

State Highway Log

Planning Report
2015

Northwest 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 |

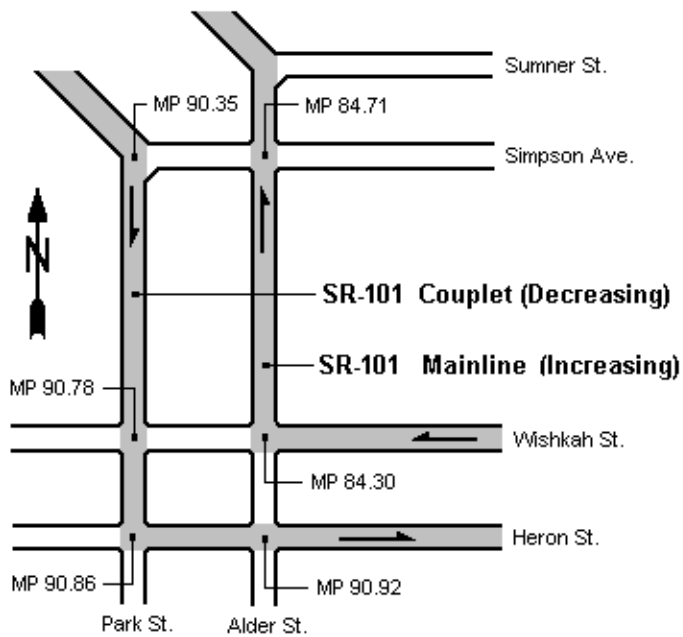
The RRQ is a maximum six-character field that uniquely identifies the RRT since there may be more than one of the same types of RRT for a route. The assigning of RRQ is done in one of three ways depending on the RRT.

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

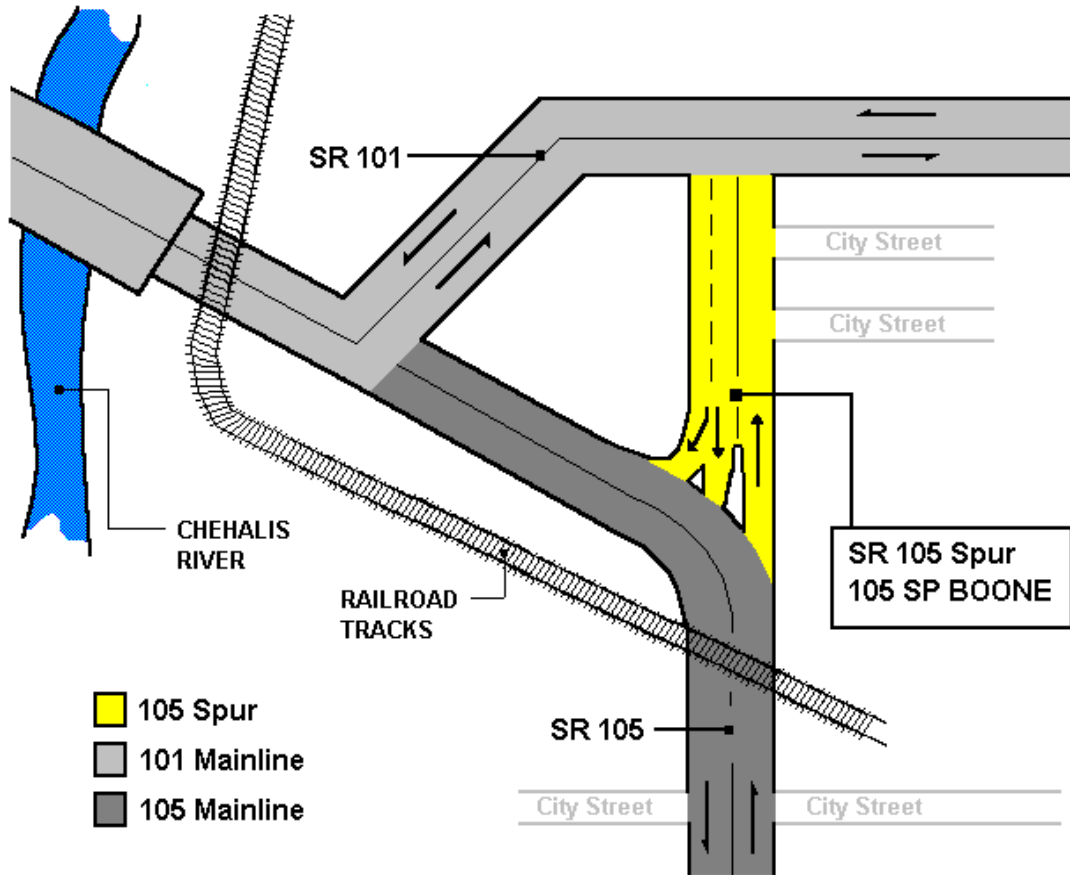


**Grays Harbor County
Aberdeen
SR-101
SR-101 CO ABERDN**

EXAMPLE: 101 CO ABERDN

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

SPUR EXAMPLE



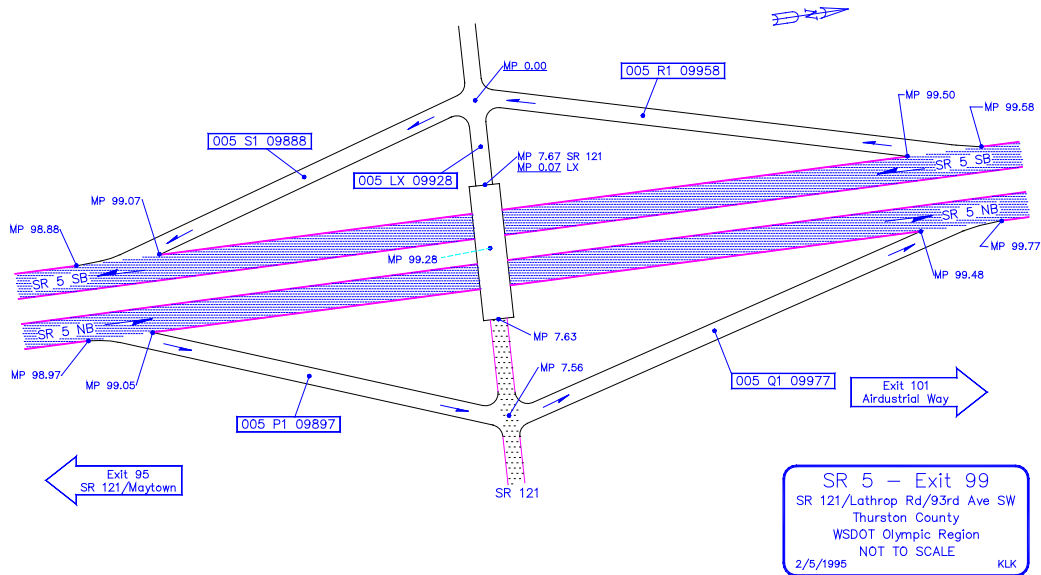
EXAMPLE: 105 SP BOONE

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

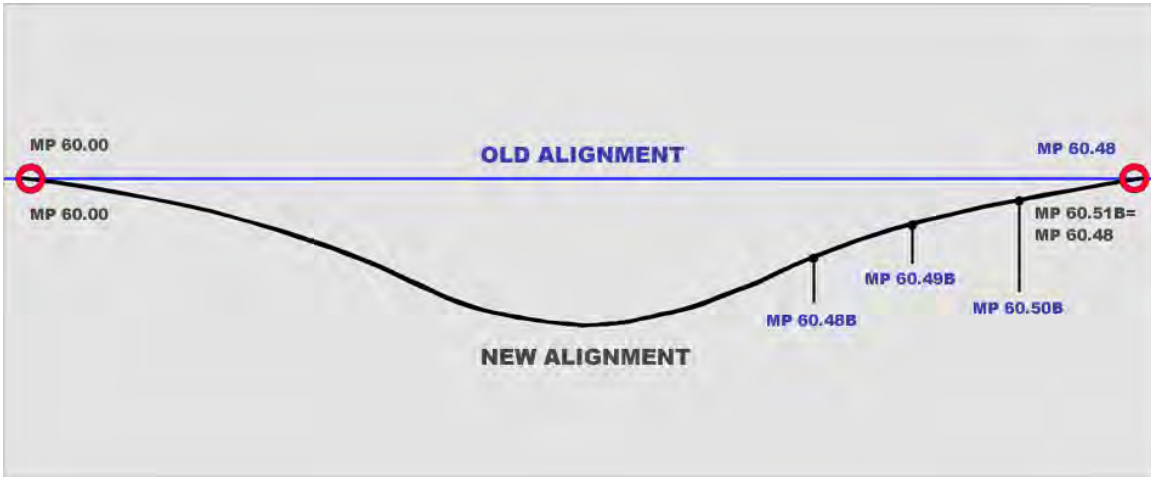
One lane of highway for one mile, i.e. – a section of highway one mile long with 5 lanes has the equivalent of 5 lane miles.

EQUATION (EQ)

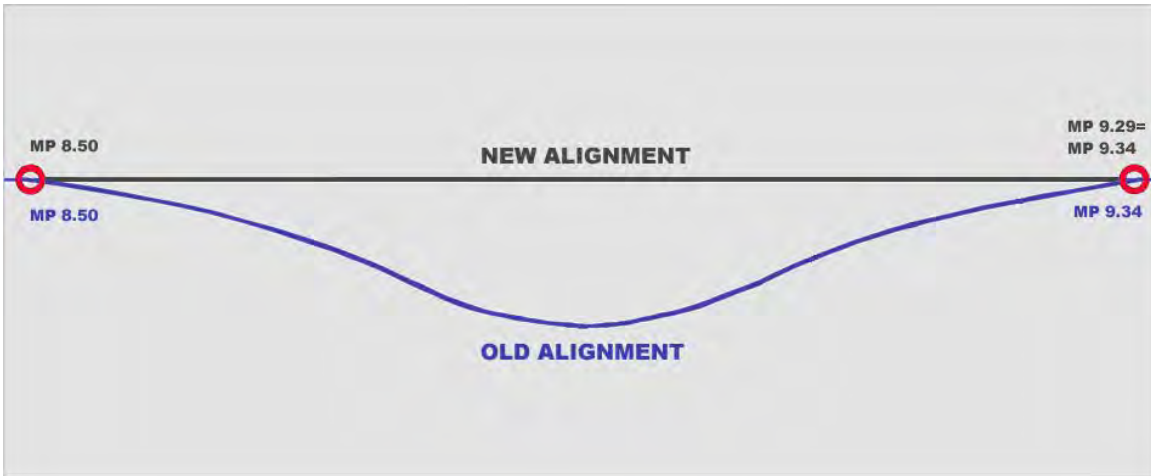
There are 3 kinds of Equations: Back, Gap & Physical Gap

The following page contains drawings of these three types of equations

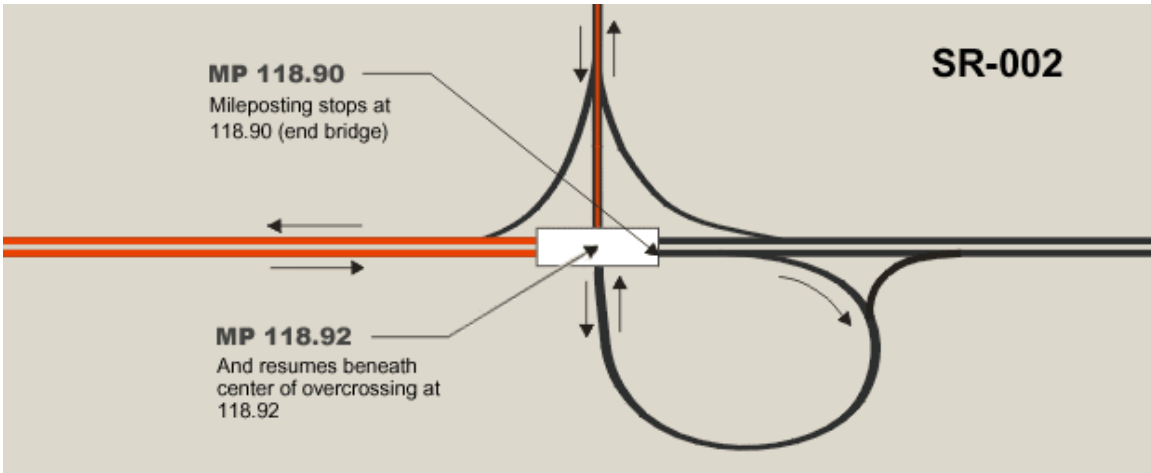
This drawing shows the lengthening of a route due to realignment, creating a back equation



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.

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

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

DESCRIPTION – DESCRIPTION OF FEATURE

Bridge/UXing/XRoad - OW (Owner Code)

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

Bridge/UXing/XRoad - TC (Traffic Control)

| | |
|----------------------------|-------------------------|
| SS = Stop Sign | YS = Yield Sign |
| AF = Amber Flashing | RS = Railroad Signal |
| OT = Other Traffic Control | NO = No Traffic Control |
| SZ = School Zone | PC = Pedestrian Control |
| SG = Stop and Go | FS = Fire Signal |
| RF = Red Flashing | OF = Officer or Flagman |

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

WIDTH AND SURFACE INFORMATION

DECREAS/DIV (DECREASING/DIVIDED)

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

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

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

S = Shoulder Surface Type

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

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

S = Roadway Surface Type

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

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

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

MEDIAN

WD Median Width

S Median Surface Type

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

BR Median Barrier Type

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

INCRES/UNDI (INCREASING/UNDIVIDED)

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

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

S = Shoulder Surface Type

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

S = Roadway Surface Type

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

S = Shoulder Surface Type

SPC USE LNS WID - Width of Special Use Lane

Special Use Lane Types - (Appears in Description Field)

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

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

CLASSIFICATIONS

MTCE Maintenance

A = Maintenance Area Number
SE = Maintenance Section Number

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

STFC State Functional Classification

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

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

Legal Speed

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

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

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

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

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

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

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

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

INTERSECTION DETAIL

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

TURN LANES

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

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

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

ACCELERATION LANES

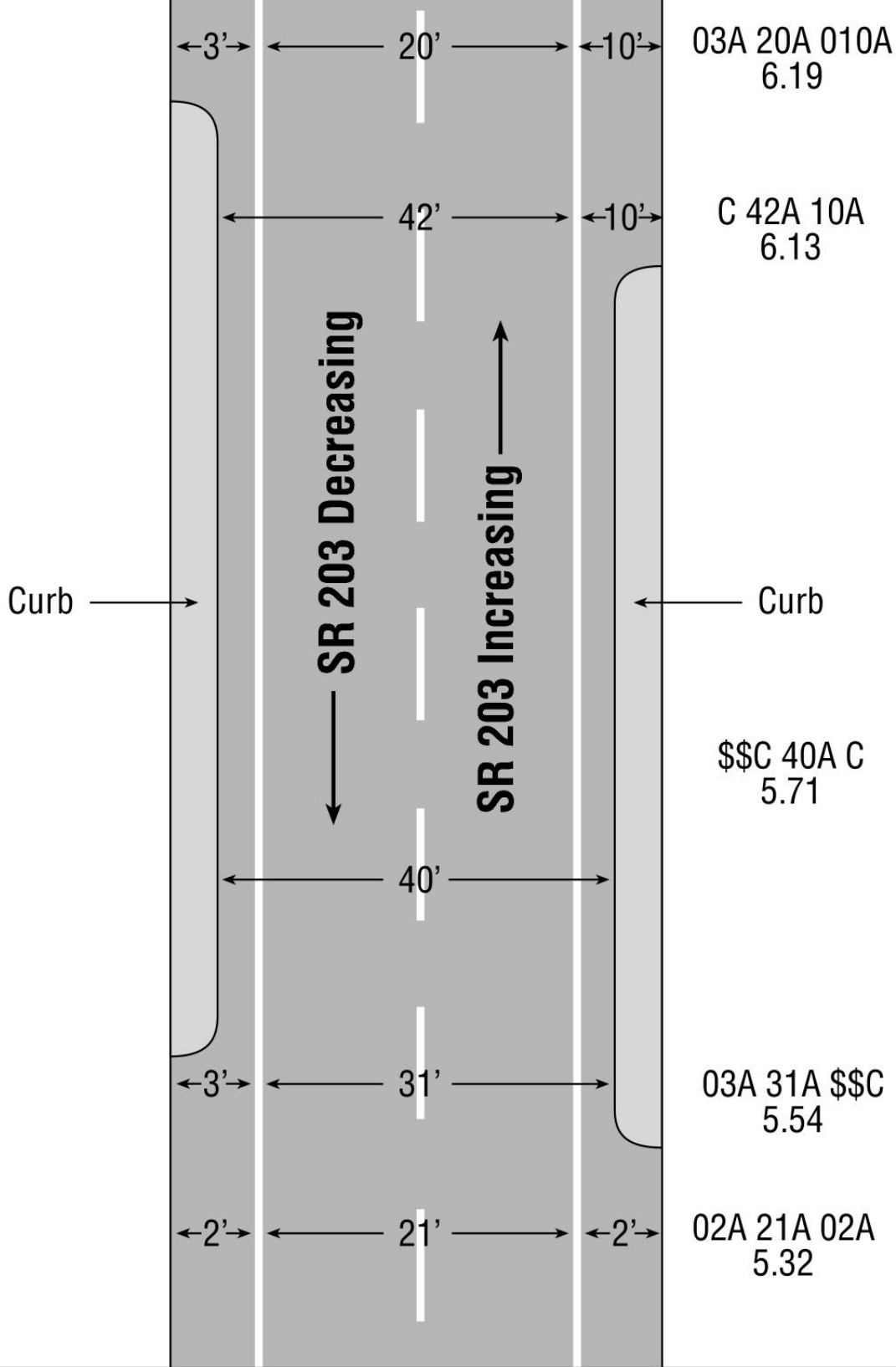
| | |
|--------|--|
| LEFT | Left acceleration lane in near approach of intersection. |
| L CNTR | Acceleration lane in near approach of intersection. |
| R CNTR | Acceleration lane in far approach of intersection. |
| RIGHT | Right acceleration lane in far approach of intersection. |

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

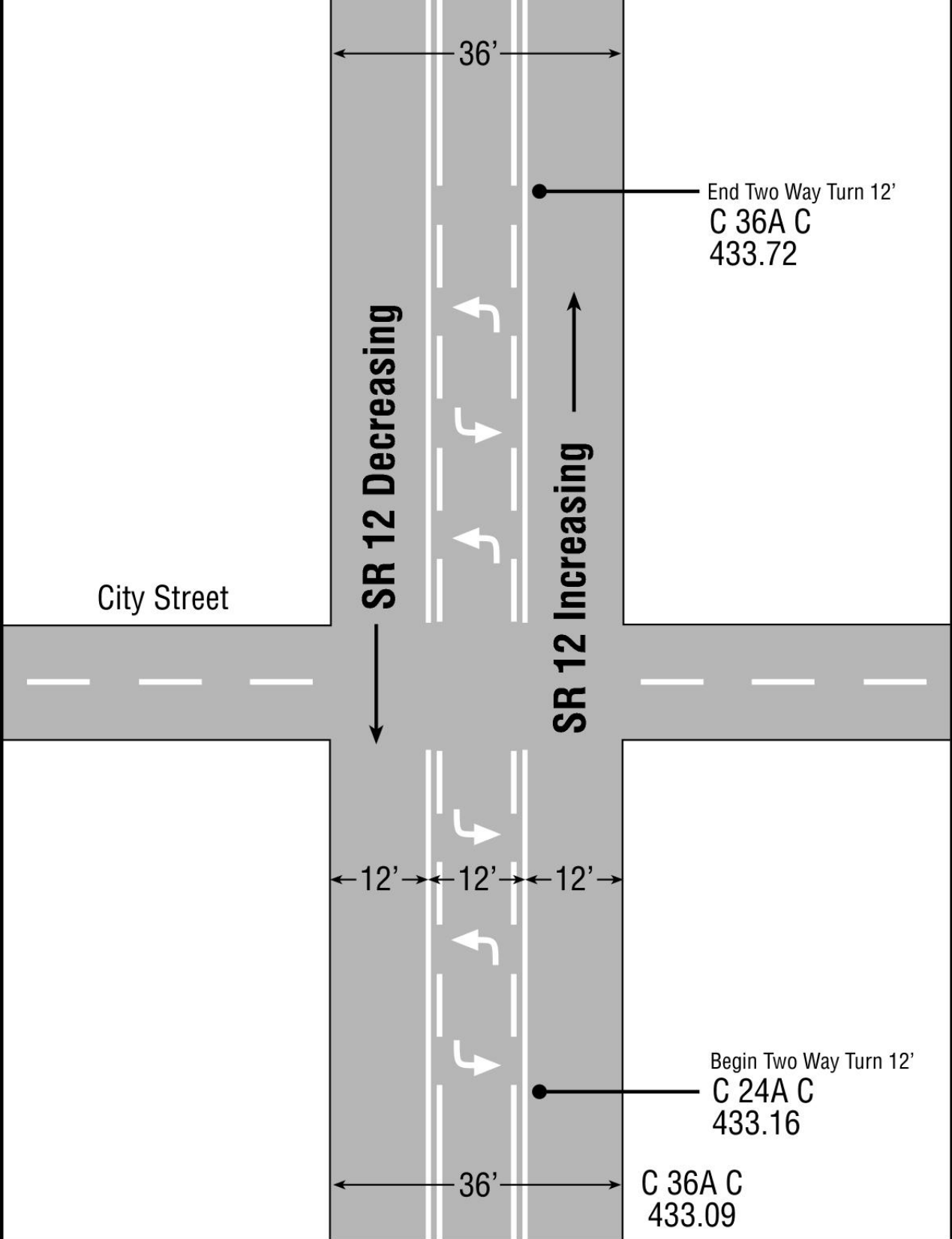
Vehicles traveling in the increasing direction of the roadway use Right and Right Center acceleration lanes.

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

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



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



City Street

SR 12 Decreasing

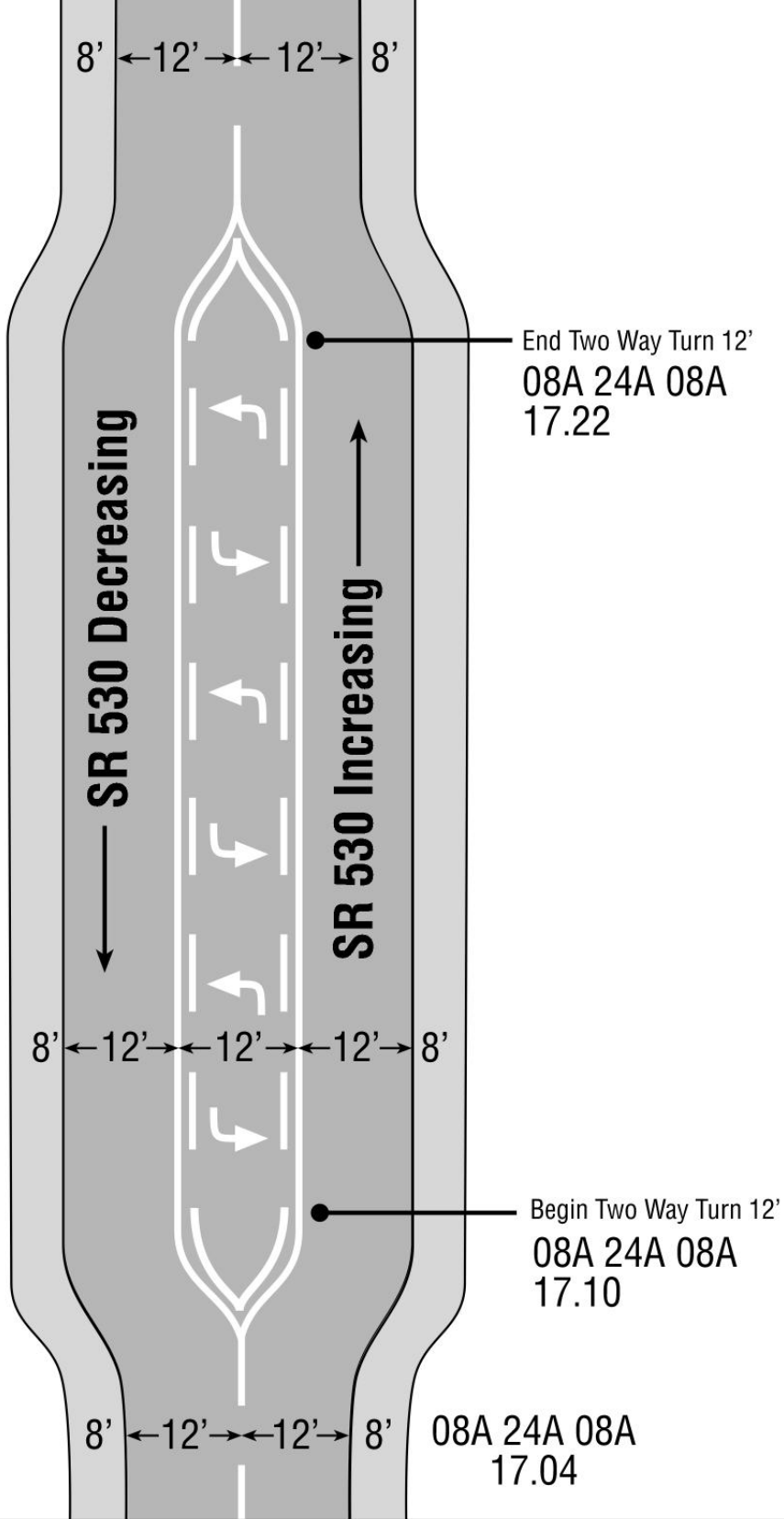
SR 12 Increasing

End Two Way Turn 12'
C 36A C
433.72

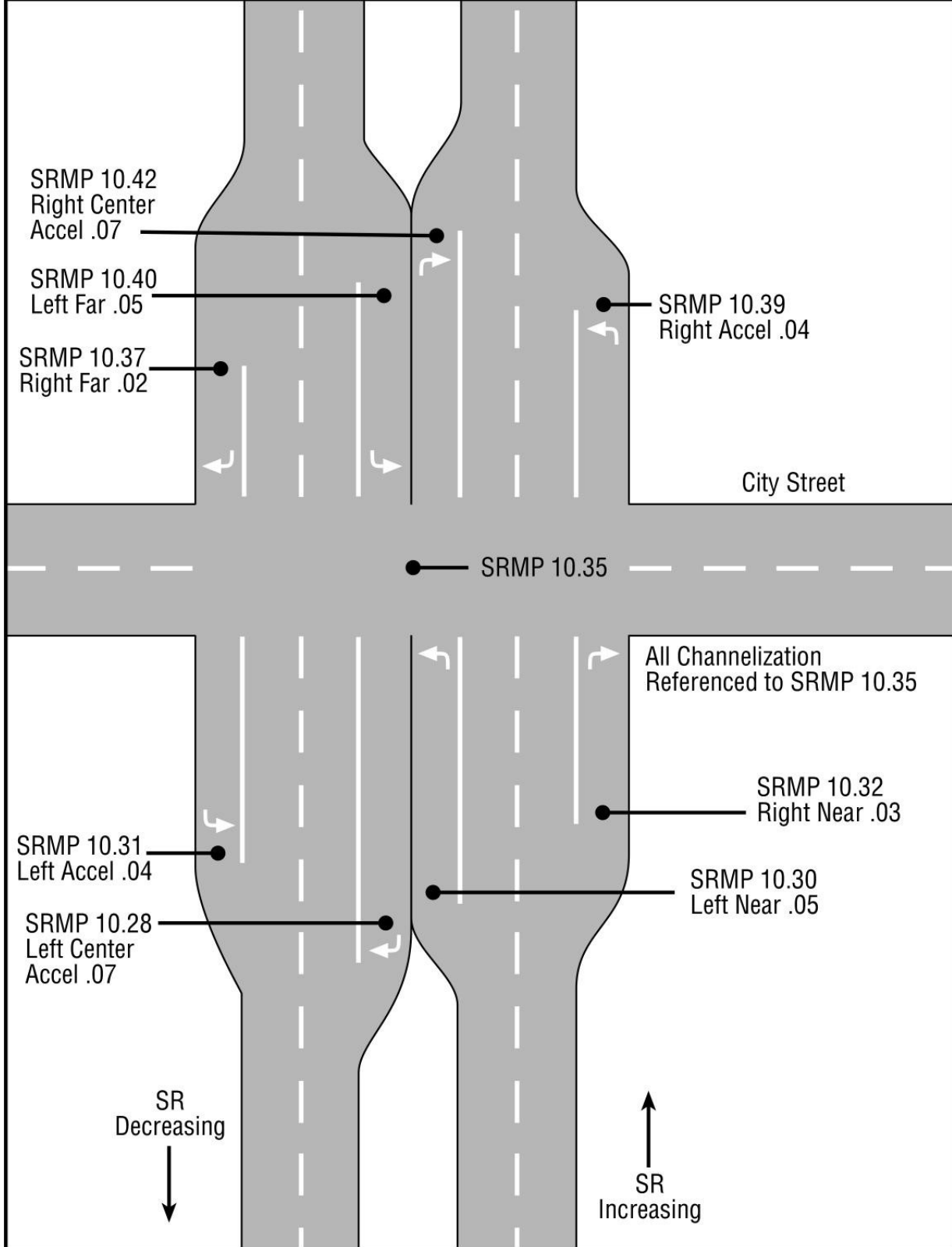
Begin Two Way Turn 12'
C 24A C
433.16

C 36A C
433.09

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

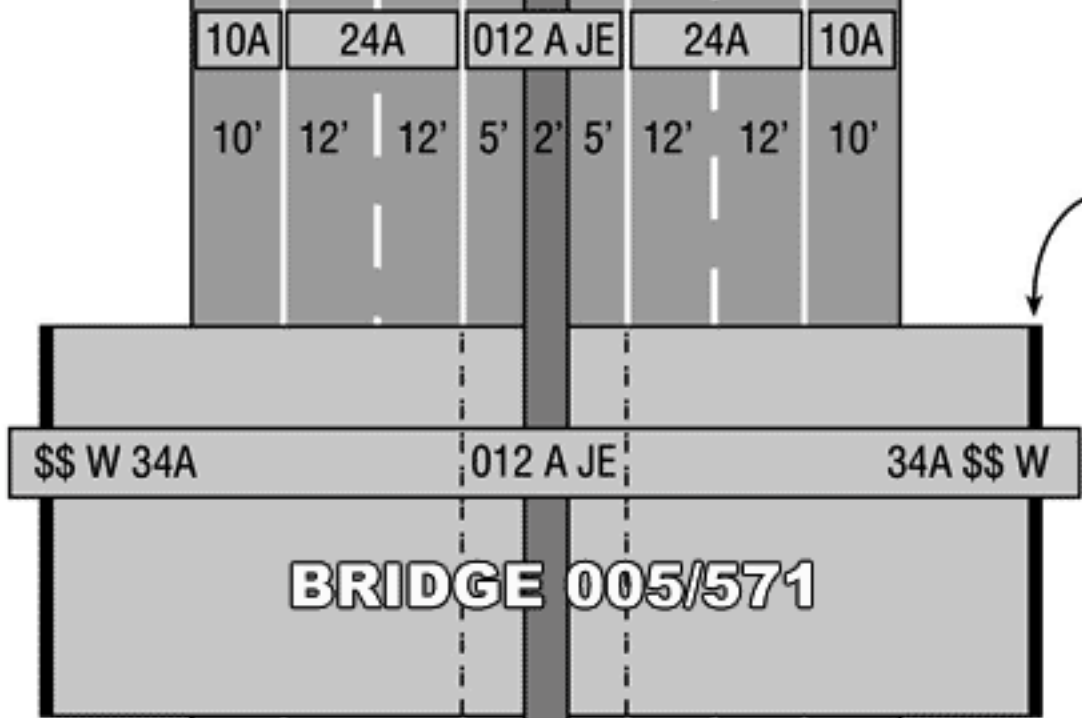


Two Way Turn (with Shoulders) Asphalt Surface
 Refer to SR 530 SRMP 17.04 - 17.30



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

SR 5 Decreasing



227.75

227.73

227.08

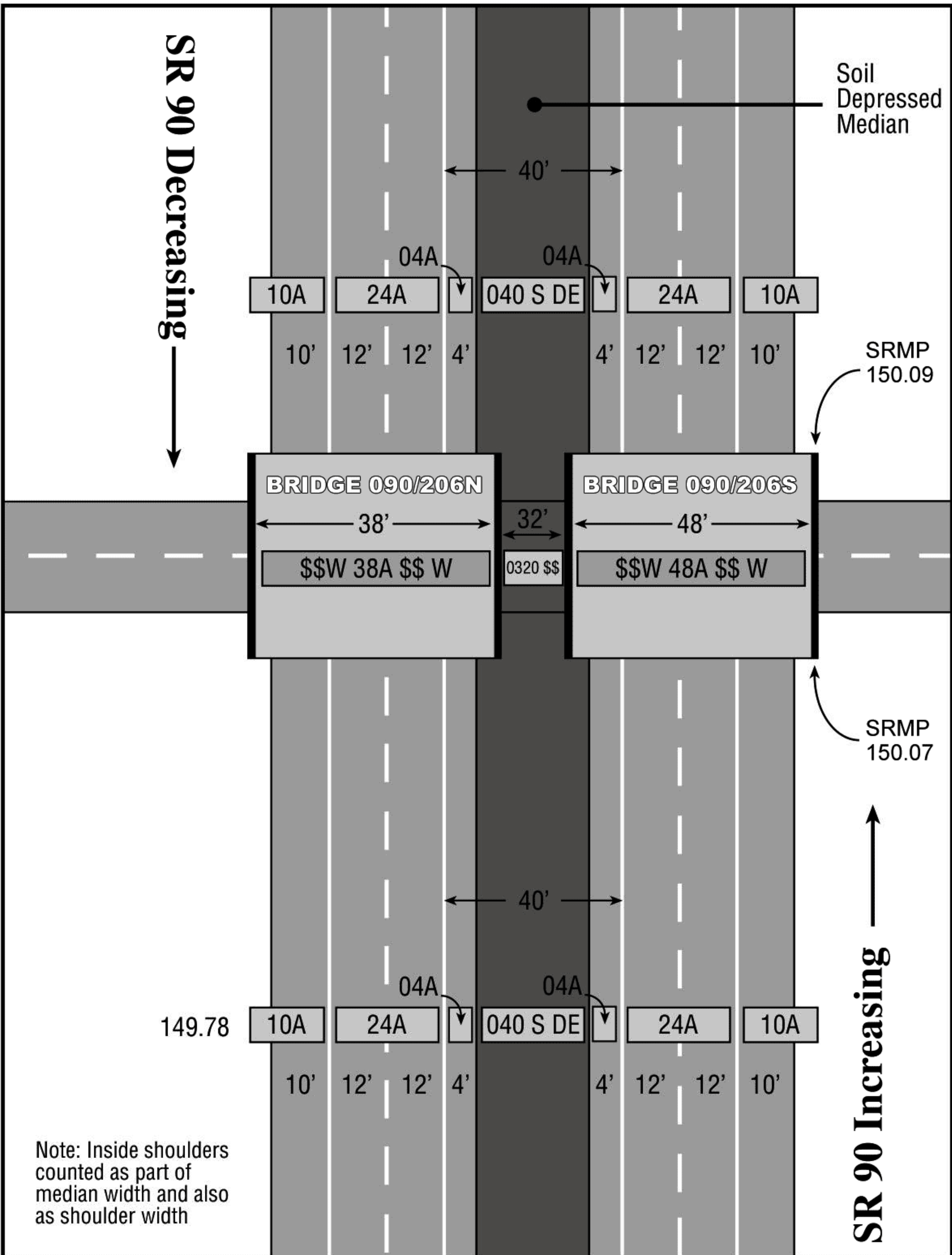
Jersey Type Barrier

2'

12'

SR 5 Increasing

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



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

**SRMP 7.64
End
Physical Gap**

**SRMP 7.62
Begin
Physical Gap**

BRIDGE 432/008N

BRIDGE 432/008S

Physical Gap = 0.01 mile

Equation: $7.63 = 7.64$

SR 432 →
Increasing

↑
SR 432 Increasing

Physical Gap (Roadway Discontinuity)

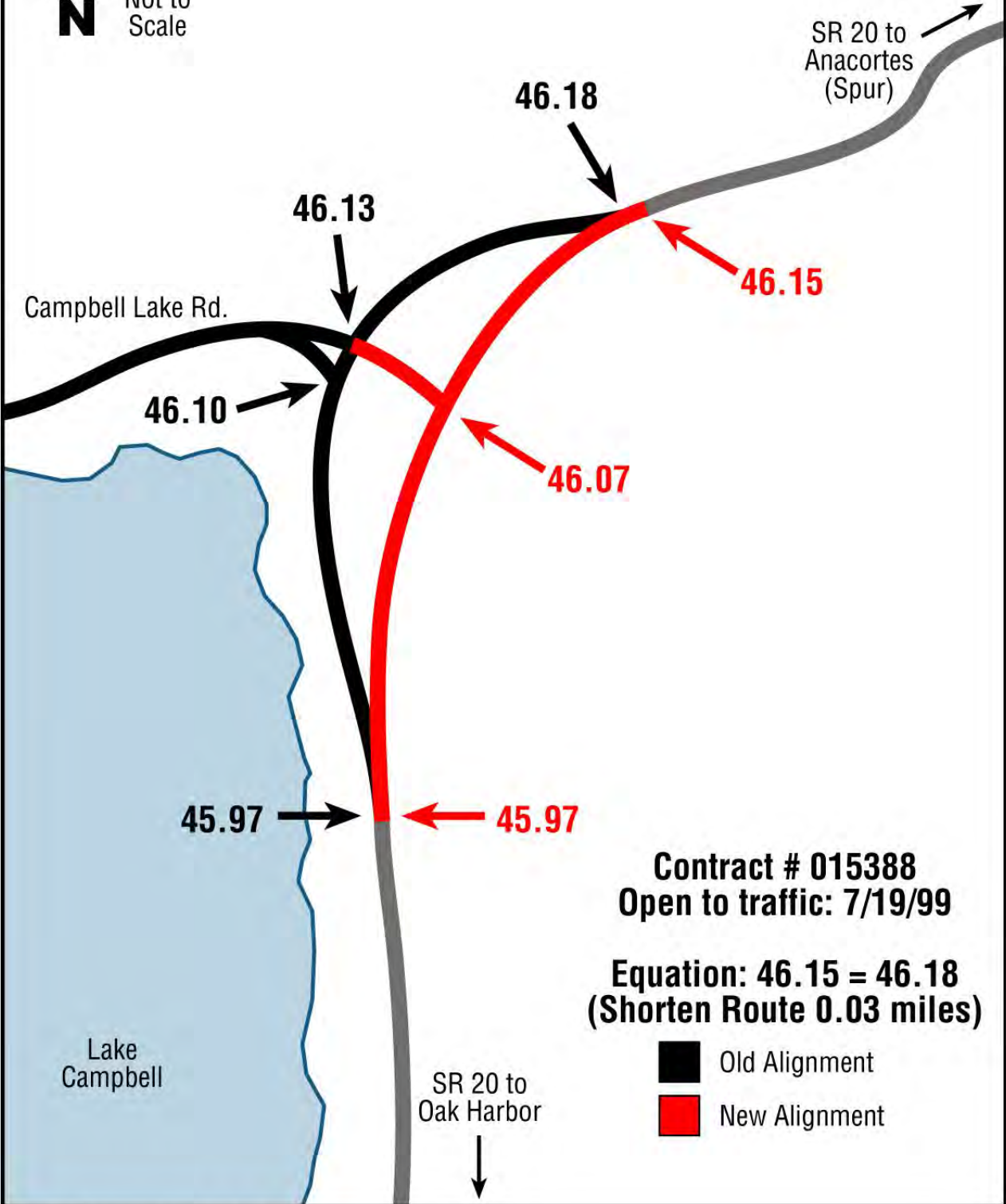
Refer to SR 432 SRMP 7.62 - Vicinity



Coincident Route

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

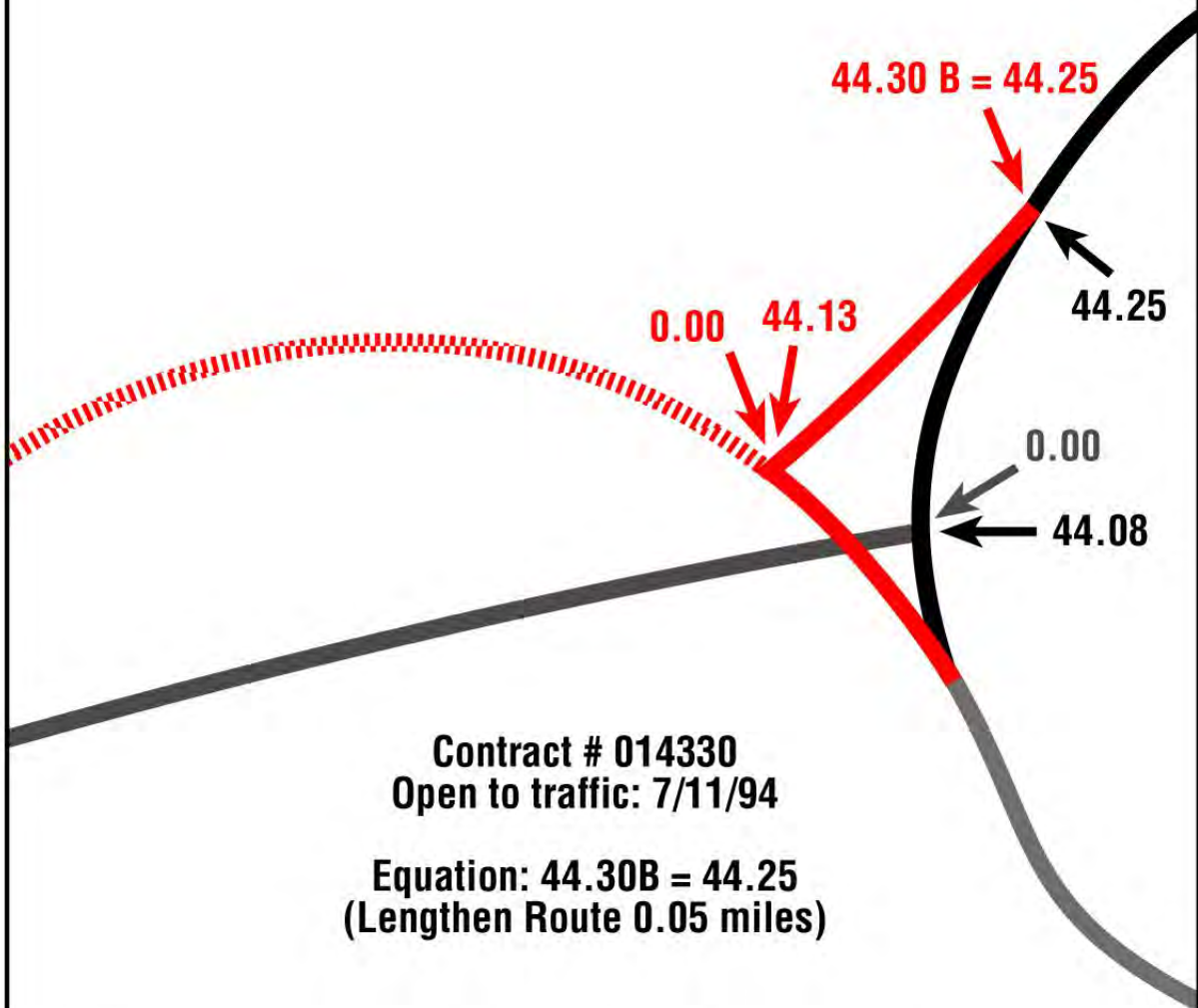
N Not to Scale



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







Not to Scale



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

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

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

Realignment - Lengthen Route

Refer to SR 24 SRMP 44.08 - Vicinity

Northwest Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|-------------|--------------------|--------------|------------|--------|
| 002 | | 0.00 B | 56.76 | 56.84 |
| 005 | | 139.50 | 276.56 | 137.06 |
| 005 | HD15463 | 0.00 | 0.57 | 0.57 |
| 005 | HD15602 | 0.00 | 0.39 | 0.39 |
| 005 | HI15420 | 0.00 | 0.57 | 0.57 |
| 005 | RL005EXP | 165.29 | 172.54 | 7.25 |
| 009 | | 0.00 | 55.89 | 55.54 |
| 009 | | 57.17 | 79.41 | 22.17 |
| 009 | | 84.01 | 98.17 | 13.78 |
| 009 | SPSUMAS | 98.00 | 98.24 | 0.24 |
| 011 | | 0.00 | 21.28 | 21.30 |
| 018 | | 2.20 B | 27.91 | 28.41 |
| 020 | | 12.88 | 148.12 | 135.04 |
| 020 | SPANACRT | 47.89 | 55.67 | 7.78 |
| 090 | | 1.94 | 33.29 | 31.68 |
| 090 | RL090EXP | 1.99 | 8.80 | 6.81 |
| 092 | | 0.00 | 9.16 | 9.16 |
| 092 | SPGRANIT | 7.26 | 7.34 | 0.08 |
| 096 | | 0.00 | 6.75 | 6.75 |
| 099 | | 6.15 | 20.43 | 14.28 |
| 099 | | 22.97 | 26.42 | 3.45 |
| 099 | | 26.55 | 55.41 | 28.88 |
| 099 | COVIADCT | 31.72 | 32.86 | 1.14 |
| 104 | | 24.45 | 32.28 | 7.34 |
| 104 | SPAURORA | 28.69 | 29.03 | 0.34 |
| 123 | | 7.50 | 16.34 | 8.84 |
| 161 | | 33.80 | 36.25 | 2.45 |
| 164 | | 0.31 | 15.13 | 14.82 |
| 167 | | 11.17 | 27.28 | 16.15 |
| 169 | | 0.00 | 25.26 | 25.26 |
| 181 | | 5.32 | 11.37 | 6.05 |
| 202 | | 0.00 | 30.60 | 30.55 |
| 202 | COREDMND | 7.34 | 7.66 | 0.32 |
| 203 | | 0.00 | 24.17 | 24.26 |
| 204 | | 0.00 B | 2.35 | 2.38 |
| 405 | | 0.00 | 30.32 | 30.30 |
| 405 | HI01093 | 0.00 | 0.38 | 0.38 |
| 410 | | 21.99 | 69.21 | 47.17 |
| 509 | | 7.88 | 14.29 | 6.41 |
| 509 | | 19.62 | 24.34 B | 4.72 |
| 509 | | 24.35 B | 29.92 | 7.07 |
| 513 | | 0.00 | 3.35 | 3.35 |
| 515 | | 0.00 | 7.82 | 7.86 |
| 516 | | 0.00 | 16.22 | 16.49 |
| 518 | | 0.00 | 3.81 | 3.42 |
| 519 | | 0.00 | 1.14 | 1.14 |
| 520 | | 0.00 | 12.83 | 12.82 |
| 522 | | 0.00 | 24.68 | 24.64 |
| 523 | | 0.00 | 2.45 | 2.45 |
| 524 | | 0.00 B | 14.56 | 14.68 |
| 524 | SP3RDAVE | 0.00 | 0.70 | 0.70 |
| 524 | SPCEDRWY | 4.64 | 5.14 | 0.50 |

Northwest Region State Route List

| State Route | RRT/RRQ Identifier | Begin SRMP B | End SRMP B | Length |
|------------------------|-------------------------------|-------------------------|-----------------------|---------------|
| 525 | | 0.00 | 8.47 | 8.64 |
| 525 | | 8.48 | 30.52 | 22.03 |
| 525 | SPPAINE | 5.60 | 6.46 | 0.86 |
| 526 | | 0.00 | 4.52 | 4.52 |
| 527 | | 2.63 | 11.92 | 9.29 |
| 528 | | 0.00 | 3.46 | 3.46 |
| 529 | | 0.00 | 4.92 B | 4.92 |
| 529 | | 3.74 | 6.69 | 2.95 |
| 529 | SPEVERET | 0.38 | 0.58 | 0.20 |
| 530 | | 16.95 | 20.79 | 3.84 |
| 530 | | 20.90 | 67.71 | 46.50 |
| 531 | | 0.00 | 9.88 | 9.88 |
| 532 | | 0.00 | 10.09 | 10.09 |
| 534 | | 0.00 | 5.08 | 5.08 |
| 536 | | 0.00 | 5.38 | 5.38 |
| 538 | | 0.00 | 3.62 | 3.61 |
| 539 | | 0.00 | 15.18 | 15.18 |
| 539 | COLYNDEN | 15.18 | 15.33 | 0.15 |
| 539 | SPLYNDEN | 15.07 | 15.16 | 0.09 |
| 542 | | 0.00 | 57.26 | 57.29 |
| 542 | COMTBAKR | 54.60 | 54.97 | 0.37 |
| 543 | | 0.00 | 1.09 | 1.09 |
| 544 | | 0.00 | 9.01 | 8.94 |
| 546 | | 0.00 | 8.02 | 8.02 |
| 547 | | 0.07 | 10.79 | 10.72 |
| 548 | | 0.00 | 13.85 | 13.85 |
| 599 | | 0.00 | 1.75 | 1.75 |
| 900 | | 5.93 | 11.55 | 5.62 |
| 900 | | 12.50 | 21.64 | 9.68 |
| 900 | CO2NDST | 10.71 | 11.40 | 0.69 |

Washington State Department of Transportation
Northwest Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|--------|---|--------|----------------|
| 002 | | 0.00 | B | 0.00 | BEGIN BACK |
| 002 | | 0.00 | | 0.13 | 000.13B=000.00 |
| 002 | | 9.34 | | 9.42 | 009.29 =009.34 |
| 005 | | 202.28 | | 202.33 | 202.27 =202.28 |
| 005 | | 219.46 | B | 219.51 | BEGIN BACK |
| 005 | | 219.46 | | 219.52 | 219.47B=219.46 |
| 005 | | 221.90 | | 221.95 | 221.89 =221.90 |
| 005 | | 226.39 | B | 226.44 | BEGIN BACK |
| 005 | | 226.39 | | 226.45 | 226.40B=226.39 |
| 009 | | 30.16 | | 30.07 | 030.07 =030.16 |
| 009 | | 31.39 | | 31.15 | 031.24 =031.39 |
| 009 | | 35.08 | | 34.76 | 035.00 =035.08 |
| 009 | | 47.68 | | 47.33 | 047.65 =047.68 |
| 009 | | 57.17 | | 56.81 | 057.16 =057.17 |
| 009 | | 63.24 | | 62.85 | 063.21 =063.24 |
| 009 | | 63.51 | | 63.10 | 063.49 =063.51 |
| 009 | | 68.01 | | 67.58 | 067.99 =068.01 |
| 009 | | 72.38 | B | 71.95 | BEGIN BACK |
| 009 | | 72.38 | | 71.96 | 072.39B=072.38 |
| 009 | | 74.10 | | 73.67 | 074.09 =074.10 |
| 009 | | 84.01 | | 83.57 | 084.00 =084.01 |
| 009 | | 97.50 | | 96.68 | 097.12 =097.50 |
| 011 | | 0.13 | B | 0.13 | BEGIN BACK |
| 011 | | 0.13 | | 0.15 | 000.15B=000.13 |
| 018 | | 2.20 | B | 0.00 | BEGIN BACK |
| 018 | | 0.00 | | 0.53 | 002.73B=000.00 |
| 018 | | 16.29 | | 16.79 | 016.26 =016.29 |
| 020 | | 12.88 | | 12.58 | 012.57 =012.88 |
| 020 | | 15.06 | | 14.74 | 015.04 =015.06 |
| 020 | | 16.41 | | 16.03 | 016.35 =016.41 |
| 020 | | 21.83 | | 21.44 | 021.82 =021.83 |
| 020 | | 25.81 | | 25.41 | 025.80 =025.81 |
| 020 | | 34.68 | | 34.27 | 034.67 =034.68 |
| 020 | | 46.18 | | 45.74 | 046.15 =046.18 |
| 020 | | 84.76 | | 84.28 | 084.72 =084.76 |
| 020 | | 106.58 | B | 106.10 | BEGIN BACK |
| 020 | | 106.58 | | 106.11 | 106.59B=106.58 |
| 020 | | 117.43 | | 116.93 | 117.40 =117.43 |
| 090 | | 14.32 | B | 12.38 | BEGIN BACK |
| 090 | | 14.32 | | 12.39 | 014.33B=014.32 |
| 090 | | 31.57 | B | 29.64 | BEGIN BACK |
| 090 | | 31.57 | | 29.96 | 031.89B=031.57 |
| 099 | | 22.97 | | 16.79 | 020.44 =022.97 |
| 099 | | 26.55 | | 20.25 | 026.43 =026.55 |
| 099 | | 27.17 | B | 20.87 | BEGIN BACK |
| 099 | | 27.17 | | 20.91 | 027.21B=027.17 |
| 099 | | 43.48 | | 37.21 | 043.47 =043.48 |
| 099 | | 53.53 | B | 47.26 | BEGIN BACK |
| 099 | | 53.53 | | 47.27 | 053.54B=053.53 |
| 099 | | 55.31 | | 49.03 | 055.29 =055.31 |
| 104 | | 24.45 | | 24.41 | 024.54B=024.45 |
| 104 | | 25.90 | | 25.78 | 025.82 =025.90 |

Washington State Department of Transportation
Northwest Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|-------------|--------------------|-------|---|-------|----------------|
| 104 | | 28.69 | | 28.16 | 028.28 =028.69 |
| 167 | | 14.35 | B | 15.63 | BEGIN BACK |
| 167 | | 14.35 | | 15.67 | 014.39B=014.35 |
| 202 | | 8.22 | | 8.20 | 008.20 =008.22 |
| 202 | | 21.99 | | 21.94 | 021.96 =021.99 |
| 203 | | 0.09 | B | 0.09 | BEGIN BACK |
| 203 | | 0.09 | | 0.11 | 000.11B=000.09 |
| 203 | | 5.20 | B | 5.22 | BEGIN BACK |
| 203 | | 5.20 | | 5.23 | 005.21B=005.20 |
| 203 | | 9.03 | B | 9.06 | BEGIN BACK |
| 203 | | 9.03 | | 9.07 | 009.04B=009.03 |
| 203 | | 12.03 | B | 12.07 | BEGIN BACK |
| 203 | | 12.03 | | 12.08 | 012.04B=012.03 |
| 203 | | 14.26 | B | 14.31 | BEGIN BACK |
| 203 | | 14.26 | | 14.33 | 014.28B=014.26 |
| 203 | | 16.50 | B | 16.57 | BEGIN BACK |
| 203 | | 16.50 | | 16.58 | 016.51B=016.50 |
| 203 | | 20.88 | B | 20.96 | BEGIN BACK |
| 203 | | 20.88 | | 20.97 | 020.89B=020.88 |
| 204 | | 0.00 | B | 0.00 | BEGIN BACK |
| 204 | | 0.00 | | 0.03 | 000.03B=000.00 |
| 405 | | 4.04 | | 4.01 | 004.01 =004.04 |
| 405 | | 12.38 | B | 12.35 | BEGIN BACK |
| 405 | | 12.38 | | 12.37 | 012.40B=012.38 |
| 405 | | 23.78 | | 23.76 | 023.77 =023.78 |
| 410 | | 38.50 | | 29.62 | 038.46 =038.50 |
| 410 | | 42.49 | | 33.60 | 042.48 =042.49 |
| 509 | | 19.62 | B | 22.81 | BEGIN BACK |
| 509 | | 19.62 | | 23.37 | 020.18B=019.62 |
| 509 | | 23.60 | B | 27.35 | BEGIN BACK |
| 509 | | 23.60 | | 28.40 | 024.65B=023.60 |
| 509 | | 29.48 | B | 34.28 | BEGIN BACK |
| 509 | | 29.48 | | 34.73 | 029.93B=029.48 |
| 515 | | 2.33 | | 2.30 | 002.30 =002.33 |
| 515 | | 7.43 | B | 7.40 | BEGIN BACK |
| 515 | | 7.43 | | 7.47 | 007.50B=007.43 |
| 516 | | 2.03 | | 2.02 | 002.02 =002.03 |
| 516 | | 4.52 | B | 4.51 | BEGIN BACK |
| 516 | | 4.52 | | 4.79 | 004.80B=004.52 |
| 518 | | 2.05 | | 1.66 | 001.66 =002.05 |
| 520 | | 6.95 | | 6.94 | 006.94 =006.95 |
| 522 | | 9.92 | | 9.87 | 009.87 =009.92 |
| 522 | | 12.09 | B | 12.04 | BEGIN BACK |
| 522 | | 12.09 | | 12.05 | 012.10B=012.09 |
| 524 | | 0.00 | B | 0.00 | BEGIN BACK |
| 524 | | 0.00 | | 0.12 | 000.12B=000.00 |
| 525 | | 3.24 | B | 3.24 | BEGIN BACK |
| 525 | | 3.24 | | 3.41 | 003.41B=003.24 |
| 525 | | 26.41 | | 26.57 | 026.40 =026.41 |
| 529 | | 3.74 | B | 3.74 | BEGIN BACK |
| 529 | | 3.74 | | 4.93 | 004.93B=003.74 |
| 530 | | 21.30 | | 4.15 | 021.10 =021.30 |

Washington State Department of Transportation
Northwest Region SRMP Equation Listing

| State Route | RRT/RRQ Identifier | SRMP | B | ARM | Equation |
|--------------------|---------------------------|-------------|----------|------------|-----------------|
| 530 | | 28.70 | | 11.53 | 028.68 =028.70 |
| 530 | | 29.39 | | 12.20 | 029.37 =029.39 |
| 530 | | 59.84 | | 42.58 | 059.77 =059.84 |
| 538 | | 3.10 | | 3.09 | 003.09 =003.10 |
| 542 | | 22.94 | B | 22.94 | BEGIN BACK |
| 542 | | 22.94 | | 22.98 | 022.98B=022.94 |
| 542 | | 23.96 | | 23.97 | 023.93 =023.96 |
| 542 | | 29.89 | B | 29.90 | BEGIN BACK |
| 542 | | 29.89 | | 29.91 | 029.90B=029.89 |
| 542 | | 38.95 | B | 38.97 | BEGIN BACK |
| 542 | | 38.95 | | 38.98 | 038.96B=038.95 |
| 544 | | 5.20 | | 5.16 | 005.16 =005.20 |
| 544 | | 6.15 | | 6.08 | 006.12 =006.15 |
| 900 | | 12.50 | | 6.52 | 012.45 =012.50 |
| 900 | | 12.56 | B | 6.58 | BEGIN BACK |
| 900 | | 12.56 | | 7.12 | 013.10B=012.56 |

