | INTRSECTN | B | | WOOLARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 297.25 | | 289.15 | .05 | 12 | .02 | 12 | | | | .18 | 12 |
| 298.28 | | 290.18 | .06 | 15 | | | | | | | |
| 298.79 | | 290.69 | | | .11 | 12 | | | | | |
| 299.05 | | 290.95 | .03 | 12 | | | | | | | |
| 299.86 | | 291.76 | .09 | 12 | .10 | 12 | | | | | |
| 300.90 | | 292.80 | .05 | 12 | | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|--------|--------|---|------|----------------------|----|----|-------------|-----|-----|--------------|-----|-----|---------|-----|---------------------------|-----|-------|-----|-----|------|------|----|----|---|----|----|---|---|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | SPEED | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | FC | D | IB | T | P | S | | | | | |
| 300.91 | 292.81 | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | R1 | | | 60 | R | | | | | | |
| 301.02 | 292.92 | MP MARKER | B | 301 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 301.40 | 293.30 | TRAF RCDR | B | P28 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 301.41 | 293.31 | INTRSECTN | L | NORWOOD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.00 | 293.90 | MP MARKER | B | 302 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.30 | 294.20 | INTRSECTN | L | N GLEN DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ELK-CHATTAROY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.32 | 294.22 | WYE CONN | R | ELK-CHATTAROY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.46 | 294.36 | ENT FROM | L | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.51 | 294.41 | EXIT TO | R | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.57 | 294.47 | WEIGH STA | L | NUMBER 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.62 | 294.52 | WEIGH STA | R | NUMBER 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.64 | 294.54 | EXIT TO | L | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.89 | 294.79 | ENT FROM | R | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.03 | 294.93 | MP MARKER | B | 303 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.45 | 295.35 | INTRSECTN | B | JIM HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.00 | 295.90 | MP MARKER | B | 304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.42 | 296.32 | MISC FEATR | R | SGN ENT CHATTEROY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.49 | 296.39 | INTRSECTN | B | CHATTAROY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.63 | 296.53 | BEG BRIDGE D | | LITTLE SPOKANE RIVER | ST | 2 | 2 | \$W | 31P | \$W | 60S | BE | 4A | 24A | 10A | | | 55 | 1 | 02 | | R1 | | | 60 | R | | | | | | | |
| | | BRDG NUM 002/658N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.64 | 296.54 | BEG BRIDGE I | | LITTLE SPOKANE RIVER | ST | 2 | 2 | W | 31P | W | 450 | \$ | \$W | 38P | \$W | | | 69 | 1 | 02 | | R1 | | | 60 | R | | | | | | | |
| | | BRDG NUM 002/658S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.66 | 296.56 | END BRIDGE D | | LITTLE SPOKANE RIVER | | 2 | 2 | 10A | 24A | 4A | 60S | BE | W | 38P | W | | | 62 | 1 | 02 | | R1 | | | 60 | R | | | | | | | |
| 304.67 | 296.57 | END BRIDGE I | | LITTLE SPOKANE RIVER | | 2 | 2 | 10A | 24A | 4A | 60S | BE | 4A | 24A | 10A | | | 48 | 1 | 02 | | R1 | | | 60 | R | | | | | | | |
| 304.68 | 296.58 | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | | 48 | 1 | 02 | | R1 | | | 60 | R | | | | | | | |
| 304.77 | 296.67 | MISC FEATR | L | SGN ENT CHATTAROY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.97 | 296.87 | INTRSECTN | R | RIVER ESTATES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 301.41 | 293.31 | .03 | 12 | | | | | | |
| 302.30 | 294.20 | .04 | 12 | .21 | 12 | .03 | 12 | | |
| 302.46 | 294.36 | | | | | | | | .05 |
| 302.64 | 294.54 | | | | | | | | .02 |
| 303.45 | 295.35 | .03 | 12 | | | .03 | 12 | | |
| 304.49 | 296.39 | .11 | 12 | .03 | 12 | .12 | 12 | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|------------------------|-------------|----|---|--------------|---|--------|--------|--------|----------|------|---------------------------|-----|-----|--------|-----|------|------|-----|-------|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 304.97 | 296.87 | | INTRSECTN | L | | SCHLOMER RD | CO | Y | 2 | 2 | | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305.02 | 296.92 | | MP MARKER | B | | 305 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305.50 | 297.40 | | INTRSECTN | B | | DENISON-CHATTAROY RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305.96 | 297.86 | | | | | | | | 1 | 2 | | 10A | 12A | 4A | 30S | DE | 4A | 24A | 10A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 306.00 | 297.90 | | MP MARKER | B | | 306 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306.05 | 297.95 | | | | | | | | 1 | 2 | | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 10A | 48A | 10A | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 306.17 | 298.07 | | INTRSECTN | B | | WESTWOOD RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306.25 | 298.15 | | | | | | | | 1 | 2 | | | | | | | 10A | 36A | 10A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 306.32 | 298.22 | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 306.51 | 298.41 | | INTRSECTN | R | | CALISPEL RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306.74 | 298.64 | | ENT/EXIT | L | | BEAR LAKE CO PARK | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307.00 | 298.90 | | MP MARKER | R | | 307 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307.32 | 299.22 | | INTRSECTN | L | | FINDLEY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307.99 | 299.89 | | INTRSECTN | L | | WESTMORELAND RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308.00 | 299.90 | | MP MARKER | R | | 308 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308.23 | 300.13 | | INTRSECTN | R | | APEX RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308.38 | 300.28 | | BEG SU LN | R | | CLIMBING | | | 1 | 1 | | | | | | | 8A | 24A | 4A | 12 | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 309.00 | 300.90 | | MP MARKER | R | | 309 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.40 | 301.30 | | END SU LN | R | | CLIMBING | | | 1 | 1 | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| | | | INTRSECTN | B | | LAUREL RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.60 | 301.50 | | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |
| 309.72 | 301.62 | | MISC FEATR | R | | SGN ENT RIVERSIDE COMM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.75 | 301.65 | | BEG SU LN | C | | TWO WAY TURN | | | 1 | 1 | | | | | | | 8A | 24A | 8A | 13 | 37 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |
| 310.00 | 301.90 | | MP MARKER | R | | 310 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.04 | 301.94 | | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 7A | 13 | 37 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |
| 310.10 | 302.00 | | END SU LN | C | | TWO WAY TURN | | | 1 | 1 | | | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |
| 310.16 | 302.06 | | INTRSECTN | B | | DEER PARK-MILAN RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.22 | 302.12 | | BEG SU LN | C | | TWO WAY TURN | | | 1 | 1 | | | | | | | 7A | 24A | 7A | 13 | 37 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |
| 310.35 | 302.25 | | END SU LN | C | | TWO WAY TURN | | | 1 | 1 | | | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 1 | 02 | | R1 | | 40 | R | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 304.97 | 296.87 | | .04 | 12 | | | | | | |
| 305.50 | 297.40 | | .12 | 12 | | | .08 | 12 | | |
| 306.17 | 298.07 | | .05 | 12 | .02 | 12 | | | | |
| 306.74 | 298.64 | | .03 | 12 | | | | | | |
| 307.99 | 299.89 | | .03 | 11 | | | | | | |
| 309.40 | 301.30 | | .03 | 12 | | | | | | |
| 310.16 | 302.06 | | .04 | 13 | .02 | 12 | .03 | 13 | .05 | 12 |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|--------|---|--------|------------|---|----|------------------------|----|----|-------------|-----|-----|--------------|-----|---------|-----|-----|--------|-----|--------|---------------------------|------|------|----|-------|----|----|---|--|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.51 | | 302.41 | ENT/EXIT | R | | MOBILE HOME PARK | PV | Y | 1 | 1 | | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | R1 | 40 | R | | |
| 310.57 | | 302.47 | MISC FEATR | L | | SGN ENT RIVERSIDE COMM | | | | | | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | R1 | 60 | R | | |
| 310.60 | | 302.50 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 1 | 02 | | R1 | 60 | R | | |
| 310.91 | | 302.81 | INTRSECTN | L | | BAILEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 310.97 | | 302.87 | MP MARKER | R | | 311 | | | | | | | | | | | | | | | | | | | | | | | |
| 311.25 | | 303.15 | BEG SU LN | L | | CLIMBING | | | | 12A | | | | | | | 3A | 24A | 7A | 12 | 36 | 1 | 02 | | R1 | 60 | R | | |
| 311.34 | | 303.24 | INTRSECTN | L | | WEST BRANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 311.99 | | 303.89 | END SU LN | L | | CLIMBING | | | | 12A | | | | | | | \$\$\$ | 48A | \$\$\$ | \$\$\$ | 48 | 1 | 02 | | R1 | 60 | R | | |
| | | | BEG BRIDGE | B | | W LITTLE SPOKANE RIVER | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/662 | | | | | | | | | | | | | | | | | | | | | | | |
| 312.01 | | 303.91 | END BRIDGE | B | | W LITTLE SPOKANE RIVER | | | | 1 | 1 | | | | | | 7A | 24A | 3A | | 24 | 1 | 02 | | R1 | 60 | R | | |
| | | | MP MARKER | R | | 312 | | | | | | | | | | | | | | | | | | | | | | | |
| 312.02 | | 303.92 | BEG SU LN | R | | CLIMBING | | | | 12A | | | | | | | 7A | 24A | 3A | 12 | 36 | 1 | 02 | | R1 | 60 | R | | |
| | | | INTRSECTN | R | | ELOIKA RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 312.06 | | 303.96 | INTRSECTN | L | | ELOIKA RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 312.40 | | 304.30 | END SU LN | R | | CLIMBING | | | | 12A | | | | | | | 7A | 24A | 3A | \$\$\$ | 24 | 1 | 02 | | R1 | 60 | R | | |
| 312.67 | | 304.57 | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 7A | 24A | 3A | 12 | 36 | 1 | 02 | | R1 | 60 | R | | |
| | | | INTRSECTN | L | | ELOIKA LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 313.00 | | 304.90 | MP MARKER | R | | 313 | | | | | | | | | | | | | | | | | | | | | | | |
| 313.36 | | 305.26 | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 7A | 24A | 3A | \$\$\$ | 24 | 1 | 02 | | R1 | 60 | R | | |
| 313.42 | | 305.32 | INTRSECTN | R | | ELK TO HWY RD | CO | | AF | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BRIDGES RD | CO | | AF | Y | | | | | | | | | | | | | | | | | | | |
| 313.49 | | 305.39 | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 7A | 24A | 3A | 12 | 36 | 1 | 02 | | R1 | 60 | R | | |
| 313.80 | | 305.70 | | | | | | | | | | | | | | | 7A | 24A | 7A | 12 | 36 | 1 | 02 | | R1 | 60 | R | | |
| 313.83 | | 305.73 | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 1 | 02 | | R1 | 60 | R | | |
| 314.00 | | 305.90 | MP MARKER | R | | 314 | | | | | | | | | | | | | | | | | | | | | | | |
| 314.42 | | 306.32 | INTRSECTN | B | | OREGON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 314.92 | | 306.82 | | | | | | | | 1 | 1 | | | | | | 8A | 26A | 8A | | 26 | 1 | 02 | | R1 | 60 | R | | |
| 314.94 | | 306.84 | | | | | | | | 1 | 1 | | | | | | 8B | 26B | 8B | | 26 | 1 | 02 | | R1 | 60 | R | | |
| 315.00 | | 306.90 | MP MARKER | B | | 315 | | | | | | | | | | | | | | | | | | | | | | | |
| 315.04 | | 306.94 | | | | | | | | 1 | 2 | 8B | 17B | 3B | 18S | DE | 4B | 24B | 10B | | 41 | 1 | 02 | | R1 | 60 | R | | |
| 315.25 | | 307.15 | | | | | | | | 1 | 2 | 10B | 17B | 4B | 77S | DE | 4B | 24B | 10B | | 41 | 1 | 02 | | R1 | 60 | R | | |
| 315.31 | | 307.21 | | | | | | | | 2 | 2 | 10B | 24B | 4B | 77S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | 60 | R | | |
| 315.47 | | 307.37 | END CTLSEC | | | CONTROL SECTION 3208 | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 310.51 | | 302.41 | | | .02 | 12 | | | | | |
| 312.67 | | 304.57 | | .05 | 12 | | .07 | 12 | | | |
| 313.42 | | 305.32 | | .03 | 12 | .03 | 12 | .04 | 12 | .02 | 12 |
| 314.42 | | 306.32 | | .03 | 11 | | .03 | 11 | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|----------|---|----|-------------|-----|-----|------------|---------|-----|-----|-----|-----|---------------------------|-----|------|------|-----|-------|-----|----|----|-----|----|----|----|---|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 315.47 | | 307.37 | LEAVE CO | | | SPOKANE | | | | 2 | 2 | 10B | 24B | 4B | 77S | DE | 4B | 24B | 10B | | | 48 | 1 | 02 | | R1 | | | | | 60 | R |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY PEND OREILLE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-------------------------------------|---|----|--|----------------|----|-------------|-------------|---|--------|--------|--------|----------|------|---------------------------|-----|-----|-----|-----|------|------|-----|-------|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 315.47 | | 307.37 | ENTER CO BEG CTLSEC | | | PEND OREILLE CONTROL SECTION 2601 | | | | 2 | 2 | 10B | 24B | 4B | 78S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 315.71 | | 307.61 | INTRSECTN INTRSECTN | R | | ALLEN RD MEDIAN XROAD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316.00 | | 307.90 | MP MARKER | B | | 316 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316.45 | | 308.35 | INTRSECTN INTRSECTN INTRSECTN | L R C | | NICHOLSON RD KIRKPATRICK RD MEDIAN XROAD | CO CO ST | | Y Y Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316.76 | | 308.66 | | | | | | | | 2 | 2 | 10B | 24B | 4B | 180S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 317.00 | | 308.90 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317.01 | | 308.91 | MP MARKER | B | | 317 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317.38 | | 309.28 | | | | | | | | 2 | 2 | 10B | 24B | 4B | 42S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 317.66 | | 309.56 | INTRSECTN INTRSECTN | L C | | FERTILE VALLEY RD MEDIAN XROAD | CO ST | | Y Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317.99 | | 309.89 | MP MARKER | B | | 318 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318.19 | | 310.09 | ENT/EXIT INTRSECTN | L C | | PEND OREILLE COUNTY PARK MEDIAN XROAD | CO ST | | Y Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.00 | | 310.90 | MP MARKER | B | | 319 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.79 | | 311.69 | | | | | | | | 2 | 2 | 10B | 24B | 4B | 160S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 319.91 | | 311.81 | ENT/EXIT INTRSECTN | L C | | MERICAL TRAIL (GATED) MEDIAN XROAD | CO ST | | Y Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319.97 | | 311.87 | MP MARKER | B | | 320 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 320.03 | | 311.93 | | | | | | | | 2 | 2 | 10B | 24B | 4B | 42S | DE | 4B | 24B | 10B | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 320.96 | | 312.86 | MP MARKER | B | | 321 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 321.03 | | 312.93 | INTRSECTN INTRSECTN | L C | | DIAMOND-CARLTON RD MEDIAN XROAD | CO ST | | N N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 321.24 | | 313.14 | WYE CONN | L | | SR 211 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 321.29 | | 313.19 | INTRSECTN INTRSECTN | L C | | SR 211 MEDIAN XROAD | ST ST | | Y Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 321.39 | | 313.29 | | | | | | | | 2 | 1 | 10B | 24B | 4B | 42S | DE | 4B | 14B | 10B | | 38 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 321.47 | | 313.37 | | | | | | | | 1 | 1 | 10B | 14B | 4B | 42S | DE | 4B | 14B | 10B | | 28 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 321.66 | | 313.49 | EQUATION | | | 321.59 =321.66 | | | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 10B | 28B | 10B | | 28 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 321.76 | | 313.59 | | | | | | | | 1 | 1 | | | | | | 8B | 24B | 8B | | 24 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 321.83 | | 313.66 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 321.99 | | 313.82 | MP MARKER | R | | 322 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 322.67 | | 314.50 | INTRSECTN | L | | NORTHSHORE DIAMOND LK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|--------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| ----- | ----- | ----- | ----- | --- | --- | --- | --- | --- | --- | --- | --- |
| 321.24 | | 313.14 | | | | | | .07 | 14 | | |
| 321.29 | | 313.19 | | .02 | 10 | | | | | | |
| 322.67 | | 314.50 | | .03 | 12 | | | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY PEND OREILLE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|--------|------------|---|----|----------------------|----|-------------|-----|-----|------------|-----|-----|-----|------|--------------------------|-----|------|------|--------|-------|---|----|------|----|---|----|---|---|---|--|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 323.00 | | 314.83 | MP MARKER | R | | 323 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 60 | R | | | | |
| 323.13 | | 314.96 | INTRSECTN | R | | SCOTIA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 324.00 | | 315.83 | MP MARKER | R | | 324 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 324.30 | | 316.13 | INTRSECTN | R | | CLEARVIEW CT | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 324.43 | | 316.26 | INTRSECTN | R | | CAMDEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 324.87 | | 316.70 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 1 | 02 | | R1 | | 60 | R | | | | |
| | | | INTRSECTN | L | | LAKESIDE DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 324.90 | | 316.73 | MISC FEATR | R | | SGN ENT DIAMOND LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 324.94 | | 316.77 | INTRSECTN | L | | LAKESIDE DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 325.00 | | 316.83 | MP MARKER | R | | 325 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 325.52 | | 317.35 | INTRSECTN | L | | ELU BEACH RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 325.63 | | 317.46 | INTRSECTN | L | | SOUTH SHORE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 325.70 | | 317.53 | MISC FEATR | L | | SGN ENT DIAMOND LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 326.00 | | 317.83 | MP MARKER | R | | 326 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 326.23 | | 318.06 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 1 | 02 | | R1 | | 60 | R | | | | |
| 326.33 | | 318.16 | INTRSECTN | R | | GREEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FARRS LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 326.99 | | 318.82 | MP MARKER | R | | 327 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 327.29 | | 319.12 | INTRSECTN | L | | DIAMOND DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 327.98 | | 319.81 | INTRSECTN | L | | COYOTE TRAIL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 328.00 | | 319.83 | MP MARKER | R | | 328 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 328.19 | | 320.02 | INTRSECTN | R | | TELEPHONE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 328.60 | | 320.43 | INTRSECTN | L | | SOUTH SHORE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 329.00 | | 320.83 | MP MARKER | R | | 329 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330.00 | | 321.83 | MP MARKER | R | | 330 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330.23 | | 322.06 | INTRSECTN | B | | GRAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 331.00 | | 322.83 | MP MARKER | R | | 331 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 331.22 | | 323.05 | INTRSECTN | R | | SCOTIA RD E | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 332.00 | | 323.83 | MP MARKER | R | | 332 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 332.50 | | 324.33 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 45 | R | | | | |
| 332.76 | | 324.59 | ENTER CITY | | | NEWPORT | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | 0860 | R1 | | 45 | R | B | | | |
| | | | INTRSECTN | L | | CEMETERY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 332.80 | | 324.63 | MISC FEATR | R | | SGN ENT NEWPORT | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 324.43 | | 316.26 | | | | .02 | 12 | | | | |
| 324.87 | | 316.70 | | .03 | 12 | | | | | | |
| 326.33 | | 318.16 | | .04 | 12 | | .02 | 12 | | | |
| 327.98 | | 319.81 | | .03 | 12 | | | | | | |
| 331.22 | | 323.05 | | | | .03 | 12 | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY PEND OREILLE DOT DISTRICT 6

| | | | | | | | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------------|----|----|---|---|----|-------------|-----|-----|--------------|---------|--------|-----|--------|---------------------------|-----|------|------|------|-------|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | | | | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | | | | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | | | | | | | | | |
| : : | | | | | | | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 332.81 | | 324.64 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | 0860 | R1 | | 45 | R | B | | | | | | |
| 332.98 | | 324.81 | INTRSECTN | L | | 7TH ST | CT | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 332.99 | | 324.82 | MP MARKER | R | | 333 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.30 | | 325.13 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | 0860 | R1 | | 35 | R | B | | | | | | |
| 333.45 | | 325.28 | INTRSECTN | L | | CALISPEL AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.52 | | 325.35 | INTRSECTN | L | | FEA AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.59 | | 325.42 | INTRSECTN | L | | CASS AVE | CT | | | Y | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | 0860 | R1 | | 35 | R | P | | | | | | |
| 333.66 | | 325.49 | INTRSECTN | L | | SCOTT AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.74 | | 325.57 | INTRSECTN | L | | WARREN AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.77 | | 325.60 | INTRSECTN | L | | 5TH ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.82 | | 325.65 | INTRSECTN | L | | SPOKANE AVE | CT | | | Y | 1 | 1 | | | | | 5A | 24A | 8A | | 24 | 1 | 02 | 0860 | R1 | | 25 | R | P | | | | | | |
| 333.88 | | 325.71 | | | | | | | | | 1 | 1 | | | | | \$\$\$ | 42A | \$\$\$ | | 42 | 1 | 02 | 0860 | R1 | | 25 | R | P | | | | | | |
| 333.89 | | 325.72 | BEG ST | I | | 4TH ST | | | | | \$ | 2 | | | | | | | | | 42 | 1 | 02 | 0860 | R1 | | 25 | R | P | * | | | | | |
| | | | INTRSECTN | L | | 4TH ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 2 CONEWPRT (COUPLT) | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - CONEWPRT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.90 | | 325.73 | BEG SU LN | R | | BICYCLE | | | | | | | 08A | | | | | | | | C | 42A | C | 8 | 50 | 1 | 02 | 0860 | R1 | | 25 | R | P | * | |
| 333.91 | | 325.74 | WYE CONN | L | | SR 2 CONEWPRT | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 333.96 | | 325.79 | END ST | I | | 4TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | UNION AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | UNION AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.04 | | 325.87 | INTRSECTN | L | | 3RD ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.11 | | 325.94 | INTRSECTN | B | | 2ND ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.18 | | 326.01 | INTRSECTN | L | | 1ST ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.24 | | 326.07 | END SU LN | R | | BICYCLE | | | | | | | 08A | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | PINE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.31 | | 326.14 | INTRSECTN | L | | SPRUCE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.37 | | 326.20 | WYE CONN | L | | SR 2 CONEWPRT | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.38 | | 326.21 | END ST | I | | UNION AVE | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | WALNUT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 2 CONEWPRT (COUPLT) | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - CONEWPRT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.39 | | 326.22 | RR XING | B | | NUM 399590D GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334.40 | | 326.23 | BEG SU LN | C | | TWO WAY TURN | | | | | | | 10A | | | | | | | | | | | | | | | | | | | | | | |
| 334.45 | | 326.28 | INTRSECTN | L | | NEWPORT AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 333.45 | 325.28 | .03 | 12 | | | | | | |
| 333.96 | 325.79 | | | .02 | 10 | | | | .03 10 |
| 334.37 | 326.20 | .05 | 14 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY PEND OREILLE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|---------|-----|---------------------------|----|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | | |
| 334.46 | | 326.29 | | | | | | | | | | | | | | | C | 50A | C | 10 | 60 | 1 | 02 | 0860 | R1 | 25 | R | B | * | | | | |
| 334.47 | | 326.30 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 10A | | | | | | | | | | | | | | | | | | |
| 334.50 | | 326.33 | MISC FEATR | R | | SGN ENT OLD TOWN | | | | | | | | | | | C | 60A | C | \$\$\$ | 60 | 1 | 02 | 0860 | R1 | 25 | R | B | * | | | | |
| 334.51 | | 326.34 | END ST | I | | WALNUT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | N STATE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | IDAHO HWY 2 AHEAD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2601 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 334.51 | | 326.34 | | .03 | 12 | | | | | | |

SR 002 COUplet U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6
DIVISN

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|--------|-------|---|------|-------------------------|----|-----------------|----|------------|-----|-------------|-----|--------------------------|----|-------|-----|------|-----|-----|----|-------|-----|-------|----|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | MEDIAN- | | SHD RDY SHD | | LNS RDY | | MTCE | | CITY | | ST | | SPEED | | T P S | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 289.19 | 0.00 | BEG ROUTE | | DIVISN | | | | 3 | | | | | | C 36A | C | | 36 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | | |
| | | ENTER CITY | | SR 2/EUCLID AVE TO SR 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | DIVISION ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | EUCLID AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 2 | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 289.20 | 0.01 | TRAF RCDR | I | R103 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.32 | 0.13 | INTRSECTN | R | WAVERLY PL | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.35 | 0.16 | | | | | | | 3 | | | | | | C 44A | C | | 44 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | | |
| 289.36 | 0.17 | INTRSECTN | R | CLEVELAND AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.37 | 0.18 | | | | | | | 4 | | | | | | C 60A | C | | 60 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | | |
| 289.43 | 0.24 | INTRSECTN | R | BUCKEYE AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NORTH FOOTHILLS DR | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 289.52 | 0.33 | INTRSECTN | R | YORK AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.53 | 0.34 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 289.56 | 0.37 | INTRSECTN | L | JACKSON AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.59 | 0.40 | INTRSECTN | R | JACKSON AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.67 | 0.48 | INTRSECTN | B | CARLISLE AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.72 | 0.53 | INTRSECTN | R | MONTGOMERY AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.74 | 0.55 | INTRSECTN | L | MONTGOMERY AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 289.79 | 0.60 | INTRSECTN | R | MANSFIELD AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.82 | 0.63 | INTRSECTN | L | ERMINA AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.85 | 0.66 | INTRSECTN | R | KNOX AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.89 | 0.70 | INTRSECTN | L | BALDWIN AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.91 | 0.72 | INTRSECTN | R | SHANNON AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 289.97 | 0.78 | INTRSECTN | B | INDIANA AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 290.01 | 0.82 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 290.04 | 0.85 | INTRSECTN | B | NORA AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.12 | 0.93 | INTRSECTN | B | AUGUSTA AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.19 | 1.00 | INTRSECTN | B | MISSION AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 290.27 | 1.08 | INTRSECTN | B | SINTO AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.34 | 1.15 | INTRSECTN | B | SHARP AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 290.42 | 1.23 | INTRSECTN | L | BOONE AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.45 | 1.26 | INTRSECTN | R | BOONE AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.46 | 1.27 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 290.50 | 1.31 | INTRSECTN | L | DESMET AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.58 | 1.39 | INTRSECTN | B | CATALDO AVE | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 290.66 | 1.47 | | | | | | | 3 | | | | | | C 44A | C | | 44 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | | |
| 290.70 | 1.51 | WYE CONN | R | NORTH RIVER DR | | | CT | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 290.70 | 1.51 | | .04 | 14 | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY FERRY

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------|-------------|----|-----|--------------|---|-----|-----|-----|------|----|---------------------------|-----|--------|--------|-----|------|------|----------|-------|----|----|----|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 302.65 | | 302.03 | INTRSECTN | L | | CLARK AVE S | CT | Y | 1 | 1 | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 1075 | R2 | 25 | R | P | * | | |
| 302.70 | | 302.08 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 1075 | R2 | 35 | R | P | * | | |
| 302.85 | | 302.23 | INTRSECTN | R | | HESSIE BLVD | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 302.86 | | 302.24 | INTRSECTN | L | | HESSIE BLVD | CT | N | | | | | | | | | | | | | | | | | | | | | | | |
| 302.87 | | 302.25 | MISC FEATR | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302.99 | | 302.37 | MP MARKER | R | | 303 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.05 | | 302.43 | ENT/EXIT | R | | HIGH SCHOOL | PV | N | | | | | | | | | | | | | | | | | | | | | | | |
| 303.33 | | 302.71 | MISC FEATR | L | | SGN ENT REPUBLIC | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.34 | | 302.72 | LEAVE CITY | | | REPUBLIC | | | 1 | 1 | | | | | | | 4B | 22B | 4B | | 22 | 4 | 02 | \$\$\$\$ | R2 | 35 | R | \$ | \$ | | |
| | | | END ST | I | | CLARK AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 303.47 | | 302.85 | | | | | | | 1 | 1 | | | | | | | 4B | 22B | 4B | | 22 | 4 | 02 | | R2 | 45 | R | | | | |
| 304.00 | | 303.38 | MP MARKER | R | | 304 | | | 1 | 1 | | | | | | | 4B | 22B | 4B | | 22 | 4 | 02 | | R2 | 55 | R | | | | |
| 304.60 | | 303.98 | TRAF RCDR | B | | S820 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 304.79 | | 304.17 | INTRSECTN | R | | FAIRGROUND RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 304.99 | | 304.37 | INTRSECTN | R | | FAIRGROUND RD | CO | N | 1 | 1 | | | | | | | 3B | 22B | 3B | | 22 | 4 | 02 | | R2 | 55 | R | | | | |
| 305.00 | | 304.38 | MP MARKER | R | | 305 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305.10 | | 304.48 | | | | | | | 1 | 1 | | | | | | | 8B | 22B | 8B | | 22 | 4 | 02 | | R2 | 55 | R | | | | |
| 305.24 | | 304.59 | EQUATION | | | 305.21 =305.24 | | | 1 | 1 | | | | | | | 8B | 22B | 4B | | 22 | 4 | 02 | | R2 | 55 | M | | | | |
| | | | INTRSECTN | L | | SR 21 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 305.30 | | 304.65 | INTRSECTN | L | | SMITH DR | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 305.48 | | 304.83 | | | | | | | 1 | 1 | | | | | | | 2B | 22B | 2B | | 22 | 4 | 02 | | R2 | 55 | M | | | | |
| 305.63 | | 304.98 | INTRSECTN | R | | CREAMERY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 305.99 | | 305.34 | MP MARKER | R | | 306 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 306.25 | | 305.60 | INTRSECTN | L | | HADLEY RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 306.56 | | 305.91 | | | | | | | 1 | 1 | | | | | | | 2B | 22B | 2B | | 22 | 4 | 02 | | R2 | 55 | R | | | | |
| 307.03 | | 306.38 | MP MARKER | R | | 307 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307.77 | | 307.12 | INTRSECTN | L | | YENTER RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 308.02 | | 307.37 | MP MARKER | R | | 308 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308.94 | | 308.29 | BEG SU LN | L | | CHAIN UP | | | 12A | | 1 | 1 | | | | | \$\$\$ | 22B | 2B | 12 | 34 | 4 | 02 | | R2 | 55 | R | | | | |
| 308.96 | | 308.31 | BEG SU LN | R | | CHAIN UP | | | 12A | | 1 | 1 | | | | | | 22B | \$\$\$ | 24 | 46 | 4 | 02 | | R2 | 55 | R | | | | |
| 308.99 | | 308.34 | MP MARKER | R | | 309 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.02 | | 308.37 | END SU LN | L | | CHAIN UP | | | 12A | | 1 | 1 | | | | | 2B | 22B | | 12 | 34 | 4 | 02 | | R2 | 55 | R | | | | |
| 309.08 | | 308.43 | END SU LN | R | | CHAIN UP | | | 12A | | 1 | 1 | | | | | 2B | 22B | 2B | \$\$\$ | 22 | 4 | 02 | | R2 | 55 | R | | | | |
| 309.33 | | 308.68 | BEG BRIDGE | B | | O'BRIEN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 32B | \$\$C | | 32 | 4 | 02 | | R2 | 55 | R | | | | |
| | | | | | | BRDG NUM 020/710 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.34 | | 308.69 | END BRIDGE | B | | O'BRIEN CREEK | | | 1 | 1 | | | | | | | 5B | 22B | 5B | | 22 | 4 | 02 | | R2 | 55 | R | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|--------|-------|--------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| ----- | ----- | ----- | ----- | --- | --- | --- | --- | --- | --- | --- | --- | |
| 302.65 | | 302.03 | | .01 | 13 | | | | | | | |
| 305.24 | | 304.59 | | .03 | 12 | | .04 | 12 | | | .06 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY FERRY

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|--------|---|---|------------|---------|----|--------------------------|-------------|-----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|--------|--------|-----|---|-------|-----|----|---|----|---|---|---|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | TOT | | MTCE | | CITY | | ST | | LEGAL | | T | | P | | S | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | RDY | | A SE | | NBR | | FC | | SPEED | | R | | K | | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 309.55 | | 308.90 | | | | | | | | | | | | | | | 5B | 22B | 5B | | 22 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| 309.60 | | 308.95 | INTRSECTN | R | | HALL CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 309.99 | | 309.34 | MP MARKER | R | | 310 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.00 | | 309.35 | BEG BRIDGE | B | | N FORK O'BRIEN CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 32B | \$\$C | | 32 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| | | | | | | BRDG NUM 020/713.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.01 | | 309.36 | END BRIDGE | B | | N FORK O'BRIEN CREEK | | | 1 | 1 | | | | | | | 5B | 22B | 5B | | 22 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| 310.10 | | 309.45 | BEG BRIDGE | B | | N FORK O'BRIEN CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 32B | \$\$C | | 32 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| | | | | | | BRDG NUM 020/714.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 310.11 | | 309.46 | END BRIDGE | B | | N FORK O'BRIEN CREEK | | | 1 | 1 | | | | | | | 5B | 22B | 5B | | 22 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| 310.14 | | 309.49 | | | | | | | 1 | 1 | | | | | | | 2B | 22B | 2B | | 22 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| 310.99 | | 310.34 | MP MARKER | R | | 311 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 311.71 | | 311.06 | INTRSECTN | R | | O'BRIEN CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 311.95 | | 311.30 | INTRSECTN | L | | WALKER HILL RD | CO | | N | 1 | 1 | | | | | | 2B | 24B | 2B | | 24 | 4 | 02 | | R2 | | 55 | | R | | | | | |
| 311.99 | | 311.34 | MP MARKER | R | | 312 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 312.10 | | 311.45 | | | | | | | 1 | 1 | | | | | | | 2B | 24B | 2B | | 24 | 4 | 02 | | R2 | | 55 | | M | | | | | |
| 312.99 | | 312.34 | MP MARKER | R | | 313 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 313.09 | | 312.44 | | | | | | | 1 | 1 | | | | | | | 2B | 24B | 2B | | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 313.49 | | 312.84 | BEG SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 13 | 37 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 313.55 | | 312.90 | END SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 313.99 | | 313.34 | MP MARKER | R | | 314 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314.06 | | 313.41 | BEG SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 11 | 35 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 314.15 | | 313.50 | MISC FEATR | R | | SGN ENT COLVILLE NAT FOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314.18 | | 313.53 | END SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 314.86 | | 314.21 | BEG SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 12 | 36 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 314.93 | | 314.28 | END SU LN | R | | SLOW VEHICLE | | 12A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| | | | INTRSECTN | L | | KARAMIP RD-FS RD #2040 | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314.98 | | 314.33 | MP MARKER | R | | 315 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 315.25 | | 314.60 | BEG SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 13 | 37 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 315.34 | | 314.69 | END SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 315.75 | | 315.10 | BEG SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 13 | 37 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 315.88 | | 315.23 | END SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 315.89 | | 315.24 | INTRSECTN | R | | FS RD #600 | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 315.97 | | 315.32 | MP MARKER | R | | 316 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316.73 | | 316.08 | BEG SU LN | R | | SLOW VEHICLE | | 14A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 14 | 38 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 316.88 | | 316.23 | END SU LN | R | | SLOW VEHICLE | | 14A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 316.96 | | 316.31 | MP MARKER | R | | 317 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317.74 | | 317.09 | BEG SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 13 | 37 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 317.81 | | 317.16 | END SU LN | R | | SLOW VEHICLE | | 13A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 317.96 | | 317.31 | MP MARKER | R | | 318 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318.12 | | 317.47 | BEG SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 11 | 35 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 318.18 | | 317.53 | END SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 318.70 | | 318.05 | BEG SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | \$\$\$ | 11 | 35 | 4 | 02 | | R2 | | 50 | | M | | | | | |
| 318.85 | | 318.20 | END SU LN | R | | SLOW VEHICLE | | 11A | | 1 | 1 | | | | | | 2B | 24B | 2B | \$\$\$ | 24 | 4 | 02 | | R2 | | 50 | | M | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY STEVENS

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|--------|--------|---|------|----------------------|----|----|-------------|-----|-----|------------|-----|---------------------------|-----|-----|-----|-----|-------|-----|-----|-----|------|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 342.36 | 341.71 | ENTER CO | | STEVENS | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.33 | 353.68 | ENTER CITY | | COLVILLE | | | | 1 1 | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3334 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 395 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 395 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | MP229.64 | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.40 | 353.75 | INTRSECTN | B | OAK ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.47 | 353.82 | INTRSECTN | B | ELM ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.53 | 353.88 | INTRSECTN | B | MAPLE ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.60 | 353.95 | INTRSECTN | B | WALNUT ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.65 | 354.00 | INTRSECTN | B | CEDAR ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.74 | 354.09 | INTRSECTN | B | HOFFSTETTER ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.87 | 354.22 | INTRSECTN | R | ALDER ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.95 | 354.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.97 | 354.32 | INTRSECTN | R | PINE AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | MADISON ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 354.98 | 354.33 | MISC FEATR | L | SGN ENT COLVILLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.00 | 354.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.01 | 354.36 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.12 | 354.47 | LEAVE CITY | | COLVILLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.13 | 354.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.28 | 354.63 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SILKE RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.34 | 354.69 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.42 | 354.77 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.44 | 354.79 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | ALADDIN RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.45 | 354.80 | END ST | I | 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | COLVILLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.53 | 354.88 | INTRSECTN | L | LAUNDRY RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.56 | 354.91 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | COLVILLE AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | |
| 355.60 | 354.95 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 354.33 | 353.68 | | | .03 | 12 | | | | |
| 354.97 | 354.32 | .03 | 11 | .03 | 11 | | | | |
| 355.28 | 354.63 | | | .03 | 11 | | | | |
| 355.44 | 354.79 | .03 | 11 | | | | | | |
| 355.56 | 354.91 | | | .03 | 11 | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY STEVENS