Washington State Department of Transportation
Northwest Region Coincident Route List

| State Route | RRT/RRQ Identifier | SRMP B | MA ARM | BEG MI | State Route | RRT/RRQ Identifier | Coinc SRMP B | Coincident Description |
|-------------|--------------------|--------|--------|--------|-------------|--------------------|--------------|------------------------|
| 009 | | 29.46 | 29.46 | MA | BEG | 530 | 20.79 | 1ST COINCIDENT RT |
| 009 | | 29.57 | 29.57 | MA | END | 530 | 20.90 | 1ST COINCIDENT RT |
| 009 | | 55.89 | 55.54 | MI | BEG | 020 | 64.81 | 1ST COINCIDENT RT |
| 009 | | 57.17 | 56.81 | MI | END | 020 | 66.08 | 1ST COINCIDENT RT |
| 009 | | 79.41 | 78.98 | MI | BEG | 542 | 14.57 | 1ST COINCIDENT RT |
| 009 | | 84.01 | 83.57 | MI | END | 542 | 9.98 | 1ST COINCIDENT RT |
| 020 | | 64.81 | 64.37 | MA | BEG | 009 | 55.89 | 1ST COINCIDENT RT |
| 020 | | 66.08 | 65.64 | MA | END | 009 | 57.17 | 1ST COINCIDENT RT |
| 099 | | 11.39 | 7.74 | MA | BEG | 509 | 14.29 | 1ST COINCIDENT RT |
| 099 | | 15.49 | 11.84 | MA | END | 509 | 18.39 | 1ST COINCIDENT RT |
| 405 | | 4.50 | 4.47 | MA | BEG | 900 | 11.55 | 1ST COINCIDENT RT |
| 405 | | 5.40 | 5.37 | MA | END | 900 | 12.50 | 1ST COINCIDENT RT |
| 509 | | 14.29 | 17.48 | MI | BEG | 099 | 11.39 | 1ST COINCIDENT RT |
| 509 | | 18.39 | 21.58 | MI | END | 099 | 15.49 | 1ST COINCIDENT RT |
| 509 | | 18.39 | 21.58 | MI | BEG | 516 | 1.79 | 2ND COINCIDENT RT |
| 509 | | 19.62 | 23.37 | MI | END | 516 | 0.00 | 1ST COINCIDENT RT |
| 516 | | 0.00 | 0.00 | MA | BEG | 509 | 19.62 | 1ST COINCIDENT RT |
| 516 | | 1.79 | 1.79 | MA | END | 509 | 18.39 | 1ST COINCIDENT RT |
| 530 | | 20.79 | 3.84 | MI | BEG | 009 | 29.46 | 1ST COINCIDENT RT |
| 530 | | 20.90 | 3.95 | MI | END | 009 | 29.57 | 1ST COINCIDENT RT |
| 542 | | 9.98 | 9.98 | MA | BEG | 009 | 84.01 | 1ST COINCIDENT RT |
| 542 | | 14.57 | 14.57 | MA | END | 009 | 79.41 | 1ST COINCIDENT RT |
| 900 | | 11.55 | 5.62 | MI | BEG | 405 | 4.50 | 1ST COINCIDENT RT |
| 900 | | 12.50 | 6.52 | MI | END | 405 | 5.40 | 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 1
 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 |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 1 | PRIN ARTERIAL | 134.35 | 312.31 | 71.90 | 186.88 | 288.75 | 1,162.43 | 360.65 | 1,349.31 | 495.00 | 1,661.62 |
| 1 | MINR ARTERIAL | 232.60 | 467.77 | 22.10 | 52.34 | 74.39 | 178.91 | 96.49 | 231.25 | 329.09 | 699.02 |
| 1 | COLLECTOR | 131.85 | 262.84 | 12.52 | 25.04 | 3.88 | 7.76 | 16.40 | 32.80 | 148.25 | 295.64 |
| 1 | UNCLASSIFIED | | | | | | | | | | |
| 1 | INTERSTATE | 51.89 | 272.53 | 16.38 | 93.77 | 130.17 | 1,001.27 | 146.55 | 1,095.04 | 198.44 | 1,367.57 |
| DISTRICT SUBTOTAL | | 550.69 | 1,315.45 | 122.90 | 358.03 | 497.19 | 2,350.37 | 620.09 | 2,708.40 | 1,170.78 | 4,023.85 |
| STATE PRIN ARTERIAL | | 134.35 | 312.31 | 71.90 | 186.88 | 288.75 | 1,162.43 | 360.65 | 1,349.31 | 495.00 | 1,661.62 |
| STATE MINR ARTERIAL | | 232.60 | 467.77 | 22.10 | 52.34 | 74.39 | 178.91 | 96.49 | 231.25 | 329.09 | 699.02 |
| STATE COLLECTOR | | 131.85 | 262.84 | 12.52 | 25.04 | 3.88 | 7.76 | 16.40 | 32.80 | 148.25 | 295.64 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 51.89 | 272.53 | 16.38 | 93.77 | 130.17 | 1,001.27 | 146.55 | 1,095.04 | 198.44 | 1,367.57 |
| STATE TOTAL | | 550.69 | 1,315.45 | 122.90 | 358.03 | 497.19 | 2,350.37 | 620.09 | 2,708.40 | 1,170.78 | 4,023.85 |

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 1

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 |
|-------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 1 | PRIN ARTERIAL | | 26.34 | | 23.13 | | 328.53 | | 351.66 | | 378.00 |
| 1 | MINR ARTERIAL | | 6.45 | | 8.30 | | 29.78 | | 38.08 | | 44.53 |
| 1 | COLLECTOR | | 1.17 | | 1.60 | | .24 | | 1.84 | | 3.01 |
| 1 | UNCLASSIFIED | | | | | | | | | | |
| 1 | INTERSTATE | | 29.80 | | 17.62 | | 360.42 | | 378.04 | | 407.84 |
| DISTRICT SUBTOTAL | | | 63.76 | | 50.65 | | 718.97 | | 769.62 | | 833.38 |
| STATE | PRIN ARTERIAL | | 26.34 | | 23.13 | | 328.53 | | 351.66 | | 378.00 |
| STATE | MINR ARTERIAL | | 6.45 | | 8.30 | | 29.78 | | 38.08 | | 44.53 |
| STATE | COLLECTOR | | 1.17 | | 1.60 | | .24 | | 1.84 | | 3.01 |
| STATE | UNCLASSIFIED | | | | | | | | | | |
| STATE | INTERSTATE | | 29.80 | | 17.62 | | 360.42 | | 378.04 | | 407.84 |
| STATE TOTAL | | | 63.76 | | 50.65 | | 718.97 | | 769.62 | | 833.38 |

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 1

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 |
|---------------------|---------------|---------------------------|------------------------|---------------------------|------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|---------------------------|------------------------|
| 1 | PRIN ARTERIAL | 134.35 | 338.65 | 71.90 | 210.01 | 288.75 | 1,490.96 | 360.65 | 1,700.97 | 495.00 | 2,039.62 |
| 1 | MINR ARTERIAL | 232.60 | 474.22 | 22.10 | 60.64 | 74.39 | 208.69 | 96.49 | 269.33 | 329.09 | 743.55 |
| 1 | COLLECTOR | 131.85 | 264.01 | 12.52 | 26.64 | 3.88 | 8.00 | 16.40 | 34.64 | 148.25 | 298.65 |
| 1 | UNCLASSIFIED | | | | | | | | | | |
| 1 | INTERSTATE | 51.89 | 302.33 | 16.38 | 111.39 | 130.17 | 1,361.69 | 146.55 | 1,473.08 | 198.44 | 1,775.41 |
| DISTRICT SUBTOTAL | | 550.69 | 1,379.21 | 122.90 | 408.68 | 497.19 | 3,069.34 | 620.09 | 3,478.02 | 1,170.78 | 4,857.23 |
| STATE PRIN ARTERIAL | | 134.35 | 338.65 | 71.90 | 210.01 | 288.75 | 1,490.96 | 360.65 | 1,700.97 | 495.00 | 2,039.62 |
| STATE MINR ARTERIAL | | 232.60 | 474.22 | 22.10 | 60.64 | 74.39 | 208.69 | 96.49 | 269.33 | 329.09 | 743.55 |
| STATE COLLECTOR | | 131.85 | 264.01 | 12.52 | 26.64 | 3.88 | 8.00 | 16.40 | 34.64 | 148.25 | 298.65 |
| STATE UNCLASSIFIED | | | | | | | | | | | |
| STATE INTERSTATE | | 51.89 | 302.33 | 16.38 | 111.39 | 130.17 | 1,361.69 | 146.55 | 1,473.08 | 198.44 | 1,775.41 |
| STATE TOTAL | | 550.69 | 1,379.21 | 122.90 | 408.68 | 497.19 | 3,069.34 | 620.09 | 3,478.02 | 1,170.78 | 4,857.23 |

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 1
 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 |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | R1 | | | | | 6.21 | 12.42 | 123.95 | 289.55 | 4.19 | 10.34 | 134.35 | 312.31 |
| 1 | R2 | .15 | .30 | | | 25.19 | 50.38 | 205.86 | 414.31 | 1.40 | 2.80 | 232.60 | 467.79 |
| 1 | R3 | | | | | 12.74 | 25.48 | 118.14 | 235.39 | .97 | 1.97 | 131.85 | 262.84 |
| 1 | R4 | | | | | | | | | | | | |
| 1 | R5 | | | | | | | 27.05 | 95.63 | 24.84 | 176.90 | 51.89 | 272.53 |
| 1 | U1 | .07 | .28 | | | 5.38 | 10.76 | 333.14 | 1,251.50 | 22.06 | 86.66 | 360.65 | 1,349.20 |
| 1 | U2 | | | | | .21 | .42 | 94.92 | 227.70 | 1.36 | 3.13 | 96.49 | 231.25 |
| 1 | U3 | | | | | 1.42 | 2.84 | 14.89 | 29.78 | .09 | .27 | 16.40 | 32.89 |
| 1 | U4 | | | | | | | | | | | | |
| 1 | U5 | | | | | | | 68.82 | 428.76 | 77.73 | 666.28 | 146.55 | 1,095.04 |
| DIST RURAL SUBTOTAL | | .15 | .30 | | | 44.14 | 88.28 | 475.00 | 1,034.88 | 31.40 | 192.01 | 550.69 | 1,315.47 |
| DIST URBAN SUBTOTAL | | .07 | .28 | | | 7.01 | 14.02 | 511.77 | 1,937.74 | 101.24 | 756.34 | 620.09 | 2,708.38 |
| DISTRICT TOTAL | | .22 | .58 | | | 51.15 | 102.30 | 986.77 | 2,972.62 | 132.64 | 948.35 | 1,170.78 | 4,023.85 |

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 1
 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 |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | R1 | | | | | | .12 | | 25.82 | | .51 | | 26.45 |
| 1 | R2 | | | | | | .56 | | 6.02 | | | | 6.58 |
| 1 | R3 | | | | | | | | 1.20 | | | | 1.20 |
| 1 | R4 | | | | | | | | | | | | |
| 1 | R5 | | | | | | .38 | | 28.10 | | 1.28 | | 29.76 |
| 1 | U1 | | | | | | .15 | | 329.41 | | 18.58 | | 348.14 |
| 1 | U2 | | | | | | | | 40.86 | | .45 | | 41.31 |
| 1 | U3 | | | | | | | | 1.54 | | .30 | | 1.84 |
| 1 | U4 | | | | | | | | | | | | |
| 1 | U5 | | | | | | | | 310.48 | | 67.62 | | 378.10 |
| DIST RURAL SUBTOTAL | | | | | | | 1.06 | | 61.14 | | 1.79 | | 63.99 |
| DIST URBAN SUBTOTAL | | | | | | | .15 | | 682.29 | | 86.95 | | 769.39 |
| DISTRICT TOTAL | | | | | | | 1.21 | | 743.43 | | 88.74 | | 833.38 |

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 1

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

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

| DIST | FUNCT CLASS | HIGHWAY MILES OTHER | LANE MILES OTHER | HIGHWAY MILES GRAVEL | LANE MILES GRAVEL | HIGHWAY MILES BITUM | LANE MILES BITUM | HIGHWAY MILES ASPHALT | LANE MILES ASPHALT | HIGHWAY MILES CONCRETE | LANE MILES CONCRETE | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|---------------------|-------------|---------------------|------------------|----------------------|-------------------|---------------------|------------------|-----------------------|--------------------|------------------------|---------------------|---------------------|------------------|
| 1 | R1 | | | | | 6.21 | 12.54 | 123.95 | 315.37 | 4.19 | 10.85 | 134.35 | 338.76 |
| 1 | R2 | .15 | .30 | | | 25.19 | 50.94 | 205.86 | 420.33 | 1.40 | 2.80 | 232.60 | 474.37 |
| 1 | R3 | | | | | 12.74 | 25.48 | 118.14 | 236.59 | .97 | 1.97 | 131.85 | 264.04 |
| 1 | R4 | | | | | | | | | | | | |
| 1 | R5 | | | | | | .38 | 27.05 | 123.73 | 24.84 | 178.18 | 51.89 | 302.29 |
| 1 | U1 | .07 | .28 | | | 5.38 | 10.91 | 333.14 | 1,580.91 | 22.06 | 105.24 | 360.65 | 1,697.34 |
| 1 | U2 | | | | | .21 | .42 | 94.92 | 268.56 | 1.36 | 3.58 | 96.49 | 272.56 |
| 1 | U3 | | | | | 1.42 | 2.84 | 14.89 | 31.32 | .09 | .57 | 16.40 | 34.73 |
| 1 | U4 | | | | | | | | | | | | |
| 1 | U5 | | | | | | | 68.82 | 739.24 | 77.73 | 733.90 | 146.55 | 1,473.14 |
| DIST RURAL SUBTOTAL | | .15 | .30 | | | 44.14 | 89.34 | 475.00 | 1,096.02 | 31.40 | 193.80 | 550.69 | 1,379.46 |
| DIST URBAN SUBTOTAL | | .07 | .28 | | | 7.01 | 14.17 | 511.77 | 2,620.03 | 101.24 | 843.29 | 620.09 | 3,477.77 |
| DISTRICT TOTAL | | .22 | .58 | | | 51.15 | 103.51 | 986.77 | 3,716.05 | 132.64 | 1,037.09 | 1,170.78 | 4,857.23 |

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 1

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 |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 1 | DS | 77.71 | 354.08 | 46.58 | 178.85 | 259.16 | 1,537.31 | 305.74 | 1,716.16 | 383.45 | 2,070.24 |
| 1 | 3R | 280.61 | 574.21 | 45.39 | 112.36 | 162.58 | 580.66 | 207.97 | 693.02 | 488.58 | 1,267.23 |
| 1 | MO | 192.37 | 387.16 | 30.93 | 66.82 | 75.45 | 232.40 | 106.38 | 299.22 | 298.75 | 686.38 |
| DISTRICT SUBTOTAL | | 550.69 | 1,315.45 | 122.90 | 358.03 | 497.19 | 2,350.37 | 620.09 | 2,708.40 | 1,170.78 | 4,023.85 |
| STATE | DS | 77.71 | 354.08 | 46.58 | 178.85 | 259.16 | 1,537.31 | 305.74 | 1,716.16 | 383.45 | 2,070.24 |
| STATE | 3R | 280.61 | 574.21 | 45.39 | 112.36 | 162.58 | 580.66 | 207.97 | 693.02 | 488.58 | 1,267.23 |
| STATE | MO | 192.37 | 387.16 | 30.93 | 66.82 | 75.45 | 232.40 | 106.38 | 299.22 | 298.75 | 686.38 |
| STATE TOTAL | | 550.69 | 1,315.45 | 122.90 | 358.03 | 497.19 | 2,350.37 | 620.09 | 2,708.40 | 1,170.78 | 4,023.85 |

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 1

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 |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 1 | DS | | 39.57 | | 28.60 | | 551.50 | | 580.10 | | 619.67 |
| 1 | 3R | | 20.34 | | 14.24 | | 121.80 | | 136.04 | | 156.38 |
| 1 | MO | | 3.85 | | 7.81 | | 45.67 | | 53.48 | | 57.33 |
| DISTRICT SUBTOTAL | | | 63.76 | | 50.65 | | 718.97 | | 769.62 | | 833.38 |
| STATE | DS | | 39.57 | | 28.60 | | 551.50 | | 580.10 | | 619.67 |
| STATE | 3R | | 20.34 | | 14.24 | | 121.80 | | 136.04 | | 156.38 |
| STATE | MO | | 3.85 | | 7.81 | | 45.67 | | 53.48 | | 57.33 |
| STATE TOTAL | | | 63.76 | | 50.65 | | 718.97 | | 769.62 | | 833.38 |

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 1

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 |
|-------------------|----------------|---------------------|------------------|---------------------|------------------|-------------------------|----------------------|-------------------------|----------------------|---------------------|------------------|
| 1 | DS | 77.71 | 393.65 | 46.58 | 207.45 | 259.16 | 2,088.81 | 305.74 | 2,296.26 | 383.45 | 2,689.91 |
| 1 | 3R | 280.61 | 594.55 | 45.39 | 126.60 | 162.58 | 702.46 | 207.97 | 829.06 | 488.58 | 1,423.61 |
| 1 | MO | 192.37 | 391.01 | 30.93 | 74.63 | 75.45 | 278.07 | 106.38 | 352.70 | 298.75 | 743.71 |
| DISTRICT SUBTOTAL | | 550.69 | 1,379.21 | 122.90 | 408.68 | 497.19 | 3,069.34 | 620.09 | 3,478.02 | 1,170.78 | 4,857.23 |
| STATE | DS | 77.71 | 393.65 | 46.58 | 207.45 | 259.16 | 2,088.81 | 305.74 | 2,296.26 | 383.45 | 2,689.91 |
| STATE | 3R | 280.61 | 594.55 | 45.39 | 126.60 | 162.58 | 702.46 | 207.97 | 829.06 | 488.58 | 1,423.61 |
| STATE | MO | 192.37 | 391.01 | 30.93 | 74.63 | 75.45 | 278.07 | 106.38 | 352.70 | 298.75 | 743.71 |
| STATE TOTAL | | 550.69 | 1,379.21 | 122.90 | 408.68 | 497.19 | 3,069.34 | 620.09 | 3,478.02 | 1,170.78 | 4,857.23 |

T R I P S S Y S T E M

DISTRICT 1 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES

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

SELECTION: DISTRICT 1

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 | 25.82 | 81.55 | 30.20 | 85.08 | 128.78 | 535.62 | 158.98 | 620.70 | 184.80 | 702.25 |
| PRIN ARTERIAL | 3R | 96.55 | 206.09 | 36.83 | 89.34 | 118.61 | 467.16 | 155.44 | 556.50 | 251.99 | 762.59 |
| PRIN ARTERIAL | MO | 11.98 | 24.67 | 4.87 | 12.46 | 41.36 | 159.65 | 46.23 | 172.11 | 58.21 | 196.78 |
| PRIN ARTERL SUBTOTAL | | 134.35 | 312.31 | 71.90 | 186.88 | 288.75 | 1,162.43 | 360.65 | 1,349.31 | 495.00 | 1,661.62 |
| MINOR ARTERIAL | DS | | | | | .21 | .42 | .21 | .42 | .21 | .42 |
| MINOR ARTERIAL | 3R | 182.42 | 364.84 | 8.56 | 23.02 | 43.97 | 113.50 | 52.53 | 136.52 | 234.95 | 501.36 |
| MINOR ARTERIAL | MO | 50.18 | 102.93 | 13.54 | 29.32 | 30.21 | 64.99 | 43.75 | 94.31 | 93.93 | 197.24 |
| MINOR ARTERL SBTOTAL | | 232.60 | 467.77 | 22.10 | 52.34 | 74.39 | 178.91 | 96.49 | 231.25 | 329.09 | 699.02 |
| COLLECTOR | DS | | | | | | | | | | |
| COLLECTOR | 3R | 1.64 | 3.28 | | | | | | | 1.64 | 3.28 |
| COLLECTOR | MO | 130.21 | 259.56 | 12.52 | 25.04 | 3.88 | 7.76 | 16.40 | 32.80 | 146.61 | 292.36 |
| COLLECTOR SUBTOTAL | | 131.85 | 262.84 | 12.52 | 25.04 | 3.88 | 7.76 | 16.40 | 32.80 | 148.25 | 295.64 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 51.89 | 272.53 | 16.38 | 93.77 | 130.17 | 1,001.27 | 146.55 | 1,095.04 | 198.44 | 1,367.57 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 51.89 | 272.53 | 16.38 | 93.77 | 130.17 | 1,001.27 | 146.55 | 1,095.04 | 198.44 | 1,367.57 |
| DISTRICT | DS | 77.71 | 354.08 | 46.58 | 178.85 | 259.16 | 1,537.31 | 305.74 | 1,716.16 | 383.45 | 2,070.24 |
| DISTRICT | 3R | 280.61 | 574.21 | 45.39 | 112.36 | 162.58 | 580.66 | 207.97 | 693.02 | 488.58 | 1,267.23 |
| DISTRICT | MO | 192.37 | 387.16 | 30.93 | 66.82 | 75.45 | 232.40 | 106.38 | 299.22 | 298.75 | 686.38 |
| DISTRICT TOTAL | | 550.69 | 1,315.45 | 122.90 | 358.03 | 497.19 | 2,350.37 | 620.09 | 2,708.40 | 1,170.78 | 4,023.85 |

T R I P S S Y S T E M

DISTRICT 1 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES

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

SELECTION: DISTRICT 1

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 | | 9.77 | | 9.20 | | 190.72 | | 199.92 | | 209.69 |
| PRIN ARTERIAL | 3R | | 15.80 | | 11.34 | | 99.01 | | 110.35 | | 126.15 |
| PRIN ARTERIAL | MO | | .77 | | 2.33 | | 35.94 | | 38.27 | | 39.04 |
| PRIN ARTERL SUBTOTAL | | | 26.34 | | 22.87 | | 325.67 | | 348.54 | | 374.88 |
| MINOR ARTERIAL | DS | | | | 1.04 | | | | 1.04 | | 1.04 |
| MINOR ARTERIAL | 3R | | 4.38 | | 2.90 | | 23.37 | | 26.27 | | 30.65 |
| MINOR ARTERIAL | MO | | 2.07 | | 4.62 | | 9.27 | | 13.89 | | 15.96 |
| MINOR ARTERL SBTOTAL | | | 6.45 | | 8.56 | | 32.64 | | 41.20 | | 47.65 |
| COLLECTOR | DS | | | | .74 | | .24 | | .98 | | .98 |
| COLLECTOR | 3R | | .16 | | | | | | | | .16 |
| COLLECTOR | MO | | 1.01 | | .86 | | | | .86 | | 1.87 |
| COLLECTOR SUBTOTAL | | | 1.17 | | 1.60 | | .24 | | 1.84 | | 3.01 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | | 29.80 | | 17.62 | | 360.42 | | 378.04 | | 407.84 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | | 29.80 | | 17.62 | | 360.42 | | 378.04 | | 407.84 |
| DISTRICT | DS | | 39.57 | | 28.60 | | 551.38 | | 579.98 | | 619.55 |
| DISTRICT | 3R | | 20.34 | | 14.24 | | 122.38 | | 136.62 | | 156.96 |
| DISTRICT | MO | | 3.85 | | 7.81 | | 45.21 | | 53.02 | | 56.87 |
| DISTRICT TOTAL | | | 63.76 | | 50.65 | | 718.97 | | 769.62 | | 833.38 |

T R I P S S Y S T E M

DISTRICT 1 STATE HIGHWAY TOTAL LANE/RAMP MILES

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

SELECTION: DISTRICT 1

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 | 25.82 | 91.32 | 30.20 | 94.28 | 128.78 | 726.34 | 158.98 | 820.62 | 184.80 | 911.94 |
| PRIN ARTERIAL | 3R | 96.55 | 221.89 | 36.83 | 100.68 | 118.61 | 566.17 | 155.44 | 666.85 | 251.99 | 888.74 |
| PRIN ARTERIAL | MO | 11.98 | 25.44 | 4.87 | 14.79 | 41.36 | 195.59 | 46.23 | 210.38 | 58.21 | 235.82 |
| PRIN ARTERL SUBTOTAL | | 134.35 | 338.65 | 71.90 | 209.75 | 288.75 | 1,488.10 | 360.65 | 1,697.85 | 495.00 | 2,036.50 |
| MINOR ARTERIAL | DS | | | | 1.04 | .21 | .42 | .21 | 1.46 | .21 | 1.46 |
| MINOR ARTERIAL | 3R | 182.42 | 369.22 | 8.56 | 25.92 | 43.97 | 136.87 | 52.53 | 162.79 | 234.95 | 532.01 |
| MINOR ARTERIAL | MO | 50.18 | 105.00 | 13.54 | 33.94 | 30.21 | 74.26 | 43.75 | 108.20 | 93.93 | 213.20 |
| MINOR ARTERL SBTOTAL | | 232.60 | 474.22 | 22.10 | 60.90 | 74.39 | 211.55 | 96.49 | 272.45 | 329.09 | 746.67 |
| COLLECTOR | DS | | | | .74 | | .24 | | .98 | | .98 |
| COLLECTOR | 3R | 1.64 | 3.44 | | | | | | | 1.64 | 3.44 |
| COLLECTOR | MO | 130.21 | 260.57 | 12.52 | 25.90 | 3.88 | 7.76 | 16.40 | 33.66 | 146.61 | 294.23 |
| COLLECTOR SUBTOTAL | | 131.85 | 264.01 | 12.52 | 26.64 | 3.88 | 8.00 | 16.40 | 34.64 | 148.25 | 298.65 |
| UNCLASSIFIED | DS | | | | | | | | | | |
| UNCLASSIFIED | 3R | | | | | | | | | | |
| UNCLASSIFIED | MO | | | | | | | | | | |
| UNCLASSIFIED SBTOTAL | | | | | | | | | | | |
| INTERSTATE | DS | 51.89 | 302.33 | 16.38 | 111.39 | 130.17 | 1,361.69 | 146.55 | 1,473.08 | 198.44 | 1,775.41 |
| INTERSTATE | 3R | | | | | | | | | | |
| INTERSTATE | MO | | | | | | | | | | |
| INTERSTATE SUBTOTAL | | 51.89 | 302.33 | 16.38 | 111.39 | 130.17 | 1,361.69 | 146.55 | 1,473.08 | 198.44 | 1,775.41 |
| DISTRICT | DS | 77.71 | 393.65 | 46.58 | 207.45 | 259.16 | 2,088.69 | 305.74 | 2,296.14 | 383.45 | 2,689.79 |
| DISTRICT | 3R | 280.61 | 594.55 | 45.39 | 126.60 | 162.58 | 703.04 | 207.97 | 829.64 | 488.58 | 1,424.19 |
| DISTRICT | MO | 192.37 | 391.01 | 30.93 | 74.63 | 75.45 | 277.61 | 106.38 | 352.24 | 298.75 | 743.25 |
| DISTRICT TOTAL | | 550.69 | 1,379.21 | 122.90 | 408.68 | 497.19 | 3,069.34 | 620.09 | 3,478.02 | 1,170.78 | 4,857.23 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 1 STATE HIGHWAY MILES AND GENERAL PURPOSE LANE MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 1
 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 | | | | | 4.22 | 8.44 | 56.63 | 141.79 | 20.70 | 104.68 | 81.55 | 254.91 |
| 1 | 02 | | | | | 17.48 | 34.96 | 108.81 | 241.52 | 1.00 | 2.93 | 127.29 | 279.41 |
| AREA SUBTOTAL | | | | | | 21.70 | 43.40 | 165.44 | 383.31 | 21.70 | 107.61 | 208.84 | 534.32 |
| 2 | 01 | .05 | .10 | | | 3.41 | 6.82 | 188.97 | 427.03 | 2.15 | 7.78 | 194.58 | 441.73 |
| 2 | 02 | .10 | .20 | | | 4.09 | 8.18 | 100.56 | 231.84 | 11.54 | 67.55 | 116.29 | 307.77 |
| AREA SUBTOTAL | | .15 | .30 | | | 7.50 | 15.00 | 289.53 | 658.87 | 13.69 | 75.33 | 310.87 | 749.50 |
| 3 | 01 | | | | | | | 97.97 | 436.27 | 7.67 | 38.59 | 105.64 | 474.86 |
| 3 | 02 | | | | | .01 | .02 | 112.39 | 270.36 | .96 | 3.04 | 113.36 | 273.42 |
| AREA SUBTOTAL | | | | | | .01 | .02 | 210.36 | 706.63 | 8.63 | 41.63 | 219.00 | 748.28 |
| 4 | 01 | | | | | 21.94 | 43.88 | 93.69 | 245.05 | 3.84 | 9.12 | 119.47 | 298.05 |
| 4 | 02 | | | | | | | 43.10 | 215.02 | 16.74 | 156.40 | 59.84 | 371.42 |
| 4 | 03 | | | | | | | 45.66 | 180.76 | 6.42 | 37.66 | 52.08 | 218.42 |
| AREA SUBTOTAL | | | | | | 21.94 | 43.88 | 182.45 | 640.83 | 27.00 | 203.18 | 231.39 | 887.89 |
| 5 | 01 | | | | | | | 61.85 | 249.26 | 19.67 | 133.63 | 81.52 | 382.89 |
| 5 | 02 | .07 | .28 | | | | | 35.08 | 159.61 | 33.34 | 262.68 | 68.49 | 422.57 |
| 5 | 03 | | | | | | | 42.06 | 231.68 | 8.61 | 66.72 | 50.67 | 298.40 |
| AREA SUBTOTAL | | .07 | .28 | | | | | 138.99 | 640.55 | 61.62 | 463.03 | 200.68 | 1,103.86 |
| DISTRICT TOTAL | | .22 | .58 | | | 51.15 | 102.30 | 986.77 | 3,030.19 | 132.64 | 890.78 | 1,170.78 | 4,023.85 |

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 DISTRICT 1 STATE HIGHWAY SPECIAL USE LANE/RAMP MILES
 BY MAINTENANCE AREA AND SECTION AND SURFACE TYPE

SELECTION: DISTRICT 1
 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 | | | | | | .38 | | 39.41 | | 2.42 | | 42.21 |
| 1 | 02 | | | | | | .27 | | 13.65 | | .08 | | 14.00 |
| AREA SUBTOTAL | | | | | | | .65 | | 53.06 | | 2.50 | | 56.21 |
| 2 | 01 | | | | | | | | 38.49 | | .50 | | 38.99 |
| 2 | 02 | | | | | | | | 20.99 | | .88 | | 21.87 |
| AREA SUBTOTAL | | | | | | | | | 59.48 | | 1.38 | | 60.86 |
| 3 | 01 | | | | | | | | 126.36 | | 5.68 | | 132.04 |
| 3 | 02 | | | | | | | | 31.44 | | .21 | | 31.65 |
| 3 | 03 | | | | | | | | .16 | | | | .16 |
| AREA SUBTOTAL | | | | | | | | | 157.96 | | 5.89 | | 163.85 |
| 4 | 01 | | | | | | .56 | | 34.54 | | 1.69 | | 36.79 |
| 4 | 02 | | | | | | | | 73.78 | | 9.82 | | 83.60 |
| 4 | 03 | | | | | | | | 57.26 | | 2.36 | | 59.62 |
| AREA SUBTOTAL | | | | | | | .56 | | 165.58 | | 13.87 | | 180.01 |
| 5 | 01 | | | | | | | | 115.23 | | 15.68 | | 130.91 |
| 5 | 02 | | | | | | | | 84.29 | | 42.91 | | 127.20 |
| 5 | 03 | | | | | | | | 108.17 | | 6.17 | | 114.34 |
| AREA SUBTOTAL | | | | | | | | | 307.69 | | 64.76 | | 372.45 |
| DISTRICT TOTAL | | | | | | | 1.21 | | 743.77 | | 88.40 | | 833.38 |

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 1

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

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

| MAINTENANCE AREA SECTION | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | HIGHWAY MILES | LANE MILES | TOTAL HIGHWAY MILES | TOTAL LANE MILES |
|-----------------------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|---------------------------|------------------------|
| | OTHER | OTHER | GRAVEL | GRAVEL | BITUM | BITUM | ASPHALT | ASPHALT | CONCRETE | CONCRETE | | |
| STATE TOTAL | .22 | .58 | | | 51.15 | 103.51 | 986.77 | 3,773.96 | 132.64 | 979.18 | 1,170.78 | 4,857.23 |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----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 | SPEED | T | P | S |
| 0.00B | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | | C | 40A | C | | | | | | 40 | 3 | 01 | 0420 | U1 | 30 | | L | R |
| | | | | SR 5/EVERETT TO IDAHO | | | | | | | | | | | | | | | | | | | | | | |
| | | CITY | | EVERETT | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3106 | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 529-MAPLE ST | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 0.04B | 0.04 | | | | | | | 2 | | C | 40A | C | | | | | | 40 | 3 | 01 | 0420 | U1 | 30 | | L | R |
| 0.11B | 0.11 | EXIT TO | L | WALNUT ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.13 | EQUATION | | 000.13B=000.00 | | | | 2 | 2 | C | 38A | C | 7500 | | C | 68A | C | 106 | 3 | 01 | 0420 | U1 | 55 | L | R | * |
| | | BEG ST | I | HEWITT AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | I | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/636W | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | D | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/638W | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | W-W RAMP | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/002W-W | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.14 | END BRIDGE | D | W-W RAMP | | | | 2 | 2 | 8A | 24A | 4A | 7500 | | C | 68A | C | 92 | 3 | 01 | 0420 | U1 | 55 | L | R | * |
| | | UXING | I | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/636E | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.15 | UXING | I | N-E RAMP | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/636N-E | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | D | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/638E | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.16 | INTRSECTN | R | HEWITT AVE (OLD SR 2) | CT | Y | 2 | 2 | 8A | 24A | 8A | 3500 | | 4A | 28A | C | 52 | 3 | 01 | 0420 | U1 | 55 | L | R | * | |
| | | MISC FEATR | LC | GORE (SR 5 S119365) | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.19 | WYE CONN | R | HEWITT AVE (OLD SR 2) | CT | Y | 2 | 2 | 8A | 24A | 8A | 3500 | | 4A | 24A | 10A | 48 | 3 | 01 | 0420 | U1 | 55 | L | R | * | |
| 0.09 | 0.22 | OFF RAMP | LC | SR 5 SB | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.23 | | | | | | | 2 | 1 | 8A | 24A | 8A | 3500 | | 4A | 24A | 10A | 48 | 3 | 01 | 0420 | U1 | 55 | L | R | * |
| 0.12 | 0.25 | MISC FEATR | RC | GORE (SR 5 P119360) | | | | | | | | | | | | | | | | | | | | | | |
| 0.14 | 0.27 | | | | | | | 2 | 1 | 8A | 24A | 8A | 3500 | | 4A | 24A | 10A | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | * |
| 0.17 | 0.30 | MISC FEATR | L | GORE (SR 5 Q119444) | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | 0.31 | BEG BRIDGE | D | SNOHOMISH RIVER | ST | | | 2 | 1 | \$\$C | 30A | \$\$C | 3500 | | 4A | 24A | 10A | 54 | 3 | 01 | 0420 | U1 | 55 | L | P | * |
| | | | | BRDG NUM 002/005N | | | | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.35 | BEG BRIDGE | I | SNOHOMISH RIVER | ST | | | 2 | 3 | C | 30A | C | 3500 | | \$\$W | 50P | \$\$W | 80 | 3 | 01 | 0420 | U1 | 55 | L | P | * |
| | | | | BRDG NUM 002/003S | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | RC | SR 5 | ST | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00B | 0.00 | | | .04 | 24 | | | | |
| 0.03 | 0.16 | | | .02 | 14 | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----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 | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | SHD RDY SHD | | LNS RDY | | | | D IB | | R | | K | | T | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | WID | WID | A SE | CITY NBR | ST FC | D IB | R | K | T | | | |
| 6.19 | 6.32 | | | | | | | | | | | | | | | | | | | | |
| 6.37 | 6.50 | RR XING | B | NUM 0000000 STRUCTURE | | | | | | 8A 24A 8A | | 24 3 02 | | U1 | 60 | R | * | | | | |
| | | BEG BRIDGE | B | PILCHUCK RIVER | | ST | | | | \$\$W 38A \$\$W | | 38 3 02 | | U1 | 60 | R | * | | | | |
| | | | | BRDG NUM 002/010 | | | | | | | | | | | | | | | | | |
| 6.53 | 6.66 | END BRIDGE | B | PILCHUCK RIVER | | | | | | 8A 24A 8A | | 24 3 02 | | U1 | 60 | R | * | | | | |
| 6.99 | 7.12 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | |
| 7.11 | 7.24 | UXING | B | THREE LAKES RD | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/011 | | | | | | | | | | | | | | | | | |
| 7.90 | 8.03 | ON RAMP | L | CAMPBELL RD | | ST | Y | | | | | | | | | | | | | | |
| 7.99 | 8.12 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | |
| 8.18 | 8.31 | OFF RAMP | R | CAMPBELL RD | | ST | Y | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (S100790) | | | | | | | | | | | | | | | | | |
| 8.30 | 8.43 | MISC FEATR | R | GORE (P100818) | | | | | | | | | | | | | | | | | |
| 8.51 | 8.64 | UXING | B | CAMPBELL RD | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/012 | | | | | | | | | | | | | | | | | |
| 8.52 | 8.65 | | | | | | | | | 8A 24A 8A | | 24 3 02 | | R1 | 60 | R | * | | | | |
| 8.67 | 8.80 | MISC FEATR | R | GORE (Q100879) | | | | | | | | | | | | | | | | | |
| 8.71 | 8.84 | MISC FEATR | L | GORE (R100880) | | | | | | | | | | | | | | | | | |
| 8.79 | 8.92 | ON RAMP | R | CAMPBELL RD | | ST | Y | | | | | | | | | | | | | | |
| 8.80 | 8.93 | OFF RAMP | L | CAMPBELL RD | | ST | Y | | | | | | | | | | | | | | |
| 9.34 | 9.42 | EQUATION | | 009.29 =009.34 | | | | | | | | | | | | | | | | | |
| 10.00 | 10.08 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | |
| 10.08 | 10.16 | INTRSECTN | L | WESTWICK RD | | CO | Y | | | | | | | | | | | | | | |
| 10.24 | 10.32 | MISC FEATR | B | CATTLE OXING | | | | | | | | | | | | | | | | | |
| 10.55 | 10.63 | INTRSECTN | L | ROOSEVELT RD | | CO | Y | | | | | | | | | | | | | | |
| 10.57 | 10.65 | WYE CONN | L | ROOSEVELT RD | | CO | Y | | | | | | | | | | | | | | |
| 10.85 | 10.93 | MISC FEATR | B | CATTLE OXING | | | | | | | | | | | | | | | | | |
| 11.00 | 11.08 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | |
| 11.41 | 11.49 | BEG BRIDGE | B | FRENCH CREEK | | ST | | 1 1 | | \$\$C 37A \$\$C | | 37 3 02 | | R1 | 60 | R | * | | | | |
| | | | | BRDG NUM 002/017 | | | | | | | | | | | | | | | | | |
| 11.43 | 11.51 | END BRIDGE | B | FRENCH CREEK | | | | 1 1 | | 8A 24A 8A | | 24 3 02 | | R1 | 60 | R | * | | | | |
| 11.68 | 11.76 | BEG BRIDGE | B | FARM RD | | ST | | 1 1 | | \$\$C 37A \$\$C | | 37 3 02 | | R1 | 60 | R | * | | | | |
| | | | | BRDG NUM 002/018 | | | | | | | | | | | | | | | | | |
| 11.70 | 11.78 | END BRIDGE | B | FARM RD | | | | 1 1 | | 8A 24A 8A | | 24 3 02 | | R1 | 60 | R | * | | | | |
| 12.00 | 12.08 | MP MARKER | R | 12 | | | | 1 1 | | 8A 24A 8A | | 24 3 02 | | R1 | 55 | R | * | | | | |
| 12.47 | 12.55 | | | | | | | 1 1 | | 8A 24A 8A | | 24 3 02 | | U1 | 55 | R | * | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 10.08 | 10.16 | .06 | 12 | | | | | | |
| 10.55 | 10.63 | .06 | 12 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | ST | FC | D | IB | R | K | T | |
| 12.70 | 12.78 | ENTER CITY | | MONROE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 0790 | U1 | | 55 | R | P | * | | |
| 12.71 | 12.79 | MISC FEATR | R | SGN ENT MONROE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.95 | 13.03 | INTRSECTN | L | ROOSEVELT RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FRYELANDS BLVD SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.08 | 13.16 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.24 | 13.32 | LEAVE CITY | | MONROE | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | \$\$\$\$ | U1 | | 55 | R | \$ | * | | |
| 13.47 | 13.55 | | | | | | | 1 | 1 | | | | | 8A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 55 | R | * | | | |
| 13.50 | 13.58 | | | | | | | 1 | 1 | | | | | 8A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 45 | R | * | | | |
| 13.61 | 13.69 | ENT/EXIT | L | COUNTY FAIRGROUNDS | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.79 | 13.87 | | | | | | | 1 | 2 | | | | | 8A | 36A | 7A | | 36 | 3 | 02 | | U1 | | 45 | R | * | | | |
| 13.83 | 13.91 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.86 | 13.94 | ENTER CITY | | MONROE | | | | 1 | 2 | | | | | 8A | 36A | 7A | | 36 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| | | WYE CONN | L | 179TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT MONROE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.87 | 13.95 | INTRSECTN | B | 179TH AVE SE | CT | SG | Y | 1 | 2 | | | | | 9A | 36A | 7A | | 36 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| 13.91 | 13.99 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.98 | 14.06 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.13 | 14.21 | INTRSECTN | L | CASCADE VIEW DR | CT | | Y | 1 | 2 | | | | | \$\$C | 52A | 7A | | 52 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| 14.17 | 14.25 | | | | | | | 2 | 2 | | | | | C | 52A | 7A | | 52 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| 14.27 | 14.35 | UXING | B | SR 522 | ST | | | 2 | 2 | | | | | C | 52A | 6A | | 52 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| | | | | BRDG NUM 522/150 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.37 | 14.45 | ON RAMP | L | SR 522 | ST | SG | Y | 3 | 2 | | | | | C | 60A | 6A | | 60 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| | | OFF RAMP | L | SR 522 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.44 | 14.52 | MISC FEATR | R | GORE (Q101448) | | | | 3 | 2 | | | | | C | 72A | \$\$C | | 72 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| 14.48 | 14.56 | ON RAMP | R | SR 522 EB | ST | | Y | 3 | 3 | | | | | C | 96A | C | | 96 | 3 | 02 | 0790 | U1 | | 45 | R | P | * | | |
| 14.52 | 14.60 | | | | | | | 3 | 3 | | | | | C | 96A | C | | 96 | 3 | 02 | 0790 | U1 | | 35 | R | P | * | | |
| 14.53 | 14.61 | MISC FEATR | L | BUS PULLOUT | | | | 2 | 3 | | | | | C | 96A | C | | 96 | 3 | 02 | 0790 | U1 | | 35 | R | P | * | | |
| 14.55 | 14.63 | WYE CONN | L | KELSEY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.57 | 14.65 | INTRSECTN | B | KELSEY ST | CT | SG | Y | 2 | 3 | | | | | C | 72A | C | | 72 | 3 | 02 | 0790 | U1 | | 35 | R | P | * | | |
| 14.60 | 14.68 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.79 | 14.87 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 12.95 | 13.03 | .05 | 12 | .19 | 11 | .06 | 12 | .02 | 12 |
| 13.61 | 13.69 | .12 | 12 | | | | | .08 | 12 |
| 13.87 | 13.95 | .08 | 12 | | | .06 | 12 | | |
| 14.13 | 14.21 | .04 | 12 | | | | | .04 | 12 |
| 14.37 | 14.45 | .10 | 12 | | | | | | |
| 14.57 | 14.65 | .16 | 12 | | | .15 | 12 | | |
| 14.79 | 14.87 | .02 | 12 | | | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----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 | |
| 14.82 | 14.90 | | | | | | | 2 | 3 | | | | | C | 72A | C | | 72 | 3 | 02 | 0790 | U1 | 35 | R | P | * |
| 14.84 | 14.92 | | | | | | | 2 | 2 | | | | | C | 56A | C | | 56 | 3 | 02 | 0790 | U1 | 35 | R | P | * |
| 14.85 | 14.93 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 14.90 | 14.98 | WYE CONN | R | SR 203-LEWIS ST | ST | | | | | | | | | | | | | | | | | | | | | |
| 14.92 | 15.00 | INTRSECTN | L | CHAIN LAKE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 203-LEWIS ST | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 14.94 | 15.02 | WYE CONN | L | CHAIN LAKE RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.00 | 15.08 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 15.13 | 15.21 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 15.15 | 15.23 | INTRSECTN | R | ANN ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | WOODS CREEK RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.21 | 15.29 | WYE CONN | R | MAIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.22 | 15.30 | INTRSECTN | R | MAIN ST | CT | SG | Y | 2 | 2 | | | | | 10A | 44A | 10A | | 44 | 3 | 02 | 0790 | U1 | 35 | R | P | * |
| | | INTRSECTN | L | OLD OWEN RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 15.24 | 15.32 | WYE CONN | L | OLD OWEN RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.27 | 15.35 | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 0790 | U1 | 35 | R | P | * |
| 15.37 | 15.45 | BEG BRIDGE | B | WOODS CREEK | ST | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 3 | 02 | 0790 | U1 | 55 | R | P | * |
| | | | | BRDG NUM 002/022 | | | | | | | | | | | | | | | | | | | | | | |
| 15.40 | 15.48 | END BRIDGE | B | WOODS CREEK | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 0790 | U1 | 55 | R | P | * |
| 15.64 | 15.72 | LEAVE CITY | | MONROE | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | \$\$\$\$ | U1 | 55 | R | \$ | * |
| 15.72 | 15.80 | MISC FEATR | L | SGN ENT MONROE | | | | | | | | | | | | | | | | | | | | | | |
| 16.00 | 16.08 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | |
| 16.96 | 17.04 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | |
| 16.98 | 17.06 | INTRSECTN | R | SOFIE RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CALHOUN RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 17.89 | 17.97 | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | R1 | 55 | R | | * |
| 17.90 | 17.98 | INTRSECTN | R | SOFIE RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 18.00 | 18.08 | MP MARKER | R | 18 | | | | | 1 | 1 | | | | 4A | 22A | 6A | | 22 | 3 | 02 | | R1 | 55 | R | | * |
| 18.09 | 18.17 | BEG SU LN | C | TWO WAY TURN | 12A | | | | 1 | 1 | | | | 4A | 22A | 6A | 12 | 34 | 3 | 02 | | R1 | 55 | R | | * |
| | | INTRSECTN | L | 245TH AVE SE | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 18.22 | 18.30 | END SU LN | C | TWO WAY TURN | 12A | | | | 1 | 1 | | | | 4A | 22A | 6A | \$\$\$ | 22 | 3 | 02 | | R1 | 55 | R | | * |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.90 | 14.98 | | | .06 | 12 | | | | |
| 14.92 | 15.00 | .11 | 12 | .06 | 12 | | | | |
| 14.94 | 15.02 | | | | | | | .03 | 12 |
| 15.15 | 15.23 | .11 | 12 | | | | | | |
| 15.22 | 15.30 | .05 | 12 | .03 | 12 | | | | |
| 16.98 | 17.06 | .03 | 12 | .03 | 12 | .02 | 12 | | |
| 18.09 | 18.17 | .03 | 12 | | | | | | |

SR 002 MAINLINE U.S. ROUTE - USSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----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 |
| 18.24 | 18.32 | | | | | | | 1 | 1 | | | | | 4A | 22A | 6A | | | 22 | 3 | 02 | | R1 | 55 | R | * |
| 18.28 | 18.36 | INTRSECTN | L | 153RD PL SE | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 18.37 | 18.45 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R1 | 55 | R | * |
| 18.67 | 18.75 | INTRSECTN | L | FERN BLUFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 19.00 | 19.08 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 20.08 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | |
| 20.12 | 20.20 | INTRSECTN | B | FERN BLUFF RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 21.00 | 21.08 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | |
| 21.39 | 21.47 | ENT FROM | L | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 21.41 | 21.49 | ENTER CITY | | SULTAN | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | 1255 | U1 | 55 | R | * |
| 21.42 | 21.50 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | 1255 | U1 | 35 | R | B * |
| 21.47 | 21.55 | WEIGH STA | L | NUMBER 31 | | | | | | | | | | | | | | | | | | | | | | |
| 21.49 | 21.57 | | | | | | | 1 | 1 | | | | | 8A | 22A | 10A | | | 22 | 3 | 02 | 1255 | U1 | 35 | R | B * |
| 21.54 | 21.62 | EXIT TO | L | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 21.57 | 21.65 | INTRSECTN | L | OLD OWEN RD | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FERN BLUFF RD | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| 21.59 | 21.67 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 21.62 | 21.70 | BEG SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 8A | 22A | 10A | 13 | 35 | 3 | 02 | 1255 | U1 | 35 | R | B * | |
| 21.64 | 21.72 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 21.78 | 21.86 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 21.89 | 21.97 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | 13 | 35 | 3 | 02 | 1255 | U1 | 35 | R | B * | |
| 21.92 | 22.00 | INTRSECTN | L | MARCUS ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 21.98 | 22.06 | END SU LN | C | TWO WAY TURN | 13A | | | 1 | 1 | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | 1255 | U1 | 35 | R | B * | |
| | | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | |
| 21.99 | 22.07 | INTRSECTN | L | ALBION ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 22.04 | 22.12 | BEG BRIDGE | B | SULTAN RIVER | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | 1255 | U1 | 35 | R | P * | |
| | | BRDG NUM 002/026 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | 22.23 | END BRIDGE | B | SULTAN RIVER | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | 35 | R | B * | |
| 22.25 | 22.33 | BEG SU LN | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | 3A | 22A | 8A | 11 | 33 | 3 | 02 | 1255 | U1 | 35 | R | B * | |
| | | INTRSECTN | L | 3RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 22.29 | 22.37 | | | | | | | 1 | 1 | | | | | 3A | 22A | 8A | 11 | 33 | 3 | 02 | 1255 | U1 | 35 | R | P * | |
| 22.30 | 22.38 | END SU LN | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | 3A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | 1255 | U1 | 35 | R | P * | |
| | | INTRSECTN | L | 4TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 22.37 | 22.45 | INTRSECTN | R | JW MANN RD | CT | | SG Y | 1 | 1 | | | | | \$\$C | 40A | 8A | | 40 | 3 | 02 | 1255 | U1 | 35 | R | P * | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 18.28 | 18.36 | .03 | 12 | | | | | | |
| 18.67 | 18.75 | .03 | 12 | | | | | | |
| 21.57 | 21.65 | .03 | 12 | .04 | 12 | .03 | 12 | | |
| 22.25 | 22.33 | .03 | 11 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|-----|---|-------------------------|-------------------|-------------|----|----|-------------|-----|-----|--------------|-----|-----|-----|---------------------------|-------|-----|-------|--------|-----|-----|-----|------|------|----|-------|---|---|---|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | W/S | W/S | W/S | LFT | RHT | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | | | | | | | | | | | | | | | | |
| | | | | | | | | | MEDIAN- | | | | | | WID | | | | | | | | | | | | | | | | |
| | | | | | | | | | WD/S BR | | | | | | WID | | | | | | | | | | | | | | | | |
| 22.37 | 22.45 | | INTRSECTN | L | 5TH ST | | | | CT | SG | Y | 1 | 1 | | | | C | 40A | 8A | | 40 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.43 | 22.51 | | BEG SU LN | C | TWO WAY TURN | 11A | | | | | | | | | | | C | 29A | 10A | 11 | 40 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| | | | INTRSECTN | R | PVT RD | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | 6TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.46 | 22.54 | | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 10A | 11 | 33 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.50 | 22.58 | | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 10A | 11 | 33 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.77 | 22.85 | | INTRSECTN | L | MAIN ST | | | | CT | | Y | 1 | 1 | | | | \$\$C | 40A | \$\$C | 11 | 51 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.80 | 22.88 | | | | | | | | | | | 1 | 1 | | | | C | 40A | C | 11 | 51 | 3 | 02 | 1255 | U1 | | 35 | R | L | * | |
| 22.87 | 22.95 | | CHG SU LN | C | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | | 8A | 24A | 5A | 12 | 36 | 3 | 02 | 1255 | U1 | | 35 | R | B | * | |
| | | | INTRSECTN | R | 10TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.90 | 22.98 | | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.91 | 22.99 | | | | | | | | | | | 1 | 1 | | | | 8A | 24A | 5A | 12 | 36 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.93 | 23.01 | | END SU LN | C | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | | 8A | 24A | 4A | \$\$\$ | 24 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| | | | ENT FROM | R | PARK AND RIDE LOT | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 22.94 | 23.02 | | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | | 8A | 24A | 4A | 12 | 36 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| 22.99 | 23.07 | | END SU LN | C | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | | 8A | 24A | 8A | \$\$\$ | 24 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| | | | INTRSECTN | R | 11TH ST | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.00 | 23.08 | | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.06 | 23.14 | | INTRSECTN | L | WALBRUN RD | | | | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 23.07 | 23.15 | | BEG BRIDGE B | | WAGLEYS CREEK | | | | ST | | 1 | 1 | | | | | \$\$C | 26A | \$\$C | | 26 | 3 | 02 | 1255 | U1 | | 35 | R | P | * | |
| | | | | | BRDG NUM 002/028 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.09 | 23.17 | | END BRIDGE B | | WAGLEYS CREEK | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | | 35 | R | B | * | |
| 23.11 | 23.19 | | EXIT TO | R | CEMETERY RD | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.12 | 23.20 | | | | | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 1255 | U1 | | 35 | R | B | * | |
| 23.14 | 23.22 | | ENT FROM | R | CEMETERY RD | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.23 | 23.31 | | INTRSECTN | L | SULTAN BASIN RD | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 23.32 | 23.40 | | | | | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 23.55 | 23.63 | | BEG SU LN | C | TWO WAY TURN | 11A | | | | | | 1 | 2 | | | | 7A | 33A | 6A | 11 | 44 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 23.71 | 23.79 | | INTRSECTN | R | CASCADE VIEW DR | | | | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 24.00 | 24.08 | | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.04 | 24.12 | | END SU LN | C | TWO WAY TURN | 11A | | | | | | 1 | 1 | | | | 7A | 22A | 6A | \$\$\$ | 22 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 24.18 | 24.26 | | ROUNDAABOUT | B | RICE RD | | | | CT | YS | Y | | | | | | | | | | | | | | | | | | | | |
| 24.22 | 24.30 | | | | | | | | | | | 1 | 1 | | | | 7A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 24.23 | 24.31 | | ENT FROM | L | BUSINESS | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT |
| 22.37 | 22.45 | | .03 | 12 | .03 | 12 | | | | | |
| 22.43 | 22.51 | | .03 | 11 | | | | | | | |
| 22.77 | 22.85 | | | | | | | | | .03 | 11 |
| 22.99 | 23.07 | | | | .03 | 12 | | | | | |
| 23.23 | 23.31 | | .04 | 12 | | | | | | .02 | 12 |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | 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 | |
| 24.24 | | 24.32 | EXIT TO | L | | BUSINESS | PV | | Y | 1 | 1 | | | | | | 7A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 24.25 | | 24.33 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.29 | | 24.37 | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | | 40 | R | B | * | |
| 24.33 | | 24.41 | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 1255 | U1 | | 50 | R | B | * | |
| 24.44 | | 24.52 | LEAVE CITY | | | SULTAN | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | \$\$\$ | U1 | | 50 | R | \$ | * | |
| 24.59 | | 24.67 | MISC FEATR | L | | SGN ENT SULTAN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.00 | | 25.08 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.20 | | 25.28 | ENT/EXIT | R | | ROADSIDE PARK | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 25.23 | | 25.31 | ENT/EXIT | R | | ROADSIDE PARK | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.52 | | 25.60 | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | U1 | | 35 | R | | * | |
| 25.54 | | 25.62 | WYE CONN | L | | SULTAN STARTUP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.55 | | 25.63 | INTRSECTN | L | | SULTAN STARTUP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.56 | | 25.64 | MISC FEATR | R | | SGN ENT STARTUP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.61 | | 25.69 | BEG SU LN | C | | TWO WAY TURN | 13A | | | 1 | 1 | | | | | | 8A | 22A | 8A | 13 | 35 | 3 | 02 | | U1 | | 35 | R | | * | |
| 25.71 | | 25.79 | INTRSECTN | B | | 363RD AVE SE | CO | | Y | 1 | 1 | | | | | | 10A | 22A | 10A | 13 | 35 | 3 | 02 | | U1 | | 35 | R | | * | |
| 25.79 | | 25.87 | INTRSECTN | L | | 364TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.85 | | 25.93 | INTRSECTN | L | | 365TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.90 | | 25.98 | INTRSECTN | L | | 366TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.95 | | 26.03 | INTRSECTN | B | | 367TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 25.99 | | 26.07 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 26.08 | INTRSECTN | B | | 368TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.04 | | 26.12 | INTRSECTN | L | | 368TH DR SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.09 | | 26.17 | INTRSECTN | L | | 369TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.13 | | 26.21 | END SU LN | C | | TWO WAY TURN | 13A | | | 1 | 1 | | | | | | 10A | 22A | 10A | \$\$\$ | 22 | 3 | 02 | | U1 | | 35 | R | | * | |
| 26.16 | | 26.24 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | U1 | | 35 | R | | * | |
| 26.19 | | 26.27 | INTRSECTN | L | | KELLOGG LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.23 | | 26.31 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 35 | R | | * | |
| 26.28 | | 26.36 | | | | | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 50 | R | | * | |
| 26.33 | | 26.41 | MISC FEATR | L | | SGN ENT STARTUP | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.51 | | 26.59 | BEG BRIDGE | B | | WALLACE RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | U1 | | 50 | R | | * | |
| | | | | | | BRDG NUM 002/030 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.55 | | 26.63 | END BRIDGE | B | | WALLACE RIVER | | | | 1 | 1 | | | | | | 7A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 50 | R | | * | |
| 27.00 | | 27.08 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SALMON HATCHERY 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 |
| 25.23 | | 25.31 | | | | .03 | 12 | | | | |
| 25.55 | | 25.63 | | .03 | 12 | .03 | 12 | | | | |
| 26.19 | | 26.27 | | .03 | 13 | | | | | | |
| 27.00 | | 27.08 | | | | | | .02 | 12 | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------|----|----|-------------|-----|-----|--------------|-----|---------------------------|-----|-----|-----|-----|--------|-----|----|----|-------|----|---|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | 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 | | |
| 27.06 | 27.14 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 3 | 02 | | U1 | | 50 | R | * | | | |
| 27.32 | 27.40 | INTRSECTN | L | 387TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.41 | 27.49 | ENTER CITY | | GOLD BAR | | | | 1 | 1 | | | | | 7A | 24A | 7A | | 24 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 27.47 | 27.55 | INTRSECTN | L | NUGGET RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 27.51 | 27.59 | MISC FEATR | R | SGN ENT GOLD BAR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.92 | 28.00 | END ST | I | STEVENS PASS HWY | | | | 1 | 1 | | | | | 7A | 24A | 7A | 13 | 37 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| | | BEG SU LN | C | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CROFT AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 1ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.98 | 28.06 | INTRSECTN | L | 2ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.99 | 28.07 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | 13 | 35 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.00 | 28.08 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.05 | 28.13 | INTRSECTN | L | 3RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.11 | 28.19 | INTRSECTN | B | 4TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.14 | 28.22 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | 13A | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.17 | 28.25 | INTRSECTN | L | 5TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.18 | 28.26 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | 13A | | | | 8A | 22A | 8A | 13 | 35 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.24 | 28.32 | INTRSECTN | L | 6TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.30 | 28.38 | INTRSECTN | L | 7TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.36 | 28.44 | INTRSECTN | L | 8TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.42 | 28.50 | INTRSECTN | L | 9TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.44 | 28.52 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | 13A | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.49 | 28.57 | END ST | I | CROFT AVE | | | | 1 | 1 | | | | | 8A | 22A | 8A | 13 | 35 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| | | BEG SU LN | C | TWO WAY TURN | | | | | | 13A | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | STEVENS PASS HWY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 10TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.53 | 28.61 | | | | | | | 1 | 1 | | | | | 7A | 24A | 7A | 13 | 37 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.54 | 28.62 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | 13A | | | | 7A | 24A | 7A | \$\$\$ | 24 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.58 | 28.66 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 28.59 | 28.67 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | 12A | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | 0495 | U1 | | 35 | R | B | * | | |
| 28.64 | 28.72 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | 0495 | U1 | | 35 | R | P | * | | |
| 28.70 | 28.78 | INTRSECTN | L | 13TH ST | CT | | Y | 1 | 1 | | | | | 5A | 24A | 6A | 12 | 36 | 3 | 02 | 0495 | U1 | | 35 | R | P | * | | |
| 28.72 | 28.80 | MISC FEATR | L | SGN ENT GOLD BAR | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 27.32 | 27.40 | | | | | | | | .02 12 |
| 27.92 | 28.00 | .03 | 12 | | | | | | .02 12 |
| 28.17 | 28.25 | .03 | 13 | | | | | | |
| 28.49 | 28.57 | .02 | 12 | | | | | | .02 12 |
| 28.58 | 28.66 | .03 | 12 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|-----|----|-------------|-----|-----|--------------|-----|---------------------------|-----|-------|-----|--------|--------|-----|----|----|----------|----|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | T P | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 28.76 | 28.84 | | | | | | | 1 | 1 | | | | | 5A | 24A | 6A | 12 | 36 | 3 | 02 | 0495 | U1 | 35 | R | P | * | |
| 28.80 | 28.88 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | 12 | 36 | 3 | 02 | 0495 | U1 | 35 | R | P | * | |
| 28.84 | 28.92 | INTRSECTN | R | DORMAN RD | CT | | Y | 1 | 1 | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | 0495 | U1 | 35 | R | P | * | |
| 28.88 | 28.96 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 4A | 24A | 10A | \$\$\$ | 24 | 3 | 02 | 0495 | U1 | 35 | R | P | * | |
| 28.92 | 29.00 | INTRSECTN | L | 17TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.00 | 29.08 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.02 | 29.10 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | 0495 | U1 | 35 | R | P | * | |
| 29.48 | 29.56 | INTRSECTN | R | GUNN RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PICKLE FARM RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.49 | 29.57 | LEAVE CITY | | GOLD BAR | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | \$\$\$\$ | U1 | 35 | R | \$ | * | |
| 29.58 | 29.66 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | U1 | 50 | R | | * | |
| 29.61 | 29.69 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | R1 | 50 | R | | * | |
| 30.00 | 30.08 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.04 | 30.12 | INTRSECTN | L | REITER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 30.28 | 30.36 | BEG BRIDGE | B | SKYKOMISH RIVER | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | 50 | R | | * | |
| | | | | BRDG NUM 002/035 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.40 | 30.48 | END BRIDGE | B | SKYKOMISH RIVER | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | R1 | 50 | R | | * | |
| 30.45 | 30.53 | ENT/EXIT | L | GOLD BAR DROP BOX | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 30.52 | 30.60 | ENT/EXIT | R | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 30.60 | 30.68 | INTRSECTN | L | GREEN WATER MEADOW RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 30.97 | 31.05 | UXING | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/036 | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 84536M STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | |
| 31.01 | 31.09 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.07 | 31.15 | BEG BRIDGE | B | PROCTOR CREEK | ST | | | 1 | 1 | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | 50 | R | | * | |
| | | | | BRDG NUM 002/037 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.10 | 31.18 | END BRIDGE | B | PROCTOR CREEK | | | | 1 | 1 | | | | | 5A | 22A | 5A | | 22 | 3 | 02 | | R1 | 50 | R | | * | |
| 31.22 | 31.30 | INTRSECTN | L | FIR RD | CO | | Y | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | 50 | R | | * | |
| | | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 31.24 | 31.32 | | | | | | | 1 | 2 | | | | | 4A | 34A | 4A | | 34 | 3 | 02 | | R1 | 50 | R | | * | |
| 31.30 | 31.38 | | | | | | | 1 | 2 | | | | | 4A | 34A | 4A | | 34 | 3 | 02 | | R1 | 60 | R | | * | |
| 31.41 | 31.49 | | | | | | | 1 | 2 | | | | | 4A | 34A | 4A | | 34 | 3 | 02 | | R1 | 60 | M | | * | |
| 31.44 | 31.52 | BEG SU LN | R | CHAIN UP | 15A | | | 1 | 2 | | | | | 4A | 34A | \$\$\$ | 15 | 49 | 3 | 02 | | R1 | 60 | M | | * | |
| 31.46 | 31.54 | | | | | | | 2 | 2 | | | | | 4A | 44A | | 15 | 59 | 3 | 02 | | R1 | 60 | M | | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.92 | 29.00 | .03 | 12 | | | | | | |
| 29.48 | 29.56 | .05 | 11 | .02 | 11 | .03 | 11 | .02 | 11 |
| 30.04 | 30.12 | .05 | 12 | | | | | .02 | 12 |
| 31.22 | 31.30 | .03 | 12 | | | .03 | 12 | .02 | 12 |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | | | | |
| 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 | D | IB | R | K | T |
| 31.56 | 31.64 | | | | | | | 2 | 2 | | | | 4A | 44A | | | | | 15 | 59 | 3 | 02 | R1 | 60 | M | * | | |
| 31.64 | 31.72 | END SU LN | R | CHAIN UP | | | | 2 | 2 | | | | 4A | 44A | 4A | \$\$\$ | | | 44 | 44 | 3 | 02 | R1 | 60 | M | * | | |
| 31.95 | 32.03 | | | | | | | 2 | 2 | | | | 4A | 44A | 4A | | | | 44 | 44 | 3 | 02 | R1 | 60 | R | * | | |
| 32.02 | 32.10 | MP MARKER | R | 32 | | | | 1 | 2 | | | | 2A | 34A | 2A | | | | 34 | 34 | 3 | 02 | R1 | 60 | R | * | | |
| 32.99 | 33.07 | MP MARKER | R | 33 | | | | 1 | 2 | | | | 3A | 34A | 3A | | | | 34 | 34 | 3 | 02 | R1 | 60 | R | * | | |
| 33.04 | 33.12 | BEG SU LN | R | CHAIN UP | | | | 1 | 2 | | | | 3A | 34A | \$\$\$ | 10 | | | 44 | 44 | 3 | 02 | R1 | 60 | R | * | | |
| 33.05 | 33.13 | | | | | | | 1 | 1 | | | | 3A | 22A | | 10 | | | 32 | 32 | 3 | 02 | R1 | 60 | R | * | | |
| 33.16 | 33.24 | END SU LN | R | CHAIN UP | | | | 1 | 1 | | | | 3A | 22A | 3A | \$\$\$ | | | 22 | 22 | 3 | 02 | R1 | 60 | R | * | | |
| 33.34 | 33.42 | BEG BRIDGE | B | NO NAME CREEK | ST | | | 1 | 1 | | | | \$\$\$C | 24A | \$\$\$C | | | | 24 | 24 | 3 | 02 | R1 | 60 | R | * | | |
| | | | | BRDG NUM 002/038 | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.36 | 33.44 | END BRIDGE | B | NO NAME CREEK | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | 22 | 22 | 3 | 02 | R1 | 60 | R | * | | |
| 33.56 | 33.64 | INTRSECTN | R | FS RD #62 | FS | | N | | | | | | | | | | | | | | | | | | | | | |
| 34.00 | 34.08 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.25 | 34.33 | BEG BRIDGE | B | ANDERSON CREEK | ST | | | 1 | 1 | | | | \$\$\$C | 25A | \$\$\$C | | | | 25 | 25 | 3 | 02 | R1 | 60 | R | * | | |
| | | | | BRDG NUM 002/039 | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.27 | 34.35 | END BRIDGE | B | ANDERSON CREEK | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | 22 | 22 | 3 | 02 | R1 | 60 | R | * | | |
| 34.99 | 35.07 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.00 | 35.08 | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | 22 | 22 | 3 | 02 | R1 | 50 | R | * | | |
| 35.16 | 35.24 | INTRSECTN | R | MT INDEX RIVER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 35.21 | 35.29 | BEG BRIDGE | B | S FK SKYKOMISH RIVER | ST | | | 1 | 1 | | | | \$\$\$C | 24P | \$\$\$C | | | | 24 | 24 | 3 | 02 | R1 | 50 | R | * | | |
| | | | | BRDG NUM 002/040 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.29 | 35.37 | END BRIDGE | B | S FK SKYKOMISH RIVER | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | 24 | 24 | 3 | 02 | R1 | 50 | R | * | | |
| 35.62 | 35.70 | INTRSECTN | L | INDEX-GALENA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 35.63 | 35.71 | WYE CONN | L | INDEX-GALENA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 35.92 | 36.00 | UXING | B | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 002/042 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 84531D STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 36.08 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.07 | 36.15 | | | | | | | 1 | 1 | | | | 4A | 24A | 10A | | | | 24 | 24 | 3 | 02 | R1 | 50 | R | * | | |
| 36.17 | 36.25 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | 24 | 24 | 3 | 02 | R1 | 50 | R | * | | |
| 36.32 | 36.40 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | 24 | 24 | 3 | 02 | R1 | 60 | R | * | | |
| 36.55 | 36.63 | | | | | | | 1 | 1 | | | | 4A | 24A | 8A | | | | 24 | 24 | 3 | 02 | R1 | 60 | R | * | | |
| 36.63 | 36.71 | | | | | | | 1 | 1 | | | | 4A | 24A | 10A | | | | 24 | 24 | 3 | 02 | R1 | 60 | R | * | | |
| 36.69 | 36.77 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | 24 | 24 | 3 | 02 | R1 | 60 | R | * | | |
| 37.00 | 37.08 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.52 | 37.60 | MISC FEATR | R | SGN MT BAKER NAT FOREST | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 35.16 | 35.24 | | | | | | | | |
| 35.62 | 35.70 | .03 | 12 | | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY KING

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------|---|-------------------------|--|---|----|---|-----|-----|--------------|-----|-----|------|-----|---------------------------|---------|-----|-----|-------|-----|-------|--------|-----|-----|------|------|----|-------|---|----|---|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : : | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 40.72 | | 40.80 | ENTER CO BEG CTLSEC BEG ST MISC FEATR | | | KING CONTROL SECTION 1720 NE STEVENS PASS HWY SGN ENT SNOHOMISH COUNTY | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| 40.73 | | 40.81 | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |
| 40.74 | | 40.82 | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 40.99 | | 41.07 | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |
| 41.00 | | 41.08 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 41.02 | | 41.10 | MISC FEATR | R | | MP MARKER | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.03 | | 41.11 | INTRSECTN | R | | SGN ENT BARING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.17 | | 41.25 | INTRSECTN | L | | 634TH PL NE | CO | | | | N | | | | | | | | | | | | | | | | | | | | |
| 41.18 | | 41.26 | INTRSECTN | R | | 635TH PL NE | CO | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 41.37 | | 41.45 | INTRSECTN | R | | 635TH PL NE | CO | | | | Y | | | | | | | | | | | | | | | | | | | | |
| 41.41 | | 41.49 | END BRIDGE | B | | NE 194TH PL | CO | | | | N | | | | | | | | | | | | | | | | | | | | |
| 41.42 | | 41.50 | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |
| 41.62 | | 41.70 | END BRIDGE | B | | BRDG NUM 002/103 | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 41.77 | | 41.85 | INTRSECTN | R | | STREAM | CO | | | N | 1 | 1 | | | | | | 4A | 24A | 18A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 42.00 | | 42.08 | INTRSECTN | R | | NE INDEX CREEK RD | CO | | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 42.16 | | 42.24 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.50 | | 42.58 | INTRSECTN | R | | NE 182ND ST | CO | | | | N | | | | | | | | | | | | | | | | | | | | |
| 42.71 | | 42.79 | MISC FEATR | L | | SGN ENT BARING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.72 | | 42.80 | BEG BRIDGE | B | | BEAVER CREEK | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |
| 43.03 | | 43.11 | END BRIDGE | B | | BRDG NUM 002/104 | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 3 | 02 | | R1 | | 60 | R | * |
| 43.04 | | 43.12 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.11 | | 43.19 | RR XING | B | | NUM 84522E STRUCTURE | | | | 1 | 1 | | | | | | | \$\$W | 40P | \$\$W | | | 40 | 3 | 02 | | R1 | | 60 | R | * |
| 43.32 | | 43.40 | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.43 | | 43.51 | END BRIDGE | B | | BRDG NUM 002/105 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.60 | | 43.68 | INTRSECTN | L | | BN RR | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| 43.82 | | 43.90 | INTRSECTN | L | | FS RD #6028 | FS | | | | N | | | | | | | | | | | | | | | | | | | | |
| 43.87 | | 43.95 | BEG SU LN | R | | SLOW VEHICLE | | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| 43.88 | | 43.96 | END SU LN | R | | SLOW VEHICLE | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | \$\$\$ | 15 | 37 | 3 | 02 | | R1 | | 60 | R | * |
| 44.00 | | 44.08 | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |
| 44.06 | | 44.14 | END BRIDGE | B | | BRDG NUM 002/106 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.42 | | 44.50 | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| | | | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | | 3A | 22A | 8A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| | | | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | 3A | 22A | 3A | | | 22 | 3 | 02 | | R1 | | 60 | R | * |
| | | | BEG BRIDGE | B | | STREAM | ST | | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | | 41 | 3 | 02 | | R1 | | 60 | R | * |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | 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 | |
| 44.42 | | 44.50 | | | | BRDG NUM 002/107 | | | | 1 | 1 | | | | | | W | 41A | W | | 41 | 3 | 02 | | R1 | | 60 | R | * | | |
| 44.43 | | 44.51 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 44.62 | | 44.70 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 44.73 | | 44.81 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 8A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 44.96 | | 45.04 | BEG SU LN | L | | SLOW VEHICLE | | 16A | | 1 | 1 | | | | | | \$\$\$ | 22A | 8A | 16 | 38 | 3 | 02 | | R1 | | 60 | R | * | | |
| 44.99 | | 45.07 | BEG SU LN | R | | SLOW VEHICLE | | 15A | | 1 | 1 | | | | | | | 22A | \$\$\$ | 31 | 53 | 3 | 02 | | R1 | | 60 | R | * | | |
| 45.00 | | 45.08 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.06 | | 45.14 | INTRSECTN | L | | 681ST AVE NE | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.11 | | 45.19 | END SU LN | L | | SLOW VEHICLE | | 16A | | 1 | 1 | | | | | | 3A | 22A | | 15 | 37 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | INTRSECTN | L | | 682ND AVE NE | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.21 | | 45.29 | END SU LN | R | | SLOW VEHICLE | | 15A | | 1 | 1 | | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 45.89 | | 45.97 | ENT/EXIT | R | | MONEY CREEK CAMPGROUND | | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.98 | | 46.06 | MP MARKER | R | | 46 | | | | 1 | 1 | | | | | | \$\$C | 30A | \$\$C | | 30 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | BEG TUNNEL | B | | MONEY CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | TNNL NUM 002/108 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.02 | | 46.10 | END TUNNEL | B | | MONEY CREEK | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 46.31 | | 46.39 | BEG BRIDGE | B | | STREAM | | ST | B | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/109 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.32 | | 46.40 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 46.49 | | 46.57 | BEG BRIDGE | B | | STREAM | | ST | B | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/110 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.50 | | 46.58 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 46.76 | | 46.84 | BEG BRIDGE | B | | STREAM | | ST | B | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/111 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.77 | | 46.85 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 47.00 | | 47.08 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.27 | | 47.35 | BEG BRIDGE | B | | SLOUGH | | ST | B | 1 | 1 | | | | | | \$\$W | 50A | \$\$W | | 50 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/112 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.28 | | 47.36 | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 47.71 | | 47.79 | BEG BRIDGE | B | | STREAM | | ST | B | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/113 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.72 | | 47.80 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 47.91 | | 47.99 | BEG BRIDGE | B | | STREAM | | ST | B | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | 28 | 3 | 02 | | R1 | | 60 | R | * | | |
| | | | | | | BRDG NUM 002/114 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.92 | | 48.00 | END BRIDGE | B | | STREAM | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | 60 | R | * | | |
| 48.00 | | 48.08 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.48 | | 48.56 | ENTER CITY | | | SKYKOMISH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | 1175 | R1 | | 60 | R | P | * | |
| 48.49 | | 48.57 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | 1175 | R1 | | 50 | R | P | * | |
| 48.68 | | 48.76 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 4A | 22A | 4A | 13 | 35 | 3 | 02 | 1175 | R1 | | 50 | R | P | * | |
| 48.70 | | 48.78 | WYE CONN | R | | 5TH ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 48.71 | | 48.79 | END SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | 1175 | R1 | | 50 | R | P | * | |
| | | | INTRSECTN | R | | 5TH 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 |
| 48.71 | | 48.79 | | | | .02 | 13 | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH COUNTY KING

DOT DISTRICT 1

| | | | | -----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 |
| 48.72 | | | WYE CONN | R | | 5TH ST | | | | CT | Y | 1 | 1 | | | | 7A | 22A | 4A | | 22 | 3 | 02 | 1175 | R1 | | | 50 | R | P | * | |
| 48.74 | | | BEG SU LN | C | | TWO WAY TURN | 13A | | | | | 1 | 1 | | | | 7A | 22A | 4A | 13 | 35 | 3 | 02 | 1175 | R1 | | | 50 | R | P | * | |
| 48.81 | | | END SU LN | C | | TWO WAY TURN | 13A | | | | | 1 | 1 | | | | 7A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | 1175 | R1 | | | 50 | R | P | * | |
| 48.82 | | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 3 | 02 | 1175 | R1 | | | 50 | R | P | * | |
| 48.99 | | | LEAVE CITY | | | SKYKOMISH | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 3 | 02 | \$\$\$ | R1 | | | 50 | R | \$ | * | |
| 49.00 | | | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.04 | | | INTRSECTN | R | | SKY LN | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 49.21 | | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 49.40 | | | BEG SU LN | R | | SLOW VEHICLE | 12A | | | | | 1 | 1 | | | | 4A | 22A | \$\$\$ | 12 | 34 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 49.52 | | | INTRSECTN | L | | BECKLER RD | | | | FS | N | | | | | | | | | | | | | | | | | | | | | |
| 49.53 | | | INTRSECTN | R | | BECKLER RD | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 49.63 | | | END SU LN | R | | SLOW VEHICLE | 12A | | | | | 1 | 1 | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 49.65 | | | BEG BRIDGE | B | | S FK SKYKOMISH RIVER | | | | ST | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | | | 60 | R | | * | |
| | | | | | | BRDG NUM 002/116 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.72 | | | END BRIDGE | B | | S FK SKYKOMISH RIVER | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 49.82 | | | BEG SU LN | R | | SLOW VEHICLE | 14A | | | | | 1 | 1 | | | | 4A | 22A | \$\$\$ | 14 | 36 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 49.94 | | | BEG SU LN | L | | SLOW VEHICLE | 14A | | | | | 1 | 1 | | | | \$\$\$ | 22A | | | 28 | 50 | 3 | 02 | | R1 | | | 60 | R | | * |
| 49.98 | | | END ST | I | | NE STEVENS PASS HWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | CHAIN UP | | | | | | 14A | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | SLOW VEHICLE | | | | | | 14A | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | STEVENS PASS HWY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | OLD CASCADE HWY | | | | CO | Y | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | | | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.11 | | | ENT/EXIT | L | | RANGER STATION | | | | FS | Y | | | | | | | | | | | | | | | | | | | | | |
| 50.12 | | | TRAF RCDR | B | | R038 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.16 | | | ENT/EXIT | L | | RANGER STATION | | | | FS | N | | | | | | | | | | | | | | | | | | | | | |
| 50.20 | | | END SU LN | L | | SLOW VEHICLE | | | | | | 14A | | | | | 4A | 22A | | 14 | 36 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 50.27 | | | END SU LN | R | | CHAIN UP | | | | | | 14A | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 50.55 | | | BEG BRIDGE | B | | ANTHRACITE CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | | | 60 | R | | * | |
| | | | | | | BRDG NUM 002/118 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.56 | | | END BRIDGE | B | | ANTHRACITE CREEK | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 50.62 | | | INTRSECTN | R | | FOSS RIVER RD NE | | | | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 50.63 | | | BEG SU LN | R | | SLOW VEHICLE | | | | | | 14A | | | | | 4A | 22A | \$\$\$ | 14 | 36 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 50.68 | | | BEG SU LN | L | | SLOW VEHICLE | | | | | | 14A | | | | | \$\$\$ | 22A | | | 28 | 50 | 3 | 02 | | R1 | | | 60 | R | | * |
| 50.73 | | | INTRSECTN | L | | 759TH AVE NE | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 50.76 | | | END SU LN | R | | SLOW VEHICLE | | | | | | 14A | | | | | | 22A | 4A | 14 | 36 | 3 | 02 | | R1 | | | 60 | R | | * | |
| 50.79 | | | END SU LN | L | | SLOW VEHICLE | | | | | | 14A | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | | R1 | | | 60 | R | | * | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|----------------------|---|--------|-----|------------------------------|-----|-------|-----|--------|--------|--------|--------|----|
| L NEAR | | R NEAR | | L FAR | | R FAR | | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 49.98 | | 50.06 | | | | .05 | 12 | | | | | |

SR 002 MAINLINE

U.S. ROUTE - USSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|---|-----|----|-------------|-----|-----|--------------|-----|------|---------|--------|---------------------------|--------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.83 | 50.91 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R1 | 60 | R | * | | |
| 50.96 | 51.04 | INTRSECTN | R | TYE RIVER RD NE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 51.00 | 51.08 | MP MARKER | R | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.02 | 51.10 | BEG BRIDGE B | B | TYE RIVER BRDG NUM 002/119 | ST | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 3 | 02 | | R1 | 60 | M | * | | |
| 51.07 | 51.15 | END BRIDGE B | B | TYE RIVER | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 3 | 02 | | R1 | 60 | M | * | | |
| 51.14 | 51.22 | BEG SU LN | R | CLIMBING | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 51.16 | 51.24 | INTRSECTN | R | 766TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 52.00 | 52.08 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | | |
| 52.08 | 52.16 | INTRSECTN | L | FS RD #6066 | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 52.56 | 52.64 | END SU LN | R | CLIMBING | 12A | | 1 | 1 | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 3 | 02 | | R1 | 60 | M | * | | |
| 52.67 | 52.75 | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 02 | | R1 | 60 | M | * | | |
| 52.74 | 52.82 | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | 60 | M | * | | |
| 52.88 | 52.96 | | | | | | 1 | 1 | | | | | | 24A | 24A | 6A | | 24 | 3 | 02 | | R1 | 60 | M | * | | |
| 53.00 | 53.08 | MP MARKER | R | 53 | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 3 | 02 | | R1 | 60 | M | * | | |
| 53.67 | 53.75 | | | | | | 1 | 1 | | | | | | 4A | 22A | 2A | | 22 | 3 | 02 | | R1 | 60 | M | * | | |
| 53.73 | 53.81 | BEG SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | 6A | 36A | \$\$\$ | 15 | 51 | 3 | 02 | | R1 | 60 | M | * | | |
| 53.82 | 53.90 | END SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | 6A | 36A | 6A | \$\$\$ | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 54.00 | 54.08 | MP MARKER | R | 54 | | | 1 | 2 | | | | | | \$\$W | 48P | \$\$W | | 48 | 3 | 02 | | R1 | 60 | M | * | | |
| | | BEG BRIDGE B | B | CREEK BRDG NUM 002/120 | ST | | | | | | | | | | | | | | | | | | | | | | |
| 54.02 | 54.10 | END BRIDGE B | B | CREEK | | | 1 | 2 | | | | | | 6A | 36A | 6A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 54.11 | 54.19 | BEG SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | \$\$\$ | 36A | \$\$\$ | 30 | 66 | 3 | 02 | | R1 | 60 | M | * | | |
| | | BEG SU LN | L | SLOW VEHICLE | 15A | | | | | | | | | | | | | | | | | | | | | | |
| 54.44 | 54.52 | END SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | W | 48A | W | \$\$\$ | 48 | 3 | 02 | | R1 | 60 | M | * | | |
| | | END SU LN | L | SLOW VEHICLE | 15A | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | B | ALPINE CREEK DRAINAGE BRDG NUM 002/121 | ST | | | | | | | | | | | | | | | | | | | | | | |
| 54.45 | 54.53 | END BRIDGE B | B | ALPINE CREEK DRAINAGE | | | 1 | 2 | | | | | | 6A | 36A | 9A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 54.81 | 54.89 | BEG SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | 6A | 36A | \$\$\$ | 15 | 51 | 3 | 02 | | R1 | 60 | M | * | | |
| 54.99 | 55.07 | MP MARKER | R | 55 | | | | | | | | | | | | | | | | | | | | | | | |
| 55.00 | 55.08 | END SU LN | R | CHAIN UP | 15A | | 1 | 2 | | | | | | 6A | 36A | 9A | \$\$\$ | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.01 | 55.09 | BEG SU LN | L | CHAIN UP | 18A | | 1 | 2 | | | | | | \$\$\$ | 36A | 9A | 18 | 54 | 3 | 02 | | R1 | 60 | M | * | | |
| | | INTRSECTN | L | IRON GOAT TRAIL | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 55.14 | 55.22 | END SU LN | L | CHAIN UP | 18A | | 1 | 2 | | | | | | 6A | 36A | 9A | \$\$\$ | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.32 | 55.40 | BEG BRIDGE B | B | TYE RIVER BRDG NUM 002/123 | ST | | 1 | 2 | | | | | | \$\$W | 48P | \$\$W | | 48 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.35 | 55.43 | END BRIDGE B | B | TYE RIVER | | | 1 | 2 | | | | | | 9A | 36A | 6A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.56 | 55.64 | | | | | | 1 | 2 | | | | | | 9A | 36A | 10A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.66 | 55.74 | | | | | | 1 | 2 | | | | | | 10A | 36A | 10A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 55.76 | 55.84 | | | | | | 1 | 2 | | | | | | 10A | 36A | 6A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 56.00 | 56.08 | MP MARKER | R | 56 | | | 1 | 2 | | | | | | 10A | 36A | 9A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |
| 56.26 | 56.34 | | | | | | 1 | 2 | | | | | | 10A | 36A | 6A | | 36 | 3 | 02 | | R1 | 60 | M | * | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY KING DOT DISTRICT 1

| | | | -----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 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.26 | 152.32 | | BEG BRIDGE | D | | BRDG NUM 005/516E S 188TH ST | | | | 4 | 4 | C | 44P | C | 1130 | | C | 65P | C | 23 | 132 | 4 | 02 | 1139 | U5 | 60 | R | P | | |
| | | | | | | BRDG NUM 005/516W | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 152.29 | 152.35 | | END BRIDGE | I | | S 188TH ST | | | | 4 | 4 | 10A | 44P | 3A | 65S | JE | 3P | 46P | 10A | 23 | 113 | 4 | 02 | 1139 | U5 | 60 | R | P | | |
| | | | END BRIDGE | D | | S 188TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.39 | 152.45 | | LEAVE CITY | | | SEATAC | | | | 4 | 4 | 10A | 44P | 3A | 65S | JE | 3P | 46P | 10A | 23 | 113 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | ENTER CITY | | | TUKWILA | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.40 | 152.46 | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | 4 | 4 | 10A | 48P | 3A | 65S | JE | 3P | 46P | 10A | 23 | 117 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| 152.42 | 152.48 | | MISC FEATR | R | | GORE (Q115260) | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.51 | 152.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.60 | 152.66 | | ON RAMP | R | | S 188TH ST | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 152.61 | 152.67 | | LEAVE CITY | | | TUKWILA | | | | 5 | 4 | 10A | 60P | 3A | 65S | JE | 3P | 46P | 10A | 23 | 129 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | ENTER CITY | | | SEATAC | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.64 | 152.70 | | MISC FEATR | L | | GORE (R115272) | | | | | | | | | | | | | | | | | | | | | | | | |
| 152.72 | 152.78 | | OFF RAMP | L | | S 188TH ST | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 152.99 | 153.05 | | MP MARKER | R | | 153 | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.15 | 153.21 | | UXING | B | | S 178TH ST | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/518 | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.20 | 153.26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.26 | 153.32 | | ON RAMP | L | | SR 518 EB | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 153.44 | 153.50 | | LEAVE CITY | | | SEATAC | | | | 5 | 4 | 10A | 60P | 3A | 65S | JE | 8P | 46P | 10A | 23 | 129 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | ENTER CITY | | | TUKWILA | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.45 | 153.51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.48 | 153.54 | | TRAF RCDR | B | | S205 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.65 | 153.71 | | BEG BRIDGE | I | | FILL OXING | | ST | | 5 | 4 | 10A | 60P | 3A | 65S | JE | \$\$C | 65P | \$\$C | 23 | 148 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | | | | BRDG NUM 005/519E | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.74 | 153.80 | | END BRIDGE | I | | FILL OXING | | | | 5 | 4 | 10A | 60P | 3A | 65S | JE | 3P | 46P | 10A | 23 | 129 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| 153.75 | 153.81 | | OFF RAMP | R | | SOUTHCENTER PARKWAY | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 153.80 | 153.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 153.99 | 154.05 | | MP MARKER | R | | 154 | | | | 5 | 4 | 10A | 60P | 3A | 65S | JE | 10A | 46P | 10A | 23 | 129 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| 154.00 | 154.06 | | MISC FEATR | R | | GORE (P115375) | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.02 | 154.08 | | MISC FEATR | L | | GORE (S115326) | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.05 | 154.11 | | OFF RAMP | R | | SR 405*SR 518 | | ST | Y | 5 | 3 | 10A | 60P | 3A | 113S | GR | 10A | 36P | 10A | 23 | 119 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| 154.06 | 154.12 | | END SU LN | LC | | HIGH OCCUPANCY VEHICL11A | | | | 5 | 3 | 10A | 60P | 3A | 113S | GR | 10A | 36P | 10A | 12 | 108 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | ON RAMP | LC | | HOV SEPARATED (HD15463) | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 154.12 | 154.18 | | BEG BRIDGE | D | | KLICKITAT DR | | ST | | 5 | 3 | \$\$W | 73P | \$\$W | 113S | GR | 10A | 36P | 10A | 12 | 121 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | | | | BRDG NUM 005/520W | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.13 | 154.19 | | UXING | I | | KLICKITAT DR | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/520E | | | | | | | | | | | | | | | | | | | | | | | | |
| 154.16 | 154.22 | | END BRIDGE | D | | KLICKITAT DR | | | | 5 | 3 | 10A | 60P | 3A | 113S | GR | 10A | 36P | 10A | 12 | 108 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| 154.20 | 154.26 | | END SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | 5 | 3 | 10A | 60P | 3A | 113S | GR | 10A | 36P | 10A | \$\$\$ | 96 | 4 | 02 | 1320 | U5 | 60 | R | P | | |
| | | | OFF RAMP | RC | | HOV SEPARATED (HI15420) | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 154.22 | 154.28 | | | | | | | | | 5 | 3 | 10A | 60P | 3A | 293S | GR | 10A | 36P | 10A | | 96 | 4 | 02 | 1320 | U5 | 60 | R | P | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | |
|--------|---|--------|------------|---|----|-------------------------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------|--------------------------|-----|-----|-----|-----|------|------|----|-------|---|----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156.34 | | 156.40 | BEG BRIDGE | D | | DUWAMISH RIVER BRDG NUM 005/526W | ST | | 4 | 4 | W | 60A | W | 120 | | W | 60A | W | 24 | 144 | 5 | 02 | 1320 | U5 | 60 | R | P |
| 156.39 | | 156.45 | | | | | | | 4 | 4 | W | 60A | W | 120 | | W | 60A | W | 24 | 144 | 5 | 02 | 1320 | U5 | 60 | R | \$ |
| 156.48 | | 156.54 | UXING | B | | S 129TH ST BRDG NUM 005/526.1 | ST | | | | | | | | | | | | | | | | | | | | |
| 156.49 | | 156.55 | END BRIDGE | I | | DUWAMISH RIVER | | | 4 | 4 | W | 60A | W | 24A | JE | \$ | 44P | 10A | 24 | 128 | 5 | 02 | 1320 | U5 | 60 | R | |
| | | | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | |
| 156.50 | | 156.56 | END BRIDGE | D | | DUWAMISH RIVER | | | 4 | 4 | 10A | 44A | \$ | 24A | JE | | 44P | 10A | 24 | 112 | 5 | 02 | 1320 | U5 | 60 | R | |
| 156.58 | | 156.64 | | | | | | | 4 | 4 | 10A | 48A | | 24A | JE | | 44P | 10A | 24 | 116 | 5 | 02 | 1320 | U5 | 60 | R | |
| 156.70 | | 156.76 | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL11P | | | 4 | 4 | 10A | 48P | | 24A | JE | | 44P | 10A | 23 | 115 | 5 | 02 | 1320 | U5 | 60 | R | |
| 156.83 | | 156.89 | ON RAMP | L | | SR 900 | ST | Y | | | | | | | | | | | | | | | | | | | |
| 156.95 | | 157.01 | MP MARKER | B | | 157 | | | | | | | | | | | | | | | | | | | | | |
| 156.97 | | 157.03 | | | | | | | 4 | 4 | 10A | 44P | | 24A | JE | | 44P | 10A | 23 | 111 | 5 | 02 | 1320 | U5 | 60 | R | |
| 157.20 | | 157.26 | MISC FEATR | L | | GORE (S115683) | | | | | | | | | | | | | | | | | | | | | |
| 157.34 | | 157.40 | UXING | B | | SR 900 BRDG NUM 900/013W | ST | | | | | | | | | | | | | | | | | | | | |
| 157.35 | | 157.41 | OFF RAMP | R | | NBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | |
| 157.42 | | 157.48 | MISC FEATR | R | | GORE (CI15735) | | | | | | | | | | | | | | | | | | | | | |
| 157.58 | | 157.64 | MISC FEATR | L | | GORE (R115767) | | | | | | | | | | | | | | | | | | | | | |
| 157.66 | | 157.72 | MISC FEATR | R | | GORE (CI15735) | | | | | | | | | | | | | | | | | | | | | |
| 157.67 | | 157.73 | OFF RAMP | L | | SR 900 | ST | Y | | | | | | | | | | | | | | | | | | | |
| 157.70 | | 157.76 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | 4 | 4 | 10A | 44P | | 24A | JE | | 44P | 10A | 35 | 123 | 5 | 02 | 1320 | U5 | 60 | R | |
| | | | ON RAMP | R | | NBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | |
| 157.77 | | 157.83 | UXING | B | | SR 900 BRDG NUM 900/012W | ST | | | | | | | | | | | | | | | | | | | | |
| 157.85 | | 157.91 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | 4 | 4 | 10A | 44P | | 24A | JE | | 44P | 10A | 23 | 111 | 5 | 02 | 1320 | U5 | 60 | R | |
| | | | OFF RAMP | R | | NBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | |
| 157.92 | | 157.98 | MISC FEATR | R | | GORE (CI15785) | | | | | | | | | | | | | | | | | | | | | |
| 157.97 | | 158.03 | UXING | B | | SOUND TRANSIT BRDG NUM 005/527 | OT | | | | | | | | | | | | | | | | | | | | |
| 158.00 | | 158.06 | MP MARKER | R | | 158 | | | | | | | | | | | | | | | | | | | | | |
| 158.01 | | 158.07 | UXING | B | | S 107TH ST BRDG NUM 005/528 | ST | | 4 | 4 | 10A | 44P | | 24A | JE | | 44P | 8A | 23 | 111 | 5 | 02 | 1320 | U5 | 60 | R | |
| 158.04 | | 158.10 | MISC FEATR | R | | GORE (CI15785) | | | | | | | | | | | | | | | | | | | | | |
| 158.16 | | 158.22 | | | | | | | 4 | 4 | 10A | 48P | | 24A | JE | | 44P | 8A | 23 | 115 | 5 | 02 | 1320 | U5 | 60 | R | |
| 158.18 | | 158.24 | LEAVE CITY | | | TUKWILA | | | 4 | 4 | 10A | 48P | | 24A | JE | | 44P | 8A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P |
| | | | ENTER CITY | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | |
| 158.19 | | 158.25 | MISC FEATR | R | | SGN ENT SEATTLE | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R115826) | | | | | | | | | | | | | | | | | | | | | |
| 158.26 | | 158.32 | OFF RAMP | L | | BOEING ACCESS RD | ST | Y | | | | | | | | | | | | | | | | | | | |
| 158.29 | | 158.35 | MISC FEATR | L | | SGN ENT TUKWILA | | | | | | | | | | | | | | | | | | | | | |
| 158.32 | | 158.38 | ON RAMP | R | | NBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | |
| 158.45 | | 158.51 | BEG BRIDGE | I | | NORFOLK ST SEWER | ST | | 4 | 4 | \$W | 66P | | 24P | JE | | 67P | \$W | 23 | 156 | 5 | 02 | 1140 | U5 | 60 | R | P |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 158.45 | 158.51 | BEG BRIDGE | D | BRDG NUM 005/530E NORFOLK ST SEWER | ST | | | 4 4 | W | 66P | | 24P | JE | | | 67P | W | 23 | 156 | 5 | 02 | 1140 | U5 | 60 | R | P |
| 158.47 | 158.53 | END BRIDGE | I | BRDG NUM 005/530W NORFOLK ST SEWER | | | | 4 4 | 10A | 48P | | 22A | JE | | | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P |
| 158.97 | 159.03 | MP MARKER | R | 159 | | | | 4 4 | 10A | 48P | 10A | 22S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 159.10 | 159.16 | | | | | | | 4 4 | 10A | 48P | 10A | 50S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 159.29 | 159.35 | | | | | | | 4 4 | 10A | 48P | 10A | 50S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 159.67 | 159.73 | BEG BRIDGE | I | MILITARY RD BRDG NUM 005/531E | ST | | | 4 4 | \$\$W | 66P | \$\$W | 500 | \$\$ | \$\$W | 68P | \$\$W | 23 | 157 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| | | BEG BRIDGE | D | MILITARY RD BRDG NUM 005/531W | ST | | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 159.71 | 159.77 | END BRIDGE | I | MILITARY RD | | | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 159.99 | 160.05 | MP MARKER | R | 160 | | | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.07 | 160.13 | BEG BRIDGE | D | FILL OXING BRDG NUM 005/532W | ST | | | 4 4 | \$\$W | 66P | \$\$W | 100S | JE | 10A | 44P | 10A | 23 | 133 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.16 | 160.22 | END BRIDGE | D | FILL OXING | | | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 10A | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.63 | 160.69 | OFF RAMP | R | SWIFT AVE*ALBRO PL | ST | Y | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 9P | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.71 | 160.77 | MISC FEATR | R | GORE (P116063) | ST | Y | | 4 4 | 10A | 48P | 10A | 100S | GR | 10A | 44P | 9P | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.74 | 160.80 | ON RAMP | L | ALBRO PL | ST | Y | | 4 4 | 10A | 48P | 10A | 100S | GR | 2P | 44P | 9P | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.75 | 160.81 | | | | | | | 4 4 | 10A | 48P | 10A | 100S | GR | 2P | 44P | 9P | 23 | 115 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 160.85 | 160.91 | | | | | | | 4 4 | 10A | 44P | 10A | 100S | GR | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.00 | 161.06 | MP MARKER | L | 161 | | | | 4 4 | 10A | 44P | 10A | 100S | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.05 | 161.11 | | | | | | | 4 4 | 10A | 44P | 10A | 100S | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.10 | 161.16 | MISC FEATR | L | GORE (S116074) | | | | 4 4 | 10A | 44P | 10A | 100S | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.21 | 161.27 | UXING | B | ALBRO PL BRDG NUM 005/532.5 | ST | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.23 | 161.29 | OFF RAMP | RC | CORSON AVE | ST | Y | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.24 | 161.30 | MISC FEATR | R | GORE (Q116139) | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.27 | 161.33 | | | | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.30 | 161.36 | MISC FEATR | RC | GORE (P116123) | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.31 | 161.37 | UXING | B | E-N RAMP BRDG NUM 005/533E-N | ST | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.39 | 161.45 | ON RAMP | R | SWIFT AVE | ST | Y | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.47 | 161.53 | MISC FEATR | L | GORE (R116154) | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.50 | 161.56 | MISC FEATR | R | GORE (Q116177) | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.54 | 161.60 | OFF RAMP | L | ALBRO PL | ST | Y | | 4 4 | \$\$W | 60P | \$\$W | 30A | JE | 2P | 44P | 9P | 23 | 127 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| | | BEG BRIDGE | D | N-W RAMP BRDG NUM 005/533.5W | ST | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.63 | 161.69 | END BRIDGE | D | N-W RAMP | | | | 4 4 | 10A | 44P | 10A | 30A | JE | 2P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | 60 | R | P | |
| 161.65 | 161.71 | BEG BRIDGE | I | S LUCILE ST BRDG NUM 005/534E | ST | | | 4 4 | \$\$W | 66P | \$\$W | 300 | \$\$ | \$\$W | 78P | \$\$W | 23 | 167 | 5 | 02 | 1140 | U5 | 60 | R | P | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | 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 | | | | | | | | | |
| 161.65 | | 161.71 | BEG BRIDGE | D | | S LUCILE ST BRDG NUM 005/534W | ST | | 4 | 4 | | W | 66P | | W | 300 | | | W | 78P | | W | 23 | 167 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | |
| 161.68 | | 161.74 | END BRIDGE | I | | S LUCILE ST | | | 4 | 4 | 10A | 44P | 8P | | 30S | JE | 10P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| 161.77 | | 161.83 | ON RAMP | R | | S BAILEY ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 161.83 | | 161.89 | | | | | | | 4 | 4 | 10A | 44P | 4P | | 60S | JE | 10P | 44P | 9P | 23 | 111 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| 161.87 | | 161.93 | | | | | | | 4 | 4 | 10A | 48P | 4P | | 60S | JE | 10P | 48P | 9P | 23 | 119 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| 161.89 | | 161.95 | MISC FEATR | L | | GORE (R116224) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 161.99 | | 162.05 | MP MARKER | R | | 162 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.19 | | 162.25 | BEG BRIDGE | I | | VIADUCT BRDG NUM 005/535E | ST | | 4 | 4 | 10A | 48P | 4P | | 60S | JE | \$\$\$W | 60P | \$\$\$W | 23 | 131 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| 162.24 | | 162.30 | OFF RAMP | L | | CORSON AVE | ST | | Y | 4 | 4 | \$\$\$W | 59P | \$\$\$W | 600 | \$\$ | | W | 60P | | W | 23 | 142 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | |
| | | | BEG BRIDGE | D | | VIADUCT BRDG NUM 005/535W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.35 | | 162.41 | TRAF RCDR | B | | S202 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.36 | | 162.42 | END BRIDGE | I | | VIADUCT | | | 4 | 4 | | W | 59P | | W | 600 | | | 6P | 48P | 9P | 23 | 130 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | |
| 162.37 | | 162.43 | END BRIDGE | D | | VIADUCT | | | 4 | 4 | 10A | 44P | 4P | | 30S | JE | 6P | 48P | 9P | 23 | 115 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.53 | | 162.59 | ON RAMP | L | | COLUMBIAN WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.57 | | 162.63 | OFF RAMP | R | | SPOKANE ST-COLUMBIAN WAY | ST | | Y | 4 | 3 | 10A | 44P | 4P | | 30S | JE | 6P | 36P | 9P | 24 | 104 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | |
| 162.63 | | 162.69 | | | | | | | 4 | 3 | 10A | 44P | 4P | | 30S | JE | 6P | 33P | 9P | 24 | 101 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| 162.69 | | 162.75 | MISC FEATR | L | | GORE (S116253) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.73 | | 162.79 | MISC FEATR | R | | GORE (P116257) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.79 | | 162.85 | ON RAMP | L | | SPOKANE ST | ST | | Y | 3 | 3 | 10A | 33P | 4P | | 30S | JE | 6P | 33P | 9P | 24 | 90 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | |
| 162.82 | | 162.88 | BEG BRIDGE | I | | VIADUCT BRDG NUM 005/536E | ST | | 3 | 3 | \$\$\$W | 59P | \$\$\$W | | 300 | \$\$ | \$\$\$W | 48P | \$\$\$W | 24 | 131 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | | |
| | | | BEG BRIDGE | D | | VIADUCT BRDG NUM 005/536W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.85 | | 162.91 | MISC FEATR | L | | GORE (S116279) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.86 | | 162.92 | UXING | B | | N-W RAMP BRDG NUM 005/536N-W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.96 | | 163.02 | END BRIDGE | I | | VIADUCT | | | 3 | 3 | | 4P | 33P | 4P | | 300 | JE | 2P | 33P | 9P | 24 | 90 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | |
| | | | END BRIDGE | D | | VIADUCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.97 | | 163.03 | UXING | B | | SPOKANE ST EB LANE BRDG NUM 005/537S | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.98 | | 163.04 | UXING | B | | E-N RAMP BRDG NUM 005/537E-N | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162.99 | | 163.05 | UXING | B | | W-S RAMP BRDG NUM 005/537W-S | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 163 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.02 | | 163.08 | UXING | B | | SPOKANE ST WB LANE BRDG NUM 005/537N | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.04 | | 163.10 | BEG BRIDGE | I | | VIADUCT | ST | | 3 | 3 | | 4P | 33P | 4P | | 300 | JE | \$\$\$W | 48P | \$\$\$W | 24 | 105 | 5 | 02 | 1140 | U5 | | | 60 | R | P | | | | | | | | |