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|--------|-----|---|----|----------|----|---|----|----|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 355.61 | | 354.96 | | | | | | | | | | | | | | | 5A | 41A | C | 11 | 52 | 4 | 01 | 0250 | R2 | | | 35 | R | P |
| 355.67 | | 355.02 | | | | | | | | | | | | | | | 3A | 41A | 8A | 11 | 52 | 4 | 01 | 0250 | R2 | | | 35 | R | P |
| 355.68 | | 355.03 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | 3A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | 0250 | R2 | | | 35 | R | P |
| | | | ENT/EXIT | R | | COLVILLE HIGH SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 355.79 | | 355.14 | INTRSECTN | L | | DEGRIEF RD | CT | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | 0250 | R2 | | | 35 | R | P |
| | | | INTRSECTN | R | | EVERGREEN RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 355.83 | | 355.18 | | | | | | | | | | | | | | | 4B | 22B | 4B | | 22 | 4 | 01 | 0250 | R2 | | | 35 | R | P |
| 355.86 | | 355.21 | LEAVE CITY | | | COLVILLE | | | | | | | | | | | 4B | 22B | 4B | | 22 | 4 | 01 | \$\$\$\$ | R2 | | | 35 | R | \$ |
| 355.95 | | 355.30 | | | | | | | | | | | | | | | 4B | 22B | 4B | | 22 | 4 | 01 | | R2 | | | 55 | R | |
| 356.01 | | 355.36 | TRAF RCDR | B | | R124 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 356.95 | | 356.30 | | | | | | | | | | | | | | | 4B | 22B | 18B | | 22 | 4 | 01 | | R2 | | | 55 | R | |
| 357.00 | | 356.35 | MP MARKER | R | | 357 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | KNAPP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 357.07 | | 356.42 | | | | | | | | | | | | | | | 4B | 22B | 4B | | 22 | 4 | 01 | | R2 | | | 55 | R | |
| 357.76 | | 357.11 | INTRSECTN | L | | DOMINION VIEW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 357.97 | | 357.32 | MP MARKER | R | | 358 | | | | | | | | | | | | | | | | | | | | | | | | |
| 358.02 | | 357.37 | INTRSECTN | R | | TIGER DRIVE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 358.21 | | 357.56 | INTRSECTN | L | | PROUTY CORNER LOOP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 358.55 | | 357.90 | INTRSECTN | R | | TIGER DRIVE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 358.69 | | 358.04 | INTRSECTN | L | | MUMAU RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 358.96 | | 358.31 | MP MARKER | R | | 359 | | | | | | | | | | | | | | | | | | | | | | | | |
| 359.13 | | 358.48 | INTRSECTN | R | | DOLOMITE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 359.29 | | 358.64 | INTRSECTN | R | | GRAHAM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 359.43 | | 358.78 | INTRSECTN | L | | GARVEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 359.94 | | 359.29 | MP MARKER | R | | 360 | | | | | | | | | | | | | | | | | | | | | | | | |
| 360.21 | | 359.56 | INTRSECTN | R | | ARTMAN-GIBSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 360.94 | | 360.29 | MP MARKER | R | | 361 | | | | | | | | | | | | | | | | | | | | | | | | |
| 361.66 | | 361.01 | INTRSECTN | L | | HARDENBROOK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 362.00 | | 361.35 | MP MARKER | R | | 362 | | | | | | | | | | | | | | | | | | | | | | | | |
| 363.06 | | 362.41 | MP MARKER | R | | 363 | | | | | | | | | | | | | | | | | | | | | | | | |
| 363.11 | | 362.46 | INTRSECTN | L | | DEUBEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 363.61 | | 362.86 | EQUATION | | | 363.51 =363.61 | | | | | | | | | | | 3B | 24B | 3B | | 24 | 4 | 01 | | R2 | | | 55 | R | |
| | | | INTRSECTN | R | | KITT-NARCISSE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 363.90 | | 363.15 | INTRSECTN | L | | SEIGEL HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 364.00 | | 363.25 | MP MARKER | R | | 364 | | | | | | | | | | | | | | | | | | | | | | | | |
| 364.28 | | 363.53 | INTRSECTN | R | | BIBLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 364.87 | | 364.12 | INTRSECTN | R | | STARVATION LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 355.68 | | 355.03 | | | | .10 | 12 | | | .04 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY STEVENS

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------------------|---|----|---------------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|----|---|----|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 383.12 | | 382.37 | END CTLSEC LEAVE CO | | | CONTROL SECTION 3334 STEVENS | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 4 | 01 | | | R2 | | | 55 | R |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY PEND OREILLE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|---|------------|---------|----|-----------------------|-----|-----|--------------|---------|-----|---------------------------|-----|-----|------|------|-------|-----|-------|-----|-----|----|----|-----|----------|----|----|---|---|---|----|----|------|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 417.02 | | 416.27 | | | | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 4 | 01 | | R2 | | | | | 55 | L | | | |
| 417.69 | | 416.94 | INTRSECTN | B | | CORDES RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.00 | | 417.25 | MP MARKER | R | | 418 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.45 | | 417.70 | INTRSECTN | R | | KAPPS LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.53 | | 417.78 | INTRSECTN | L | | CAMAS FLAT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.63 | | 417.88 | INTRSECTN | L | | TULE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.73 | | 417.98 | | | | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 4 | 01 | | R2 | | | | | | 45 | L | | |
| 418.87 | | 418.12 | | | | | | | | | 1 | 1 | | | | | 6B | 24B | 6B | | | 24 | 4 | 01 | | R2 | | | | | | 45 | L | | |
| 418.89 | | 418.14 | INTRSECTN | R | | CUSICK MEADOW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.93 | | 418.18 | BEG BRIDGE | B | | CALISPELL CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 38B | \$\$W | | | 38 | 4 | 01 | | R2 | | | | | | 45 | L | | |
| | | | | | | BRDG NUM 020/918 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.98 | | 418.23 | END BRIDGE | B | | CALISPELL CREEK | | | | 1 | 1 | | | | | | 6B | 24B | 6B | | | 24 | 4 | 01 | 0300 | R2 | | | | | | 45 | L B | | |
| | | | ENTER CITY | | | CUSICK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 418.99 | | 418.24 | MP MARKER | R | | 419 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MONUMENTAL WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 419.01 | | 418.26 | INTRSECTN | L | | WINCHESTER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 419.02 | | 418.27 | LEAVE CITY | | | CUSICK | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 4 | 01 | \$\$\$\$ | R2 | | | | | | 45 | L \$ | | |
| 419.18 | | 418.43 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 4 | 01 | | R2 | | | | | | | 55 | L | |
| 419.64 | | 418.89 | BEG BRIDGE | B | | CATTLE PASS | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/919.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 419.65 | | 418.90 | END BRIDGE | B | | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 419.90 | | 419.15 | MP MARKER | R | | 419 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 420.79 | | 420.04 | INTRSECTN | R | | BAUER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 420.99 | | 420.24 | MP MARKER | R | | 421 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 421.09 | | 420.34 | INTRSECTN | R | | MCKENZIE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 5TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 421.42 | | 420.64 | EQUATION | | | 421.39 =421.42 | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 4 | 01 | | R2 | | | | | | | 55 | R | |
| | | | INTRSECTN | L | | TRIANGLE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 421.44 | | 420.66 | | | | | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 1 | 02 | | R2 | | | | | | | 55 | R | |
| 421.48 | | 420.70 | INTRSECTN | R | | SR 211 | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 421.99 | | 421.21 | MP MARKER | R | | 422 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 422.19 | | 421.41 | INTRSECTN | L | | SANITARY FILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 422.78 | | 422.00 | ENT/EXIT | L | | PONDERAY NEWSPRINT CO | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 423.00 | | 422.22 | MP MARKER | R | | 423 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 423.31 | | 422.53 | INTRSECTN | R | | JARED RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 423.54 | | 422.76 | INTRSECTN | L | | BLACK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 421.48 | | | | | | | | | |
| 422.78 | | .03 | 12 | | | | | | |
| | | | | .03 | 12 | | | | |
| | | | | | | .03 | 12 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY PEND OREILLE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|----|----|-----|------|----|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 436.67 | | 435.89 | | | | | | | | | | | | | | | 4B | 22B | 4B | | | 22 | 1 | 02 | 0860 | R2 | | | 25 | R | B | | |
| 436.75 | | 435.97 | | | | | | | | | | | | | | | 4B | 22B | 6B | | | 22 | 1 | 02 | 0860 | R2 | | | 25 | R | B | | |
| 436.77 | | 435.99 | INTRSECTN | B | | WARREN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 436.78 | | 436.00 | BEG ST | I | | WALNUT ST | | | | 1 | 1 | | | | | | 2B | 28B | 4B | | | 28 | 1 | 02 | 0860 | R2 | | | 25 | R | P | * | |
| 436.84 | | 436.06 | INTRSECTN | B | | SPOKANE AVE | CT | | Y | 1 | 1 | | | | | | \$\$C | 40B | \$\$C | | | 40 | 1 | 02 | 0860 | R2 | | | 25 | R | P | * | |
| 436.91 | | 436.13 | END ST | I | | WALNUT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WASHINGTON AVE | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 2 CONEWPRT (COUPLT) | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2631 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 436.91 | | 436.13 | | | | .05 | 14 | | | | |

SR 021 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------------|---|----|----------------------|-------------|----|---|--------------|----|-----|-----|-----|------|----|---------------------------|--------|--------|-------|-----|--------|----|------|----------|------|----|------|----|----|----|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | K | T | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | CITY | ST | FC | | D | IB | R | K | T | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 91.38 | 91.33 | | BEG ST | I | | BRUCE AVE SW | | | | 1 | 1 | | | | | | 1B | 20B | 1B | | | 20 | 3 | 01 | 1440 | R3 | | 30 | R | P | * | | | |
| | | | INTRSECTN | R | | PRINCE ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.63 | 91.58 | | RR XING | B | | NUM 66076P GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.66 | 91.61 | | END ST | I | | BRUCE AVE SW | | | | 1 | 1 | | | | | | 1A | 20A | 1A | | | 20 | 3 | 01 | 1440 | R3 | | 30 | R | P | * | | | |
| | | | BEG ST | I | | WEST ST SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | FRONT AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.72 | 91.67 | | BEG BRIDGE | B | | GOOSE CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26P | \$\$C | | | 26 | 3 | 01 | 1440 | R3 | | 30 | R | P | * | | | |
| | | | BRDG NUM 021/229 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.73 | 91.68 | | END BRIDGE | B | | GOOSE CREEK | | | | 1 | 1 | | | | | | 1A | 20A | 1A | | | 20 | 3 | 01 | 1440 | R3 | | 30 | R | P | * | | | |
| 91.78 | 91.73 | | LEAVE CITY | | | WILBUR | | | | \$ | \$ | | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | | \$\$ | \$ | \$ | \$ | | | |
| | | | END ST | I | | WEST ST SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG COINCI | | | SR 002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2231 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 2 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.43 | 92.38 | | BEG CTLSEC | | | CONTROL SECTION 2208 | | | | 1 | 1 | | | | | | 5B | 25B | 8B | | | 25 | 3 | 01 | | R3 | | 60 | R | | | | | |
| | | | INTRSECTN | B | | SR 2 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP220.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.45 | 92.40 | | WYE CONN | B | | SR 2 | ST | Y | 1 | 1 | | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | R3 | | 60 | R | | | | | |
| 92.57 | 92.52 | | INTRSECTN | R | | COLE ST RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.58 | 92.53 | | WYE CONN | R | | COLE ST RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.95 | 92.90 | | INTRSECTN | L | | SR 174 | ST | SS | N | 1 | 1 | | | | | | 4B | 22B | 5B | | | 22 | 3 | 01 | | R3 | | 55 | R | | | | | |
| 93.00 | 92.95 | | MP MARKER | R | | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.09 | 93.04 | | INTRSECTN | B | | WILLIAMS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.00 | 93.95 | | MP MARKER | R | | 94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.11 | 94.06 | | INTRSECTN | B | | ALDERSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.88 | 94.83 | | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 55 | R | | | | | |
| 95.00 | 94.95 | | MP MARKER | R | | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.55 | 95.50 | | INTRSECTN | L | | JURGENSEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.00 | 95.95 | | MP MARKER | R | | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.00 | 96.95 | | MP MARKER | R | | 97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.14 | 97.09 | | INTRSECTN | B | | KRAUSE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.01 | 97.96 | | MP MARKER | R | | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.92 | 98.87 | | INTRSECTN | R | | EFTER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.99 | 98.94 | | MP MARKER | R | | 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.24 | 99.19 | | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 30 | R | | | | | |
| 99.38 | 99.33 | | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 01 | | R3 | | 30 | M | | | | | |
| 100.00 | 99.95 | | MP MARKER | R | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 92.95 | 92.90 | | | | | .02 | 11 | | | | |

SR 021 MAINLINE

STATE ROUTE - SRSH

COUNTY FERRY

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------|-------------|----|---|-------------|----|-----|---------|-----|---------------------------|----|--------|--------|--------|-----|-----|--------|----|------|----------|-------|---|------|-----|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | LEGAL | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 153.27 | | 153.22 | | | | BRDG NUM 021/324.25 | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 4 | 02 | | R3 | | 55 | R | |
| 153.28 | | 153.23 | END BRIDGE | B | | SCATTER CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.31 | | 153.26 | | | | | | | | 1 | 1 | | | | | | 1B | 21B | 1B | | | 21 | 4 | 02 | | R3 | | 55 | R | |
| 153.36 | | 153.31 | INTRSECTN | L | | SCATTER CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 154.02 | | 153.97 | MP MARKER | R | | 154 | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.55 | | 154.50 | INTRSECTN | R | | MCMANN CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 155.00 | | 154.95 | MP MARKER | R | | 155 | | | | | | | | | | | | | | | | | | | | | | | | |
| 155.06 | | 155.01 | BEG BRIDGE | B | | GOLDEN HARVEST CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 021/325.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 155.07 | | 155.02 | END BRIDGE | B | | GOLDEN HARVEST CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.00 | | 155.95 | MP MARKER | R | | 156 | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.36 | | 156.31 | | | | | | | | 1 | 1 | | | | | | 6B | 21B | 6B | | | 21 | 4 | 02 | | R3 | | 55 | R | |
| 157.00 | | 156.95 | MP MARKER | R | | 157 | | | | | | | | | | | | | | | | | | | | | | | | |
| 157.81 | | 157.76 | | | | | | | | 1 | 1 | | | | | | 2B | 21B | 2B | | | 21 | 4 | 02 | | R3 | | 55 | R | |
| 158.00 | | 157.95 | MP MARKER | R | | 158 | | | | | | | | | | | | | | | | | | | | | | | | |
| 158.32 | | 158.27 | INTRSECTN | R | | ADAMS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 159.00 | | 158.95 | MP MARKER | R | | 159 | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.01 | | 158.96 | ENT/EXIT | L | | D.O.T. MAINTENANCE SHOP | ST | | N | 1 | 1 | | | | | | 1B | 21B | 1B | | | 21 | 4 | 02 | | R3 | | 55 | R | |
| 159.55 | | 159.50 | INTRSECTN | L | | PENDRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 159.61 | | 159.56 | BEG BRIDGE | B | | GRANITE CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 31B | \$\$C | | | 31 | 4 | 02 | | R3 | | 55 | R | |
| | | | | | | BRDG NUM 021/326 | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.62 | | 159.57 | END BRIDGE | B | | GRANITE CREEK | | | | 1 | 1 | | | | | | 2B | 21B | 2B | | | 21 | 4 | 02 | | R3 | | 55 | R | |
| 159.68 | | 159.63 | INTRSECTN | R | | HESSIE BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 159.88 | | 159.83 | MISC FEATR | R | | SGN ENT REPUBLIC | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.89 | | 159.84 | ENTER CITY | | | REPUBLIC | | | | 1 | 1 | | | | | | 2B | 21B | 2B | | | 21 | 4 | 02 | 1075 | R3 | | 55 | R P | |
| 160.00 | | 159.95 | MP MARKER | R | | 160 | | | | | | | | | | | | | | | | | | | | | | | | |
| 160.06 | | 160.01 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | 1075 | R3 | | 35 | R P | |
| 160.07 | | 160.02 | INTRSECTN | L | | 15TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 160.09 | | 160.04 | WYE CONN | L | | SR 20 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 160.10 | | 160.05 | LEAVE CITY | | | REPUBLIC | | | | \$ | \$ | | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | | \$\$ | \$ | \$ |
| | | | BEG COINCI | | | SR 020 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1001 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 20 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 162.66 | | 162.61 | BEG CTLSEC | | | CONTROL SECTION 1030 | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 4 | 02 | | R3 | | 55 | R | |
| | | | INTRSECTN | B | | SR 20 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 020 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | MP305.24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.68 | | 162.63 | INTRSECTN | R | | SMITH DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 162.73 | | 162.68 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R3 | | 55 | R | |
| 162.81 | | 162.76 | INTRSECTN | L | | PINE GROVE ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 162.98 | | 162.93 | INTRSECTN | R | | SMITH DR | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 163.02 | | 162.97 | MP MARKER | R | | 163 | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.53 | | 163.48 | INTRSECTN | R | | OLD KETTLE FALLS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
|--------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ----- | ----- | ----- | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 163.53 | | 163.48 | | | | .04 | | | | |

SR 021 MAINLINE

STATE ROUTE - SRSH

COUNTY FERRY

DOT DISTRICT 6

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|-------------------------|------------|---|----|------------------------|-----|-----|------------|-----|-----|------|-----|---------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|--|--|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | | |
| 163.56 | | 163.51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.75 | | 163.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.93 | | 163.88 | INTRSECTN | L | | LUMBERMILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.02 | | 163.97 | MP MARKER | R | | 164 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.20 | | 164.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.02 | | 164.97 | MP MARKER | R | | 165 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.33 | | 165.28 | BEG BRIDGE | B | | SAN POIL RIVER | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 021/331 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.34 | | 165.29 | END BRIDGE | B | | SAN POIL RIVER | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.37 | | 165.32 | INTRSECTN | R | | FISH HATCHERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W CURLEW LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 166.00 | | 165.95 | MP MARKER | R | | 166 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 166.42 | | 166.37 | INTRSECTN | L | | W HERRON CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 166.69 | | 166.64 | INTRSECTN | R | | HERRON CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167.00 | | 166.95 | MP MARKER | R | | 167 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167.05 | | 167.00 | INTRSECTN | L | | CURLEW DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 167.78 | | 167.73 | INTRSECTN | L | | AIRPORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.00 | | 167.95 | MP MARKER | R | | 168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.40 | | 168.35 | INTRSECTN | R | | WOLF CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.57 | | 168.52 | INTRSECTN | R | | WOLF CAMP RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.58 | | 168.53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.62 | | 168.57 | ENT/EXIT | L | | CURLEW LAKE STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 168.68 | | 168.63 | INTRSECTN | L | | OSPREY LN | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.00 | | 168.95 | MP MARKER | R | | 169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.39 | | 169.34 | INTRSECTN | L | | DOLLAR BAR BEACH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.77 | | 169.72 | INTRSECTN | L | | PINE POINT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 170.00 | | 169.95 | MP MARKER | R | | 170 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 170.53 | | 170.48 | INTRSECTN | L | | KIWANIS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.00 | | 170.95 | MP MARKER | R | | 171 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.66 | | 171.61 | INTRSECTN | R | | LAMBERT CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.00 | | 171.95 | MP MARKER | R | | 172 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.18 | | 172.13 | BEG BRIDGE | B | | LAMBERT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 021/332.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.19 | | 172.14 | END BRIDGE | B | | LAMBERT CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.27 | | 172.22 | INTRSECTN | L | | W CURLEW LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.83 | | 172.78 | BEG BRIDGE | B | | CURLEW CREEK | ST | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 021/333 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 163.93 | | 163.88 | .03 | 11 | | | | | | |

SR 023 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|-----|---------------------------|-----|-------|------|-------|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | RDY | SHD | USE | TOT | | | | SPEED | | R | K | T | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | D | | IB | R | K | T | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 44.31 | | 44.30 | | | | | | | | 1 | 1 | | | | | | 4B | 25B | 4B | | 25 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 44.34 | | 44.33 | | | | | | | | 1 | 1 | | | | | | 3B | 21B | 2B | | 21 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 44.98 | | 44.97 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.60 | | 45.59 | INTRSECTN | R | | RINGWOOD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.64 | | 45.63 | WYE CONN | R | | RINGWOOD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | | 45.99 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.42 | | 46.41 | BEG BRIDGE | B | | DRY RUN CREEK BRDG NUM 023/110 | ST | | 1 | 1 | | | | | | | \$\$W | 34B | \$\$W | | 34 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 46.43 | | 46.42 | END BRIDGE | B | | DRY RUN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | | 46.99 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.15 | | 47.14 | INTRSECTN | R | | SCHIRR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.01 | | 48.00 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.01 | | 49.00 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.05 | | 49.04 | INTRSECTN | R | | GAFFNEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.90 | | 49.89 | WYE CONN | R | | KINTSCHI RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | | 49.99 | MP MARKER | B | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | REITH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KINTSCHI RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.55 | | 50.54 | INTRSECTN | R | | COSTELLO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | | 50.98 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.06 | | 51.05 | INTRSECTN | L | | GEHRES RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.92 | | 51.91 | | | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | 22 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 51.99 | | 51.98 | MP MARKER | R | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.83 | | 52.82 | BEG BRIDGE | B | | CRAB CREEK BRDG NUM 023/114 | ST | | 1 | 1 | | | | | | | \$\$C | 26P | \$\$C | | 26 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 52.85 | | 52.84 | END BRIDGE | B | | CRAB CREEK | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | 22 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 52.99 | | 52.98 | INTRSECTN | L | | HARDING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | | 52.99 | MP MARKER | R | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.99 | | 53.98 | INTRSECTN | L | | LORDS CREEK RD | CO | | N | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 54.00 | | 53.99 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.07 | | 54.06 | | | | | | | | 1 | 1 | | | | | | 2B | 20B | 3B | | 20 | 3 | 02 | | R3 | | 55 | | R | | | | | | | |
| 54.99 | | 54.98 | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.08 | | 55.07 | INTRSECTN | R | | SHANDENIE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.42 | | 55.41 | INTRSECTN | L | | PLATTER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.88 | | 55.87 | INTRSECTN | R | | OESTREICH RD | CO | | N | 1 | 1 | | | | | | 2B | 20B | 3B | | 20 | 3 | 01 | | R3 | | 55 | | R | | | | | | | |
| 56.00 | | 55.99 | MP MARKER | R | | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.46 | | 56.45 | BEG BRIDGE | B | | CRAB CREEK BRDG NUM 023/116 | ST | | 1 | 1 | | | | | | | \$\$C | 28B | \$\$C | | 28 | 3 | 01 | | R3 | | 55 | | R | | | | | | | |
| 56.47 | | 56.46 | END BRIDGE | B | | CRAB CREEK | | | | 1 | 1 | | | | | | 2B | 20B | 8B | | 20 | 3 | 01 | | R3 | | 55 | | R | | | | | | | |
| 56.99 | | 56.98 | MP MARKER | R | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.27 | | 57.26 | INTRSECTN | L | | MOHLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.30 | | 57.29 | WYE CONN | L | | MOHLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.70 | | 57.69 | BEG BRIDGE | B | | CRAB CREEK | ST | | 1 | 1 | | | | | | | \$\$C | 32P | \$\$C | | 32 | 3 | 01 | | R3 | | 55 | | R | | | | | | | |

SR 026 MAINLINE

STATE ROUTE - SRSH

COUNTY ADAMS

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-------|-----|-------|-----|-------|----|-------|-----|----------|----|----|----|---|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | 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 |
| 72.06 | | 72.14 | | | | BRDG NUM 026/130C | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | | 22 | 2 | 01 | | R1 | | 65 | R | |
| 72.07 | | 72.15 | END BRIDGE | B | | NEDWICKES CULVERT | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.99 | | 73.07 | MP MARKER | | R | 73 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.60 | | 73.68 | INTRSECTN | | B | DEWALD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 73.99 | | 74.07 | MP MARKER | | R | 74 | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.99 | | 75.07 | MP MARKER | | R | 75 | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.55 | | 75.63 | INTRSECTN | | B | THIEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 75.99 | | 76.07 | MP MARKER | | R | 76 | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.99 | | 77.07 | MP MARKER | | R | 77 | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.56 | | 77.64 | INTRSECTN | | B | MARCELLUS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 78.00 | | 78.08 | MP MARKER | | R | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.00 | | 79.08 | MP MARKER | | R | 79 | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.14 | | 79.22 | INTRSECTN | | R | HAMPTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 80.00 | | 80.08 | MP MARKER | | R | 80 | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.27 | | 80.35 | INTRSECTN | | B | SAGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 80.83 | | 80.91 | INTRSECTN | | R | GUIER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 81.00 | | 81.08 | MP MARKER | | R | 81 | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.58 | | 81.66 | INTRSECTN | | L | WATSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 82.00 | | 82.08 | MP MARKER | | R | 82 | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.49 | | 82.57 | INTRSECTN | | L | WATSON RD | CO | | N | 1 | 1 | | | | | | 8B | 20B | 8B | | | 20 | 2 | 01 | | R1 | | 65 | R | |
| 82.51 | | 82.59 | MISC FEATR | | R | SGN ENT WASHTUCNA | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.52 | | 82.60 | ENTER CITY | | | WASHTUCNA | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | | 22 | 2 | 01 | 1390 | R1 | | 65 | R | B |
| 82.99 | | 83.07 | INTRSECTN | | R | SR 260 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | SR 261 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.08 | | 83.16 | MP MARKER | | R | 83 | | | | | | | | | | | | | | | | | | | | | | | | |
| 83.21 | | 83.29 | INTRSECTN | | R | SNYDER RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 83.29 | | 83.37 | LEAVE CITY | | | WASHTUCNA | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | | 22 | 2 | 01 | \$\$\$\$ | R1 | | 65 | R | \$ |
| 83.56 | | 83.64 | MISC FEATR | | L | SGN ENT WASHTUCNA | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.00 | | 84.08 | MP MARKER | | R | 84 | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.14 | | 84.22 | RR XING | B | | NUM 898569S STRUCTURE | | | | 1 | 1 | | | | | | \$\$W | 38P | \$\$W | | | 38 | 2 | 01 | | R1 | | 65 | R | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 026/135 | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.17 | | 84.25 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 7B | 24B | 7B | | | 24 | 2 | 01 | | R1 | | 65 | R | |
| 85.01 | | 85.09 | MP MARKER | | R | 85 | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.02 | | 86.10 | MP MARKER | | R | 86 | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.38 | | 86.46 | INTRSECTN | | L | MULLAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 87.00 | | 87.08 | MP MARKER | | R | 87 | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 82.99 | | 83.07 | | .04 | 12 | | | .03 | 12 | | |

SR 026 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|--------------------------|-----|-------|-----|-----|----|----|------|----|-------|----|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 125.17 | | 125.25 | | | | | | | | | | | | | | | 4B | 23B | 4B | 23 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 125.26 | | 125.34 | BEG BRIDGE | B | | UNION FLAT CREEK BRANCH | ST | | | | | | | | | | \$\$C | 32B | \$\$C | 32 | 2 | 02 | | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 026/277 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 125.27 | | 125.35 | END BRIDGE | B | | UNION FLAT CREEK BRANCH | | | | | | | | | | | 4B | 23B | 4B | 23 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 125.86 | | 125.94 | | | | | | | | | | | | | | | 4B | 24B | 4B | 24 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 125.89 | | 125.97 | BEG BRIDGE | B | | RELIEF | ST | | | | | | | | | | 4B | 23B | 4B | 23 | 2 | 02 | | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 026/278.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 125.90 | | 125.98 | END BRIDGE | B | | RELIEF | | | | | | | | | | | 4B | 24B | 4B | 24 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 126.02 | | 126.10 | MP MARKER | R | | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 126.05 | | 126.13 | BEG BRIDGE | B | | UNION FLAT CREEK BRANCH | ST | | | | | | | | | | \$\$C | 32B | \$\$C | 32 | 2 | 02 | | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 026/279 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 126.06 | | 126.14 | END BRIDGE | B | | UNION FLAT CREEK BRANCH | | | | | | | | | | | 4B | 24B | 4B | 24 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 126.15 | | 126.23 | INTRSECTN | R | | FILAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 127.03 | | 127.11 | MP MARKER | R | | 127 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.05 | | 128.13 | MP MARKER | R | | 128 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.07 | | 129.15 | MP MARKER | R | | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.30 | | 129.38 | INTRSECTN | R | | COLFAX AIRPORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FAIRGROUNDS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 129.56 | | 129.64 | BEG BRIDGE | B | | REBEL FLAT CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40B | \$\$W | 40 | 2 | 02 | | | R1 | | 55 | R | | | | |
| | | | | | | BRDG NUM 026/281 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.57 | | 129.65 | END BRIDGE | B | | REBEL FLAT CREEK | | | | 1 | 1 | | | | | | 4B | 24B | 4B | 24 | 2 | 02 | | | R1 | | 55 | R | | | | |
| 129.69 | | 129.77 | INTRSECTN | L | | ENDICOTT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 129.72 | | 129.80 | WYE CONN | L | | ENDICOTT EAST RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 130.01 | | 130.09 | MP MARKER | R | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.03 | | 131.11 | MP MARKER | R | | 131 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.04 | | 132.12 | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.05 | | 132.13 | UXING | B | | UP RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 026/283 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 808035M STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.15 | | 132.23 | INTRSECTN | R | | WEST SUMMIT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 132.25 | | 132.33 | INTRSECTN | L | | MORLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 132.81 | | 132.89 | | | | | | | | 1 | 1 | | | | | | 4B | 24B | 4B | 24 | 2 | 02 | | | R1 | | 35 | R | | | | |
| 132.94 | | 133.02 | BEG BRIDGE | B | | PALOUSE RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | 24 | 2 | 02 | | | R1 | | 35 | R | | | | |
| | | | | | | BRDG NUM 026/285 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.06 | | 133.14 | END BRIDGE | B | | PALOUSE RIVER | | | | 1 | 1 | | | | | | 4A | 24A | 4A | 24 | 2 | 02 | | | R1 | | 35 | R | | | | |
| | | | MP MARKER | R | | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.14 | | 133.22 | MISC FEATR | R | | SGN ENT COLFAX | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 129.30 | | 129.38 | | | .04 | 12 | | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|-----|-------------|---|-----|-----|-----|------|----|---------------------------|-----|----------|-----|-----|------|------|------|-------|---|----|-----|-----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 24A | 10A | | 24 | 2 | 01 | | U1 | | | 45 | R | | |
| | | | BEG EQ | | | SR 195/PULLMAN TO SR 290 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3820 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 195 | | | | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 0.08B | 0.08 | | INTRSECTN | L | | HARMS RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 0.09B | 0.09 | | MISC FEATR | R | | SGN ENT PULLMAN | | | | | | | 1 | 1 | | | 6A | 24A | 6A | | 24 | 2 | 01 | | U1 | | | 45 | R | | |
| 0.29B | 0.29 | | INTRSECTN | L | | HARMS RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 0.34B | 0.34 | | ENTER CITY | | | PULLMAN | | | | | | | 1 | 1 | | | 6A | 24A | 6A | | 24 | 2 | 01 | 1025 | U1 | | | 45 | R B | | |
| 0.55B | 0.55 | | INTRSECTN | L | | BALDWIN DR | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.79B | 0.79 | | END CTLSEC | | | CONTROL SECTION 3820 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3806 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.87B | 0.87 | | | | | | | | | | | | 1 | 1 | | | 6A | 24A | 6A | | 24 | 2 | 01 | 1025 | U1 | | | 35 | R B | | |
| 0.99B | 0.99 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16B | 1.16 | | INTRSECTN | R | | FAIRMONT RD | | | | CT | | N | 1 | 1 | | | 6A | 40A | \$\$C | | 40 | 2 | 01 | 1025 | U1 | | | 35 | R B | | |
| 1.17B | 1.17 | | END CTLSEC | | | CONTROL SECTION 3806 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3820 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20B | 1.20 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | 1 | 1 | | | 6A | 28A | C | 12 | 40 | 2 | 01 | 1025 | U1 | | | 35 | R B | | |
| 1.21B | 1.21 | | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | | N | | | | | | | | | | | | | | | | | | | |
| 1.25B | 1.25 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | | 1 | 1 | | | 6A | 40A | C \$\$\$ | 40 | 2 | 01 | 1025 | U1 | | | 35 | R B | | | |
| 1.26B | 1.26 | | BEG ST | I | | S GRAND AVE | | | | | | | 1 | 1 | | | 6A | 40A | C | 40 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | | |
| | | | INTRSECTN | R | | BISHOP BLVD | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | |
| 1.30B | 1.30 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | 1 | 1 | | | 6A | 28A | C | 12 | 40 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | |
| 1.33B | 1.33 | | | | | | | | | | | | 1 | 1 | | | \$\$C | 34A | C | 12 | 46 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | |
| 1.36B | 1.36 | | ENT/EXIT | R | | BUSINESS | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 1.39B | 1.39 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1.45B | 1.45 | | | | | | | | | | | | 1 | 1 | | | \$\$C | 34A | C | 12 | 46 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | |
| 1.51B | 1.51 | | ENT/EXIT | L | | MOBILE HOME PARK | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 1.62B | 1.62 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | | 1 | 1 | | | C | 46A | C \$\$\$ | 46 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | | |
| 1.66B | 1.66 | | INTRSECTN | B | | CRESTVIEW ST SE | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | |
| 1.69B | 1.69 | | BEG SU LN | C | | TWO WAY TURN | | | 11A | | | | 1 | 1 | | | C | 32A | C | 11 | 43 | 2 | 01 | 1025 | U1 | | | 35 | R B | * | |
| 1.77B | 1.77 | | | | | | | | | | | | 1 | 1 | | | C | 32A | C | 11 | 43 | 2 | 01 | 1025 | U1 | | | 35 | R | X | * |
| 1.80B | 1.80 | | END SU LN | C | | TWO WAY TURN | | | 11A | | | | 1 | 1 | | | C | 43A | C \$\$\$ | 43 | 2 | 01 | 1025 | U1 | | | 35 | R | X | * | |
| 1.83B | 1.83 | | INTRSECTN | L | | DAISY ST | | | | CT | | N | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.16B | 1.16 | | | .02 | 11 | | | | |
| 1.26B | 1.26 | | | .04 | 12 | | | | |
| 1.36B | 1.36 | | .06 | 12 | | | | | |
| 1.66B | 1.66 | .03 | 12 | .03 | 12 | | | | |
| 1.83B | 1.83 | .02 | 11 | | | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------------|---|----|----------------------|-------------|----|---|-------------|----------|-----|-----|-----|------|----|--------------------------|--------|-----|--------|--------|----|------|----------|------|---|------|----|----|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | SPEED | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | T P S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.84B | 1.84 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 32A | C | 11 | 43 | 2 | 01 | 1025 | U1 | | 35 | R | X | * | |
| 1.90B | 1.90 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 43A | C | \$\$\$ | 43 | 2 | 01 | 1025 | U1 | | 35 | R | X | * | |
| 1.91B | 1.91 | | INTRSECTN | R | | ROCKY WAY | CT | | Y | 1 | 1 | | | | | | C | 43A | C | | 43 | 2 | 01 | 1025 | U1 | | 25 | R | X | * | |
| 1.98B | 1.98 | | INTRSECTN | L | | CENTER ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.10B | 2.10 | | | | | | | | | 1 | 1 | | | | | | C | 44A | C | | 44 | 2 | 01 | 1025 | U1 | | 25 | R | X | * | |
| 2.12B | 2.12 | | INTRSECTN | L | | BLAINE ST | CT | | Y | 1 | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 1025 | U1 | | 25 | R | B | * | |
| 2.22B | 2.22 | | INTRSECTN | L | | SW MCKENZIE ST | CT | | Y | 1 | 1 | | | | | | C | 53A | C | | 53 | 2 | 01 | 1025 | U1 | | 25 | R | B | * | |
| 2.27B | 2.27 | | LEAVE CITY | | | PULLMAN | | | | \$ | \$ | | | | | | \$ | \$\$\$ | \$ | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | | \$\$ | \$ | \$ | \$ | |
| | | | END ST | I | | S GRAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG COINCI | | | SR 270 | | | | | MP002.40 | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3820 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 270-PARADISE ST | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 2.40 | | ENTER CITY | | | PULLMAN | | | | 1 | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 1025 | U1 | | 25 | R | P | * | |
| | | | EQUATION | | | 002.40B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3806 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | GRAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 270-DAVIS WAY | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLSON ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 270 | | | | | MP002.27 | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 2.41 | | WYE CONN | L | | SR 270-DAVIS WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 2.43 | | | | | | | | | 2 | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 1025 | U1 | | 25 | R | P | * | |
| 0.04 | 2.44 | | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 45A | C | 11 | 56 | 2 | 01 | 1025 | U1 | | 25 | R | P | * | |
| 0.05 | 2.45 | | RR XING | B | | NUM 808010S GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 2.48 | | BEG BRIDGE | B | | S FORK PALOUSE RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 027/002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 2.50 | | END BRIDGE | B | | S FORK PALOUSE RIVER | | | | 2 | 2 | | | | | | C | 56A | C | 11 | 67 | 2 | 01 | 1025 | U1 | | 25 | R | P | * | |
| | | | END SU LN | C | | TWO WAY TURN | | | | | 11A | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 2.53 | | INTRSECTN | B | | WHITMAN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 2.60 | | | | | | | | | 2 | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 1025 | U1 | | 35 | R | P | * | |
| 0.24 | 2.64 | | | | | | | | | 2 | 2 | | | | | | C | 44P | C | | 44 | 2 | 01 | 1025 | U1 | | 35 | R | P | * | |
| 0.29 | 2.69 | | BEG BRIDGE | B | | MISSOURI FLAT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 027/003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.91B | 1.91 | | | | | .03 | 11 | | | | |
| 1.98B | 1.98 | | | .03 | 11 | | | | | | |
| 2.27B | 2.27 | | | | | .05 | 15 | | | | |
| 0.00 | 2.40 | | | | | .03 | 12 | | | | |
| 0.01 | 2.41 | | | | | | | .02 | 12 | | |
| 0.13 | 2.53 | | | .03 | 11 | | | .03 | 11 | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|-------------|-----|-----|------------|---------|-----|------|-----|-----|-----|---------------------------|--------|-----|-------|----|--------|----|---|----|---|----|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 0.30 | 2.70 | END BRIDGE | B | MISSOURI FLAT CREEK | | | 2 | 2 | | | | | | C | 44P | C | | 44 | 2 | 01 | 1025 | U1 | | 35 | R | P | * |
| 0.37 | 2.77 | INTRSECTN | L | RITCHIE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 2.99 | INTRSECTN | L | NYE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 3.00 | BEG SU LN | C | TWO WAY TURN | | 11P | | 2 | 2 | | | | | C | 44P | C | 11 | 55 | 2 | 01 | 1025 | U1 | | 35 | R | P | * |
| 0.68 | 3.08 | | | | | | | 2 | 1 | | | | | C | 44P | C | 11 | 55 | 2 | 01 | 1025 | U1 | | 35 | R | P | * |
| 0.71 | 3.11 | END SU LN | C | TWO WAY TURN | | 11P | | 2 | 1 | | | | | C | 44P | C | \$\$\$ | 44 | 2 | 01 | 1025 | U1 | | 35 | R | P | * |
| 0.74 | 3.14 | INTRSECTN | B | STADIUM WAY | CT | SG | Y | 2 | 1 | | | | | C | 44P | C | | 44 | 2 | 01 | 1025 | U2 | | 35 | R | R | * |
| 0.80 | 3.20 | | | | | | | 1 | 1 | | | | | C | 44P | C | | 44 | 2 | 01 | 1025 | U2 | | 35 | R | R | * |
| 0.85 | 3.25 | | | | | | | 1 | 1 | | | | | 5A | 22A | 3A | | 22 | 2 | 01 | 1025 | U2 | | 35 | R | P | * |
| 0.95 | 3.35 | INTRSECTN | L | TURNER DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 3.40 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 3.71 | INTRSECTN | L | LARRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.33 | 3.73 | BEG SU LN | C | TWO WAY TURN | | 11A | | 1 | 1 | | | | | 5A | 22A | 3A | 11 | 33 | 2 | 01 | 1025 | U2 | | 35 | R | P | * |
| 1.34 | 3.74 | | | | | | | 1 | 1 | | | | | 5A | 22A | 3A | 11 | 33 | 2 | 01 | 1025 | U2 | | 45 | R | P | * |
| 1.44 | 3.84 | END SU LN | C | TWO WAY TURN | | 11A | | 1 | 1 | | | | | 5A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | 1025 | U2 | | 45 | R | P | * |
| 1.52 | 3.92 | END ST | I | GRAND AVE | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | 1025 | U2 | | 45 | R | P | * |
| | | BEG ST | I | N GRAND AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | TERRE VIEW ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.59 | 3.99 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | 1025 | U2 | | 55 | R | P | * |
| 1.70 | 4.10 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | 1025 | U3 | | 55 | R | P | * |
| 1.99 | 4.39 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 4.60 | INTRSECTN | L | PULLMAN-ALBION RD | CT | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | WHELAN RD | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 4.67 | END ST | I | N GRAND AVE | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | 1025 | U3 | | 55 | R | P | \$ |
| 2.28 | 4.68 | LEAVE CITY | | PULLMAN | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | \$\$\$ | R3 | | 55 | R | \$ | |
| 2.33 | 4.73 | MISC FEATR | L | SGN ENT PULLMAN | | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 5.41 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.02 | 6.42 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 7.00 | INTRSECTN | L | REID RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.80 | 7.20 | INTRSECTN | L | VERNIER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.01 | 7.41 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.29 | 7.69 | INTRSECTN | L | ROSE CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 8.40 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.59 | 2.99 | .02 | 11 | | | | | | |
| 0.74 | 3.14 | .05 | 11 | .02 | 11 | | | .06 | 11 |
| 0.95 | 3.35 | .02 | 11 | | | | | | |
| 1.31 | 3.71 | .04 | 11 | | | | | | |
| 1.52 | 3.92 | .05 | 11 | | | | | .04 | 11 |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|---|-------------|----|---|-------------|---|-----|---------|-----|--------------------------|----|-------|-----|-------|-----|-----|------|------|------|-------|---|----|---|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 6.17 | | 8.57 | | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R3 | | 55 | R | | | | | |
| 6.73 | | 9.13 | INTRSECTN | R | | ZAKARISON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 9.40 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.75 | | 10.15 | INTRSECTN | R | | ESTES RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 10.40 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.55 | | 10.95 | INTRSECTN | R | | VIOLA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.73 | | 11.13 | BEG BRIDGE | B | | FOUR MILE CREEK BRDG NUM 027/005C | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.74 | | 11.14 | END BRIDGE | B | | FOUR MILE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | | 11.20 | EQUATION | | | 008.80 =008.86 | | | 1 | 1 | | | | | | | 4B | 22B | 4B | | 22 | 2 | 01 | | R3 | | 55 | R | | | | | |
| 8.87 | | 11.21 | INTRSECTN | L | | PALOUSE-ALBION RD | CO | | N | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 2 | 01 | | R3 | | 55 | R | | | | | |
| 9.00 | | 11.34 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.99 | | 12.33 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.12 | | 12.46 | INTRSECTN | R | | L WEST RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | | 12.50 | BEG BRIDGE | B | | N FORK FOUR MILE CREEK BRDG NUM 027/007C | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.17 | | 12.51 | END BRIDGE | B | | N FORK FOUR MILE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.24 | | 12.58 | INTRSECTN | L | | PARVIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.97 | | 13.31 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.33 | | 13.67 | INTRSECTN | R | | MADER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.59 | | 13.93 | BEG BRIDGE | B | | NO NAME CREEK BRDG NUM 027/009C | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.60 | | 13.94 | END BRIDGE | B | | NO NAME CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.75 | | 14.09 | INTRSECTN | L | | CLEAR CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.99 | | 14.33 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.63 | | 14.97 | INTRSECTN | L | | OLSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.99 | | 15.33 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.65 | | 15.99 | INTRSECTN | R | | LEISTNER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.90 | | 16.24 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | 16.34 | INTRSECTN | L | | B BEESON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.51 | | 16.85 | INTRSECTN | R | | KOENIG RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.52 | | 16.86 | MISC FEATR | R | | SGN ENT PALOUSE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.54 | | 16.88 | ENTER CITY | | | PALOUSE | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 2 | 01 | 0955 | R3 | | 55 | R | P | | | | |
| 14.60 | | 16.94 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 2 | 01 | 0955 | R3 | | 45 | R | P | | | | |
| 14.68 | | 17.02 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 2 | 01 | 0955 | R3 | | 25 | R | P | | | | |
| 14.75 | | 17.09 | INTRSECTN | L | | SPOKANE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.81 | | 17.10 | EQUATION | | | 014.76 =014.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 66183E GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.93 | | 17.22 | INTRSECTN | R | | PALOUSE COVE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.96 | | 17.25 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | | 17.30 | INTRSECTN | R | | SHADY LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.02 | | 17.31 | BEG BRIDGE | B | | N PALOUSE RIVER BRDG NUM 027/012 | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 01 | 0955 | R3 | | 25 | R | P | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|-----|---|---|---------|----------------------|----|-------------|---|---|-------------|-----|-----|---------|------|--------------------------|-----|-----|-----|-------|-----|-------|----|----|-----|----------|----|-------|---|----|----|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR | | | LFT RHT | | | LFT RHT | | USE | | TOT | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | A | SE | NBR | FC | D | IB | R | K | T | |
| 15.06 | 17.35 | | END BRIDGE | B | | N PALOUSE RIVER | | | | 1 | 1 | | | | | | | | | C | 60A | C | 60 | 2 | 01 | 0955 | R3 | 25 | R | B | | |
| 15.08 | 17.37 | | BEG ST | I | | BRIDGE ST | | | | 1 | 1 | | | | | | | | | C | 60A | C | 60 | 2 | 01 | 0955 | R3 | 25 | R | B | * | |
| | | | INTRSECTN | L | | MAIN ST | CT | AF | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 272 | ST | AF | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.14 | 17.43 | | INTRSECTN | B | | WHITMAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 857869B GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.15 | 17.44 | | | | | | | | | 1 | 1 | | | | | | | | | C | 60A | C | 60 | 2 | 01 | 0955 | R3 | 25 | R | P | * | |
| 15.16 | 17.45 | | INTRSECTN | R | | BRIDGE ST | CT | | Y | 1 | 1 | | | | | | | | | C | 27A | C | 27 | 2 | 01 | 0955 | R3 | 25 | R | P | * | |
| 15.29 | 17.58 | | INTRSECTN | L | | N DIVISION ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.33 | 17.62 | | END ST | I | | BRIDGE ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | DIVISION | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 272 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CHURCH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.38 | 17.67 | | INTRSECTN | R | | ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.44 | 17.73 | | INTRSECTN | R | | MOHR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.46 | 17.75 | | | | | | | | | 1 | 1 | | | | | | | | | 2A | 26A | C | 26 | 2 | 01 | 0955 | R3 | 25 | R | P | * | |
| 15.50 | 17.79 | | END ST | I | | DIVISION | | | | 1 | 1 | | | | | | | | | 2A | 26A | C | 26 | 2 | 01 | 0955 | R3 | 35 | R | P | \$ | |
| | | | INTRSECTN | R | | CANNON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.51 | 17.80 | | | | | | | | | 1 | 1 | | | | | | | | | 3G | 24A | 3G | 24 | 2 | 01 | 0955 | R3 | 35 | R | P | | |
| 15.70 | 17.99 | | MISC FEATR | L | | SGN ENT PALOUSE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.71 | 18.00 | | INTRSECTN | R | | TIDWELL RD #1570 | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 15.72 | 18.01 | | | | | | | | | 1 | 1 | | | | | | | | | 4G | 24B | 4G | 24 | 2 | 01 | 0955 | R3 | 35 | R | P | | |
| 15.77 | 18.06 | | LEAVE CITY | | | PALOUSE | | | | 1 | 1 | | | | | | | | | 4G | 22B | 4G | 22 | 2 | 01 | \$\$\$\$ | R3 | 55 | R | \$ | | |
| 16.00 | 18.29 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.90 | 19.19 | | INTRSECTN | R | | TIDWELL RD #1570 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 19.29 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 20.29 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.72 | 21.01 | | INTRSECTN | R | | B HOWARD RD #1550 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | 21.28 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.55 | 21.84 | | INTRSECTN | R | | GRINNELL RD #1490 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 19.64 | 21.93 | | INTRSECTN | R | | LADOW BUTTE RD #1500 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 20.01 | 22.30 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.21 | 22.50 | | INTRSECTN | L | | ALTERGOTT RD #2420 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 20.27 | 22.56 | | BEG BRIDGE | B | | CEDAR CREEK | ST | | | 1 | 1 | | | | | | | | | \$\$C | 26B | \$\$C | 26 | 2 | 01 | | R3 | 55 | R | | | |
| | | | | | | BRDG NUM 027/016 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.28 | 22.57 | | END BRIDGE | B | | CEDAR CREEK | | | | 1 | 1 | | | | | | | | | 4G | 22B | 4G | 22 | 2 | 01 | | R3 | 55 | R | | | |
| 20.99 | 23.28 | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.99 | 24.28 | | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.97 | 25.26 | | INTRSECTN | L | | SUNRISE RD #2440 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.01 | 25.30 | | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.03 | 25.32 | | INTRSECTN | R | | HEMMINGWAY RD #1520 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.54 | 25.83 | | INTRSECTN | R | | BAILEY RD #1510 | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.76 | 26.05 | | BEG BRIDGE | B | | SILVER CREEK | ST | | | 1 | 1 | | | | | | | | | \$\$C | 24B | \$\$C | 24 | 2 | 01 | | R3 | 55 | R | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|-------|---|---|---------|------------------|----|-------------|---|---|-------------|-----|-----|---------|------|--------------------------|-------|-----|-------|-----|-----|----|----|------|------|-------|---|----|---|---|---|--|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.01 | | 46.33 | MP MARKER | R | | 44 | | | | 1 | 1 | | | | | | 3B | 20B | 3B | | | 20 | 2 | 02 | | R3 | | 55 | R | | | | | | |
| 44.38 | | 46.70 | INTRSECTN | R | | BANCROFT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.00 | | 47.32 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.97 | | 48.29 | INTRSECTN | R | | WINSLOW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | | 48.32 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.97 | | 49.29 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.06B | | 49.38 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.06 | | 49.42 | EQUATION | | | 047.10B=047.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MORRIS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.08 | | 49.44 | INTRSECTN | L | | PRINCE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | FUTTER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.65 | | 50.01 | MISC FEATR | R | | SGN ENT TEKOA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.78 | | 50.14 | ENTER CITY | | | TEKOA | | | | 1 | 1 | | | | | | 3B | 20B | 3B | | | 20 | 2 | 02 | 1285 | R3 | | 25 | R | P | | | | | |
| 47.79 | | 50.15 | INTRSECTN | B | | LINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.83 | | 50.19 | | | | | | | | 1 | 1 | | | | | | 6B | 24B | 7B | | | 24 | 2 | 02 | 1285 | R3 | | 25 | R | P | | | | | |
| 47.86 | | 50.22 | INTRSECTN | L | | DEZIRE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BLUFF ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.88 | | 50.24 | INTRSECTN | L | | WATER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.90 | | 50.26 | BEG BRIDGE | B | | HANGMAN CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 36B | \$\$C | | | 36 | 2 | 02 | 1285 | R3 | | 25 | R | P | | | | | |
| | | | | | | BRDG NUM 027/037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.92 | | 50.28 | END BRIDGE | B | | HANGMAN CREEK | | | | 1 | 1 | | | | | | 3B | 24B | 9B | | | 24 | 2 | 02 | 1285 | R3 | | 25 | R | P | | | | | |
| 47.95 | | 50.31 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.97 | | 50.33 | INTRSECTN | R | | RAMSEY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.99 | | 50.35 | | | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | | 22 | 2 | 02 | 1285 | R3 | | 25 | R | P | | | | | |
| 48.05 | | 50.37 | EQUATION | | | 048.01 =048.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PARK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.11 | | 50.43 | BEG ST | I | | MAIN ST | | | | 1 | 1 | | | | | | \$\$C | 60A | \$\$C | | | 60 | 2 | 02 | 1285 | R3 | | 25 | R | B | * | | | | |
| | | | INTRSECTN | L | | MAIN ST | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RAMSEY ST | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.17 | | 50.49 | END ST | I | | MAIN ST | | | | 1 | 1 | | | | | | C | 42A | C | | | 42 | 2 | 02 | 1285 | R3 | | 25 | R | B | * | | | | |
| | | | BEG ST | I | | CROSBY ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAIN ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CROSBY ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.25 | | 50.55 | EQUATION | | | 048.23 =048.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | HENKLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.32 | | 50.62 | INTRSECTN | B | | WARREN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.37 | | 50.67 | INTRSECTN | B | | CONNELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.38 | | 50.68 | | | | | | | | 1 | 1 | | | | | | 6G | 24A | 6G | | | 24 | 2 | 02 | 1285 | R3 | | 25 | R | P | * | | | | |
| 48.43 | | 50.73 | INTRSECTN | R | | E SEAMAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.47 | | 50.77 | BEG BRIDGE | B | | N. HANGMAN CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | | 28 | 2 | 02 | 1285 | R3 | | 25 | R | P | * | | | | |
| | | | | | | BRDG NUM 027/039 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.49 | | 50.79 | END BRIDGE | B | | N. HANGMAN CREEK | | | | 1 | 1 | | | | | | 6G | 24A | 6G | | | 24 | 2 | 02 | 1285 | R3 | | 25 | R | P | * | | | | |
| 48.50 | | 50.80 | END ST | I | | CROSBY ST | | | | 1 | 1 | | | | | | 8G | 22B | 8G | | | 22 | 2 | 02 | 1285 | R3 | | 25 | R | B | * | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------------|---|----|---|-------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|------|-------|-------|-----|-------|----|--------|----|----|----|----|----|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | T | P | S | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 68.92 | | 71.22 | INTRSECTN | R | | W LAKE ST | CT | | N | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 1 | 02 | 1100 | R3 | | 55 | R | P | | | | | | | |
| 68.95 | | 71.25 | INTRSECTN | R | | SR 278-EMMA ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | | 71.30 | MP MARKER | R | | 69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.01 | | 71.31 | UXING | B | | UP RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | BRDG NUM 027/111 NUM 807942K STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.05 | | 71.35 | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.11 | | 71.41 | INTRSECTN | R | | LEE ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.17 | | 71.47 | BEG BRIDGE | B | | ROCK CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 1 | 02 | 1100 | R3 | | 55 | R | P | | | | | | | |
| | | | BRDG NUM 027/112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.20 | | 71.50 | END BRIDGE | B | | ROCK CREEK | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 1 | 02 | 1100 | R3 | | 55 | R | P | | | | | | | |
| 69.22 | | 71.52 | LEAVE CITY | | | ROCKFORD | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 1 | 02 | \$\$\$ | R3 | | 55 | R | \$ | | | | | | | |
| 69.28 | | 71.58 | MISC FEATR | L | | SGN ENT ROCKFORD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.95 | | 72.25 | INTRSECTN | L | | CAMERON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | | 72.30 | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.00 | | 73.30 | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.03 | | 73.33 | INTRSECTN | L | | BAKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.00 | | 74.30 | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.00 | | 75.30 | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.03 | | 75.33 | INTRSECTN | R | | ELDER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.18 | | 75.48 | INTRSECTN | R | | E NORSKI RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.95 | | 76.25 | INTRSECTN | L | | ELDER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.00 | | 76.30 | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.04 | | 76.34 | INTRSECTN | R | | CHAPMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.90 | | 77.20 | INTRSECTN | R | | 1ST AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.01 | | 77.31 | MP MARKER | R | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.02 | | 77.32 | INTRSECTN | L | | PROSPECT AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.05 | | 77.35 | MISC FEATR | R | | SGN ENT FREEMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.07 | | 77.37 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | | | R3 | | 55 | R | | | | | | | |
| 75.29 | | 77.59 | INTRSECTN | L | | JACKSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.39 | | 77.69 | INTRSECTN | L | | STOUGHTON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.41 | | 77.71 | WYE CONN | R | | STOUGHTON RD | CO | | N | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 1 | 02 | | | R3 | | 55 | R | | | | | | | |
| 75.45 | | 77.75 | INTRSECTN | R | | STOUGHTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.46 | | 77.76 | MISC FEATR | L | | SGN ENT FREEMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.95 | | 78.25 | INTRSECTN | R | | WASHINGTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.00 | | 78.30 | MP MARKER | R | | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 73.03 | | 75.33 | | | | .04 | 11 | | | | |
| 75.29 | | 77.59 | | .04 | 13 | | | .05 | 12 | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------------|---|----|--------------------------|-----|-----|------------|-----|-----|-----|------|--------------------------|------|----|--------|-----|-------|--------|-----|----|----|-----|----|----|----|---|---|----|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 76.21 | | 78.51 | | | | | | | | | | | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | R3 | | | | 55 | R | | | |
| 76.43 | | 78.73 | INTRSECTN | R | | JACKSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.61 | | 78.91 | INTRSECTN | L | | PALOUSE HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.03 | | 79.33 | MP MARKER | R | | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.10 | | 79.40 | INTRSECTN | L | | E MICA CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.30 | | 79.60 | TRAF RCDR | B | | P30 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.66 | | 79.96 | INTRSECTN | B | | GIBBS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.70 | | 80.00 | WYE CONN | L | | GIBBS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.01 | | 80.31 | INTRSECTN | R | | BELMONT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.03 | | 80.33 | MP MARKER | R | | 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.18 | | 80.48 | INTRSECTN | R | | DARKNELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.69 | | 80.99 | INTRSECTN | R | | HIDDEN HOLLOW DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DARKNELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.01 | | 81.31 | MP MARKER | R | | 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.30 | | 81.60 | INTRSECTN | L | | DISHMAN-MICA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.57 | | 81.87 | RR XING | B | | NUM 809141Y STRUCTURE | | | 1 | 1 | | | | | | | \$\$C | 28B | \$\$C | | | 28 | 1 | 02 | | R3 | | | | | | | | |
| | | | BEG BRIDGE | B | | UP RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 027/119 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.60 | | 81.90 | END BRIDGE | B | | UP RR | | | 1 | 1 | | | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | R3 | | | | | | | | |
| 80.00 | | 82.30 | MP MARKER | R | | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.25 | | 82.55 | INTRSECTN | L | | VICARI RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.27 | | 82.57 | BEG SU LN | L | | TRUCK CLIMBING SHOULD08B | | | 1 | 1 | | | | | | | \$\$\$ | 22B | 8B | 8 | | 30 | 1 | 02 | | R3 | | | | | | | | |
| 80.95 | | 83.25 | MP MARKER | R | | 81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.12 | | 83.42 | INTRSECTN | R | | RANCH PARK LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.80 | | 84.10 | END SU LN | L | | TRUCK CLIMBING SHOULD08B | | | 1 | 1 | | | | | | | 8B | 22B | 8B | \$\$\$ | | 22 | 1 | 02 | | R3 | | | | | | | | |
| 82.03 | | 84.33 | INTRSECTN | R | | 46TH AVE | CO | | Y | 1 | 1 | | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | U2 | | | | | | | | |
| | | | INTRSECTN | L | | SAN JUAN LN | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.05 | | 84.35 | MP MARKER | R | | 82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.09 | | 84.39 | BEG SU LN | C | | TWO WAY TURN | | 12B | | 1 | 1 | | | | | | 8B | 22B | 8B | 12 | | 34 | 1 | 02 | | U2 | | | | | | | | |
| 82.30 | | 84.60 | END SU LN | C | | TWO WAY TURN | | 12B | | 1 | 1 | | | | | | 8B | 22B | 8B | \$\$\$ | | 22 | 1 | 02 | | U2 | | | | | | | | |
| 82.36 | | 84.66 | INTRSECTN | L | | COPPER RIVER LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.50 | | 84.80 | | | | | | | 1 | 1 | | | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | U2 | | | | | | | | |
| 82.65 | | 84.95 | INTRSECTN | R | | BELLE TERRE AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|----------------------|---|--------|-----|------------------------------|-----|-------|-----|--------|--------|--------|--------|----|
| L NEAR | | R NEAR | | L FAR | | R FAR | | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 76.61 | | 78.91 | .03 | 12 | | | | | | | | |
| 78.01 | | 80.31 | | | .03 | 12 | | | | | | |
| 79.30 | | 81.60 | .04 | 12 | | | | | | | | |
| 82.03 | | 84.33 | .03 | 12 | .03 | 12 | | | | | | |
| 82.36 | | 84.66 | .03 | 12 | | | .09 | 12 | | | | |
| 82.65 | | 84.95 | | | .03 | 12 | | | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------|----|-----|-------------|-----|-----|--------------|--------|---------------------------|----------|------|--------|-------|-----|-------|--------|-----|------|------|----|-------|----|---|----|-----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 82.70 | 85.00 | | | | | | | 1 | 1 | | | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | U2 | | 45 | R |
| 82.96 | 85.26 | | | | | | | 1 | 2 | | | | | | | 8B | 36B | 8B | | | 36 | 1 | 02 | | U2 | | 45 | R |
| 83.00 | 85.30 | MP MARKER | R | 83 | | | | | | | | | | | | | | | | | | | | | | | | |
| 83.02 | 85.32 | | | | | | | 2 | 2 | | | | | | | 8B | 48B | 8B | | | 48 | 1 | 02 | | U2 | | 45 | R |
| 83.05 | 85.35 | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.06 | 85.36 | ENT FROM | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.10 | 85.40 | | | | | | | 2 | 2 | | | | | | | 8A | 48A | 8A | | | 48 | 1 | 02 | | U2 | | 45 | R |
| 83.14 | 85.44 | ENTER CITY | | SPOKANE VALLEY | | | | 2 | 2 | | | | | | | 8A | 48A | 8A | | | 48 | 1 | 02 | 1221 | U2 | | 45 | R B |
| 83.15 | 85.45 | INTRSECTN | B | 32ND AVE | CT | SG | Y | 2 | 2 | | | | | | | 8A | 51A | 9A | | | 51 | 1 | 02 | 1221 | U1 | | 45 | R B |
| 83.19 | 85.49 | | | | | | | 2 | 2 | 9A | 23A | | 13A | UP | \$\$\$ | 23A | 10A | | | | 46 | 1 | 02 | 1221 | U1 | | 45 | R B |
| 83.40 | 85.70 | INTRSECTN | B | 28TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.72 | 86.02 | INTRSECTN | L | 25TH AVE | CT | | Y | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | | 8A | 50A | 8A | | | 50 | 1 | 02 | 1221 | U1 | | 45 | R B |
| | | INTRSECTN | R | 24TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.96 | 86.26 | MP MARKER | R | 84 | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.33 | 86.63 | | | | | | | 2 | 2 | | | | | | | 8A | 50A | 8A | | | 50 | 1 | 02 | 1221 | U1 | | 35 | R B |
| 84.43 | 86.73 | INTRSECTN | B | 16TH AVE | CT | SG | Y | 2 | 2 | | | | | | | \$\$C | 66A | 8A | | | 66 | 1 | 02 | 1221 | U1 | | 35 | R R |
| 84.49 | 86.79 | INTRSECTN | L | PINES RD SB | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 84.51 | 86.81 | INTRSECTN | R | SALTESE RD NB | CT | | Y | 2 | 2 | | | | | | | C | 61A | \$\$C | | | 61 | 1 | 02 | 1221 | U1 | | 35 | R P |
| 84.56 | 86.86 | BEG SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 48A | C | 13 | | 61 | 1 | 02 | 1221 | U1 | | 35 | R P |
| | | INTRSECTN | R | 14TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 84.68 | 86.98 | INTRSECTN | B | 12TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 84.81 | 87.11 | INTRSECTN | L | 10TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 84.83 | 87.13 | MP MARKER | R | 85 | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.87 | 87.17 | INTRSECTN | L | 9TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 84.94 | 87.24 | INTRSECTN | B | 8TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 85.06 | 87.36 | INTRSECTN | L | 6TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 85.19 | 87.49 | INTRSECTN | B | 4TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 85.25 | 87.55 | INTRSECTN | R | 3RD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 85.33 | 87.63 | END SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 61A | C | \$\$\$ | | 61 | 1 | 02 | 1221 | U1 | | 35 | R P |
| 85.36 | 87.66 | INTRSECTN | B | 1ST AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | | | | | | |
| 83.05 | 85.35 | | | | | | | | |
| 83.15 | 85.45 | .04 | 13 | | | | | | |
| 83.40 | 85.70 | .04 | 13 | | | | | | |
| 83.72 | 86.02 | .04 | 13 | | | | | | |
| 84.43 | 86.73 | .04 | 13 | | | | | | |
| 85.36 | 87.66 | .02 | 13 | | | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|--------------|---------|----|-------------------|-------------|----|---|--------------|---|---------------------------|-----|-----|------|----|-------|-----|------|--------|-----|-----|----|------|------|----|----|----|---|---|---|--|---|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | R | | K | | T | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | FC | | D | | IB | | R | | K | | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 85.37 | | 87.67 | | | | | | | | | 2 | 2 | | | | | C | 61A | C | | 61 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 85.44 | | 87.74 | INTRSECTN | B | | SPRAGUE AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.53 | | 87.83 | INTRSECTN | R | | RIVERSIDE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.57 | | 87.87 | INTRSECTN | B | | MAIN AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.61 | | 87.91 | BEG SU LN | C | | TWO WAY TURN | | | | | 2 | 2 | | | | | C | 48A | C | 13 | 61 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 85.70 | | 88.00 | INTRSECTN | B | | VALLEY WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.77 | | 88.07 | INTRSECTN | R | | OLIVE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.82 | | 88.12 | INTRSECTN | L | | ALKI AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.87 | | 88.17 | END SU LN | C | | TWO WAY TURN | | | | | 2 | 2 | | | | | C | 61A | C | \$\$\$ | 61 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 85.94 | | 88.24 | INTRSECTN | B | | BROADWAY AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.01 | | 88.31 | MP MARKER | R | | 86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.02 | | 88.32 | BEG SU LN | C | | TWO WAY TURN | | | | | 2 | 2 | | | | | C | 48A | C | 13 | 61 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 86.06 | | 88.36 | INTRSECTN | L | | CATALDO DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.13 | | 88.43 | INTRSECTN | R | | DESMET AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.19 | | 88.49 | INTRSECTN | B | | BOONE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.32 | | 88.62 | INTRSECTN | R | | SINTO AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.38 | | 88.68 | END SU LN | C | | TWO WAY TURN | | | | | 2 | 2 | | | | | C | 61A | C | \$\$\$ | 61 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| | | | INTRSECTN | B | | MAXWELL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.45 | | 88.75 | INTRSECTN | B | | MISSION AVE | CT | SG | Y | 2 | 2 | | | | | | C | 75A | C | | 75 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 86.49 | | 88.79 | | | | | | | | | 2 | 2 | | | | | 8A | 75A | C | | 75 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| 86.51 | | 88.81 | INTRSECTN | R | | NORA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.53 | | 88.83 | ON RAMP | L | | SR 90 EB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.54 | | 88.84 | OFF RAMP | R | | SR 90 EB | ST | SG | Y | 2 | 2 | | | | | | 10A | 73A | C | | 73 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| | | | WYE CONN | L | | SR 90 EB ON RAMP | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.61 | | 88.91 | BEG BRIDGE I | | | SR 90 | ST | | | 2 | 2 | | W | 32A | W | 60 | \$\$W | 44A | W | | 76 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | | |
| | | | BEG BRIDGE D | | | BRDG NUM 027/124E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 90 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.63 | | 88.93 | END BRIDGE I | | | SR 90 | | | | 2 | 2 | | 10A | 27A | \$ | 8A | CU | \$ | 48A | C | | 75 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | |
| | | | END BRIDGE D | | | SR 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.69 | | 88.99 | | | | | | | | 2 | 2 | | 10A | 27A | | 8A | CU | | 75A | C | | 102 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | | | | | | |
| 86.70 | | 89.00 | WYE CONN | R | | INDIANA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|---|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 85.44 | | 87.74 | .06 | 11 | | | | | | |
| 85.57 | | 87.87 | .02 | 13 | | | | | | |
| 85.94 | | 88.24 | .05 | 11 | | | | | | |
| 86.38 | | 88.68 | | | | | | | | |
| 86.45 | | 88.75 | .03 | 11 | | | | | | |
| 86.54 | | 88.84 | | | | | | | | |
| 86.70 | | 89.00 | | | .04 | 14 | | | | |

SR 027 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|-------|------------|---|----|-------------------------|----|----|-------------|-----|-----|------------|--------|-----|--------|---------|---------------------------|------|-----|--------|-------|------|----|-----|------|------|----|----|----|---|---|--|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | SE | NBR | FC | D | IB | R | K | T | | | |
| 86.72 | | 89.02 | OFF RAMP | L | | SR 90 WB | ST | SG | Y | 2 | 2 | 10A | 27A | | 8A | CU | | 65A | | C | | | 92 | 1 | 02 | 1221 | U1 | | 35 | R | P | | |
| | | | INTRSECTN | L | | MONTGOMERY DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | INDIANA AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.73 | | 89.03 | WYE CONN | R | | INDIANA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | MONTGOMERY DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.74 | | 89.04 | RR XING | B | | NUM 662519S GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.75 | | 89.05 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | C | 60A | C | | | 60 | 1 | 02 | 1221 | U1 | | 35 | R | P | | |
| 86.78 | | 89.08 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 49A | C | 11 | | 60 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 86.85 | | 89.15 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | | 60 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| | | | INTRSECTN | B | | MANSFIELD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.96 | | 89.26 | | | | | | | | 2 | 2 | | | | | | C | 48A | C | | | 48 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 87.00 | | 89.30 | MP MARKER | R | | 87 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.14 | | 89.44 | INTRSECTN | L | | MARIETTA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.24 | | 89.54 | INTRSECTN | L | | BUCKEYE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.30 | | 89.60 | INTRSECTN | B | | GRACE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.38 | | 89.68 | | | | | | | | 2 | 2 | | | | | | C | 60A | C | | | 60 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 87.46 | | 89.76 | INTRSECTN | R | | MIRABEAU PKWY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | TRENT ELEMENTARY SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.53 | | 89.83 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 48A | C | 12 | | 60 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 87.56 | | 89.86 | EXIT TO | R | | PINECROFT WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.57 | | 89.87 | ENT FROM | R | | PINECROFT WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.59 | | 89.89 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | C | 48A | C | \$\$\$ | | 48 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 87.65 | | 89.95 | RR XING | B | | NUM 066367E GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.68 | | 89.98 | WYE CONN | L | | SR 290 | ST | | Y | 1 | 2 | | | | | | C | 36A | C | | | 36 | 1 | 02 | 1221 | U1 | | 35 | R | P | | | |
| 87.70 | | 90.00 | INTRSECTN | B | | SR 290 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3230 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|---|----------------------|-----|----|-----|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L | R | L | R | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 86.72 | | 89.02 | .03 | 13 | | | | | | |
| 86.85 | | 89.15 | | | .03 | 11 | | | | |
| 87.46 | | 89.76 | .02 | 12 | | | | | | |

SR 028 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|----|---------------------|-----------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-------|-----|-----|------|------|----------|-------|---|----|---|----|---|--|--|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 103.91 | 107.98 | | INTRSECTN | L | | CARLSON RD | CO | | N | 1 | 1 | | | | | | 6B | 22B | 6B | | 22 | 3 | 02 | | R2 | | 60 | R | | | | | | | | | | |
| 104.01 | 108.08 | | MP MARKER | R | | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.47 | 108.54 | | INTRSECTN | R | | LOWE RD | CO | | N | 1 | 1 | | | | | | 6B | 22B | 6B | | 22 | 3 | 01 | | R2 | | 60 | R | | | | | | | | | | |
| 105.02 | 109.09 | | MP MARKER | R | | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.19 | 109.26 | | INTRSECTN | L | | DUCK LAKE LAMONA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.61 | 109.68 | | INTRSECTN | R | | COAL COULEE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.01 | 110.08 | | MP MARKER | R | | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.59 | 110.66 | | INTRSECTN | B | | KAPUTA RD E | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107.02 | 111.09 | | MP MARKER | R | | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.01 | 112.08 | | MP MARKER | R | | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108.70 | 112.77 | | INTRSECTN | B | | DOGGETT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109.01 | 113.08 | | MP MARKER | R | | 109 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109.87 | 113.94 | | INTRSECTN | L | | SALO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MOHLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110.00 | 114.07 | | MP MARKER | R | | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.01 | 115.08 | | MP MARKER | R | | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111.45 | 115.52 | | INTRSECTN | B | | KUPER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112.00 | 116.07 | | MP MARKER | R | | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113.00 | 117.07 | | MP MARKER | R | | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114.00 | 118.07 | | MP MARKER | R | | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115.00 | 119.07 | | MP MARKER | R | | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115.41 | 119.48 | | INTRSECTN | L | | DUCK LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BETHEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116.00 | 120.07 | | MP MARKER | R | | 116 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116.58 | 120.65 | | INTRSECTN | R | | BETHEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.01 | 121.08 | | MP MARKER | R | | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.10 | 121.17 | | INTRSECTN | L | | TIMM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.28 | 121.35 | | BEG BRIDGE | B | | DRY RUN | ST | | | 1 | 1 | | | | | | \$\$C | 32B | \$\$C | | 32 | 3 | 01 | | R2 | | 60 | R | | | | | | | | | | |
| | | | | | | BRDG NUM 028/216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.29 | 121.36 | | END BRIDGE | B | | DRY RUN | | | | 1 | 1 | | | | | | 6B | 22B | 6B | | 22 | 3 | 01 | | R2 | | 60 | R | | | | | | | | | | |
| 117.64 | 121.71 | | ENTER CITY | | | HARRINGTON | | | | 1 | 1 | | | | | | 6B | 22B | 6B | | 22 | 3 | 01 | 0545 | R2 | | 45 | R | B | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT HARRINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.70 | 121.77 | | INTRSECTN | R | | MAIN ST | CT | | Y | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 3 | 01 | 0545 | R2 | | 45 | L | B | | | | | | | | | |
| 117.73 | 121.80 | | WYE CONN | R | | MAIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.98 | 122.05 | | INTRSECTN | R | | W LINDEN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | COFFEE POT RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.00 | 122.07 | | MP MARKER | R | | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.02 | 122.09 | | BEG BRIDGE | B | | COAL CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 39B | \$\$C | | 39 | 3 | 01 | 0545 | R2 | | 45 | L | P | | | | | | | | | |
| | | | | | | BRDG NUM 028/218C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.03 | 122.10 | | END BRIDGE | B | | COAL CREEK | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 3 | 01 | 0545 | R2 | | 45 | L | B | | | | | | | | | |
| 118.12 | 122.19 | | INTRSECTN | R | | SR 23 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.17 | 122.24 | | MISC FEATR | L | | SGN ENT HARRINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.30 | 122.37 | | LEAVE CITY | | | HARRINGTON | | | | 1 | 1 | | | | | | 8B | 22B | 8B | | 22 | 3 | 01 | \$\$\$\$ | R2 | | 45 | L | \$ | | | | | | | | | |