SR 005 MAINLINE

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COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|--------|--------------------------|---|----|--|-----------------|----|---|--------------|-------|-----|-------------|-----|------|---------|---------------------------|-----|-------|-----|-----|----|----|----------|------|-------|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 177.21 | | 177.27 | UXING | B | | PED XING-NE 195TH ST BRDG NUM 005/598 | ST | | 3 | 3 | 10A | 36P | | | 38P | JE | | | 36P | 10A | 24 | 96 | 5 | 03 | 1169 | U5 | | 60 | R | P |
| 177.52 | | 177.58 | MISC FEATR | R | | GORE (CI17717) | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.64 | | 177.70 | MISC FEATR | L | | GORE (S117717) | | | | | | | | | | | | | | | | | | | | | | | | |
| 177.75 | | 177.81 | LEAVE CITY BEG BRIDGE | I | | SHORELINE SR 104 BRDG NUM 005/599E | ST | | 3 | 3 | \$\$W | 54P | W | 160 | \$\$ | | W | 56P | \$\$W | 24 | 134 | 5 | 03 | \$\$\$\$ | U5 | | 60 | R | \$ | |
| | | | MISC FEATR BEG BRIDGE | D | L | SGN ENT KING CO SR 104 BRDG NUM 005/599W | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 177.76 | | 177.82 | END CTLSEC LEAVE CO | | | CONTROL SECTION 1727 KING | | | 3 | 3 | W | 54P | W | 160 | | | W | 56P | W | 24 | 134 | 5 | 03 | 0815 | U5 | | 60 | R | P | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----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 |
| 179.55 | 179.61 | | | | | | | 3 3 | 10A | 36A | 15A | 100S | GR | 7A | 36A | 10A | 24 | 96 | 5 | 03 | 0815 | U5 | 60 | R | P | |
| 179.61 | 179.67 | BEG SU LN ON RAMP | R | WEAVING/SPEED CHANGE 12A 220TH ST SW | | | | 3 3 | 10A | 36A | 15A | 100S | GR | 7A | 36A | 10A | 36 | 108 | 5 | 03 | 0815 | U5 | 60 | R | P | |
| 179.88 | 179.94 | TRAF RCDR | B | S189 0 | | | | | | | | | | | | | | | | | | | | | | |
| 179.89 | 179.95 | MISC FEATR BEG BRIDGE | L D | SGN ENT MOUNT LK TERRACE 212TH ST SW | | | | 3 3 | \$\$W | 56P | \$\$W | 100S | GR | 7A | 36A | 10A | 36 | 128 | 5 | 03 | 0815 | U5 | 60 | R | P | |
| 179.91 | 179.97 | CHG SU LN CHG SU LN BEG BRIDGE | R RC I | WEAVING/SPEED CHANGE 12P HIGH OCCUPANCY VEHICL12P 212TH ST SW | | | | 3 3 | W | 56P | W | 1000 | \$\$ | \$\$W | 44P | \$\$W | 36 | 136 | 5 | 03 | 0815 | U5 | 60 | R | P | |
| 179.93 | 179.99 | LEAVE CITY ENTER CITY | | MOUNTLAKE TERRACE LYNNWOOD | | | | 3 3 | W | 56P | W | 1000 | | W | 44P | W | 36 | 136 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 179.94 | 180.00 | END BRIDGE | D | 212TH ST SW | | | | 3 3 | 10A | 36A | 12A | 100S | GR | W | 44P | W | 36 | 116 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 179.96 | 180.02 | END BRIDGE CHG SU LN CHG SU LN | I R RC | 212TH ST SW WEAVING/SPEED CHANGE 12A HIGH OCCUPANCY VEHICL12A | | | | 3 3 | 10A | 36A | 12A | 100S | GR | 7A | 36A | 10A | 36 | 108 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.01 | 180.07 | MP MARKER | R | 180 | | | | | | | | | | | | | | | | | | | | | | |
| 180.07 | 180.13 | CHG SU LN CHG SU LN BEG BRIDGE | R RC I | WEAVING/SPEED CHANGE 12P HIGH OCCUPANCY VEHICL12P 52ND AVE W | | | | 3 3 | 10A | 36A | 12A | 100S | GR | \$\$W | 44P | \$\$W | 36 | 116 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.08 | 180.14 | CHG SU LN BEG BRIDGE | LC D | HIGH OCCUPANCY VEHICL12P 52ND AVE W | | | | 3 3 | \$\$W | 52P | \$\$W | 1000 | \$\$ | W | 44P | W | 36 | 132 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.10 | 180.16 | END BRIDGE CHG SU LN CHG SU LN ON RAMP | I R RC LC | 52ND AVE W WEAVING/SPEED CHANGE 12A HIGH OCCUPANCY VEHICL12A PARK/RIDE LOT (TRANSIT) | | | | 3 3 | W | 52P | W | 100S | JE | 7A | 36A | 10A | 36 | 124 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.11 | 180.17 | END BRIDGE CHG SU LN ON RAMP | D LC L | 52ND AVE W HIGH OCCUPANCY VEHICL12A SR 524 SPCEDRWY (SPUR) | | | | 3 3 | 10A | 36A | 10A | 100S | JE | 7A | 36A | 10A | 36 | 108 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.23 | 180.29 | END SU LN OFF RAMP | R R | WEAVING/SPEED CHANGE 12A 44TH AVE W | | | | 3 3 | 10A | 36A | 10A | 100S | JE | 7A | 36A | 10A | 24 | 96 | 5 | 03 | 0715 | U5 | 60 | R | P | |
| 180.36 | 180.42 | OFF RAMP | RC | PARK/RIDE LOT (TRANSIT) | | | | | | | | | | | | | | | | | | | | | | |
| 180.42 | 180.48 | MISC FEATR | LC | GORE (S118010) | | | | | | | | | | | | | | | | | | | | | | |
| 180.48 | 180.54 | MISC FEATR | RC | GORE (P118036) | | | | | | | | | | | | | | | | | | | | | | |
| 180.52 | 180.58 | MISC FEATR | R | GORE (P118023) | | | | | | | | | | | | | | | | | | | | | | |
| 180.63 | 180.69 | UXING MISC FEATR | D L | PARK & RIDE LOT ACCESS BRDG NUM 005/609.5 GORE (S118011) | | | | | | | | | | | | | | | | | | | | | | |
| 180.71 | 180.77 | CHG SU LN BEG BRIDGE | RC I | HIGH OCCUPANCY VEHICL12P SR 524 SPCEDRWY (SPUR) | | | | 3 3 | \$\$W | 56A | \$\$W | 1000 | \$\$ | \$\$W | 56P | \$\$W | 24 | 136 | 5 | 03 | 0715 | U5 | 60 | R | P | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|--------|---|-------------------------|------------|---|----|-------------------------------------|---------|-----|-------------|-----|--------------|---------|------|---------------------------|--------|-----|-----|------|-------|-----|-------|------|------|-----|----|----|----|---|---|---|--|
| | | : :LEFT/RIGHT INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | SPC | | | | | | | | | | | | | | | | | | | |
| | | | | | | | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | LEGAL | T | P | S | | | | | | | | | |
| | | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 188.09 | | 188.15 | REST AREA | L | | SILVER LAKE CS 312091 D127 MAJOR | | 3 | 3 | 10A | 36A | 6A | 300S | DE | | 8A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| | | | WEIGH STA | L | | NUMBER 39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.11 | | 188.17 | OFF RAMP | R | | SR 526*SR 527*EVRET MALL ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.14 | | 188.20 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 8A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.21 | | 188.27 | MISC FEATR | LC | | GORE (R118833) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.26 | | 188.32 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.31 | | 188.37 | MISC FEATR | RC | | GORE (Q118866) | | 3 | 3 | 10A | 36A | 8A | 300S | GR | | 8A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.32 | | 188.38 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 8A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.33 | | 188.39 | OFF RAMP | LC | | S EVERETT PARK AND RIDE ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.51 | | 188.57 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 8A | 36A | 10A | 36 | 108 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| | | | EXIT TO | L | | WEIGH STATION-REST AREA ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.55 | | 188.61 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | GR | | 8A | 36A | 10A | 36 | 108 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.56 | | 188.62 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 8A | 36A | 10A | 36 | 108 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.66 | | 188.72 | ON RAMP | RC | | S EVERETT PARK AND RIDE ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.68 | | 188.74 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 10A | 36A | 10A | 36 | 108 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.69 | | 188.75 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | 3 | 3 | 10A | 36A | 8A | 300S | DE | | 10A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| | | | ON RAMP | L | | SBCD LANE ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.70 | | 188.76 | MISC FEATR | R | | GORE (P118811) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188.76 | | 188.82 | | | | | | 3 | 3 | 10A | 36A | 8A | 300S | GR | | 10A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.84 | | 188.90 | | | | | | 3 | 3 | 10A | 36A | 8A | 110S | GR | | 10A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 188.86 | | 188.92 | | | | | | 3 | 3 | 10A | 36A | 8A | 100S | GR | | 10A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 189.00 | | 189.06 | MP MARKER | R | | 189 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.02 | | 189.08 | MISC FEATR | L | | GORE (CD18987) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.09 | | 189.15 | UXING | B | | SR 99 BRDG NUM 099/610 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.29 | | 189.35 | | | | | | 3 | 3 | 10A | 36A | 10A | 100S | GR | | 10A | 36A | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 189.31 | | 189.37 | UXING | B | | SR 527 BRDG NUM 527/120 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.34 | | 189.40 | UXING | B | | N-W RAMP BRDG NUM 005/622N-W | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.40 | | 189.46 | MISC FEATR | R | | GORE (Q518957/Q118957) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.51 | | 189.57 | UXING | B | | E-N RAMP BRDG NUM 526/024E-N | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.57 | | 189.63 | ON RAMP | R | | SR 99*SR 526*SR 527 | ST | Y | 3 | 4 | 10A | 36A | 10A | 100S | GR | 10A | 48A | 10A | 24 | 108 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 189.66 | | 189.72 | MISC FEATR | R | | GORE (Q118997) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.72 | | 189.78 | MISC FEATR | L | | GORE (CD18987) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.87 | | 189.93 | OFF RAMP | L | | SBCD LANE | ST | Y | 4 | 4 | 10A | 48A | 10A | 100S | GR | 10A | 48A | 10A | 24 | 120 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | |
| 189.90 | | 189.96 | MP MARKER | R | | 190 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 189.97 | | 190.03 | ON RAMP | R | | SR 526 EB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 190.00 | | 190.06 | | | | | | 4 | 4 | 10A | 48A | 10A | 40A | GR | \$\$\$ | 48A | 10A | 24 | 120 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | | |
| 190.21 | | 190.27 | UXING | B | | JUNIPER DR BRDG NUM 005/624 | ST | 4 | 4 | 10A | 48A | 10A | 40S | GR | 10A | 48A | 10A | 24 | 120 | 3 | 01 | 0420 | U5 | | 60 | R | P | | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|--------|--------|-------------------------|---------|---|----|---|----|-------------|---|------------|---|-------|-----|-----|------|--------------------------|-----|-----|-------|--------|-----|-------|----|----------|----|----|----|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | NBR | | DECREAS/DIV | | INCRS/UNDI | | SPC | | TOT | | CITY | | ST | | LEGAL | | T P S | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | LNS | | SHD RDY SHD | | LFT RHT | | LNS | | RDY | | MTCE | | 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 | | |
| 193.92 | 193.98 | BEG | BRIDGE | I | | RAMP BRDG NUM 005/638E | ST | | 3 | 4 | | W | 52P | W | 210 | \$\$ | W | 66P | \$\$W | 12 | 130 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| 193.97 | 194.03 | END | BRIDGE | I | | RAMP | | | 3 | 4 | | W | 52P | W | 21P | JE | \$ | 48P | 10P | 12 | 112 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| 193.98 | 194.04 | END | BRIDGE | D | | RAMP | | | 3 | 4 | | 10P | 36P | \$ | 21P | JE | | 48P | 10P | 12 | 96 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| 194.00 | 194.06 | MP | MARKER | R | | 194 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.02 | 194.08 | BEG | BRIDGE | I | | SR 529 SPEVERET (SPUR) BRDG NUM 005/640E | ST | | 3 | 4 | | \$\$W | 52P | W | 210 | \$\$ | W | 66P | \$\$W | 12 | 130 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | BEG | BRIDGE | D | | SR 529 SPEVERET (SPUR) BRDG NUM 005/640W | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.05 | 194.11 | END | BRIDGE | I | | SR 529 SPEVERET (SPUR) | | | 3 | 4 | | 10P | 36P | \$ | 21P | JE | \$ | 48P | 10A | 12 | 96 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | END | BRIDGE | D | | SR 529 SPEVERET (SPUR) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.12 | 194.18 | MISC | FEATR | R | | GORE (Q119444) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.21 | 194.27 | MISC | FEATR | L | | GORE (R119438) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.38 | 194.44 | BEG | SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 3 | 4 | | 10P | 36P | | 21P | JE | | 48P | 10A | 24 | 108 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | OFF | RAMP | L | | SR 2*SR 529 SPUR | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.44 | 194.50 | UXING | | B | | 23RD ST BRDG NUM 005/642 | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON | RAMP | R | | SR 2*EVERETT AVE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.49 | 194.55 | OFF | RAMP | R | | MARINE VIEW DR | ST | Y | 3 | 3 | | 10P | 36P | | 21P | JE | | 36P | 10A | 24 | 96 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| 194.56 | 194.62 | END | SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | | 10P | 36P | | 21P | JE | | 36P | 10A | 12 | 84 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | ON | RAMP | L | | MARINE VIEW DR | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.63 | 194.69 | END | SU LN | LC | | HIGH OCCUPANCY VEHICL12P | | | 3 | 3 | | 10P | 36P | | 21P | JE | | 36P | 10A | \$\$\$ | 72 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | MISC | FEATR | R | | GORE (P119449) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.68 | 194.74 | MISC | FEATR | L | | GORE (S119456) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 194.81 | 194.87 | BEG | BRIDGE | I | | SNOHOMISH RIVER BRDG NUM 005/645E | ST | | 3 | 3 | | \$\$C | 48A | C | 210 | \$\$ | C | 48P | \$\$C | | 96 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | RR | XING | B | | NUM 84983N STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG | BRIDGE | D | | SNOHOMISH RIVER BRDG NUM 005/645W | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 195.00 | 195.06 | MP | MARKER | B | | 195 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 195.11 | 195.17 | END | BRIDGE | I | | SNOHOMISH RIVER | | | 3 | 3 | | 10A | 36A | \$ | 22A | JE | \$ | 36A | 10A | | 72 | 3 | 01 | 0420 | U5 | 60 | R | P | | | | |
| | | END | BRIDGE | D | | SNOHOMISH RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 195.99 | 196.05 | LEAVE | CITY | | | EVERETT | | | 3 | 3 | | 10A | 36A | | 22A | JE | | 36A | 10A | | 72 | 3 | 01 | \$\$\$\$ | U5 | 60 | R | \$ | | | | |
| 196.00 | 196.06 | UXING | | B | | 12TH ST NE BRDG NUM 005/646 | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MP | MARKER | R | | 196 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 196.01 | 196.07 | MISC | FEATR | L | | SGN ENT EVERETT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 197.00 | 197.06 | MP | MARKER | R | | 197 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 197.09 | 197.15 | BEG | BRIDGE | I | | UNION SLOUGH BRDG NUM 005/647E | ST | | 3 | 3 | | \$\$C | 48P | C | 220 | \$\$ | C | 48A | \$\$C | | 96 | 3 | 01 | | U5 | 60 | R | | | | | |
| | | BEG | BRIDGE | D | | UNION SLOUGH BRDG NUM 005/647W | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 197.18 | 197.24 | END | BRIDGE | I | | UNION SLOUGH | | | 3 | 3 | | 10A | 36A | \$ | 22A | JE | \$ | 36A | 10A | | 72 | 3 | 01 | | U5 | 60 | R | | | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|--------|--------|---|------|--------------------------------------|----|----|-------------|-----|-----|------------|-----|---------------------------|---------|------|-------|-----|-------|-----|-----|-----|------|------|----------|----|---|----|---|----|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | SPEED | | T P | | S | | | | | | | | | | |
| 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 | FC | D | IB | R | K | T | | |
| 203.08 | 203.13 | | | | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | | U5 | | 60 | L | | | | |
| 203.74 | 203.79 | UXING | B | STIMSON RD BRDG NUM 005/657 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203.99 | 204.04 | MP MARKER | R | 204 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.04 | 204.09 | ENTER CITY | | MARYSVILLE | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | 0745 | U5 | | 60 | L | P | | | |
| 204.12 | 204.17 | BEG BRIDGE | I | BN RR BRDG NUM 005/658E | | | | 3 | 3 | 10A | 36A | 6A | 40S | BE | \$\$C | 52A | \$\$C | | | 88 | 3 | 01 | 0745 | U5 | | 60 | L | P | | | |
| | | RR XING | I | NUM 84665C STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.14 | 204.19 | RR XING | D | NUM 84665C STRUCTURE | | | | 3 | 3 | \$\$C | 52A | \$\$C | 400 | \$\$ | C | 52A | C | | | 104 | 3 | 01 | 0745 | U5 | | 60 | L | P | | | |
| | | BEG BRIDGE | D | BN RR BRDG NUM 005/658W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 204.20 | 204.25 | END BRIDGE | I | BN RR | | | | 3 | 3 | C | 52A | C | 40S | BE | 6A | 36A | 10A | | | 88 | 3 | 01 | 0745 | U5 | | 60 | L | P | | | |
| 204.22 | 204.27 | END BRIDGE | D | BN RR | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | 0745 | U5 | | 60 | L | P | | | |
| 205.00 | 205.05 | MP MARKER | R | 205 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.08 | 205.13 | UXING | B | 156TH ST NE BRDG NUM 005/659 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.38 | 205.43 | OFF RAMP | R | SR 531 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.53 | 205.58 | ON RAMP | L | SR 531 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.59 | 205.64 | LEAVE CITY | | MARYSVILLE | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | 0045 | U5 | | 60 | L | P | | | |
| | | ENTER CITY | | ARLINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.84 | 205.89 | MISC FEATR | L | GORE (S120553) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205.90 | 205.95 | MISC FEATR | R | GORE (P120538) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.00 | 206.05 | MP MARKER | R | 206 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.08 | 206.13 | UXING | B | SR 531 BRDG NUM 531/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.28 | 206.33 | MISC FEATR | R | GORE (Q120660) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.30 | 206.35 | MISC FEATR | L | GORE (R120644) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.44 | 206.49 | OFF RAMP | L | SR 531 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.46 | 206.51 | | | | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | 0045 | U5 | | 70 | L | P | | | |
| 206.60 | 206.65 | ON RAMP | R | SR 531 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.90 | 206.95 | ENT FROM | L | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 206.99 | 207.04 | MP MARKER | R | 207 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.02 | 207.07 | EXIT TO | R | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.12 | 207.17 | LEAVE CITY | | ARLINGTON | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | \$\$\$\$ | U5 | | 70 | L | \$ | | | |
| 207.23 | 207.28 | REST AREA | L | SMOKEY POINT CS 312093 D128 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.32 | 207.37 | REST AREA | R | SMOKEY POINT CS 312092 D129 MAJOR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.53 | 207.58 | EXIT TO | L | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.62 | 207.67 | ENT FROM | R | REST AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.76 | 207.81 | TRAF RCDR | B | R001 5 | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 3 | 01 | | R5 | | 70 | L | | | | |
| 207.77 | 207.82 | UXING | B | KING THOMPSON RD BRDG NUM 005/662 | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | | 72 | 2 | 02 | | R5 | | 70 | L | | | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | | | | | | | | | -----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 | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | 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 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 207.82 | | 207.87 | | | | | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | 72 | 2 | 02 | | R5 | | 70 | L | | | | | | |
| 207.97 | | 208.02 | BEG BRIDGE | I | | PORTAGE CREEK BRDG NUM 005/663E | ST | | | 3 | 3 | 10A | 36A | 6A | 40S | BE | \$\$\$ | 52A | \$\$\$ | | 88 | 2 | 02 | | R5 | | 70 | L | | | | | | |
| 207.98 | | 208.03 | BEG BRIDGE | D | | PORTAGE CREEK BRDG NUM 005/663W | ST | | | 3 | 3 | \$\$\$ | 52A | \$\$\$ | 400 | \$\$ | | C | 52A | C | | 104 | 2 | 02 | | R5 | | 70 | L | | | | | |
| 207.99 | | 208.04 | END BRIDGE | I | | PORTAGE CREEK | | | | 3 | 3 | C | 52A | C | 40S | BE | 6A | 36A | 10A | | 88 | 2 | 02 | | R5 | | 70 | L | | | | | | |
| 208.00 | | 208.05 | END BRIDGE | D | | PORTAGE CREEK | | | | 3 | 3 | 10A | 36A | 6A | 40S | JE | 6A | 36A | 10A | | 72 | 2 | 02 | | R5 | | 70 | L | | | | | | |
| 208.01 | | 208.06 | MP MARKER | R | | 208 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.26 | | 208.31 | ON RAMP | L | | PIONEER HWY E-OLD SR 530 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.46 | | 208.51 | OFF RAMP | R | | SR 530 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.53 | | 208.58 | MISC FEATR | R | | GORE (P120846) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.57 | | 208.62 | MISC FEATR | L | | GORE (S120826) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.67 | | 208.72 | UXING | B | | SR 530 BRDG NUM 530/115 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.79 | | 208.84 | MISC FEATR | R | | GORE (Q120909) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.82 | | 208.87 | MISC FEATR | L | | GORE (R120895) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.95 | | 209.00 | OFF RAMP | L | | PIONEER HWY E-OLD SR 530 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 208.99 | | 209.04 | MP MARKER | R | | 209 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.09 | | 209.14 | ON RAMP | R | | SR 530 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.10 | | 209.15 | | | | | | | | 3 | 3 | 10A | 36P | 6A | 40S | JE | 6A | 36A | 10A | | 72 | 2 | 02 | | R5 | | 70 | L | | | | | | |
| 209.35 | | 209.40 | BEG BRIDGE | I | | STILLAGUAMISH RIVER BRDG NUM 005/670E | ST | | | 3 | 3 | \$\$\$ | 48P | \$\$\$ | 800 | \$\$ | \$\$\$ | 52P | \$\$\$ | | 100 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| | | | BEG BRIDGE | D | | STILLAGUAMISH RIVER BRDG NUM 005/670W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.46 | | 209.51 | END BRIDGE | I | | STILLAGUAMISH RIVER | | | | 3 | 3 | C | 48P | C | 800 | BE | 6A | 36P | 10A | | 84 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 209.53 | | 209.58 | END BRIDGE | D | | STILLAGUAMISH RIVER | | | | 3 | 3 | 10A | 36P | 6A | 90S | BE | 6A | 36P | 10A | | 72 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 209.55 | | 209.60 | | | | | | | | 3 | 3 | 10A | 36P | 6A | 90S | DE | 6A | 36P | 10A | | 72 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 209.90 | | 209.95 | ON RAMP | L | | 236TH ST NE | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 209.99 | | 210.04 | MP MARKER | R | | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.05 | | 210.10 | OFF RAMP | R | | 236TH ST NE | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.17 | | 210.22 | MISC FEATR | R | | GORE (P121005) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.20 | | 210.25 | MISC FEATR | L | | GORE (S120990) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.31 | | 210.36 | UXING | B | | 236TH ST NE BRDG NUM 005/671 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.48 | | 210.53 | MISC FEATR | L | | GORE (R121059) | | | | 3 | 3 | 10A | 36P | 6A | 160S | DE | 6A | 36P | 10A | | 72 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 210.49 | | 210.54 | MISC FEATR | R | | GORE (Q121079) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.54 | | 210.59 | | | | | | | | 3 | 3 | 10A | 36P | 6A | 160S | BE | 6A | 36P | 10A | | 72 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 210.59 | | 210.64 | OFF RAMP | L | | 236TH ST NE | ST | | | Y | 3 | 3 | \$\$\$ | 52A | \$\$\$ | 198S | BE | 6A | 36P | 10A | | 88 | 2 | 02 | | R5 | | 70 | R | | | | | |
| | | | BEG BRIDGE | D | | PILCHUCK CREEK BRDG NUM 005/672W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 210.60 | | 210.65 | | | | | | | | 3 | 3 | 10A | 36P | 6A | 198S | DE | 6A | 36P | 10A | | 72 | 2 | 02 | | R5 | | 70 | R | | | | | | |
| 210.61 | | 210.66 | BEG BRIDGE | I | | PILCHUCK CREEK BRDG NUM 005/672E | ST | | | 3 | 3 | \$\$\$ | 52A | \$\$\$ | 198O | \$\$ | \$\$\$ | 63P | \$\$\$ | | 115 | 2 | 02 | | R5 | | 70 | R | | | | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---|--------|------------|---|----|----------------------|----|-------------|-----|-----|--------------|-------|-----|--------|------|--------------------------|--------|------|-----|-------|-----|----|----|-----|------|------|----|----|----|---|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | 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 | | |
| 226.59 | | 226.65 | | | | | | | | 2 | 2 | 10A | 24A | | 12A | JE | | | 24A | 10A | | 48 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| 226.65 | | 226.71 | OFF RAMP | L | | SR 536 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 226.70 | | 226.76 | ON RAMP | R | | SR 536 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 226.72 | | 226.78 | UXING | B | | 2ND ST | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/709 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 226.96 | | 227.02 | TRAF RCDR | B | | R093 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 226.98 | | 227.04 | MP MARKER | B | | 227 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 226.99 | | 227.05 | RR XING | B | | NUM 84752F STRUCTURE | | | | 2 | 2 | \$\$W | 34P | | 12P | JE | | | 34P | \$\$W | | 68 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| | | | BEG BRIDGE | B | | GN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/710 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.08 | | 227.14 | END BRIDGE | B | | GN RR | | | | 2 | 2 | 10A | 24A | | 12A | JE | | | 24A | 10A | | 48 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| 227.21 | | 227.27 | ON RAMP | L | | SR 538 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 227.42 | | 227.48 | OFF RAMP | R | | SR 538 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 227.57 | | 227.63 | MISC FEATR | R | | GORE (P122742) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.58 | | 227.64 | MISC FEATR | L | | GORE (S122721) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.73 | | 227.79 | BEG BRIDGE | B | | SR 538 | ST | | | 2 | 2 | \$\$W | 34A | | 12A | JE | | | 34A | \$\$W | | 68 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| | | | | | | BRDG NUM 005/711 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.75 | | 227.81 | END BRIDGE | B | | SR 538 | | | | 2 | 2 | 10A | 24A | | 12A | JE | | | 24A | 10A | | 48 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| 227.89 | | 227.95 | MISC FEATR | R | | GORE (Q122817) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 227.90 | | 227.96 | MISC FEATR | L | | GORE (R122803) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.00 | | 228.06 | MP MARKER | B | | 228 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.03 | | 228.09 | OFF RAMP | L | | SR 538 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 228.15 | | 228.21 | MISC FEATR | L | | SGN ENT MT VERNON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.17 | | 228.23 | ON RAMP | R | | SR 538 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 228.25 | | 228.31 | BEG BRIDGE | B | | SKAGIT RIVER | ST | | | 2 | 2 | \$\$W | 26P | | 5P | JE | | | 26P | \$\$W | | 52 | 2 | 01 | 0820 | U5 | | 60 | R | P | | |
| | | | | | | BRDG NUM 005/712 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.37 | | 228.43 | LEAVE CITY | | | MOUNT VERNON | | | | 2 | 2 | W | 26P | | 5P | JE | | | 26P | W | | 52 | 2 | 01 | 0140 | U5 | | 60 | R | P | | |
| | | | ENTER CITY | | | BURLINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.47 | | 228.53 | END BRIDGE | B | | SKAGIT RIVER | | | | 2 | 2 | 10A | 24A | | 12A | JE | | | 24A | 10A | | 48 | 2 | 01 | 0140 | U5 | | 60 | R | P | | |
| | | | ON RAMP | L | | GEORGE HOPPER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 228.51 | | 228.57 | OFF RAMP | R | | GEORGE HOPPER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 228.65 | | 228.71 | MISC FEATR | R | | GORE (P122851) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.67 | | 228.73 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | | | 4A | 24A | 10A | | 48 | 2 | 01 | 0140 | U5 | | 60 | R | P | |
| 228.74 | | 228.80 | MISC FEATR | L | | GORE (S122847) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.85 | | 228.91 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | | | 4A | 24A | 10A | | 48 | 2 | 01 | 0140 | U5 | | 60 | R | P | |
| 228.87 | | 228.93 | UXING | B | | GEORGE HOPPER RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/712.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 228.89 | | 228.95 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | | | 4A | 24A | 10A | | 48 | 2 | 01 | 0140 | U5 | | 60 | R | P | |
| 228.99 | | 229.05 | MISC FEATR | L | | GORE (R122913) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.01 | | 229.07 | MP MARKER | B | | 229 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.07 | | 229.13 | MISC FEATR | R | | GORE (Q122935) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.13 | | 229.19 | OFF RAMP | L | | GEORGE HOPPER RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 229.33 | | 229.39 | BEG BRIDGE | I | | GAGES SLOUGH | ST | | | 2 | 2 | \$\$W | 38A | \$\$\$ | 400 | \$\$ | \$\$\$ | | 38A | \$\$W | | 76 | 2 | 01 | 0140 | U5 | | 60 | R | P | | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY SKAGIT DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|--------|---|--------|------------|---|----|----------------------|----|----|-------------|---|-----|--------------|-----|-----|------|-----|---------------------------|------|-----|-----|-------|------|----|-----|----|---|----|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | | CITY | | ST | LEGAL | | T | P | S | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | SE | NBR | FC | D | IB | R |
| 231.79 | | 231.85 | | | | BRDG NUM 005/716W | | | 2 | 2 | C | 38P | C | 400 | | C | 38P | C | 76 | 1 | 01 | | R5 | 70 | L | | | |
| 231.80 | | 231.86 | END BRIDGE | I | | JOE LEARY SLOUGH | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| | | | END BRIDGE | D | | JOE LEARY SLOUGH | | | | | | | | | | | | | | | | | | | | | | |
| 231.81 | | 231.87 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 232.00 | | 232.06 | MP MARKER | R | | 232 | | | | | | | | | | | | | | | | | | | | | | |
| 232.51 | | 232.57 | OFF RAMP | R | | COOK RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 232.55 | | 232.61 | ON RAMP | L | | COOK RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 232.70 | | 232.76 | MISC FEATR | R | | GORE (P123251) | | | | | | | | | | | | | | | | | | | | | | |
| 232.75 | | 232.81 | MISC FEATR | L | | GORE (S123255) | | | | | | | | | | | | | | | | | | | | | | |
| 232.81 | | 232.87 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 232.83 | | 232.89 | UXING | B | | COOK RD | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/717 | | | | | | | | | | | | | | | | | | | | | | |
| 232.85 | | 232.91 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 232.93 | | 232.99 | MISC FEATR | R | | GORE (Q123326) | | | | | | | | | | | | | | | | | | | | | | |
| 232.98 | | 233.04 | MISC FEATR | L | | GORE (R123306) | | | | | | | | | | | | | | | | | | | | | | |
| 233.00 | | 233.06 | MP MARKER | R | | 233 | | | | | | | | | | | | | | | | | | | | | | |
| 233.06 | | 233.12 | OFF RAMP | L | | COOK RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 233.26 | | 233.32 | ON RAMP | R | | COOK RD | | ST | | | | | | | | | | | | | | | | | | | | |
| 233.31 | | 233.37 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 233.33 | | 233.39 | BEG BRIDGE | I | | BN RR | | ST | 2 | 2 | 10A | 24P | 4A | 40S | BE | \$W | 30P | \$W | 54 | 1 | 01 | | R5 | 70 | L | | | |
| | | | | | | BRDG NUM 005/718E | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | I | | NUM 84779P STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| 233.35 | | 233.41 | RR XING | D | | NUM 84779P STRUCTURE | | | 2 | 2 | \$W | 30P | \$W | 400 | \$ | W | 30P | W | 60 | 1 | 01 | | R5 | 70 | L | | | |
| | | | BEG BRIDGE | D | | BN RR | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/718W | | | | | | | | | | | | | | | | | | | | | | |
| 233.38 | | 233.44 | END BRIDGE | I | | BN RR | | | 2 | 2 | W | 30P | W | 40S | BE | 4A | 24A | 10A | 54 | 1 | 01 | | R5 | 70 | L | | | |
| 233.40 | | 233.46 | END BRIDGE | D | | BN RR | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 233.42 | | 233.48 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 233.63 | | 233.69 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 233.65 | | 233.71 | BEG BRIDGE | I | | DRAINAGE DITCH | | ST | 2 | 2 | \$W | 38P | \$W | 400 | \$ | \$W | 38P | \$W | 76 | 1 | 01 | | R5 | 70 | L | | | |
| | | | | | | BRDG NUM 005/719E | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | DRAINAGE DITCH | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/719W | | | | | | | | | | | | | | | | | | | | | | |
| 233.68 | | 233.74 | END BRIDGE | I | | DRAINAGE DITCH | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| | | | END BRIDGE | D | | DRAINAGE DITCH | | | | | | | | | | | | | | | | | | | | | | |
| 233.70 | | 233.76 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 234.00 | | 234.06 | MP MARKER | R | | 234 | | | | | | | | | | | | | | | | | | | | | | |
| 234.02 | | 234.08 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |
| 234.04 | | 234.10 | BEG BRIDGE | I | | SAMISH RIVER | | ST | 2 | 2 | \$W | 30P | \$W | 400 | \$ | \$W | 30P | \$W | 60 | 1 | 01 | | R5 | 70 | L | | | |
| | | | | | | BRDG NUM 005/720E | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SAMISH RIVER | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/720W | | | | | | | | | | | | | | | | | | | | | | |
| 234.08 | | 234.14 | END BRIDGE | I | | SAMISH RIVER | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24A | 10A | 48 | 1 | 01 | | R5 | 70 | L | | | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|--------|---|--------|--------------|---|----|--------------------------|----|----|-------------|-----|-----|--------------|-----|-----|-----|--------|---------------------------|-----|--------|---------------------------|-----|------|------|----|-------|----|---|---|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | W/S | W/S | W/S | W/S | RDY | RDY | MTCE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 252.28 | | 252.34 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 252.32 | | 252.38 | OFF RAMP | L | | 36TH ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 252.50 | | 252.56 | ON RAMP | R | | 36TH ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 252.60 | | 252.66 | ON RAMP | L | | LAKEWAY DR | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 252.81 | | 252.87 | MISC FEATR | L | | GORE (S125260) | | | | | | | | | | | | | | | | | | | | | | | |
| 252.95 | | 253.01 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 252.97 | | 253.03 | BEG BRIDGE I | | | LAKEWAY DR | ST | | 2 | 2 | \$W | 37P | \$W | 400 | \$ | \$W | 37P | \$W | | 74 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE D | | | LAKEWAY DR | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE I | | | BRDG NUM 005/809E | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE D | | | LAKEWAY DR | ST | | | | | | | | | | | | | | | | | | | | | | |
| 252.99 | | 253.05 | END BRIDGE I | | | LAKEWAY DR | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | END BRIDGE D | | | LAKEWAY DR | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | LAKEWAY DR | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 253.00 | | 253.06 | MP MARKER | R | | 253 | | | | | | | | | | | | | | | | | | | | | | | |
| 253.04 | | 253.10 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.06 | | 253.12 | MISC FEATR | L | | GORE (R125326) | | | | | | | | | | | | | | | | | | | | | | | |
| 253.07 | | 253.13 | MISC FEATR | R | | GORE (P125299) | | | | | | | | | | | | | | | | | | | | | | | |
| 253.17 | | 253.23 | MISC FEATR | R | | GORE (Q125334) | | | | | | | | | | | | | | | | | | | | | | | |
| 253.26 | | 253.32 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | 12 | 60 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | OFF RAMP | L | | LAKEWAY DR | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 253.34 | | 253.40 | ON RAMP | R | | LAKEWAY DR | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 253.51 | | 253.57 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | 12 | 60 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.52 | | 253.58 | BEG BRIDGE I | | | MEADOR AVE | ST | | 2 | 2 | 10A | 24P | 4A | 400 | BE | \$W | 31P | \$W | 12 | 67 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE D | | | MEADOR AVE | ST | | 2 | 2 | \$W | 32P | \$W | 400 | \$ | W | 31P | W | 12 | 75 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE I | | | BRDG NUM 005/810E | | | | | | | | | | | | | | | | | | | | | | | |
| 253.53 | | 253.59 | BEG BRIDGE D | | | MEADOR AVE | ST | | 2 | 2 | \$W | 32P | \$W | 400 | \$ | W | 31P | W | 12 | 75 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE I | | | BRDG NUM 005/810W | | | | | | | | | | | | | | | | | | | | | | | |
| 253.57 | | 253.63 | END BRIDGE I | | | MEADOR AVE | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | 12 | 60 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | END BRIDGE D | | | MEADOR AVE | | | | | | | | | | | | | | | | | | | | | | | |
| 253.59 | | 253.65 | END SU LN | L | | WEAVING/SPEED CHANGE 12P | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | \$\$\$ | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | ON RAMP | L | | OHIO ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 253.62 | | 253.68 | OFF RAMP | R | | IOWA ST | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 253.63 | | 253.69 | BEG BRIDGE I | | | WHATCOM CREEK | ST | | 2 | 2 | \$W | 53P | \$W | 400 | \$ | \$W | 41P | \$W | | 94 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE D | | | WHATCOM CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE I | | | BRDG NUM 005/811E | | | | | | | | | | | | | | | | | | | | | | | |
| 253.65 | | 253.71 | END BRIDGE I | | | WHATCOM CREEK | | | 2 | 2 | W | 53P | W | 400 | | 4A | 24P | 10A | | 77 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.66 | | 253.72 | END BRIDGE D | | | WHATCOM CREEK | | | 2 | 2 | 10A | 24P | \$ | 40S | JE | \$\$\$ | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.68 | | 253.74 | MISC FEATR | R | | GORE (P125362) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (S125359) | | | | | | | | | | | | | | | | | | | | | | | |
| 253.72 | | 253.78 | | | | | | | 2 | 2 | 10A | 24P | | 40A | JE | | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.74 | | 253.80 | MISC FEATR | R | | GORE (Q525410) | | | | | | | | | | | | | | | | | | | | | | | |
| 253.76 | | 253.82 | MISC FEATR | L | | GORE (R125382) | | | 2 | 2 | 10A | 24P | | 16A | JE | | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | | 60 | R | P | |
| 253.79 | | 253.85 | BEG BRIDGE B | | | IOWA ST | ST | | 2 | 2 | \$C | 34A | | 16A | JE | | 38A | \$C | | 72 | 1 | 01 | 0080 | U5 | | 60 | R | P | |

SR 005 MAINLINE

INTERSTATE - ISSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 |
| 255.54 | 255.60 | | OFF RAMP | R | | SR 539 | ST | Y | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 255.77 | 255.83 | | ON RAMP | L | | SR 539 | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 255.90 | 255.96 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 255.99 | 256.05 | | MP MARKER | R | | 256 | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.07 | 256.13 | | MISC FEATR | L | | GORE (S125577) | | | | | | | | | | | | | | | | | | | | | | |
| 256.09 | 256.15 | | ON RAMP | L | | SR 539 | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 256.12 | 256.18 | | MISC FEATR | R | | GORE (P125554/P225554) | | | | | | | | | | | | | | | | | | | | | | |
| 256.19 | 256.25 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.21 | 256.27 | | BEG BRIDGE | I | | SR 539 | ST | | 2 | 2 | \$\$\$W | 43A | \$\$\$W | 400 | \$\$\$ | \$\$\$W | 31A | \$\$\$W | | 74 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | | | | BRDG NUM 005/822E | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SR 539 | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/822W | | | | | | | | | | | | | | | | | | | | | | |
| 256.24 | 256.30 | | END BRIDGE | I | | SR 539 | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | END BRIDGE | D | | SR 539 | | | | | | | | | | | | | | | | | | | | | | |
| 256.26 | 256.32 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.31 | 256.37 | | MISC FEATR | L | | GORE (S525609) | | | | | | | | | | | | | | | | | | | | | | |
| 256.37 | 256.43 | | MISC FEATR | R | | GORE (Q125667) | | | | | | | | | | | | | | | | | | | | | | |
| 256.42 | 256.48 | | MISC FEATR | L | | GORE (R125651) | | | | | | | | | | | | | | | | | | | | | | |
| 256.43 | 256.49 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.51 | 256.57 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 14A | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | 14 | 62 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | OFF RAMP | L | | MCLEOD RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 256.67 | 256.73 | | ON RAMP | R | | SR 539 | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 256.74 | 256.80 | | END SU LN | L | | WEAVING/SPEED CHANGE 14A | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | \$\$\$ | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | ON RAMP | L | | NORTHWEST AVE | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 256.75 | 256.81 | | OFF RAMP | R | | NORTHWEST AVE | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 256.79 | 256.85 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.83 | 256.89 | | MISC FEATR | L | | GORE (S125674) | | | | | | | | | | | | | | | | | | | | | | |
| 256.86 | 256.92 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.87 | 256.93 | | MISC FEATR | R | | GORE (P125675) | | | | | | | | | | | | | | | | | | | | | | |
| 256.97 | 257.03 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 256.98 | 257.04 | | BEG BRIDGE | I | | NORTHWEST AVE | ST | | 2 | 2 | \$\$\$W | 31P | \$\$\$W | 400 | \$\$\$ | \$\$\$W | 31P | \$\$\$W | | 62 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | | | | BRDG NUM 005/824E | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | NORTHWEST AVE | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/824W | | | | | | | | | | | | | | | | | | | | | | |
| 257.01 | 257.07 | | END BRIDGE | I | | NORTHWEST AVE | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | END BRIDGE | D | | NORTHWEST AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | B | | 257 | | | | | | | | | | | | | | | | | | | | | | |
| 257.02 | 257.08 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 257.07 | 257.13 | | MISC FEATR | L | | GORE (R125713) | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| 257.10 | 257.16 | | MISC FEATR | R | | GORE (Q125737) | | | | | | | | | | | | | | | | | | | | | | |
| 257.13 | 257.19 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 14A | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | 14 | 62 | 1 | 01 | 0080 | U5 | 60 | R | P | |
| | | | OFF RAMP | L | | NORTHWEST AVE | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 257.15 | 257.21 | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | 14 | 62 | 1 | 01 | 0080 | U5 | 60 | R | P | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY WHATCOM DOT DISTRICT 1

| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------------------------|---|--------|------------|-------------------------|----|---|---------|-----|-------------|-----|--------|------------|--------|-----|------|-----|---------------------------|-----|--------|-------|---|----|----------|----|-------|---|----|---|
| | | | | D | LR | DESCRIPTION | -BRIDGE | NBR | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | CITY | | | LEGAL | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | 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 | ST | SPEED | T | P | S |
| 257.23 | | 257.29 | LEAVE CITY | | | BELLINGHAM | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | 14 | 62 | 1 | 01 | \$\$\$\$ | U5 | 60 | R | \$ | |
| 257.33 | | 257.39 | END SU LN | L | | WEAVING/SPEED CHANGE 14A | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | \$\$\$ | 48 | 1 | 01 | | U5 | 60 | R | | |
| | | | ON RAMP | L | | BAKerview RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 257.37 | | 257.43 | ON RAMP | R | | NORTHWEST AVE | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 257.39 | | 257.45 | OFF RAMP | R | | BAKerview RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 257.50 | | 257.56 | MISC FEATR | R | | GORE (P125739) | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (S125733) | | | | | | | | | | | | | | | | | | | | | | |
| 257.66 | | 257.72 | UXING | B | | BAKerview RD | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/825 | | | | | | | | | | | | | | | | | | | | | | |
| 257.82 | | 257.88 | UXING | B | | N-N RAMP | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/825N-N | | | | | | | | | | | | | | | | | | | | | | |
| 257.93 | | 257.99 | MISC FEATR | L | | GORE (R125802) | | | | | | | | | | | | | | | | | | | | | | |
| 257.98 | | 258.04 | MP MARKER | B | | 258 | | | | | | | | | | | | | | | | | | | | | | |
| 258.01 | | 258.07 | MISC FEATR | R | | GORE (Q125830) | | | | | | | | | | | | | | | | | | | | | | |
| 258.02 | | 258.08 | OFF RAMP | L | | BAKerview RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 258.03 | | 258.09 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | |
| 258.10 | | 258.16 | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | |
| 258.24 | | 258.30 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | |
| 258.27 | | 258.33 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 60 | R | | |
| 258.30 | | 258.36 | ON RAMP | R | | BAKerview RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 258.98 | | 259.04 | MP MARKER | B | | 259 | | | | | | | | | | | | | | | | | | | | | | |
| 259.06 | | 259.12 | | | | | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | | U5 | 70 | R | | |
| 259.26 | | 259.32 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 259.71 | | 259.77 | ON RAMP | L | | SLATER RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 259.85 | | 259.91 | OFF RAMP | R | | SLATER RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 259.97 | | 260.03 | MISC FEATR | R | | GORE (P125985) | | | | | | | | | | | | | | | | | | | | | | |
| 259.98 | | 260.04 | MP MARKER | B | | 260 | | | | | | | | | | | | | | | | | | | | | | |
| 260.00 | | 260.06 | MISC FEATR | L | | GORE (S125971) | | | | | | | | | | | | | | | | | | | | | | |
| 260.13 | | 260.19 | UXING | B | | SLATER RD | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/825.2 | | | | | | | | | | | | | | | | | | | | | | |
| 260.27 | | 260.33 | MISC FEATR | R | | GORE (Q126056) | | | | | | | | | | | | | | | | | | | | | | |
| 260.35 | | 260.41 | MISC FEATR | L | | GORE (R126047) | | | | | | | | | | | | | | | | | | | | | | |
| 260.47 | | 260.53 | ENTER CITY | | | FERNDALE | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 0445 | U5 | 70 | R | P | |
| | | | OFF RAMP | L | | SLATER RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 260.56 | | 260.62 | ON RAMP | R | | SLATER RD | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 260.98 | | 261.04 | MP MARKER | B | | 261 | | | | | | | | | | | | | | | | | | | | | | |
| 261.28 | | 261.34 | BEG BRIDGE | D | | OIL PIPELINE | ST | | 2 | 2 | \$\$\$ | 38P | \$\$\$ | 80O | \$\$ | 4A | 24P | 10A | | 62 | 1 | 01 | 0445 | U5 | 70 | R | P | |
| | | | | | | BRDG NUM 005/825.5W | | | | | | | | | | | | | | | | | | | | | | |
| 261.29 | | 261.35 | END BRIDGE | D | | OIL PIPELINE | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | 0445 | U5 | 70 | R | P | |
| | | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 261.32 | | 261.38 | MISC FEATR | R | | SGN ENT FERNDALE | | | | | | | | | | | | | | | | | | | | | | |
| 261.33 | | 261.39 | TRAF RCDR | B | | P04 0 | | | | | | | | | | | | | | | | | | | | | | |
| 261.49 | | 261.55 | LEAVE CITY | | | FERNDALE | | | 2 | 2 | 10A | 24P | 4A | 80S | DE | 4A | 24P | 10A | | 48 | 1 | 01 | \$\$\$\$ | U5 | 70 | R | \$ | |

SR 005 MAINLINE INTERSTATE - ISSH COUNTY WHATCOM DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|--------|---|---|--------------------------|---------|----|---|-------------|----|---|--------------|---|---------------------------|-----|---------|------|---------|-------|------|---------|-----|---------|------|----|-----|----|----------|----|----|----|---|----|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | SE | NBR | FC | D | IB | T | P | S | | |
| 271.07 | | 271.13 | | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 76S | DE | 4A | 24A | 10A | | 48 | 1 | 01 | | R5 | | 70 | R | | |
| 271.60 | | 271.66 | UXING | B | | LOOMIS TRAIL RD BRDG NUM 005/835 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.00 | | 272.06 | MP MARKER | R | | 272 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 272.99 | | 273.05 | MP MARKER | R | | 273 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 273.20 | | 273.26 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 273.84 | | 273.90 | | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 76S | BE | 4A | 24A | 10A | | 48 | 1 | 01 | | R5 | | 70 | R | | |
| 273.86 | | 273.92 | ENTER CITY BEG BRIDGE | I | | BLAINE DAKOTA CREEK BRDG NUM 005/836E | | | | | | 2 | 2 | \$\$\$W | 28P | \$\$\$W | 400 | \$\$ | \$\$\$W | 28P | \$\$\$W | | 56 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| | | | BEG BRIDGE | D | | DAKOTA CREEK BRDG NUM 005/836W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 273.93 | | 273.99 | END BRIDGE | I | | DAKOTA CREEK | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | BE | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| | | | END BRIDGE | D | | DAKOTA CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | BLAINE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | BLAINE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 273.95 | | 274.01 | | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| 273.98 | | 274.04 | LEAVE CITY | | | BLAINE | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | \$\$\$\$ | U5 | | 70 | R | \$ | |
| 274.00 | | 274.06 | MP MARKER | R | | 274 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.02 | | 274.08 | MISC FEATR | R | | GORE (P127393) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.12 | | 274.18 | MISC FEATR | L | | GORE (S127393) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.17 | | 274.23 | TRAF RCDR | B | | P9 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | N-W RAMP BRDG NUM 005/837N-W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.31 | | 274.37 | ENTER CITY | | | BLAINE | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| 274.52 | | 274.58 | UXING | B | | HUGHES AVE BRDG NUM 005/838 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.56 | | 274.62 | ON RAMP | L | | SR 543 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.91 | | 274.97 | OFF RAMP | R | | SR 543 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.93 | | 274.99 | MISC FEATR | L | | GORE (S127456) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 274.99 | | 275.05 | MP MARKER | R | | 275 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.07 | | 275.13 | MISC FEATR | R | | GORE (P127491) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.15 | | 275.21 | UXING | B | | SR 543 SB BRDG NUM 543/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.30 | | 275.36 | | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | GR | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| 275.31 | | 275.37 | | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | | 70 | R | P | |
| 275.54 | | 275.60 | UXING | B | | MITCHELL AVE BRDG NUM 005/840 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.70 | | 275.76 | | | | | | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | | 48 | 1 | 01 | 0100 | U5 | 70 | 35 | R | P | |
| 275.81 | | 275.87 | UXING | B | | H ST BRDG NUM 005/841 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.82 | | 275.88 | ON RAMP | L | | SR 548 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 275.85 | | 275.91 | BEG SU LN | R | | HOLDING | 12P | | | | | 2 | 2 | 10A | 24P | 4A | 40S | CA | 4A | 24P | 10A | 12 | 60 | 1 | 01 | 0100 | U5 | 70 | 35 | R | P | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | :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 | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 2 | 2 | | | | | | W | 77P | W | | | 77 | 3 | 02 | | U1 | | 45 | R | | | | |
| | | BEG CTLSEC | | SR 522 TO CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE B | B | CONTROL SECTION 3132 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 522 | | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/101 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | END BRIDGE B | B | SR 522 | | | | 2 | 2 | | | | | | 6A | 46A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 0.09 | 0.09 | ON RAMP | L | SR 522 | | | | 2 | 2 | | | | | ST | SG | Y | | | | | | | | U1 | | 45 | R | | | | |
| | | OFF RAMP | L | SR 522 | | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | U TURN ROUTE | | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | WYE CONN | L | SR 522 OFF RAMP | | | | | | | | | | ST | | Y | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | | | | | | 2 | 2 | | | | | | 6A | 46A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 0.23 | 0.23 | INTRSECTN | L | 233RD PL SE | | | | | | | | | | CO | | Y | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | INTRSECTN | B | 228TH ST SE | | | | 2 | 2 | 8A | 23A | | 10A | CU | \$\$\$ | 23A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 0.60 | 0.60 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | | | | | | 2 | 2 | 8A | 23A | | 6A | CU | | 23A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 1.01 | 1.01 | INTRSECTN | LC | U-TURN ACCESS | | | | 2 | 2 | 8A | 23A | | 6A | CU | | 23A | \$\$\$ | | | | | | | U1 | | 45 | R | | | | |
| 1.02 | 1.02 | MP MARKER | R | 1 | | | | 2 | 2 | \$\$\$ | 23A | | 6A | CU | | 23A | | | | | | | | U1 | | 45 | R | | | | |
| 1.08 | 1.08 | | | | | | | 2 | 2 | | 23A | | 6A | CU | | 23A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 1.09 | 1.09 | INTRSECTN | RC | U-TURN ACCESS | | | | 2 | 2 | 6A | 23A | | 6A | CU | | 23A | 6A | | | | | | | U1 | | 45 | R | | | | |
| 1.14 | 1.14 | ENT/EXIT | R | BUSINESS | | | | | | | | | | PV | | Y | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | INTRSECTN | L | 216TH ST SE | | | | | | | | | | PV | | Y | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | 1.57 | INTRSECTN | B | SR 524-MALTBY RD | | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | |
| 1.60 | 1.60 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | | | | | | | 2 | 2 | 8A | 23A | | 12A | CU | | 23A | 8A | | | | | | | U1 | | 45 | R | | | | |
| 1.99 | 1.99 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | | | | | | 2 | 2 | 8A | 23A | | 1A | CU | | 23A | 8A | | | | | | | U1 | | 45 | R | | | | |
| 2.12 | 2.12 | ENT/EXIT | L | BUSINESS | | | | | | | | | | PV | | Y | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.09 | 0.09 | .09 | 12 | .04 | 12 | | | | .07 |
| 0.11 | 0.11 | | | | | | | | .12 |
| 0.23 | 0.23 | .05 | 12 | | | | | .10 | 12 |
| 0.57 | 0.57 | .08 | 24 | .05 | 12 | | | | .04 |
| 1.01 | 1.01 | | | .03 | 12 | | | | .07 |
| 1.09 | 1.09 | .03 | 12 | | | .07 | 17 | | |
| 1.14 | 1.14 | | | .02 | 11 | | | | |
| 1.35 | 1.35 | .02 | 12 | | | | | | |
| 1.57 | 1.57 | .09 | 24 | .03 | 12 | .06 | 24 | .04 | 12 |
| 2.12 | 2.12 | .06 | 12 | | | | | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 2.13 | | 2.13 | | | | | | | | 2 | 2 | 8A | 23A | | 1A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 2.25 | | 2.25 | WYE CONN | R | | 201ST ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | | 2.26 | INTRSECTN | R | | 201ST ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | | 2.36 | | | | | | | | 2 | 2 | 8A | 23A | | 12A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 2.54 | | 2.54 | INTRSECTN | R | | 197TH ST SE | CO | | Y | 2 | 2 | 8A | 23A | | 1A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 2.72 | | 2.72 | INTRSECTN | C | | U TURN ROUTE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.74 | | 2.74 | | | | | | | | 2 | 2 | 8A | 23A | | 12A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.06 | | 3.06 | | | | | | | | 2 | 2 | 8A | 23A | | 1A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.17 | | 3.17 | INTRSECTN | L | | 188TH ST SE | CO | | Y | 2 | 2 | 8A | 23A | | 12A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.20 | | 3.20 | INTRSECTN | R | | 188TH ST SE | CO | | Y | 2 | 2 | 8A | 23A | | 1A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.32 | | 3.32 | | | | | | | | 2 | 2 | 8A | 23A | | 12A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.52 | | 3.52 | INTRSECTN | R | | 184TH ST SE | CO | | N | 2 | 2 | 8A | 23A | | 1A | CU | 23A | 8A | | 46 | 3 | 02 | | | U1 | 45 | R | | | | |
| 3.76 | | 3.76 | INTRSECTN | B | | 180TH ST SE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.85 | | 3.85 | | | | | | | | 2 | 1 | 8A | 23A | | 1A | CU | 12A | 8A | | 35 | 3 | 02 | | | U1 | 45 | R | | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.03 | | 4.03 | BEG SU LN | L | | CLIMBING | | | | 12A | | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | C | 48A | \$\$C | 12 | 60 | 3 | 02 | | U1 | 45 | R | | | |
| | | | INTRSECTN | L | | 176TH ST SE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.04 | | 4.04 | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 4.05 | | 4.05 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.07 | | 4.07 | ENT FROM | L | | SHOPPING CENTER | PV | | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 4.08 | | 4.08 | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.25 | | 2.25 | | | | .02 | 11 | | | | |
| 2.26 | | 2.26 | | | | | | .07 | 12 | | |
| 2.54 | | 2.54 | | | | | | .07 | 12 | | |
| 2.72 | | 2.72 | | .06 | 12 | | | | | | |
| 3.17 | | 3.17 | | .06 | 12 | | | | | | |
| 3.20 | | 3.20 | | | | | | .07 | 12 | | |
| 3.52 | | 3.52 | | | | | | .07 | 12 | | |
| 3.76 | | 3.76 | | .09 | 24 | .08 | 12 | .09 | 12 | .08 | 12 |
| 4.03 | | 4.03 | | .09 | 12 | | | | | | |
| 4.08 | | 4.08 | | .02 | 12 | | | | | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 4.09 | 4.09 | | | | | | | 1 | 1 | | | | | C | 44A | 10A | 12 | 56 | 3 | 02 | | U1 | | | 45 | R | |
| 4.17 | 4.17 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | 12 | 36 | 3 | 02 | | U1 | | | 45 | R | |
| 4.19 | 4.19 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | 12 | 36 | 3 | 02 | | U1 | | | 55 | R | |
| 4.29 | 4.29 | INTRSECTN | R | 172ND ST SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.32 | 4.32 | CHG SU LN | L | CLIMBING | 11A | | | 1 | 1 | | | | | 10A | 22A | 6A | 11 | 33 | 3 | 02 | | U1 | | | 55 | R | |
| 4.56 | 4.56 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 10A | 22A | 10A | 23 | 45 | 3 | 02 | | U1 | | | 55 | R | |
| | | INTRSECTN | B | 168TH ST SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.78 | 4.78 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 10A | 22A | 10A | 11 | 33 | 3 | 02 | | U1 | | | 55 | R | |
| 4.83 | 4.83 | INTRSECTN | B | 164TH ST SE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.89 | 4.89 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 10A | 22A | 10A | 23 | 45 | 3 | 02 | | U1 | | | 55 | R | |
| 4.95 | 4.95 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 10A | 22A | 10A | 11 | 33 | 3 | 02 | | U1 | | | 55 | R | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.09 | 5.09 | INTRSECTN | R | 160TH ST SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.36 | 5.36 | INTRSECTN | B | 156TH ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.59 | 5.59 | | | | | | | 1 | 1 | | | | | 4A | 22A | 10A | 11 | 33 | 3 | 02 | | U1 | | | 55 | R | |
| 5.65 | 5.65 | WYE CONN | L | 152ND ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.66 | 5.66 | INTRSECTN | B | 152ND ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.67 | 5.67 | WYE CONN | R | 152ND ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.07 | INTRSECTN | L | CATHCART WAY | CO | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.32 | INTRSECTN | L | 142ND ST SE | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 6.60 | 6.60 | INTRSECTN | L | 136TH ST SE | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 6.78 | 6.78 | INTRSECTN | R | MONTESSORI RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.81 | 6.81 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | 11 | 35 | 3 | 02 | | U1 | | | 55 | R | |
| 6.92 | 6.92 | | | | | | | 1 | 2 | | | | | 10A | 36A | 10A | 11 | 47 | 3 | 02 | | U1 | | | 55 | R | |
| 6.97 | 6.97 | END SU LN | L | CLIMBING | 11A | | | 2 | 2 | | | | | 10A | 48A | 10A | \$\$\$ | 48 | 3 | 02 | | U1 | | | 55 | R | |
| | | INTRSECTN | R | BROADWAY AVE | CO | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 96-LOWELL LARIMER RD | ST | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.08 | 7.08 | | | | | | | 2 | 2 | 10A | 24A | | 18A | GR | \$\$\$ | 24A | 10A | | 48 | 3 | 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 |
| 4.29 | 4.29 | | | .01 | 12 | | | | |
| 4.56 | 4.56 | .03 | 12 | | | | | | |
| 4.83 | 4.83 | .03 | 12 | .02 | 11 | .04 | 12 | .02 | 11 |
| 5.09 | 5.09 | | | .01 | 12 | | | | |
| 5.36 | 5.36 | | | .01 | 12 | | | | |
| 5.66 | 5.66 | .04 | 12 | .01 | 11 | .03 | 12 | .01 | 11 |
| 6.07 | 6.07 | .05 | 12 | | | | | | |
| 6.97 | 6.97 | .05 | 12 | | | .03 | 12 | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | |
| 7.12 | 7.12 | | | | | | | 2 | 2 | 10A | 24A | 18A GR | | | | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 55 | R | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.31 | 8.31 | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 10A | 48A | 10A | | | | 48 | 3 | 02 | | U1 | | 55 | R | | | | |
| 8.42 | 8.42 | INTRSECTN | L | MARSH RD | CO | SG | Y | 2 | 2 | | | | | 4A | 48A | 10A | | | 48 | 3 | 02 | | U1 | | 55 | R | | | | | |
| | | INTRSECTN | R | AIRPORT WAY | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.52 | 8.52 | | | | | | | 2 | 1 | | | | | 4A | 36A | 10A | | | 36 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 8.54 | 8.54 | | | | | | | 1 | 1 | | | | | 4A | 24A | 10A | | | 24 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 8.66 | 8.66 | | | | | | | 1 | 1 | | | | | 8A | 24A | 10A | | | 24 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 8.84 | 8.84 | | | | | | | 1 | 1 | | | | | 8A | 24A | 10A | | | 24 | 3 | 02 | | U1 | | 40 | R | | | | | |
| 8.88 | 8.88 | BEG BRIDGE | B | SNOHOMISH RIV OFLW | ST | | | 1 | 1 | | | | | \$\$W | 31A | \$\$W | | | 31 | 3 | 02 | | U1 | | 40 | R | | | | | |
| | | BRDG NUM 009/117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.95 | 8.95 | END BRIDGE | B | SNOHOMISH RIV OFLW | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 3 | 02 | | U1 | | 40 | R | | | | | |
| 9.01 | 9.01 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | 9.02 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 9.17 | 9.17 | RR XING | B | NUM 84579F STRUCTURE | | | | 1 | 1 | | | | | \$\$W | 30P | \$\$W | | | 30 | 3 | 02 | | U1 | | 55 | R | | | | | |
| | | BEG BRIDGE | B | SNOHOMISH RIV OFLW | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 009/118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.30 | 9.30 | ENTER CITY | | SNOHOMISH | | | | 1 | 1 | | | | | W | 30P | W | | | 30 | 3 | 02 | 1180 | U1 | | 55 | R | P | | | | |
| 9.38 | 9.38 | END BRIDGE | B | SNOHOMISH RIV OFLW | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| 9.41 | 9.41 | ON RAMP | L | SECOND ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SECOND ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.48 | 9.48 | MISC FEATR | R | GORE (P100941) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.52 | 9.52 | MISC FEATR | L | GORE (S100941) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.56 | 9.56 | BEG BRIDGE | B | SECOND ST | ST | | | 1 | 1 | | | | | \$\$C | 30A | \$\$C | | | 30 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| | | BRDG NUM 009/119 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.60 | 9.60 | END BRIDGE | B | SECOND ST | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| 9.69 | 9.69 | MISC FEATR | R | GORE (Q100982) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.80 | 9.80 | MISC FEATR | L | GORE (R100986) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.82 | 9.82 | ON RAMP | R | SECOND ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.86 | 9.86 | OFF RAMP | L | SECOND ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.00 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.29 | 10.29 | LEAVE CITY | | SNOHOMISH | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | \$\$\$\$ | U1 | | 55 | R | \$ | | | | |
| 10.69 | 10.69 | BEG BRIDGE | B | 72ND ST SE | ST | | | 1 | 1 | | | | | \$\$C | 30A | \$\$C | | | 30 | 3 | 02 | | U1 | | 55 | R | | | | | |
| | | BRDG NUM 009/121 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.74 | 10.74 | END BRIDGE | B | 72ND ST SE | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 10.75 | 10.75 | ENTER CITY | | SNOHOMISH | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| 10.87 | 10.87 | UXING | B | OLD SR 2 | 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 |
| 8.42 | 8.42 | .03 | 12 | .05 | 12 | .03 | 12 | .10 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | | 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 | | | |
| 10.87 | | 10.87 | | | | BRDG NUM 009/122 | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| 10.96 | | 10.96 | INTRSECTN | B | | OLD SR 2-BICKFORD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 11.00 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.79 | | 11.79 | INTRSECTN | L | | 56TH ST SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 30TH ST SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.88 | | 11.88 | BEG BRIDGE | B | | WATER MAIN | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| | | | | | | BRDG NUM 009/124.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.89 | | 11.89 | END BRIDGE | B | | WATER MAIN | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 3 | 02 | 1180 | U1 | | 55 | R | B | | | | |
| 11.90 | | 11.90 | LEAVE CITY | | | SNOHOMISH | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 3 | 02 | \$\$\$ | U1 | | 55 | R | \$ | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.14 | | 12.14 | ON RAMP | L | | SR 2 EB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 2 EB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.21 | | 12.21 | BEG BRIDGE | B | | SR 2 | ST | | | 1 | 1 | | | | | | \$\$W | 60P | \$\$W | | 60 | 3 | 02 | | U1 | | 55 | R | | | | | |
| | | | | | | BRDG NUM 009/124.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.25 | | 12.25 | END BRIDGE | B | | SR 2 | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 12.33 | | 12.33 | INTRSECTN | R | | NEW BUNK FOSS RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 2 WB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.57 | | 12.57 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 12.96 | | 12.96 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.26 | | 13.26 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 13.30 | | 13.30 | INTRSECTN | B | | 32ND ST SE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.46 | | 13.46 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | U1 | | 55 | R | | | | | |
| 13.52 | | 13.52 | ENTER CITY | | | LAKE STEVENS | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| 13.78 | | 13.78 | WYE CONN | L | | S LAKE STEVENS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.79 | | 13.79 | INTRSECTN | B | | S LAKE STEVENS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.80 | | 13.80 | WYE CONN | R | | S LAKE STEVENS RD | CT | | Y | 1 | 2 | | | | | | 8A | 36A | 8A | | 36 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| 13.88 | | 13.88 | | | | | | | | 2 | 2 | | | | | | 8A | 48A | 8A | | 48 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| 13.98 | | 13.98 | BEG BRIDGE | B | | EVERETT WATER MAIN | ST | | | 2 | 2 | | | | | | 8A | 90P | 8A | | 90 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| | | | | | | BRDG NUM 009/125 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.99 | | 13.99 | MP MARKER | R | | 14 | | | | 2 | 2 | | | | | | \$\$C | 90P | \$\$C | | 90 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| 14.00 | | 14.00 | END BRIDGE | B | | EVERETT WATER MAIN | | | | 2 | 2 | | | | | | 8A | 48A | 8A | | 48 | 3 | 02 | 0664 | U1 | | 55 | R | P | | | | |
| 14.03 | | 14.03 | INTRSECTN | B | | HEWITT AVE-20TH ST SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.96 | | 10.96 | | .03 | 12 | .01 | 13 | .05 | 12 | .02 | 13 |
| 11.79 | | 11.79 | | .03 | 12 | .02 | 14 | .05 | 12 | .02 | 12 |
| 12.14 | | 12.14 | | | | .03 | 12 | .07 | 13 | | |
| 12.33 | | 12.33 | | .08 | 13 | .02 | 12 | .04 | 13 | .03 | 12 |
| 13.30 | | 13.30 | | .03 | 12 | .02 | 12 | .07 | 12 | .02 | 12 |
| 13.79 | | 13.79 | | .02 | 12 | .07 | 13 | | | .09 | 13 |
| 14.03 | | 14.03 | | .09 | 12 | .04 | 12 | .05 | 12 | .03 | 12 |

.07 12

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------------------|----|---------|---|---|-----------------|--------|--------|-------------|----------|------|---------|-----|--------------------------|-----|-----|---|----|----------|----|---|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | CITY ST | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 17.01 | 17.01 | | | | | | | 2 | 2 | | | | | | 4A | 48A | 10A | | 48 | 3 | 02 | 0664 | U1 | | 55 | R | P | |
| 17.05 | 17.05 | INTRSECTN | B | SOPER HILL RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.06 | 17.06 | ENT FROM | L | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.07 | 17.07 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.14 | 17.14 | | | | | | | 2 | 2 | 4A | 24A | | 12A | JE | \$\$\$ | 24A | 10A | | 48 | 3 | 02 | 0664 | U1 | | 55 | R | P | |
| 17.18 | 17.18 | WEIGH STA | L | NUMBER 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.38 | 17.38 | EXIT TO | L | WEIGH STATION | ST | | Y | 2 | 1 | 10A | 24A | | 12A | JE | | 12A | 10A | | 36 | 3 | 02 | 0664 | U1 | | 55 | R | P | |
| 17.48 | 17.48 | | | | | | | 2 | 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 10A | 36A | 8A | | 36 | 3 | 02 | 0664 | U1 | | 55 | R | P | |
| 17.49 | 17.49 | LEAVE CITY | | LAKE STEVENS | | | | 2 | 1 | | | | | | 10A | 36A | 8A | | 36 | 3 | 02 | \$\$\$\$ | U1 | | 55 | R | \$ | |
| | | INTRSECTN | R | SR 92 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 17.56 | 17.56 | | | | | | | 1 | 1 | | | | | | 10A | 24A | 8A | | 24 | 3 | 02 | | U1 | | 55 | R | | |
| 17.67 | 17.67 | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | U1 | | 55 | R | | |
| 17.83 | 17.83 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.92 | 17.92 | INTRSECTN | B | 42ND ST NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 18.03 | 18.03 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.03 | 19.03 | INTRSECTN | R | 60TH ST NE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 19.06 | 19.06 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.26 | 19.26 | INTRSECTN | L | SR 528 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 19.34 | 19.34 | | | | | | | 1 | 1 | | | | | | 9A | 23A | 9A | | 23 | 3 | 02 | | U1 | | 55 | R | | |
| 20.00 | 20.00 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.42 | 20.42 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | U1 | | 55 | R | | |
| 20.55 | 20.55 | ROUNDAABOUT | B | 84TH ST NE | CO | YS | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | U1 | | 55 | R | | |
| 20.69 | 20.69 | | | | | | | 1 | 1 | | | | | | 9A | 23A | 9A | | 23 | 2 | 02 | | U1 | | 55 | R | | |
| 20.98 | 20.98 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.09 | 21.09 | BEG BRIDGE | B | CENTENNIAL TRAIL BRDG NUM 009/128 | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 2 | 02 | | U1 | | 55 | R | | |
| 21.14 | 21.14 | END BRIDGE | B | CENTENNIAL TRAIL | | | | 1 | 1 | | | | | | 9A | 23A | 9A | | 23 | 2 | 02 | | U1 | | 55 | R | | |
| 21.41 | 21.41 | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | U1 | | 55 | R | | |
| 21.79 | 21.79 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | U1 | | 55 | R | | |
| 21.92 | 21.92 | INTRSECTN | B | 108TH ST NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 21.99 | 21.99 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 17.05 | 17.05 | .08 | 24 | .03 | 12 | .08 | 12 | | |
| 17.49 | 17.49 | | | .11 | 12 | | | | |
| 17.92 | 17.92 | .04 | 12 | .08 | 12 | | | | |
| 19.03 | 19.03 | | | .03 | 13 | | | | |
| 19.26 | 19.26 | .07 | 24 | | | | | .06 | 12 |
| 20.55 | 20.55 | | | .09 | 13 | | | .08 | 13 |
| 21.92 | 21.92 | .06 | 12 | .03 | 12 | | | .07 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | WD/S BR | | | | | | | | | | A SE | NBR | FC | D | IB | R | K | T | | |
| 22.02 | 22.02 | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | | | 24 | 2 | 02 | | U1 | | 55 | R | | | |
| 22.03 | 22.03 | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | | | | 22 | 2 | 02 | | U1 | | 55 | R | | | |
| 22.99 | 22.99 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.51 | 23.51 | INTRSECTN | R | 132ND ST NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.70 | 23.70 | | | | | | | 1 | 1 | | | | 8A | 22B | 8A | | | | | 22 | 2 | 02 | | U1 | | 55 | R | | | |
| 24.00 | 24.00 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.00 | 25.00 | MP MARKER | R | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.29 | 25.29 | INTRSECTN | B | 160TH ST NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 25.75 | 25.75 | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | | | | 22 | 2 | 02 | | U1 | | 55 | R | | | |
| 25.80 | 25.80 | ENTER CITY | | ARLINGTON | | | | 1 | 1 | | | | 8A | 22A | 8A | | | | | 22 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 25.87 | 25.87 | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 25.96 | 25.96 | | | | | | | 1 | 1 | | | | 8A | 24P | 8A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 26.00 | 26.00 | MP MARKER | R | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.05 | 26.05 | ROUNDAABOUT | R | 172ND ST NE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDAABOUT | L | SR 531 | ST | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 26.14 | 26.14 | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 26.23 | 26.23 | | | | | | | 1 | 1 | | | | 7A | 24A | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 26.24 | 26.24 | | | | | | | 1 | 1 | | | | 7A | 24B | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | P | | |
| 26.58 | 26.58 | | | | | | | 1 | 1 | | | | 7A | 24B | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | B | | |
| 26.85 | 26.85 | | | | | | | 1 | 1 | | | | 7A | 24A | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | B | | |
| 26.97 | 26.97 | INTRSECTN | L | EAGLEFIELD DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CROWN RIDGE BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.00 | 27.00 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.06 | 27.06 | | | | | | | 1 | 1 | | | | 7A | 24B | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 55 | R | B | | |
| 27.99 | 27.99 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.06 | 28.06 | | | | | | | 1 | 1 | | | | 7A | 24B | 7A | | | | | 24 | 2 | 02 | 0045 | U1 | | 45 | R | B | | |
| 28.12 | 28.12 | | | | | | | 1 | 1 | | | | 5A | 24A | 4A | | | | | 24 | 2 | 02 | 0045 | U1 | | 45 | R | B | | |
| 28.21 | 28.21 | INTRSECTN | B | 204TH ST NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.29 | 28.29 | | | | | | | 1 | 1 | | | | 5A | 24B | 4A | | | | | 24 | 2 | 02 | 0045 | U1 | | 45 | R | B | | |
| 28.32 | 28.32 | | | | | | | 1 | 1 | | | | 8A | 24B | 10A | | | | | 24 | 2 | 02 | 0045 | U1 | | 45 | R | B | | |
| 28.38 | 28.38 | BEG BRIDGE | B | PORTAGE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/129.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.39 | 28.39 | END BRIDGE | B | PORTAGE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.56 | 28.56 | | | | | | | 1 | 1 | | | | 8A | 24A | 10A | | | | | 24 | 2 | 02 | 0045 | U1 | | 45 | 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 |
| SRMP | B ARM | | | | | | | | |
| 23.51 | 23.51 | | | .05 | 12 | | | .03 | 12 |
| 26.05 | 26.05 | .11 | 12 | | | | | .16 | 12 |
| 26.97 | 26.97 | .05 | 12 | .08 | 12 | | | .04 | 12 |
| 28.21 | 28.21 | .03 | 12 | | | | | .04 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|---|---|------------|---|----|----------------------|---------|-----|-----|-----|-------------|---------------------------|-----|-----|------------|-----|-----|-------|------|-------|-----|-------|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -BRIDGE | | | | DECREAS/DIV | | | | INCRS/UNDI | SPC | TOT | | | | | LEGAL | T | P | S | |
| | | | | | | | -UXING- | NBR | LFT | RHT | | LFT | RHT | | LFT | RHT | USE | RDY | MTCE | CITY | ST | SPEED | R | K | T | |
| | | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | | | | | |
| 28.63 | | 28.63 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | | | | |
| 28.70 | | 28.70 | INTRSECTN | B | | HIGHLAND DR | CT | SG | Y | | | | | | | | | | | | | | | | | |
| 28.75 | | 28.75 | TRAF RCDR | B | | P21 0 | | | | | | | | | | | | | | | | | | | | |
| 28.82 | | 28.82 | | | | | | | | | 1 | 1 | | | | | | 8A | 24B | 10A | | | | | | |
| 28.88 | | 28.88 | RR XING | B | | NUM 92098H STRUCTURE | | | | | 1 | 1 | | | | | | \$\$W | 33P | \$\$W | | | | | | |
| | | | BEG BRIDGE | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 009/130 | | | | | | | | | | | | | | | | | | | | |
| 28.94 | | 28.94 | END BRIDGE | B | | BN RR | | | | | 1 | 1 | | | | | | 5A | 24A | 8A | | | | | | |
| 28.98 | | 28.98 | LEAVE CITY | | | ARLINGTON | | | | | 1 | 1 | | | | | | 5A | 24A | 8A | | | | | | |
| 29.00 | | 29.00 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | |
| 29.03 | | 29.03 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.11 | | 29.11 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.13 | | 29.13 | ENTER CITY | | | ARLINGTON | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.14 | | 29.14 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.28 | | 29.28 | INTRSECTN | B | | 4TH ST | CT | | Y | | | | | | | | | | | | | | | | | |
| 29.32 | | 29.32 | LEAVE CITY | | | ARLINGTON | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.38 | | 29.38 | ENTER CITY | | | ARLINGTON | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.42 | | 29.42 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.46 | | 29.46 | INTRSECTN | L | | SR 530 | ST | SG | Y | | 1 | 1 | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | DIVISION ST | CT | SG | Y | | | | | | | | | | | | | | | | | |
| 29.47 | | 29.47 | LEAVE CITY | | | ARLINGTON | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.56 | | 29.56 | WYE CONN | R | | SR 530 | ST | | Y | | | | | | | | | | | | | | | | | |
| 29.57 | | 29.57 | INTRSECTN | R | | SR 530 | ST | | Y | | | | | | | | | | | | | | | | | |
| 29.70 | | 29.70 | BEG BRIDGE | B | | STILLAGUAMISH RIVER | ST | | | | 1 | 1 | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 009/132 | | | | | | | | | | | | | | | | | | | | |
| 29.83 | | 29.83 | END BRIDGE | B | | STILLAGUAMISH RIVER | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.84 | | 29.84 | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 29.95 | | 29.95 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SCHLOMAN RD | CO | | N | | | | | | | | | | | | | | | | | |
| 30.16 | | 30.07 | EQUATION | | | 030.07 =030.16 | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 30.52 | | 30.43 | INTRSECTN | R | | HARVEY CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | |
| 30.90 | | 30.81 | BEG BRIDGE | B | | HARVEY CREEK | ST | | | | 1 | 1 | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | --- | --- | --- | --- | --- | --- | --- | --- |
| 28.70 | 28.70 | .06 | 12 | | | | | | |
| 29.28 | 29.28 | .03 | 12 | | | | | | |
| 29.46 | 29.46 | .03 | 12 | .04 | 12 | | | | |
| 29.56 | 29.56 | | | .02 | 12 | | | | |
| 29.57 | 29.57 | | | | | | | .03 | 12 |
| 30.52 | 30.43 | | | .09 | 12 | | | .03 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 |
| 30.90 | 30.81 | | | BRDG NUM 009/133 | | | | 1 | 1 | | | | | W | 40P | W | | 40 | 2 | 02 | | R3 | | 50 | R | | |
| 30.94 | 30.85 | END BRIDGE | B | HARVEY CREEK | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 30.96 | 30.87 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.01 | 30.92 | | | | | | | 1 | 1 | | | | | 6A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 31.16 | 31.07 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 31.39 | 31.15 | EQUATION | | 031.24 =031.39 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.65 | 31.41 | INTRSECTN | L | 252ND ST NE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 31.77 | 31.53 | INTRSECTN | R | 254TH ST NE | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 31.93 | 31.69 | INTRSECTN | R | 256TH ST NE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 31.97 | 31.73 | | | | | | | 1 | 1 | | | | | 2A | 24A | 2A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 31.99 | 31.75 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | |
| 32.03 | 31.79 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 2 | 02 | | R3 | | 50 | R | | |
| 32.63 | 32.39 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 32.69 | 32.45 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 32.73 | 32.49 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 32.84 | 32.60 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 50 | R | | |
| 32.88 | 32.64 | INTRSECTN | L | STANWOOD-BRYANT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | GRANDVIEW RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 32.92 | 32.68 | INTRSECTN | R | 53RD AVE NE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 32.98 | 32.74 | TRAF RCDR | B | R083 1 | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 2 | 02 | | R3 | | 50 | R | | |
| 33.00 | 32.76 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.43 | 33.19 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 2 | 02 | | R3 | | 55 | R | | |
| 34.00 | 33.76 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | | |
| 34.49 | 34.25 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 55 | R | | |
| 34.62 | 34.38 | BEG BRIDGE | B | UNNAMED CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/133.75 | | | | | | | | | | | | | | | | | | | | | | | |
| 34.63 | 34.39 | END BRIDGE | B | UNNAMED CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 34.68 | 34.44 | INTRSECTN | R | CO RD (OLD SR 9) | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 34.73 | 34.49 | BEG BRIDGE | B | PILCHUCK CREEK | ST | | | 1 | 1 | | | | | \$\$W | 36P | \$\$W | | 36 | 2 | 02 | | R3 | | 55 | R | | |
| | | | | BRDG NUM 009/134 | | | | | | | | | | | | | | | | | | | | | | | |
| 34.84 | 34.60 | END BRIDGE | B | PILCHUCK CREEK | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R3 | | 55 | R | | |
| 34.94 | 34.70 | INTRSECTN | R | CO RD (OLD SR 9) | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 35.08 | 34.76 | EQUATION | | 035.00 =035.08 | | | | | | | | | | | | | | | | | | | | | | | |
| 35.16 | 34.84 | | | | | | | 1 | 1 | | | | | 1A | 22A | 1A | | 22 | 2 | 02 | | R3 | | 55 | R | | |
| 35.18 | 34.86 | INTRSECTN | R | FINN SETTLEMENT RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 35.34 | 35.02 | | | | | | | 1 | 1 | | | | | 2G | 22A | 2G | | 22 | 2 | 02 | | R3 | | 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 |
| 31.65 | 31.41 | .04 | 12 | | | | | | |
| 32.88 | 32.64 | .03 | 12 | .03 | 12 | | | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----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 | | | |
| | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 37.73 | 37.41 | ENTER CO BEG CTLSEC | | SKAGIT CONTROL SECTION 2938 | | | | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 2 | 02 | | R3 | | | 55 | R | |
| 37.95 | 37.63 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.53 | 38.21 | | | | | | | 1 | 1 | | | | | | 2G | 22A | 2G | | | 22 | 2 | 02 | | R3 | | | 35 | R | |
| 38.62 | 38.30 | INTRSECTN | R | BROTHERHOOD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 38.73 | 38.41 | INTRSECTN | R | LAKE MCMURRAY LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.00 | 38.68 | MP MARKER | R | 39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.71 | 39.39 | WYE CONN | R | LAKESIDE LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.73 | 39.41 | INTRSECTN | R | LAKESIDE LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.78 | 39.46 | INTRSECTN | L | HOLYOKE AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.89 | 39.57 | INTRSECTN | R | HULL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 39.95 | 39.63 | INTRSECTN | L | MAIN ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | FRONT ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 40.00 | 39.68 | MP MARKER | R | 40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.03 | 39.71 | INTRSECTN | L | SR 534 | ST | | N | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 2 | 02 | | R3 | | | 35 | R | |
| 40.37 | 40.05 | INTRSECTN | L | CARLSON PL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 40.87 | 40.55 | INTRSECTN | R | WILLABELLE PL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | 40.68 | MP MARKER | R | 41 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.05 | 40.73 | ENT/EXIT | L | NORWAY PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 41.33 | 41.01 | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 41.43 | 41.11 | INTRSECTN | R | MCMURRAY SHORES DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 41.97 | 41.65 | MP MARKER | R | 42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.35 | 42.03 | BEG BRIDGE | B | LAKE CREEK BRDG NUM 009/203 | ST | | | 1 | 1 | | | | | | \$\$W | 30P | \$\$W | | | 30 | 2 | 02 | | R3 | | | 50 | R | |
| 42.36 | 42.04 | END BRIDGE | B | LAKE CREEK | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 42.86 | 42.54 | BEG BRIDGE | B | LAKE CREEK BRDG NUM 009/204 | ST | | | 1 | 1 | | | | | | \$\$C | 28A | \$\$C | | | 28 | 2 | 02 | | R3 | | | 50 | R | |
| 42.87 | 42.55 | END BRIDGE | B | LAKE CREEK | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 43.00 | 42.68 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.66 | 43.34 | INTRSECTN | L | W BIG LAKE BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 43.70 | 43.38 | BEG BRIDGE | B | LAKE CREEK BRDG NUM 009/205 | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | | 36 | 2 | 02 | | R3 | | | 50 | R | |
| 43.71 | 43.39 | END BRIDGE | B | LAKE CREEK | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 43.99 | 43.67 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.02 | 43.70 | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 44.04 | 43.72 | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | | 22 | 2 | 02 | | R3 | | | 50 | R | |
| 44.32 | 44.00 | INTRSECTN | R | LAKE CAVANAUGH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 44.53 | 44.21 | | | | | | | 1 | 1 | | | | | | 3G | 20A | 3G | | | 20 | 2 | 02 | | R3 | | | 50 | R | |
| 44.97 | 44.65 | INTRSECTN | L | BIG LAKE RIDGE PL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.00 | 44.68 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.10 | 44.78 | INTRSECTN | L | SULPHUR SPRINGS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.33 | 45.01 | | | | | | | 1 | 1 | | | | | | 3G | 20A | 3G | | | 20 | 2 | 02 | | U2 | | | 50 | R | |
| 45.64 | 45.32 | INTRSECTN | R | LEE RD | CO | | N | 1 | 1 | | | | | | 2G | 20A | 2G | | | 20 | 2 | 02 | | U2 | | | 50 | R | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | |
| 45.68 | | 45.36 | INTRSECTN | L | | WEST VIEW RD | CO | | N | 1 | 1 | | | | | | 2G | 20A | 2G | | 20 | 2 | 02 | | U2 | 50 | R | | | | |
| 45.72 | | 45.40 | INTRSECTN | R | | MOUNTBORNE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 45.75 | | 45.43 | WYE CONN | L | | WEST VIEW | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | | 45.68 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.01 | | 45.69 | INTRSECTN | R | | WALKER VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 46.19 | | 45.87 | INTRSECTN | L | | WEST VIEW RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 46.78 | | 46.46 | INTRSECTN | L | | LAKEVIEW BLVD | CO | | N | 1 | 1 | | | | | | 3G | 20A | 3G | | 20 | 2 | 02 | | U2 | 50 | R | | | | |
| 47.00 | | 46.68 | MP MARKER | R | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.10 | | 46.78 | | | | | | | | 1 | 1 | | | | | | 4A | 20A | 4A | | 20 | 2 | 02 | | U2 | 50 | R | | | | |
| 47.18 | | 46.86 | INTRSECTN | R | | NOOKACHAMP HILLS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 47.22 | | 46.90 | | | | | | | | 1 | 1 | | | | | | 4A | 20A | 4A | | 20 | 2 | 02 | | R2 | 50 | R | | | | |
| 47.24 | | 46.92 | INTRSECTN | R | | OTTER POND DR | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 47.28 | | 46.96 | BEG BRIDGE | B | | NOOKACHAMPS CREEK BRDG NUM 009/208 | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 02 | | R2 | 50 | R | | | | |
| 47.29 | | 46.97 | END BRIDGE | B | | NOOKACHAMPS CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R2 | 50 | R | | | | |
| 47.42 | | 47.10 | INTRSECTN | L | | LAKEVIEW BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 47.50 | | 47.18 | INTRSECTN | L | | W BIG LAKE BLVD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 47.68 | | 47.33 | EQUATION | | | 047.65 =047.68 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.69 | | 47.34 | | | | | | | | 1 | 1 | | | | | | 3G | 20A | 3G | | 20 | 2 | 02 | | R2 | 50 | R | | | | |
| 48.00 | | 47.65 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.51 | | 48.16 | | | | | | | | 1 | 1 | | | | | | 3G | 20A | 3G | | 20 | 2 | 02 | | U2 | 50 | R | | | | |
| 49.01 | | 48.66 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.02 | | 48.67 | INTRSECTN | L | | MT VERNON-BIG LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 49.07 | | 48.72 | | | | | | | | 1 | 1 | | | | | | 4G | 20A | 4G | | 20 | 2 | 02 | | U2 | 50 | R | | | | |
| 49.55 | | 49.20 | INTRSECTN | R | | KNAPP RD | CO | | N | 1 | 1 | | | | | | 2A | 24A | 4A | | 24 | 2 | 02 | | U2 | 50 | R | | | | |
| 49.75 | | 49.40 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | U2 | 50 | R | | | | |
| 49.78 | | 49.43 | ROUNDAABOUT | L | | SR 538 | ST | YS | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R2 | 50 | R | | | | |
| 49.81 | | 49.46 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R3 | 50 | R | | | | |
| 49.82 | | 49.47 | BEG BRIDGE | B | | S FK NOOKACHAMPS CREEK BRDG NUM 009/210 | ST | | | 1 | 1 | | | | | | \$\$C | 20A | \$\$C | | 20 | 2 | 01 | | R3 | 50 | R | | | | |
| 49.88 | | 49.53 | END BRIDGE | B | | S FK NOOKACHAMPS CREEK | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 2 | 01 | | R3 | 50 | R | | | | |
| 49.93 | | 49.58 | WYE CONN | R | | GLEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 49.96 | | 49.61 | INTRSECTN | R | | GLEN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | | 49.65 | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.16 | | 49.81 | INTRSECTN | R | | GUNDERSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 51.00 | | 50.65 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.15 | | 50.80 | BEG BRIDGE | B | | E FK NOOKACHAMPS CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 32P | \$\$C | | 32 | 2 | 01 | | R3 | 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 | LGT WD | LGT WD | LGT WD | LGT WD |
| 47.18 | 46.86 | | | .02 | 12 | | | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | :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 | | | LEGAL | | | | | | | | | | | | | | |
| 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 | | | | | | |
| 51.15 | 50.80 | | | BRDG NUM 009/211 | | | | 1 | 1 | | | | | C | 32P | C | | | | | 32 | 2 | 01 | | R3 | | 50 | R | |
| 51.18 | 50.83 | END BRIDGE B | | E FK NOOKACHAMPS CREEK | | | | 1 | 1 | | | | | 2A | 24A | 2A | | | | | 24 | 2 | 01 | | R3 | | 50 | R | |
| 51.22 | 50.87 | INTRSECTN | L | BABCOCK RD | CO | | N | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | R3 | | 50 | R | |
| 52.01 | 51.66 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.16 | 51.81 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | U2 | | 50 | R | |
| 52.36 | 52.01 | MISC FEATR | R | SGN ENT CLEARLAKE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.38 | 52.03 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | U2 | | 25 | R | |
| 52.43 | 52.08 | INTRSECTN | R | BEAVER LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.48 | 52.13 | INTRSECTN | L | BUCHANAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 52.65 | 52.30 | INTRSECTN | L | PRINGLE AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.67 | 52.32 | BEG ST | I | FRONT ST | | | | 1 | 1 | | | | | 5A | 24A | 5A | | | | | 24 | 2 | 01 | | U2 | | 25 | R | * |
| | | INTRSECTN | R | S FRONT ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.74 | 52.39 | INTRSECTN | R | JACKSON AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.80 | 52.45 | INTRSECTN | L | MUD LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 52.85 | 52.50 | INTRSECTN | R | BARTLE AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.89 | 52.54 | INTRSECTN | R | CHERRY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 52.93 | 52.58 | INTRSECTN | R | POST AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 52.97 | 52.62 | END ST | I | FRONT ST | | | | 1 | 1 | | | | | 5A | 24A | 5A | | | | | 24 | 2 | 01 | | U2 | | 25 | R | \$ |
| | | INTRSECTN | R | W FRONT ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LAKE AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.99 | 52.64 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | U2 | | 25 | R | |
| 53.00 | 52.65 | MP MARKER | R | 53 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.02 | 52.67 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | R3 | | 25 | R | |
| 53.26 | 52.91 | INTRSECTN | L | FRANCIS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | OLD DAY CRK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.32 | 52.97 | MISC FEATR | L | SGN ENT CLEARLAKE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.35 | 53.00 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | R3 | | 40 | R | |
| 53.57 | 53.22 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | | | 22 | 2 | 01 | | R3 | | 50 | R | |
| 53.74 | 53.39 | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | | | 24 | 2 | 01 | | R3 | | 50 | R | |
| 53.99 | 53.64 | MP MARKER | R | 54 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.07 | 53.72 | INTRSECTN | L | S SKAGIT HWY | CO | | Y | 1 | 1 | | | | | 10A | 24A | 10A | | | | | 24 | 2 | 01 | | R3 | | 50 | R | |
| 54.38 | 54.03 | BEG BRIDGE B | | SKAGIT RIVER | ST | | | 1 | 1 | | | | | \$\$C | 28P | \$\$C | | | | | 28 | 2 | 01 | | U2 | | 50 | R | |
| | | | | BRDG NUM 009/215 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.56 | 54.21 | END BRIDGE B | | SKAGIT RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 2 | 01 | | U2 | | 50 | R | |
| 54.71 | 54.36 | BEG BRIDGE B | | HARTS SLOUGH | ST | | | 1 | 1 | | | | | \$\$W | 31P | \$\$W | | | | | 31 | 2 | 01 | | U2 | | 50 | R | |
| | | | | BRDG NUM 009/216 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.75 | 54.40 | END BRIDGE B | | HARTS SLOUGH | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 2 | 01 | | U2 | | 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 |
| 54.07 | 53.72 | .03 | 12 | | | | | .08 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | |
| 54.78 | | 54.43 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U2 | | 50 | R | | | | |
| 54.97 | | 54.62 | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.31 | | 54.96 | BEG BRIDGE | B | | BATEY SLOUGH BRDG NUM 009/217 | ST | | | | | | | | | | \$W | 31P | \$W | | | 31 | 2 | 01 | | U2 | | 50 | R | | | | |
| 55.34 | | 54.99 | END BRIDGE | B | | BATEY SLOUGH | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U2 | | 50 | R | | | | |
| 55.45 | | 55.10 | ENTER CITY | | | SEDRO-WOOLLEY | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | 1150 | U2 | | 50 | R | P | | | |
| 55.57 | | 55.22 | INTRSECTN | R | | W NELSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RHODES RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.67 | | 55.32 | | | | | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | 1150 | U2 | | 40 | R | P | | | |
| 55.75 | | 55.40 | INTRSECTN | B | | W STATE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.87 | | 55.52 | RR XING | B | | NUM 85007H GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.89 | | 55.54 | LEAVE CITY | | | SEDRO-WOOLLEY | | | | | | | | | | | \$ | \$ | | | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | | |
| | | | BEG COINCI | | | SR 020 MP064.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2938 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 20 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.17 | | 56.81 | ENTER CITY | | | SEDRO-WOOLLEY | | | | | | | | | | | C | 48A | C | | | 48 | 2 | 01 | 1150 | U2 | | 35 | R | P | * | | |
| | | | EQUATION | | | 057.16 =057.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 2940 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | TOWNSHIP ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 20 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 020 MP066.08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.21 | | 56.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.37 | | 57.01 | INTRSECTN | L | | EVANS DR | CT | | N | | | | | | | | C | 36A | C | | | 36 | 2 | 01 | 1150 | U2 | | 35 | R | P | * | | |
| 57.43 | | 57.07 | INTRSECTN | L | | JOHN LINER RD | CT | | Y | 1 | 1 | | | | | | C | 30A | 5A | | | 30 | 2 | 01 | 1150 | U2 | | 35 | R | P | * | | |
| | | | INTRSECTN | R | | MCGARIGLE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.53 | | 57.17 | INTRSECTN | L | | DANA DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.59 | | 57.23 | INTRSECTN | L | | ORTH WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SUMMER MEADOWS CT | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.64 | | 57.28 | INTRSECTN | L | | CULTUS MTN DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.74 | | 57.38 | INTRSECTN | L | | LUCAS DR | CT | | Y | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | 1150 | U2 | | 35 | R | P | * | | |
| 57.83 | | 57.47 | | | | | | | | | | | | | | | | 7A | 20A | 7A | | | 20 | 2 | 01 | 1150 | U2 | | 35 | R | P | * | |
| 57.86 | | 57.50 | INTRSECTN | L | | SAPP RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.87 | | 57.51 | INTRSECTN | R | | MARIE PL | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.89 | | 57.53 | INTRSECTN | L | | MCLEAN DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.96 | | 57.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.99 | | 57.63 | INTRSECTN | L | | PARK COTTAGE PL | CT | | Y | 1 | 1 | | | | | | 2A | 20A | 2A | | | 20 | 2 | 01 | 1150 | U2 | | 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 |
| 55.75 | | 55.40 | | .03 | 12 | | | | | | |
| 55.89 | | 55.54 | | .03 | 13 | | | | | | |
| 57.17 | | 56.81 | | | | | | .03 | 12 | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|--------------------------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|----|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | LNS | RDY | SHD | USE | TOT | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | 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 |
| 58.00 | | 57.64 | MP MARKER | R | | 58 | | | | | | | | | | | 2A | 20A | 2A | | 20 | 2 | 01 | 1150 | U2 | | 35 | R | P | * |
| 58.04 | | 57.68 | INTRSECTN | R | | BEACHLEY RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.14 | | 57.78 | END ST | I | | TOWNSHIP ST | | | | 1 | 1 | | | | | | 2A | 20A | 2A | | 20 | 2 | 01 | 1150 | U2 | | 35 | R | P | \$ |
| | | | INTRSECTN | R | | ALDERWOOD LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.24 | | 57.88 | | | | | | | | 1 | 1 | | | | | | 2A | 20A | 2A | | 20 | 2 | 01 | 1150 | U2 | | 50 | R | P | |
| 58.30 | | 57.94 | MISC FEATR | L | | SGN ENT SEDRO WOOLLEY | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.37 | | 58.01 | LEAVE CITY | | | SEDRO-WOOLLEY | | | | 1 | 1 | | | | | | 2A | 20A | 2A | | 20 | 2 | 01 | \$\$\$\$ | R2 | | 50 | R | \$ | |
| 58.41 | | 58.05 | INTRSECTN | L | | BASSETT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 58.42 | | 58.06 | | | | | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 2 | 01 | | R2 | | 50 | R | | |
| 59.03 | | 58.67 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.07 | | 58.71 | INTRSECTN | R | | KALLOCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 59.08 | | 58.72 | | | | | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 2 | 01 | | R3 | | 50 | R | | |
| 59.19 | | 58.83 | INTRSECTN | L | | CORDY LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 59.45 | | 59.09 | INTRSECTN | B | | MOSIER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 59.78 | | 59.42 | INTRSECTN | R | | CRABAPPLE LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 59.95 | | 59.59 | INTRSECTN | L | | HOOGDAL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 59.64 | MP MARKER | R | | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.98 | | 60.62 | INTRSECTN | R | | FRUITDALE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 60.99 | | 60.63 | MP MARKER | R | | 61 | | | | | | | | | | | | | | | | | | | | | | | | |
| 61.26 | | 60.90 | INTRSECTN | R | | FEATHER LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 61.49 | | 61.13 | INTRSECTN | L | | THORNWOOD PL | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 61.54 | | 61.18 | INTRSECTN | L | | TERRELL LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 61.91 | | 61.55 | INTRSECTN | R | | MANGAT LN | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 62.00 | | 61.64 | MP MARKER | R | | 62 | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.36 | | 62.00 | INTRSECTN | L | | PRAIRIE RD | CO | | N | 1 | 1 | | | | | | 2A | 20A | 2A | | 20 | 2 | 01 | | R3 | | 50 | R | | |
| 62.71 | | 62.35 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R3 | | 50 | R | | |
| 62.76 | | 62.40 | INTRSECTN | R | | MARTIN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 62.96 | | 62.60 | RR XING | B | | NUM 085105Y GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 62.98 | | 62.62 | INTRSECTN | L | | SAMISH VIEW LN | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 63.24 | | 62.85 | EQUATION | | | 063.21 =063.24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.38 | | 62.99 | | | | | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 2 | 01 | | R3 | | 50 | R | | |
| 63.51 | | 63.10 | EQUATION | | | 063.49 =063.51 | | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 01 | | R3 | | 50 | R | | |
| | | | BEG BRIDGE | B | | THUNDER CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 009/222 | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.52 | | 63.11 | END BRIDGE | B | | THUNDER CREEK | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 2 | 01 | | R3 | | 50 | R | | |
| 63.64 | | 63.23 | INTRSECTN | R | | HATHAWAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 63.65 | | 63.24 | BEG BRIDGE | B | | SAMISH RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 2 | 01 | | R3 | | 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 |
| 61.26 | | 60.90 | | | .03 | 12 | | | .05 | 12 |

SR 009 MAINLINE

STATE ROUTE - SRSR

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|--------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|-------|-----|-------|--------|-----|------|------|----|-------|----|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | |
| 66.88 | 66.47 | ENTER CO | | WHATCOM | | | | 1 | 1 | | | | | | | 3A | 20A | 3A | | | 20 | 1 | 02 | | | R3 | | 45 | R |
| | | BEG CTLSEC | | CONTROL SECTION 3730 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66.90 | 66.49 | MISC FEATR | L | SGN ENT SKAGIT CO | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT WHATCOM CO | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.06 | 66.65 | MP MARKER | R | 67 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.14 | 66.73 | INTRSECTN | R | NP RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 67.36 | 66.95 | BEG BRIDGE | B | NP CREEK | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/301.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.37 | 66.96 | END BRIDGE | B | NP CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.38 | 66.97 | INTRSECTN | R | WICKERSHAM ST | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 67.60 | 67.19 | INTRSECTN | R | ROYER ST | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 67.71 | 67.30 | | | | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | | R3 | | 45 | R |
| 67.88 | 67.47 | RR XING | B | NUM 870153D STRUCTURE | | | | 1 | 1 | | | | | | | \$\$C | 28A | \$\$C | | | 28 | 1 | 02 | | | R3 | | 45 | R |
| | | BEG BRIDGE | B | LAKE WHATCOM RR | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/302C | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.89 | 67.48 | END BRIDGE | B | LAKE WHATCOM RR | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | | R3 | | 45 | R |
| 67.90 | 67.49 | INTRSECTN | L | PARK RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 68.01 | 67.58 | EQUATION | | 067.99 =068.01 | | | | | | 1 | 1 | | | | | 5A | 22A | 5A | | | 22 | 1 | 02 | | | R3 | | 50 | R |
| | | MP MARKER | L | 68 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.00 | 68.57 | MP MARKER | L | 69 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.33 | 68.90 | INTRSECTN | R | DORAN RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 69.46 | 69.03 | | | | | | | | | 1 | 1 | | | | | 5B | 22B | 5B | | | 22 | 1 | 02 | | | R3 | | 50 | R |
| 69.89 | 69.46 | INTRSECTN | R | SAXON RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 70.01 | 69.58 | MP MARKER | R | 70 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.43 | 70.00 | INTRSECTN | R | MALENG RD | | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 71.00 | 70.57 | MP MARKER | R | 71 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71.79 | 71.36 | | | | | | | | | 1 | 1 | | | | | 5B | 22B | 5B | | | 22 | 1 | 02 | | | R3 | | 35 | R |
| 71.80 | 71.37 | INTRSECTN | R | ROTHENBUHLER RD | | | | CO | | N | 1 | 1 | | | | 2B | 22B | 2B | | | 22 | 1 | 02 | | | R3 | | 35 | R |
| 72.00 | 71.57 | MP MARKER | R | 72 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.03 | 71.60 | BEG SU LN | R | WEAVING/SPEED CHANGE 10A | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | 10 | | 32 | 1 | 02 | | | R3 | | 35 | R |
| 72.04 | 71.61 | INTRSECTN | L | GALBRAITH RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 72.05 | 71.62 | BEG SU LN | L | WEAVING/SPEED CHANGE 10A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | R | WEAVING/SPEED CHANGE 10A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 85119G GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.08 | 71.65 | END SU LN | L | WEAVING/SPEED CHANGE 10A | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | \$\$\$ | | 22 | 1 | 02 | | | R3 | | 35 | R |
| 72.21 | 71.78 | INTRSECTN | L | CHURCH RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 72.26 | 71.83 | | | | | | | | | 1 | 1 | | | | | 4B | 24B | 4B | | | 24 | 1 | 02 | | | R3 | | 35 | R |
| 72.30 | 71.87 | INTRSECTN | L | TURKINGTON RD | | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 72.38B | 71.95 | BEG EQ | | BEGIN BACK | | | | | | 1 | 1 | | | | | \$\$W | 28P | \$\$C | | | 28 | 1 | 02 | | | R3 | | 35 | R |
| | | BEG BRIDGE | B | S FORK NOOKSACK RIVER | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 009/305 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.38 | 71.96 | EQUATION | | 072.39B=072.38 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.44 | 72.02 | END BRIDGE | B | S FORK NOOKSACK RIVER | | | | | | 1 | 1 | | | | | 5B | 22B | 5B | | | 22 | 1 | 02 | | | R3 | | 35 | R |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----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 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72.45 | 72.03 | | | | | | | 1 | 1 | | | | | 5B | 22B | 5B | | | 22 | 1 | 02 | | R3 | | | 35 | R | |
| 72.46 | 72.04 | INTRSECTN | R | MOSQUITO LAKE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 72.56 | 72.14 | | | | | | | 1 | 1 | | | | | 1B | 24B | 3B | | | 24 | 1 | 02 | | R3 | | | 35 | R | |
| 72.59 | 72.17 | | | | | | | 1 | 1 | | | | | 1B | 24B | 3B | | | 24 | 1 | 02 | | R3 | | | 50 | R | |
| 72.72 | 72.30 | BEG BRIDGE | B | DRAINAGE CHANNEL BRDG NUM 009/306 | ST | | | 1 | 1 | | | | | \$\$C | 36B | \$\$C | | | 36 | 1 | 02 | | R3 | | | 50 | R | |
| 72.74 | 72.32 | END BRIDGE | B | DRAINAGE CHANNEL | | | | 1 | 1 | | | | | 1B | 24B | 3B | | | 24 | 1 | 02 | | R3 | | | 50 | R | |
| 73.01 | 72.59 | MP MARKER | R | 73 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.73 | 73.31 | | | | | | | 1 | 1 | | | | | 3B | 24B | 3B | | | 24 | 1 | 02 | | R3 | | | 50 | R | |
| 73.91 | 73.49 | RR XING | B | NUM 85124D GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 73.94 | 73.52 | MP MARKER | R | 74 | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.08 | 73.66 | | | | | | | 1 | 1 | | | | | 1B | 22B | 1B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 74.10 | 73.67 | EQUATION | | 074.09 =074.10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 74.23 | 73.80 | INTRSECTN | R | HOMESTEADER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 75.07 | 74.64 | MP MARKER | R | 75 | | | | | | | | | | | | | | | | | | | | | | | | |
| 75.22 | 74.79 | INTRSECTN | B | STRAND RD | CO | | Y | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 75.94 | 75.51 | INTRSECTN | R | NELSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 76.01 | 75.58 | BEG BRIDGE | B | CREEK BRDG NUM 009/308 | ST | | | 1 | 1 | | | | | \$\$C | 28B | \$\$C | | | 28 | 1 | 02 | | R3 | | | 50 | R | |
| 76.02 | 75.59 | END BRIDGE | B | CREEK | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 76.05 | 75.62 | BEG BRIDGE | B | SLOUGH BRDG NUM 009/309 | ST | | | 1 | 1 | | | | | \$\$C | 28B | \$\$C | | | 28 | 1 | 02 | | R3 | | | 50 | R | |
| 76.06 | 75.63 | END BRIDGE | B | SLOUGH | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 76.08 | 75.65 | MP MARKER | R | 76 | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.53 | 76.10 | BEG BRIDGE | B | SLOUGH BRDG NUM 009/310 | ST | | | 1 | 1 | | | | | \$\$C | 28B | \$\$C | | | 28 | 1 | 02 | | R3 | | | 50 | R | |
| 76.54 | 76.11 | END BRIDGE | B | SLOUGH | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 76.86 | 76.43 | BEG BRIDGE | B | BLACK SLOUGH BRDG NUM 009/311 | ST | | | 1 | 1 | | | | | \$\$C | 35P | \$\$C | | | 35 | 1 | 02 | | R3 | | | 50 | R | |
| 76.88 | 76.45 | END BRIDGE | B | BLACK SLOUGH | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 77.03 | 76.60 | MP MARKER | R | 77 | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.37 | 76.94 | INTRSECTN | L | POTTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 77.38 | 76.95 | RR XING | B | NUM 85129M GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.44 | 77.01 | INTRSECTN | R | POTTER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 78.03 | 77.60 | MP MARKER | R | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.68 | 78.25 | | | | | | | 1 | 1 | | | | | 8B | 22B | 8B | | | 22 | 1 | 02 | | R3 | | | 50 | R | |
| 78.74 | 78.31 | INTRSECTN | R | RUTSATZ RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 78.87 | 78.44 | BEG BRIDGE | B | N FORK NOOKSACK RIVER BRDG NUM 009/315 | ST | | | 1 | 1 | | | | | \$\$C | 26P | \$\$C | | | 26 | 1 | 02 | | R3 | | | 50 | R | |
| 78.95 | 78.52 | END BRIDGE | B | N FORK NOOKSACK RIVER | | | | 1 | 1 | | | | | 8B | 23B | 8B | | | 23 | 1 | 02 | | R3 | | | 50 | R | |
| 78.99 | 78.56 | MP MARKER | R | 79 | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.40 | 78.97 | WYE CONN | R | SR 542 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 79.41 | 78.98 | BEG COINCI | | SR 542 MP014.57 | | | | \$ | \$ | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | | \$\$\$ | \$ | \$\$ | | \$\$ | | | \$\$ | \$ | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|--------|-----|-----|-----|-----|------|------|----------|-------|----|---|----|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 90.29 | 89.85 | | | | | | | 1 | 1 | | | | 1A | 22A | 1A | | | | | 22 | 1 | 02 | 0865 | R3 | 35 | L | P | |
| 90.31 | 89.87 | BEG ST | I | COLUMBIA ST | | | | 1 | 1 | | | | 8A | 22A | 8A | | | | | 22 | 1 | 02 | 0865 | R3 | 35 | L | P | * |
| | | INTRSECTN | R | SOUTH PASS RD | CT | SS | N | | | | | | | | | | | | | | | | | | | | | |
| 90.32 | 89.88 | RR XING | B | NUM 84920J GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.36 | 89.92 | END ST | I | COLUMBIA ST | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | | 22 | 1 | 02 | 0865 | R3 | 35 | L | P | * |
| | | BEG ST | I | NOOKSACK AVE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 544 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.55 | 90.11 | INTRSECTN | L | HARRISON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.65 | 90.21 | INTRSECTN | L | GARFIELD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.70 | 90.26 | INTRSECTN | R | BAIRD LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.75 | 90.31 | INTRSECTN | L | JACKSON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.86 | 90.42 | INTRSECTN | B | MADISON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.95 | 90.51 | INTRSECTN | L | LINCOLN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 90.99 | 90.55 | MP MARKER | R | 91 | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.14 | 90.70 | INTRSECTN | L | HAYES ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 91.35 | 90.91 | LEAVE CITY | | NOOKSACK | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | | 22 | 1 | 02 | \$\$\$\$ | R3 | 40 | L | \$ | * |
| 91.36 | 90.92 | END ST | I | NOOKSACK AVE | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | | 22 | 1 | 02 | | R3 | 40 | L | \$ | |
| | | INTRSECTN | L | TOM RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 91.99 | 91.55 | INTRSECTN | R | ALM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.00 | 91.56 | MP MARKER | R | 92 | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.06 | 91.62 | | | | | | | 1 | 1 | | | | 3A | 22A | 3A | | | | | 22 | 1 | 02 | | R3 | 50 | L | | |
| 92.37 | 91.93 | INTRSECTN | B | LINDSAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.97 | 92.53 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | | 24 | 1 | 02 | | R3 | 50 | L | | |
| 93.00 | 92.56 | MP MARKER | R | 93 | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.61 | 93.17 | INTRSECTN | L | SR 546 | ST | RF | Y | 1 | 1 | | | | 8A | 24A | 4A | | | | | 24 | 1 | 02 | | R1 | 50 | L | | |
| | | INTRSECTN | L | NOOKSACK RD | CO | RF | Y | | | | | | | | | | | | | | | | | | | | | |
| 93.65 | 93.21 | | | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R1 | 50 | L | | |
| 93.99 | 93.55 | MP MARKER | R | 94 | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.50 | 94.06 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | 8A | 24A | 8A | 12 | 36 | 1 | 02 | | | | | R1 | 50 | L | | |
| 94.52 | 94.08 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | 8A | 24A | 8A | 24 | 48 | 1 | 02 | | | | | R1 | 50 | L | | |
| 94.55 | 94.11 | INTRSECTN | R | GARRISON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 94.63 | 94.19 | RR XING | B | NUM 084930P GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.73 | 94.29 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | 8A | 24A | 8A | 12 | 36 | 1 | 02 | | | | | R1 | 50 | L | | |
| 94.77 | 94.33 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | 8A | 24A | 8A | \$\$\$ | 24 | 1 | 02 | | | | | R1 | 50 | L | | |
| 94.98 | 94.54 | | | | | | | 1 | 1 | | | | 8A | 27A | 8A | | 27 | 1 | 02 | | | | | R1 | 50 | L | | |
| 95.01 | 94.57 | MP MARKER | R | 95 | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.09 | 94.65 | INTRSECTN | R | E BADGER 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 |
| 93.61 | 93.17 | | | .02 | 12 | | | | |

SR 009 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 95.27 | | 94.83 | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R1 | | 50 | L | | | | |
| 95.85 | | 95.41 | INTRSECTN | B | | MORGAN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 96.01 | | 95.57 | MP MARKER | R | | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.30 | | 95.86 | BEG BRIDGE | B | | EASTERBROOK CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 009/355.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.31 | | 95.87 | END BRIDGE | B | | EASTERBROOK CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.61 | | 96.17 | BEG BRIDGE | B | | BONE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 009/356.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.62 | | 96.18 | END BRIDGE | B | | BONE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.75 | | 96.31 | INTRSECTN | L | | BOWEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 96.87 | | 96.43 | ENTER CITY | | | SUMAS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | 1265 | R1 | | 50 | L | P | * | | |
| | | | BEG ST | I | | CHERRY ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.92 | | 96.48 | MISC FEATR | R | | SGN ENT SUMAS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.96 | | 96.52 | INTRSECTN | R | | SUMAS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.04 | | 96.60 | MP MARKER | R | | 97 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.50 | | 96.68 | EQUATION | | | 097.12 =097.50 | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| | | | INTRSECTN | R | | SR 547 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | HALVERSTICK RD(OLD SR 9) | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.52 | | 96.70 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 1 | 02 | 1265 | R1 | | 25 | L | R | * | | |
| 97.56 | | 96.74 | INTRSECTN | R | | MORTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.59 | | 96.77 | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 4A | | 22 | 1 | 02 | 1265 | R1 | | 25 | L | R | * | | |
| 97.63 | | 96.81 | INTRSECTN | R | | MITCHELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.69 | | 96.87 | INTRSECTN | R | | VANCOUVER ST | CT | | Y | 1 | 1 | | | | | | 4A | 36A | \$\$C | | 36 | 1 | 02 | 1265 | R1 | | 25 | L | R | * | | |
| 97.75 | | 96.93 | INTRSECTN | R | | COLUMBIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.81 | | 96.99 | BEG BRIDGE | B | | JOHNSON CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 28P | C | | 28 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| | | | | | | BRDG NUM 009/360 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.83 | | 97.01 | END BRIDGE | B | | JOHNSON CREEK | | | | 1 | 1 | | | | | | C | 40A | C | | 40 | 1 | 02 | 1265 | R1 | | 25 | L | B | * | | |
| 97.84 | | 97.02 | INTRSECTN | B | | THIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.89 | | 97.07 | INTRSECTN | B | | SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 97.94 | | 97.12 | INTRSECTN | B | | FIRST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 98.00 | | 97.18 | INTRSECTN | L | | GARFIELD ST | CT | | Y | 1 | 3 | | | | | | C | 40A | C | | 40 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| | | | INTRSECTN | R | | SR 9 SPSUMAS (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 98.06 | | 97.24 | INTRSECTN | B | | CLEVELAND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 98.08 | | 97.26 | | | | | | | | 1 | 3 | | | | | | C | 46A | C | | 46 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| 98.09 | | 97.27 | | | | | | | | 1 | 3 | C | 24A | | 1200 | CU | \$ | 46A | C | | 70 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| 98.11 | | 97.29 | INTRSECTN | R | | HARRISON AVE | CT | | Y | 1 | 1 | C | 24A | | 1200 | CU | | 46A | C | | 70 | 1 | 02 | 1265 | R1 | | 25 | L | P | * | | |
| 98.17 | | 97.35 | END ST | I | | CHERRY ST | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|----------------------|---|-------|--|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD |
| 97.50 | | 96.68 | | .03 | 12 | .02 | 12 |

SR 011 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|------------------------|--------|----|---------------------------------|-----|-------------|---|------------|---|--------------------------|-----|-----|------|-----|-----|-----|-------|------|-----|------|----|-----|------|-------|----|-------|----|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | | RHT | | USE | | TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | LNS | | 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 | | | | |
| 14.11 | | 14.13 | ENTER CO BEG CTLSEC | | | WHATCOM CONTROL SECTION 3704 | | | | 1 | 1 | | | | | | 3A | 22A | 2A | | | | | | 22 | 1 | 01 | | | U3 | | 40 | R | |
| 14.28 | | 14.30 | EXIT TO | R | | LARRABEE ST PARK | | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.30 | | 14.32 | ENT FROM | R | | LARRABEE ST PARK | | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.55 | | 14.57 | ENT/EXIT | L | | LARRABEE ST PARK | | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.79 | | 14.81 | ENT/EXIT | L | | LARRABEE ST PARK | | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.98 | | 15.00 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.17 | | 15.19 | INTRSECTN | L | | COVE RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | | 15.26 | INTRSECTN | L | | DOLPHIN PL | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.41 | | 15.43 | INTRSECTN | L | | WHITECAP RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.60 | | 15.62 | INTRSECTN | L | | CHUCKANUT POINT DR | | CO | | N | 1 | 1 | | | | | 4A | 22A | 4A | | | | | | 22 | 1 | 01 | | | U3 | | 40 | R | |
| 15.86 | | 15.88 | INTRSECTN | L | | SOUND VIEW RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.99 | | 16.01 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | | 16.03 | INTRSECTN | R | | HILINE RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.49 | | 16.51 | INTRSECTN | L | | YACHT CLUB RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.99 | | 17.01 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.67 | | 17.69 | INTRSECTN | R | | CHUCKANUT CREST DR | | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.95 | | 17.97 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.98 | | 18.00 | MISC FEATR | R | | SGN ENT BELLINGHAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.99 | | 18.01 | ENTER CITY | | | BELLINGHAM | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | |
| 18.15 | | 18.17 | BEG ST INTRSECTN | I R | | CHUCKANUT DR SPOKANE ST | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | * |
| 18.31 | | 18.33 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 3A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | * |
| 18.35 | | 18.37 | | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | * |
| 18.45 | | 18.47 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 3A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | * |
| 18.48 | | 18.50 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | | | | 22 | 1 | 01 | 0080 | U2 | | 35 | R | P | * |
| 18.50 | | 18.52 | INTRSECTN | R | | CALIFORNIA ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.63 | | 18.65 | WYE CONN | R | | OLD SAMISH RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.67 | | 18.69 | INTRSECTN | R | | OLD SAMISH RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.74 | | 18.76 | INTRSECTN | L | | 21ST ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.90 | | 18.92 | INTRSECTN | L | | SEA PINES RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | | 19.02 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.05 | | 19.07 | INTRSECTN | L | | VIEWCREST RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.17 | | 19.19 | INTRSECTN | L | | 16TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.19 | | 19.21 | INTRSECTN | R | | 16TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.25 | | 19.27 | INTRSECTN | L | | BROAD ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.36 | | 19.38 | BEG SU LN INTRSECTN | R R | | BICYCLE IRIS LN | 05A | | | | 1 | 1 | | | | | 4A | 22A | \$\$C | | 5 | 27 | 1 | 01 | 0080 | U2 | | | | 35 | R | P | * | |
| 19.39 | | 19.41 | INTRSECTN | L | | WILLOW ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.45 | | 19.47 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.58 | | 19.60 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | C | | 5 | 27 | 1 | 01 | 0080 | U2 | | | | 25 | R | P | * | |
| 19.61 | | 19.63 | EXIT TO | R | | FAIRHAVEN PARK | | 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 |
| 19.61 | | 19.63 | | | | .02 | | | | |

SR 011 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | |
|-------|-------|-----|------------|---|----|-----------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------|--------------------------|--------|-----|-----|------|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | WID | | | | | | | | | | | | |
| 19.62 | 19.64 | | ENT FROM | R | | FAIRHAVEN PARK | CT | Y | 1 | 1 | | | | 4A | 22A | C | 5 | 27 | 1 | 01 | 0080 | U2 | 25 | R | P | * | |
| 19.76 | 19.78 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 19.81 | 19.83 | | END SU LN | R | | BICYCLE | | | | 1 | 1 | | | \$S | C | 30A | C | \$\$\$ | 30 | 1 | 01 | 0080 | U2 | 25 | R | P | * |
| | | | WYE CONN | L | | PARK RIDGE DR | CT | Y | | | | | | | | | | | | | | | | | | | |
| 19.82 | 19.84 | | END ST | I | | CHUCKANUT DR | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 12TH ST | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PARK RIDGE DR | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | HAWTHORN RD | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 19.83 | 19.85 | | BEG BRIDGE | B | | PADDEN CREEK | ST | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 011/102 | | | | | | | | | | | | | | | | | | | | | |
| 19.90 | 19.92 | | END BRIDGE | B | | PADDEN CREEK | | | | 1 | 1 | | | C | 30A | C | | 30 | 1 | 01 | 0080 | U2 | 25 | R | B | * | |
| 19.93 | 19.95 | | END ST | I | | 12TH ST | | | | 1 | 1 | | | C | 39A | C | 5 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | OLD FAIRHAVEN PARKWAY | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 12TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DONOVAN AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 20.01 | 20.03 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | |
| 20.03 | 20.05 | | BEG SU LN | L | | BICYCLE | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | INTRSECTN | B | | 14TH ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 20.09 | 20.11 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | INTRSECTN | L | | DONOVAN AVE | CT | Y | | | | | | | | | | | | | | | | | | | |
| 20.19 | 20.21 | | END SU LN | C | | TWO WAY TURN | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | INTRSECTN | R | | 16TH ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 20.24 | 20.26 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| 20.36 | 20.38 | | END SU LN | C | | TWO WAY TURN | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| 20.37 | 20.39 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| 20.41 | 20.43 | | CHG SU LN | R | | BICYCLE | | | | | | | | C | 22P | C | 22 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | CHG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | PADDEN CREEK | ST | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 011/104 | | | | | | | | | | | | | | | | | | | | | |
| 20.42 | 20.44 | | END BRIDGE | B | | PADDEN CREEK | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | 35 | R | B | * | |
| | | | CHG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | |

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 |
| 19.93 | 19.95 | | | .02 | 12 | .02 | 12 | | | | .02 | 16 |
| 20.03 | 20.05 | | | .02 | 12 | | | .02 | 12 | | | |
| 20.09 | 20.11 | | | .02 | 12 | | | | | | | |
| 20.19 | 20.21 | | | | | .03 | 12 | | | | | |

SR 011 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------|-------------|-----|-----|------------|---------|-----|-----|-----|------|---------------------------|-----|------|------|--------|-------|---|----|------|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS | SHD | RDY | SHD | MEDIAN- | | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | T | | P | S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 20.42 | 20.44 | | CHG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.45 | 20.47 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| | | | INTRSECTN | B | | 20TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.49 | 20.51 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.53 | 20.55 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.58 | 20.60 | | INTRSECTN | B | | 22ND ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.62 | 20.64 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.67 | 20.69 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.71 | 20.73 | | INTRSECTN | B | | 24TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 20.76 | 20.78 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.95 | 20.97 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 20.96 | 20.98 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 22A | C | 22 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 21.00 | 21.02 | | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.04 | 21.06 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 34A | C | 10 | 44 | 1 | 01 | 0080 | U1 | | 35 | R | B | * | | | |
| 21.09 | 21.11 | | INTRSECTN | B | | 30TH ST | | CT | SG | Y | | | | | | | C | 32A | C | 10 | 42 | 1 | 01 | 0080 | U1 | | 35 | L | B | * | | | |
| 21.12 | 21.14 | | ENT/EXIT | R | | BUSINESS | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 21.16 | 21.18 | | ENT/EXIT | B | | BUSINESS | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 21.21 | 21.23 | | END SU LN | R | | BICYCLE | | | | | | | | | | | C | 42A | C | \$\$\$ | 42 | 1 | 01 | 0080 | U1 | | 35 | L | B | * | | | |
| | | | END SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.23 | 21.25 | | ON RAMP | L | | SR 5 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 5 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.26 | 21.28 | | UXING | B | | SR 5 SB | | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/806W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.28 | 21.30 | | END ST | I | | OLD FAIRHAVEN PARKWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 NB | | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/806E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3704 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 20.45 | 20.47 | | | .02 | 12 | | | | |
| 20.58 | 20.60 | .02 | 12 | | | | | | |
| 20.71 | 20.73 | .02 | 12 | | | | | | |
| 21.09 | 21.11 | .03 | 12 | | | | | | |
| 21.12 | 21.14 | | | .02 | 12 | | | | |
| 21.16 | 21.18 | .01 | 12 | .04 | 12 | .01 | 12 | .03 | 12 |
| 21.23 | 21.25 | | | .02 | 12 | .03 | 12 | | |

SR 018 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | |
| 2.20B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | C | 24A | | 10S | CU | 24A | | C | 13 | 61 | 4 | 02 | 0443 | U1 | 35 | R | P | * | | |
| | | | ENTER CITY | | | SR 99 TO SR 90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG EQ | | | FEDERAL WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | CONTROL SECTION 1724 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | HIGH OCCUPANCY VEHICL13A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | S 348TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 99 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.23B | 0.03 | | BEG SU LN | L | | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | C | 24A | | 10S | CU | 24A | | C | 25 | 73 | 4 | 02 | 0443 | U1 | 35 | R | P | * | | |
| 2.30B | 0.10 | | END SU LN | R | | HIGH OCCUPANCY VEHICL13A | | | | 2 | 3 | C | 24A | | 10S | CU | 36A | | C | 12 | 72 | 4 | 02 | 0443 | U1 | 35 | R | P | * | | |
| | | | ENT/EXIT | B | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 2.32B | 0.12 | | CHG SU LN | L | | HIGH OCCUPANCY VEHICL13A | | | | 2 | 3 | C | 24A | | 10S | CU | 36A | | C | 13 | 73 | 4 | 02 | 0443 | U1 | 35 | R | P | * | | |
| 2.41B | 0.21 | | END ST | I | | S 348TH ST | | | | 2 | 3 | \$ | \$\$\$ | | \$\$\$ | \$ | 10A | 60A | 10A | 14 | 74 | 4 | 02 | 0443 | U1 | 35 | R | P | \$ | | |
| | | | CHG SU LN | L | | HIGH OCCUPANCY VEHICL14A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 161 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 16TH AVE S | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.43B | 0.23 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 2 | 3 | | | | | | 10A | 60A | 10A | 26 | 86 | 4 | 02 | 0443 | U1 | 35 | R | P | | | |
| | | | WYE CONN | R | | SR 161 | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | 16TH AVE S | | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 2.45B | 0.25 | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | | | | | | 10A | 60A | 10A | 14 | 74 | 4 | 02 | 0443 | U1 | 35 | R | P | | | |
| | | | OFF RAMP | R | | SR 5 NB*SR 5 SB | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 2.55B | 0.35 | | MISC FEATR | R | | GORE (SR 5 S114150) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.60B | 0.40 | | | | | | | | | 2 | 2 | 10A | 24A | | 15A | JE | \$\$\$ | 24A | 10A | 14 | 62 | 4 | 02 | 0443 | U1 | 35 | R | P | | | |
| 2.62B | 0.42 | | END SU LN | L | | HIGH OCCUPANCY VEHICL14A | | | | 2 | 2 | 10A | 24A | | 15A | JE | 24A | 10A | \$\$\$ | 48 | 4 | 02 | 0443 | U1 | 35 | R | P | | | | |
| | | | ON RAMP | L | | SR 5 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.63B | 0.43 | | MISC FEATR | L | | GORE (SR 5 R114234) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.64B | 0.44 | | MISC FEATR | R | | GORE (SR 5 R514217) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.67B | 0.47 | | ON RAMP | L | | SR 5 NB | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 2.72B | 0.52 | | UXING | B | | SR 5 SB | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/503W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.53 | | EQUATION | | | 002.73B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.54 | | UXING | B | | SR 5 NB | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/503E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.57 | | UXING | B | | E-N RAMP | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 018/001E-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 |
| 2.20B | 0.00 | | | | | .08 | 24 | .03 | 12 | | |
| 2.41B | 0.21 | | | .09 | 12 | .09 | 13 | .12 | 36 | | |
| 2.43B | 0.23 | | | | | | | .05 | 12 | | |

SR 018 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|---------|---|-----|-----------------|-------|-------|-------------|-----|------|---------|-----|--------------------------|--------|----|----|------|------|-------|----|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 2.87 | 3.40 | | | BRDG NUM 167/112W | | | | 2 2 | 10A | 24A | | 13A | JE | | 24A | 8A | | 48 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| 2.89 | 3.42 | UXING | B | SR 167 NB | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/112E | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 3.44 | UXING | B | W-N RAMP | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/112W-N | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | 3.51 | MISC FEATR | R | GORE (CI00271) | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.54 | MP MARKER | B | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.19 | 3.72 | MISC FEATR | R | GORE (Q100349) | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (R100328) | | | | | | | | | | | | | | | | | | | | | | |
| 3.25 | 3.78 | ON RAMP | R | EBCD LANE | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 3.28 | 3.81 | BEG SU LN | L | WEAVING/SPEED CHANGE 14A | | | | 2 2 | 10A | 24A | | 13A | JE | | 24A | 8A | 14 | 62 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| | | OFF RAMP | L | SR 167-OLD SR 181 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 3.48 | 4.01 | END SU LN | L | WEAVING/SPEED CHANGE 14A | | | | 2 2 | 10A | 24A | | 13A | JE | | 24A | 8A | \$\$\$ | 48 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| | | ON RAMP | L | C ST SW*3RD ST SW | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 3.49 | 4.02 | BEG BRIDGE | I | UP RR | | | | ST | 2 2 | \$\$C | 61P | C | 120 | \$\$ | W | 30P | \$\$W | | 91 | 4 | 02 | 0055 | U1 | 60 | R | P |
| | | | | BRDG NUM 018/008S | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 167 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| | | RR XING | B | NUM 396592G STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | UP RR | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 018/008N | | | | | | | | | | | | | | | | | | | | | | |
| 3.55 | 4.08 | END BRIDGE | I | UP RR | | | | 2 2 | 10A | 24A | \$ | 12A | JE | | \$ 24A | 10A | | 48 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| | | END BRIDGE | D | UP RR | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | C ST SW | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 3.62 | 4.15 | MISC FEATR | L | GORE (S100348) | | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | 4.17 | MISC FEATR | R | GORE (P100355) | | | | | | | | | | | | | | | | | | | | | | |
| 3.69 | 4.22 | MISC FEATR | R | GORE (Q500382) | | | | | | | | | | | | | | | | | | | | | | |
| 3.72 | 4.25 | MISC FEATR | L | GORE (R500380) | | | | | | | | | | | | | | | | | | | | | | |
| 3.80 | 4.33 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 2 2 | 10A | 24A | | 12A | JE | | 24A | 10A | 12 | 60 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| | | OFF RAMP | L | C ST SW | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 3.82 | 4.35 | ON RAMP | R | C ST SW | | | | ST | Y | 2 2 | \$\$W | 27P | 6P | JE | | 29P | \$\$W | 12 | 68 | 4 | 02 | 0055 | U1 | 60 | R | P |
| | | RR XING | B | NUM 85657N STRUCTURE | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | NP RR/C | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 018/009 | | | | | | | | | | | | | | | | | | | | | | |
| 3.97 | 4.50 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 2 2 | | W | 27P | | 6P | JE | | 29P | W | \$\$\$ | 56 | 4 | 02 | 0055 | U1 | 60 | R | P |
| | | ON RAMP | L | AUBURN WAY | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 4.04 | 4.57 | END BRIDGE | B | NP RR/C | | | | 2 2 | 10A | 22A | | 6A | JE | | 22A | 10A | | 44 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| | | MP MARKER | B | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.06 | 4.59 | MISC FEATR | L | GORE (S100397) | | | | | | | | | | | | | | | | | | | | | | |
| 4.08 | 4.61 | OFF RAMP | R | SR 164 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 4.15 | 4.68 | BEG BRIDGE | B | SR 164 | | | | ST | 2 2 | \$\$W | 28A | | 6A | JE | | 66A | \$\$W | | 94 | 4 | 02 | 0055 | U1 | 60 | R | P |
| | | | | BRDG NUM 018/010 | | | | | | | | | | | | | | | | | | | | | | |
| 4.17 | 4.70 | END BRIDGE | B | SR 164 | | | | 2 2 | 10A | 22A | | 6A | JE | | 22A | 10A | | 44 | 4 | 02 | 0055 | U1 | 60 | R | P | |
| 4.18 | 4.71 | MISC FEATR | R | GORE (P500408) | | | | 2 2 | 10A | 22A | | 6A | JE | | 22A | 10A | | 44 | 4 | 01 | 0055 | U1 | 60 | R | P | |

SR 018 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | SHD RDY SHD | SHD RDY SHD | LNS RDY | 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 | |
| 6.62 | 7.15 | | | BRDG NUM 018/017N | | 2 2 | W | 38P | W | 400 | W | 29P | W | | | 67 4 01 | | | U1 | 60 | R | | | |
| 6.69 | 7.22 | END BRIDGE I | | GREEN RIVER | | 2 2 | W | 38P | W | 400 | \$ | 24A | 10A | | | 62 4 01 | | | U1 | 60 | R | | | |
| 6.70 | 7.23 | END BRIDGE D | | GREEN RIVER | | 2 2 | 10A | 24A | \$ | 20A BE | | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 6.72 | 7.25 | | | | | 2 2 | 10A | 24A | | 20A GR | | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 6.85 | 7.38 | | | | | 2 2 | 10A | 24A | 6A | 40S GR | 4A | 24A | 5A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 6.97 | 7.50 | MP MARKER | B | 7 | | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.63 | | | | | 2 2 | 10A | 24A | 6A | 40S GR | 4A | 24A | 2A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 7.14 | 7.67 | | | | | 2 3 | 10A | 24A | 6A | 40S GR | 4A | 36A | 2A | | | 60 4 01 | | | U1 | 60 | R | | | |
| 7.64 | 8.17 | | | | | 2 3 | 10A | 24A | 6A | 40S GR | 4A | 36A | 10A | | | 60 4 01 | | | U1 | 60 | R | | | |
| 7.78 | 8.31 | | | | | 2 3 | 10A | 24A | 6A | 40S CA | 4A | 36A | 10A | | | 60 4 01 | | | U1 | 60 | R | | | |
| 7.91 | 8.44 | UXING | B | SE 312TH WAY BRDG NUM 018/017.5 | | | | | | ST | | | | | | | | | | | | | | |
| 7.96 | 8.49 | | | | | 2 3 | 10A | 24A | 6A | 40S DE | 4A | 36A | 10A | | | 60 4 01 | | | U1 | 60 | R | | | |
| 7.99 | 8.52 | MP MARKER | B | 8 | | | | | | | | | | | | | | | | | | | | |
| 8.02 | 8.55 | | | | | 2 2 | 10A | 24A | 6A | 40S DE | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 8.10 | 8.63 | | | | | 2 2 | 10A | 24A | 6A | 40S GR | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 8.20 | 8.73 | ON RAMP | L | SE 304TH ST | | | | | | ST | Y | | | | | | | | | | | | | |
| 8.50 | 9.03 | MISC FEATR | L | GORE (S100820) | | | | | | | | | | | | | | | | | | | | |
| 8.52 | 9.05 | | | | | 2 2 | 10A | 24A | 6A | 40S DE | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 8.72 | 9.25 | OFF RAMP | R | SE 304TH ST | | | | | | ST | Y | | | | | | | | | | | | | |
| 8.77 | 9.30 | UXING | B | SE 304TH ST BRDG NUM 018/018 | | | | | | ST | | | | | | | | | | | | | | |
| 8.80 | 9.33 | | | | | 2 2 | 10A | 24A | 6A | 40S GR | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 8.87 | 9.40 | MISC FEATR | R | GORE (P500872) | | | | | | | | | | | | | | | | | | | | |
| 8.90 | 9.43 | BEG BRIDGE I | | SOOSETTE CREEK BRDG NUM 018/019S | | 2 2 | \$\$W | 38P | \$\$W | 400 \$\$ | \$\$W | 38P | \$\$W | | | 76 4 01 | | | U1 | 60 | R | | | |
| | | BEG BRIDGE D | | SOOSETTE CREEK BRDG NUM 018/019N | | | | | | ST | | | | | | | | | | | | | | |
| 8.96 | 9.49 | END BRIDGE I | | SOOSETTE CREEK | | 2 2 | W | 38P | W | 40S CA | 4A | 24A | 10A | | | 62 4 01 | | | U1 | 60 | R | | | |
| 8.97 | 9.50 | END BRIDGE D | | SOOSETTE CREEK | | 2 2 | 10A | 24A | 4A | 40S CA | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 8.98 | 9.51 | MP MARKER | B | 9 | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 9.52 | MISC FEATR | L | GORE (R100914) | | | | | | | | | | | | | | | | | | | | |
| 9.14 | 9.67 | OFF RAMP | L | SE 304TH ST | | | | | | ST | Y | | | | | | | | | | | | | |
| 9.23 | 9.76 | MISC FEATR | R | GORE (Q100956) | | | | | | | | | | | | | | | | | | | | |
| 9.56 | 10.09 | ON RAMP | R | SE 304TH ST | | | | | | ST | Y | | | | | | | | | | | | | |
| 9.83 | 10.36 | | | | | 3 2 | 10A | 36A | 4A | 40S CA | 4A | 24A | 10A | | | 60 4 01 | | | U1 | 60 | R | | | |
| 9.99 | 10.52 | MP MARKER | B | 10 | | | | | | | | | | | | | | | | | | | | |
| 10.25 | 10.78 | | | | | 2 2 | 10A | 24A | 4A | 40S CA | 4A | 24A | 10A | | | 48 4 01 | | | U1 | 60 | R | | | |
| 10.31 | 10.84 | BEG BRIDGE I | | 152ND AVE SE BRDG NUM 018/020S | | 2 2 | \$\$W | 32A | \$\$W | 400 \$\$ | \$\$W | 38P | \$\$W | | | 70 4 01 | | | U1 | 60 | R | | | |
| | | BEG BRIDGE D | | 152ND AVE SE BRDG NUM 018/020N | | | | | | ST | | | | | | | | | | | | | | |
| 10.35 | 10.88 | END BRIDGE D | | 152ND AVE SE | | 2 2 | 10A | 24A | 10A | 40S CA | W | 38P | W | | | 62 4 01 | | | U1 | 60 | R | | | |