SR 028 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-----------------|----|---|--------------|---|-----|-------------|-----|---------------------------|---------|-----|------|-----|------|-----|----|----|-------|------|-----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | SPEED | | T P | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | |
| 131.16 | | 135.23 | | | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | | 24 | 3 | 01 | 0310 | R2 | | 30 | L | B | * |
| 131.18 | | 135.25 | END ST | I | | TWELFTH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2205 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 131.18 | | 135.25 | | | | .03 | 12 | | | | |

SR 041 MAINLINE

STATE ROUTE - SRSH

COUNTY PEND OREILLE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|---------|---|----|-----------------|-----|-----|------------|------|----|-------------|-----|---------------------------|---------|-----|----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 1 | | | | | | C 44A | C | | 44 | 1 | 02 | 0860 | R2 | | 35 | R | P | * |
| | | ENTER CITY | | SR 2 TO IDAHO STATE LINE | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | NEWPORT | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | STATE AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | IDAHO HWY 2-WALNUT ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 2 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | INTRSECTN | L | E 3RD N | | | | CT | | N | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C 32A | C | 12 | 44 | 1 | 02 | 0860 | R2 | | 35 | R | P | * |
| 0.14 | 0.14 | INTRSECTN | R | PINE ST | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | E 2ND N | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | INTRSECTN | L | N WASHINGTON AVE | | | | CT | | N | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 1ST ST | | | | CT | | N | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | END SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C 44A | C | \$\$\$ | 44 | 1 | 02 | 0860 | R2 | | 35 | R | P | * |
| 0.31 | 0.31 | RR XING | B | NUM 0000000 STRUCTURE | | | | 1 | 1 | | | | | | C 28A | C | | 28 | 1 | 02 | 0860 | R2 | | 35 | R | P | * |
| | | BEG BRIDGE | B | BN RR | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 041/010 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | END BRIDGE | B | BN RR | | | | 1 | 1 | | | | | | C 40A | C | | 40 | 1 | 02 | 0860 | R2 | | 35 | R | P | * |
| 0.41 | 0.41 | END ST | I | STATE AVE | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 4TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | E 4TH S | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 2602 | | | | | | | | | | | | | | | | | | | | | | | |
| | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | | | | | | |
| 0.41 | 0.41 | .02 | 11 | | | | | | |
| | | | | | | .05 | 13 | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|--------|--------|-----|--|---|----|---|----|----|-------------|---|---|--------------|-----|-------|------|------|-------|---------------------------|-------|-----|-----|------|------|----------|-------|---|----|------|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | USE | TOT | MTCE | CITY | ST | LEGAL | T | P | S |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 239.11 | 236.82 | | ENTER CO BEG CTLSEC MISC FEATR MISC FEATR | | | LINCOLN CONTROL SECTION 2201 SGN ENT LINCOLN COUNTY SGN ENT ADAMS COUNTY | | | | 2 | 2 | 10A | 24A | 4A | 68S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 239.36 | 237.07 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 68S | GR | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 239.60 | 237.31 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 68S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 239.69 | 237.40 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 68S | GR | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 239.82 | 237.53 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 68S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 239.90 | 237.61 | | MP MARKER | B | | 240 | | | | | | | | | | | | | | | | | | | | | | |
| 239.99 | 237.70 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 450S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 240.59 | 238.30 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 180S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 240.90 | 238.61 | | MP MARKER | B | | 241 | | | | | | | | | | | | | | | | | | | | | | |
| 241.27 | 238.98 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 241.61 | 239.32 | | EXIT TO | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 241.81 | 239.52 | | ENT FROM | L | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 241.86 | 239.57 | | REST AREA | R | | SPRAGUE LAKE CS 220192 T631 MAJOR | | | | | | | | | | | | | | | | | | | | | | |
| 241.90 | 239.61 | | MP MARKER | B | | 242 | | | | | | | | | | | | | | | | | | | | | | |
| 242.25 | 239.96 | | REST AREA | L | | SPRAGUE LAKE CS 220191 T632 MAJOR | | | | | | | | | | | | | | | | | | | | | | |
| 242.29 | 240.00 | | ENT FROM | R | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 242.39 | 240.10 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 75S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 242.57 | 240.28 | | EXIT TO | L | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 242.61 | 240.32 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 75S | BE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 242.66 | 240.37 | | BEG BRIDGE | I | | SPRAGUE RD BRDG NUM 090/403S | ST | | | 2 | 2 | \$\$C | 38P | \$\$C | 75O | \$\$ | \$\$C | 38A | \$\$C | | 76 | 3 | 02 | | R5 | | 70 | R |
| | | | BEG BRIDGE | D | | SPRAGUE RD BRDG NUM 090/403N | ST | | | | | | | | | | | | | | | | | | | | | |
| 242.68 | 240.39 | | END BRIDGE | I | | SPRAGUE RD | | | | 2 | 2 | 10A | 24A | 4A | 75S | BE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| | | | END BRIDGE | D | | SPRAGUE RD | | | | | | | | | | | | | | | | | | | | | | |
| 242.72 | 240.43 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 75S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 242.75 | 240.46 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 242.90 | 240.61 | | MP MARKER | B | | 243 | | | | | | | | | | | | | | | | | | | | | | |
| 243.91 | 241.62 | | MP MARKER | B | | 244 | | | | | | | | | | | | | | | | | | | | | | |
| 244.80 | 242.51 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 244.86 | 242.57 | | ON RAMP | L | | SR 23 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 244.91 | 242.62 | | MP MARKER | B | | 245 | | | | | | | | | | | | | | | | | | | | | | |
| 244.95 | 242.66 | | ENTER CITY | | | SPRAGUE | | | | 2 | 2 | 10A | 24A | 4A | 75S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | 1225 | R5 | | 70 | R P |
| 245.04 | 242.75 | | OFF RAMP | R | | SR 23 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 245.06 | 242.77 | | MISC FEATR | L | | GORE (S124486) | | | | | | | | | | | | | | | | | | | | | | |
| 245.12 | 242.83 | | LEAVE CITY | | | SPRAGUE | | | | 2 | 2 | 10A | 24A | 4A | 75S | DE | 4A | 24A | 10A | | 48 | 3 | 02 | \$\$\$\$ | R5 | | 70 | R \$ |
| | | | MISC FEATR | R | | GORE (P124504) | | | | | | | | | | | | | | | | | | | | | | |
| 245.21 | 242.92 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 75S | BE | 4A | 24A | 10A | | 48 | 3 | 02 | | R5 | | 70 | R |
| 245.25 | 242.96 | | ENTER CITY | | | SPRAGUE | | | | 2 | 2 | 10A | 24A | 4A | 75S | BE | 4A | 24A | 10A | | 48 | 3 | 02 | 1225 | R5 | | 70 | R P |

SR 090 MAINLINE INTERSTATE - ISSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-----------------------|---|----|--|-----------------|----|---|-----------------|---|-------|---------|-----|------|------|---------------------------|-----|-----|-----|-------|--------|----|-----|----|------|------|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 279.35 | | 277.06 | UXING | B | | SR 195 NB BRDG NUM 195/124E | ST | | | 3 | 3 | 10P | 36P | | 22P | JE | | | | 36P | 10P | 12 | 84 | 1 | 01 | 1220 | U5 | | 60 | R | P | | | |
| 279.38 | | 277.09 | END SU LN ON RAMP | L | | WEAVING/SPEED CHANGE 12P SR 195 | ST | | Y | 3 | 3 | 10P | 36P | | 22P | JE | | | | 36P | 10P | \$\$\$ | 72 | 1 | 01 | 1220 | U5 | | 60 | R | P | | | |
| 279.40 | | 277.11 | MISC FEATR | L | | GORE (S527938) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.44 | | 277.15 | MISC FEATR | R | | GORE (Q127953) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.47 | | 277.18 | MISC FEATR | L | | GORE (R127955) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.49 | | 277.20 | BEG BRIDGE | I | | LATAH CREEK BRDG NUM 090/540S | ST | | | 3 | 3 | \$\$C | 44P | | 200 | \$\$ | | | | C | 44P | \$\$C | | 88 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| | | | BEG BRIDGE | D | | LATAH CREEK BRDG NUM 090/540N | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.53 | | 277.24 | ON RAMP | R | | SR 195 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.55 | | 277.26 | OFF RAMP | L | | SR 195 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.72 | | 277.43 | END BRIDGE | I | | LATAH CREEK | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | \$ | 36P | 10P | | 72 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| 279.76 | | 277.47 | UXING | B | | BN RR BRDG NUM 090/541 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 65963B STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.79 | | 277.50 | OFF RAMP | R | | MAPLE ST*WALNUT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.88 | | 277.59 | ON RAMP | L | | MAPLE ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 279.98 | | 277.69 | MP MARKER | B | | 280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.04 | | 277.75 | MISC FEATR | R | | GORE (P127979) | | | | 3 | 3 | 10P | 36P | | 10P | JE | | | | | 36P | 10P | | 72 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| 280.05 | | 277.76 | MISC FEATR | L | | GORE (S127988) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.16 | | 277.87 | ON RAMP | L | | JEFFERSON ST | ST | | Y | 3 | 3 | \$\$C | 46P | | 4P | JE | | | | | 46P | \$\$C | | 92 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| | | | BEG BRIDGE | B | | SPOKANE VIADUCT BRDG NUM 090/545 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.26 | | 277.97 | MISC FEATR | L | | GORE (S128016) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.41 | | 278.12 | MISC FEATR | R | | GORE (Q128047) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.47 | | 278.18 | ON RAMP | R | | FREEWAY AVE S*WALNUT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.50 | | 278.21 | MISC FEATR | L | | GORE (R128072) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.54 | | 278.25 | MISC FEATR | R | | GORE (Q528055) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.55 | | 278.26 | BEG SU LN ON RAMP | R | | WEAVING/SPEED CHANGE 12P MONROE ST | ST | | Y | 3 | 4 | C | 46P | | 4P | JE | | | | | 58P | C | 12 | 116 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| 280.71 | | 278.42 | END BRIDGE | B | | SPOKANE VIADUCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.72 | | 278.43 | OFF RAMP | L | | 4TH AVE*WALNUT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.80 | | 278.51 | BEG BRIDGE | B | | SPOKANE VIADUCT BRDG NUM 090/546 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.85 | | 278.56 | MISC FEATR | L | | GORE (R128093) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280.93 | | 278.64 | BEG SU LN OFF RAMP | L | | WEAVING/SPEED CHANGE 12P LINCOLN ST | ST | | Y | 3 | 4 | C | 46P | | 4P | JE | | | | | 58P | C | 24 | 128 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |
| 281.03 | | 278.74 | MP MARKER | B | | 281 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281.04 | | 278.75 | END SU LN ON RAMP | L | | WEAVING/SPEED CHANGE 12P SR 2 COUplet-BROWNE ST | ST | | Y | 3 | 4 | C | 46P | | 4P | JE | | | | | 58P | C | 12 | 116 | 1 | 01 | 1220 | U5 | | 60 | R | P | | |

SR 090 MAINLINE INTERSTATE - ISSH COUNTY SPOKANE DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | |
|--------|---|--------|---|---|---------|--------------------------|----|-------------|---|---|--------------|---------|-----|-----|------|----|-----|--------------------------|--------|-----|-----|------|------|----|-------|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 282.67 | | 280.37 | | | | BRDG NUM 090/564 | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | 24 | 96 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| 282.73 | | 280.43 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | 12 | 84 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | OFF RAMP | R | | ALTAMONT ST*3RD AVE E | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 282.76 | | 280.46 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | \$\$\$ | 72 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | ON RAMP | L | | ALTAMONT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 282.78 | | 280.48 | MISC FEATR | R | | GORE (P128273) | | | | | | | | | | | | | | | | | | | | | | | | |
| 282.80 | | 280.50 | MISC FEATR | L | | GORE (S128276) | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.01 | | 280.71 | MP MARKER | B | | 283 | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.03 | | 280.73 | BEG BRIDGE | B | | ALTAMONT ST | ST | | | 3 | 3 | \$\$\$W | 48P | | 12A | JE | 48A | \$\$\$W | | 96 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | | | | BRDG NUM 090/566 | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.04 | | 280.74 | END BRIDGE | B | | ALTAMONT ST | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | | 72 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| 283.24 | | 280.94 | MISC FEATR | R | | GORE (Q128328) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R128328) | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.28 | | 280.98 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | 24 | 96 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | ALTAMONT ST*3RD AVE E | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | ALTAMONT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 283.36 | | 281.06 | UXING | B | | PED KING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/567 | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.44 | | 281.14 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | 12 | 84 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | OFF RAMP | R | | THOR ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 283.45 | | 281.15 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | \$\$\$ | 72 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | ON RAMP | L | | THOR ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 283.47 | | 281.17 | MISC FEATR | L | | GORE (S128345) | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.49 | | 281.19 | MISC FEATR | R | | GORE (P128344) | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.73 | | 281.43 | UXING | B | | THOR ST | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/568 | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.85 | | 281.55 | UXING | B | | FREYA ST | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/569 | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.95 | | 281.65 | MISC FEATR | L | | GORE (R128402) | | | | | | | | | | | | | | | | | | | | | | | | |
| 283.96 | | 281.66 | MP MARKER | R | | 284 | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.01 | | 281.71 | MISC FEATR | R | | GORE (Q128417) | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.02 | | 281.72 | OFF RAMP | L | | FREYA ST*THOR ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 284.03 | | 281.73 | MP MARKER | L | | 284 | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.17 | | 281.87 | ON RAMP | R | | FREYA ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 284.34 | | 282.04 | BEG BRIDGE | B | | HAVANA ST | ST | | | 3 | 3 | \$\$\$W | 48P | | 12A | JE | 48A | \$\$\$W | | 96 | 1 | 01 | 1220 | U5 | 60 | R | P | | | |
| | | | | | | BRDG NUM 090/570 | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.35 | | 282.05 | END BRIDGE | B | | HAVANA ST | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36A | 10A | | 72 | 1 | 01 | 1221 | U5 | 60 | R | P | | | |
| | | | LEAVE CITY | | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | SPOKANE VALLEY | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.36 | | 282.06 | MISC FEATR | L | | SGN ENT SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.46 | | 282.16 | ON RAMP | L | | SPRAGUE AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 284.47 | | 282.17 | | | | | | | | 3 | 3 | 10A | 36P | | 12A | JE | 36P | 10A | | 72 | 1 | 01 | 1221 | U5 | 60 | R | P | | | |

SR 090 MAINLINE INTERSTATE - ISSH COUNTY SPOKANE DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|--------|---|---|------------|---------|----|--------------------------|-------------|----|---|--------------|---|--------|---------|-----|---------------------------|----|-----|-----|-----|-----|--------|--------|-----|------|----|-------|----|---|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 284.51 | | 282.21 | | | | | | | | 3 | 3 | 10P | 36P | | 12P | JE | | | | 36P | 10P | | 72 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| 284.54 | | 282.24 | MISC FEATR | R | | GORE (Q128460) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.59 | | 282.29 | UXING | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/571 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 284.60 | | 282.30 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 10P | 36P | | 12P | JE | | | | 36P | 10P | 12 | 84 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | ON RAMP | R | | HAVANA ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.00 | | 282.70 | MP MARKER | B | | 285 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.11 | | 282.81 | END SU LN | R | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 10P | 36P | | 12P | JE | | | | 36P | 10P | \$\$\$ | 72 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | OFF RAMP | R | | SPRAGUE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.15 | | 282.85 | MISC FEATR | L | | GORE (S128446) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.23 | | 282.93 | TRAF RCDR | B | | R036 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.44 | | 283.14 | | | | | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 36P | 10P | | 72 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| 285.46 | | 283.16 | MISC FEATR | L | | GORE (R528555) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.48 | | 283.18 | OFF RAMP | R | | BROADWAY AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P128511) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.55 | | 283.25 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 36P | 10P | 12 | 84 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | OFF RAMP | L | | SPRAGUE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.59 | | 283.29 | BEG BRIDGE | D | | SPRAGUE AVE | | | | 3 | 3 | \$\$\$ | 46P | | 20P | JE | | | | 36P | 10P | 12 | 94 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | | | | BRDG NUM 090/574N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.61 | | 283.31 | BEG BRIDGE | I | | SPRAGUE AVE | | | | 3 | 3 | W | 46P | | 20P | JE | | | | 58P | \$\$\$ | 12 | 116 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | | | | BRDG NUM 090/574S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.63 | | 283.33 | END BRIDGE | D | | SPRAGUE AVE | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 58P | W | 12 | 106 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| 285.65 | | 283.35 | END BRIDGE | I | | SPRAGUE AVE | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 36P | 10P | 12 | 84 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| 285.76 | | 283.46 | BEG BRIDGE | I | | UP RR | | | | 3 | 3 | \$\$\$ | 46P | | 20P | JE | | | | 58P | \$\$\$ | 12 | 116 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | | | | BRDG NUM 090/576S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 397269C STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 397270W STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | UP RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/576N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.77 | | 283.47 | END BRIDGE | I | | UP RR | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 36P | 10P | 12 | 84 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | END BRIDGE | D | | UP RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 285.78 | | 283.48 | END SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 10P | 36P | | 20P | JE | | | | 36P | 10P | \$\$\$ | 72 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | ON RAMP | L | | BROADWAY AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.00 | | 283.70 | MP MARKER | B | | 286 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.07 | | 283.77 | MISC FEATR | L | | GORE (S128578) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.10 | | 283.80 | MISC FEATR | R | | GORE (P128548) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.24 | | 283.94 | UXING | B | | BROADWAY AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/577 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.36 | | 284.06 | MISC FEATR | L | | GORE (R128663) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.42 | | 284.12 | MISC FEATR | R | | GORE (Q528662) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.62 | | 284.32 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 12P | 36P | | 22P | JE | | | | 36P | 12P | 12 | 84 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |
| | | | ON RAMP | R | | BROADWAY AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 286.63 | | 284.33 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 3 | 3 | 12P | 36P | | 22P | JE | | | | 36P | 12P | 24 | 96 | 1 | 01 | 1221 | U5 | | 60 | R | P | | |

SR 090 MAINLINE INTERSTATE - ISSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|------------------------|-----|-----|--------------|-----|-----|-----|------|--------------------------|------|----|-------|-----|-----|-----|-----|---|----|----------|----|---|----|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 294.10 | | 291.79 | OFF RAMP | L | | BARKER RD | ST | Y | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | 1221 | U5 | | 70 | R | P | | | |
| 294.21 | | 291.90 | MISC FEATR | L | | SGN ENT SPOKANE VALLEY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 294.23 | | 291.92 | MISC FEATR | R | | GORE (Q129445) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 294.45 | | 292.14 | ON RAMP | R | | BARKER RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 294.47 | | 292.16 | LEAVE CITY | | | SPOKANE VALLEY | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | 0684 | U5 | | 70 | R | P | | | |
| | | | ENTER CITY | | | LIBERTY LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 294.93 | | 292.62 | MISC FEATR | R | | SGN ENT LIBERTY LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | GREENACRES RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/587 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.01 | | 292.70 | MP MARKER | B | | 295 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.07 | | 292.76 | MISC FEATR | R | | GORE (Q129526) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.15 | | 292.84 | MISC FEATR | L | | GORE (R129529) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.26 | | 292.95 | ON RAMP | R | | APPLEWAY AVE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.29 | | 292.98 | OFF RAMP | L | | APPLEWAY AVE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.73 | | 293.42 | OFF RAMP | R | | HARVARD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.81 | | 293.50 | MISC FEATR | R | | GORE (P129573) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.85 | | 293.54 | ON RAMP | L | | HARVARD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 295.92 | | 293.61 | | | | | | | 2 | 2 | | 10A | 24A | 4A | 40S | JE | 4A | 24A | 10A | | 48 | 1 | 02 | 0684 | U5 | | 70 | R | P | | | |
| 295.97 | | 293.66 | ON RAMP | L | | HARVARD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.00 | | 293.69 | MISC FEATR | R | | GORE (Q529619) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.01 | | 293.70 | MP MARKER | B | | 296 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.04 | | 293.73 | MISC FEATR | L | | GORE (S129585) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.17 | | 293.86 | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/588P | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.19 | | 293.88 | UXING | B | | HARVARD RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/589 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | HARVARD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.25 | | 293.94 | MISC FEATR | L | | GORE (S529597) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.41 | | 294.10 | | | | | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | 0684 | U5 | | 70 | R | P | | | |
| 296.46 | | 294.15 | MISC FEATR | L | | GORE (R129664) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 296.64 | | 294.33 | OFF RAMP | L | | HARVARD RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 297.01 | | 294.70 | MP MARKER | B | | 297 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 297.31 | | 295.00 | LEAVE CITY | | | LIBERTY LAKE | | | 2 | 2 | | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | \$\$\$\$ | U5 | | 70 | R | \$ | | | |
| 297.75 | | 295.44 | ENT FROM | L | | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.01 | | 295.70 | MP MARKER | B | | 298 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.15 | | 295.84 | MISC FEATR | L | | SGN ENT LIBERTY LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.32 | | 296.01 | WEIGH STA | L | | NUMBER 64 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.62 | | 296.31 | EXIT TO | L | | WEIGH STATION | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.79 | | 296.48 | TRAF RCDR | B | | P24 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 298.80 | | 296.49 | ON RAMP | L | | SPOKANE BRIDGE RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.03 | | 296.72 | MISC FEATR | L | | GORE (S129880) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.04 | | 296.73 | MP MARKER | B | | 299 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 299.15 | | 296.84 | | | | | | | 2 | 2 | | 10A | 24A | 4A | 76S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | | U5 | | 70 | R | | | | |

SR 174 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-------------------------|---|----|----------------------|-----------------|----|---|--------------|---|-----|-------------|-----|---------------------------|---------|-----|------|-----|------|-----|----|----|-------|----|-------|----|---|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | 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 | |
| 40.66 | | 40.66 | END CTLSEC END ROUTE | | | CONTROL SECTION 2237 | | | | 1 | 1 | | | | | | 4B | 24B | 4B | | | 24 | 3 | 01 | | | R3 | | | 60 | R |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|--------|-------|-----|------------|---|----|--------------------------|----|----|-------------|-----|-----|------------|-----|--------|-----|---------|---------------------------|------|----|-------|-----|---|----|----|-----|-----|-----|-----|-----|---|----|-----|----|---|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | | | | SHD | RDY | | | | SHD | LNS | RDY | USE | TOT | A | SE | NBR | FC | D | IB |
| 17.49 | 17.80 | | INTRSECTN | R | | GIMLIN RD | CO | N | 1 | 1 | | | | 8B | 24B | 8B | | | 24 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 17.99 | 18.30 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.11 | 18.42 | | INTRSECTN | L | | WILBOURN RD #9505 | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KIRKENDAHL RD #9500 | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | 19.30 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.77 | 20.07 | | EQUATION | | | 019.76 =019.77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.80 | 20.10 | | INTRSECTN | L | | COUNTRY CLUB RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.94 | 20.24 | | WYE CONN | L | | SR 195 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.96 | 20.26 | | INTRSECTN | R | | SR 27 | ST | SS | Y | 1 | 1 | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 19.99 | 20.29 | | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | 8A | 24A | \$\$\$ | 8 | | 32 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| | | | WYE CONN | L | | SR 195 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.30 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.15B | 20.45 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.15 | 20.51 | | EQUATION | | | 020.21B=020.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.19 | 20.55 | | | | | | | | | 1 | 1 | | | 24A | 24A | | 8 | | 32 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 20.28 | 20.64 | | | | | | | | | 1 | 1 | | | 8A | 24A | | 8 | | 32 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 20.37 | 20.73 | | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | | |
| 20.94 | 21.30 | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.64 | 22.00 | | INTRSECTN | L | | SR 194 | ST | AF | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD WAWAWAI RD | CO | AF | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.94 | 22.30 | | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.20 | 22.56 | | TRAF RCDR | B | | P14 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.39 | 22.75 | | INTRSECTN | R | | SR 270 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.53 | 22.89 | | MISC FEATR | R | | GORE (Q102283) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.83 | 23.19 | | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 270 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.81 | 23.96 | | EQUATION | | | 023.60 =025.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.92 | 24.07 | | INTRSECTN | R | | ARMSTRONG RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.98 | 24.13 | | INTRSECTN | L | | ENMAN KINCAID RD #8460 | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.04 | 24.19 | | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.10 | 24.25 | | BEG SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | 8A | 24A | \$\$\$ | 8 | | 32 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 26.80 | 24.95 | | BEG SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | \$\$\$ | 24A | | 16 | | 40 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 27.00 | 25.15 | | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.09 | 25.24 | | END SU LN | R | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | | 24A | 8A | 8 | | 32 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | |
| 27.48 | 25.63 | | END SU LN | L | | TRUCK CLIMBING SHOULD08A | | | | 1 | 1 | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | | R1 | | 60 | R | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.96 | 20.26 | | | .03 | 12 | | | | | | |
| 21.64 | 22.00 | | | .03 | 14 | | .03 | 14 | | | |
| 22.39 | 22.75 | | | | | | .06 | 12 | | | |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|---------|---|-----|-------------|-----|-----|-------------|----|--------|---------------------------|--------|--------|-----|------|----|------|----|-------|----|-----|---|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | SPEED | | T P | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | |
| 27.63 | 25.78 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | | | 60 | R | | |
| 28.00 | 26.15 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.22 | 26.37 | INTRSECTN | L | CAROTHERS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 28.49 | 26.64 | INTRSECTN | R | FULFS RD #5410 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 28.99 | 27.14 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.33 | 27.48 | INTRSECTN | L | BABBITT RD #8450 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 29.41 | 27.56 | INTRSECTN | R | OLD ALBION RD #5505 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 29.86 | 28.01 | INTRSECTN | L | BAR RD #8340 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 29.99 | 28.14 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.74 | 28.89 | INTRSECTN | L | HAMILTON HILL RD #8300 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ALBION RD #5400 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 30.98 | 29.13 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.98 | 30.13 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.23 | 30.38 | INTRSECTN | L | HOFER RD #8050 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 32.98 | 31.13 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.03 | 31.18 | INTRSECTN | R | SHAWNEE RD #5250 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 33.46 | 31.61 | INTRSECTN | L | PRUNE ORCHARD RD #8280 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 33.98 | 32.13 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.38 | 32.53 | | | | | | | 2 | 1 | | | | | 2A | 36A | 8A | | 36 | 2 | 01 | | R1 | | | 60 | R | | |
| 34.90 | 33.05 | | | | | | | 2 | 1 | | | | | 4A | 36A | 7A | | 36 | 2 | 01 | | R1 | | | 60 | R | | |
| 34.99 | 33.14 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.01 | 33.16 | INTRSECTN | R | PARVIN RD #5000 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 35.07 | 33.22 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 1 | | | | | 4A | 36A | 7A | 12 | 48 | 2 | 01 | | R1 | | | 60 | R | | |
| 35.12 | 33.27 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 1 | | | | | 4A | 36A | 7A | \$\$\$ | 36 | 2 | 01 | | R1 | | | 60 | R | | |
| 35.86 | 34.01 | INTRSECTN | L | BENNETT RD #8040 | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 35.87 | 34.02 | | | | | | | 2 | 1 | | | | | 4A | 36A | 7A | | 36 | 2 | 01 | | R1 | | | 45 | R | | |
| 35.99 | 34.14 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.91 | 35.06 | ENTER CITY | | COLFAX | | | | 2 | 1 | | | | | 4A | 36A | 7A | | 36 | 2 | 01 | 0230 | R1 | | | 45 | R | P | |
| 36.95 | 35.10 | MISC FEATR | R | SGN ENT COLFAX | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.97 | 35.12 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.05 | 35.20 | | | | | | | 2 | 1 | | | | | 4A | 36A | 7A | | 36 | 2 | 01 | 0230 | R1 | | | 25 | R | P | |
| 37.10 | 35.25 | | | | | | | 2 | 1 | | | | | \$\$\$ | 40A | 4A | | 40 | 2 | 01 | 0230 | R1 | | | 25 | R | P | |
| 37.15 | 35.30 | | | | | | | 2 | 1 | | | | | C | 44A | \$\$\$ | | 44 | 2 | 01 | 0230 | R1 | | | 25 | R | P | |
| 37.20 | 35.34 | EQUATION | | 037.19 =037.20 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 28.22 | 26.37 | .03 | 12 | | | | | | |
| 30.74 | 28.89 | .03 | 14 | .03 | 14 | | | | |
| 33.03 | 31.18 | | | .03 | 12 | | | | |
| 35.01 | 33.16 | | | .04 | 11 | | | | |

SR 195 MAINLINE U.S. ROUTE - USSH COUNTY WHITMAN DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 37.21 | | 35.35 | INTRSECTN | L | | F ST | CT | | | N | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0230 | R1 | | 25 | R | P | | |
| 37.25 | | 35.39 | BEG ST | I | | JAMES ST | | | | | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| | | | INTRSECTN | R | | POPLAR ST | CT | | | N | | | | | | | | | | | | | | | | | | | | | |
| 37.26 | | 35.40 | | | | | | | | | 2 | | | | | | C | 59A | C | | 59 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| 37.32 | | 35.46 | | | | | | | | | 2 | | | | | | C | 40A | C | | 40 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| 37.39 | | 35.53 | INTRSECTN | B | | MILL ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.40 | | 35.54 | INTRSECTN | R | | WAWAWAI ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.41 | | 35.55 | | | | | | | | | 2 | | | | | | C | 63A | C | | 63 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| 37.44 | | 35.58 | INTRSECTN | L | | MAIN ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.46 | | 35.60 | END ST | I | | JAMES ST | | | | | 2 | | | | | | C | 60A | C | | 60 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| | | | BEG ST | I | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | MAIN ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SPRING FLAT CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 195/022 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.47 | | 35.61 | END BRIDGE | B | | SPRING FLAT CREEK | | | | | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| 37.49 | | 35.63 | INTRSECTN | B | | THORN ST | CT | | | Y | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 0230 | R1 | | 25 | R | X | * | |
| 37.54 | | 35.68 | INTRSECTN | B | | COOPER ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.55 | | 35.69 | BEG BRIDGE | B | | S FORK PALOUSE RIVER | ST | | | | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| | | | | | | BRDG NUM 195/023 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.57 | | 35.71 | END BRIDGE | B | | S FORK PALOUSE RIVER | | | | | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 0230 | R1 | | 25 | R | X | * | |
| 37.63 | | 35.77 | INTRSECTN | R | | S PALOUSE RIVER RD | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | GOLGOTHA ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.68 | | 35.82 | INTRSECTN | R | | ROCK ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.75 | | 35.89 | INTRSECTN | B | | STEVENS ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.81 | | 35.95 | INTRSECTN | L | | CANYON ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 272 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.89 | | 36.03 | INTRSECTN | B | | SPRING ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.95 | | 36.09 | INTRSECTN | B | | WALL ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.03 | | 36.17 | INTRSECTN | B | | UPTON ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.09 | | 36.23 | INTRSECTN | B | | ISLAND ST | CT | | | Y | 2 | | | | | | C | 56A | C | | 56 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| | | | BEG BRIDGE | B | | S FORK PALOUSE RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 195/024 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.14 | | 36.28 | END BRIDGE | B | | S FORK PALOUSE RIVER | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.17 | | 36.31 | INTRSECTN | B | | NORTH ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.23 | | 36.37 | INTRSECTN | B | | LAST ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.28 | | 36.42 | BEG BRIDGE | B | | S FORK PALOUSE RIVER | ST | | | | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0230 | R1 | | 25 | R | P | * | |
| | | | | | | BRDG NUM 195/025 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|------|------|-----|------------------------------|------|------|------|------|
| SRMP | B | ARM | L | R | L | R | L | R | L | R |
| | | | NEAR | NEAR | FAR | FAR | LEFT | LEFT | LEFT | LEFT |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 37.49 | | 35.63 | | | .02 | 14 | | | | |

SR 195 MAINLINE

U.S. ROUTE - USSH COUNTY WHITMAN

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|-------------|-----|-----|------------|---------|-----|---------------------------|-----|-----|-----|-------|--------|-----|-------|----|------|----------|----|----|----|---|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 38.29 | 36.43 | | | | | | | 2 | 2 | | | | | C | 44A | C | | 44 | 2 | 01 | 0230 | R1 | | 25 | R | P | * |
| 38.30 | 36.44 | END BRIDGE | B | S FORK PALOUSE RIVER | | | | 2 | 2 | | | | | C | 48A | C | | 48 | 2 | 01 | 0230 | R1 | | 25 | R | X | * |
| 38.37 | 36.51 | INTRSECTN | R | HARRISON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 38.38 | 36.52 | RR XING | B | NUM 810209G GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 38.41 | 36.55 | INTRSECTN | R | TYLER ST | CT | | Y | 2 | 2 | | | | | C | 36A | C | | 36 | 2 | 01 | 0230 | R1 | | 25 | R | X | * |
| 38.46 | 36.60 | | | | | | | 2 | 1 | | | | | C | 36A | C | | 36 | 2 | 01 | 0230 | R1 | | 25 | R | X | * |
| 38.47 | 36.61 | END ST | I | MAIN ST | | | | 2 | 1 | | | | | C | 36A | C | | 36 | 2 | 01 | 0230 | R1 | | 25 | R | X | \$ |
| | | INTRSECTN | R | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 38.48 | 36.62 | INTRSECTN | L | SR 26 SPCOLFAX (SPUR) | ST | | Y | 1 | 1 | | | | | C | 36A | C | | 36 | 2 | 01 | 0230 | R1 | | 25 | R | P | |
| 38.50 | 36.64 | BEG BRIDGE | B | N FORK PALOUSE RIVER | ST | | | 1 | 1 | | | | | C | 26A | C | | 26 | 2 | 01 | 0230 | R1 | | 25 | R | P | |
| | | | | BRDG NUM 195/027 | | | | | | | | | | | | | | | | | | | | | | | |
| 38.55 | 36.69 | END BRIDGE | B | N FORK PALOUSE RIVER | | | | 1 | 1 | | | | | 4A | 20A | 4A | | 20 | 2 | 01 | 0230 | R1 | | 25 | R | P | |
| 38.58 | 36.72 | INTRSECTN | L | SR 26 EB | ST | | N | 1 | 1 | | | | | 4A | 22A | 8A | | 22 | 2 | 01 | 0230 | R1 | | 35 | R | P | |
| 38.60 | 36.74 | INTRSECTN | L | SR 26 WB | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 39.03 | 37.17 | MP MARKER | R | 39 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.04 | 37.18 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 22A | 8A | 12 | 34 | 2 | 01 | 0230 | R1 | | 35 | R | P | |
| 39.08 | 37.22 | INTRSECTN | R | CEDAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 39.21 | 37.35 | LEAVE CITY | | COLFAX | | | | 1 | 1 | | | | | 4A | 22A | 8A | 12 | 34 | 2 | 01 | | \$\$\$\$ | R1 | | 35 | R | \$ |
| 39.31 | 37.45 | | | | | | | 1 | 1 | | | | | 4A | 22A | 8A | 12 | 34 | 2 | 01 | | | R1 | | 55 | R | |
| 39.70 | 37.84 | EXIT TO | R | SCENIC VIEWPOINT | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 39.78 | 37.92 | ENT FROM | R | SCENIC VIEWPOINT | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 40.03 | 38.17 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| 40.04 | 38.18 | | | | | | | 1 | 1 | | | | | 8A | 22A | 6A | 12 | 34 | 2 | 01 | | | R1 | | 55 | R | |
| 40.50 | 38.64 | | | | | | | 1 | 1 | | | | | 8A | 22A | 6A | 12 | 34 | 2 | 01 | | | R1 | | 60 | R | |
| 40.99 | 39.13 | MP MARKER | R | 41 | | | | | | | | | | | | | | | | | | | | | | | |
| 41.73 | 39.87 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 8A | 22A | 6A | \$\$\$ | 22 | 2 | 01 | | | R1 | | 60 | R | |
| 41.76 | 39.90 | EXIT TO | R | GRAIN ELEVATOR | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 41.88 | 40.02 | ENT FROM | R | GRAIN ELEVATOR | PV | | N | 1 | 1 | | | | | 7A | 23A | 7A | | 23 | 2 | 01 | | | R1 | | 60 | R | |
| 41.99 | 40.13 | MP MARKER | R | 42 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.43 | 40.57 | INTRSECTN | R | CRUMBAKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 42.81 | 40.95 | INTRSECTN | L | BILL WILSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 43.00 | 41.14 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.33 | 41.47 | INTRSECTN | L | DANAHER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 43.37 | 41.51 | INTRSECTN | R | CO RD | CO | | N | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 38.41 | 36.55 | | | .01 | 11 | | | | |
| 38.47 | 36.61 | | | .02 | 11 | | | | |
| 38.48 | 36.62 | .02 | 12 | | | | | | |
| 39.08 | 37.22 | | | | .02 | 12 | | | |