SR 018 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | 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 | | | |
| 20.65 | | 21.15 | | | | | | | | 2 | 2 | 10A | 24A | | 20A | JE | | | 24A | 10A | | 48 | 5 | 01 | | R1 | | 55 | M | | |
| 20.73 | | 21.23 | ON RAMP | R | | 276TH AVE SE | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 20.77 | | 21.27 | OFF RAMP | L | | ISSAQUAH HOBART RD | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 20.92 | | 21.42 | MP MARKER | B | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.96 | | 21.46 | BEG SU LN | R | | CLIMBING | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | | 5A | 22A | 10A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 21.03 | | 21.53 | | | | | | | | 1 | 1 | | | | | | | | 5A | 22A | 2A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 21.12 | | 21.62 | | | | | | | | 1 | 1 | | | | | | | | 7A | 22A | 3A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 21.17 | | 21.67 | | | | | | | | 1 | 1 | | | | | | | | 10A | 22A | 4A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 21.86 | | 22.36 | | | | | | | | 1 | 1 | | | | | | | | 8A | 22A | 6A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 22.00 | | 22.50 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.02 | | 22.52 | BEG BRIDGE | B | | HOLDER CREEK | ST | | | 1 | 1 | | | | | | | | \$W | 50P | \$W | 12 | 62 | 5 | 01 | | R1 | | 55 | M | |
| | | | | | | BRDG NUM 018/033 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.05 | | 22.55 | END BRIDGE | B | | HOLDER CREEK | | | | 1 | 1 | | | | | | | | 8A | 22A | 6A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 22.14 | | 22.64 | | | | | | | | 1 | 1 | 8A | 12A | | 4A | JE | | | \$\$\$ | 12A | 6A | 12 | 36 | 5 | 01 | | R1 | | 55 | M | |
| 23.00 | | 23.50 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.45 | | 23.95 | BEG SU LN | L | | CLIMBING | | | | 1 | 1 | 8A | 12A | | 4A | JE | | | 12A | 6A | 24 | 48 | 5 | 01 | | R1 | | 55 | M | | |
| 23.48 | | 23.98 | | | | | | | | 1 | 1 | 4A | 12A | | 4A | JE | | | 12A | 4A | 24 | 48 | 5 | 01 | | R1 | | 55 | M | | |
| 23.54 | | 24.04 | | | | | | | | 1 | 1 | 4A | 12A | | 4A | UP | | | 12A | 4A | 24 | 48 | 5 | 01 | | R1 | | 55 | M | | |
| 23.61 | | 24.11 | ENT/EXIT | L | | TIGER MTN STATE FOREST | FS | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.67 | | 24.17 | | | | | | | | 1 | 1 | 4A | 12A | | 4A | JE | | | 12A | 4A | 24 | 48 | 5 | 01 | | R1 | | 55 | M | | |
| 23.87 | | 24.37 | END SU LN | R | | CLIMBING | | | | 1 | 1 | 4A | 12A | | 4A | JE | | | 12A | 4A | 12 | 36 | 5 | 01 | | R1 | | 55 | M | | |
| 23.97 | | 24.47 | MP MARKER | R | | 24 | | | | 1 | 1 | 4A | 12A | | 4A | JE | | | 12A | 8A | 12 | 36 | 5 | 01 | | R1 | | 55 | M | | |
| 24.97 | | 25.47 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.06 | | 25.56 | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | | | 4A | 22A | 8A | 12 | 34 | 5 | 01 | | R1 | | 55 | M | |
| 25.65 | | 26.15 | END SU LN | L | | CLIMBING | | | | 1 | 1 | | | | | | | | 4A | 22A | 8A | \$\$\$ | 22 | 5 | 01 | | R1 | | 55 | M | |
| 25.80 | | 26.30 | | | | | | | | 1 | 1 | | | | | | | | 4A | 22A | 8A | | 22 | 5 | 01 | | R1 | | 55 | R | |
| 25.87 | | 26.37 | | | | | | | | 1 | 1 | | | | | | | | 8A | 23A | 8A | | 23 | 5 | 01 | | R1 | | 55 | R | |
| 25.95 | | 26.45 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.30 | | 26.80 | BEG BRIDGE | B | | RAGING RIVER | ST | | | 1 | 1 | | | | | | | | \$W | 38P | \$W | | 38 | 5 | 01 | | R1 | | 55 | R | |
| | | | | | | BRDG NUM 018/034 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.36 | | 26.86 | END BRIDGE | B | | RAGING RIVER | | | | 1 | 1 | | | | | | | | 8A | 23A | 8A | | 23 | 5 | 01 | | R1 | | 55 | R | |
| 26.43 | | 26.93 | BEG SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | | | 8A | 23A | 8A | 11 | 34 | 5 | 01 | | R1 | | 55 | R | |
| 26.49 | | 26.99 | | | | | | | | 1 | 1 | | | | | | | | 8A | 22A | 8A | 11 | 33 | 5 | 01 | | R1 | | 55 | R | |
| 26.95 | | 27.45 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.04 | | 27.54 | END SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 5 | 01 | | R1 | | 55 | R | |
| 27.50 | | 28.00 | | | | | | | | 1 | 1 | | | | | | | | 8A | 22A | 10A | | 22 | 5 | 01 | | R1 | | 45 | R | |
| 27.59 | | 28.09 | INTRSECTN | R | | SE 104TH ST | CO | | | Y | 1 | 1 | | | | | | | 10A | 24A | 10A | | 24 | 5 | 01 | | R1 | | 45 | R | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 23.61 | 24.11 | .03 | 12 | | | | | | .05 12 |
| 27.59 | 28.09 | | | .03 | 12 | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----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 | | | | | |
| 12.88 | | 12.58 | BEG ROUTE | | | MAIN ROUTE | | | | | 2 | | | | | | 8A | 24A | | C | | 24 | 2 | 01 | | R1 | | 25 | R | | | | | | |
| | | | EQUATION | | | SR 101 TO SR 2/NEWPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | 012.57 =012.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TRAF RCDR | B | | CONTROL SECTION 1531 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | FY01 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | KEYSTONE FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.91 | | 12.61 | INTRSECTN | L | | ENGLE RD | CO | SS | Y | 1 | 1 | | | | | | 8A | 24A | | 8A | | 24 | 2 | 01 | | R1 | | 25 | R | | | | | | |
| 13.00 | | 12.70 | ENT/EXIT | R | | FORT CASEY STATE PK | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.01 | | 12.71 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | | 12.75 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | | 8A | | 24 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 13.64 | | 13.34 | ENT/EXIT | R | | FORT CASEY STATE PK | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.01 | | 13.71 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.16 | | 13.86 | ENT/EXIT | R | | FORT CASEY STATE PK | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.60 | | 14.30 | INTRSECTN | R | | KEYSTONE RD | CO | | | N | 1 | 1 | | | | | 4A | 24A | | 4A | | 24 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 14.98 | | 14.68 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.99 | | 14.69 | INTRSECTN | L | | WANAMAKER RD | CO | | | N | 1 | 1 | | | | | 2A | 24A | | 2A | | 24 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 15.06 | | 14.74 | EQUATION | | | 015.04 =015.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.29 | | 14.97 | INTRSECTN | R | | KOENIG LN | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.00 | | 15.68 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.18 | | 15.86 | | | | | | | | | 1 | 1 | | | | | 6A | 24A | | 6A | | 24 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 16.32 | | 16.00 | INTRSECTN | R | | RACE RD | CO | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 525 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.41 | | 16.03 | EQUATION | | | 016.35 =016.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.48 | | 16.10 | | | | | | | | | 1 | 1 | | | | | 2A | 22A | | 2A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 16.99 | | 16.61 | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.58 | | 17.20 | | | | | | | | | 1 | 1 | | | | | 10A | 22A | | 2A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 17.68 | | 17.30 | | | | | | | | | 1 | 1 | | | | | 2A | 22A | | 2A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 18.00 | | 17.62 | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.04 | | 17.66 | INTRSECTN | R | | WELCHER RD | CO | | | N | 1 | 1 | | | | | 2A | 22A | | 4A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 18.42 | | 18.04 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | | 4A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 18.62 | | 18.24 | INTRSECTN | R | | W PATMORE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.80 | | 18.42 | INTRSECTN | L | | PATMORE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.95 | | 18.57 | | | | | | | | | 1 | 1 | | | | | 3A | 22A | | 3A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |
| 19.00 | | 18.62 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.30 | | 18.92 | INTRSECTN | R | | MORRIS RD | CO | | | Y | 1 | 1 | | | | | 4A | 22A | | 4A | | 22 | 2 | 01 | | R1 | | 50 | R | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.32 | | 16.00 | | | | .03 | 12 | .02 | 12 | | |
| 18.80 | | 18.42 | | | | | | .02 | 12 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----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 | | | |
| 19.32 | | 18.94 | INTRSECTN | R | | PARKER RD | CO | | N | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | | R1 | | 50 | R | | | |
| 19.55 | | 19.17 | WYE CONN | R | | PARKER RD | CO | | N | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R1 | | 50 | R | | | |
| 19.98 | | 19.60 | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.02 | | 19.64 | TRAF RCDR | B | | S706 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.27 | | 19.89 | INTRSECTN | L | | RHODODENDRON PK DR | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.47 | | 20.09 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R1 | | 50 | R | | | |
| 20.53 | | 20.15 | INTRSECTN | L | | JACOBS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.90 | | 20.52 | INTRSECTN | L | | TERRY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.00 | | 20.62 | MP MARKER | R | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.56 | | 21.18 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R1 | | 45 | R | | | |
| 21.67 | | 21.29 | ENTER CITY | | | COUPEVILLE | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | 0290 | R1 | | 45 | R | P | | |
| 21.68 | | 21.30 | MISC FEATR | R | | SGN ENT COUPEVILLE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.72 | | 21.34 | | | | | | | | 1 | 1 | | | | | | 6A | 26A | 6A | | 26 | 2 | 01 | 0290 | R1 | | 45 | R | P | | |
| 21.83 | | 21.44 | EQUATION | | | 021.82 =021.83 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.84 | | 21.45 | UXING | B | | PED KING | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/104 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.94 | | 21.55 | LEAVE CITY | | | COUPEVILLE | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | \$\$\$\$ | R1 | | 45 | R | \$ | | |
| 21.96 | | 21.57 | MP MARKER | R | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.11 | | 21.72 | MISC FEATR | L | | SGN ENT COUPEVILLE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | | 21.76 | INTRSECTN | R | | BROADWAY ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EBEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 22.24 | | 21.85 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R1 | | 55 | R | | | |
| 22.62 | | 22.23 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.63 | | 22.24 | INTRSECTN | B | | SHERMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 22.66 | | 22.27 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.74 | | 22.35 | INTRSECTN | R | | WIND DANCER PL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 23.00 | | 22.61 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.55 | | 23.16 | BEG SU LN | R | | SLOW VEHICLE | 15A | | | 1 | 1 | | | | | | \$\$\$ | 22A | \$\$\$ | 30 | 52 | 2 | 01 | | R1 | | 55 | R | | | |
| | | | BEG SU LN | L | | SLOW VEHICLE | 15A | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.88 | | 23.49 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | 30 | 52 | 2 | 01 | | R1 | | 55 | R | | | |
| 23.94 | | 23.55 | END SU LN | L | | SLOW VEHICLE | 15A | | | 1 | 1 | | | | | | 6A | 22A | 6A | \$\$\$ | 22 | 2 | 01 | | R1 | | 55 | R | | | |
| | | | END SU LN | R | | SLOW VEHICLE | 15A | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.99 | | 23.60 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.98 | | 24.59 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.15 | | 24.76 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 01 | | R1 | | 50 | R | | | |
| 25.30 | | 24.91 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 21.83 | | 21.44 | | .04 | 13 | .03 | 12 | .04 | 13 | .03 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----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 | | |
| 25.31 | | 24.92 | INTRSECTN | L | | LIBBEY RD | CO | Y | 1 | 1 | | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 25.48 | | 25.09 | INTRSECTN | R | | MADRONA WAY | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 25.50 | | 25.11 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.60 | | 25.21 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 50 | R | | |
| 25.78 | | 25.39 | INTRSECTN | L | | ZYLSTRA RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 25.81 | | 25.41 | EQUATION | | | 025.80 =025.81 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.93 | | 25.53 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 25.99 | | 25.59 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.13 | | 25.73 | INTRSECTN | L | | POWER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 26.39 | | 25.99 | INTRSECTN | B | | HOLBROOK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 26.41 | | 26.01 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | U1 | | 50 | R | | |
| 26.50 | | 26.10 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | U1 | | 50 | R | | |
| 26.72 | | 26.32 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | |
| 26.74 | | 26.34 | INTRSECTN | B | | ARNOLD RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 26.89 | | 26.49 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 26.94 | | 26.54 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.23 | | 26.83 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | | 24 | 2 | 01 | | R1 | | 50 | R | | |
| 27.50 | | 27.10 | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | | 24 | 2 | 01 | | R1 | | 50 | R | | |
| 27.61 | | 27.21 | INTRSECTN | R | | SIDNEY ST | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.73 | | 27.33 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 27.93 | | 27.53 | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.21 | | 27.81 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | R1 | | 50 | R | | |
| 28.30 | | 27.90 | INTRSECTN | L | | HASTIE LK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 28.47 | | 28.07 | INTRSECTN | L | | BOON RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.57 | | 28.17 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 28.97 | | 28.57 | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.25 | | 28.85 | INTRSECTN | R | | MONROE LANDING RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.74 | | 29.34 | INTRSECTN | R | | MILLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 29.99 | | 29.59 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | | 29.60 | INTRSECTN | B | | WATERLOO RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 30.26 | | 29.86 | ENTER CITY | | | OAK HARBOR | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | 0895 | U1 | | 50 | R | P | |
| 30.29 | | 29.89 | INTRSECTN | R | | EAGLE VISTA DR | CT | Y | 1 | 1 | | | | | | | 6A | 28A | \$\$C | | | 28 | 2 | 01 | 0895 | U1 | | 50 | R | P | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|--|-------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| 25.31 | | 24.92 | | .03 | 11 | | | | | | .04 | 11 |
| 25.48 | | 25.09 | | | | .03 | 11 | | | .04 | 11 | |
| 25.78 | | 25.39 | | .03 | 13 | | | .04 | 12 | | | |
| 27.61 | | 27.21 | | | | .02 | 12 | .04 | 12 | | .02 | 12 |
| 28.47 | | 28.07 | | .03 | 12 | | | .02 | 12 | | | |
| 29.25 | | 28.85 | | | | .01 | 13 | .04 | 12 | | | |
| 30.29 | | 29.89 | | | | .03 | 13 | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----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 |
| 30.31 | 29.91 | | | | | | | 1 | 1 | | | | | 6A | 28A | | C | 28 | 2 | 01 | 0895 | U1 | 50 | R | P |
| 30.37 | 29.97 | | | | | | | 1 | 1 | | | | | \$\$C | 32A | | C | 32 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.48 | 30.08 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 30.49 | 30.09 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 30.51 | 30.11 | INTRSECTN | L | SW 24TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 30.56 | 30.16 | INTRSECTN | R | CAPITAL ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 30.61 | 30.21 | LEAVE CITY | | OAK HARBOR | | | | 1 | 1 | | | | | C | 32A | | C | 32 | 2 | 01 | \$\$\$\$ | U1 | 40 | R | \$ |
| 30.62 | 30.22 | INTRSECTN | L | HARBOR VISTA DR | CO | | Y | | | | | | | | | | | | | | | | | | |
| 30.77 | 30.37 | ENTER CITY | | OAK HARBOR | | | | 1 | 1 | | | | | C | 32A | | C | 32 | 2 | 01 | 0895 | U1 | 40 | R | P |
| | | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 30.85 | 30.45 | INTRSECTN | L | SWANTOWN RD | CT | SG | Y | 1 | 1 | | | | | C | 38A | 4A | | 38 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.86 | 30.46 | WYE CONN | L | SWANTOWN RD | CT | | Y | | | | | | | | | | | | | | | | | | |
| 30.87 | 30.47 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 22A | 4A | 12 | 34 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.95 | 30.55 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 46A | \$\$C | \$\$\$ | 46 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.96 | 30.56 | | | | | | | 1 | 1 | | | | | C | 36A | C | | 36 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.97 | 30.57 | INTRSECTN | R | SCENIC HEIGHTS RD | CT | | Y | 1 | 1 | | | | | C | 46A | C | | 46 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 30.99 | 30.59 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | |
| 31.03 | 30.63 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 34A | C | 12 | 46 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 31.07 | 30.67 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | C | 46A | C | \$\$\$ | 46 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 31.10 | 30.70 | | | | | | | 2 | 1 | | | | | C | 46A | C | | 46 | 2 | 01 | 0895 | U1 | 40 | R | P |
| 31.13 | 30.73 | INTRSECTN | L | SW ERIE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SW BAYSHORE DR | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 31.20 | 30.80 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | |
| 31.25 | 30.85 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | |
| 31.29 | 30.89 | | | | | | | 2 | 1 | | | | | C | 46A | C | | 46 | 2 | 01 | 0895 | U1 | 30 | R | P |
| 31.30 | 30.90 | INTRSECTN | L | SW BARLOW ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 31.32 | 30.92 | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | |
| 31.35 | 30.95 | | | | | | | 2 | 2 | | | | | C | 62A | C | | 62 | 2 | 01 | 0895 | U1 | 30 | R | P |
| 31.39 | 30.99 | BEG ST | I | 80TH NW | | | | 1 | 2 | | | | | C | 62A | C | | 62 | 2 | 01 | 0895 | U1 | 30 | R | P * |
| | | INTRSECTN | R | W PIONEER WAY | 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 |
| 30.85 | 30.45 | .03 | 12 | | | | | | |
| 30.86 | 30.46 | | | | .03 | 12 | | | |
| 30.97 | 30.57 | | | .03 | 12 | | | | |
| 31.13 | 30.73 | .03 | 12 | .02 | 11 | | | | |
| 31.20 | 30.80 | .03 | 11 | | .02 | 12 | | | |
| 31.25 | 30.85 | .03 | 11 | | | | | | |
| 31.30 | 30.90 | .03 | 11 | | | | | | |
| 31.32 | 30.92 | | | .02 | 11 | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|-----|-----------------|-------------|----|---|-------------|---|-----|-----|-----|-------|---------------------------|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE- | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | LEGAL | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | T P S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 31.39 | 30.99 | | INTRSECTN | R | S | BEEKSMA DR | CT | SG | Y | 1 | 2 | | | | | | C | 62A | C | 62 | 2 | 01 | 0895 | U1 | 30 | R | P | * | | |
| 31.41 | 31.01 | | WYE CONN | R | W | PIONEER WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.45 | 31.05 | | | | | | | | | | 2 | 2 | | | | | C | 62A | C | 62 | 2 | 01 | 0895 | U1 | 30 | R | P | * | | |
| 31.49 | 31.09 | | INTRSECTN | R | SE | BARRINGTON DR | CT | SG | Y | 2 | 2 | | | | | | C | 58A | C | 58 | 2 | 01 | 0895 | U1 | 30 | R | P | * | | |
| | | | INTRSECTN | L | SW | BARRINGTON DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.57 | 31.17 | | INTRSECTN | R | SE | 11TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.60 | 31.20 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.64 | 31.24 | | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.69 | 31.29 | | INTRSECTN | R | SE | 8TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | SW | 8TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.73 | 31.33 | | BEG SU LN | C | TWO | WAY TURN | 12A | | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 2 | 01 | 0895 | U1 | 30 | R | P | * | |
| 31.76 | 31.36 | | | | | | | | | | 2 | 2 | | | | | C | 50A | C | 12 | 62 | 2 | 01 | 0895 | U1 | 30 | R | P | * | |
| 31.80 | 31.40 | | END SU LN | C | TWO | WAY TURN | 12A | | | | 2 | 2 | | | | | C | 62A | C | \$\$\$ | 62 | 2 | 01 | 0895 | U1 | 30 | R | P | * | |
| | | | WYE CONN | L | SW | 6TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.82 | 31.42 | | END ST | I | | 80TH NW | | | | | 2 | 2 | | | | | C | 62A | C | | 62 | 2 | 01 | 0895 | U1 | 30 | R | B | \$ | |
| | | | INTRSECTN | L | SW | 6TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.83 | 31.43 | | ENT FROM | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 31.88 | 31.48 | | BEG SU LN | C | TWO | WAY TURN | 12A | | | | 2 | 2 | | | | | C | 50A | C | 12 | 62 | 2 | 01 | 0895 | U1 | 40 | R | B | | |
| 31.94 | 31.54 | | EXIT TO | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 31.60 | | END SU LN | C | TWO | WAY TURN | 12A | | | | 2 | 2 | | | | | C | 62A | C | \$\$\$ | 62 | 2 | 01 | 0895 | U1 | 40 | R | B | | |
| 32.01 | 31.61 | | EXIT TO | R | | BUSINESS ACCESS | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 32.06 | 31.66 | | INTRSECTN | L | SE | 3RD AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | SE | CABOT DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 32.10 | 31.70 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 32.12 | 31.72 | | | | | | | | | | 2 | 2 | C | 25A | 12A | CU | C | 25A | C | | 50 | 2 | 01 | 0895 | U1 | 40 | R | B | | |
| 32.15 | 31.75 | | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 32.16 | 31.76 | | EXIT TO | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 31.39 | 30.99 | | | .03 | .03 | .11 | | | | |
| 31.49 | 31.09 | | .03 | .12 | | .05 | .12 | | | |
| 31.57 | 31.17 | | | | | .02 | .12 | | | |
| 31.64 | 31.24 | | .02 | .12 | | | | .01 | .12 | |
| 31.69 | 31.29 | | .03 | .12 | | .03 | .12 | | | |
| 31.82 | 31.42 | | .01 | .12 | | .03 | .12 | | | |
| 31.94 | 31.54 | | | | | .02 | .12 | | | |
| 32.01 | 31.61 | | | | | .02 | .11 | | | |
| 32.06 | 31.66 | | .04 | .12 | | .04 | .12 | | | |
| 32.16 | 31.76 | | | | | | | .02 | .11 | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----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 | | |
| 32.18 | 31.78 | | | | | | | 2 | 2 | C | 25A | 12A | CU | C | 25A | C | | | 50 | 2 | 01 | 0895 | U1 | 40 | R | B | | | |
| 32.19 | 31.79 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$\$ | \$\$ | C | 72A | C | | | 72 | 2 | 01 | 0895 | U1 | 40 | R | B | | | |
| 32.25 | 31.85 | WYE CONN | L | E WHIDBEY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.26 | 31.86 | INTRSECTN | B | E WHIDBEY AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.27 | 31.87 | WYE CONN | R | E WHIDBEY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.30 | 31.90 | BEG SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C | 60A | C | 12 | | 72 | 2 | 01 | 0895 | U1 | 40 | R | B | | | |
| 32.32 | 31.92 | INTRSECTN | L | NE ERNST ST | CT | | Y | 2 | 2 | | | | | C | 50A | C | 12 | | 62 | 2 | 01 | 0895 | U1 | 40 | R | B | | | |
| 32.43 | 32.03 | INTRSECTN | L | NE FABER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.50 | 32.10 | INTRSECTN | R | NE 4TH AVE | CT | | Y | 2 | 2 | | | | | C | 50A | C | 12 | | 62 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 32.64 | 32.24 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C | 62A | C | \$\$\$ | | 62 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 32.73 | 32.33 | WYE CONN | L | NE 7TH AVE | CT | | Y | 2 | 2 | | | | | C | 49A | C | | | 49 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 32.74 | 32.34 | INTRSECTN | B | NE 7TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.75 | 32.35 | WYE CONN | R | NE 7TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.77 | 32.37 | BEG SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C | 50A | C | 12 | | 62 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| | | INTRSECTN | L | NE KOETJE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.90 | 32.50 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C | 62A | C | \$\$\$ | | 62 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 32.92 | 32.52 | WYE CONN | R | NE MIDWAY BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.94 | 32.54 | INTRSECTN | R | NE MIDWAY BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE GOLDIE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.95 | 32.55 | WYE CONN | L | NE GOLDIE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 32.96 | 32.56 | | | | | | | 2 | 2 | | | | | C | 56A | C | | | 56 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 32.99 | 32.59 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.01 | 32.61 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | | 34 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 33.19 | 32.79 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| | | INTRSECTN | R | NE NARROWS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 33.25 | 32.85 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | | 36 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 33.32 | 32.92 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 33.36 | 32.96 | WYE CONN | L | NE 16TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 33.38 | 32.98 | INTRSECTN | B | NE 16TH AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 33.40 | 33.00 | WYE CONN | R | NE 16TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 33.44 | 33.04 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | | 36 | 2 | 01 | 0895 | U1 | 40 | R | P | | | |
| 33.68 | 33.28 | MISC FEATR | L | SGN ENT OAK HARBOR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.69 | 33.29 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | | 36 | 2 | 01 | 0895 | U1 | 50 | R | P | | | |
| 33.70 | 33.30 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 2 | 01 | 0895 | U1 | 50 | 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 |
| 32.26 | 31.86 | .03 | 12 | .04 | 14 | .03 | 12 | .04 | 14 |
| 32.74 | 32.34 | .03 | 12 | | | .03 | 12 | | |
| 32.94 | 32.54 | .03 | 12 | | | .03 | 12 | | |
| 33.19 | 32.79 | | | | | .03 | 12 | | |
| 33.38 | 32.98 | .03 | 12 | .04 | 12 | .03 | 12 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----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 |
| 33.85 | 33.45 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0895 | U1 | 50 | R | P |
| 33.98 | 33.58 | INTRSECTN | R | CASE RD | CT | | Y | | | | | | | | | | | | | | | | | | |
| 33.99 | 33.59 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | |
| 34.06 | 33.66 | INTRSECTN | R | NE REGATTA DR | CT | | Y | | | | | | | | | | | | | | | | | | |
| 34.10 | 33.70 | WYE CONN | R | NE REGATTA DR | CT | | Y | | | | | | | | | | | | | | | | | | |
| 34.18 | 33.78 | | | | | | | 1 | 1 | | | | | 4A | 24A | 8A | | 24 | 2 | 01 | 0895 | U1 | 50 | R | P |
| 34.30 | 33.90 | | | | | | | 2 | 1 | | | | | 4A | 36A | 4A | | 36 | 2 | 01 | 0895 | U1 | 50 | R | P |
| 34.45 | 34.05 | LEAVE CITY | | OAK HARBOR | | | | 2 | 1 | | | | | 4A | 36A | 4A | | 36 | 2 | 01 | \$\$\$\$ | U1 | 50 | R | \$ |
| 34.46 | 34.06 | | | | | | | 2 | 1 | | | | | 4A | 36A | 8A | | 36 | 2 | 01 | | U1 | 50 | R | |
| 34.49 | 34.09 | INTRSECTN | R | FAKKEMA RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 34.50 | 34.10 | WYE CONN | R | FAKKEMA RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 34.58 | 34.18 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 1 | | | | | 4A | 36A | 8A | 12 | 48 | 2 | 01 | | U1 | 50 | R | |
| 34.64 | 34.24 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 1 | | | | | 4A | 36A | 8A | \$\$\$ | 36 | 2 | 01 | | U1 | 50 | R | |
| 34.66 | 34.26 | | | | | | | 1 | 1 | | | | | 4A | 24A | 8A | | 24 | 2 | 01 | | U1 | 50 | R | |
| 34.68 | 34.27 | EQUATION | | 034.67 =034.68 | | | | | | | | | | | | | | | | | | | | | |
| 34.74 | 34.33 | INTRSECTN | L | AULT FIELD RD | CO | SG | Y | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U1 | 55 | R | |
| 34.88 | 34.47 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | U1 | 55 | R | |
| 34.93 | 34.52 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | U1 | 55 | R | |
| 34.94 | 34.53 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 34.99 | 34.58 | INTRSECTN | L | HOFFMAN RD | CO | | Y | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | U1 | 55 | R | |
| | | INTRSECTN | R | 3400 N RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 35.01 | 34.60 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | |
| 35.56 | 35.15 | WYE CONN | L | SLEEPER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 35.57 | 35.16 | INTRSECTN | B | SLEEPER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 35.58 | 35.17 | WYE CONN | R | SLEEPER RD | CO | | Y | | | | | | | | | | | | | | | | | | |
| 35.63 | 35.22 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 35.64 | 35.23 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 35.75 | 35.34 | BEG SU LN | L | CLIMBING | 12A | | | 1 | 1 | | | | | 4A | 24A | 8A | 12 | 36 | 2 | 01 | | U1 | 55 | R | |
| 35.96 | 35.55 | | | | | | | 1 | 1 | | | | | 4A | 24A | 6A | 12 | 36 | 2 | 01 | | U1 | 55 | R | |
| 35.97 | 35.56 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | |
| 36.36 | 35.95 | END SU LN | L | CLIMBING | 12A | | | 1 | 1 | | | | | 4A | 24A | 6A | \$\$\$ | 24 | 2 | 01 | | U1 | 55 | R | |
| 36.39 | 35.98 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 34.06 | 33.66 | | | .06 | 12 | | | | |
| 34.10 | 33.70 | | | | | | | .08 | 12 |
| 34.49 | 34.09 | | .08 | 12 | .04 | 12 | .05 | 12 | |
| 34.74 | 34.33 | .07 | 12 | | | .04 | 12 | | |
| 34.99 | 34.58 | .03 | 12 | | | | | | |
| 35.57 | 35.16 | .04 | 12 | .02 | 12 | .03 | 12 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|-----|-----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|--------|--------|-----|---|----|------|----|-------|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | |
| 36.40 | 35.99 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 36.41 | 36.00 | WYE CONN | L | FROSTAD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 36.42 | 36.01 | INTRSECTN | B | FROSTAD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 36.53 | 36.12 | | | | | | | 1 | 1 | | | | | 10A | 24A | 10A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 36.66 | 36.25 | INTRSECTN | L | BUSINESS | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 36.67 | 36.26 | | | | | | | 1 | 1 | | | | | 10A | 24A | 8A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 36.92 | 36.51 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 37.00 | 36.59 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | | |
| 37.12 | 36.71 | BEG SU LN | R | TRUCK CLIMBING SHOULD | 14A | | | 1 | 1 | | | | | 8A | 24A | \$\$\$ | 14 | 38 | 2 | 01 | | U1 | 55 | R | | | |
| 37.45 | 37.04 | INTRSECTN | R | JONES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 37.49 | 37.08 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 37.72 | 37.31 | | | | | | | 1 | 1 | | | | | 4A | 24A | | 14 | 38 | 2 | 01 | | U1 | 55 | R | | | |
| 37.73 | 37.32 | BEG SU LN | L | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24A | | 26 | 50 | 2 | 01 | | U1 | 55 | R | | | |
| 37.74 | 37.33 | END SU LN | R | TRUCK CLIMBING SHOULD | 14A | | | 1 | 1 | | | | | 4A | 24A | 8A | 12 | 36 | 2 | 01 | | U1 | 55 | R | | | |
| 37.90 | 37.49 | END SU LN | L | CLIMBING | | 12A | | 1 | 1 | | | | | 4A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 37.96 | 37.55 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 38.00 | 37.59 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | | |
| 38.01 | 37.60 | | | | | | | 1 | 1 | | | | | 8A | 24A | 4A | | 24 | 2 | 01 | | U1 | 55 | R | | | |
| 38.14 | 37.73 | INTRSECTN | B | MONKEY HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 38.15 | 37.74 | BEG SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 8A | 24A | 4A | 12 | 36 | 2 | 01 | | U1 | 55 | R | | | |
| | | WYE CONN | R | MONKEY HILL RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 38.27 | 37.86 | | | | | | | 1 | 1 | | | | | 8A | 24A | 4A | 12 | 36 | 2 | 01 | | U1 | 50 | R | | | |
| 38.77 | 38.36 | END SU LN | R | CLIMBING | | 12A | | 1 | 1 | | | | | 8A | 24A | 4A | \$\$\$ | 24 | 2 | 01 | | U1 | 50 | R | | | |
| 38.93 | 38.52 | INTRSECTN | L | DE GRAFF RD | CO | | Y | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U1 | 50 | R | | | |
| 39.00 | 38.59 | MP MARKER | R | 39 | | | | | | | | | | | | | | | | | | | | | | | |
| 39.22 | 38.81 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 39.23 | 38.82 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | 50 | R | | | |
| 39.24 | 38.83 | INTRSECTN | L | BANTA RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NORTHGATE DR | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 39.26 | 38.85 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 39.67 | 39.26 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | 50 | R | | | |
| 39.73 | 39.32 | END SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | 50 | R | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 36.42 | 36.01 | .03 | 12 | .10 | 12 | .03 | 12 | | |
| 36.66 | 36.25 | .02 | 12 | | | | | .04 | 12 |
| 37.45 | 37.04 | | | .03 | 12 | | | .03 | 12 |
| 38.14 | 37.73 | | | .09 | 12 | | | | |
| 38.93 | 38.52 | | | | | .02 | 12 | | |
| 39.24 | 38.83 | .03 | 12 | .08 | 12 | .03 | 12 | .08 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-------|---|-------------------------|----|--------------------------|----|-----|-------------|-----|-----|------------|-----|-----|-----|---------|--------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.74 | | 39.33 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.80 | | 39.39 | INTRSECTN | R | | TROXELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SOUNDVIEW LN | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 40.00 | | 39.59 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | |
| 40.38 | | 39.97 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.40 | | 39.99 | BEG SU LN | L | | TRUCK CLIMBING SHOULD12A | | | | | | | | | | | | | | | | | | | | | | |
| 40.56 | | 40.15 | INTRSECTN | R | | DUCKEN RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DECEPTION CIRCLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 40.57 | | 40.16 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 40.58 | | 40.17 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 40.59 | | 40.18 | END SU LN | L | | TRUCK CLIMBING SHOULD12A | | | | | | | | | | | | | | | | | | | | | | |
| 40.61 | | 40.20 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | |
| 40.74 | | 40.33 | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | |
| 40.81 | | 40.40 | INTRSECTN | R | | CORNET BAY RD | CO | | SG Y | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | DECEPTION PASS STATE PK | ST | | SG Y | | | | | | | | | | | | | | | | | | | |
| 40.87 | | 40.46 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | |
| 41.01 | | 40.60 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | |
| 41.10 | | 40.69 | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | |
| 41.24 | | 40.83 | ENT/EXIT | L | | DECEPTION PASS STATE PK | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 41.50 | | 41.09 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.58 | | 41.17 | BEG BRIDGE B | | | STATE PARK RD | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/116 | | | | | | | | | | | | | | | | | | | | | | |
| 41.59 | | 41.18 | END BRIDGE B | | | STATE PARK RD | | | | | | | | | | | | | | | | | | | | | | |
| 41.81 | | 41.40 | BEG BRIDGE B | | | DECEPTION PASS | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/204 | | | | | | | | | | | | | | | | | | | | | | |
| 41.90 | | 41.49 | END CTLSEC | | | CONTROL SECTION 1531 | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | ISLAND | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 39.80 | | 39.39 | .05 | 12 | .03 | 12 | | | | |
| 40.56 | | 40.15 | .03 | 12 | .02 | 12 | .02 | 12 | | |
| 40.81 | | 40.40 | .04 | 12 | .07 | 12 | .03 | 12 | .06 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | -----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 |
| 41.90 | | 41.49 | ENTER CO | | | SKAGIT | | | | 1 | 1 | | | | | | C | 22A | C | | | 22 | 2 | 01 | | R1 | | 30 | R |
| | | | BEG CTLSEC | | | CONTROL SECTION 2932 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.00 | | 41.59 | END BRIDGE | B | | DECEPTION PASS | | | | 1 | 1 | | | | | | 4A | 22A | 8A | | | 22 | 2 | 01 | | R1 | | 30 | R |
| 42.01 | | 41.60 | MP MARKER | | L | 42 | | | | | | | | | | | | | | | | | | | | | | | |
| 42.04 | | 41.63 | BEG BRIDGE | B | | CANOE PASS | | | ST | 1 | 1 | | | | | | \$\$C | 22A | \$\$C | | | 22 | 2 | 01 | | R1 | | 30 | R |
| | | | BRDG NUM 020/207 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.14 | | 41.73 | END BRIDGE | B | | CANOE PASS | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | R1 | | 30 | R |
| 42.46 | | 42.05 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | R1 | | 40 | R |
| 42.77 | | 42.36 | INTRSECTN | | L | ROSARIO RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 43.00 | | 42.59 | MP MARKER | | R | 43 | | | | | | | | | | | | | | | | | | | | | | | |
| 43.52 | | 43.11 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | R1 | | 50 | R |
| 43.56 | | 43.15 | INTRSECTN | | R | DECEPTION SHORES DR | | | PV | | Y | | | | | | | | | | | | | | | | | | |
| 43.69 | | 43.28 | INTRSECTN | | R | QUIET COVE RD | | | PV | N | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | U1 | | 50 | R |
| 43.95 | | 43.54 | INTRSECTN | | R | DECEPTION RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 44.01 | | 43.60 | MP MARKER | | R | 44 | | | | | | | | | | | | | | | | | | | | | | | |
| 44.35 | | 43.94 | INTRSECTN | | R | N DEWEY BEACH DR | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 44.61 | | 44.20 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | U1 | | 50 | R |
| 44.71 | | 44.30 | BEG BRIDGE | B | | MEADOW CREEK | | | ST | 1 | 1 | | | | | | \$\$W | 56P | \$\$W | | | 56 | 2 | 01 | | U1 | | 50 | R |
| | | | BRDG NUM 020/207.3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.74 | | 44.33 | END BRIDGE | B | | MEADOW CREEK | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 01 | | U1 | | 50 | R |
| 44.79 | | 44.38 | INTRSECTN | | B | LUNZ RD | | | CO | Y | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | U1 | | 50 | R |
| 44.84 | | 44.43 | BEG SU LN | | C | TWO WAY TURN | | | | | 1 | 1 | | | | | 4A | 24A | 4A | 12 | | 36 | 2 | 01 | | U1 | | 50 | R |
| 44.91 | | 44.50 | END SU LN | | C | TWO WAY TURN | | | | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | | 24 | 2 | 01 | | U1 | | 50 | R |
| 45.00 | | 44.59 | MP MARKER | | R | 45 | | | | | | | | | | | | | | | | | | | | | | | |
| 45.12 | | 44.71 | INTRSECTN | | L | S CAMPBELL LK RD | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 45.37 | | 44.96 | EXIT TO | | L | LUNZ RD | | | CO | N | 1 | 1 | | | | | 6A | 24A | 4A | | | 24 | 2 | 01 | | U1 | | 50 | R |
| 45.45 | | 45.04 | | | | | | | | | 1 | 1 | | | | | 6A | 24A | 4A | | | 24 | 2 | 01 | | R1 | | 50 | R |
| 45.61 | | 45.20 | INTRSECTN | | R | ALMIDA VISTA RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 45.87 | | 45.46 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | | 24 | 2 | 01 | | R1 | | 50 | R |
| 46.00 | | 45.59 | MP MARKER | | R | 46 | | | | | | | | | | | | | | | | | | | | | | | |
| 46.07 | | 45.66 | INTRSECTN | | L | CAMPBELL LAKE RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 46.18 | | 45.74 | EQUATION | | | 046.15 =046.18 | | | | | | | | | | | | | | | | | | | | | | | |
| 46.47 | | 46.03 | INTRSECTN | | R | TIBBLES LN | | | PV | | N | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 42.77 | | 42.36 | .04 | 13 | | | | | .02 | 13 | |
| 43.56 | | 43.15 | | | .03 | 12 | | | | | |
| 44.79 | | 44.38 | .03 | 12 | | .03 | 12 | | | | |
| 45.61 | | 45.20 | | | .03 | 12 | | | | | |
| 46.07 | | 45.66 | .03 | 12 | | | .06 | 12 | | .08 | 12 |

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

SR 020 MAINLINE STATE ROUTE - SRSH COUNTY SKAGIT DOT DISTRICT 1

Table with columns: SRMP, B, ARM, FEATURE, D, LR, DESCRIPTION, BRIDGE, DECREASES/DIV, INCREASES/UNDI, SPC, TOT, MTCE, CITY, ST, SPEED, T, P, S. Includes rows for MILLER RD, ANACORTES, and THOMPSON RD.

INTERSECTION DETAIL table with columns: SRMP, B, ARM, L NEAR, R NEAR, L FAR, R FAR, ACCELERATION LANES (LEFT, L-CNTR, R-CNTR, RIGHT).

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|-----------------------|-----------------|----|---|--------------|---|-------|---------|-------|------|---------------------------|-------|-----|-------|-----|-----|----|----------|------|----|-------|----|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 49.71 | 49.27 | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | 2 | 2 | 10A | 24A | 4A | 32A | DE | 4A | 24A | 10A | 48 | 2 | 01 | 0030 | U1 | 55 | R | P | | | | |
| 49.85 | 49.41 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | 48 | 2 | 01 | 0030 | U1 | 55 | R | P | | | | |
| 49.87 | 49.43 | | BEG BRIDGE | I | | OLD BN RR | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 400 | \$\$ | \$\$W | 38P | \$\$W | 76 | 2 | 01 | 0030 | U1 | 55 | R | P | | | | |
| | | | BEG BRIDGE | D | | OLD BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/209S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/209N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.90 | 49.46 | | END BRIDGE | I | | OLD BN RR | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | 48 | 2 | 01 | 0030 | U1 | 55 | R | P | | | | |
| | | | END BRIDGE | D | | OLD BN RR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.92 | 49.48 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 01 | 0030 | U1 | 55 | R | P | | | | |
| 49.95 | 49.51 | | LEAVE CITY | | | ANACORTES | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 01 | \$\$\$\$ | U1 | 55 | R | \$ | | | | |
| | | | MISC FEATR | L | | SGN ENT ANACORTES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.99 | 49.55 | | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.18 | 49.74 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40A | UP | 4A | 24A | 10A | 48 | 2 | 01 | | U1 | 55 | R | | | | | |
| 50.26 | 49.82 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 01 | | U1 | 55 | R | | | | | |
| 50.53 | 50.09 | | MISC FEATR | L | | SGN LVG SWINOMISH RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT SWINOMISH RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.60 | 50.16 | | EXIT TO | R | | PADILLA HTS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | L | | MARCH PT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.61 | 50.17 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | 48 | 2 | 01 | | U1 | 55 | L | | | | | |
| 50.62 | 50.18 | | EXIT TO | L | | MARCH PT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | R | | PADILLA HTS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.83 | 50.39 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | 48 | 2 | 01 | | U1 | 55 | L | | | | | |
| 50.84 | 50.40 | | MISC FEATR | L | | SGN ENT SWINOMISH RES | | | | 2 | 2 | \$\$W | 33P | \$\$W | 60S | BE | 4A | 24A | 10A | 57 | 2 | 01 | | U1 | 55 | L | | | | | |
| | | | BEG BRIDGE | D | | SWINOMISH SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/211N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.86 | 50.42 | | BEG BRIDGE | I | | SWINOMISH SLOUGH | ST | | | 2 | 2 | W | 33P | W | 500 | \$\$ | \$\$C | 33P | \$\$C | 66 | 2 | 01 | | U1 | 55 | L | | | | | |
| | | | | | | BRDG NUM 020/211S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN LVG SWINOMISH RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.48 | 51.04 | | END BRIDGE | I | | SWINOMISH SLOUGH | | | | 2 | 2 | W | 33P | W | 60S | BE | 4A | 24A | 10A | 57 | 2 | 01 | | R1 | 55 | L | | | | | |
| 51.51 | 51.07 | | END BRIDGE | D | | SWINOMISH SLOUGH | | | | 2 | 2 | 10A | 24A | 4A | 60S | BE | 4A | 24A | 10A | 48 | 2 | 01 | | R1 | 55 | L | | | | | |
| 51.56 | 51.12 | | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | 48 | 2 | 01 | | R1 | 55 | L | | | | | |
| 51.66 | 51.22 | | MISC FEATR | R | | GORE (Q105196) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.67 | 51.23 | | INTRSECTN | L | | JOSH GREEN LN | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | 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 |
| 49.71 | 49.27 | | | .04 | 12 | .04 | 12 | .04 | 12 | .04 | 12 |
| 50.60 | 50.16 | | | | | .02 | 12 | | | | |
| 50.62 | 50.18 | | | | | | | | | .02 | 12 |
| 51.67 | 51.23 | | | .04 | 12 | | | .03 | 12 | .02 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | |
| SRMP | B | ARM | 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 | T | P | S | | | | | |
| 51.81 | | 51.37 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 51.96 | | 51.52 | ON RAMP | R | | DIKE ACCESS RD | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.99 | | 51.55 | MP MARKER | B | | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.43 | | 51.99 | | | | | | | | 2 | 2 | 10A | 20P | 4A | 60S | DE | 4A | 24A | 10A | | | 44 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 52.99 | | 52.55 | MP MARKER | B | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.06 | | 52.62 | | | | | | | | 2 | 2 | 8A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 53.24 | | 52.80 | INTRSECTN | L | | BAYVIEW-EDISON RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | LACONNER-WHITNEY RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.26 | | 52.82 | WYE CONN | R | | LACONNER-WHITNEY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.44 | | 53.00 | | | | | | | | 2 | 2 | 6A | 24A | 6A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 53.61 | | 53.17 | ENT FROM | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.77 | | 53.33 | WEIGH STA | L | | NUMBER 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.85 | | 53.41 | BEG BRIDGE I | | | OIL PIPELINE | ST | | | 2 | 2 | 6A | 24A | 6A | 60S | DE | \$\$\$ | 38P | \$\$\$ | | | 62 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| | | | | | | BRDG NUM 020/213S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.87 | | 53.43 | END BRIDGE I | | | OIL PIPELINE | | | | 2 | 2 | 6A | 24A | 6A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 53.98 | | 53.54 | EXIT TO | L | | WEIGH STATION | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.99 | | 53.55 | MP MARKER | B | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.40 | | 53.96 | | | | | | | | 2 | 2 | 6A | 24A | 6A | 60S | GR | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 54.46 | | 54.02 | | | | | | | | 2 | 2 | 6A | 24A | 6A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 54.51 | | 54.07 | INTRSECTN | L | | FARM TO MARKET RD | CO | SG | Y | 2 | 2 | 10A | 24A | 4A | 60S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| | | | INTRSECTN | R | | BEST RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.71 | | 54.27 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 60S | CA | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 54.80 | | 54.36 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | CA | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 54.81 | | 54.37 | MISC FEATR | LC | | 24K CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.87 | | 54.43 | OFF RAMP | R | | SR 536 EB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.96 | | 54.52 | MISC FEATR | R | | GORE (P105487) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.99 | | 54.55 | MP MARKER | B | | 55 | | | | 2 | 2 | 10A | 24A | 4A | 42S | DE | 4A | 24A | 10A | | | 48 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| 55.08 | | 54.64 | ENT FROM | LC | | SR 536 WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.09 | | 54.65 | ENT FROM | R | | SR 536 WB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.10 | | 54.66 | BEG BRIDGE D | | | HIGGINS SLOUGH | ST | | | 2 | 2 | \$\$W | 38P | \$\$W | 42S | DE | 4A | 24A | 10A | | | 62 | 2 | 01 | | R1 | | 55 | L | | | | | | | |
| | | | | | | BRDG NUM 020/214N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.11 | | 54.67 | END BRIDGE D | | | HIGGINS SLOUGH | | | | 2 | 2 | 10A | 24A | 4A | 42S | DE | \$\$W | 38P | \$\$W | | | 62 | 2 | 01 | | R1 | | 55 | L | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 53.24 | | 52.80 | | .04 | 12 | .04 | 12 | .04 | 12 | .04 | 12 |
| 53.26 | | 52.82 | | | | | | | | | .25 12 |
| 54.51 | | 54.07 | | .04 | 12 | .04 | 12 | .04 | 12 | .04 | 12 |
| 55.08 | | 54.64 | | | | | | | | .27 12 | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------------------------|-----------------|----|---|-----------------|-------|-----|--------|-----|------|--------|------|-------|------|---------------------------|-------|----|----|-----|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | MTCE | | CITY | ST | SPEED | | T | P | S | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS | | RDY | | A SE | | NBR | FC | D IB | | R | K | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 55.11 | | 54.67 | BEG BRIDGE | I | | HIGGINS SLOUGH BRDG NUM 020/214S | ST | | 2 | 2 | 10A | 24A | 4A | 42S | DE | W | 38P | W | | 62 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.13 | | 54.69 | END BRIDGE | I | | HIGGINS SLOUGH | | | 2 | 2 | 10A | 24A | 4A | 42S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.15 | | 54.71 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.61 | | 55.17 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.64 | | 55.20 | BEG BRIDGE | I | | HIGGINS SLOUGH BRDG NUM 020/217S | ST | | 2 | 2 | \$\$C | 34A | \$\$C | 420 | \$\$ | \$\$W | 38P | \$\$W | | 72 | 2 | 01 | | R1 | | 55 | L | | | |
| | | | BEG BRIDGE | D | | HIGGINS SLOUGH BRDG NUM 020/217N | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 55.65 | | 55.21 | END BRIDGE | I | | HIGGINS SLOUGH | | | 2 | 2 | 10A | 24A | 4A | 42S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| | | | END BRIDGE | D | | HIGGINS SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.70 | | 55.26 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.87 | | 55.43 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | DE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 55.96 | | 55.52 | INTRSECTN | L | | HIGGINS AIRPORT WAY | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.97 | | 55.53 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.05 | | 55.61 | MP MARKER | R | | 56 | | | | | | | | | | | | | | | | | | | | | | | | |
| 56.19 | | 55.75 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.21 | | 55.77 | BEG BRIDGE | D | | HIGGINS SLOUGH BRDG NUM 020/220N | ST | | 2 | 2 | \$\$C | 40A | \$\$C | 42S | DE | 4A | 24A | 10A | | 64 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.22 | | 55.78 | END BRIDGE | D | | HIGGINS SLOUGH | | | 2 | 2 | 10A | 24A | 4A | 42S | DE | \$\$W | 38P | \$\$W | | 62 | 2 | 01 | | R1 | | 55 | L | | | |
| | | | BEG BRIDGE | I | | HIGGINS SLOUGH BRDG NUM 020/220S | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 56.23 | | 55.79 | END BRIDGE | I | | HIGGINS SLOUGH | | | 2 | 2 | 10A | 24A | 4A | 42S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.26 | | 55.82 | | | | | | | 2 | 2 | 10A | 24A | 4A | 42S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.64 | | 56.20 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 56.85 | | 56.41 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 22A | 10A | | 46 | 2 | 01 | | R1 | | 55 | L | | | |
| 57.00 | | 56.56 | MP MARKER | R | | 57 | | | | | | | | | | | | | | | | | | | | | | | | |
| 57.10 | | 56.66 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 22A | 10A | | 46 | 2 | 01 | | R1 | | 55 | L | | | |
| 57.14 | | 56.70 | BEG BRIDGE | B | | HIGGINS SLOUGH BRDG NUM 020/223 | ST | | 2 | 2 | \$\$C | 30A | \$\$C | 400 | \$\$ | \$\$W | 38P | \$\$W | | 68 | 2 | 01 | | R1 | | 55 | L | | | |
| 57.15 | | 56.71 | END BRIDGE | B | | HIGGINS SLOUGH | | | 2 | 2 | 10A | 24A | 4A | 40S | BE | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 57.18 | | 56.74 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | R1 | | 55 | L | | | |
| 57.51 | | 57.07 | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | CA | 4A | 24A | 10A | | 48 | 2 | 01 | | U1 | | 55 | L | | | |
| 57.52 | | 57.08 | INTRSECTN | B | | AVON ALLEN RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.00 | | 57.56 | MP MARKER | R | | 58 | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.56 | | 58.12 | | | | | | | 2 | 2 | 8A | 24A | \$\$\$ | 8A | UP | \$\$\$ | 24A | 8A | | 48 | 2 | 01 | | U1 | | 55 | L | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|--|-------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- | |
| 55.96 | | 55.52 | | .06 | 13 | | | | | | .07 | 12 |
| 57.52 | | 57.08 | | .09 | 13 | .09 | 12 | .08 | 13 | | .10 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | |
| 58.62 | | 58.18 | | | | | | | | 2 | 2 | 8A | 24A | | 8A | UP | 24A | 8A | | 48 | 2 | 01 | | U1 | 55 | L | | | | |
| 58.77 | | 58.33 | INTRSECTN | B | | PULVER RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.78 | | 58.34 | WYE CONN | L | | PULVER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 58.82 | | 58.38 | | | | | | | | 2 | 2 | 8A | 24A | | 9A | CU | 24A | 8A | | 48 | 2 | 01 | | U1 | 55 | L | | | | |
| 58.99 | | 58.55 | MP MARKER | R | | 59 | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.24 | | 58.80 | ENTER CITY | | | BURLINGTON | | | | 2 | 2 | 8A | 24A | | 9A | CU | 24A | 8A | | 48 | 2 | 01 | 0140 | U1 | 55 | L | P | | | |
| 59.27 | | 58.83 | OFF RAMP | R | | SR 5 SB | ST | SG | Y | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 62A | \$\$C | 62 | 2 | 01 | 0140 | U1 | 55 | L | P | | | |
| 59.28 | | 58.84 | ON RAMP | R | | SR 5 SB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | GARRETT RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.34 | | 58.90 | MISC FEATR | R | | SGN ENT BURLINGTON | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.37 | | 58.93 | | | | | | | | 2 | 2 | | | | | | 8A | 62A | C | 62 | 2 | 01 | 0140 | U1 | 35 | L | P | | | |
| 59.42 | | 58.98 | WYE CONN | R | | NEVITT RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.43 | | 58.99 | INTRSECTN | R | | NEVITT ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.49 | | 59.05 | | | | | | | | 2 | 2 | | | | | | \$\$C | 59A | C | 59 | 2 | 01 | 0140 | U1 | 35 | L | P | | | |
| 59.54 | | 59.10 | BEG ST | I | | RIO VISTA AVE | | | | 2 | 2 | | | | | | C | 59A | C | 59 | 2 | 01 | 0140 | U1 | 35 | L | P | * | | |
| | | | UXING | B | | SR 5 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/714 | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.60 | | 59.16 | WYE CONN | R | | OFF RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.61 | | 59.17 | ON/OFF RMP | R | | SR 5 NB | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.74 | | 59.30 | ENT/EXIT | L | | BUSINESS | PV | SG | Y | 2 | 2 | | | | | | C | 46A | C | 46 | 2 | 01 | 0140 | U1 | 35 | L | P | * | | |
| | | | INTRSECTN | R | | HAGGEN DR | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 59.85 | | 59.41 | END ST | I | | RIO VISTA AVE | | | | 2 | 2 | | | | | | C | 59A | C | 59 | 2 | 01 | 0140 | U1 | 30 | L | P | * | | |
| | | | BEG ST | I | | S BURLINGTON BLVD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S BURLINGTON BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RIO VISTA AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 58.77 | | 58.33 | | .04 | 12 | .09 | 12 | | | | |
| 58.78 | | 58.34 | | | | | | | | .07 | 12 |
| 59.27 | | 58.83 | | | | .08 | 12 | | | .07 | 24 |
| 59.28 | | 58.84 | | .07 | 13 | | | | | .07 | 12 |
| 59.42 | | 58.98 | | | | .08 | 12 | | | | |
| 59.43 | | 58.99 | | | | | | | | .10 | 12 |
| 59.60 | | 59.16 | | | | .03 | 11 | | | | |
| 59.61 | | 59.17 | | | | | | | | .05 | 11 |
| 59.74 | | 59.30 | | .03 | 12 | .03 | 12 | | | | |
| 59.85 | | 59.41 | | | | .06 | 12 | | | .03 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | | | | | D IB | | R | K | T | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | | | |
| 59.89 | | 59.45 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 2 | 01 | 0140 | U1 | | 30 | L | P | * | | | | | | |
| 59.90 | | 59.46 | INTRSECTN | R | | ORANGE AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59.94 | | 59.50 | RR XING | B | | NUM 92255Y GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.00 | | 59.56 | INTRSECTN | R | | VERNON ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.05 | | 59.61 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 2 | 01 | 0140 | U1 | | 30 | L | P | * | | | | | | |
| 60.06 | | 59.62 | INTRSECTN | R | | WASHINGTON AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.11 | | 59.67 | INTRSECTN | B | | FAIRHAVEN AVE | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.17 | | 59.73 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 2 | 01 | 0140 | U1 | | 30 | L | P | * | | | | | | |
| | | | INTRSECTN | R | | VICTORIA AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.19 | | 59.75 | INTRSECTN | L | | W VICTORIA AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.22 | | 59.78 | INTRSECTN | R | | HAZEL AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.26 | | 59.82 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 1 | | | | | | C | 49A | C | \$\$\$ | 49 | 2 | 01 | 0140 | U1 | | 30 | L | P | * | | | | | | |
| | | | WYE CONN | R | | SR 20 | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.27 | | 59.83 | END ST | I | | S BURLINGTON BLVD | | | | 2 | 1 | | | | | | 8A | 40A | 8A | | 40 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| | | | BEG ST | I | | AVON AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S BURLINGTON BLVD | CT | | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.28 | | 59.84 | WYE CONN | R | | SR 20 | ST | | | Y | 2 | 2 | | | | | 4A | 49A | 3A | | 49 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| 60.31 | | 59.87 | | | | | | | | | 2 | 1 | | | | | 4A | 49A | 3A | | 49 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| 60.33 | | 59.89 | | | | | | | | | | 1 | 1 | | | | 4A | 46A | 4A | | 46 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| 60.35 | | 59.91 | INTRSECTN | R | | ALDER ST | CT | | | Y | 1 | 1 | | | | | 9A | 24A | 8A | | 24 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| 60.41 | | 59.97 | INTRSECTN | B | | N WALNUT ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.48 | | 60.04 | INTRSECTN | B | | SPRUCE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.50 | | 60.06 | BEG SU LN | L | | WEAVING/SPEED CHANGE | 10A | | | 1 | 1 | | | | | | 2A | 24A | 2A | 20 | 44 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| | | | BEG SU LN | R | | WEAVING/SPEED CHANGE | 10A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.52 | | 60.08 | RR XING | B | | NUM 84766N GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.54 | | 60.10 | END SU LN | L | | WEAVING/SPEED CHANGE | 10A | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 0140 | U1 | | 30 | L | B | * | | | | | | |
| | | | END SU LN | R | | WEAVING/SPEED CHANGE | 10A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.56 | | 60.12 | INTRSECTN | B | | OAK ST | CT | | | Y | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0140 | U1 | | 30 | L | L | * | | | | | | |
| 60.62 | | 60.18 | INTRSECTN | B | | N CHERRY ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.69 | | 60.25 | INTRSECTN | B | | N PINE ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.76 | | 60.32 | INTRSECTN | B | | N ANACORTES ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.81 | | 60.37 | INTRSECTN | L | | MAGNOLIA AVE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60.85 | | 60.41 | END ST | I | | AVON AVE | | | | 1 | 1 | | | | | | 3A | 46A | 6A | | 46 | 2 | 01 | 0140 | U1 | | 30 | L | L | * | | | | | | |
| | | | BEG ST | I | | CASCADE HI-WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CASCADE HWY | 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 |
| 60.11 | | 59.67 | .03 | 12 | | | | | | |
| 60.27 | | 59.83 | | | .03 | 12 | | | | |
| 60.28 | | 59.84 | | | .04 | 10 | | | | |
| 60.85 | | 60.41 | | | | | | | .02 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|-------|---|------|-------------------|---------|-------------|-------------|--------------------|-------------|-------------|-----|---------------------------|----------------|----------|----|------|------|---|--|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | | SPC | | | | LEGAL | | T | | P | | S | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | USE TOT | | | | SPEED | | R | | K | | T | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | MEDIAN- WD/S BR | SHD RDY SHD | W/S W/S W/S | WID | RDY | MTCE | CITY | ST | D IB | R | K | | | |
| 60.87 | 60.43 | | | | | | 1 1 | | | | | 3A 46A 6A | 46 2 01 | 0140 | U1 | 30 | L L | * | | | |
| 60.90 | 60.46 | INTRSECTN | B | N REGENT ST | CT | Y | 1 1 | | | | | 3A 36A 6A | 36 2 01 | 0140 | U1 | 30 | L B | * | | | |
| 60.97 | 60.53 | | | | | | 1 1 | | | | | 8A 22A 8A | 22 2 01 | 0140 | U1 | 30 | L B | * | | | |
| 60.98 | 60.54 | MP MARKER | R | 61 | | | | | | | | | | | | | | | | | |
| 61.04 | 60.60 | INTRSECTN | B | N SKAGIT ST | CT | Y | | | | | | | | | | | | | | | |
| 61.05 | 60.61 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 61.11 | 60.67 | BEG SU LN | C | TWO WAY TURN | 12A | | 1 1 | | | | | 8A 22A 8A | 12 34 2 01 | 0140 | U1 | 30 | L B | * | | | |
| 61.27 | 60.83 | END SU LN | C | TWO WAY TURN | 12A | | 1 1 | | | | | 8A 22A 8A | \$\$\$ 22 2 01 | 0140 | U1 | 30 | L B | * | | | |
| 61.31 | 60.87 | INTRSECTN | R | SECTION ST | CT | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PEACOCK LN | CT | Y | | | | | | | | | | | | | | | |
| 61.32 | 60.88 | | | | | | 1 1 | | | | | 8A 22A 8A | 22 2 01 | 0140 | U1 | 50 | L B | * | | | |
| 61.33 | 60.89 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | |
| 61.56 | 61.12 | LEAVE CITY | | BURLINGTON | | | 1 1 | | | | | 8A 22A 8A | 22 2 01 | \$\$\$\$ | U1 | 50 | L \$ | * | | | |
| 61.58 | 61.14 | INTRSECTN | B | GARDNER RD | CO | Y | | | | | | | | | | | | | | | |
| 61.86 | 61.42 | INTRSECTN | B | PETER ANDERSON RD | CO | Y | | | | | | | | | | | | | | | |
| 61.93 | 61.49 | INTRSECTN | L | GUNDERSEN LN | CO | N | | | | | | | | | | | | | | | |
| 61.99 | 61.55 | MP MARKER | R | 62 | | | | | | | | | | | | | | | | | |
| 62.05 | 61.61 | INTRSECTN | L | MARY LN | CO | N | | | | | | | | | | | | | | | |
| 62.31 | 61.87 | INTRSECTN | L | JORDAN RD | CO | N | | | | | | | | | | | | | | | |
| 62.48 | 62.04 | INTRSECTN | L | DISTRICT LINE RD | CO | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LAFAYETTE RD | CO | Y | | | | | | | | | | | | | | | |
| 62.70 | 62.26 | INTRSECTN | L | VISTA VIEW DR | CO | N | | | | | | | | | | | | | | | |
| 62.81 | 62.37 | INTRSECTN | L | ALTA VISTA DR | CO | N | | | | | | | | | | | | | | | |
| 62.99 | 62.55 | MP MARKER | R | 63 | | | | | | | | | | | | | | | | | |
| 63.06 | 62.62 | INTRSECTN | L | COLLINS RD | CO | SG Y | | | | | | | | | | | | | | | |
| 63.33 | 62.89 | WYE CONN | R | STERLING RD | CO | Y | | | | | | | | | | | | | | | |
| 63.34 | 62.90 | INTRSECTN | B | STERLING RD | CO | Y | | | | | | | | | | | | | | | |
| 63.36 | 62.92 | WYE CONN | L | STERLING 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 | LGT WD | LGT WD | LGT WD | LGT WD |
| 60.90 | 60.46 | | | .04 | 12 | | | | |
| 61.04 | 60.60 | .04 | 12 | | .03 | 12 | | | |
| 61.31 | 60.87 | .02 | 12 | | .03 | 12 | | | |
| 61.58 | 61.14 | .02 | 12 | .03 | 12 | .02 | 12 | | |
| 61.86 | 61.42 | .02 | 12 | .03 | 12 | .02 | 12 | | |
| 62.48 | 62.04 | .03 | 12 | | .02 | 12 | | | |
| 62.70 | 62.26 | .02 | 12 | | | | | | |
| 63.06 | 62.62 | .03 | 12 | | | | | | |
| 63.34 | 62.90 | .03 | 13 | | .03 | 13 | | | |
| 63.36 | 62.92 | | | | | .01 | 12 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | | | | | D IB | | R | K | T | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | | |
| 63.37 | | 62.93 | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | U1 | | | 50 | L | | * | | | |
| 63.41 | | 62.97 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 2 | 01 | | U1 | | | 50 | L | | * | | | |
| 63.48 | | 63.04 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 2 | 01 | | U1 | | | 50 | L | | * | | | |
| 63.64 | | 63.20 | INTRSECTN | L | | HOLTCAMP RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.72 | | 63.28 | MISC FEATR | R | | SGN ENT SEDRO WOOLEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63.73 | | 63.29 | ENTER CITY | | | SEDRO-WOOLLEY | | | | | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 1150 | U1 | | | 50 | L | B | * | | | |
| 63.89 | | 63.45 | MP MARKER | R | | 64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.21 | | 63.77 | INTRSECTN | R | | RHODES RD | CT | SG | Y | 1 | 1 | | | | | | \$\$C | 50A | 8A | | 50 | 2 | 01 | 1150 | U1 | | | 50 | L | B | * | | | |
| | | | INTRSECTN | L | | HODGIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.28 | | 63.84 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 38A | 8A | 12 | 50 | 2 | 01 | 1150 | U1 | | | 50 | L | B | * | | | |
| | | | ENT FROM | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 64.30 | | 63.86 | EXIT TO | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 64.34 | | 63.90 | ENT/EXIT | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 64.36 | | 63.92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.39 | | 63.95 | INTRSECTN | L | | RABY ST | CT | | | Y | | | | | | | C | 38A | 8A | 12 | 50 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| 64.40 | | 63.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.46 | | 64.02 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| 64.51 | | 64.07 | INTRSECTN | L | | TRAIL RD | CT | SG | Y | | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| | | | INTRSECTN | R | | W STATE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.56 | | 64.12 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 24A | 8A | 13 | 37 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| 64.69 | | 64.25 | ENT/EXIT | L | | SHOPPING CENTER | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 64.70 | | 64.26 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| 64.74 | | 64.30 | ENT/EXIT | L | | SHOPPING CENTER | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 64.75 | | 64.31 | EXIT TO | L | | SHOPPING CENTER | | | | PV | Y | 1 | 1 | | | | \$\$C | 44A | 8A | | 44 | 2 | 01 | 1150 | U1 | | | 35 | L | B | * | | | |
| 64.81 | | 64.37 | END ST | I | | CASCADE HI-WAY | | | | | | 2 | 1 | | | | C | 52A | 8A | | 52 | 2 | 01 | 1150 | U1 | | | 35 | L | B | \$ | | | |
| | | | INTRSECTN | R | | SR 9 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.90 | | 64.46 | INTRSECTN | B | | FERRY ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|--|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- | |
| 64.21 | | 63.77 | | .04 | 12 | .03 | 12 | .04 | 12 | .03 | 12 | |
| 64.28 | | 63.84 | | | | | | .04 | 14 | | | |
| 64.30 | | 63.86 | | | | | | .04 | 14 | | | |
| 64.34 | | 63.90 | | | | | | .05 | 14 | | | |
| 64.39 | | 63.95 | | | | | | .01 | 14 | | | |
| 64.51 | | 64.07 | | .03 | 12 | .04 | 12 | .03 | 13 | | | |
| 64.74 | | 64.30 | | .02 | 13 | | | | | | | |
| 64.75 | | 64.31 | | | | | | .06 | 12 | | | |
| 64.81 | | 64.37 | | | | .02 | 12 | .03 | 12 | | | |
| 64.90 | | 64.46 | | | | .03 | 12 | .03 | 12 | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | | | | SPEED | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | | |
| 64.91 | 64.47 | | WYE CONN | R | | FERRY ST | CT | Y | 2 | 1 | | | | | | | C | 52A | 8A | 52 | 2 | 01 | 1150 | U1 | 35 | L | B | | | | | |
| 64.93 | 64.49 | | | | | | | | 1 | 1 | | | | | | | C | 40A | 8A | 40 | 2 | 01 | 1150 | U1 | 35 | L | B | | | | | |
| 64.97 | 64.53 | | BEG ST | I | | BORSETH ST | | | 1 | 1 | | C | 12A | | 6P | CU | \$ | 12A | 8A | 24 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | | |
| | | | INTRSECTN | R | | BORSETH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 64.98 | 64.54 | | INTRSECTN | L | | HARRISON ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.00 | 64.56 | | MP MARKER | R | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.06 | 64.62 | | ROUNDAABOUT | L | | COOK RD | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | R | | SKAGIT INDUSTRIAL PARK | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 65.09 | 64.65 | | | | | | | | 1 | 1 | | \$ | \$\$\$ | | \$\$\$ | \$ | C | 36A | 8A | 36 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | | |
| 65.17 | 64.73 | | INTRSECTN | L | | F AND S GRADE RD | CT | Y | 1 | 1 | | | | | | | C | 38A | 8A | 38 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | | |
| 65.18 | 64.74 | | WYE CONN | L | | F AND S GRADE RD | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.24 | 64.80 | | END ST | I | | BORSETH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MOORE ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.30 | 64.86 | | | | | | | | 1 | 1 | | | | | | | C | 42A | \$\$C | 42 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | | |
| 65.35 | 64.91 | | ROUNDAABOUT | R | | SKAGIT WAY | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | PATRICK ST | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 65.47 | 65.03 | | UXING | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | BRDG NUM 020/226 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NUM 85099X | | | STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.50 | 65.06 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | C | 30A | C | 12 | 42 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| | | | INTRSECTN | R | | METCALF ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.58 | 65.14 | | INTRSECTN | B | | MURDOCK ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.65 | 65.21 | | INTRSECTN | R | | PUGET AVE | CT | FS | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 65.71 | 65.27 | | INTRSECTN | B | | REED ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.74 | 65.30 | | END SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | C | 42A | C | \$\$\$ | 42 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| 65.75 | 65.31 | | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.76 | 65.32 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | C | 30A | C | 12 | 42 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| 65.78 | 65.34 | | INTRSECTN | R | | HAINES ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.83 | 65.39 | | INTRSECTN | L | | N CENTRAL AVE | CT | Y | 1 | 1 | | | | | | | 4A | 22A | 4A | 12 | 34 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| | | | INTRSECTN | R | | CENTRAL ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.96 | 65.52 | | INTRSECTN | B | | BALL ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.99 | 65.55 | | MP MARKER | R | | 66 | | | 1 | 1 | | | | | | | 4A | 24A | 4A | 12 | 36 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| 66.02 | 65.58 | | END SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 2 | 01 | 1150 | U1 | 35 | L | B | * | | | |
| 66.08 | 65.64 | | END ST | I | | MOORE ST | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 1150 | U2 | 35 | L | B | \$ | | | |
| | | | INTRSECTN | L | | SR 9 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TOWNSHIP ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 65.17 | 64.73 | | | .05 | 12 | | | | | .03 | 12 |
| 65.96 | 65.52 | | | | | | | | | .04 | 12 |
| 66.08 | 65.64 | | | .03 | 13 | .03 | 12 | .03 | 13 | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----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 |
| 66.13 | 65.69 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 1150 | U2 | 35 | L | B | |
| 66.19 | 65.75 | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 1150 | U2 | 35 | L | B | |
| 66.29 | 65.85 | LEAVE CITY | | SEDRO-WOOLLEY | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | \$\$\$ | U2 | 35 | L | \$ | |
| 66.39 | 65.95 | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | U2 | 45 | L | | |
| 66.43 | 65.99 | INTRSECTN | L | CARTER ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.52 | 66.08 | | | | | | | 1 | 1 | | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | U2 | 45 | L | | |
| 66.67 | 66.23 | INTRSECTN | L | CARRIAGE CT | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.68 | 66.24 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | U2 | 45 | L | | |
| 66.71 | 66.27 | INTRSECTN | R | POLTE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.82 | 66.38 | END SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | U2 | 45 | L | | |
| 66.89 | 66.45 | INTRSECTN | B | FRUITDALE RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 66.93 | 66.49 | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | U2 | 45 | L | | |
| 66.99 | 66.55 | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | U2 | 55 | L | | |
| 67.01 | 66.57 | MP MARKER | R | 67 | | | | | | | | | | | | | | | | | | | | | | | | |
| 67.53 | 67.09 | BEG BRIDGE | B | HANSEN CREEK BRDG NUM 020/229 | ST | | | 1 | 1 | | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | | U2 | 55 | L | | |
| 67.54 | 67.10 | END BRIDGE | B | HANSEN CREEK | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | U2 | 55 | L | | |
| 67.82 | 67.38 | INTRSECTN | L | HELMICK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 67.83 | 67.39 | WYE CONN | L | HELMICK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 67.99 | 67.55 | MP MARKER | R | 68 | | | | | | | | | | | | | | | | | | | | | | | | |
| 68.03 | 67.59 | | | | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | |
| 68.68 | 68.24 | INTRSECTN | L | VALERIA PL | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 68.76 | 68.32 | WEIGH STA | R | NUMBER 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | WEIGH STATION (VACATED) | | | | | | | | | | | | | | | | | | | | | | | | |
| 68.99 | 68.55 | MP MARKER | R | 69 | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.11 | 68.67 | INTRSECTN | L | PARKER RD | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 69.56 | 69.12 | INTRSECTN | R | SIMS RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 69.82 | 69.38 | ENT/EXIT | R | DOT MAINT SITE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 69.93 | 69.49 | BEG BRIDGE | B | COAL CREEK BRDG NUM 020/232 | ST | | | 1 | 1 | | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | | R2 | 55 | L | | |
| 69.94 | 69.50 | END BRIDGE | B | COAL CREEK | | | | 1 | 1 | | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | |
| 69.99 | 69.55 | MP MARKER | R | 70 | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| | | | | | | | | | |
| 66.43 | 65.99 | .03 | 12 | | | | | .02 | 12 |
| 66.67 | 66.23 | .04 | 12 | | | .13 | 12 | | |
| 66.89 | 66.45 | .05 | 11 | .04 | 12 | .04 | 11 | | |
| 67.82 | 67.38 | .05 | 12 | | | | | .02 | 11 |
| 67.83 | 67.39 | | | | | | | .02 | 12 |
| 69.82 | 69.38 | | | .03 | 12 | | | .05 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----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 | |
| 70.23 | 69.79 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | | |
| 70.41 | 69.97 | INTRSECTN | R | HOEHN RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 70.54 | 70.10 | BEG BRIDGE | B | WISEMAN CREEK BRDG NUM 020/235 | ST | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | | R2 | 55 | L | | | |
| 70.56 | 70.12 | END BRIDGE | B | WISEMAN CREEK | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | | |
| 70.63 | 70.19 | INTRSECTN | L | BACUS RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 71.00 | 70.56 | MP MARKER | R | 71 | | | | | | | | | | | | | | | | | | | | | | | |
| 71.30 | 70.86 | | | | | | 1 | 1 | | | | | | 6A | 23A | 6A | | 23 | 2 | 01 | | R2 | 55 | L | | | |
| 71.33 | 70.89 | INTRSECTN | R | MINKLER RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 72.00 | 71.56 | MP MARKER | R | 72 | | | | | | | | | | | | | | | | | | | | | | | |
| 72.04 | 71.60 | WYE CONN | R | LYMAN-HAMILTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 72.05 | 71.61 | INTRSECTN | R | LYMAN-HAMILTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 72.06 | 71.62 | WYE CONN | R | LYMAN-HAMILTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 72.78 | 72.34 | EXIT TO | R | NICHOLSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 72.87 | 72.43 | ENT FROM | R | ROBINSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 73.01 | 72.57 | MP MARKER | R | 73 | | | | | | | | | | | | | | | | | | | | | | | |
| 73.90 | 73.46 | ENTER CITY | | LYMAN | | | 1 | 1 | | | | | | 6A | 23A | 6A | | 23 | 2 | 01 | 0705 | R2 | 55 | L | P | | |
| 74.00 | 73.56 | MP MARKER | R | 74 | | | | | | | | | | | | | | | | | | | | | | | |
| 74.13 | 73.69 | INTRSECTN | B | PREVEDELL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 74.28 | 73.84 | INTRSECTN | B | PIPELINE RD | CT | | N | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 0705 | R2 | 55 | L | P | | |
| 74.29 | 73.85 | LEAVE CITY | | LYMAN | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | \$\$\$\$ | R2 | 55 | L | \$ | | |
| 74.62 | 74.18 | BEG BRIDGE | B | JONES CREEK BRDG NUM 020/238 | ST | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | | R2 | 55 | L | | | |
| 74.63 | 74.19 | END BRIDGE | B | JONES CREEK | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | | |
| 75.00 | 74.56 | MP MARKER | R | 75 | | | | | | | | | | | | | | | | | | | | | | | |
| 75.16 | 74.72 | INTRSECTN | B | HAMILTON CEMETERY RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 75.66 | 75.22 | INTRSECTN | B | HEALY RD | CO | | N | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 75.76 | 75.32 | BEG BRIDGE | B | RED CABIN CREEK BRDG NUM 020/238.5 | ST | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 01 | | R2 | 55 | L | | | |
| 75.77 | 75.33 | END BRIDGE | B | RED CABIN CREEK | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | 55 | L | | | |
| 75.93 | 75.49 | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | | |
| 76.00 | 75.56 | MP MARKER | R | 76 | | | | | | | | | | | | | | | | | | | | | | | |
| 76.23 | 75.79 | BEG BRIDGE | B | RED CABIN CR BRDG NUM 020/241 | ST | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 2 | 01 | | R2 | 55 | L | | | |
| 76.26 | 75.82 | END BRIDGE | B | RED CABIN CR | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | 55 | L | | | |
| 76.66 | 76.22 | INTRSECTN | B | CABIN CREEK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 76.81 | 76.37 | WYE CONN | L | ENSLEY RD | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 76.91 | 76.47 | INTRSECTN | L | ENSLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | PVT RD | PV | | 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 |
| 76.91 | 76.47 | | | .09 | 11 | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | |
| 76.94 | | 76.50 | UXING | B | | HAUL RD | ST | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| | | | | | | BRDG NUM 020/244 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76.99 | | 76.55 | ENTER CITY | | | HAMILTON | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 0535 | R2 | | 55 | L | B | | | | |
| | | | MISC FEATR | R | | SGN ENT HAMILTON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.00 | | 76.56 | BEG BRIDGE | B | | MUDDY CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | 0535 | R2 | | 55 | L | P | | | | |
| | | | | | | BRDG NUM 020/247 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.01 | | 76.57 | END BRIDGE | B | | MUDDY CREEK | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 0535 | R2 | | 55 | L | B | | | | |
| | | | MP MARKER | R | | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.17 | | 76.73 | INTRSECTN | L | | CROWN PACIFIC MAINLINE | CT | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 77.37 | | 76.93 | INTRSECTN | B | | HAMILTON CEMETERY RD | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 77.53 | | 77.09 | LEAVE CITY | | | HAMILTON | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | \$\$\$\$ | R2 | | 55 | L | \$ | | | | |
| 78.02 | | 77.58 | MP MARKER | R | | 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78.43 | | 77.99 | INTRSECTN | B | | OHARA RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 78.65 | | 78.21 | INTRSECTN | B | | LYMAN HAMILTON RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 78.99 | | 78.55 | MP MARKER | R | | 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.36 | | 78.92 | BEG BRIDGE | B | | ALDER CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 01 | | R2 | | 55 | L | | | | | |
| | | | | | | BRDG NUM 020/253 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.37 | | 78.93 | END BRIDGE | B | | ALDER CREEK | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 79.50 | | 79.06 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 79.99 | | 79.55 | MP MARKER | R | | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80.29 | | 79.85 | INTRSECTN | B | | PINELLI RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 80.36 | | 79.92 | | | | | | | | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 80.78 | | 80.34 | INTRSECTN | R | | LUSK RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 80.98 | | 80.54 | MP MARKER | R | | 81 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 81.98 | | 81.54 | MP MARKER | R | | 82 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.21 | | 81.77 | INTRSECTN | L | | GRANDY LN | PV | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 82.33 | | 81.89 | INTRSECTN | L | | BAKER LAKE RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 82.43 | | 81.99 | BEG BRIDGE | B | | GRANDY CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 2 | 01 | | R2 | | 55 | L | | | | | |
| | | | | | | BRDG NUM 020/256 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 82.46 | | 82.02 | END BRIDGE | B | | GRANDY CREEK | | | | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 82.75 | | 82.31 | | | | | | | | 1 | 1 | | | | | | 10A | 22A | 10A | | 22 | 2 | 01 | | R2 | | 55 | L | | | | | |
| 82.84 | | 82.40 | INTRSECTN | B | | RUSSELL RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 82.98 | | 82.54 | MP MARKER | R | | 83 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83.37 | | 82.93 | INTRSECTN | R | | WILDE RD | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 83.93 | | 83.49 | INTRSECTN | R | | CAPE HORN RD NE | CO | | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 83.98 | | 83.54 | MP MARKER | R | | 84 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.33 | | 83.89 | INTRSECTN | R | | MT BAKER RANGER STATION | FS | | | | N | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|----------------------|---|--------|-----|------------------------------|-----|-------|-----|--------|--------|--------|--------|----|
| L NEAR | | R NEAR | | L FAR | | R FAR | | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 78.65 | | 78.21 | | | .04 | 12 | | | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----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 | |
| 84.38 | 83.94 | | | | | | | | | | | | | 10A | 22A | 10A | | 22 | 2 | 01 | | R2 | | 55 | L | | | |
| 84.63 | 84.19 | INTRSECTN | L | CHALLENGER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 84.76 | 84.28 | EQUATION | | 084.72 =084.76 | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 55 | L | | | |
| 85.00 | 84.52 | MP MARKER | R | 85 | | | | | | | | | | | | | | | | | | | | | | | | |
| 85.80 | 85.32 | INTRSECTN | L | CHALLENGER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 86.00 | 85.52 | MP MARKER | R | 86 | | | | | | | | | | | | | | | | | | | | | | | | |
| 86.77 | 86.29 | INTRSECTN | L | CHALLENGER RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 86.94 | 86.46 | INTRSECTN | R | DALLES RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 87.00 | 86.52 | MP MARKER | R | 87 | | | | | | | | | | | | | | | | | | | | | | | | |
| 87.51 | 87.03 | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 45 | L | | | |
| 87.53 | 87.05 | INTRSECTN | B | GRASSMERE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 87.70 | 87.22 | | | | | | 1 | 1 | | | | | | 8A | 22A | 10A | | 22 | 2 | 01 | | R2 | | 45 | L | | | |
| 87.85 | 87.37 | INTRSECTN | B | 1ST ST | CO | | N | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 45 | L | | | |
| 87.90 | 87.42 | INTRSECTN | R | 2ND ST | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 88.00 | 87.52 | MP MARKER | R | 88 | | | | | | | | | | | | | | | | | | | | | | | | |
| 88.07 | 87.59 | EXIT TO | R | CONCRETE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 88.21 | 87.73 | ENTER CITY | R | CONCRETE | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | 0260 | R2 | | 35 | R | B | | |
| | | INTRSECTN | R | CONCRETE SAUK VALLEY RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 88.26 | 87.78 | MISC FEATR | R | SGN ENT CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | |
| 88.41 | 87.93 | INTRSECTN | R | FIR ST | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 88.54 | 88.06 | INTRSECTN | B | SUPERIOR AVE | CT | PC | Y | | | | | | | | | | | | | | | | | | | | | |
| 88.80 | 88.32 | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0260 | R2 | | 35 | R | B | | |
| 88.92 | 88.44 | INTRSECTN | R | S D AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 89.00 | 88.52 | MP MARKER | R | 89 | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.01 | 88.53 | INTRSECTN | L | DOUGLAS VOSE III WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 89.02 | 88.54 | WYE CONN | L | DOUGLAS VOSE III WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 89.14 | 88.66 | MISC FEATR | B | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.22 | 88.74 | INTRSECTN | R | S DILLARD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N DILLARD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 89.35 | 88.87 | BEG BRIDGE | B | BAKER RIVER | ST | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 2 | 01 | 0260 | R2 | | 35 | R | P | | |
| | | | | BRDG NUM 020/259 | | | | | | | | | | | | | | | | | | | | | | | | |
| 89.46 | 88.98 | END BRIDGE | B | BAKER RIVER | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0260 | R2 | | 35 | R | B | | |
| 89.56 | 89.08 | INTRSECTN | B | EVERETT AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 89.64 | 89.16 | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | 0260 | R2 | | 50 | R | B | | |
| 89.80 | 89.32 | MISC FEATR | L | SGN ENT CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 88.21 | 87.73 | | | .02 | 12 | | | | |
| 88.92 | 88.44 | | | .03 | 12 | | .03 | 12 | |
| 89.01 | 88.53 | .03 | 12 | | | | | .03 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|---------------------------|-----|-------|-----|-----|---|----|----------|----|---|----|---|----|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 89.82 | | 89.34 | LEAVE CITY | | | CONCRETE | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | \$\$\$\$ | R2 | | 50 | R | \$ | | |
| 90.00 | | 89.52 | MP MARKER | R | | 90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.13 | | 89.65 | BEG BRIDGE | B | | DEBRIS CHANNEL | ST | | | N | 1 | 1 | | | | | \$W | 40A | \$W | | 40 | 2 | 01 | | R2 | | 50 | R | | | |
| | | | | | | BRDG NUM 020/260 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90.15 | | 89.67 | END BRIDGE | B | | DEBRIS CHANNEL | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R2 | | 50 | R | | | |
| 90.40 | | 89.92 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 6A | | 24 | 2 | 01 | | R2 | | 50 | R | | | |
| 90.52 | | 90.04 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 50 | R | | | |
| 91.00 | | 90.52 | MP MARKER | R | | 91 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.03 | | 90.55 | BEG BRIDGE | B | | JACKMAN CREEK | ST | | | 1 | 1 | | | | | | \$C | 26A | \$C | | 26 | 2 | 01 | | R2 | | 50 | R | | | |
| | | | | | | BRDG NUM 020/262 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91.07 | | 90.59 | END BRIDGE | B | | JACKMAN CREEK | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | | R2 | | 50 | R | | | |
| 91.16 | | 90.68 | INTRSECTN | L | | VAN HORN LN | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 91.51 | | 91.03 | INTRSECTN | R | | MOEN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.00 | | 91.52 | MP MARKER | R | | 92 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.05 | | 91.57 | INTRSECTN | R | | MOEN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.32 | | 91.84 | INTRSECTN | L | | JACKMAN CREEK RD | FS | | | N | | | | | | | | | | | | | | | | | | | | | |
| 92.99 | | 92.51 | MP MARKER | R | | 93 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.13 | | 92.65 | BEG BRIDGE | B | | GULCH | ST | | | 1 | 1 | | | | | | \$C | 26A | \$C | | 26 | 2 | 01 | | R2 | | 50 | R | | | |
| | | | | | | BRDG NUM 020/265 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 93.15 | | 92.67 | END BRIDGE | B | | GULCH | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 01 | | R2 | | 55 | R | | | |
| 93.48 | | 93.00 | ENT/EXIT | R | | PUBLIC FISHING | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 93.74 | | 93.26 | INTRSECTN | R | | SAUK STORE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 93.99 | | 93.51 | MP MARKER | R | | 94 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 94.37 | | 93.89 | INTRSECTN | R | | SAUK CONNECTION RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 95.00 | | 94.52 | MP MARKER | R | | 95 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.12 | | 94.64 | INTRSECTN | R | | TRANSFER STATION LN | PV | | | N | | | | | | | | | | | | | | | | | | | | | |
| 95.29 | | 94.81 | INTRSECTN | L | | HORNBECK LN | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 95.48 | | 95.00 | | | | | | | | 1 | 1 | | | | | | 10A | 22A | 10A | | 22 | 2 | 01 | | R2 | | 55 | R | | | |
| 95.61 | | 95.13 | INTRSECTN | R | | ALDER DR | PV | | | N | | | | | | | | | | | | | | | | | | | | | |
| 95.91 | | 95.43 | INTRSECTN | R | | LITTLEFIELD RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 95.99 | | 95.51 | INTRSECTN | L | | SAUK MOUNTAIN RD | FS | | | N | 1 | 1 | | | | | 10A | 22A | 10A | | 22 | 2 | 01 | | R2 | | 50 | R | | | |
| 96.00 | | 95.52 | MP MARKER | R | | 96 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96.48 | | 96.00 | ENT/EXIT | L | | ROCKPORT STATE PARK | ST | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 96.99 | | 96.51 | MP MARKER | R | | 97 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.37 | | 96.89 | MISC FEATR | R | | SGN ENT ROCKPORT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.39 | | 96.91 | INTRSECTN | R | | ALFRED ST | CO | | | N | | | | | | | | | | | | | | | | | | | | | |
| 97.43 | | 96.95 | WYE CONN | R | | ALFRED ST | 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 |
| 96.48 | | 96.00 | | .02 | 12 | | | | | .02 | 12 |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|--------|---|-------------------------|------------|---|----|-------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|--------|-----|----|----|-----|----|----|----|---|---|---|--|----|----|----|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | | | | | | |
| 97.64 | | 97.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97.65 | | 97.17 | WYE CONN | R | | SR 530 | ST | | Y | 1 | 1 | | | | | | 10A | 22A | 10A | | | 22 | 2 | 01 | | R2 | | | | | | 50 | R | | | |
| 97.69 | | 97.21 | INTRSECTN | R | | SR 530-E SAUK RD | ST | | Y | 1 | 1 | | | | | | 10A | 22A | 8A | | | 22 | 2 | 01 | | R2 | | | | | | 50 | R | | | |
| 97.76 | | 97.28 | MISC FEATR | L | | SGN ENT ROCKPORT | | | | | | | | | | | 10A | 22A | 4A | | | 22 | 2 | 01 | | R2 | | | | | | 50 | R | | | |
| 97.83 | | 97.35 | | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R2 | | | | | | | 50 | R | | |
| 97.99 | | 97.51 | MP MARKER | R | | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.04 | | 97.56 | INTRSECTN | L | | SHULAR RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.50 | | 98.02 | INTRSECTN | L | | SHULAR RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98.99 | | 98.51 | MP MARKER | R | | 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.21 | | 98.73 | INTRSECTN | L | | CONRAD RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.67 | | 99.19 | BEG BRIDGE | B | | SWIFT CREEK | ST | | | | 1 | 1 | | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 01 | | R2 | | | | | | | 50 | R | | |
| | | | | | | BRDG NUM 020/268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99.69 | | 99.21 | END BRIDGE | B | | SWIFT CREEK | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R2 | | | | | | | 50 | R | | |
| 100.00 | | 99.52 | MP MARKER | R | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.01 | | 99.53 | INTRSECTN | L | | CONRAD RD | CO | | | N | 1 | 1 | | | | | 6A | 22A | 8A | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| | | | ENT/EXIT | R | | ROADSIDE PARK | ST | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100.17 | | 99.69 | ENT/EXIT | R | | ROADSIDE PARK | ST | | | N | 1 | 1 | | | | | 5A | 22A | 5A | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| 100.80 | | 100.32 | | | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| 101.01 | | 100.53 | MP MARKER | R | | 101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101.98 | | 101.50 | MP MARKER | R | | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.20 | | 101.72 | INTRSECTN | R | | ROCKY CREEK LN | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.31 | | 101.83 | BEG BRIDGE | B | | ROCKY CREEK | ST | | | | 1 | 1 | | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| | | | | | | BRDG NUM 020/271 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.34 | | 101.86 | END BRIDGE | B | | ROCKY CREEK | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| 102.98 | | 102.50 | BEG BRIDGE | B | | CORKINDALE CREEK | ST | | | | 1 | 1 | | | | | \$\$C | 24B | \$\$C | | | 24 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| | | | | | | BRDG NUM 020/274 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.99 | | 102.51 | END BRIDGE | B | | CORKINDALE CREEK | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| | | | MP MARKER | R | | 103 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.78 | | 103.30 | INTRSECTN | L | | CLARK CABIN RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103.98 | | 103.50 | MP MARKER | R | | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104.25 | | 103.77 | | | | | | | | | 1 | 1 | | | | | 1B | 22B | 1B | | | 22 | 2 | 01 | | R2 | | | | | | | | 50 | R | |
| 104.50 | | 104.02 | | | | | | | | | 1 | 1 | | | | | 1B | 22B | 1B | | | 22 | 2 | 01 | | R2 | | | | | | | | 35 | R | |
| 105.00 | | 104.52 | MP MARKER | R | | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.04 | | 104.56 | INTRSECTN | L | | TESSA LN | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.24 | | 104.76 | INTRSECTN | L | | RANGER STATION RD | FS | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105.28 | | 104.80 | | | | | | | | | 1 | 1 | | | | | 2B | 22B | 2B | | | 22 | 2 | 01 | | R2 | | | | | | | | 35 | R | |
| 105.75 | | 105.27 | | | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | | 22 | 2 | 01 | | R2 | | | | | | | | 35 | R | |
| 105.90 | | 105.42 | BEG SU LN | C | | TWO WAY TURN | | 13A | | | 1 | 1 | | | | | 14A | 22A | 4A | 13 | | 35 | 2 | 01 | | R2 | | | | | | | | 35 | R | |
| 106.01 | | 105.53 | MP MARKER | R | | 106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106.08 | | 105.60 | END SU LN | C | | TWO WAY TURN | | 13A | | | 1 | 1 | | | | | 6A | 22A | 6A | \$\$\$ | | 22 | 2 | 01 | | R2 | | | | | | | | 35 | R | |
| 106.11 | | 105.63 | INTRSECTN | R | | CASCADE RD | CO | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | | R2 | | | | | | | | 35 | R | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 106.11 | | | | .01 | 13 | | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|--------|--------|-------------------------|------------|---|-------------|--------------------------|---------|------------|-----|-----|-----|---------|-----|---------------------------|-----|------|-------|------|-------|----|-------|----|---|----|---|---|---|--|--|--|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | LEGAL | | T | P | S | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | | | | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| | | | | | | | OW | TC | L | D | I | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 116.49 | 116.02 | | ENTER CO | | | WHATCOM | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3738 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT WHATCOM COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT SKAGIT COUNTY | | | | | | | | | | | | | | | | | | | | | | | | |
| 116.94 | 116.47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116.97 | 116.50 | | MP MARKER | R | | 117 | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.13 | 116.66 | | BEG BRIDGE | B | | THORNTON CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/302 | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.15 | 116.68 | | END BRIDGE | B | | THORNTON CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.29 | 116.82 | | INTRSECTN | L | | THORNTON CREEK RD | FS | N | | | | | | | | | | | | | | | | | | | | | | |
| 117.43 | 116.93 | | EQUATION | | | 117.40 =117.43 | | | | | | | | | | | | | | | | | | | | | | | | |
| 117.99 | 117.49 | | MP MARKER | R | | 118 | | | | | | | | | | | | | | | | | | | | | | | | |
| 118.98 | 118.48 | | MP MARKER | R | | 119 | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.35 | 118.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.41 | 118.91 | | ENT/EXIT | R | | GOODELL CREEK CAMPGROUND | FS | N | | | | | | | | | | | | | | | | | | | | | | |
| 119.51 | 119.01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.66 | 119.16 | | INTRSECTN | L | | GOODELL PARK RD | CO | N | | | | | | | | | | | | | | | | | | | | | | |
| 119.73 | 119.23 | | BEG BRIDGE | B | | GOODELL CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 020/305 | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.78 | 119.28 | | END BRIDGE | B | | GOODELL CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.79 | 119.29 | | MISC FEATR | R | | SGN ENT NEWHALEM | | | | | | | | | | | | | | | | | | | | | | | | |
| 119.92 | 119.42 | | INTRSECTN | B | | NEWHALEM CR RD | FS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 120.00 | 119.50 | | MP MARKER | L | | 120 | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.04 | 119.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.28 | 119.78 | | INTRSECTN | B | | PVT RD | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 120.36 | 119.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.43 | 119.93 | | INTRSECTN | B | | PVT RD | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 120.55 | 120.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.57 | 120.07 | | MISC FEATR | B | | PED XING | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.58 | 120.08 | | INTRSECTN | R | | MAIN ST | PV | Y | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 120.67 | 120.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.68 | 120.18 | | INTRSECTN | L | | PVT RD | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 120.70 | 120.20 | | INTRSECTN | R | | PVT RD | PV | N | | | | | | | | | | | | | | | | | | | | | | |
| 120.78 | 120.28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120.84 | 120.34 | | INTRSECTN | R | | PVT RD | PV | N | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 120.85 | 120.35 | | INTRSECTN | R | | GORGE POWERHOUSE | 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 | LGT WD | LGT WD | LGT WD | LGT WD |
| 119.41 | 118.91 | | | .01 | 12 | | | | | |
| 119.92 | 119.42 | | | .06 | 13 | .03 | 13 | | | |

SR 020 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|--------|---|--------|------------|---|----|-------------------------|----|-------------|-----|-----|--------------|---------|-----|-----|------|-----|---------------------------|------|--------|--------|-------|---|----|-----|----|---|----|---|---|----|---|--|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | 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 | | |
| 127.49 | | 126.99 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | | | | 50 | M | |
| 127.98 | | 127.48 | MP MARKER | L | | 128 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 128.99 | | 128.49 | MP MARKER | R | | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.53 | | 129.03 | BEG SU LN | L | | SLOW VEHICLE | | | 11A | | 1 | 1 | | | | | \$\$\$ | 22A | 3A | 11 | 33 | 2 | 01 | | R2 | | | | | 50 | M | |
| 129.87 | | 129.37 | END SU LN | L | | SLOW VEHICLE | | | 11A | | 1 | 1 | | | | | 3A | 22A | 3A | \$\$\$ | 22 | 2 | 01 | | R2 | | | | | 50 | M | |
| 129.88 | | 129.38 | BEG BRIDGE | B | | COLONIAL CREEK | | | | ST | | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 | 2 | 01 | | R2 | | | | | 50 | M | |
| | | | | | | BRDG NUM 020/342 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 129.90 | | 129.40 | END BRIDGE | B | | COLONIAL CREEK | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | 22 | 2 | 01 | | R2 | | | | | 50 | M | |
| 129.99 | | 129.49 | MP MARKER | R | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 130.24 | | 129.74 | ENT/EXIT | L | | FS CAMPGROUND | | | | FS | | N | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | COLONIAL CRK CAMPGROUND | | | | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 130.33 | | 129.83 | BEG BRIDGE | B | | DIABLO LK \ THUNDER CR | | | | ST | | 1 | 1 | | | | \$\$C | 26A | \$\$C | | 26 | 2 | 01 | | R2 | | | | | 50 | M | |
| | | | | | | BRDG NUM 020/345 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 130.37 | | 129.87 | END BRIDGE | B | | DIABLO LK \ THUNDER CR | | | | | 1 | 1 | | | | | 5A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 130.99 | | 130.49 | MP MARKER | L | | 131 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131.76 | | 131.26 | BEG SU LN | R | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | 5A | 24A | \$\$\$ | 14 | 38 | 2 | 01 | | R2 | | | | | 50 | M | |
| | | | INTRSECTN | L | | SCENIC VIEWPOINT | | | | ST | | N | | | | | | | | | | | | | | | | | | | | |
| 131.99 | | 131.49 | MP MARKER | R | | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.12 | | 131.62 | END SU LN | R | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | 5A | 24A | 4A | \$\$\$ | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 132.96 | | 132.46 | MP MARKER | L | | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 132.97 | | 132.47 | | | | | | | | | 1 | 1 | | | | | 30A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 133.00 | | 132.50 | MISC FEATR | L | | SCENIC VIEWPOINT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.06 | | 132.56 | | | | | | | | | 1 | 1 | | | | | 5A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 133.38 | | 132.88 | BEG BRIDGE | B | | JOHN PIERCE WATERFALLS | | | | ST | | 1 | 1 | | | | \$\$C | 32P | \$\$C | | 32 | 2 | 01 | | R2 | | | | | 50 | M | |
| | | | | | | BRDG NUM 020/348 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 133.45 | | 132.95 | END BRIDGE | B | | JOHN PIERCE WATERFALLS | | | | | 1 | 1 | | | | | 5A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 133.95 | | 133.45 | MP MARKER | L | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.08 | | 133.58 | | | | | | | | | 1 | 1 | | | | | 6A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 50 | M | |
| 134.10 | | 133.60 | MISC FEATR | L | | ROSS DAM TRAIL PARKING | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 134.18 | | 133.68 | MISC FEATR | R | | SGN AVALANCHE AREA-GATE | | | | | 1 | 1 | | | | | 6A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 60 | M | |
| 134.41 | | 133.91 | INTRSECTN | R | | HAPPY CREEK FOREST WALK | | | | FS | | N | | | | | | | | | | | | | | | | | | | | |
| 134.63 | | 134.13 | BEG SU LN | L | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | \$\$\$ | 24A | 4A | 14 | 38 | 2 | 01 | | R2 | | | | | 60 | M | |
| 134.89 | | 134.39 | END SU LN | L | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | 6A | 24A | 4A | \$\$\$ | 24 | 2 | 01 | | R2 | | | | | 60 | M | |
| 134.98 | | 134.48 | MP MARKER | R | | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.08 | | 134.58 | | | | | | | | | 1 | 1 | | | | | 20A | 24A | 4A | | 24 | 2 | 01 | | R2 | | | | | 60 | M | |
| 135.10 | | 134.60 | MISC FEATR | L | | SCENIC VIEWPOINT | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 130.24 | | 129.74 | | .02 | 11 | | .02 | 11 | | | |
| 131.76 | | 131.26 | | .07 | 13 | | .02 | 12 | | .02 | 13 |

SR 020 SPUR
ANACRT

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|---------|---|-----|-------------|--------|--------|-------------|--------|----------|---------|-----|--------------------------|-----|------|------|----|-------|------|----|---|----|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/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 | A SE | CITY | ST | SPEED | T | P | S | | | | | | |
| 47.89 | 0.00 | BEG ROUTE | | ANACRT | | | | 2 2 | 8A | 24A | | | 15A UP | | | | 24A | 10A | | 48 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| | | ENTER CITY | | SR 20 TO FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | ANACORTES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | CONTROL SECTION 2931 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.92 | 0.03 | WYE CONN | L | SR 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.97 | 0.08 | | | SR 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.00 | 0.11 | MP MARKER | B | 48 S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.13 | 0.24 | WYE CONN | R | FIDALGO BAY RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.20 | 0.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.22 | 0.33 | INTRSECTN | B | FIDALGO BAY RD | | | | | 2 2 | 10A | 24A | | | 4A UP | | | | | | 48 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.32 | 0.43 | WYE CONN | L | FIDALGO BAY RD | | | | | 2 2 | 10A | 24A | | | 4A JE | | | | | | 48 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| 48.53 | 0.64 | | | | | | | | 2 2 | 10A | 24A | | | 4A JE | | | | | | 48 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| 48.75 | 0.86 | INTRSECTN | L | SERVICE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.00 | 1.11 | MP MARKER | B | 49 S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.09 | 1.20 | INTRSECTN | L | SERVICE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.45 | 1.56 | EXIT TO | R | SCENIC VIEWPOINT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.51 | 1.62 | ENT FROM | R | SCENIC VIEWPOINT | | | | | 2 2 | 10A | 24A | | | 15A JE | | | | | | 48 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| 49.66 | 1.77 | INTRSECTN | R | FIDALGO BAY RD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.01 | 2.12 | MP MARKER | B | 50 S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.24 | 2.35 | | | | | | | | 2 2 | \$\$\$ | \$\$\$ | | | \$\$\$\$ | \$\$ | | | | | 62 | 2 | 01 | 0030 | U1 | | 55 | R | P | | | |
| 50.45 | 2.56 | WYE CONN | R | R AVE | | | | | 2 2 | | | | | | | | | | | 62 | 2 | 01 | 0030 | U1 | | 30 | R | P | | | |
| 50.47 | 2.58 | INTRSECTN | R | R AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.49 | 2.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.58 | 2.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.62 | 2.73 | BEG ST | I | COMMERCIAL AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | L | COMMERCIAL AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.64 | 2.75 | BEG SU LN | L | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.69 | 2.80 | END SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 34TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.75 | 2.86 | INTRSECTN | R | 33RD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 47.89 | 0.00 | | | | | | | | .10 12 |
| 50.45 | 2.56 | | .05 12 | | | | | | |
| 50.47 | 2.58 | | | .02 12 | | | | .07 12 | |
| 50.69 | 2.80 | .03 10 | | | | | | | |

SR 020 SPUR
ANACRT

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-----------|---|----|----------------|-----------------|----|---|-------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|-------|-----|-------|----|-----|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | B | * | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D IB | | R | K | T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 50.76 | | 2.87 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.80 | | 2.91 | END SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 32ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.84 | | 2.95 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.86 | | 2.97 | INTRSECTN | R | | 31ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.91 | | 3.02 | INTRSECTN | B | | 30TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.97 | | 3.08 | INTRSECTN | B | | 29TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.99 | | 3.10 | MP MARKER | R | | 51 S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.03 | | 3.14 | INTRSECTN | B | | 28TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.08 | | 3.19 | INTRSECTN | B | | 27TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.14 | | 3.25 | INTRSECTN | B | | 26TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.20 | | 3.31 | INTRSECTN | B | | 25TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.25 | | 3.36 | INTRSECTN | B | | 24TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.31 | | 3.42 | INTRSECTN | B | | 23RD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.32 | | 3.43 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.36 | | 3.47 | INTRSECTN | B | | 22ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.41 | | 3.52 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.42 | | 3.53 | INTRSECTN | B | | 21ST ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.47 | | 3.58 | INTRSECTN | B | | 20TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.53 | | 3.64 | INTRSECTN | L | | 19TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.59 | | 3.70 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 18TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.64 | | 3.75 | INTRSECTN | B | | 17TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.69 | | 3.80 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.70 | | 3.81 | INTRSECTN | B | | 16TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.75 | | 3.86 | INTRSECTN | B | | 15TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.81 | | 3.92 | INTRSECTN | L | | 14TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.87 | | 3.98 | INTRSECTN | B | | 13TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.89 | | 4.00 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.92 | | 4.03 | END ST | I | | COMMERCIAL AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 12TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | COMMERCIAL AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.96 | | 4.07 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.99 | | 4.10 | INTRSECTN | B | | 0 AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| SRMP | B | ARM | | | | | | | | | |
| 50.80 | | 2.91 | | .02 | 10 | | | | | | |
| 51.36 | | 3.47 | | .02 | 10 | | | | | | |
| 51.64 | | 3.75 | | .03 | 10 | | | | | | |
| 51.92 | | 4.03 | | .02 | 11 | | | | | | |

SR 020 SPUR
 ANACRT

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|------|-----------|---|----|---------------|-------------|-----|------|-------------|---|-----|-----|-----|------|----|---------------------------|-----|---------|--------|-----|------|------|------|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | SPEED | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | T P S | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | D | IB | R | K | T | | |
| 52.00 | | 4.11 | MP MARKER | R | | 52 S | | | | 1 | 1 | | | | | | C | 31A | C | 13 | 44 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 52.07 | | 4.18 | INTRSECTN | B | | N AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.10 | | 4.21 | END SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 52.14 | | 4.25 | INTRSECTN | B | | M AVE | CT | | SG Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.19 | | 4.30 | BEG SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | C | 31A | C | 13 | 44 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 52.21 | | 4.32 | INTRSECTN | B | | L AVE | CT | | PC Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.24 | | 4.35 | END SU LN | C | | TWO WAY TURN | | 13A | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 52.28 | | 4.39 | INTRSECTN | B | | K AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.31 | | 4.42 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.35 | | 4.46 | INTRSECTN | B | | J AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.43 | | 4.54 | INTRSECTN | B | | I AVE | CT | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.46 | | 4.57 | | | | | | | | 1 | 1 | | | | | | 4A | 36A | \$\$\$C | | 36 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.50 | | 4.61 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | \$\$\$C | 32A | C | 12 | 44 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| | | | INTRSECTN | B | | H AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.57 | | 4.68 | END SU LN | C | | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| | | | INTRSECTN | B | | G AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 52.64 | | 4.75 | INTRSECTN | R | | F AVE | CT | | Y | 1 | 1 | | | | | | C | 30A | C | | 30 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.79 | | 4.90 | INTRSECTN | B | | D AVE | CT | | SG Y | 1 | 1 | | | | | | 8A | 43A | C | | 43 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.86 | | 4.97 | INTRSECTN | R | | C AVE | CT | | Y | 1 | 1 | | | | | | 8A | 22A | 3A | | 22 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 52.93 | | 5.04 | INTRSECTN | B | | B AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | | 5.11 | END ST | I | | 12TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | OAKES AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 53 S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.01 | | 5.12 | INTRSECTN | L | | A AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.07 | | 5.18 | INTRSECTN | B | | ALASKA AVE | CT | | Y | 1 | 1 | | | | | | 8A | 22A | 6A | | 22 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 53.14 | | 5.25 | INTRSECTN | L | | BALTIMORE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.29 | | 5.40 | INTRSECTN | B | | DAKOTA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.36 | | 5.47 | INTRSECTN | L | | ERIE AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.43 | | 5.54 | INTRSECTN | L | | FLORIDA AVE | CT | | Y | 1 | 1 | | | | | | 5A | 22A | 3A | | 22 | 2 | 01 | 0030 | U1 | 30 | R | P | * | | |
| 53.50 | | 5.61 | INTRSECTN | L | | GEORGIA AVE | CT | | N | 1 | 1 | | | | | | 5A | 22A | 3A | | 22 | 2 | 01 | 0030 | U1 | 30 | R | R | * | | |
| 53.58 | | 5.69 | INTRSECTN | L | | HARTFORD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 53.65 | | 5.76 | | | | | | | | 1 | 1 | | | | | | 5A | 22A | 3A | | 22 | 2 | 01 | 0030 | U1 | 40 | R | R | * | | |
| 53.79 | | 5.90 | INTRSECTN | L | | KANSAS 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 |
| 52.14 | | 4.25 | | .02 | 13 | | | | | | |
| 52.28 | | 4.39 | | .02 | 13 | | | | | | |
| 52.50 | | 4.61 | | .02 | 12 | | | | | | |
| 52.57 | | 4.68 | | | | .02 | 12 | | | | |
| 52.79 | | 4.90 | | .03 | 13 | | | | | | |
| 53.58 | | 5.69 | | .03 | 12 | | | | | | |
| 53.79 | | 5.90 | | .03 | 12 | | | | .02 | 12 | |

SR 020 SPUR
ANACRT

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | |
| 53.99 | | 6.10 | MP MARKER | R | | 54 S | | | | | | | | | | | 5A | 22A | 3A | | 22 | 2 | 01 | 0030 | U1 | 40 | R | R | * | |
| 54.08 | | 6.19 | INTRSECTN | L | | ANACOPPER RD | CT | | Y | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 2 | 01 | 0030 | U1 | 40 | R | R | * | |
| 54.49 | | 6.60 | | | | | | | | | | | | | | | \$\$C | 38A | \$\$C | | 38 | 2 | 01 | 0030 | U1 | 40 | R | R | * | |
| 54.50 | | 6.61 | INTRSECTN | L | | ALLEN CT | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.59 | | 6.70 | WYE CONN | R | | SHIP HARBOR BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.60 | | 6.71 | INTRSECTN | L | | GLASGOW WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SHIP HARBOR BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.72 | | 6.83 | | | | | | | | | 1 | 1 | | | | | 8A | 30A | C | | 30 | 2 | 01 | 0030 | U1 | 40 | R | P | * | |
| 54.78 | | 6.89 | INTRSECTN | L | | HARBOR VIEW DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PORTALIS WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.93 | | 7.04 | | | | | | | | | 1 | 1 | | | | | 8A | 30A | C | | 30 | 2 | 01 | 0030 | U1 | 40 | R | R | * | |
| 55.00 | | 7.11 | MP MARKER | R | | 55 S | | | | | 1 | 1 | | | | | 8A | 22A | 6A | | 22 | 2 | 01 | 0030 | U1 | 40 | R | R | * | |
| 55.01 | | 7.12 | END ST | I | | OAKES AVE | | | | | 1 | 1 | | | | | 8A | 22A | 6A | | 22 | 2 | 01 | 0030 | U1 | 40 | R | R | \$ | |
| | | | INTRSECTN | L | | SUNSET AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.03 | | 7.14 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 3A | | 24 | 2 | 01 | 0030 | U1 | 40 | R | P | | |
| 55.08 | | 7.19 | WYE CONN | L | | SUNSET AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.14 | | 7.25 | BEG SU LN | R | | HOLDING | | 10A | | | 1 | 1 | | | | | 4A | 30A | 4A | 10 | 40 | 2 | 01 | 0030 | U1 | 40 | R | P | | |
| 55.20 | | 7.31 | | | | | | | | | 1 | 1 | | | | | 4A | 30A | 4A | 10 | 40 | 2 | 01 | 0030 | U1 | 30 | R | P | | |
| 55.29 | | 7.40 | ENT/EXIT | R | | FERRY PARKING LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.37 | | 7.48 | END SU LN | R | | HOLDING | | 10A | | | 1 | 2 | | | | | 4A | 30A | 4A | \$\$\$ | 30 | 2 | 01 | 0030 | U1 | 30 | R | P | | |
| 55.40 | | 7.51 | MISC FEATR | I | | FERRY TOLL PLAZA | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.42 | | 7.53 | INTRSECTN | C | | U-TURN ACCESS | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.43 | | 7.54 | MISC FEATR | R | | US CSTMS CMPND*SEARCH RM | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.44 | | 7.55 | TOLL BOOTH | B | | | | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.55 | | 7.66 | ENT/EXIT | L | | PARKING LOT | OT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 55.60 | | 7.71 | ENT/EXIT | L | | PUBLIC PARKING | OT | | Y | 2 | 1 | | | | | | \$\$\$ | 38A | \$\$\$ | | 38 | 2 | 01 | 0030 | U1 | 30 | R | P | | |
| 55.65 | | 7.76 | INTRSECTN | R | | AA LINE HOLDING AREA | OT | | Y | 1 | 2 | | | | | | C | 30A | 10A | | 30 | 2 | 01 | 0030 | U1 | 30 | R | R | | |
| 55.67 | | 7.78 | TRAF RCDR | B | | FY02 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | ANACORTES FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2931 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | ANACRT | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 54.08 | | 6.19 | | .03 | 12 | | | | | .04 | 12 |
| 54.59 | | 6.70 | | | | .02 | 12 | | | | |
| 54.60 | | 6.71 | | .05 | 12 | | | .03 | 12 | | |
| 54.78 | | 6.89 | | .03 | 10 | .02 | 10 | .02 | 10 | | |
| 55.01 | | 7.12 | | .04 | 12 | | | | | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | 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 | | | | | |
| 6.96 | 5.02 | | BEG SU LN | RC | | HIGH OCCUPANCY VEHICL11P | | | | 3 | 3 | 10P | 36P | 6P | 1000 | JE | 6P | 35P | 10P | 11 | 82 | 5 | 02 | 0763 | U5 | | 60 | R | P | | | | | | |
| | | | MISC FEATR | R | | GORE (P100685) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 5.07 | | UXING | B | | 80TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/033 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.06 | 5.12 | | BEG SU LN | LC | | HIGH OCCUPANCY VEHICL12P | | | | 3 | 3 | 10P | 36P | 6P | 1000 | JE | 6P | 35P | 10P | 23 | 94 | 5 | 02 | 0763 | U5 | | 60 | R | P | | | | | | |
| 7.11 | 5.17 | | UXING | B | | ISLAND CREST WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.12 | 5.18 | | MISC FEATR | LC | | GORE (R100721) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 5.27 | | OFF RAMP | LC | | 80TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG TUNNEL | B | | LUTHER BURBANK LID | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TNNL NUM 090/035LID | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.23 | 5.29 | | MISC FEATR | R | | GORE (Q100752) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.28 | 5.34 | | END TUNNEL | B | | LUTHER BURBANK LID | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.29 | 5.35 | | MISC FEATR | L | | GORE (R100739) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.31 | 5.37 | | MISC FEATR | RC | | GORE (Q100764) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.39 | 5.45 | | OFF RAMP | L | | ISLAND CREST WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | 5.50 | | | | | | | | | 3 | 3 | 10P | 36P | 10P | 1000 | JE | 6P | 35P | 10P | 23 | 94 | 5 | 02 | 0763 | U5 | | 60 | R | P | | | | | | |
| 7.52 | 5.58 | | ON RAMP | R | | ISLAND CREST WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.64 | 5.70 | | ON RAMP | RC | | 80TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.70 | 5.76 | | UXING | B | | SHOREWOOD DR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/036 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.09 | 6.15 | | UXING | B | | N MERCER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.10 | 6.16 | | ON RAMP | L | | E MERCER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.12 | 6.18 | | OFF RAMP | R | | E MERCER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.20 | 6.26 | | MISC FEATR | L | | GORE (S100810) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.21 | 6.27 | | MISC FEATR | R | | GORE (P100812) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.24 | 6.30 | | MISC FEATR | LC | | GORE (REV HOV-TRANSIT) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.32 | 6.38 | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL24P | | | | 3 | 3 | 10P | 36P | 10P | 1000 | JE | 6P | 35P | 10P | 35 | 106 | 5 | 02 | 0763 | U5 | | 60 | R | P | | | | | | |
| | | | OFF RAMP | LC | | REV HOV-TRANSIT LANES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.35 | 6.41 | | UXING | B | | E MERCER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/038 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.44 | 6.50 | | MISC FEATR | R | | GORE (Q100870) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.45 | 6.51 | | MISC FEATR | RC | | GORE (REVERSIBLE LANES) | | | | 3 | 3 | \$\$W | 80P | \$\$W | 1000 | JE | 6P | 35P | 10P | 35 | 150 | 5 | 02 | 0763 | U5 | | 60 | R | P | | | | | | |
| 8.46 | 6.52 | | MISC FEATR | L | | GORE (R100857) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.48 | 6.54 | | BEG BRIDGE | I | | E CHANNEL-LAKE WASH | | | | 3 | 3 | | W 80P | | W 100P | JE | \$\$W | 57P | \$\$W | 35 | 172 | 5 | 01 | 0763 | U5 | | 60 | R | P | | | | | | |
| | | | BRDG NUM 090/040S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | E CHANNEL-LAKE WASH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/040N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.57 | 6.63 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 4 | 3 | | W 80P | | W 100P | JE | | W 57P | | W | 47 | 184 | 5 | 01 | 0763 | U5 | | 60 | R | P | | | | | |
| | | | OFF RAMP | L | | E MERCER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.59 | 6.65 | | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | 4 | 3 | | W 80P | | W 100P | JE | | W 56P | | W | 48 | 184 | 5 | 01 | 0763 | U5 | | 60 | R | P | | | | | |
| 8.70 | 6.76 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12P | | | | 4 | 3 | | W 80P | | W 100P | JE | | W 44P | | W | 60 | 184 | 5 | 01 | 0763 | U5 | | 60 | R | P | | | | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|------|-----|---|----|----|--------------------------|----|----|-------------|---|---|-------------|-----|-------|---------|------|--------------------------|-----|-------|-----|-----|---|----|------|----|----|----|---|---|---|--|--|
| | | | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
| | | | : :LEFT/RIGHT INDICATOR | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | | | | | |
| | | | : : | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | CITY ST | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 8.70 | 6.76 | | ON RAMP | R | E | MERCER WAY | ST | Y | 4 | 3 | | W | 80P | W | 100P | JE | W | 44P | W | 60 | 184 | 5 | 01 | 0763 | U5 | 60 | R | P | | | | |
| 8.74 | 6.80 | | LEAVE CITY | | | MERCER ISLAND | | | 4 | 3 | | W | 80P | W | 100P | JE | W | 44P | W | 60 | 184 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | ENTER CITY | | | BELLEVUE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.79 | 6.85 | | END SU LN | L | | WEAVING/SPEED CHANGE 12P | | | 4 | 3 | | W | 80P | W | 100P | JE | W | 44P | W | 48 | 172 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | ON RAMP | L | | BELLEVUE WAY SE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.80 | 6.86 | | ON RAMP | RC | | REVERSIBLE LANES | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.85 | 6.91 | | OFF RAMP | RC | | SR 405 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.86 | 6.92 | | OFF RAMP | R | | BELLEVUE WAY SE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.87 | 6.93 | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL12P | | | 4 | 3 | | W | 80P | W | 100P | JE | W | 44P | W | 36 | 160 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | ON RAMP | LC | | BELLEVUE WAY SE-HOV ONLY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.88 | 6.94 | | | | | | | | 4 | 3 | | 5A | 48P | \$ | 100P | JE | W | 44P | W | 36 | 128 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| 8.90 | 6.96 | | END BRIDGE I | E | | CHANNEL-LAKE WASH | | | 3 | 3 | | 18P | 36P | 8P | 1000 | JE | 8P | 36P | 8P | 36 | 108 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | END BRIDGE D | E | | CHANNEL-LAKE WASH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.98 | 7.04 | | MISC FEATR | RC | | GORE (P100885) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 7.05 | | MISC FEATR | R | | GORE (P100886) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | 7.07 | | ON RAMP | LC | | SR 405 SB (HOV/TRANSIT) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | RC | | BELLEVUE WAY SE (HOV) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | LC | | GORE (S100887) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | 7.08 | | | | | | | | 3 | 3 | | 18P | 36P | 12P | 1000 | JE | 8P | 36P | 8P | 36 | 108 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| 9.03 | 7.09 | | MISC FEATR | L | | GORE (S100879) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | 7.12 | | MISC FEATR | R | | SGN ENT BELLEVUE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | 7.19 | | UXING | I | | BELLEVUE ACCESS | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/043E-E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.17 | 7.23 | | MISC FEATR | RC | | GORE (P100901) | | | 3 | 3 | | \$\$W | 60P | \$\$W | 1170 | \$\$ | 8P | 36P | 8P | 36 | 132 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | BEG BRIDGE D | | | MERCER SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/043N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.20 | 7.26 | | BEG BRIDGE I | | | MERCER SLOUGH | ST | | 3 | 3 | | C | 60P | C | 1170 | | \$\$C | 64P | \$\$C | 36 | 160 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | | | | BRDG NUM 090/043S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | LC | | GORE (S100901) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.24 | 7.30 | | UXING | B | | S-E RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/43S-E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.26 | 7.32 | | END SU LN | R | | WEAVING/SPEED CHANGE 12P | | | 2 | 3 | | C | 60P | W | 1170 | | C | 72P | C | 24 | 156 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | ON RAMP | L | | SR 405 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 405 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.35 | 7.41 | | MISC FEATR | L | | GORE (S100926) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | 7.42 | | MISC FEATR | R | | GORE (P100926) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.53 | 7.59 | | MISC FEATR | L | | GORE (R100958) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.54 | 7.60 | | MISC FEATR | R | | GORE (Q100961) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.58 | 7.64 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 2 | 3 | | C | 60P | W | 1170 | | C | 72P | C | 36 | 168 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |
| | | | UXING | D | | W-W RAMP (TRANSIT ONLY) | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/043W-W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | BELLEVUE WAY SE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.61 | 7.67 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12P | | | 2 | 3 | | C | 60P | W | 1170 | | C | 72P | C | 48 | 180 | 5 | 01 | 0075 | U5 | 60 | R | P | | | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|---------------------|---|----|--------------------------|-------------|----|---|--------------|-------|-----|-------|------|------|-------|---------------------------|-------|-----|-------|-----|-------|------|------|----|-----|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | T | | 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 | | | |
| 9.61 | 7.67 | | ON RAMP | R | | BELLEVUE WAY SE | ST | Y | 2 | 3 | C | 60P | W | 1170 | | C | 72P | C | 48 | 180 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| 9.72 | 7.78 | | END BRIDGE | I | | MERCER SLOUGH | | | 2 | 3 | 10A | 24A | 10A | 50A | GR | 18A | 36A | 14A | 48 | 108 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | END BRIDGE | D | | MERCER SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | RC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.75 | 7.81 | | UXING | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/045 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 91755T STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.82 | 7.88 | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | 2 | 3 | 10A | 24A | 10A | 50A | GR | 18A | 36A | 14A | 36 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | OFF RAMP | R | | RICHARDS RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | 7.93 | | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | 10A | 36A | 10A | 50A | GR | 12A | 36A | 12A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | ON RAMP | L | | RICHARDS RD | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.90 | 7.96 | | UXING | B | | E-N RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/047E-N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P100982) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.91 | 7.97 | | UXING | B | | SR 405 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 405/035W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.92 | 7.98 | | UXING | B | | SR 405 NB HOV | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 405/035HOV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.93 | 7.99 | | UXING | B | | SR 405 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 405/035E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (S100987) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.94 | 8.00 | | UXING | B | | W-S RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/048W-S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | 8.02 | | | | | | | | 3 | 3 | 10A | 36A | 10A | 60S | DE | 12A | 36A | 12A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| 9.98 | 8.04 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 8.06 | | MP MARKER | B | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.11 | 8.17 | | MISC FEATR | R | | GORE (Q101015) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.13 | 8.19 | | | | | | | | 3 | 3 | 10A | 36A | 10A | 60S | BE | 12A | 36A | 12A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| 10.15 | 8.21 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 24A | | | 3 | 3 | 13A | 36A | 11A | 60S | BE | 12A | 36A | 10A | 48 | 120 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | ON RAMP | R | | SR 405 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.17 | 8.23 | | BEG BRIDGE | I | | 128TH AVE SE | ST | | 3 | 3 | \$\$C | 68A | \$\$C | 600 | \$\$ | \$\$C | 68A | \$\$C | 48 | 184 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | BRDG NUM 090/050S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | 128TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 090/050N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.21 | 8.27 | | END BRIDGE | I | | 128TH AVE SE | | | 3 | 3 | 10A | 36A | 10A | 60S | GR | 10A | 36A | 10A | 48 | 120 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | END BRIDGE | D | | 128TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.24 | 8.30 | | MISC FEATR | L | | GORE (R101046) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.42 | 8.48 | | ON RAMP | LC | | 142ND PL SE-TRANSIT ONLY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.46 | 8.52 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | 10A | 36A | 10A | 60S | GR | 10A | 36A | 10A | 60 | 132 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |
| | | | OFF RAMP | L | | SR 405 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.48 | 8.54 | | | | | | | | 3 | 3 | 10A | 36A | 10A | 60S | DE | 10A | 36A | 10A | 60 | 132 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | | | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|---|------------|----|----|--------------------------|---------|-----|-----|-------------|-----|---------|------------|-----|------|---------------------------|-----|------|------|-----|-------|----|------|-----|----|---|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | SPC | | | | | | | | | | | | | | | | | | |
| | | | | | | | -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 | | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 10.53 | | 8.59 | OFF RAMP | | RC | 142ND PL SE-TRANSIT ONLY | ST | Y | 3 | 3 | 10A | 36A | 10A | 60S | DE | 10A | 36A | 10A | 60 | 132 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 10.55 | | 8.61 | | | | | | | 3 | 3 | 13A | 36A | 11A | 60S | DE | 10A | 36A | 10A | 60 | 132 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 10.76 | | 8.82 | MISC FEATR | | RC | GORE (P101053) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.80 | | 8.86 | MISC FEATR | | LC | GORE (S101042) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.82 | | 8.88 | TRAF RCDR | B | | S203 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.89 | | 8.95 | CHG SU LN | | R | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | 13A | 36A | 11A | 60S | GR | 10A | 36A | 10A | 48 | 120 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| | | | OFF RAMP | | R | EBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.95 | | 9.01 | | | | | | | 3 | 3 | 11A | 36A | 11A | 60S | GR | 10A | 36A | 16A | 48 | 120 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 10.98 | | 9.04 | END SU LN | | L | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | 11A | 36A | 11A | 60S | DE | 10A | 36A | 16A | 36 | 108 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| | | | ON RAMP | | L | 148TH AVE SE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | | L | WBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 9.06 | MP MARKER | B | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.03 | | 9.09 | UXING | B | | 142ND PL SE | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/052 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | | 9.10 | MISC FEATR | R | | GORE (CI01089) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.08 | | 9.14 | END SU LN | | R | WEAVING/SPEED CHANGE 12A | | | 3 | 3 | 11A | 36A | 11A | 60S | DE | 10A | 36A | 16A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| | | | OFF RAMP | | R | 148TH AVE SE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.13 | | 9.19 | | | | | | | 3 | 3 | 11A | 36A | 11A | 60S | GR | 10A | 36A | 16A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 11.18 | | 9.24 | MISC FEATR | RC | | GORE (Q101164) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | | 9.27 | MISC FEATR | LC | | GORE (R101145) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.25 | | 9.31 | MISC FEATR | R | | GORE (P101108) | | | 3 | 3 | 11A | 36A | 11A | 60S | GR | 10A | 36A | 17A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 11.39 | | 9.45 | MISC FEATR | L | | GORE (CD01234) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.45 | | 9.51 | UXING | B | | E-N RAMP | ST | | 3 | 3 | 11A | 36A | 11A | 60S | GR | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| | | | | | | BRDG NUM 090/054E-N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | | LC | 142ND PL SE-TRANSIT ONLY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.54 | | 9.60 | UXING | B | | 150TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/054W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.57 | | 9.63 | UXING | B | | 150TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/054E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.64 | | 9.70 | ON RAMP | | RC | 142ND PL SE-TRANSIT ONLY | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.75 | | 9.81 | | | | | | | 3 | 3 | 11A | 36A | 11A | 60S | CA | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 11.82 | | 9.88 | MISC FEATR | R | | GORE (CI01089) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.95 | | 10.01 | | | | | | | 3 | 3 | 11A | 36A | 11A | 75S | CA | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 12.00 | | 10.06 | MP MARKER | B | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.04 | | 10.10 | BEG BRIDGE | B | | VASA PARK RD | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/055 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.05 | | 10.11 | END BRIDGE | B | | VASA PARK RD | | | 3 | 3 | 11A | 36A | 11A | 75S | DE | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 12.13 | | 10.19 | ON RAMP | | R | EBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.20 | | 10.26 | | | | | | | 3 | 3 | 11A | 36A | 11A | 75S | GR | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 12.24 | | 10.30 | MISC FEATR | L | | GORE (CD01234) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.34 | | 10.40 | OFF RAMP | | L | WBCD LANE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.35 | | 10.41 | | | | | | | 3 | 3 | 11A | 48A | 11A | 75S | GR | 10A | 36A | 13A | 24 | 108 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |
| 12.45 | | 10.51 | | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | GR | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | | | 60 | R | P | | | |