SR 195 MAINLINE U.S. ROUTE - USSH COUNTY WHITMAN DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|---|------|-------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-------|-----|-------|--------|-----|------|------|----|-------|---|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| 43.38 | 41.52 | | | | | | | 1 | 1 | | | | | 7A | 23A | 7A | | 23 | 2 | 01 | | R1 | | | 60 | R |
| 43.58 | 41.72 | BEG SU LN | C | TWO WAY TURN | | | 12A | | | | | | | 7A | 23A | 7A | 12 | 35 | 2 | 01 | | R1 | | | 60 | R |
| 43.85 | 41.99 | END SU LN | C | TWO WAY TURN | | | 12A | | | | | | | 7A | 23A | 7A | \$\$\$ | 23 | 2 | 02 | | R1 | | | 60 | R |
| | | ENT/EXIT | R | D.O.T. MAINTENANCE AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 43.94 | 42.08 | ENT/EXIT | R | D.O.T. MAINTENANCE AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 43.99 | 42.13 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | | | |
| 44.24 | 42.38 | BEG BRIDGE | B | DRY CREEK | ST | | | 1 | 1 | | | | | \$\$W | 37A | \$\$W | | 37 | 2 | 02 | | R1 | | | 60 | R |
| | | BRDG NUM 195/030 | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.25 | 42.39 | END BRIDGE | B | DRY CREEK | | | | 1 | 1 | | | | | 7A | 23A | 7A | | 23 | 2 | 02 | | R1 | | | 60 | R |
| 44.40 | 42.54 | | | | | | | 1 | 1 | | | | | 8A | 28P | 8A | | 28 | 2 | 02 | | R1 | | | 60 | R |
| 44.64 | 42.78 | INTRSECTN | R | DRY CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 45.00 | 43.14 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | |
| 45.10 | 43.24 | INTRSECTN | R | HUME RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 45.99 | 44.13 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | | | |
| 46.99 | 45.13 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | | | |
| 47.80 | 45.94 | MISC FEATR | R | SGN ENT STEPTOE | | | | | | | | | | | | | | | | | | | | | | |
| 47.99 | 46.13 | INTRSECTN | L | SR 23 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ROBERT SCHOLZ RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 48.00 | 46.14 | MP MARKER | R | 48 | | | | | | | | | | | | | | | | | | | | | | |
| 48.19 | 46.33 | MISC FEATR | L | SGN ENT STEPTOE | | | | | | | | | | | | | | | | | | | | | | |
| 48.45 | 46.59 | BEG BRIDGE | B | OLD BN RR | ST | | | 1 | 1 | | | | | \$\$W | 31P | \$\$W | | 31 | 2 | 02 | | R1 | | | 60 | R |
| | | BRDG NUM 195/034 | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.48 | 46.62 | END BRIDGE | B | OLD BN RR | | | | 1 | 1 | | | | | 9A | 24P | 9A | | 24 | 2 | 02 | | R1 | | | 60 | R |
| 48.97 | 47.11 | INTRSECTN | L | TOLLETT RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | TENNESSEE FLAT RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 49.00 | 47.14 | MP MARKER | R | 49 | | | | | | | | | | | | | | | | | | | | | | |
| 49.76 | 47.90 | INTRSECTN | L | MCMEEKIN RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 50.00 | 48.14 | MP MARKER | R | 50 | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | 49.14 | MP MARKER | R | 51 | | | | | | | | | | | | | | | | | | | | | | |
| 51.04 | 49.18 | INTRSECTN | L | G FELLER RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 51.90 | 50.04 | INTRSECTN | B | CASHUP FLATS RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 52.00 | 50.14 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | |
| 52.62 | 50.76 | ENT FROM | L | WEIGH STATION | ST | | N | | | | | | | | | | | | | | | | | | | |
| 52.70 | 50.84 | WEIGH STA | L | NUMBER 0 | | | | | | | | | | | | | | | | | | | | | | |
| 52.79 | 50.93 | EXIT TO | L | WEIGH STATION | ST | | N | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 43.85 | 41.99 | | | .09 | 14 | | | | |
| 44.64 | 42.78 | | .07 | 12 | .02 | 12 | | | |
| 47.99 | 46.13 | .04 | 13 | .04 | 13 | | | | |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|-----|--------------------------|------|-------|-------|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | | P | S | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | SPEED | T | P | S | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 53.00 | | 51.14 | MP MARKER | R | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.37 | | 51.51 | INTRSECTN | L | | SENATOR EUGENE PRINCE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KLAVEANO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.55 | | 51.69 | BEG BRIDGE | B | | OLD BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 195/038 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.60 | | 51.74 | END BRIDGE | B | | OLD BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | | 52.14 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.00 | | 53.14 | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.10 | | 53.24 | INTRSECTN | L | | OLD THORNTON HWY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OAKESDALE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.78 | | 53.92 | BEG BRIDGE | B | | THORN CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 195/042 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.81 | | 53.95 | END BRIDGE | B | | THORN CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.84 | | 53.98 | INTRSECTN | R | | FINCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RALPH HENNING RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.00 | | 54.14 | MP MARKER | R | | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.55 | | 54.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.66 | | 54.80 | BEG SU LN | L | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.00 | | 55.14 | MP MARKER | R | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.09 | | 55.23 | END SU LN | L | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.16 | | 55.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.41 | | 55.55 | INTRSECTN | L | | THORNTON BYPASS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TRESTLE CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.00 | | 56.14 | MP MARKER | R | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.99 | | 57.13 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.96 | | 58.10 | INTRSECTN | L | | CACHE CREEK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BAIRD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 58.14 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.50 | | 58.64 | REST AREA | L | | HORN SCHOOL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | REST AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BLANK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | OLD THORNTON HWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.00 | | 59.14 | MP MARKER | R | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.08 | | 59.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.20 | | 59.34 | BEG SU LN | L | | CLIMBING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.00 | | 60.14 | MP MARKER | R | | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 60.50 | | 58.64 | | .03 | 12 | | | .03 | 12 | | |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|--------------------------|----|-------------|---|---|-------------|-----|-----|---------|------|--------------------------|--------|-----|-------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.03 | | 60.17 | | | | | | | | | | | | | | | 8B | 24P | 10B | 12 | 36 | 2 | 02 | | R1 | 60 | R | | | |
| 62.15 | | 60.29 | | | | | | | | | | | | | | | 8A | 24A | 10A | 12 | 36 | 2 | 02 | | R1 | 60 | R | | | |
| 62.30 | | 60.44 | OFF RAMP | R | | SR 271 | ST | | Y | 1 | 1 | | | | | | 8A | 24A | 6A | 12 | 36 | 2 | 02 | | R1 | 60 | R | | | |
| 62.34 | | 60.48 | END SU LN | L | | CLIMBING | | 12A | | 1 | 1 | | | | | | 8A | 24A | 6A | \$\$\$ | 24 | 2 | 02 | | R1 | 60 | R | | | |
| | | | ON RAMP | L | | ROSALIA RD | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 62.36 | | 60.50 | | | | | | | | | | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 62.42 | | 60.56 | MISC FEATR | R | | GORE (P106230) | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.48 | | 60.62 | MISC FEATR | L | | GORE (S106234) | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.64 | | 60.78 | UXING | B | | SR 271 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 271/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.78 | | 60.92 | ON RAMP | R | | SR 271 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 62.83 | | 60.97 | MISC FEATR | L | | GORE (R106294) | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.87 | | 61.01 | RR XING | B | | NUM 96041V STRUCTURE | | | | 1 | 1 | | | | | | \$\$W | 55P | \$\$W | | 55 | 2 | 02 | | R1 | 60 | R | | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 195/046 | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.89 | | 61.03 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 62.94 | | 61.08 | OFF RAMP | L | | ROSALIA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 62.99 | | 61.13 | MP MARKER | R | | 63 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.00 | | 61.14 | BEG BRIDGE | B | | PINE CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40A | \$\$W | | 40 | 2 | 02 | | R1 | 60 | R | | | |
| | | | | | | BRDG NUM 195/049 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.05 | | 61.19 | END BRIDGE | B | | PINE CREEK | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 63.31 | | 61.45 | BEG BRIDGE | B | | OLD MILWAUKEE RR | ST | | | 1 | 1 | | | | | | \$\$W | 40A | \$\$W | | 40 | 2 | 02 | | R1 | 60 | R | | | |
| | | | | | | BRDG NUM 195/052 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.34 | | 61.48 | END BRIDGE | B | | OLD MILWAUKEE RR | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 63.98 | | 62.12 | MP MARKER | R | | 64 | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.30 | | 62.44 | UXING | B | | PANDORA RD | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 195/055 | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.32 | | 62.46 | BEG SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | \$\$\$ | 24A | 6A | 10 | 34 | 2 | 02 | | R1 | 60 | R | | | |
| 64.84 | | 62.98 | INTRSECTN | R | | MERRITT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 64.98 | | 63.12 | MP MARKER | R | | 65 | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.37 | | 63.51 | RR XING | B | | NUM 96043J STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.54 | | 63.68 | END SU LN | L | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 10A | 24A | 6A | \$\$\$ | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 65.57 | | 63.71 | BEG BRIDGE | B | | BN RR | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 02 | | R1 | 60 | R | | | |
| | | | | | | BRDG NUM 195/060 | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.68 | | 63.82 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 65.77 | | 63.91 | INTRSECTN | L | | ROSALIA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 65.78 | | 63.92 | WYE CONN | L | | ROSALIA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 65.96 | | 64.10 | MP MARKER | R | | 66 | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.97 | | 64.11 | RR XING | B | | NUM 96042C STRUCTURE | | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 02 | | R1 | 60 | R | | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 195/065 | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.04 | | 64.18 | END BRIDGE | B | | BN RR | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | 60 | R | | | |
| 66.11 | | 64.25 | BEG BRIDGE | B | | PINE CREEK | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 02 | | R1 | 60 | R | | | |

SR 195 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|---|-------|------------------|---|----|----------------------|----|-------------|-----|-----|--------------|---------|-----|-----|------|-----|---------------------------|-----|------|------|-----|-------|----|-----|----|---|----|---|---|---|--|--|--|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | P | S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 66.22 | | 64.36 | ENTER CO | | | SPOKANE | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3204 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.97 | | 65.11 | MP MARKER | R | | 67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.14 | | 65.28 | BEG BRIDGE | B | | PINE CREEK | ST | | | 1 | 1 | | | | | | \$SW | 40P | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BRDG NUM 195/101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.17 | | 65.31 | END BRIDGE | B | | PINE CREEK | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 67.89 | | 66.03 | UXING | B | | BABB RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 195/103 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.97 | | 66.11 | MP MARKER | R | | 68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.94 | | 68.08 | ON RAMP | L | | CHENEY PLAZA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.00 | | 68.14 | MP MARKER | R | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.43 | | 68.34 | EQUATION | | | 070.20 =070.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.46 | | 68.37 | MISC FEATR | L | | GORE (S106994) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.78 | | 68.69 | BEG BRIDGE | B | | CHENEY PLAZA RD | ST | | | 1 | 1 | | | | | | \$SW | 40A | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BRDG NUM 195/105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.81 | | 68.72 | END BRIDGE | B | | CHENEY PLAZA RD | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 70.99 | | 68.90 | OFF RAMP | R | | CHENEY PLAZA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.02 | | 68.93 | MISC FEATR | R | | GORE (P507099) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.03 | | 68.94 | MP MARKER | R | | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.06 | | 68.97 | MISC FEATR | L | | GORE (R107114) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.14 | | 69.05 | OFF RAMP | L | | CHENEY PLAZA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.18 | | 69.09 | MISC FEATR | R | | GORE (Q107135) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.35 | | 69.26 | ON RAMP | R | | CHENEY PLAZA RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.63 | | 69.54 | BEG BRIDGE | B | | DRAKE RD | ST | | | 1 | 1 | | | | | | \$SW | 40A | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BRDG NUM 195/106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.67 | | 69.58 | END BRIDGE | B | | DRAKE RD | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 72.21 | | 70.12 | MP MARKER | R | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.21 | | 71.12 | MP MARKER | R | | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.53 | | 71.44 | BEG BRIDGE | B | | POWERS RD | ST | | | 1 | 1 | | | | | | \$SW | 40A | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BRDG NUM 195/107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.55 | | 71.46 | END BRIDGE | B | | POWERS RD | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 74.21 | | 72.12 | MP MARKER | R | | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.18 | | 73.09 | MP MARKER | R | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.41 | | 73.32 | BEG BRIDGE | B | | DAVIS RD | ST | | | 1 | 1 | | | | | | \$SW | 40A | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| | | | BRDG NUM 195/108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.43 | | 73.34 | END BRIDGE | B | | DAVIS RD | | | | 1 | 1 | | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | | | | |
| 76.21 | | 74.12 | MP MARKER | R | | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.44 | | 74.35 | ON/OFF RMP | L | | BRADSHAW RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 76.44 | | 74.35 | .03 | 11 | | | | | | |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|------|--------|------|-----|-----|----|----|------|----|-------|----|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T | |
| 76.49 | 74.40 | | | | | | | 1 | 1 | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | |
| 76.55 | 74.46 | BEG BRIDGE | B | BRADSHAW RD | ST | | | 1 | 1 | | | | | \$SW | 40A | \$SW | | 40 | 2 | 02 | | R1 | | 60 | R | | | |
| | | | | BRDG NUM 195/109 | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.58 | 74.49 | END BRIDGE | B | BRADSHAW RD | | | | 1 | 1 | | | | | 10A | 24A | 6A | | 24 | 2 | 02 | | R1 | | 60 | R | | | |
| 77.21 | 75.12 | MP MARKER | R | 77 | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.21 | 76.12 | MP MARKER | R | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.93 | 76.84 | INTRSECTN | B | CHENEY SPANGLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 78.94 | 76.85 | WYE CONN | R | CHENEY SPANGLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 79.21 | 77.12 | MP MARKER | R | 79 | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.10 | 78.01 | INTRSECTN | B | WATT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 80.21 | 78.12 | MP MARKER | B | 80 | | | | 1 | 1 | 8A | 12A | | 25A | UP | \$\$\$ | 12A | 6A | | 24 | 1 | 01 | | R1 | | 60 | R | | |
| 80.27 | 78.18 | | | | | | | 1 | 1 | 8A | 12P | 4P | 78S | DE | 4A | 12A | 7A | | 24 | 1 | 01 | | R1 | | 60 | R | | |
| 80.96 | 78.37 | EQUATION | | 080.46 =080.96 | | | | 2 | 2 | 10A | 24P | 4A | 78S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 81.00 | 78.41 | MP MARKER | R | 81 | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.11 | 78.52 | INTRSECTN | R | CORN WALL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 81.27 | 78.68 | | | | | | | 2 | 2 | 10A | 24P | 4A | 78S | JE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 81.46 | 78.87 | UXING | I | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 195/112E | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | I | NUM 58994H STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.48 | 78.89 | RR XING | D | NUM 58993B STRUCTURE | | | | 2 | 2 | \$\$C | 30P | \$\$C | 78O | \$\$ | 4A | 24A | 10A | | 54 | 1 | 01 | | R1 | | 60 | R | | |
| | | BEG BRIDGE | D | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 195/112W | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.53 | 78.94 | END BRIDGE | D | BN RR | | | | 2 | 2 | 10A | 24P | 4A | 80S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 81.78 | 79.19 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 82.00 | 79.41 | MP MARKER | B | 82 | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.05 | 79.46 | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SPANGLE CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CAMERON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 82.34 | 79.75 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 82.51 | 79.92 | | | | | | | 2 | 2 | 10A | 24P | 4A | 78S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 82.72 | 80.13 | | | | | | | 2 | 2 | 11A | 24A | 4A | 78S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |
| 82.94 | 80.35 | INTRSECTN | B | SMYTHE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 83.02 | 80.43 | MP MARKER | B | 83 | | | | | | | | | | | | | | | | | | | | | | | | |
| 83.81 | 81.22 | | | | | | | 2 | 2 | 11A | 24A | 4A | 78S | DE | 3A | 24P | 10A | | 48 | 1 | 01 | | R1 | | 60 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| ----- | ----- | --- | --- | --- | --- | --- | --- | --- | --- |
| 78.93 | 76.84 | .04 | 11 | | | | | | |
| 80.10 | 78.01 | .03 | 11 | .04 | 11 | | | | |

SR 195 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|-------|-----|-----------|---|----|----------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 84.02 | 81.43 | | MP MARKER | B | | 84 | | | | 2 | 2 | 11A | 24A | 4A | 78S | DE | 3A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 84.83 | 82.24 | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | STUTLER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 85.01 | 82.42 | | MP MARKER | B | | 85 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.85 | 83.26 | | INTRSECTN | L | | PARADISE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 85.94 | 83.35 | | | | | | | | | 2 | 2 | 11A | 24A | 4A | 80S | DE | 3A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 85.97 | 83.38 | | | | | | | | | 2 | 2 | 10A | 24P | 3A | 80S | DE | 3A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 86.01 | 83.42 | | MP MARKER | B | | 86 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.11 | 83.52 | | | | | | | | | 2 | 2 | 10A | 24P | 3A | 80S | GR | 3A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 86.22 | 83.63 | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 86.66 | 84.07 | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 86.86 | 84.27 | | INTRSECTN | R | | STENTZ RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 87.00 | 84.41 | | MP MARKER | R | | 87 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.51 | 84.92 | | INTRSECTN | B | | WASHINGTON RD | CO | | Y | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4B | 24P | 10B | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 87.70 | 85.11 | | TRAF RCDR | B | | P15 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.82 | 85.23 | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 87.83 | 85.24 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 88.03 | 85.44 | | INTRSECTN | B | | EXCELSIOR DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 88.98 | 86.39 | | MP MARKER | R | | 89 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.07 | 86.48 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 89.42 | 86.83 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 89.69 | 87.10 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 89.80 | 87.18 | | EQUATION | | | 089.77 =089.80 | | | | 2 | 2 | 10B | 24P | 4B | 80S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 90.00 | 87.38 | | MP MARKER | B | | 90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.04 | 87.42 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 90.28 | 87.66 | | INTRSECTN | L | | MULLEN HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 90.44 | 87.82 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 80S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 90.77 | 88.15 | | INTRSECTN | L | | WHITE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 90.85 | 88.23 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 40S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 90.86 | 88.24 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 60 | R | | |
| 91.00 | 88.38 | | | | | | | | | 2 | 2 | 10B | 24P | 4B | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | | R1 | | | 55 | R | | |
| 91.01 | 88.39 | | MP MARKER | L | | 91 | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 86.86 | | 84.27 | | | | .02 | 12 | | | | |

SR 195 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|-------|---|------|---------------------------------------|---------|-------------|-----|-----|--------------|---------|-------------|---------------------------|---------|------|------|-------|---|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | T | P | S | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | LNS RDY | MTCE | CITY | ST | D | IB | R | K | T | |
| 91.10 | 88.48 | | | | | 2 | 2 | 10B | 24P | 4B | 40S | DE | 4A | 24P | 10A | | | | | | | |
| 91.17 | 88.55 | ENTER CITY | | SPOKANE | | 2 | 2 | 10B | 24P | 4B | 40S | DE | 4A | 24P | 10A | | | | | | | |
| | | INTRSECTN | R | HATCH RD | CO | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| 91.18 | 88.56 | | | | | 2 | 2 | 10B | 24P | 4B | 40S | DE | 4A | 24P | 10A | | | | | | | |
| 91.27 | 88.65 | | | | | 2 | 2 | 10B | 24P | 4B | 40S | CA | 4A | 24P | 10A | | | | | | | |
| 91.46 | 88.84 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | | | | | | |
| 91.51 | 88.89 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4B | 24P | 10B | | | | | | | |
| 91.81 | 89.19 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | | | | | | |
| 92.00 | 89.38 | MP MARKER | B | 92 | | | | | | | | | | | | | | | | | | |
| 92.19 | 89.57 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | DE | 4A | 24P | 10A | | | | | | | |
| 92.28 | 89.66 | INTRSECTN | B | MEADOWLANE RD | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| 92.38 | 89.76 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | | | | | | |
| 92.83 | 90.21 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | DE | 4A | 24P | 10A | | | | | | | |
| 92.93 | 90.31 | INTRSECTN | L | QUALCHAN RD | CT | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | Y | | | | | | | | | | | | | | | | |
| 92.96 | 90.34 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | | | | | | |
| 92.99 | 90.37 | MP MARKER | B | 93 | | | | | | | | | | | | | | | | | | |
| 93.14 | 90.52 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4B | 24P | 10B | | | | | | | |
| 93.21 | 90.59 | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4B | 24A | 10B | | | | | | | |
| 93.25 | 90.63 | | | | | 2 | 2 | 10A | 24P | 4A | 42S | CA | 4B | 24A | 10B | | | | | | | |
| 93.57 | 90.95 | ON RAMP | L | CHENEY-SPOKANE RD | ST | Y | | | | | | | | | | | | | | | | |
| 93.58 | 90.96 | OFF RAMP | R | CHENEY-SPOKANE RD | ST | Y | | | | | | | | | | | | | | | | |
| 93.72 | 91.10 | MISC FEATR | R | GORE (P109358) | | | | | | | | | | | | | | | | | | |
| 93.75 | 91.13 | MISC FEATR | L | GORE (S109357) | | | | | | | | | | | | | | | | | | |
| 93.76 | 91.14 | | | | | 2 | 2 | 10A | 24P | 4A | 42S | DE | 4B | 24A | 10B | | | | | | | |
| 93.84 | 91.22 | | | | | 2 | 2 | 10A | 24P | 4A | 42S | DE | 4A | 24A | 10A | | | | | | | |
| 93.88 | 91.26 | UXING | B | CHENEY-SPOKANE RD BRDG NUM 195/117 | ST | | | | | | | | | | | | | | | | | |
| 93.96 | 91.34 | | | | | 2 | 2 | 10A | 24P | 4A | 42S | DE | 4A | 24P | 10A | | | | | | | |
| 93.98 | 91.36 | MP MARKER | B | 94 | | | | | | | | | | | | | | | | | | |
| 94.01 | 91.39 | MISC FEATR | R | GORE (Q109429) | | | | | | | | | | | | | | | | | | |
| 94.05 | 91.43 | MISC FEATR | L | GORE (R109416) | | | | | | | | | | | | | | | | | | |
| 94.16 | 91.54 | UXING | I | BN RR | ST | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 91.17 | 88.55 | | | .03 | 15 | | | | |
| 92.28 | 89.66 | .04 | 12 | .04 | 12 | .07 | 11 | | |
| 92.93 | 90.31 | .03 | 12 | | | | | | |

SR 195 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|-----|-------|--------------|-------|------|---------|-------|---------------------------|-------|-----|-----|------|------|------|-------|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S |
| 94.16 | 91.54 | | | BRDG NUM 195/118S | | | | 2 2 | 10A | 24P | 4A | 54S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| | | UXING | D | BN RR | | | | | | | | | ST | | | | | | | | | | | | |
| | | | | BRDG NUM 195/118N | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | CHENEY-SPOKANE RD | | | | | | | | | ST | Y | | | | | | | | | | | |
| | | RR XING | B | NUM 65965P STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| 94.27 | 91.65 | | | | | | | 2 2 | 10A | 24P | 4A | 72S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 94.28 | 91.66 | | | | | | | 2 2 | 10A | 24P | 4A | 72S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 94.29 | 91.67 | ON RAMP | R | CHENEY-SPOKANE RD | | | | | | | | | ST | Y | | | | | | | | | | | |
| 94.30 | 91.68 | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | ST | Y | | | | | | | | | | | |
| | | INTRSECTN | L | INLAND EMPIRE HWY | | | | | | | | | CT | Y | | | | | | | | | | | |
| 94.50 | 91.88 | | | | | | | 2 2 | 10A | 24P | 4A | 72S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 94.52 | 91.90 | | | | | | | 2 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 94.86 | 92.24 | | | | | | | 2 2 | 10A | 24P | 4A | 40S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 94.94 | 92.32 | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | ST | AF | Y | | | | | | | | | | |
| | | INTRSECTN | B | THORPE RD | | | | | | | | | CT | AF | Y | | | | | | | | | | |
| 95.00 | 92.38 | MP MARKER | B | 95 | | | | 2 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.48 | 92.86 | | | | | | | 2 2 | 10A | 24P | 4A | 40S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.55 | 92.93 | INTRSECTN | B | 16TH AVE | | | | | | | | | CT | Y | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | ST | Y | | | | | | | | | | | |
| 95.62 | 93.00 | | | | | | | 2 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.63 | 93.01 | | | | | | | 2 2 | 10A | 24P | 4A | 40S | CA | 4B | 24P | 10B | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.68 | 93.06 | | | | | | | 2 2 | 10B | 24P | 4B | 40S | CA | 4B | 24P | 10B | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.72 | 93.10 | | | | | | | 2 2 | 10B | 24P | 4B | 40S | DE | 4B | 24P | 10B | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.74 | 93.12 | OFF RAMP | R | SR 90 | | | | 2 2 | 10B | 24P | 4B | 40S | GR | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.75 | 93.13 | | | | | | | 2 2 | 10B | 24P | 4B | 40S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.79 | 93.17 | ON RAMP | L | SR 90 | | | | 2 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.84 | 93.22 | | | | | | | 1 1 | 10A | 14A | 4A | 40S | DE | 4A | 24A | 10A | | 38 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.85 | 93.23 | MISC FEATR | R | GORE (SR 90 Q127953) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 90 P127920) | | | | | | | | | | | | | | | | | | | | | |
| 95.94 | 93.32 | | | | | | | 1 1 | 10A | 14A | 4A | 40S | BE | 4A | 24A | 10A | | 38 | 1 | 01 | 1220 | U1 | 55 | R | P |
| 95.95 | 93.33 | BEG BRIDGE | I | SR 90 | | | | 1 1 | \$\$C | 20P | \$\$C | 400 | \$\$ | \$\$C | 20P | \$\$C | | 40 | 1 | 01 | 1220 | U1 | 55 | R | P |
| | | | | BRDG NUM 195/124E | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SR 90 | | | | | | | | | ST | | | | | | | | | | | | |
| | | | | BRDG NUM 195/124W | | | | | | | | | | | | | | | | | | | | | |
| 95.99 | 93.37 | END BRIDGE | I | SR 90 | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 94.30 | 91.68 | .05 | 12 | | | | | | |
| 94.94 | 92.32 | .04 | 12 | .04 | 12 | | | .11 | 12 |
| 95.55 | 92.93 | .04 | 12 | .04 | 12 | | | | |

SR 206 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|--------------------------------------|----|-------------|---|---|-------------|-----|-----|---------|------|---------------------------|-------|-----|-------|-----|-----|---|----|------|----|-------|----|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | | 2.05 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.30 | | 2.24 | | | | | | | | | | | | | | | 8A | 24A | \$\$C | | 24 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.32 | | 2.26 | | | | | | | | | | | | | | | 8A | 28A | C | | 28 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.35 | | 2.29 | | | | | | | | | | | | | | | \$\$C | 28A | C | | 28 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.36 | | 2.30 | | | | | | | | | | | | | | | C | 32A | C | | 32 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.38 | | 2.32 | ROUNDAABOUT | B | | BRUCE RD | CO | YS | Y | 1 | 1 | | | | | | C | 28A | C | | 28 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.39 | | 2.33 | | | | | | | | | | | | | | | C | 28A | 8A | | 28 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.44 | | 2.38 | | | | | | | | | | | | | | | 8B | 24B | 8B | | 24 | 1 | 02 | | R3 | | 50 | R | | | |
| 2.59 | | 2.53 | | | | | | | | | | | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R3 | | 50 | R | | | |
| 3.00 | | 2.94 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | | 3.47 | INTRSECTN | L | | WILLOW RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 3.94 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.35 | | 4.29 | INTRSECTN | R | | PEONE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | | 4.48 | INTRSECTN | R | | HEGLAR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | | 4.92 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | 4.94 | INTRSECTN | L | | HALLIDAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 5.94 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.25 | | 6.19 | INTRSECTN | L | | MADISON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.71 | | 6.65 | BEG BRIDGE | B | | DEADMAN CREEK BRDG NUM 206/016 | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 1 | 02 | | R3 | | 50 | R | | | |
| 6.72 | | 6.66 | END BRIDGE | B | | DEADMAN CREEK | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R3 | | 50 | R | | | |
| 6.92 | | 6.86 | INTRSECTN | R | | FORKER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 6.94 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.07 | | 7.01 | INTRSECTN | R | | FORKER WYE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 7.58 | | 7.52 | INTRSECTN | R | | COOPER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 7.94 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.15 | | 8.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | | 8.69 | INTRSECTN | L | | HOLCOMB RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 8.94 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.05 | | 8.99 | WYE CONN | R | | BILL GULCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | | 9.01 | INTRSECTN | R | | BILL GULCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | | 9.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.61 | | 9.55 | BEG BRIDGE | B | | DEADMAN CREEK #2 BRDG NUM 206/018 | ST | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R3 | | 30 | R | | | |
| 9.62 | | 9.56 | END BRIDGE | B | | DEADMAN CREEK #2 | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R3 | | 30 | R | | | |
| 9.94 | | 9.88 | INTRSECTN | L | | MT CARLTON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 9.94 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.89 | | 10.83 | INTRSECTN | R | | KELLOGG RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 10.94 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.09 | | 11.00 | EQUATION | | | 011.06 =011.09 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | DEADMAN CREEK #3 BRDG NUM 206/020 | ST | | | 1 | 1 | | | | | | \$\$C | 25B | \$\$C | | 25 | 1 | 02 | | R3 | | 30 | R | | | |
| 11.10 | | 11.01 | END BRIDGE | B | | DEADMAN CREEK #3 | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R3 | | 30 | R | | | |

SR 231 MAINLINE

STATE ROUTE - SRSH

COUNTY LINCOLN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|------------------------|-------------|----|---|-------------|---|-----|-----|-----|--------------------------|----|-------|-----|-------|-----|-----|------|------|-----|-------|----|----|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 3B | 24B | 3B | | | 24 | 3 | 02 | | R3 | | 55 | R | | | |
| | | | BEG CTLSEC | | | SR 23 TO SR 395/VALLEY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 2234 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | | 0.10 | | | | | | | | | | | | | | | 2B | 22B | 2B | | | 22 | 3 | 02 | | R3 | | 55 | R | | | |
| 0.32 | | 0.27 | EQUATION | | | 000.27 =000.32 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CATHOLIC CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | | 0.44 | INTRSECTN | R | | CO SANITRY LANDFILL | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 0.95 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 1.95 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.15 | | 2.10 | INTRSECTN | R | | BROWN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | | 2.95 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 3.95 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.03 | | 3.98 | INTRSECTN | R | | BROWN LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 4.49 | | 4.44 | INTRSECTN | L | | LANEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | | 4.93 | EQUATION | | | 004.98 =004.99 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 5.94 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | | 6.51 | INTRSECTN | R | | SNIDER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 6.94 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 7.94 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.32 | | 8.26 | INTRSECTN | R | | FRANSEEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RINGWOOD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 8.94 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.27 | | 9.20 | EQUATION | | | 009.26 =009.27 | | | | 1 | 1 | | | | | | \$\$C | 26P | \$\$C | | | 26 | 3 | 02 | | R3 | | 55 | R | | | |
| | | | BEG BRIDGE | B | | ROCK CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 231/009 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.29 | | 9.22 | END BRIDGE | B | | ROCK CREEK | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 02 | | R3 | | 55 | R | | | |
| 9.32 | | 9.25 | INTRSECTN | R | | WAUKON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 9.93 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.99 | | 10.92 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.03 | | 10.96 | INTRSECTN | R | | MERKEL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 11.05 | | 10.98 | INTRSECTN | L | | REIHA RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 11.99 | | 11.92 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.09 | | 12.02 | WYE CONN | R | | S & E BARR RANCH RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.11 | | 12.03 | EQUATION | | | 012.10 =012.11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S & E BARR RANCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.30 | | 12.22 | INTRSECTN | L | | HAMPTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 12.99 | | 12.91 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | 13.92 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | | 14.92 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.21 | | 15.13 | INTRSECTN | R | | MOOS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 15.72 | | 15.64 | | | | | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 3 | 02 | | R3 | | 25 | R | | | |
| 15.76 | | 15.66 | EQUATION | | | 015.74 =015.76 | | | | 1 | 1 | | | | | | 3B | 22B | 9B | | | 22 | 3 | 02 | | R3 | | 25 | R | | | |

SR 231 MAINLINE

STATE ROUTE - SRSH

COUNTY STEVENS

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|---|-------|---|---|---------|----------------------|----|-------------|---|---|-------------|-----|-----|---------|------|----|-------|---------------------------|-------|-----|-----|---|----|------|----|-------|---|---|---|--|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 44.70 | | 44.51 | ENTER CO | | | STEVENS | | | | 1 | 1 | | | | | | C | 24P | C | | 24 | 4 | 01 | | R3 | 55 | R | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3330 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.74 | | 44.55 | END BRIDGE | B | | SPOKANE RIVER | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | 22 | 4 | 01 | | R3 | 55 | R | | | | | | |
| 45.00 | | 44.81 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.34 | | 45.15 | INTRSECTN | L | | MARTHA BORDMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.42 | | 45.23 | INTRSECTN | R | | SR 291 | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | | 45.81 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | | 46.81 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.00 | | 47.81 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.79 | | 48.60 | INTRSECTN | R | | CORKSCREW CANYON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.00 | | 48.81 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.56 | | 49.37 | INTRSECTN | L | | CEDAR 3RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.88 | | 49.69 | INTRSECTN | L | | SNODDY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | | 49.81 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.37 | | 50.18 | MISC FEATR | R | | SGN ENT FORD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.39 | | 50.20 | INTRSECTN | R | | FORD MAIN ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FORD WELLPINIT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.47 | | 50.28 | INTRSECTN | R | | FORD 2ND AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.55 | | 50.36 | INTRSECTN | R | | FORD MAIN ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.73 | | 50.54 | MISC FEATR | L | | SGN ENT FORD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | | 50.81 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.00 | | 51.81 | MP MARKER | R | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.22 | | 52.03 | INTRSECTN | R | | HAPPY HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | | 52.81 | MP MARKER | R | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.35 | | 53.16 | INTRSECTN | L | | NEWHOUSE LN | CO | | N | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 4 | 01 | | R3 | 55 | R | | | | | | |
| 54.00 | | 53.81 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.30 | | 54.11 | INTRSECTN | R | | RAIL CANYON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.00 | | 54.81 | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.00 | | 55.81 | MP MARKER | R | | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.02 | | 55.83 | BEG BRIDGE | B | | SPRINGDALE ARROYO | ST | | | 1 | 1 | | | | | | \$\$C | 26B | \$\$C | | 26 | 4 | 01 | | R3 | 55 | R | | | | | | |
| | | | BRDG NUM 231/106.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.03 | | 55.84 | END BRIDGE | B | | SPRINGDALE ARROYO | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 4 | 01 | | R3 | 55 | R | | | | | | |
| 57.00 | | 56.81 | MP MARKER | R | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.70 | | 57.51 | INTRSECTN | L | | RESERVATION RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.00 | | 57.81 | MP MARKER | R | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.00 | | 58.81 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.97 | | 59.78 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 59.81 | INTRSECTN | R | | HIDDEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.73 | | 60.54 | INTRSECTN | R | | NORRIS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.00 | | 60.81 | MP MARKER | R | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.59 | | 61.40 | INTRSECTN | R | | NORRIS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.60 | | 61.41 | ENTER CITY | | | SPRINGDALE | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 4 | 01 | 1230 | R3 | 45 | R | P | | | | | |

SR 263 MAINLINE

STATE ROUTE - SRSH

COUNTY FRANKLIN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|------|------|-------------------------|--------------|---|----|--------------------------|-------------|-----|---|-------------|---|-----|---------|-----|------|---------------------------|-------|-----|-------|--------|-------|----|-------|-----|------|----|----|----|---|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | MTCE | | CITY | | ST | | LEGAL | | T P S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 2B | 22B | 2B | | | 22 | 2 | 01 | | R3 | | 50 | L | | | | | |
| | | | BEG CTLSEC | | | PRT OF WINDUST TO SR 260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR B | | | CONTROL SECTION 1120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BEG RTE-PORT OF WINDUST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | INTRSECTN | R | | PORT OF WINDUST | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | INTRSECTN | R | | WINDUST STATION #37 | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | | INTRSECTN | R | | WINDUST PARK | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | | INTRSECTN | R | | WINDUST PARK | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.43 | 0.43 | | INTRSECTN | L | | WALLACE WALKER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 2 | 01 | | R3 | | 50 | L | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | 1B | 22B | 1B | | | 22 | 2 | 01 | | R3 | | 50 | L | | | | | |
| 2.64 | 2.64 | | | | | | | | | 1 | 1 | | | | | | 1B | 22B | 1B | | | 22 | 2 | 01 | | R3 | | 50 | L | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.06 | | BEG SU LN | R | | CLIMBING | | 11B | | 1 | 1 | | | | | | 1B | 22B | 1B | 11 | 33 | 2 | 01 | | R3 | | 50 | M | | | | | | |
| | | | INTRSECTN | R | | LOWER MONUMENTAL DAM | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 3.28 | | END SU LN | R | | CLIMBING | | 11B | | 1 | 1 | | | | | | 1B | 22B | 1B | \$\$\$ | 22 | 2 | 01 | | R3 | | 50 | M | | | | | | |
| 3.31 | 3.31 | | INTRSECTN | R | | NAVIGATION LOCK | OT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.39 | | INTRSECTN | R | | BOAT LAUNCH RD | OT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.95 | 3.95 | | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.42 | 8.42 | | INTRSECTN | R | | BARRY RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.54 | 8.54 | | INTRSECTN | L | | PASCO KAHLOTUS RD | CO | SS | N | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 2 | 01 | | R3 | | 35 | M | | | | | |
| 8.83 | 8.83 | | ENTER CITY | | | KAHLOTUS | | | | 1 | 1 | | | | | | 4B | 22B | 4B | | | 22 | 2 | 01 | 0595 | R3 | | 25 | M | P | * | | | |
| | | | BEG ST | I | | SPOKANE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT KAHLOTUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | | MP MARKER | R | | 9 | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | 0595 | R3 | | 25 | M | P | * | | | |
| 9.01 | 9.01 | | INTRSECTN | L | | WASHINGTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | 9.03 | | INTRSECTN | R | | DEPOT RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.05 | 9.05 | | WYE CONN | L | | WESTON ST | CT | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | 0595 | R3 | | 25 | L | P | * | | | |
| 9.06 | 9.06 | | INTRSECTN | L | | WESTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.11 | 9.11 | | BEG BRIDGE B | | | KAHLOTUS RELIEF | ST | | | 1 | 1 | | | | | | \$\$C | 26P | \$\$C | | | 26 | 2 | 01 | 0595 | R3 | | 25 | L | P | * | | | |
| | | | | | | BRDG NUM 263/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 3.31 | 3.31 | | .03 | 11 | | | | | |

SR 270 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|------|------|---|------------|---|----|-------------------------|----|-------------|-----|-----|--------------|---------|-----|-----|------|---------------------------|-----|------|---------|-----|-------|---|----|------|----|---|----|---|---|---|--|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 6A | 24A | 5A | | 24 | 2 | 01 | | R1 | | 55 | R | | | | | | | | |
| | | | BEG CTLSEC | | | SR 195/PULLMAN TO IDAHO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 3831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | OFF RAMP | L | | SR 195 NB | | | | ST | SS | Y | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | | 55 | R | | | | | | | | |
| 0.70 | 0.70 | | ENTER CITY | | | PULLMAN | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 1025 | U1 | | 55 | R | B | * | | | | | | |
| | | | BEG ST | I | | DAVIS WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.76 | 0.76 | | MISC FEATR | R | | SGN ENT PULLMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.85 | 0.85 | | INTRSECTN | R | | GOLDEN HILLS DR | | | | CT | | Y | 1 | 1 | | | 3A | 24A | 3A | | 24 | 2 | 01 | 1025 | U1 | | 55 | R | B | * | | | | | | |
| 0.99 | 0.99 | | INTRSECTN | R | | NW PARKWOOD DR | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.16 | 1.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 12A | | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.22 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 12A | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CORY LN | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.25 | 1.25 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 12A | | | | | | | | | | | | | | | | | | | |
| 1.43 | 1.43 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 12A | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | | INTRSECTN | R | | PARK WEST DR | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | 1.57 | | INTRSECTN | R | | WAWAWAI RD | | | | CT | | Y | 1 | 1 | | | 4A | 40A | \$\$\$C | | 40 | 2 | 01 | 1025 | U1 | | 45 | R | B | * | | | | | | |
| | | | ENT/EXIT | L | | WSDOT SHOP | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.77 | | BEG SU LN | L | | CLIMBING | | | | | | | | | | | 11A | | | | | | | | | | | | | | | | | | | |
| 1.95 | 1.95 | | INTRSECTN | L | | CITY ST | | | | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | INTRSECTN | R | | OLSEN ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | 2.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.16 | 2.16 | | INTRSECTN | L | | TRANSIT AREA | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | 2.19 | | END SU LN | L | | CLIMBING | | | | | | | | | | | 11A | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | STATE ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.25 | | WYE CONN | L | | SR 27 | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | END ST | I | | DAVIS WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | GRAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.85 | 0.85 | | | .06 | 12 | | | | | |
| 0.99 | 0.99 | | | | | | | | | |
| 1.22 | 1.22 | | | | | | | | | |
| 1.44 | 1.44 | | | | | | | | | |
| 1.57 | 1.57 | | .03 | 12 | | | | | | |

SR 270 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|-----|-----|-----|------|------|------|-------|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 2.27 | 2.27 | | INTRSECTN | L | | SR 27 | ST | SG | Y | 1 | 1 | | | | | | C | 54A | C | | 54 | 2 | 01 | 1025 | U1 | 25 | R | B | * | | |
| | | | INTRSECTN | L | | OLSON ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.33 | | WYE CONN | L | | SR 270 WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | INTRSECTN | L | | SR 270 WB-MAIN ST | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COPULLMN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | | END ST | I | | GRAND AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | PARADISE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 27-GRAND AVE | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | | INTRSECTN | B | | HIGH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | | INTRSECTN | B | | KAMIAKEN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | INTRSECTN | B | | PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.60 | 2.60 | | INTRSECTN | R | | DANIEL ST | CT | | Y | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.66 | | WYE CONN | L | | SR 270 COUplet | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.67 | 2.67 | | END ST | I | | PARADISE ST | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 270 COPULLMN (COUPLT) | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COPULLMN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.71 | 2.71 | | WYE CONN | R | | SPRING ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.72 | 2.72 | | INTRSECTN | R | | SPRING ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.73 | 2.73 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 2.74 | 2.74 | | INTRSECTN | L | | SPRING ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.82 | 2.82 | | BEG BRIDGE | B | | S FORK PALOUSE RIVER | ST | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 270/003 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.84 | 2.84 | | END BRIDGE | B | | S FORK PALOUSE RIVER | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 2.86 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 2.90 | 2.90 | | END ST | I | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | E MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.96 | 2.96 | | RR XING | B | | NUM 66270H STRUCTURE | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | NP UP RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 270/004 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | 2.98 | | END BRIDGE | B | | NP UP RR | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 3.02 | 3.02 | | INTRSECTN | R | | LATAH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 3.03 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 3.13 | 3.13 | | END SU LN | C | | TWO WAY TURN | | | | 12A | 2 | 2 | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.27 | 2.27 | | | | | .04 | 11 | | | | |
| 2.40 | 2.40 | | | | | .06 | 12 | | | | |

SR 270 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|------|-------|---|------|-----------------|-----|----|-----------------|-----|-----|-------------|-----|------|-----|-----|-----|-----|---------------------------|-----|------|------|----------|-------|----|---|----|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 3.14 | 3.14 | | | | | | | 2 | 2 | | | | | C | 72A | C | | 72 | 2 | 01 | 1025 | U1 | 35 | R | P | * |
| 3.16 | 3.16 | WYE CONN | L | STADIUM WAY | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | INTRSECTN | L | STADIUM WAY | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 3.19 | 3.19 | WYE CONN | L | STADIUM WAY | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 3.22 | 3.22 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 2 | 01 | 1025 | U1 | 35 | R | P | * |
| 3.25 | 3.25 | | | | | | | 2 | 2 | | | | | C | 52A | C | 12 | 64 | 2 | 01 | 1025 | U1 | 35 | R | P | * |
| 3.43 | 3.43 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | 8A | 44A | 8A | \$\$\$ | 44 | 2 | 01 | 1025 | U1 | 35 | R | P | * |
| | | INTRSECTN | R | BISHOP BLVD | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 3.76 | 3.76 | | | | | | | 2 | 2 | | | | | 8A | 44A | 8A | | 44 | 2 | 01 | 1025 | U1 | 55 | R | P | * |
| 3.95 | 3.95 | INTRSECTN | L | FOREST WAY | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 3.97 | 3.97 | BEG SU LN | C | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 44A | 8A | 14 | 58 | 2 | 01 | 1025 | U1 | 55 | R | P | * |
| 4.02 | 4.02 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.05 | 4.05 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | 1025 | U1 | 55 | R | P | * |
| 4.44 | 4.44 | END SU LN | C | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 62A | 8A | \$\$\$ | 62 | 2 | 01 | 1025 | U1 | 55 | R | P | * |
| 4.50 | 4.50 | END ST | I | E MAIN ST | | | | 2 | 2 | | | | | 8A | 62A | 8A | | 62 | 2 | 01 | 1025 | U1 | 55 | R | P | \$ |
| | | INTRSECTN | L | TERRE VIEW DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 4.51 | 4.51 | INTRSECTN | R | PVT RD | | | | PV | SG | Y | | | | | | | | | | | | | | | | |
| 4.58 | 4.58 | BEG SU LN | C | TWO WAY TURN | 14A | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | 1025 | U1 | 55 | R | P | |
| 4.99 | 4.99 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5.56 | 5.56 | MISC FEATR | L | SGN ENT PULLMAN | | | | | | | | | | | | | | | | | | | | | | |
| 5.59 | 5.59 | LEAVE CITY | | PULLMAN | | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | \$\$\$\$ | U1 | 55 | R | \$ | |
| 5.73 | 5.73 | ENT/EXIT | L | PVT RD | | | | PV | Y | | | | | | | | | | | | | | | | | |
| 5.90 | 5.90 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | | R1 | 55 | R | | |
| 5.99 | 5.99 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | 7.02 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7.36 | 7.36 | INTRSECTN | R | SUNSHINE RD | | | | CO | N | | | | | | | | | | | | | | | | | |
| 8.03 | 8.03 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | |
| 8.68 | 8.68 | INTRSECTN | R | GARRISON RD | | | | CO | N | | | | | | | | | | | | | | | | | |
| 8.85 | 8.85 | | | | | | | 2 | 2 | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | | R1 | 45 | R | | |
| 8.91 | 8.91 | INTRSECTN | R | GARRISON RD | | | | CO | N | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.16 | 3.16 | | | | | .03 | 12 | | |
| 3.18 | 3.18 | .04 | 12 | | | | | | |
| 3.19 | 3.19 | | | | .04 | 12 | | | |
| 3.43 | 3.43 | | | .04 | 12 | | | | |
| 3.95 | 3.95 | .03 | 12 | | | .03 | 12 | | |
| 4.50 | 4.50 | .03 | 14 | | | .11 | 12 | | |
| 4.51 | 4.51 | | | .03 | 14 | | | | |
| 8.68 | 8.68 | | | .03 | 14 | | | | |

SR 270 MAINLINE

STATE ROUTE - SRSH

COUNTY WHITMAN

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|----------------------|-----------------|----|---|-----------------|---|-----|---------|-----|---------------------------|----|-----|-----|-----|--------|-----|------|------|----|-------|---|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE TOT | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| 8.94 | | 8.94 | | | | | | | | | | | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | | R1 | | | 45 | R | | |
| 9.01 | | 9.01 | END SU LN | C | | TWO WAY TURN | 14A | | | | | | | | | | 8A | 62A | 8A | \$\$\$ | 62 | 2 | 01 | | R1 | | | 45 | R | | |
| 9.03 | | 9.03 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | | 9.07 | INTRSECTN | L | | PULLMAN AIRPORT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | | 9.08 | BEG SU LN | C | | TWO WAY TURN | 14A | | | | | | | | | | 8A | 48A | 8A | 14 | 62 | 2 | 01 | | R1 | | | 45 | R | | |
| 9.41 | | 9.41 | INTRSECTN | R | | CO RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.85 | | 9.85 | CHG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | 6A | 48A | 6A | 12 | 60 | 2 | 01 | | R1 | | | 45 | R | | |
| 9.89 | | 9.89 | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | 6A | 48A | 6A | \$\$\$ | 48 | 2 | 01 | | R1 | | | 45 | R | | |
| | | | BORDER STA | R | | IDAHO STATE LINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER USC | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.07 | | 9.07 | | .03 | 14 | | | .10 | 12 | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|---------|----|----|-------------|-------|--------|------------|--------|------|---------------------------|-----|-----|-------|------|------|------|------|-------|------|----|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | D | LR | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | LFT | RHT | SHD | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.00 | | BEG ROUTE | | | | | 1 | 8A | 22A | C | | | | | 22 | 1 | 02 | 1220 | U1 | 40 | | R | P | * | | | | |
| | | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | D | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.04 | | UXING | D | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.07 | | BEG BRIDGE | I | | | | 1 | 1 | 8A | 22A | C | 3750 | | W | 26P | W | | 48 | 1 | 02 | 1220 | U1 | \$\$ | 40 | R | P | * | |
| 0.17 | 0.10 | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.11 | | | | | | | 1 | 1 | 8A | 22A | C | 3500 | | W | 64P | W | | 86 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.19 | 0.12 | | END BRIDGE | I | | | | 1 | 1 | 8A | 22A | C | 3250 | | 8A | 13A | 8A | | 35 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.20 | 0.13 | | BEG BRIDGE | D | | | | 1 | 1 | \$\$W | 28P | W | 3000 | | 8A | 13A | 8A | | 41 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.23 | 0.16 | | END BRIDGE | D | | | | 1 | 1 | 8A | 16A | 5A | 2500 | | 8A | 13A | 8A | | 29 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.25 | 0.18 | | | | | | | 1 | 1 | 8A | 16A | 5A | 2000 | | 8A | 13A | 8A | | 29 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.27 | 0.20 | | | | | | | 1 | 1 | 8A | 16A | \$\$\$ | 6A | JE | \$\$\$ | 13A | 8A | | 29 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.28 | 0.21 | | MISC FEATR | L | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.23 | | MISC FEATR | LC | | | | 1 | 1 | 8A | 12A | | 6A | JE | | 13A | 8A | | 25 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.31 | 0.24 | | ON RAMP | R | | | | ST | Y | 1 | 2 | 8A | 12A | | 6A | JE | 27A | 8A | | 39 | 1 | 02 | 1220 | U1 | | 40 | R | P | * |
| 0.33 | 0.26 | | ON RAMP | R | | | | ST | Y | 1 | 3 | 8A | 12A | | 6A | JE | 38A | 8A | | 50 | 1 | 02 | 1220 | U1 | | 40 | R | P | * |
| 0.34 | 0.27 | | | | | | | | | 1 | 3 | \$\$\$ | 13A | | 6A | JE | 38A | 8A | | 51 | 1 | 02 | 1220 | U1 | | 40 | R | P | * |
| 0.40 | 0.33 | | OFF RAMP | L | | | | ST | Y | 2 | 2 | W | 32P | | 6P | JE | 32P | \$\$W | | 64 | 1 | 02 | 1220 | U1 | | 40 | R | P | * |
| | | | OFF RAMP | LC | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.45 | | | | | | | 2 | 2 | W | 28P | | 8P | JE | | 40P | W | | 68 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.66 | 0.59 | | END BRIDGE | B | | | | 2 | 2 | W | 29A | | 3P | CU | | 52A | W | | 81 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.73 | 0.66 | | | | | | | 2 | 2 | C | 29A | | 3P | CU | | 52A | C | | 81 | 1 | 02 | 1220 | U1 | | 40 | R | P | * | |
| 0.74 | 0.67 | | END ST | I | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 74A | C | | 74 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.72 | | INTRSECTN | L | | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.75 | | BEG BRIDGE | B | | | | ST | | 2 | 2 | | | | C | 40A | C | | 40 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.74 | 0.67 | | | .17 | 12 | .03 | 12 | .04 | 12 | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|-------------|---|-------------|-----|-----|-----|---------------------------|----|-------|----------|-----|-----|-------|----|-------|-----|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | LEGAL | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | LFT RHT | | LFT RHT | | USE | | TOT | | CITY | | ST | | SPEED | | T P S | | | | | | | |
| | | : : | | -XROAD- | | SHD RDY SHD | | SHD RDY SHD | | LNS | | RDY | | MTCE | | FC | | D IB | | R K T | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 0.82 | 0.75 | | | BRDG NUM 290/005 | | | | 2 | 2 | | | | | C 40A | C | | 40 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | |
| 0.92 | 0.85 | END BRIDGE | B | SPOKANE RIVER | | | | 2 | 2 | | | | | C 51A | C | | 51 | 1 | 02 | 1220 | U1 | | 30 | L | B | * | |
| 0.94 | 0.87 | INTRSECTN | B | ERIE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.97 | 0.90 | BEG SU LN | C | TWO WAY TURN | | 10A | | 2 | 2 | | | | | C 51A | C | 10 | 61 | 1 | 02 | 1220 | U1 | | 30 | L | B | * | |
| | | INTRSECTN | R | DENVER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 0.97 | INTRSECTN | B | PERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.02 | END SU LN | C | TWO WAY TURN | | 10A | | 2 | 2 | | | | | C 51A | C \$\$\$ | | 51 | 1 | 02 | 1220 | U1 | | 30 | L | B | * | |
| | | INTRSECTN | B | HOGAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.12 | 1.05 | | | | | | | 2 | 2 | | | | | C 61A | C | | 61 | 1 | 02 | 1220 | U1 | | 30 | L | B | * | |
| 1.16 | 1.09 | INTRSECTN | B | HELENA ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.13 | | | | | | | 2 | 2 | | | | | C 51A | C | | 51 | 1 | 02 | 1220 | U1 | | 30 | L | B | * | |
| 1.23 | 1.16 | INTRSECTN | B | MADELIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.23 | | | | | | | 2 | 2 | | | | | C 51A | C | | 51 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | |
| 1.42 | 1.35 | UXING | B | UP RR | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 290/007 | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 809334X STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.37 | INTRSECTN | B | NAPA ST | CT | SG | Y | 2 | 2 | | | | | C 40A | C | | 40 | 1 | 02 | 1220 | U1 | | 30 | L | P | * | |
| 1.51 | 1.44 | INTRSECTN | L | CRESTLINE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.48 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.58 | 1.51 | | | | | | | 2 | 2 | | | | | C 40A | C | | 40 | 1 | 02 | 1220 | U1 | | 35 | L | P | * | |
| 1.63 | 1.56 | | | | | | | 2 | 2 | | | | | C 44A | C | | 44 | 1 | 02 | 1220 | U1 | | 35 | L | P | * | |
| 1.82 | 1.75 | RR XING | B | NUM 095820K GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 1.88 | 1.81 | INTRSECTN | L | SPRINGFIELD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.06 | 1.99 | INTRSECTN | L | REGAL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.01 | | | | | | | 2 | 2 | | | | | C 48A | C | | 48 | 1 | 02 | 1220 | U1 | | 35 | L | P | * | |
| 2.10 | 2.03 | INTRSECTN | B | TRENT RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.19 | INTRSECTN | L | FISKE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.35 | 2.28 | INTRSECTN | L | GREENE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.33 | INTRSECTN | R | CATALDO ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.39 | INTRSECTN | L | RALPH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.48 | 2.41 | INTRSECTN | B | DESMET ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.53 | 2.46 | INTRSECTN | L | THOR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.60 | 2.53 | INTRSECTN | B | FREYA WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.69 | 2.62 | INTRSECTN | R | FREYA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.77 | 2.70 | INTRSECTN | B | SYCAMORE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.93 | 2.86 | INTRSECTN | R | JULIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 1.16 | 1.09 | .03 | 11 | | .03 | 11 | | | |
| 2.60 | 2.53 | .03 | 12 | | .03 | 12 | | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|-----------------------|-----|----|-----------------|-----|-----|--------------|-----|------|---------|--------|-------|---------------------------|--------|-----|----|------|------|----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | T | P | S | |
| 5.32 | 5.25 | | | | | | | 2 | 2 | | | | | C 70A | C | | 70 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.36 | 5.29 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C 48A | 6A | 12 | 60 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.43 | 5.36 | INTRSECTN | L | CENTER RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 5.55 | 5.48 | INTRSECTN | L | ELLA RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 5.69 | 5.62 | INTRSECTN | L | DICK RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 5.76 | 5.69 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C 60A | 6A | \$\$\$ | 60 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.77 | 5.70 | | | | | | | 2 | 2 | | | | | C 66A | \$\$C | | 66 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.79 | 5.72 | WYE CONN | R | VISTA RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 5.74 | INTRSECTN | B | VISTA RD | | CT | SG Y | | | | | | | | | | | | | | | | | | | | |
| 5.84 | 5.77 | | | | | | | 2 | 2 | | | | | C 64A | 6A | | 64 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.88 | 5.81 | BEG SU LN | C | TWO WAY TURN | 13A | | | 2 | 2 | | | | | C 51A | 6A | 13 | 64 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 5.93 | 5.86 | INTRSECTN | L | BESSIE RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 5.99 | 5.92 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | 6.01 | INTRSECTN | L | SARGENT RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.15 | 6.08 | INTRSECTN | L | DALE RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.18 | 6.11 | | | | | | | 2 | 2 | | | | | C 59A | \$\$C | 13 | 72 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 6.20 | 6.13 | | | | | | | 3 | 2 | | | | | C 59A | C | 13 | 72 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 6.23 | 6.16 | END SU LN | C | TWO WAY TURN | 13A | | | 3 | 2 | | | | | C 72A | C | \$\$\$ | 72 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 6.31 | 6.24 | WYE CONN | R | ARGONNE RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.33 | 6.26 | INTRSECTN | B | ARGONNE RD | | CT | SG Y | | | | | | | | | | | | | | | | | | | | |
| 6.40 | 6.33 | INTRSECTN | L | STOUT RD | | CT | Y | 3 | 2 | | | | | 10A | 71A | C | 71 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 6.43 | 6.36 | BEG SU LN | C | TWO WAY TURN | 13A | | | 3 | 2 | | | | | 10A | 58A | C | 13 | 71 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.44 | 6.37 | | | | | | | 2 | 2 | | | | | 10A | 58A | C | 13 | 71 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.45 | 6.38 | | | | | | | 2 | 2 | | | | | 10A | 52A | 6A | 13 | 65 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.47 | 6.40 | INTRSECTN | L | WILLOW RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.51 | 6.44 | | | | | | | 2 | 2 | | | | | 6A | 52A | 6A | 13 | 65 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.53 | 6.46 | INTRSECTN | L | MAPLE RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.55 | 6.48 | | | | | | | 2 | 2 | | | | | 4A | 52A | 6A | 13 | 65 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.59 | 6.52 | INTRSECTN | R | LOCUST RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.59 | INTRSECTN | L | BOEING RD | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 6.68 | 6.61 | END SU LN | C | TWO WAY TURN | 13A | | | 2 | 2 | C 30A | | 13A | UP | \$\$\$ | 22A | 4A | \$\$\$ | 52 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.84 | 6.77 | BEG BRIDGE I | I | BN RR | | ST | | 2 | 2 | W 32P | W | 130 | \$\$ | C 28A | \$\$C | | 60 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| | | | | BRDG NUM 290/012S | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 95845F STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 662516W STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.81 | 5.74 | .03 | 12 | .03 | 12 | | | | |
| 6.31 | 6.24 | | | .07 | 12 | | | | |
| 6.33 | 6.26 | .07 | 12 | .07 | 12 | | | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|----------------------------|-------------|-----|-----|------------|-----|-----|--------|-----|--------|------|--------------------------|-----|------|-----|-------|--------|----|-----|----|----|------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | | LFT | | RHT | LFT | | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | SE | NBR | FC | D | IB | R | K | T | | | | |
| 6.84 | | 6.77 | BEG BRIDGE | D | | BN RR BRDG NUM 290/012N | ST | | 2 | 2 | | W | 32P | | W | 130 | | | C | 28A | | C | | | 60 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.87 | | 6.80 | END BRIDGE | I | | BN RR | | | 2 | 2 | | C | 30A | | \$ | 13A | UP | | \$ | 22A | | 6A | | | 52 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| | | | END BRIDGE | D | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.90 | | 6.83 | | | | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | | | C | 65A | | 6A | | | 65 | 1 | 02 | 1221 | U1 | | 40 | L | P | * |
| 6.94 | | 6.87 | INTRSECTN | L | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.96 | | 6.89 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 52A | | 6A | 13 | | 65 | 1 | 02 | 1221 | U1 | | 40 | L | P | * | |
| 6.99 | | 6.92 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.09 | | 7.02 | INTRSECTN | L | | FOWLER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | | 7.13 | | | | | | | 2 | 2 | | | | | | | | C | 52A | | 6A | 13 | | 65 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 7.33 | | 7.26 | INTRSECTN | L | | BUTLER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.36 | | 7.29 | END SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 65A | | 6A | \$\$\$ | | 65 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 7.38 | | 7.31 | INTRSECTN | R | | UNIVERSITY RD | CT | | AF | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.45 | | 7.38 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 52A | | 6A | 13 | | 65 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 7.58 | | 7.51 | INTRSECTN | L | | WILLIAMS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.83 | | 7.76 | INTRSECTN | L | | LOCKWOOD RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | | 7.92 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.08 | | 8.01 | INTRSECTN | L | | STEGNER RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.18 | | 8.11 | INTRSECTN | L | | PIT RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.37 | | 8.30 | END SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 61A | | 6A | \$\$\$ | | 61 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.42 | | 8.35 | WYE CONN | R | | SR 27 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.43 | | 8.36 | INTRSECTN | L | | PINES RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 27-PINES RD | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.50 | | 8.43 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 48A | | 6A | 13 | | 61 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.56 | | 8.49 | BEG SU LN | R | | WEAVING/SPEED CHANGE | | 15A | | 2 | 2 | | | | | | | C | 48A | | 4A | 28 | | 76 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.57 | | 8.50 | END SU LN | C | | TWO WAY TURN | | 13A | | 2 | 2 | | | | | | | C | 61A | | 4A | 15 | | 76 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.58 | | 8.51 | BEG SU LN | L | | WEAVING/SPEED CHANGE | | 11A | | 2 | 2 | | C | 26A | | 17A | UP | C | 22A | | 4A | 26 | | 74 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.61 | | 8.54 | END SU LN | R | | WEAVING/SPEED CHANGE | | 15A | | 2 | 2 | | C | 26A | | 17A | UP | C | 22A | | 4A | 11 | | 59 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.62 | | 8.55 | END SU LN | L | | WEAVING/SPEED CHANGE | | 11A | | 2 | 2 | | C | 26A | | 17A | UP | C | 22A | | 4A | \$\$\$ | | 48 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| 8.65 | | 8.58 | BEG BRIDGE | I | | SPOKANE RIVER | ST | | 2 | 2 | | C | 32P | | C | 170 | \$\$ | C | 30A | | \$\$C | | | 62 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |
| | | | | | | BRDG NUM 290/015S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SPOKANE RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 290/015N | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.74 | | 8.67 | END BRIDGE | I | | SPOKANE RIVER | | | 2 | 2 | | C | 26A | | \$ | 17A | UP | C | 22A | | 4A | | | 48 | 1 | 02 | 1221 | U1 | | 50 | L | P | * | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.94 | | 6.87 | | .02 | 20 | | | | | | |
| 7.38 | | 7.31 | | | | .03 | 13 | .03 | 13 | | |
| 8.42 | | 8.35 | | | | .03 | 15 | | | | |
| 8.43 | | 8.36 | | .03 | 13 | | | .03 | 13 | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------|-----|----|-----------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|--------|-----|-----|-----|-----|------|------|------|-------|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 8.74 | 8.67 | END BRIDGE | D | SPOKANE RIVER | | | | 2 2 | C | 26A | | 17A UP | C | 22A | 4A | | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 8.81 | 8.74 | BEG SU LN | C | TWO WAY TURN | 13A | | | 2 2 | \$ | \$\$\$ | | \$\$\$ \$ | C | 52A | 6A | 13 | | | | 65 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 8.91 | 8.84 | INTRSECTN | L | WOODLAWN RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 8.93 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | 8.95 | INTRSECTN | L | MCDONALD RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | 9.01 | | | | | | | 2 2 | | | | | 8A | 44A | 6A | 13 | | | | 57 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 9.42 | 9.35 | INTRSECTN | L | AVALON RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.45 | 9.38 | END SU LN | C | TWO WAY TURN | 13A | | | 2 2 | | | | | 8A | 57A | 6A | \$\$\$ | | | | 57 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 9.51 | 9.44 | INTRSECTN | B | EVERGREEN RD | | CT | SG Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.57 | 9.50 | BEG SU LN | C | TWO WAY TURN | 13A | | | 2 2 | | | | | 8A | 44A | 6A | 13 | | | | 57 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 9.76 | 9.69 | INTRSECTN | L | BEST RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | 9.80 | INTRSECTN | L | ELLEN RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.95 | 9.88 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.02 | 9.95 | INTRSECTN | L | ADAMS RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.14 | 10.07 | INTRSECTN | L | BURNS RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 10.20 | END SU LN | C | TWO WAY TURN | 13A | | | 2 2 | | | | | 8A | 48A | 8A | \$\$\$ | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| | | INTRSECTN | L | PROGRESS RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.33 | 10.26 | ON RAMP | L | SULLIVAN RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.35 | 10.28 | OFF RAMP | R | SULLIVAN RD | | ST | Y 2 2 | | | | | | 10A | 48A | 4A | | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 10.42 | 10.35 | MISC FEATR | R | GORE (P101035) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.43 | 10.36 | MISC FEATR | L | GORE (S101033) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.53 | 10.46 | UXING | B | SULLIVAN RD | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 290/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.63 | 10.56 | MISC FEATR | R | GORE (Q101074) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.64 | 10.57 | MISC FEATR | L | GORE (R101074) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.74 | 10.67 | ON RAMP | R | SULLIVAN RD | | ST | Y 2 2 | | | | | | 8A | 48A | 4A | | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| | | OFF RAMP | L | SULLIVAN RD | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 10.93 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.12 | 11.05 | INTRSECTN | L | LILLIAN RD | | CT | N | | | | | | | | | | | | | | | | | | | | | | |
| 11.54 | 11.47 | INTRSECTN | B | FLORA RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.69 | 11.62 | | | | | | | 2 2 | | | | | 8A | 48A | 10A | | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 12.00 | 11.93 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.24 | 12.17 | INTRSECTN | L | MONTE DELREY DR | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 12.39 | 12.32 | | | | | | | 2 2 | | | | | 10A | 48A | 10A | | | | | 48 | 1 | 02 | 1221 | U1 | 50 | L | P | * | |
| 12.50 | 12.43 | INTRSECTN | R | BARKER RD | | CT | Y 2 1 | | 24 | | | | 10A | 24A | 10A | | | | | 48 | 1 | 02 | 1221 | U2 | 50 | L | P | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.51 | 9.44 | .03 | 12 | .01 | 13 | .03 | 12 | | |
| 11.54 | 11.47 | .04 | 12 | .03 | 13 | .05 | 12 | | |
| 12.24 | 12.17 | .05 | 12 | | | | | | |
| 12.50 | 12.43 | | | .06 | 12 | .04 | 12 | | |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------------|----|----|-------------|-----|-----|-------------|--------|---------------------------|----------|--------|-----|-----|-----|-----|-----|-----|------|------|----------|-------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 12.52 | 12.45 | | | | | | | 2 | 1 | 24 | | | 10A | 24A | 10A | | | | | 48 | 1 | 02 | 1221 | U2 | 50 | L | P | * | |
| 12.53 | 12.46 | INTRSECTN | RC | OLD SR 290*WELLESLEY AVE CT | Y | | | 2 | 1 | 8A | 24A | 8A | UP | \$\$\$ | 14A | 8A | | | | 38 | 1 | 02 | 1221 | U2 | 50 | L | P | * | |
| 12.61 | 12.54 | | | | | | | 1 | 1 | 8A | 14A | 4A | | | | | | | | 28 | 1 | 02 | 1221 | U2 | 50 | L | P | * | |
| 12.84 | 12.77 | LEAVE CITY | | SPOKANE VALLEY | | | | 1 | 1 | 8A | 14A | 4A | 1400 | \$\$ | 4A | 14A | 8A | | | 28 | 1 | 02 | \$\$\$\$ | U2 | 50 | L | \$ | * | |
| 12.85 | 12.78 | UXING | I | OLD SR 290 | ST | | | 1 | 1 | 8A | 14A | 4A | 1850 | | 4A | 14A | 8A | | | 28 | 1 | 02 | | U2 | 50 | L | | * | |
| | | | | BRDG NUM 290/021 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.93 | 12.86 | | | | | | | 1 | 1 | 8A | 14A | 4A | 150S | | 4A | 14A | 8A | | | 28 | 1 | 02 | | U2 | 50 | L | | * | |
| 12.94 | 12.87 | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | | 4A | 24A | 4A | | | 24 | 1 | 02 | | U2 | 50 | L | | * | |
| 12.95 | 12.88 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 12.93 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 02 | | U2 | 55 | L | | * | |
| 13.58 | 13.51 | INTRSECTN | L | CAMPBELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 13.93 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.63 | 14.56 | INTRSECTN | B | HARVARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.94 | 14.87 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.16 | 15.09 | INTRSECTN | L | LYNDEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 15.28 | 15.21 | INTRSECTN | R | MCKINZIE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.96 | 15.89 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.48 | 16.41 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 02 | | U2 | 45 | L | | * | |
| 16.89 | 16.82 | INTRSECTN | B | STARR RD | CO | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 02 | | R2 | 45 | L | | * | |
| 16.94 | 16.87 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.96 | 16.89 | ENT/EXIT | L | POST OFFICE | OT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 17.21 | 17.14 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 02 | | R2 | 55 | L | | * | |
| 17.66 | 17.59 | TRAF RCDR | B | P33 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.97 | 17.90 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.05 | 17.98 | WYE CONN | R | IDAHO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.07 | 18.00 | INTRSECTN | B | IDAHO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.17 | 18.10 | ENT FROM | L | WEIGH STATION | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.25 | 18.18 | WEIGH STA | L | NUMBER 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.32 | 18.25 | EXIT TO | L | WEIGH STATION | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.38 | 18.31 | END ST | I | TRENT AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | B | IDAHO STATE LINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3234 | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.58 | 13.51 | .04 | 12 | | | | | | |
| 14.63 | 14.56 | .04 | 12 | .03 | 12 | | | | |
| 15.28 | 15.21 | .03 | 11 | .04 | 12 | | | | |
| 16.89 | 16.82 | .07 | 12 | | | .03 | 13 | | .07 |
| 16.96 | 16.89 | .01 | 12 | | | | | | .02 |

SR 290 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

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

18.38 18.31 END ROUTE

SR 291 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|------------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------------------------|-----|-----|-----|-----|-----|------|------|----|-------|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | 2 | 2 | C | 60P | | 2P | CU | | 24P | C | | 84 | 1 | 02 | 1220 | U1 | | 35 | R | P | * |
| | | | ENTER CITY | | | SR 2/SPOKANE TO SR 231 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 3236 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | FRANCIS ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | | | | SR 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | INTRSECTN | B | | ATLANTIC ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09 | 0.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | NORMANDIE ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | INTRSECTN | B | | CALISPEL ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.26 | | INTRSECTN | B | | WHITEHOUSE ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | | INTRSECTN | B | | WASHINGTON ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | INTRSECTN | B | | STEVENS ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | HOWARD ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | | INTRSECTN | B | | WALL ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.56 | 0.56 | | INTRSECTN | L | | POST ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | | INTRSECTN | L | | LINCOLN ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | | INTRSECTN | B | | MONROE ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | INTRSECTN | L | | BUFFALO ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.76 | 0.76 | | INTRSECTN | B | | MADISON ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | | INTRSECTN | L | | JEFFERSON ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | | INTRSECTN | L | | ADAMS ST | | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | INTRSECTN | B | | CEDAR ST | | | | | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.05 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|-----|----|-----|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L | R | L | R | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | | .09 | 24 | .03 | 12 | | |
| 0.13 | 0.13 | | .02 | 12 | | | | | | |
| 0.44 | 0.44 | | | | .01 | 11 | | | | |
| 0.50 | 0.50 | | .03 | 11 | .03 | 11 | | | | |
| 0.56 | 0.56 | | .02 | 11 | | | | | | |
| 0.66 | 0.66 | | .03 | 11 | .05 | 11 | | | | |
| 0.76 | 0.76 | | .03 | 11 | .02 | 11 | | | | |

SR 291 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|-----------------|-----------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|------|--------|-----|----|----|------|-------|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT USE | | | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS RDY SHD | | | LNS RDY | | | MTCE | | | CITY | | | ST | | | LEGAL | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S |
| 1.06 | 1.06 | | INTRSECTN | L | | WALNUT ST | CT | Y | 2 | 2 | | | | | | | C | 50A | C | | 50 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.09 | 1.09 | | | | | | | | 2 | 2 | | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.12 | 1.12 | | INTRSECTN | B | | MAPLE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.18 | 1.18 | | INTRSECTN | B | | ASH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | | | | | | | | 2 | 2 | | | | | | | C | 50A | C | | 50 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.25 | 1.25 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 50A | C | 13 | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| | | | INTRSECTN | L | | OAK ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 1.30 | | INTRSECTN | L | | ELM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | 1.36 | | INTRSECTN | L | | CANNON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.40 | 1.40 | | INTRSECTN | R | | ELGIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.44 | | INTRSECTN | L | | ELGIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | INTRSECTN | B | | BELT ST | CT | Y | 2 | 2 | | | | | | | C | 45A | C | 13 | 58 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.72 | 1.72 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 58A | C | \$\$\$ | 58 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.77 | 1.77 | | INTRSECTN | B | | ALBERTA ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | | BEG SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 46A | C | 12 | 58 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 1.88 | 1.88 | | INTRSECTN | R | | LINDEKE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | INTRSECTN | B | | A ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | 2.13 | | INTRSECTN | L | | C ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | 2.19 | | WYE CONN | R | | INDIAN TRAIL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | | | | | | C | 58A | C | \$\$\$ | 58 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 2.21 | 2.21 | | INTRSECTN | R | | INDIAN TRAIL RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | | | | | | | 2 | 2 | | | | | | | | C | 50A | C | | 50 | 1 | 02 | 1220 | U1 | 35 | R | P | * |
| 2.30 | 2.30 | | INTRSECTN | L | | G ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | | INTRSECTN | B | | FOTHERINGHAM ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.70 | | INTRSECTN | B | | WINSTON DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.82 | 2.82 | | INTRSECTN | L | | SUTHERLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TAFT DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.89 | 2.89 | | INTRSECTN | B | | GREENWOOD BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | INTRSECTN | B | | FOREST BLVD | CT | Y | 2 | 1 | | | | | | | C | 50A | C | | 50 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 2.97 | 2.97 | | | | | | | | 2 | 1 | | | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * |
| 3.00 | 3.00 | | INTRSECTN | B | | ASSEMBLY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 3.03 | | | | | | | | 1 | 1 | | | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * |
| 3.06 | 3.06 | | WYE CONN | L | | NINE MILE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.12 | 1.12 | | | | .10 | 11 | | | | |
| 1.18 | 1.18 | | .12 | 11 | | | | | | |
| 1.77 | 1.77 | | .03 | 11 | | .03 | 11 | | | |
| 2.21 | 2.21 | | | | | .02 | 11 | | | |
| 3.00 | 3.00 | | .05 | 10 | .01 | 10 | .02 | 10 | | |

SR 291 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|---|-------------------------|------------|---|----|-------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|------|-------|--------|-------|----|---|----|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | LEGAL | | T | | S | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | MTCE | | CITY | | ST | | SPEED | | R | | P | | S | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 3.07 | | 3.07 | END ST | I | | FRANCIS ST | | | | 1 | 1 | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| | | | BEG ST | I | | NINE MILE RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NINE MILE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | | 3.10 | WYE CONN | L | | NINE MILE RD | CT | | Y | 1 | 2 | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.14 | | 3.14 | | | | | | | | 2 | 2 | | | | | | C | 63A | C | | 63 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.18 | | 3.18 | | | | | | | | 2 | 2 | | | | | | C | 52A | C | | 52 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.41 | | 3.41 | INTRSECTN | L | | ROYAL DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.42 | | 3.42 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 40A | C | 12 | 52 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.52 | | 3.52 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | \$\$\$ | 52 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.57 | | 3.57 | INTRSECTN | L | | LYONS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | | 3.58 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 40A | C | 12 | 52 | 1 | 02 | 1220 | U1 | 35 | R | P | * | |
| 3.64 | | 3.64 | INTRSECTN | L | | WOODSIDE ST | CT | | Y | 2 | 2 | | | | | | C | 40A | C | 12 | 52 | 1 | 02 | 1220 | U1 | 50 | R | P | * | |
| 3.79 | | 3.79 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | \$\$\$ | 52 | 1 | 02 | 1220 | U1 | 50 | R | P | * | |
| 3.85 | | 3.85 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | 12 | 64 | 1 | 02 | 1220 | U1 | 50 | R | P | * | |
| | | | INTRSECTN | R | | RIFLE CLUB CT | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RIFLE CLUB RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.91 | | 3.91 | | | | | | | | 2 | 2 | | | | | | C | 40A | C | 12 | 52 | 1 | 02 | 1220 | U1 | 50 | R | P | * | |
| 3.93 | | 3.93 | ENT/EXIT | R | | SANITARY LANDFILL | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 3.96 | | 3.96 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | \$\$\$ | 52 | 1 | 02 | 1220 | U1 | 50 | R | P | * | |
| 4.25 | | 4.25 | INTRSECTN | L | | WIND RIVER DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | | 4.60 | LEAVE CITY | | | SPOKANE | | | | 2 | 2 | | | | | | C | 52A | C | | 52 | 1 | 02 | \$\$\$ | U1 | 50 | R | \$ | * | |
| 4.63 | | 4.63 | MISC FEATR | L | | SGN ENT SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.69 | | 4.69 | INTRSECTN | R | | WENGER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 4.82 | | 4.82 | | | | | | | | 1 | 2 | | | | | | C | 52A | C | | 52 | 1 | 02 | | U1 | 50 | R | | * | |
| 4.98 | | 4.98 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | 5.00 | INTRSECTN | L | | PARKWAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PINEMEADOW RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.16 | | 5.16 | | | | | | | | 1 | 2 | | | | | | C | 64A | C | | 64 | 1 | 02 | | U1 | 50 | R | | * | |
| 5.22 | | 5.22 | INTRSECTN | L | | SEVEN MILE RD | CO | | Y | 1 | 1 | | | | | | 6A | 42A | 6A | | 42 | 1 | 02 | | U2 | 50 | R | | * | |
| | | | INTRSECTN | R | | LOWELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|---|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.07 | | 3.07 | .06 | 10 | | | | | | |
| 3.10 | | 3.10 | | | .04 | 13 | | | | |
| 3.41 | | 3.41 | .03 | 12 | | | | | | |
| 3.57 | | 3.57 | .02 | 12 | | | | | | |
| 3.85 | | 3.85 | .02 | 12 | | | | | | |
| 4.25 | | 4.25 | .03 | 11 | .03 | 11 | | | | |
| 5.00 | | 5.00 | .02 | 12 | .02 | 12 | | | | |
| 5.22 | | 5.22 | .02 | 12 | .02 | 12 | | | | |

SR 291 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-------------------------|-----------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|-------|--------|-----|---|----|------|----|-------|---|----|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 5.24 | | 5.24 | | | | | | | | | | | | | | | 6A | 42A | 6A | | 42 | 1 | 02 | | U2 | 50 | R | * | | | |
| 5.26 | | 5.26 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 14A | | 10A | 34A | 6A | 14 | 48 | 1 | 02 | | U2 | 50 | R | * | | | |
| 5.35 | | 5.35 | | | | | | | | | | | | | | | 8A | 24A | 8A | 14 | 38 | 1 | 02 | | U2 | 50 | R | * | | | |
| 5.53 | | 5.53 | INTRSECTN | L | | BURCHWOOD AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BURCHWOOD CT | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.65 | | 5.65 | INTRSECTN | L | | DOGWOOD AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.72 | | 5.72 | INTRSECTN | L | | JOHANNSEN AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | | 6.16 | INTRSECTN | L | | KENDICK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.28 | | 6.28 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 14A | | 8A | 24A | 8A | \$\$\$ | 24 | 1 | 02 | | U2 | 50 | R | * | | | |
| 6.33 | | 6.33 | INTRSECTN | L | | RIDGECREST AVE | CO | | Y | 1 | 1 | | | | | | 8A | 38A | 8A | | 38 | 1 | 02 | | U2 | 50 | R | * | | | |
| | | | INTRSECTN | R | | RIDGECREST LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.45 | | 6.45 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | U2 | 50 | R | * | | | |
| 6.96 | | 6.96 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.51 | | 7.51 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R3 | 50 | R | * | | | |
| 8.00 | | 8.00 | MP MARKER | R | | 8 | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.51 | | 8.51 | MISC FEATR | R | | SGN ENT NINE MILE FALLS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.56 | | 8.56 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.60 | | 8.60 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | 4A | 22A | 4A | 11 | 33 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.68 | | 8.68 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.69 | | 8.69 | INTRSECTN | R | | RUTTER PKWY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | | 8.75 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | 4A | 26A | \$\$C | 11 | 37 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.85 | | 8.85 | | | | | | | | | | | | | | | 4A | 22A | 4A | 11 | 33 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.87 | | 8.87 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | 6A | 22A | 4A | \$\$\$ | 22 | 1 | 02 | | R3 | 35 | R | * | | | |
| 8.92 | | 8.92 | MISC FEATR | L | | SGN ENT NINE MILE FALLS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 9.00 | END ST | I | | NINE MILE RD | | | | | | | | | | | 6A | 22A | 4A | | 22 | 1 | 02 | | R3 | 35 | R | \$ | | | |
| | | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | | 9.20 | INTRSECTN | L | | CHARLES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.22 | | 9.22 | MISC FEATR | R | | RIVERSIDE ST PARK BDRY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.31 | | 9.31 | | | | | | | | | | | | | | | 4A | 22A | 4A | | 22 | 1 | 02 | | R3 | 35 | R | | | | |
| 9.36 | | 9.36 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | 35 | R | | | | |
| 9.58 | | 9.58 | ENT/EXIT | L | | RIVERSIDE STATE PARK | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.80 | | 9.80 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | 50 | R | | | | |
| 9.91 | | 9.91 | MISC FEATR | L | | RIVERSIDE ST PARK BDRY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.92 | | 9.92 | INTRSECTN | L | | SHOEMAKER LN | PV | | N | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.33 | | 6.33 | .03 | 11 | .06 | 11 | | | | |
| 8.69 | | 8.69 | | | .03 | 12 | | | | |
| 9.20 | | 9.20 | .06 | 11 | | | | | .03 | 12 |

SR 291 MAINLINE

STATE ROUTE - SRSH

COUNTY STEVENS

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-----|---------------------------|-----|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 11.23 | 11.23 | ENTER CO | | STEVENS | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | 50 | R | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3343 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 12.00 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.45 | 12.45 | BEG SU LN | R | CLIMBING | | | 12A | | 1 | 1 | | | | 6A | 24A | 6A | 12 | 36 | 1 | 02 | | R3 | 50 | R | | | |
| 12.48 | 12.48 | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | 12 | 36 | 1 | 02 | | R3 | 40 | R | | | |
| 12.68 | 12.68 | | | | | | | | 1 | 1 | | | | 2A | 24A | 6A | 12 | 36 | 1 | 02 | | R3 | 40 | R | | | |
| 12.80 | 12.80 | END SU LN | R | CLIMBING | | | 12A | | 1 | 1 | | | | 2A | 24A | 4A | \$\$\$ | 24 | 1 | 02 | | R3 | 40 | R | | | |
| 12.85 | 12.85 | | | | | | | | 1 | 1 | | | | 2A | 24A | 2A | | 24 | 1 | 02 | | R3 | 40 | R | | | |
| 12.98 | 12.98 | INTRSECTN | B | SWENSON RD | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 13.00 | 13.00 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | 13.05 | ENT/EXIT | L | SHOPPING CENTER | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 13.06 | 13.06 | | | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | 40 | R | | | |
| 13.07 | 13.07 | EXIT TO | L | SHOPPING CENTER | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 13.36 | 13.36 | INTRSECTN | L | SUNRISE DR | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | BLACKSTONE WAY | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 13.47 | 13.47 | MISC FEATR | R | SGN ENT SUNCREST | | | | | | | | | | | | | | | | | | | | | | | |
| 13.82 | 13.82 | INTRSECTN | L | SUNCREST DR | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 13.88 | 13.88 | MISC FEATR | L | SGN ENT SUNCREST | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.31 | 14.31 | | | | | | | | 1 | 1 | | | | 2B | 20B | 2B | | 20 | 1 | 02 | | R3 | 40 | R | | | |
| 14.35 | 14.35 | INTRSECTN | L | WYLIE DR | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 14.40 | 14.40 | | | | | | | | 1 | 1 | | | | 2B | 20B | 2B | | 20 | 1 | 02 | | R3 | 50 | R | | | |
| 14.99 | 14.99 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.13 | 15.13 | INTRSECTN | L | MORIAH DR | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | PVT RD | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 15.63 | 15.63 | INTRSECTN | L | MEADOW VISTA DR | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 15.96 | 15.96 | INTRSECTN | R | JERGENS RD | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 15.99 | 15.99 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.05 | 16.05 | INTRSECTN | R | WHITMORE HILL RD | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 16.91 | 16.91 | INTRSECTN | L | SUNDOWN RD | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 16.98 | 16.98 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 16.99 | 16.99 | INTRSECTN | L | VILLIER RD | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 17.77 | 17.77 | INTRSECTN | L | FELTON RD | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 17.89 | 17.89 | INTRSECTN | L | LAKEVIEW RD | | CO | | N | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.98 | 12.98 | .04 | 12 | .03 | 12 | .04 | 12 | .03 | 12 |
| 13.07 | 13.07 | | | | | | | .02 | 12 |
| 15.13 | 15.13 | .04 | 10 | | | .02 | 10 | | |
| 15.63 | 15.63 | .03 | 11 | | | | | | |

SR 395 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|---------|--------|---|------|----------------------|----|-----|-------------|-----|-------|-------------|-------|------|-----------|-----|---------------------------|-----|-----------|-----|------|------|--------|-------|----|------|----|-----------|------|----|----|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| 130.71 | 137.27 | ENTER CO | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.74 | 163.24 | EQUATION | | 156.68 =156.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 090 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.75 | 163.25 | BEG COINCI | | SR 002 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.06B | 165.56 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 159.06 | 165.60 | EQUATION | | 159.10B=159.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.50 | 169.27 | ENTER CITY | | SPOKANE | | | 2 2 | | C 22A | | | 12A | CU | | | | 36A | C | | | 58 | 1 | 02 | 1220 | U1 | 45 | L | P | | | |
| | | EQUATION | | 162.73 =164.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3209 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 2 | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 002 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.51 | 169.28 | WYE CONN | R | SR 2 | | | | | ST | Y | 2 2 | | C 22A | | | | 12A | CU | | | 24A | 4A | | 46 | 1 | 02 | 1220 | U1 | 45 | L | P |
| 164.60 | 169.37 | INTRSECTN | B | COUNTRY HOMES BLVD | | | | | CT | SG | Y 2 2 | | C 22A | | | | 12A | CU | | | 28A | \$\$C | | 50 | 1 | 02 | 1220 | U1 | 45 | L | P |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 164.63 | 169.40 | BEG SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | \$ \$\$\$ | | | | \$\$\$ \$ | | C | 56A | C | 14 | | 70 | 1 | 02 | 1220 | U1 | 45 | L | P |
| 164.66 | 169.43 | INTRSECTN | L | HOERNER AVE | | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 164.80 | 169.57 | END SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 56A | C | \$\$\$ | | 56 | 1 | 02 | 1220 | U1 | 45 | L | P | |
| 164.82 | 169.59 | INTRSECTN | B | HOLLAND AVE | | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 164.84 | 169.61 | | | | | | | | | | 2 2 | | | | | | | C | 70A | C | | | 70 | 1 | 02 | 1220 | U1 | 45 | L | P | |
| 164.86 | 169.63 | BEG SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 56A | C | 14 | | 70 | 1 | 02 | 1220 | U1 | 45 | L | P | |
| 164.93 | 169.70 | MISC FEATR | L | SGN ENT SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164.95 | 169.72 | END SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 70A | C | \$\$\$ | | 70 | 1 | 02 | 1220 | U1 | 45 | L | P | |
| | | INTRSECTN | B | WESTVIEW AVE | | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 164.96 | 169.73 | LEAVE CITY | | SPOKANE | | | | | | | 2 2 | | | | | | | C | 70A | C | | | 70 | 1 | 02 | \$\$\$ \$ | U1 | 45 | L | \$ | |
| 164.98 | 169.75 | BEG SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 56A | C | 14 | | 70 | 1 | 02 | | U1 | 45 | L | | |
| 165.04 | 169.81 | END SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 70A | C | \$\$\$ | | 70 | 1 | 02 | | U1 | 45 | L | | |
| 165.07 | 169.84 | INTRSECTN | B | GRAVES RD | | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 165.12 | 169.89 | BEG SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 56A | C | 14 | | 70 | 1 | 02 | | U1 | 45 | L | | |
| 165.19 | 169.96 | MP MARKER | R | 165 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 165.25 | 170.02 | END SU LN | C | TWO WAY TURN | | 14A | | | | | 2 2 | | | | | | | C | 70A | C | \$\$\$ | | 70 | 1 | 02 | | U1 | 45 | L | | |
| 165.32 | 170.09 | INTRSECTN | B | HAWTHORNE RD | | | | | CO | SG | Y 2 2 | | | | | | | C | 78A | C | | | 78 | 1 | 02 | | U1 | 45 | L | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 164.60 | 169.37 | .05 | 14 | | | | | | |
| 164.82 | 169.59 | .02 | 14 | | .02 | 14 | | | |
| 164.95 | 169.72 | | | | .02 | 14 | | | |
| 165.07 | 169.84 | .02 | 14 | | .02 | 14 | | | |
| 165.32 | 170.09 | .04 | 14 | | .03 | 14 | | | |

SR 395 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|--------|--------|---|------|------------------|---------|-------------|-----|-----|--------------|---------|-------------|---------------------------|---------|------|------|-------|----|----|----|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | T | P | S | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S | W/S | W/S | MEDIAN- | SHD RDY SHD | SHD RDY SHD | LNS RDY | MTCE | CITY | ST | D | IB | R | K | T |
| 165.35 | 170.12 | | | | | | 2 | 2 | | | C 78A | C | 78 | 1 | 02 | | U1 | | 45 | L | |
| 165.38 | 170.15 | BEG SU LN | C | TWO WAY TURN | | | 2 | 2 | | | C 64A | C | 14 | 78 | 1 | 02 | | U1 | | 45 | L |
| 165.40 | 170.17 | INTRSECTN | R | HUMBOLT ST | CO | Y | | | | | | | | | | | | | | | |
| 165.41 | 170.18 | | | | | | 2 | 2 | | | C 64A | W | 14 | 78 | 1 | 02 | | U1 | | 45 | L |
| 165.48 | 170.25 | | | | | | 2 | 2 | | | C 64A | W | 14 | 78 | 1 | 02 | | U1 | | 50 | L |
| 165.76 | 170.53 | | | | | | 2 | 2 | | | W 64A | W | 14 | 78 | 1 | 02 | | U1 | | 50 | L |
| 165.80 | 170.57 | CHG SU LN | C | TWO WAY TURN | | | 2 | 2 | | | W 64P | W | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| | | BEG BRIDGE B | B | WHITWORTH DR | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 395/453 | | | | | | | | | | | | | | | | | |
| 165.83 | 170.60 | END BRIDGE B | B | WHITWORTH DR | | | 2 | 2 | | | W 64A | W | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| | | CHG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | |
| 165.97 | 170.74 | | | | | | 2 | 2 | | | C 64A | W | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| 165.99 | 170.76 | END SU LN | C | TWO WAY TURN | | | 2 | 2 | | | C 78A | W | \$\$\$ | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.04 | 170.81 | MP MARKER | R | 166 | | | | | | | | | | | | | | | | | |
| 166.05 | 170.82 | BEG SU LN | C | TWO WAY TURN | | | 2 | 2 | | | C 64A | W | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| | | INTRSECTN | L | FALCON AVE | CO | Y | | | | | | | | | | | | | | | |
| 166.09 | 170.86 | | | | | | 2 | 2 | | | C 56A | 8A | 14 | 70 | 1 | 02 | | U1 | | 50 | R |
| 166.12 | 170.89 | END SU LN | C | TWO WAY TURN | | | 2 | 2 | | | C 78A | 8A | \$\$\$ | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.15 | 170.92 | | | | | | 2 | 2 | | | C 70A | 8A | | 70 | 1 | 02 | | U1 | | 50 | R |
| 166.18 | 170.95 | INTRSECTN | L | REGINA DR | CO | Y | 2 | 2 | | | C 78A | \$\$C | | 78 | 1 | 02 | | U1 | | 50 | R |
| | | INTRSECTN | R | WHITWORTH DR | CO | Y | | | | | | | | | | | | | | | |
| 166.24 | 171.01 | BEG SU LN | C | TWO WAY TURN | | | 2 | 2 | | | C 64A | C | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.39 | 171.16 | | | | | | 2 | 3 | | | C 64A | C | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.40 | 171.17 | ENT/EXIT | R | PVT RD | PV | N | | | | | | | | | | | | | | | |
| 166.52 | 171.29 | ENT/EXIT | L | DOT MAINT SHOP | ST | Y | | | | | | | | | | | | | | | |
| 166.54 | 171.31 | | | | | | 2 | 3 | | | C 64P | C | 14 | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.55 | 171.32 | END SU LN | C | TWO WAY TURN | | | 2 | 3 | | | C 78P | C | \$\$\$ | 78 | 1 | 02 | | U1 | | 50 | R |
| 166.60 | 171.37 | INTRSECTN | B | HASTINGS RD | CO | SG | Y | 2 | 3 | | C 90P | C | | 90 | 1 | 02 | | U1 | | 50 | R |
| 166.66 | 171.43 | | | | | | 2 | 3 | | | 9A 80A | C | | 80 | 1 | 02 | | U1 | | 50 | R |
| 166.69 | 171.46 | BEG SU LN | C | TWO WAY TURN | | | 2 | 3 | | | 9A 66A | C | 14 | 80 | 1 | 02 | | U1 | | 50 | R |
| 166.76 | 171.53 | ENT/EXIT | B | BUSINESS | PV | Y | 2 | 3 | | | 10A 66A | 10A | 14 | 80 | 1 | 02 | | U1 | | 50 | R |
| 166.79 | 171.56 | ENT/EXIT | R | BUSINESS | PV | Y | | | | | | | | | | | | | | | |
| 166.82 | 171.59 | END SU LN | C | TWO WAY TURN | | | 2 | 3 | | | 10A 66A | 10A | \$\$\$ | 66 | 1 | 02 | | U1 | | 50 | R |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 166.05 | 170.82 | .02 | 14 | | | | | | |
| 166.18 | 170.95 | .03 | 14 | .03 | 14 | | | | |
| 166.60 | 171.37 | .03 | 14 | .05 | 14 | .07 | 12 | | |
| 166.76 | 171.53 | | | .07 | 16 | | | | |
| 166.79 | 171.56 | | | .02 | 14 | | | | |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|-------------------|-----|-----|------------|---------|-----|--------|--------|--------|----------|------|--------|---------------------------|-------|-----|-----|---|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 169.10 | | 173.84 | BEG BRIDGE | D | | HATCH RD | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 55S | DE | 4P | 24P | 10A | | 62 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| | | | | | | BRDG NUM 395/458W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.12 | | 173.86 | BEG BRIDGE | I | | HATCH RD | ST | | | 2 | 2 | W | 38P | W | 55O | \$\$ | \$\$W | 38P | \$\$W | | 76 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| | | | | | | BRDG NUM 395/458E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.15 | | 173.89 | END BRIDGE | D | | HATCH RD | | | | 2 | 2 | 10A | 24P | 4P | 55S | DE | W | 38P | W | | 62 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| 169.16 | | 173.90 | END BRIDGE | I | | HATCH RD | | | | 2 | 2 | 10A | 24P | 4P | 55S | BE | 4P | 24P | 10A | | 48 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| 169.18 | | 173.92 | | | | | | | | 2 | 2 | 10A | 24P | 4P | 55S | CA | 4P | 24P | 10A | | 48 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| 169.30B | | 174.04 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.30 | | 174.06 | EQUATION | | | 169.32B=169.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.35 | | 174.11 | MISC FEATR | R | | GORE (Q116966) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.37 | | 174.13 | MISC FEATR | L | | GORE (R116954) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.54 | | 174.30 | OFF RAMP | L | | HATCH RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 169.66 | | 174.42 | ON RAMP | R | | HATCH RD | ST | | Y | 2 | 2 | 10A | 24P | 4P | 55S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 60 | R | | | | | | | | |
| 170.00 | | 174.76 | MP MARKER | B | | 170 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 170.70 | | 175.46 | | | | | | | | 2 | 2 | 10A | 24P | 4P | 55S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 171.00 | | 175.76 | MP MARKER | B | | 171 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.10 | | 175.86 | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | MONROE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.57 | | 176.33 | INTRSECTN | R | | FENDER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171.94 | | 176.70 | MP MARKER | B | | 172 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 172.11 | | 176.87 | | | | | | | | 2 | 1 | 10A | 24A | 4P | 55S | CA | 4A | 12A | 10A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 172.24 | | 177.00 | | | | | | | | 2 | 1 | 10A | 24A | 4A | 55S | CA | 4A | 12A | 10A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 172.31 | | 177.07 | | | | | | | | 2 | 1 | 10A | 24A | \$\$\$ | 20A | UP | \$\$\$ | 12A | 10A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 172.46 | | 177.22 | | | | | | | | 2 | 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 36A | 8A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 173.00 | | 177.76 | MP MARKER | R | | 173 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 173.09 | | 177.85 | INTRSECTN | B | | HALF MOON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 173.70 | | 178.46 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.00 | | 178.76 | MP MARKER | R | | 174 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.10 | | 178.86 | INTRSECTN | B | | WILD ROSE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.63 | | 179.39 | INTRSECTN | R | | NORTH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 174.72 | | 179.48 | | | | | | | | 2 | 1 | | | | | | 8A | 36A | 8A | | 36 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 174.78 | | 179.54 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |
| 174.82 | | 179.58 | BEG SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 22A | 3A | 11 | 33 | 1 | 02 | | R1 | | 60 | R | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 171.10 | | 175.86 | | .06 | 12 | .03 | 12 | .04 | 12 | .02 | 12 |
| 173.09 | | 177.85 | | .03 | 12 | | | .03 | 12 | | |
| 173.70 | | 178.46 | | | | .09 | 12 | .03 | 12 | | |
| 174.10 | | 178.86 | | .03 | 12 | | | .03 | 12 | | |

SR 395 MAINLINE

U.S. ROUTE - USSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|--------|-----|------------|---|-----------------------|-------------|-------------|----|---|-------------|---|-----|-----|-----|------|----|-----|---------------------------|--------|--------|-----|------|------|----------|-------|----|----|----|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 174.87 | 179.63 | | INTRSECTN | L | S | DRAGOON DR | CO | N | 1 | 1 | | | | | | | 3A | 22A | 3A | 11 | 33 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 174.98 | 179.74 | | END SU LN | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 175.00 | 179.76 | | MP MARKER | R | 175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 175.04 | 179.80 | | INTRSECTN | R | NORTH RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | N DRAGOON DR | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 175.07 | 179.83 | | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 175.13 | 179.89 | | BEG SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | | | 8A | 22A | 8A | 12 | 34 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 175.20 | 179.96 | | | | | | | | 1 | 1 | | | | | | | 8A | 23A | 4A | 12 | 35 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 175.31 | 180.07 | | INTRSECTN | R | NORTH RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 175.94 | 180.70 | | MP MARKER | R | 176 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.32 | 181.08 | | INTRSECTN | L | STALEY RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | DENISON-CHATTAROY RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.62 | 181.38 | | END SU LN | R | CLIMBING | 12A | | | 1 | 1 | | | | | | | 8A | 23A | 4A | \$\$\$ | 23 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 176.63 | 181.39 | | INTRSECTN | B | DENISON RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 176.75 | 181.51 | | | | | | | | 1 | 1 | | | | | | | 7A | 24A | 8A | | 24 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 176.92 | 181.68 | | INTRSECTN | B | HAMILTON RD | | CO | N | 1 | 1 | | | | | | | 7A | 24A | 5A | | 24 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 177.00 | 181.76 | | MP MARKER | R | 177 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.19 | 181.95 | | INTRSECTN | R | YUKON RD | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.34 | 182.10 | | | | | | | | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 177.52 | 182.28 | | INTRSECTN | L | OWENS RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.58 | 182.34 | | BEG SU LN | R | TRUCK CLIMBING SHOULD | 10A | | | 1 | 1 | | | | | | | 10A | 24A | \$\$\$ | 10 | 34 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 177.99 | 182.75 | | MP MARKER | R | 178 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 178.47 | 183.23 | | END SU LN | R | TRUCK CLIMBING SHOULD | 10A | | | 1 | 1 | | | | | | | 10A | 24A | 10A | \$\$\$ | 24 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 178.70 | 183.46 | | INTRSECTN | L | BURROUGHS RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | DALTON RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 179.00 | 183.76 | | MP MARKER | R | 179 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 179.39 | 184.15 | | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 179.46 | 184.22 | | WYE CONN | R | SHORT RD | | CO | Y | 1 | 1 | | | | | | | 6A | 23A | 10A | | 23 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 179.53 | 184.29 | | INTRSECTN | B | SHORT RD | | CO | Y | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | | R1 | 60 | R | | | | | | | | |
| 179.89 | 184.65 | | INTRSECTN | R | H ST | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | CLEVELAND RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 179.90 | 184.66 | | ENTER CITY | | DEER PARK | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | 0320 | R1 | 60 | R | B | | | | | | | |
| 179.97 | 184.73 | | LEAVE CITY | | DEER PARK | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 1 | 02 | \$\$\$\$ | R1 | 60 | R | \$ | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 175.04 | 179.80 | | | .03 | 11 | | | .03 | 11 | | |
| 176.32 | 181.08 | | | .03 | 14 | | | .03 | 14 | | |
| 177.52 | 182.28 | | | .03 | 12 | | | | | | |
| 178.70 | 183.46 | | | .03 | 12 | | | .03 | 12 | | |
| 179.89 | 184.65 | | | .03 | 12 | .11 | 12 | .03 | 12 | | |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY SPOKANE DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-------------|-----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|----|----|------|----|-----|----|---|----|---|---|---|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | SPEED | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | T P S | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | | | | |
| 180.00 | | 184.76 | MP MARKER | | R | 180 | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 02 | | R1 | | | | | | | | | | | |
| 180.43 | | 185.19 | BEG BRIDGE | B | | DRAGON CREEK | ST | | | | | | | | | | \$\$W | 42A | \$\$W | | | 42 | 1 | 02 | | R1 | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/460 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 180.44 | | 185.20 | END BRIDGE | B | | DRAGON CREEK | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 1 | 02 | | R1 | | | | | | | | | | | |
| 180.46 | | 185.22 | INTRSECTN | L | | MONROE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CRAWFORD ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 180.98 | | 185.74 | MP MARKER | | R | 181 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 181.06 | | 185.82 | INTRSECTN | B | | DAHL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.00 | | 186.76 | ENT FROM | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.02 | | 186.78 | MP MARKER | | R | 182 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.09 | | 186.85 | WEIGH STA | L | | NUMBER 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.12 | | 186.88 | INTRSECTN | R | | ARLINGTON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.82 | | 187.58 | INTRSECTN | B | | SPOTTED RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 182.85 | | 187.61 | BEG SU LN | R | | CLIMBING | | 12A | | | 1 | 1 | | | | | 4A | 22A | 4A | 12 | 34 | 1 | 02 | | R1 | | | | | | | | | | | | |
| 183.00 | | 187.76 | MP MARKER | | R | 183 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 183.16 | | 187.92 | BEG SU LN | L | | CLIMBING | | 12A | | | 1 | 1 | | | | | 4A | 22A | 4A | 24 | 46 | 1 | 02 | | R1 | | | | | | | | | | | | |
| 183.50 | | 188.26 | END SU LN | R | | CLIMBING | | 12A | | | 1 | 1 | | | | | 4A | 22A | 4A | 12 | 34 | 1 | 02 | | R1 | | | | | | | | | | | | |
| 183.58 | | 188.34 | MISC FEATR | B | | 24K COUNTY BOUNDARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 183.63 | | 188.39 | END SU LN | L | | CLIMBING | | 12A | | | 1 | 1 | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 1 | 02 | | R1 | | | | | | | | | | | | |
| 183.69 | | 188.45 | END CTLSEC | | | CONTROL SECTION 3209 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | SPOKANE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 180.46 | | 185.22 | | .03 | 12 | | | | | | |
| 181.06 | | 185.82 | | .03 | 12 | | | | | | |
| 182.00 | | 186.76 | | | | | | .10 | 12 | | |
| 182.12 | | 186.88 | | | | | | | | .05 | 12 |
| 182.82 | | 187.58 | | .03 | 12 | | | | | .03 | 12 |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY STEVENS DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|--------|--------|---|------|------------------------|----|-----|-----------------|---|---|-------------|-----|---------------------------|---------|----|-----|-----|-----|--------|-----|------|------|----|-------|----|----|----|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 183.69 | 188.45 | ENTER CO | | STEVENS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 60 | R | |
| | | BEG CTLSEC | | CONTROL SECTION 3301 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT STEVENS COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT SPOKANE COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| 183.71 | 188.47 | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 4 | 01 | | R1 | | 60 | R | |
| 183.94 | 188.70 | INTRSECTN | B | WALLBRIDGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 184.00 | 188.76 | MP MARKER | R | 184 | | | | | | | | | | | | | | | | | | | | | | | | |
| 184.54 | 189.30 | INTRSECTN | R | RAILROAD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 185.00 | 189.76 | MP MARKER | R | 185 | | | | | | | | | | | | | | | | | | | | | | | | |
| 185.23 | 189.99 | INTRSECTN | B | SWENSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 185.60 | 190.36 | INTRSECTN | B | WILLIAMS VALLEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 186.00 | 190.76 | MP MARKER | R | 186 | | | | | | | | | | | | | | | | | | | | | | | | |
| 186.09 | 190.85 | INTRSECTN | R | RAILROAD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 186.65 | 191.41 | INTRSECTN | R | GROTE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 186.90 | 191.66 | INTRSECTN | B | STEPHENSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 187.00 | 191.76 | MP MARKER | R | 187 | | | | | | | | | | | | | | | | | | | | | | | | |
| 187.30 | 192.06 | INTRSECTN | L | GROTE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 187.37 | 192.13 | UXING | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 395/503 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 59315V STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| 187.44 | 192.20 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 7A | 24A | 7A | 12 | 36 | 4 | 01 | | R1 | | 60 | R | | |
| 187.99 | 192.75 | MP MARKER | R | 188 | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.30 | 193.06 | INTRSECTN | L | LARSON BEACH RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 188.86 | 193.62 | INTRSECTN | L | GRANITE POINT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 188.93 | 193.69 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | | 7A | 24A | 7A | \$\$\$ | 24 | 4 | 01 | | R1 | | 60 | R | | |
| 189.01 | 193.77 | MP MARKER | R | 189 | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.54 | 194.30 | INTRSECTN | L | SUNSET BAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 190.00 | 194.76 | MP MARKER | R | 190 | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.14 | 194.90 | INTRSECTN | R | STATE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SUNSET BAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 190.29 | 195.05 | TRAF RCDR | B | R063 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.40 | 195.16 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 60 | R | |
| 190.58 | 195.34 | INTRSECTN | L | SR 292 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | GARDEN SPOT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 184.54 | 189.30 | | | .03 | 12 | | | | |
| 185.60 | 190.36 | .03 | 12 | .03 | 12 | | | | |
| 188.30 | 193.06 | .03 | 12 | | | | | | |
| 188.86 | 193.62 | .03 | 12 | | | | | | |
| 190.58 | 195.34 | .05 | 12 | .04 | 12 | | | | |

SR 395 MAINLINE

U.S. ROUTE - USSH COUNTY STEVENS

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|--------|---|---|---------|-------------------|-----|-------------|---|---|-------------|-----|-----|---------|------|--------------------------|-------|-----|-------|--------|-----|----|----|------|----|-------|---|----|---|--|--|--|--|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 190.72 | | 195.48 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 190.99 | | 195.75 | MP MARKER | R | | 191 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 192.00 | | 196.76 | MP MARKER | R | | 192 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 192.10 | | 196.86 | INTRSECTN | L | | MAPLE ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | AGAR RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 192.99 | | 197.75 | MP MARKER | R | | 193 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 193.66 | | 198.42 | INTRSECTN | R | | N DEER LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.00 | | 198.76 | MP MARKER | R | | 194 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 195.00 | | 199.76 | MP MARKER | R | | 195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 196.04 | | 200.80 | MP MARKER | R | | 196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 196.78 | | 201.54 | INTRSECTN | B | | ROITZ RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 197.03 | | 201.79 | MP MARKER | R | | 197 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 197.22 | | 201.98 | BEG SU LN | L | | CLIMBING | 11A | | | 1 | 1 | | | | | | 7A | 24A | 7A | 11 | | 35 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 197.84 | | 202.60 | END SU LN | L | | CLIMBING | 11A | | | 1 | 1 | | | | | | 7A | 24A | 7A | \$\$\$ | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 197.96 | | 202.72 | INTRSECTN | R | | BEITEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | E JUMPOFF RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198.00 | | 202.76 | MP MARKER | R | | 198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198.52 | | 203.28 | INTRSECTN | L | | BULLDOG CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SKOK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 199.03 | | 203.79 | MP MARKER | R | | 199 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200.01 | | 204.77 | MP MARKER | R | | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200.15 | | 204.91 | INTRSECTN | L | | BAKIE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200.52 | | 205.28 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 7A | | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 200.68 | | 205.44 | BEG SU LN | L | | CLIMBING | 11A | | | 1 | 1 | | | | | | 6A | 24A | 7A | 11 | | 35 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 200.84 | | 205.60 | INTRSECTN | R | | ROSKAM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 201.03 | | 205.79 | MP MARKER | R | | 201 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 201.62 | | 206.38 | INTRSECTN | L | | HUFFMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202.02 | | 206.78 | MP MARKER | R | | 202 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202.43 | | 207.19 | CHG SU LN | L | | CLIMBING | 12A | | | 1 | 1 | | | | | | 6A | 24A | 8A | 12 | | 36 | 4 | 01 | | R1 | | 60 | R | | | | | |
| | | | INTRSECTN | L | | SR 231 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202.65 | | 207.41 | END SU LN | L | | CLIMBING | 12A | | | 1 | 1 | | | | | | 6A | 24A | 8A | \$\$\$ | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 202.69 | | 207.45 | INTRSECTN | R | | HAFER RD | CO | | N | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 202.99 | | 207.75 | MP MARKER | R | | 203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.30 | | 208.06 | BEG BRIDGE B | | | COLVILLE RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 38A | \$\$W | | | 38 | 4 | 01 | | R1 | | 60 | R | | | | | |
| | | | | | | BRDG NUM 395/512 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.32 | | 208.08 | END BRIDGE B | | | COLVILLE RIVER | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | R1 | | 60 | R | | | | | |
| 203.93 | | 208.69 | INTRSECTN | L | | FARM TO MARKET RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 198.52 | | 203.28 | .03 | 12 | | .03 | 12 | | | |

SR 395 MAINLINE

U.S. ROUTE - USSH

COUNTY STEVENS

DOT DISTRICT 6

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|--------|---|---|---------|---------------------|----|-------------|----|---|-------------|-----|-----|---------|------|--------------------------|-------|-----|-------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 203.99 | | 208.75 | MP MARKER | R | | 204 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | |
| 204.43 | | 209.19 | INTRSECTN | R | | SMITH RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 204.51 | | 209.27 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 8A | 24A | 8A | 13 | 37 | 4 | 01 | | R1 | 60 | R | | | |
| 204.68 | | 209.44 | END SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 9A | 24A | 7A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | |
| | | | ENT/EXIT | R | | TRUCK STOP | | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 204.76 | | 209.52 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 9A | 24A | 7A | 13 | 37 | 4 | 01 | | R1 | 60 | R | | | |
| 204.98 | | 209.74 | END SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 9A | 24A | 7A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | |
| 205.01 | | 209.77 | MP MARKER | R | | 205 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | |
| 205.12 | | 209.88 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | |
| 205.19 | | 209.95 | INTRSECTN | L | | QUARRY-BROWNS LK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 205.44 | | 210.20 | INTRSECTN | B | | LOGAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 205.94 | | 210.70 | INTRSECTN | R | | INDIAN RIDGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 206.00 | | 210.76 | MP MARKER | R | | 206 | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.03 | | 210.79 | BEG BRIDGE | B | | COLVILLE RIVER | ST | | | 1 | 1 | | | | | | \$\$W | 40A | \$\$W | | 40 | 4 | 01 | | R1 | 60 | R | | | |
| | | | BRDG NUM | | | 395/514 | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.05 | | 210.81 | END BRIDGE | B | | COLVILLE RIVER | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | |
| 206.13 | | 210.89 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | | |
| 206.69 | | 211.45 | BEG ST | I | | PARK ST | | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | | R1 | 60 | R | | * | |
| | | | INTRSECTN | L | | SOUTH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 206.70 | | 211.46 | ENTER CITY | | | CHEWELAH | | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | 0205 | R1 | 55 | R | P | * | |
| 206.72 | | 211.48 | MISC FEATR | R | | SGN ENT CHEWELAH | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.77 | | 211.53 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 5A | 12 | 36 | 4 | 01 | 0205 | R1 | 55 | R | P | * | |
| 206.84 | | 211.60 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 5A | 12 | 36 | 4 | 01 | 0205 | R1 | 35 | R | P | * | |
| 206.85 | | 211.61 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | 0205 | R1 | 35 | R | P | * | |
| 206.95 | | 211.71 | | | | | | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 4 | 01 | 0205 | R1 | 35 | R | P | * | |
| 207.00 | | 211.76 | MP MARKER | R | | 207 | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.03 | | 211.79 | | | | | | | | 1 | 1 | | | | | | C | 36A | C | | 36 | 4 | 01 | 0205 | R1 | 25 | R | P | * | |
| 207.06 | | 211.82 | INTRSECTN | B | | KING AVE | CT | | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 4 | 01 | 0205 | R1 | 25 | R | R | * | |
| 207.12 | | 211.88 | INTRSECTN | B | | MAIN AVE | CT | SG | Y | 1 | 1 | | | | | | C | 44A | C | | 44 | 4 | 01 | 0205 | R1 | 25 | R | B | * | |
| 207.19 | | 211.95 | INTRSECTN | R | | CLAY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 207.26 | | 212.02 | INTRSECTN | B | | WEBSTER AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 207.39 | | 212.15 | INTRSECTN | L | | WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 207.45 | | 212.21 | INTRSECTN | B | | LINCOLN AVE | CT | | Y | 1 | 1 | | | | | | C | 62A | C | | 62 | 4 | 01 | 0205 | R1 | 25 | R | B | * | |
| 207.50 | | 212.26 | INTRSECTN | L | | JENKINS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 207.56 | | 212.32 | INTRSECTN | L | | FRANKLIN AVE | CT | | Y | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | 0205 | R1 | 25 | R | B | * | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 204.43 | 209.19 | | | .02 | 12 | | | .05 | 13 |
| 204.68 | 209.44 | | | .02 | 12 | | | .05 | 13 |
| 205.19 | 209.95 | .02 | 11 | | | | | | |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY STEVENS DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|--------|--------|---|------|------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|-----|-----|-----|---|----|----------|----|-------|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 207.57 | 212.33 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | 0205 | R1 | 25 | R | B | * |
| 207.64 | 212.40 | INTRSECTN | R | COZY NOOK RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | GRANT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 207.72 | 212.48 | LEAVE CITY | | CHEWELAH | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | \$\$\$\$ | R1 | 25 | R | \$ | * |
| 207.81 | 212.57 | END ST | I | PARK ST | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | | R1 | 25 | R | \$ | |
| | | INTRSECTN | L | 2ND ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SAND CANYON RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 207.83 | 212.59 | MISC FEATR | L | SGN ENT CHEWELAH | | | | | | | | | | | | | | | | | | | | | | |
| 207.87 | 212.63 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | | R1 | 45 | R | | |
| 208.00 | 212.76 | MP MARKER | R | 208 | | | | | | | | | | | | | | | | | | | | | | |
| 208.26 | 213.02 | INTRSECTN | L | PINEBROOK DR | CO | | N | | | | | | | | | | | | | | | | | | | |
| 208.30 | 213.06 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 209.00 | 213.76 | MP MARKER | R | 209 | | | | | | | | | | | | | | | | | | | | | | |
| 209.56 | 214.32 | INTRSECTN | R | KRAMER RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | OLD HWY NW CHEWELAH RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 209.99 | 214.75 | MP MARKER | R | 210 | | | | | | | | | | | | | | | | | | | | | | |
| 211.00 | 215.76 | MP MARKER | R | 211 | | | | | | | | | | | | | | | | | | | | | | |
| 211.81 | 216.57 | INTRSECTN | L | DUNCAN RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 212.00 | 216.76 | MP MARKER | R | 212 | | | | | | | | | | | | | | | | | | | | | | |
| 212.65 | 217.41 | TRAF RCDR | B | P34 0 | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | |
| 212.83 | 217.59 | INTRSECTN | R | IMMEL RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 212.99 | 217.75 | MP MARKER | R | 213 | | | | | | | | | | | | | | | | | | | | | | |
| 213.10 | 217.86 | INTRSECTN | L | BLUE CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 213.99 | 218.75 | MP MARKER | R | 214 | | | | | | | | | | | | | | | | | | | | | | |
| 215.00 | 219.76 | MP MARKER | R | 215 | | | | | | | | | | | | | | | | | | | | | | |
| 215.54 | 220.30 | INTRSECTN | L | ADDY-GIFFORD RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 215.63 | 220.37 | EQUATION | | 215.61 =215.63 | | | | | | | | | | | | | | | | | | | | | | |
| 215.65 | 220.39 | MISC FEATR | R | SGN ENT ADDY | | | | | | | | | | | | | | | | | | | | | | |
| 215.76 | 220.50 | INTRSECTN | L | BRIDGE ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 215.83 | 220.57 | INTRSECTN | L | MILL ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 215.89 | 220.63 | INTRSECTN | L | HALL ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 215.94 | 220.68 | INTRSECTN | L | NORTH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 215.99 | 220.73 | INTRSECTN | L | ADDY MAIN ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 216.01 | 220.75 | MP MARKER | R | 216 | | | | | | | | | | | | | | | | | | | | | | |
| 216.09 | 220.83 | MISC FEATR | L | SGN ENT ADDY | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 212.83 | 217.59 | | | .03 | 12 | | | | |
| 213.10 | 217.86 | .02 | 12 | | | | | | |
| 215.54 | 220.30 | .04 | 12 | | | | | | |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY STEVENS DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|---|------|---------------------|-----|---------|---|-----|-----------------|-----|-----|--------------|----|-------|---------|-------|--------------------------|-----|------|------|----|-------|---|----|----|----|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | | |
| 216.18 | 220.92 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | | | R1 | 60 | R |
| 217.00 | 221.74 | MP MARKER | R | 217 | | | | | | | | | | | | | | | | | | | | | | | |
| 217.78 | 222.52 | INTRSECTN | R | MCLEAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 218.01 | 222.75 | MP MARKER | R | 218 | | | | | | | | | | | | | | | | | | | | | | | |
| 218.73 | 223.47 | INTRSECTN | R | MCLEAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 218.87 | 223.61 | INTRSECTN | R | OLD HWY 12 MILE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 219.01 | 223.75 | MP MARKER | R | 219 | | | | | | | | | | | | | | | | | | | | | | | |
| 219.35 | 224.09 | INTRSECTN | L | 12 MILE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | OLD HWY 12 MILE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 220.00 | 224.74 | MP MARKER | R | 220 | | | | | | | | | | | | | | | | | | | | | | | |
| 220.83 | 225.57 | INTRSECTN | L | DUTRO-VOILE WAY | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 221.01 | 225.75 | MP MARKER | R | 221 | | | | | | | | | | | | | | | | | | | | | | | |
| 221.38 | 226.12 | INTRSECTN | R | OLD HWY 12 MILE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 221.68 | 226.42 | INTRSECTN | R | OLD HWY-ARDEN | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 222.01 | 226.75 | MP MARKER | R | 222 | | | | | | | | | | | | | | | | | | | | | | | |
| 222.96 | 227.70 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | 24 | 4 | 01 | | | | R1 | 60 | R |
| 223.00 | 227.74 | MP MARKER | R | 223 | | | | | | | | | | | | | | | | | | | | | | | |
| 223.17 | 227.91 | INTRSECTN | L | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 223.18 | 227.92 | BEG SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 6A | 24A | 6A | 13 | 37 | 4 | 01 | | | | R1 | 60 | R | |
| 223.21 | 227.95 | | | | | | | 1 | 1 | | | | | 20A | 24A | 6A | 13 | 37 | 4 | 01 | | | | R1 | 60 | R | |
| 223.30 | 228.04 | END SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 20A | 24A | 6A | \$\$\$ | 24 | 4 | 01 | | | | R1 | 60 | R | |
| 223.32 | 228.06 | BEG BRIDGE | B | LITTLE PEND OREILLE | R | ST | | 1 | 1 | | | | | \$\$W | 52A | \$\$W | | 52 | 4 | 01 | | | | R1 | 60 | R | |
| | | | | BRDG NUM 395/518 | | | | | | | | | | | | | | | | | | | | | | | |
| 223.33 | 228.07 | END BRIDGE | B | LITTLE PEND OREILLE | R | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | | | R1 | 60 | R | |
| 223.35 | 228.09 | INTRSECTN | R | HALL RD | CO | | Y | 1 | 1 | | | | | 12A | 24A | 12A | | 24 | 4 | 01 | | | | R1 | 60 | R | |
| | | INTRSECTN | L | ARDEN HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 223.40 | 228.14 | BEG SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 12A | 24A | 12A | 13 | 37 | 4 | 01 | | | | R1 | 60 | R | |
| 223.45 | 228.19 | END SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 12A | 24A | 12A | \$\$\$ | 24 | 4 | 01 | | | | R1 | 60 | R | |
| | | INTRSECTN | R | ELM TREE DR | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | | 24 | 4 | 01 | | | | R1 | 60 | R | |
| 223.55 | 228.29 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 223.75 | 228.49 | INTRSECTN | R | ELM TREE DR | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 224.00 | 228.74 | MP MARKER | R | 224 | | | | | | | | | | | | | | | | | | | | | | | |
| 224.20 | 228.94 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | | | R1 | 60 | R | |
| 224.99 | 229.73 | MP MARKER | R | 225 | | | | | | | | | | | | | | | | | | | | | | | |
| 225.06 | 229.80 | INTRSECTN | R | OLD HWY-ARDEN | CO | | Y | | | | | | | | | | | | | | | | | | | | |

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 223.17 | 227.91 | .03 | 13 | | | | | | |
| 223.35 | 228.09 | .02 | 13 | .03 | 13 | | | | |
| 225.06 | 229.80 | | | .03 | 12 | | | | |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY STEVENS DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|--------|--------|---|------|------------------------------------|-----|----|-------------|-----|-----|-------------|-----|------|---------|---------|-----|---------------------------|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | SPEED | T | P | S | | |
| 225.07 | 229.81 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 225.70 | 230.44 | BEG BRIDGE | B | CATTLE PASS BRDG NUM 395/521.25 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 225.71 | 230.45 | END BRIDGE | B | CATTLE PASS | | | | | | | | | | | | | | | | | | | | | | | | |
| 225.77 | 230.51 | INTRSECTN | L | ORIN RICE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 226.00 | 230.74 | MP MARKER | R | 226 | | | | | | | | | | | | | | | | | | | | | | | | |
| 226.99 | 231.73 | MP MARKER | R | 227 | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.88 | 232.62 | BEG SU LN | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | 3A | 22A | 3A | 11 | 33 | 4 | 01 | | R1 | 60 | R | | | | |
| 227.92 | 232.66 | INTRSECTN | L | MANTZ-RICKEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 227.96 | 232.70 | END SU LN | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | | R1 | 60 | R | | | | |
| 228.00 | 232.74 | MP MARKER | R | 228 | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.41 | 233.15 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | | R1 | 35 | R | | | | |
| 228.43 | 233.17 | ENTER CITY | | COLVILLE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0250 | R1 | 35 | R | P | | | |
| 228.44 | 233.18 | MISC FEATR | R | SGN ENT COLVILLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.56 | 233.30 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | 0250 | R1 | 35 | R | P | | | |
| | | INTRSECTN | R | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 228.63 | 233.37 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | 0250 | R1 | 25 | R | P | | | |
| 228.68 | 233.42 | | | | | | | 1 | 1 | | | | | 8A | 50A | \$\$\$C | 12 | 62 | 4 | 01 | 0250 | R1 | 25 | R | P | | | |
| 228.74 | 233.48 | | | | | | | 1 | 1 | | | | | \$\$\$C | 62A | C | 12 | 74 | 4 | 01 | 0250 | R1 | 25 | R | P | | | |
| 228.79 | 233.53 | BEG ST | I | MAIN ST | | | | 1 | 1 | | | | | 8A | 48A | C | 12 | 60 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| | | INTRSECTN | R | JUNIPER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 228.85 | 233.59 | | | | | | | 1 | 1 | | | | | \$\$\$C | 62A | C | 12 | 74 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| 228.88 | 233.62 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 74A | C | \$\$\$ | 74 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| | | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 228.92 | 233.66 | | | | | | | 1 | 1 | | | | | C | 62A | C | | 62 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| 228.93 | 233.67 | ROUNDAABOUT | R | E HAWTHORNE AVE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDAABOUT | L | W HAWTHORNE AVE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 228.96 | 233.70 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 50A | C | 12 | 62 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| 228.97 | 233.71 | INTRSECTN | L | GLENN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 228.99 | 233.73 | | | | | | | 1 | 2 | | | | | C | 50A | C | 12 | 62 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| 229.00 | 233.74 | MP MARKER | R | 229 | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.02 | 233.76 | | | | | | | 2 | 2 | | | | | C | 50A | C | 12 | 62 | 4 | 01 | 0250 | R1 | 25 | R | P | * | | |
| 229.20 | 233.94 | INTRSECTN | R | DOMINION AVE | CT | | Y | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 4 | 01 | 0250 | R1 | 25 | R | B | * | | |
| 229.27 | 234.01 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 76A | C | \$\$\$ | 76 | 4 | 01 | 0250 | R1 | 25 | R | B | * | | |
| | | INTRSECTN | B | COLUMBIA AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| 225.77 | 230.51 | .03 | 12 | | | | | | .03 | 12 |
| 228.79 | 233.53 | | | .11 | 12 | | | | | |
| 228.88 | 233.62 | | | .09 | 12 | | | | | |
| 229.27 | 234.01 | | | .02 | 12 | | | | | |

SR 395 MAINLINE

U.S. ROUTE - USSH COUNTY STEVENS

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|--------|-------------|---|----|-----------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|-----|--------|------|------|-----|-------|----|----|----|---|---|----|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 229.28 | | 234.02 | | | | | | | | 2 | 2 | | | | | | C | 76A | | C | | 76 | 4 | 01 | 0250 | R1 | | 25 | R | B | * | | | |
| 229.34 | | 234.08 | INTRSECTN | B | | BIRCH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.42 | | 234.16 | INTRSECTN | R | | ASTOR AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.49 | | 234.23 | INTRSECTN | L | | 1ST AVE W | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 1ST AVE E | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.56 | | 234.30 | INTRSECTN | L | | 2ND AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 2ND AVE E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.64 | | 234.38 | INTRSECTN | R | | SR 20 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 3RD AVE W | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.67 | | 234.41 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 64A | | C | 12 | 76 | 4 | 01 | 0250 | R1 | | 25 | R | B | * | | | |
| 229.71 | | 234.45 | INTRSECTN | L | | 4TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 4TH AVE E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.74 | | 234.48 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 76A | | C | \$\$\$ | 76 | 4 | 01 | 0250 | R1 | | 25 | R | B | * | | | |
| 229.76 | | 234.50 | END ST | I | | MAIN ST | | | | 2 | 2 | | | | | | C | 60A | | C | | 60 | 4 | 01 | 0250 | R1 | | 25 | R | P | \$ | | | |
| | | | INTRSECTN | R | | MAIN ST N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.79 | | 234.53 | BEG ST | I | | 5TH AVE W | | | | 2 | 2 | | | | | | C | 60A | | C | | 60 | 4 | 01 | 0250 | R1 | | 25 | R | P | * | | | |
| | | | INTRSECTN | R | | 5TH AVE E | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.83 | | 234.57 | INTRSECTN | B | | WYNNE ST | CT | SG | Y | 1 | 1 | | | | | | C | 60A | | C | | 60 | 4 | 01 | 0250 | R1 | | 25 | R | P | * | | | |
| 229.86 | | 234.60 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 36A | | C | 12 | 48 | 4 | 01 | 0250 | R1 | | 25 | R | P | * | | | |
| 229.90 | | 234.64 | INTRSECTN | B | | WASHINGTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.94 | | 234.68 | END ST | I | | 5TH AVE W | | | | 1 | 1 | | | | | | C | 36A | | C | 12 | 48 | 4 | 01 | 0250 | R1 | | 25 | R | P | \$ | | | |
| | | | INTRSECTN | L | | 5TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.99 | | 234.73 | INTRSECTN | B | | LINCOLN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.07 | | 234.81 | ROUNDAABOUT | L | | RAILROAD ST | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.18 | | 234.92 | INTRSECTN | L | | LOUIS PERRAS RD | CT | | Y | 1 | 1 | | | | | | 6A | 28A | | C | 12 | 40 | 4 | 01 | 0250 | R1 | | 35 | R | P | | | | |
| 230.19 | | 234.93 | INTRSECTN | R | | 7TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.30 | | 235.04 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | | 8A | \$\$\$ | 24 | 4 | 01 | 0250 | R1 | | 35 | R | P | | | | |
| | | | INTRSECTN | R | | 8TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.38 | | 235.12 | EXIT TO | R | | WAL MART | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.42 | | 235.16 | ENT/EXIT | R | | WAL MART | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230.48 | | 235.22 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | | 8A | 12 | 36 | 4 | 01 | 0250 | R1 | | 35 | R | P | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|--------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 229.34 | | 234.08 | .02 | 12 | | | | | | |
| 229.49 | | 234.23 | .04 | 12 | | | | | | |
| 229.56 | | 234.30 | .02 | 12 | | | | | | |
| 229.64 | | 234.38 | .03 | 12 | | | | | | |
| 229.83 | | 234.57 | .02 | 12 | | | | | | |
| 230.30 | | 235.04 | | | | | | | | |
| 230.42 | | 235.16 | | | .11 | 12 | | | .03 | 13 |

SR 395 MAINLINE U.S. ROUTE - USSH COUNTY FERRY DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|--------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|-----|-----|------|------|----|-------|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| 255.32 | | 260.06 | | | | | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R1 | | 55 | R | |
| 256.00 | | 260.74 | MP MARKER | R | | 256 | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.00 | | 261.74 | MP MARKER | R | | 257 | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.49 | | 262.23 | UXING | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | BRDG NUM 395/613 | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.64 | | 262.38 | BEG BRIDGE | B | | NUM 59036A STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BIG BOULDER CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/614 | | | | | | | | | | | | | | | | | | | | | | | | |
| 257.67 | | 262.41 | END BRIDGE | B | | BIG BOULDER CREEK | | | | 1 | 1 | | | | | | 3B | 22B | 3B | | | 22 | 4 | 02 | | R1 | | 55 | R | |
| 257.86 | | 262.60 | INTRSECTN | L | | BOULDER CREEK RD | | | | CO | N | 1 | 1 | | | | 3B | 20B | 3B | | | 20 | 4 | 02 | | R1 | | 55 | R | |
| 258.01 | | 262.75 | MP MARKER | R | | 258 | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.98 | | 263.72 | BEG BRIDGE | B | | DEER CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/616 | | | | | | | | | | | | | | | | | | | | | | | | |
| 258.99 | | 263.73 | END BRIDGE | B | | DEER CREEK | | | | 1 | 1 | | | | | | 3B | 20B | 3B | | | 20 | 4 | 02 | | R1 | | 55 | R | |
| 259.00 | | 263.74 | MP MARKER | R | | 259 | | | | | | | | | | | | | | | | | | | | | | | | |
| 259.89 | | 264.63 | INTRSECTN | L | | PVT RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT ORIENT | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.00 | | 264.74 | TRAF RCDR | B | | P26 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 260 | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.16 | | 264.90 | INTRSECTN | L | | LOUISE AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.27 | | 265.01 | INTRSECTN | R | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 260.44 | | 265.18 | MISC FEATR | L | | SGN ENT ORIENT | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.00 | | 265.74 | MP MARKER | R | | 261 | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.79 | | 266.53 | INTRSECTN | R | | HUMES RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 261.89 | | 266.63 | INTRSECTN | L | | ESLICK RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.00 | | 266.74 | MP MARKER | R | | 262 | | | | | | | | | | | | | | | | | | | | | | | | |
| 262.99 | | 267.73 | MP MARKER | R | | 263 | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.73 | | 268.47 | BEG BRIDGE | B | | LITTLE BOULDER CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 395/618 | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.74 | | 268.48 | END BRIDGE | B | | LITTLE BOULDER CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.81 | | 268.55 | INTRSECTN | R | | ROCK CUT RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 263.82 | | 268.56 | INTRSECTN | L | | LITTLE BOULDER RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.00 | | 268.74 | MP MARKER | R | | 264 | | | | | | | | | | | | | | | | | | | | | | | | |
| 264.86 | | 269.60 | RR XING | B | | NUM 59041W GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 265.00 | | 269.74 | MP MARKER | R | | 265 | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.00 | | 270.74 | MP MARKER | R | | 266 | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.70 | | 271.44 | ENT/EXIT | R | | MATNEY COUNTY PARK | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--|--------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 260.27 | | 265.01 | | | | .03 | 11 | | | | |

SR 902 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|--------|-----|--------------------------|-----|-----|----|------|------|----|-------|----|----|------|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T | | | | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 1 | | | | | | C 26P | C | | 26 | 1 | 01 | | R3 | | 45 | L | | * | | | | | |
| | | BEG CTLSEC | | SR 90 TO MEDICAL LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CONTROL SECTION 3235 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | SALNAVE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 90 | | | | | | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 902/001 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | END BRIDGE | B | SR 90 | | | | 1 1 | | | | | | 2B 22B | 2B | | 22 | 1 | 01 | | R3 | | 45 | L | | * | | | | | |
| 0.11 | 0.11 | ON RAMP | R | SR 90 | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SR 90 | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 0.14 | 0.14 | INTRSECTN | R | CLEAR LAKE RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | INTRSECTN | R | BLUE HERON RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | INTRSECTN | L | WOLFE RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | INTRSECTN | L | MALLOY PRAIRIE RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | INTRSECTN | L | MEDICAL LK-TYLER RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 2.66 | 2.66 | INTRSECTN | L | MEDICAL LAKE TYLER RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 3.01 | 3.01 | INTRSECTN | L | W WASHINGTON RD | | | | | | | | | CO | N | | | | | | | | | | | | | | | | | |
| 3.03 | 3.03 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.85 | 3.85 | ENTER CITY | | MEDICAL LAKE | | | | 1 1 | | | | | | 2A 22A | 2A | | 22 | 1 | 01 | 0755 | R3 | | 45 | L | P | * | | | | | |
| 3.86 | 3.86 | INTRSECTN | R | CLEAR LAKE RD | | | | | | | | | CT | N | | | | | | | | | | | | | | | | | |
| 3.91 | 3.91 | INTRSECTN | L | MORHARDT RD | | | | | | | | | CT | N | | | | | | | | | | | | | | | | | |
| 4.01 | 4.01 | INTRSECTN | L | MASON DR | | | | | | | | | CT | N | | | | | | | | | | | | | | | | | |
| 4.05 | 4.05 | MP MARKER | R | 4 | | | | 1 1 | | | | | | 3G 22A | 2A | | 22 | 1 | 01 | 0755 | R3 | | 30 | L | P | * | | | | | |
| | | MISC FEATR | R | SGN ENT MEDICAL LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.06 | 4.06 | END ST | I | SALNAVE RD | | | | 1 1 | | | | | | 1G 22A | 2A | | 22 | 1 | 01 | 0755 | R3 | | 30 | L | P | * | | | | | |
| | | BEG ST | I | MEDICAL LAKE-TYLER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SIMPSON LOOP | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | INTRSECTN | L | CIRCLE DR | | | | | | | | | CT | Y | 1 1 | | 1G | 22A | 2A | | | | 22 | 1 | 01 | 0755 | R3 | 30 | R | P | * |
| 4.17 | 4.17 | INTRSECTN | R | DENTON RD | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 4.21 | 4.21 | INTRSECTN | R | SIMPSON LOOP | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 4.25 | 4.25 | INTRSECTN | L | MORHARDT RD | | | | | | | | | CT | N | | | | | | | | | | | | | | | | | |
| 4.32 | 4.32 | | | | | | | 1 1 | | | | | | 3G 22A | 2A | | 22 | 1 | 01 | 0755 | R3 | | 30 | R | P | * | | | | | |
| 4.85 | 4.85 | INTRSECTN | L | FANCHER CONNECTION | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.04 | 5.04 | INTRSECTN | L | FANCHER RD | | | | | | | | | CT | Y | 1 1 | | 1G | 22A | 2A | | | | 22 | 1 | 01 | 0755 | R2 | 30 | R | P | * |
| 5.17 | 5.17 | INTRSECTN | L | BOAT LAUNCH PARKING | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 5.61 | 5.61 | END ST | I | MEDICAL LAKE-TYLER RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | LAFEVRE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | JEFFERSON ST | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 5.73 | 5.73 | INTRSECTN | L | CALIFORNIA ST | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | |
| 5.87 | 5.87 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | 5.88 | INTRSECTN | L | IDAHO ST | | | | | | | | | CT | Y | 1 1 | | 10G | 22A | 2A | | | | 22 | 1 | 01 | 0755 | R2 | 30 | R | B | * |

SR 902 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|---|-------------------------|------------|---|----|----------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|-----|-------|------|-------|----|----------|----|---|----|---|----|----|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | LEGAL | | T P S | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | T P S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | A | SE | NBR | FC | D | IB | R | K | T | | |
| 5.90 | | 5.90 | INTRSECTN | R | | CAMPBELL ST | CT | Y | 1 | 1 | | | | | | | 10G | 22A | 2A | | | 22 | 1 | 01 | 0755 | R2 | | 30 | R | B | * | | |
| 5.95 | | 5.95 | INTRSECTN | L | | MILLER ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.97 | | 5.97 | INTRSECTN | R | | HERB ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | | 6.03 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | HANCOCK ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.04 | | 6.04 | INTRSECTN | R | | GRACE ST | CT | Y | 1 | 1 | | | | | | | \$\$C | 60A | \$\$C | | | 60 | 1 | 01 | 0755 | R2 | | 30 | R | B | * | | |
| 6.09 | | 6.09 | INTRSECTN | B | | LAKE ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | | 6.16 | INTRSECTN | R | | LADD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | FIRST ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | | 6.22 | INTRSECTN | R | | SPENCE ST | CT | Y | 1 | 1 | | | | | | | 10G | 40A | C | | | 40 | 1 | 01 | 0755 | R2 | | 30 | R | B | * | | |
| | | | INTRSECTN | L | | SECOND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.27 | | 6.27 | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 1A | | | 22 | 1 | 01 | 0755 | R2 | | 30 | R | B | * | | |
| 6.29 | | 6.29 | INTRSECTN | R | | BARKER ST | CT | Y | 1 | 1 | | | | | | | 2A | 40A | \$\$C | | | 40 | 1 | 01 | 0755 | R2 | | 30 | R | B | * | | |
| 6.31 | | 6.31 | INTRSECTN | L | | THIRD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.37 | | 6.37 | INTRSECTN | L | | FOURTH ST | CT | Y | 1 | 1 | | | | | | | 1A | 40A | C | | | 40 | 1 | 01 | 0755 | R2 | | 30 | R | R | * | | |
| 6.46 | | 6.46 | INTRSECTN | L | | JAMES ST | CT | Y | 1 | 1 | | | | | | | 1A | 22A | 2A | | | 22 | 1 | 01 | 0755 | R2 | | 30 | R | P | * | | |
| 6.55 | | 6.55 | WYE CONN | R | | SR 902 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.56 | | 6.56 | END ST | I | | LAFEVRE ST | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | 0755 | R2 | | 30 | R | P | * | | |
| | | | BEG ST | I | | MEDICAL LAKE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LEFEVRE ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | BROOKS RD | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.58 | | 6.58 | WYE CONN | R | | SR 902 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.83 | | 6.83 | RR XING | B | | NUM 66331W GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | | 6.89 | INTRSECTN | L | | STANLEY ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.94 | | 6.94 | INTRSECTN | R | | STANLEY ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | | 6.99 | INTRSECTN | L | | GRAHAM RD | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 7.00 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.16 | | 7.16 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | 0755 | R2 | | 55 | R | P | * | | |
| 7.21 | | 7.21 | LEAVE CITY | | | MEDICAL LAKE | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 1 | 01 | \$\$\$\$ | R2 | | 55 | R | \$ | \$ | | |
| | | | END ST | I | | MEDICAL LAKE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.22 | | 7.22 | INTRSECTN | L | | GRAHAM RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.26 | | 7.26 | MISC FEATR | L | | SGN ENT MEDICAL LAKE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.52 | | 7.52 | INTRSECTN | B | | KEENE RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.88 | | 7.88 | INTRSECTN | L | | BARTHOLOMEW RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | | 8.00 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 9.00 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.23 | | 9.23 | INTRSECTN | B | | WELCOME RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.55 | 6.55 | | | .03 | 14 | | | | |

SR 902 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|---|-------------------------|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-------|--------|-----|---|----|------|----|-------|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 9.25 | | 9.25 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R2 | 55 | R | | | | |
| 9.39 | | 9.39 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | R2 | 55 | R | | | | |
| 9.41 | | 9.41 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | 4A | 24A | 4A | 24 | 48 | 1 | 01 | | R2 | 55 | R | | | | |
| 9.49 | | 9.49 | RR XING | B | | NUM 066331W GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.59 | | 9.59 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | R2 | 55 | R | | | | |
| 9.60 | | 9.60 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 01 | | R2 | 55 | R | | | | |
| 10.00 | | 10.00 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.10 | | 10.10 | INTRSECTN | L | | HALLET RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | | 10.27 | INTRSECTN | B | | CRAIG RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 11.00 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.95 | | 11.95 | | | | | | | | | | | | | | | 4A | 24A | 4A | | 24 | 1 | 01 | | R2 | 35 | R | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.02 | | 12.02 | | | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | | R2 | 35 | R | | | | |
| 12.13 | | 12.13 | INTRSECTN | L | | HAYFORD RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WHITE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.16 | | 12.16 | | | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 1 | 01 | | U2 | 35 | R | | | | |
| 12.17 | | 12.17 | OFF RAMP | R | | SR 90 | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 90 | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.32 | | 12.32 | BEG BRIDGE | B | | SR 90 | ST | | | 1 | 1 | | | | | | \$\$W | 27P | \$\$W | | 27 | 1 | 01 | | U2 | 35 | R | | | | |
| | | | | | | BRDG NUM 902/010 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.36 | | 12.36 | END BRIDGE | B | | SR 90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3235 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 10.27 | 10.27 | .03 | 12 | | | .04 | 12 |

SR 904 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------|-------------|-----|-----|-------------|----|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|-------|----|------|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | T P S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 9.82 | 9.82 | | END ST | I | | W FIRST ST | | | | 1 | 1 | | | | | | C | 24A | C | 28 | 52 | 1 | 01 | 0200 | U2 | | 45 | R | P | * | | |
| | | | BEG ST | I | | W 1ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.95 | 9.95 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 9.96 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.97 | 9.97 | | | | | | | | | 1 | 1 | | | | | | C | 48A | C | 28 | 76 | 1 | 01 | 0200 | U2 | | 35 | R | P | * | | |
| 10.06 | 10.06 | | INTRSECTN | L | | BUENA VISTA ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.17 | 10.17 | | INTRSECTN | L | | LINCOLN ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.22 | 10.22 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.26 | 10.26 | | END SU LN | L | | BICYCLE | | | | | | | | | | | C | 48A | C | 12 | 60 | 1 | 01 | 0200 | U2 | | 35 | R | P | * | | |
| | | | END SU LN | R | | BICYCLE | | 08A | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WASHINGTON LN | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | WASHINGTON ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.33 | 10.33 | | | | | | | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 1 | 01 | 0200 | U2 | | 35 | R | P | * | | |
| 10.35 | 10.35 | | INTRSECTN | L | | SALNAVE RD | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 10.42 | | INTRSECTN | L | | L ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.50 | 10.50 | | INTRSECTN | B | | K ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.55 | 10.55 | | | | | | | | | 2 | 1 | | | | | | C | 48A | C | 12 | 60 | 1 | 01 | 0200 | U2 | | 35 | R | P | * | | |
| 10.57 | 10.57 | | INTRSECTN | L | | J ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.60 | 10.60 | | | | | | | | | 1 | 1 | | | | | | C | 33A | C | 12 | 45 | 1 | 01 | 0200 | U2 | | 35 | R | P | * | | |
| 10.66 | 10.66 | | END ST | I | | W 1ST ST | | | | 1 | 1 | | | | | | C | 30A | C | 15 | 45 | 1 | 01 | 0200 | U2 | | 25 | R | P | * | | |
| | | | CHG SU LN | C | | TWO WAY TURN | | | 15A | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 1ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | UNION ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.74 | 10.74 | | INTRSECTN | B | | I ST | | CT | | | Y | 1 | 1 | | | | C | 29A | C | 15 | 44 | 1 | 01 | 0200 | U2 | | 25 | R | P | * | | |
| 10.80 | 10.80 | | INTRSECTN | B | | H ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.83 | 10.83 | | CHG SU LN | C | | TWO WAY TURN | | | 12A | | | 1 | 1 | | | | C | 32A | C | 12 | 44 | 1 | 01 | 0200 | U2 | | 25 | R | P | * | | |
| 10.86 | 10.86 | | INTRSECTN | B | | G ST | | CT | | | Y | 1 | 1 | | | | C | 48A | C | 12 | 60 | 1 | 01 | 0200 | U2 | | 25 | R | B | * | | |
| 10.93 | 10.93 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | 1 | 1 | | | | C | 60A | C | \$\$\$ | 60 | 1 | 01 | 0200 | U2 | | 25 | R | B | * | | |
| | | | INTRSECTN | B | | F ST | | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.96 | 10.96 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | 1 | 1 | | | | C | 48A | C | 12 | 60 | 1 | 01 | 0200 | U2 | | 25 | R | B | * | | |
| 10.97 | 10.97 | | INTRSECTN | B | | COLLEGE AVE | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | 11.04 | | INTRSECTN | B | | D ST | | CT | | | Y | 1 | 1 | | | | C | 32A | C | 12 | 44 | 1 | 01 | 0200 | U2 | | 25 | R | P | * | | |
| 11.10 | 11.10 | | INTRSECTN | B | | C ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.15 | 11.15 | | INTRSECTN | B | | B ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.22 | 11.22 | | INTRSECTN | B | | A ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.28 | 11.28 | | INTRSECTN | L | | COCOLALLA ST | | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.26 | 10.26 | | | | | | | | | .07 | 12 |
| 10.93 | 10.93 | | | | | .02 | 12 | | | | |

SR 904 MAINLINE

STATE ROUTE - SRSH

COUNTY SPOKANE

DOT DISTRICT 6

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------|-----|----|-------------|-----|-----|-------------|--------|---------------------------|---------|-----|-------|--------|-----|-----|-----|-----|------|------|----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 12.68 | 12.68 | | | | | | | 1 | 1 | | | | 10A | 24A | 10A | | | | | 24 | 1 | 01 | U2 | | 45 | R | | |
| 12.75 | 12.75 | | | | | | | 1 | 1 | | | | 10A | 24A | 10A | | | | | 24 | 1 | 01 | U2 | | 55 | R | | |
| 12.92 | 12.92 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.94 | 12.94 | INTRSECTN | L | PARADISE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.96 | 12.96 | | | | | | | 1 | 1 | | | | 10A | 24A | 10A | | | | | 24 | 1 | 01 | R2 | | 55 | R | | |
| 13.00 | 13.00 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.99 | 13.99 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.05 | 14.05 | INTRSECTN | B | JENSEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.83 | 14.83 | INTRSECTN | L | PAGE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 14.99 | 14.99 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | 15.24 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | | R2 | | | 55 | R | | |
| 15.28 | 15.28 | INTRSECTN | L | MEADOW LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.39 | 15.39 | INTRSECTN | R | PURVIS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.73 | 15.73 | INTRSECTN | R | OLD PSH 11 | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.75 | 15.75 | INTRSECTN | R | GARFIELD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.00 | 16.00 | MP MARKER | R | 16 | | | | 1 | 1 | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.04 | 16.04 | MISC FEATR | R | SGN ENT FOUR LAKES | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.09 | 16.09 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.15 | 16.15 | INTRSECTN | L | RING ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 16.16 | 16.16 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.28 | 16.28 | INTRSECTN | B | 6TH AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.45 | 16.45 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 24A | 4A | \$\$\$ | 24 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.50 | 16.50 | INTRSECTN | L | 3RD AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.51 | 16.51 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 24A | 4A | 12 | 36 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.63 | 16.63 | INTRSECTN | B | FIRST ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.71 | 16.71 | INTRSECTN | R | MELVILLE RD | CO | | Y | 1 | 1 | | | | 10A | 24A | 10A | 12 | 36 | 1 | 01 | | | R2 | | | 40 | R | | |
| | | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.74 | 16.74 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | 8A | 12A | 12A CU | \$\$\$ | 12A | 8A | \$\$\$ | 24 | 1 | 01 | | | R2 | | | 40 | R | | |
| 16.81 | 16.81 | OFF RAMP | R | SR 90 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | SR 90 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 16.87 | 16.87 | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 10A | 24A | 10A | | | | 24 | 1 | 01 | R2 | | 40 | R | | |
| 16.90 | 16.90 | BEG BRIDGE B | | SR 90 | ST | | | 1 | 1 | | | | \$\$C | 30P | \$\$C | | | | 30 | 1 | 01 | R2 | | | 40 | R | | |
| | | | | BRDG NUM 904/010 | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.94 | 12.94 | .03 | 12 | | | | | | |
| 14.05 | 14.05 | .04 | 12 | .04 | 12 | | | | |
| 16.15 | 16.15 | .03 | 12 | | | | | | |
| 16.50 | 16.50 | .03 | 12 | | | .02 | 12 | .03 | 12 |
| 16.71 | 16.71 | | | | | .02 | 12 | | |