SR 090 MAINLINE

INTERSTATE - ISSH COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 12.50 | 10.56 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | DE | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 12.72 | 10.78 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | GR | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 12.77 | 10.83 | | | | | | 3 | 3 | 10A | 72A | 11A | 75S | GR | 10A | 52A | 13A | 24 | 148 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 12.80 | 10.86 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | GR | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.00 | 11.06 | MP MARKER | B | 13 | | | | | | | | | | | | | | | | | | | | | |
| 13.04 | 11.10 | UXING | B | PED KING | | | | | | ST | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/056 | | | | | | | | | | | | | | | | | | | | | |
| 13.15 | 11.21 | ON RAMP | L | W LAKE SAMMAMISH PRKWY | | | | | | ST | Y | | | | | | | | | | | | | | |
| 13.20 | 11.26 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | JE | 10A | 36A | 13A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.30 | 11.36 | OFF RAMP | R | W LAKE SAMMAMISH PRKWY | | | | | | ST | Y | | | | | | | | | | | | | | |
| 13.41 | 11.47 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | GR | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.42 | 11.48 | MISC FEATR | L | GORE (S101315) | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (P101330) | | | | | | | | | | | | | | | | | | | | | |
| 13.53 | 11.59 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | DE | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.64 | 11.70 | | | | | | 3 | 3 | 10A | 36A | 11A | 75S | BE | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.67 | 11.73 | BEG BRIDGE | D | W LK SAMMAMISH PRKWY | | | 3 | 3 | \$\$W | 68A | \$\$W | 75S | DE | 10A | 36A | 10A | 24 | 128 | 5 | 01 | 0075 | U5 | 60 | R | P |
| | | | | BRDG NUM 090/059N | | | | | | | | | | | | | | | | | | | | | |
| 13.69 | 11.75 | BEG BRIDGE | I | W LK SAMMAMISH PRKWY | | | 3 | 3 | | 68A | | 700 | \$\$ | \$\$W | 56A | \$\$W | 24 | 148 | 5 | 01 | 0075 | U5 | 60 | R | P |
| | | | | BRDG NUM 090/059S | | | | | | | | | | | | | | | | | | | | | |
| 13.74 | 11.80 | END BRIDGE | D | W LK SAMMAMISH PRKWY | | | 3 | 3 | 10A | 36A | 11A | 70S | BE | | 56A | | 24 | 116 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.76 | 11.82 | | | | | | 3 | 3 | 10A | 36A | 11A | 70S | CA | | 56A | | 24 | 116 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.77 | 11.83 | END BRIDGE | I | W LK SAMMAMISH PRKWY | | | 3 | 3 | 10A | 36A | 11A | 70S | CA | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P |
| 13.79 | 11.85 | LEAVE CITY | | BELLEVUE | | | 3 | 3 | 10A | 36A | 11A | 70S | CA | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0590 | U5 | 60 | R | P |
| | | ENTER CITY | | ISSAQUAH | | | | | | | | | | | | | | | | | | | | | |
| 13.86 | 11.92 | MISC FEATR | L | GORE (R101399) | | | | | | | | | | | | | | | | | | | | | |
| 13.99 | 12.05 | MP MARKER | B | 14 | | | 3 | 3 | 12A | 36A | 11A | 70S | CA | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0590 | U5 | 60 | R | P |
| | | OFF RAMP | L | W LAKE SAMMAMISH PRKWY | | | | | | ST | Y | | | | | | | | | | | | | | |
| 14.05 | 12.11 | MISC FEATR | R | GORE (Q101432B) | | | | | | | | | | | | | | | | | | | | | |
| 14.32B | 12.38 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | W LAKE SAMMAMISH PRKWY | | | | | | ST | Y | | | | | | | | | | | | | | |
| | | EQUATION | | 014.33B=014.32 | | | | | | | | | | | | | | | | | | | | | |
| 14.32 | 12.39 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.45 | 12.52 | | | | | | 3 | 3 | 12A | 36A | 11A | 90S | CA | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 14.46 | 12.53 | | | | | | 3 | 3 | 12A | 36A | 11A | 90S | GR | 10A | 36A | 10A | 24 | 96 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 14.63 | 12.70 | END SU LN | RC | HIGH OCCUPANCY VEHICL12A | | | 3 | 4 | 12A | 36A | 11A | 90S | GR | 10A | 48A | 10A | 12 | 96 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 14.65 | 12.72 | TRAF RCDR | B | S825 0 | | | | | | | | | | | | | | | | | | | | | |
| 14.87 | 12.94 | MISC FEATR | R | SGN ENT ISSAQUAH | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 13.07 | MP MARKER | B | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15.06 | 13.13 | OFF RAMP | R | SR 900 | | | 3 | 3 | 12A | 36A | 11A | 90S | GR | 10A | 36A | 10A | 12 | 84 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 15.12 | 13.19 | | | | | | 3 | 3 | 12A | 36A | 11A | 80S | GR | 10A | 36A | 10A | 12 | 84 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 15.16 | 13.23 | | | | | | 3 | 3 | 12A | 36A | 11A | 48S | GR | 10A | 36A | 10A | 12 | 84 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 15.19 | 13.26 | | | | | | 3 | 3 | 12A | 36A | 11A | 48S | DE | 10A | 36A | 10A | 12 | 84 | 5 | 01 | 0590 | U5 | 60 | R | P |
| 15.20 | 13.27 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | |
| 15.32 | 13.39 | END SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | 4 | 3 | 12A | 48A | 11A | 48S | DE | 10A | 36A | 10A | \$\$\$ | 84 | 5 | 01 | 0590 | U5 | 60 | R | P |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | |
| 15.37 | | 13.44 | ON RAMP | | L | SR 900 | ST | Y | 3 | 3 | | 12A | 36A | 11A | 48S | DE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.41 | | 13.48 | | | | | ST | | 3 | 3 | | 12A | 36A | 11A | 48S | BE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.44 | | 13.51 | BEG BRIDGE | D | | TIBBETTS CREEK BRDG NUM 090/061N | ST | | 3 | 3 | | \$\$W | 76A | \$\$W | 48S | BE | 10A | 36A | 10A | | 112 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.45 | | 13.52 | END BRIDGE | D | | TIBBETTS CREEK | | | 3 | 3 | | 12A | 36A | 11A | 48S | DE | \$\$W | 84A | \$\$W | | 120 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| | | | BEG BRIDGE | I | | TIBBETTS CREEK BRDG NUM 090/061S | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.46 | | 13.53 | END BRIDGE | I | | TIBBETTS CREEK | | | 3 | 3 | | 12A | 36A | 11A | 48S | BE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.50 | | 13.57 | | | | | | | 3 | 3 | | 12A | 36A | 11A | 48S | DE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.59 | | 13.66 | | | | | | | 3 | 3 | | 12A | 36A | 14A | 48S | DE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.64 | | 13.71 | MISC FEATR | R | | GORE (P101506) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.67 | | 13.74 | MISC FEATR | L | | GORE (S101537) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.81 | | 13.88 | | | | | | | 3 | 3 | | 12A | 36A | 14A | 48S | GR | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.82 | | 13.89 | UXING | B | | SR 900 BRDG NUM 900/030 | ST | | 3 | 3 | | 14A | 36A | 18A | 48S | GR | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.83 | | 13.90 | | | | | | | 3 | 3 | | 14A | 36A | 18A | 48S | DE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 15.99 | | 14.06 | MP MARKER | B | | 16 | | | 3 | 3 | | 14A | 36A | 18A | 48S | CA | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.02 | | 14.09 | MISC FEATR | R | | GORE (Q101631) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.04 | | 14.11 | MISC FEATR | L | | GORE (R101618) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.18 | | 14.25 | OFF RAMP | L | | SR 900 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 16.31 | | 14.38 | ON RAMP | R | | SR 900 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 16.35 | | 14.42 | | | | | | | 3 | 3 | | 14A | 36A | 18A | 48S | GR | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.41 | | 14.48 | | | | | | | 3 | 3 | | 14A | 36A | 18A | 48S | CA | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.54 | | 14.61 | ON RAMP | L | | FRONT ST | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 16.62 | | 14.69 | | | | | | | 3 | 3 | | 14A | 36A | 18A | 48S | BE | 10A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.64 | | 14.71 | BEG BRIDGE | I | | ISSAQUAH CREEK BRDG NUM 090/063S | ST | | 3 | 3 | | \$\$C | 62A | \$\$C | 48O | \$\$ | \$\$C | 52A | \$\$C | | 114 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| | | | BEG BRIDGE | D | | ISSAQUAH CREEK BRDG NUM 090/063N | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.66 | | 14.73 | END BRIDGE | I | | ISSAQUAH CREEK | | | 3 | 3 | | 10A | 36A | 8A | 48S | BE | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| | | | END BRIDGE | D | | ISSAQUAH CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.69 | | 14.76 | | | | | | | 3 | 3 | | 10A | 36A | 8A | 48S | CA | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.84 | | 14.91 | MISC FEATR | L | | GORE (S101654) | | | 3 | 3 | | 10A | 36A | 8A | 48S | BE | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| 16.85 | | 14.92 | OFF RAMP | R | | FRONT ST | ST | Y | 3 | 3 | | \$\$C | 48A | \$\$C | 48S | BE | 8A | 36A | 10A | | 84 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| | | | RR XING | D | | NUM 92001J STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | D | | NUM 92002R STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | BN RR BRDG NUM 090/065N | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.87 | | 14.94 | BEG BRIDGE | I | | BN RR BRDG NUM 090/065S | ST | | 3 | 3 | | C | 48A | C | 48O | \$\$ | \$\$C | 57A | \$\$C | | 105 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |
| | | | RR XING | I | | NUM 92001J STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | I | | NUM 92002R STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.94 | | 15.01 | END BRIDGE | D | | BN RR | | | 3 | 3 | | 10A | 36A | 8A | 48S | BE | C | 57A | C | | 93 | 5 | 01 | 0590 | U5 | | | 60 | R | P | |

SR 090 MAINLINE

INTERSTATE - ISSH COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | SPEED | T | P | S | |
| 16.96 | 15.03 | | END BRIDGE | I | | BN RR | | | | 3 | 3 | 10A | 36A | 8A | 48S | BE | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| 16.97 | 15.04 | | MISC FEATR | R | | GORE (P101685) | | | | 3 | 3 | 10A | 36A | 8A | 48S | CA | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| 17.02 | 15.09 | | MP MARKER | B | | 17 B | | | | | | | | | | | | | | | | | | | | | | | |
| 17.11 | 15.18 | | | | | | | | | 4 | 3 | 10A | 48A | 8A | 48S | BE | 8A | 36A | 10A | | 84 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| 17.12 | 15.19 | | BEG BRIDGE | D | | FRONT ST | | | ST | 4 | 3 | \$\$W | 62A | \$\$C | 48S | BE | 8A | 36A | 10A | | 98 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| | | | | | | BRDG NUM 090/066N | | | | | | | | | | | | | | | | | | | | | | | |
| 17.13 | 15.20 | | BEG BRIDGE | I | | FRONT ST | | | ST | 4 | 3 | | W 62A | C | 48O | \$\$ | \$\$C | 52A | \$\$C | | 114 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| | | | | | | BRDG NUM 090/066S | | | | | | | | | | | | | | | | | | | | | | | |
| 17.16 | 15.23 | | END BRIDGE | D | | FRONT ST | | | | 4 | 3 | 10A | 48A | 8A | 48S | GR | C | 52A | C | | 100 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| 17.17 | 15.24 | | END BRIDGE | I | | FRONT ST | | | | 4 | 3 | 10A | 48A | 8A | 48S | GR | 8A | 36A | 10A | | 84 | 5 | 01 | 0590 | U5 | 60 | R | P | |
| 17.23 | 15.30 | | OFF RAMP | R | | E SUNSET WY-HIGHLANDS DR | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 17.26 | 15.33 | | MISC FEATR | L | | GORE (R101742) | | | | | | | | | | | | | | | | | | | | | | | |
| 17.39 | 15.46 | | MISC FEATR | R | | GORE (P101723) | | | | | | | | | | | | | | | | | | | | | | | |
| 17.42 | 15.49 | | OFF RAMP | L | | FRONT ST | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 17.63 | 15.70 | | | | | | | | | 4 | 3 | 10A | 48A | 8A | 48S | GR | 8A | 36A | 10A | | 84 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| 17.64 | 15.71 | | ON RAMP | L | | E SUNSET WY-HIGHLANDS DR | ST | | Y | 3 | 3 | 10A | 36A | 8A | 48S | GR | 8A | 36A | 10A | | 72 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| 17.70 | 15.77 | | MISC FEATR | R | | GORE (Q101800) | | | | | | | | | | | | | | | | | | | | | | | |
| 17.83 | 15.90 | | MISC FEATR | L | | GORE (S101764) | | | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 16.07 | | ON RAMP | R | | FRONT ST | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 18.06 | 16.13 | | UXING | B | | E SUNSET WY-HIGHLANDS DR | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/067 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.07 | 16.14 | | BEG BRIDGE | I | | E FORK ISSAQUAH CR | | | ST | 3 | 3 | 10A | 36A | 8A | 48S | GR | \$\$W | 52A | \$\$W | | 88 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| | | | | | | BRDG NUM 090/068S | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | E-N RAMP | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/067E-N | | | | | | | | | | | | | | | | | | | | | | | |
| 18.08 | 16.15 | | BEG BRIDGE | D | | E FORK ISSAQUAH CR | | | ST | 3 | 3 | \$\$W | 52A | \$\$W | 48O | \$\$ | W | 52A | W | | 104 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| | | | | | | BRDG NUM 090/068N | | | | | | | | | | | | | | | | | | | | | | | |
| 18.10 | 16.17 | | END BRIDGE | I | | E FORK ISSAQUAH CR | | | | 3 | 3 | | W 52A | W | 48S | GR | 8A | 36A | 10A | | 88 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| 18.11 | 16.18 | | END BRIDGE | D | | E FORK ISSAQUAH CR | | | | 3 | 3 | 10A | 36P | 8A | 48S | GR | 8A | 36P | 10A | | 72 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| | | | MP MARKER | B | | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.12 | 16.19 | | UXING | B | | W-S RAMP | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/069W-S | | | | | | | | | | | | | | | | | | | | | | | |
| 18.22 | 16.29 | | MISC FEATR | R | | GORE (Q101838) | | | | | | | | | | | | | | | | | | | | | | | |
| 18.25 | 16.32 | | BEG BRIDGE | I | | ISSAQUAH CREEK | | | ST | 3 | 3 | \$\$W | 52P | \$\$W | 48O | \$\$ | \$\$W | 74P | \$\$W | | 126 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| | | | | | | BRDG NUM 090/070S | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R101836) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | ISSAQUAH CREEK | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/070N | | | | | | | | | | | | | | | | | | | | | | | |
| 18.28 | 16.35 | | END BRIDGE | I | | ISSAQUAH CREEK | | | | 3 | 3 | 10A | 36P | 8A | 60S | BE | 8A | 36P | 10A | | 72 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| | | | END BRIDGE | D | | ISSAQUAH CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 18.29 | 16.36 | | | | | | | | | 3 | 3 | 10A | 36P | 8A | 60S | DE | 8A | 36P | 10A | | 72 | 5 | 01 | 0590 | U5 | 70 | R | P | |
| 18.36 | 16.43 | | OFF RAMP | L | | E SUNSET WAY | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 18.38 | 16.45 | | ON RAMP | R | | E SUNSET WAY | | | ST | Y | 3 | 4 | 10A | 36P | 8A | 60S | DE | 10A | 48P | 10A | | 84 | 5 | 01 | 0590 | U5 | 70 | R | P |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | |
|-------|-------|-------------------------|------|---|---------|-----|-------------|-------|-----|--------------|------|-----|-----|-----|---------------------------|-----|----------|----------|------|----|-------|---|----|---|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | LEGAL | | | T | P | S | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | | LFT | RHT | | LNS | RDY | SHD | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | | | A SE | NBR | FC | D | IB | R | K | T |
| 18.40 | 16.47 | LEAVE CITY | | ISSAQUAH | | 3 4 | 10A | 36P | 8A | 60S | DE | 10A | 48P | 10A | | | 84 5 01 | \$\$\$\$ | R5 | | 70 | R | P | |
| 18.41 | 16.48 | | | | | 3 4 | 10A | 36P | 8A | 60S | DE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | \$ | |
| 18.49 | 16.56 | | | | | 3 4 | 10A | 36P | 8A | 60S | BE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | | |
| 18.50 | 16.57 | BEG BRIDGE I | | E FORK ISSAQUAH CR BRDG NUM 090/071S | ST | 3 4 | 10A | 36P | 8A | 100S | DE | \$W | 68P | \$W | | | 104 5 01 | | R5 | | 70 | R | | |
| 18.52 | 16.59 | END BRIDGE I | | E FORK ISSAQUAH CR | | 3 4 | 10A | 36P | 8A | 100S | GR | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | | |
| 18.58 | 16.65 | BEG BRIDGE D | | E FORK ISSAQUAH CR BRDG NUM 090/071N | ST | 3 4 | \$W | 52P | \$W | 100S | GR | 10A | 48P | 10A | | | 100 5 01 | | R5 | | 70 | R | | |
| 18.62 | 16.69 | END BRIDGE D | | E FORK ISSAQUAH CR | | 3 4 | 10A | 36P | 8A | 200S | GR | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | | |
| 18.77 | 16.84 | BEG BRIDGE D | | E FORK ISSAQUAH CR BRDG NUM 090/072N | ST | 3 4 | \$W | 52P | \$W | 160S | GR | 10A | 48P | 10A | | | 100 5 01 | | R5 | | 70 | R | | |
| 18.86 | 16.93 | BEG BRIDGE I | | E FORK ISSAQUAH CR BRDG NUM 090/072S | ST | 3 4 | | W 52P | W | 160 | \$\$ | \$W | 68P | \$W | | | 120 5 01 | | R5 | | 70 | R | | |
| 18.88 | 16.95 | END BRIDGE I | | E FORK ISSAQUAH CR | | 3 4 | 10A | 36P | 10A | 110S | DE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | | |
| | | END BRIDGE D | | E FORK ISSAQUAH CR | | | | | | | | | | | | | | | | | | | | |
| 18.96 | 17.03 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | |
| 19.04 | 17.11 | | | | | 3 4 | 10A | 36P | 10A | 60S | DE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | P | |
| 19.07 | 17.14 | | | | | 3 4 | 10A | 36P | 10A | 60S | BE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | P | |
| 19.08 | 17.15 | BEG BRIDGE I | | E FORK ISSAQUAH CR BRDG NUM 090/073S | ST | 3 4 | 10A | 36P | 10A | 54S | DE | \$W | 68P | \$W | | | 104 5 01 | | R5 | | 70 | R | P | |
| 19.09 | 17.16 | BEG BRIDGE D | | E FORK ISSAQUAH CR BRDG NUM 090/073N | ST | 3 4 | \$W | 52P | \$W | 60 | \$\$ | W | 68P | W | | | 120 5 01 | | R5 | | 70 | R | P | |
| 19.10 | 17.17 | END BRIDGE I | | E FORK ISSAQUAH CR | | 3 4 | | W 52P | W | 60S | GR | 10A | 48P | 10A | | | 100 5 01 | | R5 | | 70 | R | P | |
| 19.11 | 17.18 | END BRIDGE D | | E FORK ISSAQUAH CR | | 3 4 | 10A | 36P | 6A | 60S | GR | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | P | |
| 19.16 | 17.23 | MP MARKER | B | 19 | | | | | | | | | | | | | | | | | | | | |
| 19.46 | 17.53 | | | | | 3 4 | 10A | 36P | 6A | 60S | DE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | P | |
| 19.73 | 17.80 | MISC FEATR | L | SGN ENT ISSAQUAH | | | | | | | | | | | | | | | | | | | | |
| 19.85 | 17.92 | ON RAMP | L | HIGH POINT RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 19.87 | 17.94 | | | | | 3 4 | 10A | 36P | 6A | 60S | DE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | \$ | |
| 19.97 | 18.04 | OFF RAMP | R | HIGH POINT RD | ST | Y | | | | | | | | | | | | | | | | | | |
| 20.04 | 18.11 | MP MARKER | B | 20 | | | | | | | | | | | | | | | | | | | | |
| 20.09 | 18.16 | MISC FEATR | R | GORE (P101997) | | | | | | | | | | | | | | | | | | | | |
| 20.12 | 18.19 | MISC FEATR | L | GORE (S101985) | | | | | | | | | | | | | | | | | | | | |
| 20.23 | 18.30 | | | | | 3 4 | 10A | 36P | 6A | 60S | BE | 10A | 48P | 10A | | | 84 5 01 | | R5 | | 70 | R | | |
| 20.25 | 18.32 | BEG BRIDGE I | | HIGH POINT RD BRDG NUM 090/074S | ST | 3 4 | \$W | 52P | \$W | 85 | \$\$ | \$W | 68P | \$W | | | 120 5 01 | | R5 | | 70 | R | | |
| | | BEG BRIDGE D | | HIGH POINT RD BRDG NUM 090/074N | ST | | | | | | | | | | | | | | | | | | | |
| 20.28 | 18.35 | END BRIDGE I | | HIGH POINT RD | | 3 3 | 10A | 36P | 6A | 85S | BE | 10A | 36P | 10A | | | 72 5 01 | | R5 | | 70 | R | | |
| | | END BRIDGE D | | HIGH POINT RD | | | | | | | | | | | | | | | | | | | | |
| 20.30 | 18.37 | | | | | 3 3 | 10A | 36P | 6A | 85S | DE | 10A | 36P | 10A | | | 72 5 01 | | R5 | | 70 | R | | |
| 20.39 | 18.46 | MISC FEATR | L | GORE (R102052) | | | | | | | | | | | | | | | | | | | | |
| 20.41 | 18.48 | | | | | 3 3 | 10A | 36P | 6A | 85S | JE | 10A | 36P | 10A | | | 72 5 01 | | R5 | | 70 | R | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|---------|-----|------|---------------------------|-----|---------|-----|------|----|-----|----|---|----|---|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | T P | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | S | T |
| 20.43 | 18.50 | | | | | | | 3 | 3 | 10A | 36P | 6A | 85S | JE | 8A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 20.45 | 18.52 | MISC FEATR | R | GORE (Q102075) | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.49 | 18.56 | | | | | | | 3 | 3 | 10A | 36P | 6A | 66S | JE | 8A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 20.52 | 18.59 | OFF RAMP | L | HIGH POINT RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 20.75 | 18.82 | ON RAMP | R | HIGH POINT RD | ST | | Y | 3 | 3 | 10A | 36P | 6A | 66S | JE | 8A | 36P | 17A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 20.99 | 19.06 | MP MARKER | B | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.20 | 19.27 | | | | | | | 3 | 3 | 10A | 36P | 6A | 66S | DE | 6A | 36P | 17A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 21.43 | 19.50 | | | | | | | 3 | 3 | 10A | 36P | 6A | 66S | BE | 6A | 36P | 17A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 21.44 | 19.51 | BEG BRIDGE | I | E FORK ISSAQUAH CREEK | ST | | | 3 | 3 | \$\$\$W | 54A | \$\$\$W | 480 | \$\$ | \$\$\$W | 52P | \$\$\$W | 106 | 5 | 01 | | R5 | | 70 | | R | | |
| | | | | BRDG NUM 090/075S | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | E FORK ISSAQUAH CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/075N | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.45 | 19.52 | END BRIDGE | I | E FORK ISSAQUAH CREEK | | | | 3 | 3 | 10A | 36P | 6A | 48S | GR | 6A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| | | END BRIDGE | D | E FORK ISSAQUAH CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.93 | 20.00 | | | | | | | 3 | 3 | 10A | 36P | 10A | 48S | GR | 10A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 21.97 | 20.04 | MP MARKER | B | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.01 | 20.08 | | | | | | | 3 | 3 | 10A | 36P | 10A | 48S | DE | 10A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.12 | 20.19 | ON RAMP | L | JONES RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 22.15 | 20.22 | | | | | | | 3 | 3 | 8A | 36P | 10A | 66S | DE | 10A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.22 | 20.29 | OFF RAMP | R | JONES RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 22.32 | 20.39 | | | | | | | 3 | 3 | 8A | 36P | 6A | 66S | DE | 10A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.36 | 20.43 | MISC FEATR | R | GORE (P102222) | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.39 | 20.46 | | | | | | | 3 | 3 | 10A | 36P | 6A | 83S | DE | 10A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.41 | 20.48 | MISC FEATR | L | GORE (S102212) | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.45 | 20.52 | | | | | | | 3 | 3 | 10A | 36P | 6A | 79S | GR | 6A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.52 | 20.59 | UXING | B | JONES RD | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/076 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.62 | 20.69 | MISC FEATR | L | GORE (R102276) | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.64 | 20.71 | | | | | | | 3 | 3 | 10A | 36P | 6A | 78S | GR | 6A | 36P | 10A | 72 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.69 | 20.76 | MISC FEATR | R | GORE (Q102286) | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.76 | 20.83 | OFF RAMP | L | JONES RD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 22.86 | 20.93 | ON RAMP | R | JONES RD | ST | | Y | 3 | 4 | 10A | 36P | 6A | 78S | GR | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.90 | 20.97 | | | | | | | 3 | 4 | 10A | 36P | 6A | 74S | GR | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.97 | 21.04 | | | | | | | 3 | 4 | 10A | 36P | 6A | 74S | DE | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |
| 22.99 | 21.06 | MP MARKER | B | 23 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.12 | 21.19 | | | | | | | 3 | 4 | 10A | 36P | 6A | 66S | DE | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |
| 23.31 | 21.38 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.33 | 21.40 | | | | | | | 3 | 4 | 10A | 36P | 6A | 66S | GR | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |
| 23.40 | 21.47 | BEG BRIDGE | I | RAGING RIVER | ST | | | 3 | 4 | \$\$\$W | 52P | \$\$\$W | 760 | \$\$ | \$\$\$W | 68P | \$\$\$W | 120 | 5 | 01 | | R5 | | 70 | | R | | |
| | | | | BRDG NUM 090/077S | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | RAGING RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/077N | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.47 | 21.54 | END BRIDGE | I | RAGING RIVER | | | | 3 | 4 | 10A | 36P | 6A | 76S | BE | 10A | 48P | 10A | 84 | 5 | 01 | | R5 | | 70 | | R | | |

SR 090 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | W/S W/S W/S | W/S W/S W/S | WID | WID | A SE | CITY NBR | ST FC | SPEED D IB | T R | P K | S T |
| 27.30 | 25.37 | | | | | | 4 3 | 10A 48P 10A | 150S BE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 27.33 | 25.40 | BEG BRIDGE | I | WINERY RD BRDG NUM 090/080S | ST | | 4 3 | 10A 48P 10A | 150S BE | \$\$W 52P \$\$W | | 100 | 5 01 | | | R5 | 70 | R | | |
| 27.34 | 25.41 | BEG BRIDGE | D | WINERY RD BRDG NUM 090/080N | ST | | 4 3 | \$\$W 68P \$\$W | 150O \$\$ | W 52P W | | 120 | 5 01 | | | R5 | 70 | R | | |
| 27.35 | 25.42 | END BRIDGE | I | WINERY RD | | | 4 3 | W 68P W | 150S BE | 6A 36P 10A | | 104 | 5 01 | | | R5 | 70 | R | | |
| 27.36 | 25.43 | END BRIDGE | D | WINERY RD | | | 4 3 | 10A 48P 10A | 150S BE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 27.39 | 25.46 | | | | | | 4 3 | 10A 48P 10A | 150S DE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 27.54 | 25.61 | | | | | | 4 3 | 10A 48P 10A | 250S DE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 28.00 | 26.07 | MP MARKER | B | 28 | | | | | | | | | | | | | | | | |
| 28.02 | 26.09 | | | | | | 4 3 | 10A 48P 10A | 250S JE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 28.14 | 26.21 | | | | | | 4 3 | 10A 48P 10A | 250S DE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 28.78 | 26.85 | | | | | | 4 3 | 10A 48P 10A | 250S GR | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 28.86 | 26.93 | MISC FEATR | B | GAME OXING | | | | | | | | | | | | | | | | |
| 29.00 | 27.07 | MP MARKER | B | 29 | | | | | | | | | | | | | | | | |
| 29.03 | 27.10 | | | | | | 4 3 | 10A 48P 10A | 250S DE | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 29.40 | 27.47 | | | | | | 4 3 | 10A 48P 10A | 250S GR | 6A 36P 10A | | 84 | 5 01 | | | R5 | 70 | R | | |
| 29.74 | 27.81 | MISC FEATR | R | SGN ENT NORTH BEND | | | 4 3 | 10A 48P 10A | 250S GR | 6A 36P 10A | | 84 | 5 01 | | | U5 | 70 | R | | |
| 29.79 | 27.86 | | | | | | 4 3 | 10A 48P 10A | 250S DE | 6A 36P 10A | | 84 | 5 01 | | | U5 | 70 | R | | |
| 29.95 | 28.02 | ENTER CITY | | NORTH BEND | | | 4 3 | 10A 48P 10A | 250S DE | 6A 36P 10A | | 84 | 5 01 | 0875 | U5 | | 70 | R | P | |
| 30.00 | 28.07 | MP MARKER | B | 30 | | | | | | | | | | | | | | | | |
| 30.23 | 28.30 | ON RAMP | L | SR 202 | ST | Y | 3 3 | 10A 36P 6A | 250S DE | 6A 36P 10A | | 72 | 5 01 | 0875 | U5 | | 70 | R | P | |
| 30.24 | 28.31 | OFF RAMP | R | SR 202 | ST | Y | | | | | | | | | | | | | | |
| 30.38 | 28.45 | MISC FEATR | R | GORE (P103024) | | | | | | | | | | | | | | | | |
| 30.39 | 28.46 | MISC FEATR | L | GORE (S103023) | | | | | | | | | | | | | | | | |
| 30.53 | 28.60 | | | | | | 3 3 | 10A 36P 6A | 250S BE | 6A 36P 10A | | 72 | 5 01 | 0875 | U5 | | 70 | R | P | |
| 30.54 | 28.61 | | | | | | 3 3 | 10A 36A 6A | 250S BE | 6A 36A 10A | | 72 | 5 01 | 0875 | U5 | | 70 | R | P | |
| 30.56 | 28.63 | BEG BRIDGE | I | SR 202 BRDG NUM 090/081S | ST | | 3 3 | \$\$W 52P \$\$W | 74O \$\$ | \$\$W 52P \$\$W | | 104 | 5 01 | 0875 | U5 | | 70 | R | P | |
| | | BEG BRIDGE | D | SR 202 BRDG NUM 090/081N | ST | | | | | | | | | | | | | | | |
| 30.60 | 28.67 | END BRIDGE | I | SR 202 | | | 3 3 | 10A 36A 6A | 74S BE | 6A 36A 10A | | 72 | 5 01 | 0875 | U5 | | 70 | R | P | |
| | | END BRIDGE | D | SR 202 | | | | | | | | | | | | | | | | |
| 30.63 | 28.70 | | | | | | 3 3 | 10A 36A 6A | 74S DE | 6A 36A 10A | | 72 | 5 01 | 0875 | U5 | | 70 | R | P | |
| 30.70 | 28.77 | MISC FEATR | R | GORE (Q103100) | | | | | | | | | | | | | | | | |
| 30.78 | 28.85 | MISC FEATR | L | GORE (R103091) | | | | | | | | | | | | | | | | |
| 30.87 | 28.94 | LEAVE CITY | | NORTH BEND | | | 3 3 | 10A 36A 6A | 74S DE | 6A 36A 10A | | 72 | 5 01 | \$\$\$\$ | U5 | | 70 | R | \$ | |
| 30.91 | 28.98 | OFF RAMP | L | SR 202 | ST | Y | | | | | | | | | | | | | | |
| 31.00 | 29.07 | MP MARKER | B | 31 | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 202 | ST | Y | | | | | | | | | | | | | | |
| 31.57B | 29.64 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | |
| 31.82B | 29.89 | | | | | | 3 3 | 10A 36P 6A | 116S DE | 6A 36A 10A | | 72 | 5 01 | | | U5 | 70 | R | | |
| 31.84B | 29.91 | | | | | | 3 3 | 10A 36P 6A | 116S BE | 6A 36A 10A | | 72 | 5 01 | | | U5 | 70 | R | | |

SR 090 REVERSIBLE LANE INTERSTATE - ISSH COUNTY KING DOT DISTRICT 1
 090EXP

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|---------|---|----|-----------------|-----|-----|-------------|------|----|---------|-----|--------------------------|-----|-----|---|----|------|----|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | CITY ST | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 4.28 | 2.29 | BEG CTLSEC | | CONTROL SECTION 1704 | | | | | | | | | | | W | 40P | W | | 40 | 5 | 02 | 1140 | U5 | | 60 | L | P | |
| | | BEG BRIDGE | B | LAKE WASHINGTON | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/025REV | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.53 | 2.54 | END BRIDGE | B | LAKE WASHINGTON | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | LAKE WASHINGTON | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/025N | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.08 | 3.09 | LEAVE CITY | | SEATTLE | | | | | | | | | | | W | 40P | W | | 40 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| | | ENTER CITY | | MERCER ISLAND | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.89 | 3.90 | END BRIDGE | B | LAKE WASHINGTON | | | | | | | | | | | 8P | 24P | 8P | | 24 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| | | END CTLSEC | | CONTROL SECTION 1704 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1705 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | 4.04 | BEG TUNNEL | B | FIRST HILL LID | | | | | | | | | | | \$\$W | 44P | \$\$W | | 44 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| | | | | TNNL NUM 090/026LID | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.56 | 4.57 | END TUNNEL | B | FIRST HILL LID | | | | | | | | | | | 8P | 24P | 8P | | 24 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| 6.58 | 4.59 | ON/OFF RMP | L | 77TH AVE SE (REVERSIBLE) | ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.70 | 4.71 | UXING | B | 76TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/031 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (P100658R) | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.74 | 4.75 | ON RAMP | L | ISLAND CREST WAY | ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.80 | 4.81 | OFF RAMP | R | ISLAND CREST WAY | ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.85 | 4.86 | UXING | B | 77TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/032 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | 4.88 | MISC FEATR | L | GORE (S100674R) | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 4.90 | MISC FEATR | R | GORE (P100680R) | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 5.02 | UXING | B | 80TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/033 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.11 | 5.12 | UXING | B | ISLAND CREST WAY | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/034 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 5.22 | BEG TUNNEL | B | LUTHER BURBANK LID | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | TNNL NUM 090/035LID | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.28 | 5.29 | END TUNNEL | B | LUTHER BURBANK LID | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.70 | 5.71 | UXING | B | SHOREWOOD DR | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/036 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 6.02 | ON RAMP | L | SR 90 WB | ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 8.09 | 6.10 | UXING | B | N MERCER WAY | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/037 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.23 | 6.24 | MISC FEATR | L | GORE (R100832) | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.31 | 6.32 | | | | | | | | | | | | | | 8P | 12P | 8P | | 12 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| 8.35 | 6.36 | UXING | B | E MERCER WAY | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 090/038 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.45 | 6.46 | MISC FEATR | R | GORE (SR 90 EB) | | | | | | | | | | | 8P | 12P | \$\$\$ | | 12 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| 8.48 | 6.49 | MISC FEATR | I | WPS E CHANNEL LK WA BRDG | | | | | | | | | | | \$\$W | 36P | | | 36 | 5 | 02 | 0763 | U5 | | 60 | L | P | |
| 8.74 | 6.75 | LEAVE CITY | | MERCER ISLAND | | | | | | | | | | | W | 36P | | | 36 | 5 | 02 | 0075 | U5 | | 60 | L | P | |

SR 092 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|-------|---|------|-----------------------|----|----|-------------|-----|-----|--------------|-----|------|---------|-------|---------------------------|-------|-----|-----|------|------|----------|-------|----|---|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 2 | 2 | | | | | 8A | 48A | 8A | | 48 | 3 | 02 | 0664 | U2 | 55 | R | B |
| | | ENTER CITY | | SR 9 TO GRANITE FALLS | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | LAKE STEVENS | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | CONTROL SECTION 3138 | | | | | | | | | | | | | | | | | | | | | |
| | | | | SR 9 | | | | ST | SG | Y | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | | | | | | 1 | 2 | | | | | 8A | 36A | 8A | | 36 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 0.15 | 0.15 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 0.17 | 0.17 | WYE CONN | R | LAKE DR | | | | CT | | Y | | | | | | | | | | | | | | | |
| 0.18 | 0.18 | INTRSECTN | R | LAKE DR | | | | CT | | Y | | | | | | | | | | | | | | | |
| 0.46 | 0.46 | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 0.56 | 0.56 | ROUNDAABOUT | B | 99TH AVE NE | | | | CT | YS | Y | | | | | | | | | | | | | | | |
| 0.67 | 0.67 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 0.88 | 0.88 | INTRSECTN | B | CALLOW RD | | | | CT | | N | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | MP MARKER | R | 1 | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 1.46 | 1.46 | ROUNDAABOUT | R | 113TH AVE NE | | | | CT | YS | Y | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 1.72 | 1.72 | WYE CONN | R | GRADE RD | | | | CT | | Y | | | | | | | | | | | | | | | |
| 1.73 | 1.73 | INTRSECTN | L | CALLOW RD | | | | CT | | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | GRADE RD | | | | CT | | Y | | | | | | | | | | | | | | | |
| 1.93 | 1.93 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | INTRSECTN | L | 121ST DR NE | | | | CO | | N | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | | | | | | | | | | | | 9A | 24A | 9A | | 24 | 3 | 02 | 0664 | U2 | 55 | R | B |
| 2.36 | 2.36 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 2.37 | 2.37 | LEAVE CITY | | LAKE STEVENS | | | | | | | | | | 9A | 24A | 9A | | 24 | 3 | 02 | \$\$\$\$ | U2 | 55 | R | \$ |
| 2.38 | 2.38 | INTRSECTN | B | 127TH DR NE | | | | CO | | Y | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 2.42 | 2.42 | BEG BRIDGE | B | CENTENNIAL TRAIL | | | | ST | | 1 | 1 | | | \$\$W | 40P | \$\$W | | 40 | 3 | 02 | | U2 | 55 | R | |
| | | | | BRDG NUM 092/013 | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | END BRIDGE | B | CENTENNIAL TRAIL | | | | | | | | | | 9A | 24A | 9A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.46 | 2.46 | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.54 | 2.54 | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.67 | 2.67 | WYE CONN | R | MACHIAS RD | | | | CO | | Y | 1 | 1 | | 4A | 24A | 4A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.68 | 2.68 | INTRSECTN | R | MACHIAS RD | | | | CO | | Y | | | | | | | | | | | | | | | |
| 2.87 | 2.87 | | | | | | | | | | | | | 4A | 24A | 6A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.88 | 2.88 | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 3 | 02 | | U2 | 55 | R | |
| 2.91 | 2.91 | INTRSECTN | B | 44TH ST NE | | | | 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 | LGT WD | LGT WD | LGT WD | LGT WD |
| 0.00 | 0.00 | | | | | | | | |
| 0.17 | 0.17 | | .02 | 12 | | | | | .08 12 |
| 2.68 | 2.68 | | | .06 | 12 | | | .04 | 12 |

SR 092 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|-------|---|------|-------------------------|---------|-------------|-----|-----|------------|---------|-----|---------------------------|-----|--------|-----|-------|------|----|---|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | LEGAL | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | SPEED | | T | P | S | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | D | IB | R | K | T | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | | | | | | |
| 2.92 | 2.92 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.94 | 2.94 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 2.96 | 2.96 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | |
| 3.26 | 3.26 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | |
| 4.06 | 4.06 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.23 | 4.23 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 4.25 | 4.25 | INTRSECTN | B | 147TH AVE NE | CO | Y | | | | | | | | | | | | | | | | | | |
| 4.26 | 4.26 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.27 | 4.27 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 4.41 | 4.41 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | 4.48 | INTRSECTN | R | 64TH ST NE | CO | N | | | | | | | | | | | | | | | | | | |
| 4.49 | 4.49 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.83 | 4.83 | ENT/EXIT | R | CHURCH | PV | Y | | | | | | | | | | | | | | | | | | |
| 5.07 | 5.07 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | |
| 5.26 | 5.26 | INTRSECTN | L | 75TH ST NE | CO | N | | | | | | | | | | | | | | | | | | |
| 5.62 | 5.62 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.63 | 5.63 | INTRSECTN | L | 161ST AVE NE | CO | N | | | | | | | | | | | | | | | | | | |
| 5.91 | 5.91 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.98 | 5.98 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 6.02 | INTRSECTN | L | 84TH ST NE | CO | SG | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | |
| 6.03 | 6.03 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | |
| 6.45 | 6.45 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.65 | 6.65 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.66 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 6.71 | 6.71 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.72 | 6.72 | INTRSECTN | L | PVT RD | PV | Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | CROOKED MI RD-OLD SR 92 | CO | Y | | | | | | | | | | | | | | | | | | |
| 6.73 | 6.73 | WYE CONN | R | CROOKED MILE RD | CO | Y | | | | | | | | | | | | | | | | | | |
| 7.01 | 7.01 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.21 | | | | | | 1 | 1 | 4A | 12A | | 14P | CU | \$\$\$ | 16A | \$\$C | | | | | | | | |
| 7.26 | 7.26 | BEG ST | I | QUARRY RD | | | 1 | 1 | \$\$C | 16A | | 14P | CU | | 16A | C | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.25 | 4.25 | .04 | 12 | .03 | 12 | .02 | 12 | | |
| 4.83 | 4.83 | | | .09 | 12 | .04 | 12 | | |
| 6.02 | 6.02 | .04 | 12 | .03 | 12 | .07 | 12 | | |
| 6.72 | 6.72 | .03 | 12 | .07 | 12 | .03 | 12 | | |

SR 092 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| 7.26 | 7.26 | | ROUNDAABOUT | R | | SR 92 SPGRANIT (SPUR) | ST | YS | Y | 1 | 1 | C | 16A | | 14P | CU | 16A | C | | 32 | 3 | 02 | | U2 | 40 | R | P | * | | |
| 7.27 | 7.27 | | ENTER CITY | | | GRANITE FALLS | | | | 1 | 1 | C | 16A | | 14P | CU | 16A | C | | 32 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.28 | 7.28 | | | | | | | | | 1 | 1 | C | 16A | | 14P | CU | 12A | 8A | | 28 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.33 | 7.33 | | | | | | | | | 1 | 1 | 8A | 12A | | 6P | CU | 12A | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.44 | 7.44 | | | | | | | | | 1 | 1 | 8A | 12A | | 14P | CU | 12A | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.47 | 7.47 | | | | | | | | | 1 | 1 | \$\$C | 12P | | 14P | CU | 12P | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.51 | 7.51 | | ROUNDAABOUT | B | | 100TH ST NE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.53 | 7.53 | | | | | | | | | 1 | 1 | C | 12A | | 14P | CU | 12A | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 7.56 | 7.56 | | | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$ | 8A | 24A | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | |
| 7.84 | 7.84 | | LEAVE CITY | | | GRANITE FALLS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | \$\$\$\$ | U2 | 40 | R | \$ | * | |
| 8.17 | 8.17 | | | | | | | | | 1 | 1 | 8A | 12A | | 12P | CU | \$\$\$ | 16A | \$\$C | | 28 | 3 | 02 | | U2 | 40 | R | * | | |
| 8.19 | 8.19 | | | | | | | | | 1 | 1 | \$\$C | 16P | | 12P | CU | 16P | C | | 32 | 3 | 02 | | U2 | 40 | R | * | | | |
| 8.21 | 8.21 | | ROUNDAABOUT | B | | JORDAN RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | ENGBRETSEN RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.23 | 8.23 | | ENTER CITY | | | GRANITE FALLS | | | | 1 | 1 | C | 16P | | 12P | CU | 16P | C | | 32 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 8.24 | 8.24 | | | | | | | | | 1 | 1 | C | 16A | | 12P | CU | 16A | 10A | | 32 | 3 | 02 | 0525 | U2 | 40 | R | P | * | | |
| 8.29 | 8.29 | | | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$ | 8A | 24A | 10A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | |
| 9.05 | 9.05 | | LEAVE CITY | | | GRANITE FALLS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | \$\$\$\$ | U2 | 40 | R | \$ | * | |
| 9.14 | 9.14 | | ENTER CITY | | | GRANITE FALLS | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | 0525 | U2 | 40 | R | P | * | |
| 9.16 | 9.16 | | END ST | I | | QUARRY RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | MOUNTAIN LOOP HWY | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3138 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 9.16 | 9.16 | .04 | 12 | | | | |

SR 096 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 TO SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 128TH ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 096/001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | END BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | WYE CONN | L | | OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.30 | | INTRSECTN | B | | 3RD AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.35 | 0.35 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | INTRSECTN | R | | 4TH DR SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | EXIT TO | R | | MCCOLLUM PARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | TRANSIT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | MCCOLLUM PARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | | END SU LN | R | | TRANSIT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.68 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | | END SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.71 | 0.71 | | WYE CONN | R | | DUMAS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | END ST | I | | 128TH ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | MILL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 132ND ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | DUMAS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | ELGIN WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | | WYE CONN | R | | 10TH DR SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.12 | 0.12 | .05 | 24 | | | | | | |
| 0.13 | 0.13 | | | | | | | | .03 12 |
| 0.20 | 0.20 | | | .02 | 14 | | | | |
| 0.30 | 0.30 | .03 | 14 | .03 | 14 | | | | |
| 0.51 | 0.51 | | | .02 | 12 | | | | |
| 0.71 | 0.71 | | | .12 | 12 | | | | |
| 0.72 | 0.72 | .03 | 12 | .03 | 12 | | | | |
| 0.90 | 0.90 | | | .02 | 12 | | | | |

SR 096 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|-------------|---|-----|-----|-----|-------|--------------------------|-------|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | LEGAL | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | T P S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 0.91 | 0.91 | | INTRSECTN | R | | 10TH DR SE | CT | Y | 2 | 2 | | | | | | | 3A | 50A | C | | 50 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 0.96 | 0.96 | | INTRSECTN | L | | 12TH DR SE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | 2 | 2 | | | | | | 3A | 56A | C | | 56 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.08 | 1.08 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 3A | 44A | C | 12 | 56 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.13 | 1.13 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 3A | 56A | C | \$\$\$ | 56 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.15 | 1.15 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 1.18 | 1.18 | | INTRSECTN | R | | 16TH AVE SE | CT | SG | Y | 2 | 2 | | | | | | \$\$C | 72A | C | | 72 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| | | | ENT/EXIT | L | | FRED MEYER | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 1.24 | | BEG SU LN | L | | BICYCLE | | | | 05A | | | | | | | C | 62A | C | 10 | 72 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| | | | BEG SU LN | R | | BICYCLE | | | | 05A | | | | | | | | | | | | | | | | | | | |
| 1.35 | 1.35 | | WYE CONN | L | | SR 527 | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 1.37 | 1.37 | | INTRSECTN | B | | SR 527*BOTHELL-EVRET HWY | ST | SG | Y | 2 | 2 | | | | | | C | 55A | C | 10 | 65 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.40 | 1.40 | | WYE CONN | L | | SR 527 | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 1.45 | 1.45 | | EXIT TO | R | | SHOPPING CENTER | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 1.47 | 1.47 | | ENT FROM | R | | SHOPPING CENTER | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 1.53 | 1.53 | | INTRSECTN | B | | 21ST DR SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.55 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 1.60 | 1.60 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 43A | C | 22 | 65 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.70 | 1.70 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 55A | C | 10 | 65 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| | | | INTRSECTN | L | | 24TH DR SE | | PV | N | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | INTRSECTN | B | | 25TH AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.79 | 1.79 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 43A | C | 22 | 65 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 1.91 | 1.91 | | INTRSECTN | L | | 27TH DR SE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | INTRSECTN | B | | 29TH AVE SE | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.08 | | INTRSECTN | L | | 30TH AVE SE | | PV | N | | | | | | | | | | | | | | | | | | | | |
| 2.15 | 2.15 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 43A | C | 10 | 53 | 3 | 01 | 0778 | U1 | 45 | R | P | * |
| 2.20 | 2.20 | | ENT/EXIT | L | | APARTMENT COMPLEX | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.25 | | ENT/EXIT | R | | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | CONDOMINIUM COMPLEX | | 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 |
| 1.18 | 1.18 | | | .03 | 12 | | | .03 | 12 | .03 | 12 |
| 1.37 | 1.37 | | | .04 | 24 | | | .06 | 24 | | |
| 1.40 | 1.40 | | | | | | | | | .02 | 12 |
| 1.45 | 1.45 | | | | | .02 | 12 | | | | |
| 1.53 | 1.53 | | | .05 | 12 | .04 | 12 | .05 | 12 | | |
| 1.75 | 1.75 | | | .03 | 12 | | | .03 | 12 | | |
| 2.20 | 2.20 | | | .03 | 12 | | | | | | |
| 2.25 | 2.25 | | | .02 | 12 | | | .02 | 12 | | |

SR 096 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | 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 | |
| 2.32 | | 2.32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | | 2.38 | INTRSECTN | B | | 35TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | | 2.43 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | | | |

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 |
| 2.38 | 2.38 | .07 | 12 | .02 | 12 | .03 | 12 | .05 | 12 |

SR 096 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------|-------------|----|---|-------------|----|-----|-----|-----|------|----|--------------------------|-----|-----|--------|-----|-------|----|----------|----|-----|----|---|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | K | T | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D | | I | B | 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 | | | |
| 2.54 | 2.54 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 10 | 53 | 3 | 01 | 0778 | U1 | | 45 | R | P | * | | | | | |
| 2.61 | 2.61 | | INTRSECTN | L | | 39TH AVE SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | 2.69 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 22 | 65 | 3 | 01 | 0778 | U1 | | 45 | R | P | * | | | | | |
| 2.84 | 2.84 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | | INTRSECTN | L | | 43RD AVE SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.89 | 2.89 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 10 | 53 | 3 | 01 | 0778 | U1 | | 45 | R | P | * | | | | | |
| 2.94 | 2.94 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 22 | 65 | 3 | 01 | 0778 | U1 | | 45 | R | P | * | | | | | |
| | | | INTRSECTN | L | | 44TH AVE SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.11 | 3.11 | | INTRSECTN | L | | 47TH AVE SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.22 | 3.22 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 55A | C | 10 | 65 | 3 | 01 | 0778 | U1 | | 45 | R | P | * | | | | | |
| 3.26 | 3.26 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.27 | 3.27 | | LEAVE CITY | | | MILL CREEK | | | | 2 | 2 | | | | | | C | 55A | C | 10 | 65 | 3 | 01 | \$\$\$\$ | U1 | | 45 | R | \$ | * | | | | | |
| 3.28 | 3.28 | | END ST | I | | 132ND ST SE | | | | 1 | 1 | | | | | | C | 50A | C | \$\$\$ | 50 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| | | | END SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | L | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | SEATTLE HILL RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SEATTLE HILL RD | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 132ND ST SE | | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.33 | 3.33 | | | | | | | | | | | 1 | 1 | | | | 3A | 30A | C | | 30 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.36 | 3.36 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 22A | C | 11 | 33 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.38 | 3.38 | | ENT/EXIT | R | | BUSINESS | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.40 | 3.40 | | END SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | 3A | 28A | C | \$\$\$ | 28 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.45 | 3.45 | | INTRSECTN | L | | 51ST AVE SE | | | | CO | N | 1 | 1 | | | | 3G | 24A | 7A | | 24 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.63 | 3.63 | | INTRSECTN | R | | 53RD DR SE | | | | CO | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.70 | 3.70 | | | | | | | | | | | 1 | 1 | | | | 8A | 24A | 7A | | 24 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.71 | 3.71 | | INTRSECTN | L | | 54TH AVE SE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.80 | 3.80 | | | | | | | | | | | 1 | 1 | | | | 8A | 36A | 7A | | 36 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.83 | 3.83 | | INTRSECTN | R | | 126TH ST SE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.84 | 3.84 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 24A | 7A | 12 | 36 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.87 | 3.87 | | | | | | | | | | | 1 | 1 | | | | \$\$C | 24A | 7A | 12 | 36 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| 3.90 | 3.90 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 8A | 36A | 7A | \$\$\$ | 36 | 3 | 01 | | U2 | | 35 | R | | * | | | | | |
| | | | INTRSECTN | B | | 125TH ST SE | | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.61 | 2.61 | | .06 | 12 | | | | | | |
| 2.94 | 2.94 | | .02 | 12 | | | | | | |
| 3.28 | 3.28 | | .05 | 12 | .04 | 11 | .02 | 11 | | |
| 3.38 | 3.38 | | | | .02 | 11 | | | | |
| 3.90 | 3.90 | | | | .03 | 12 | | | | |

SR 096 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 |
| 3.94 | 3.94 | | | | | | | 1 | 1 | | | | 8A | 36A | 7A | | | | | 36 | 3 | 01 | | U2 | 35 | R | * | |
| 3.99 | 3.99 | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.03 | 4.03 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.15 | 4.15 | INTRSECTN | R | 58TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.21 | 4.21 | | | | | | | 1 | 1 | | | | \$\$C | 30A | 4A | | | | | 30 | 3 | 01 | | U2 | 35 | R | * | |
| 4.24 | 4.24 | INTRSECTN | L | 60TH AVE SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.29 | 4.29 | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.31 | 4.31 | | | | | | | 1 | 1 | | | | 4A | 22A | 2A | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.38 | 4.38 | | | | | | | 1 | 1 | | | | \$\$C | 22A | 2A | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.39 | 4.39 | INTRSECTN | L | 62ND AVE S | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.47 | 4.47 | | | | | | | 1 | 1 | | | | 2A | 22A | 2A | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.50 | 4.50 | | | | | | | 1 | 1 | | | | 2G | 22A | 2G | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 4.80 | 4.80 | WYE CONN | L | E LOWELL-LARIMER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.81 | 4.81 | END ST | I | SEATTLE HILL RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | E LOWELL-LARIMER RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | E LOWELL-LARIMER RD | CO | SS | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.05 | 5.05 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.40 | 5.40 | BEG BRIDGE | B | CATTLE PASS | ST | | | 1 | 1 | | | | \$\$C | 30A | \$\$C | | | | | 30 | 3 | 01 | | U2 | 35 | R | * | |
| | | | | BRDG NUM 096/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.41 | 5.41 | END BRIDGE | B | CATTLE PASS | | | | 1 | 1 | | | | 2G | 22A | 2G | | | | | 22 | 3 | 01 | | U2 | 35 | R | * | |
| 5.85 | 5.85 | INTRSECTN | R | 77TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | 6.06 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | 6.69 | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | | | 24 | 3 | 01 | | U2 | 35 | R | * | |
| 6.75 | 6.75 | END ST | I | E LOWELL-LARIMER RD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 9 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3160 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 |
| 4.24 | 4.24 | .03 | 11 | | | | | .04 | 11 |
| 4.39 | 4.39 | .02 | 10 | | | | | .02 | 10 |
| 6.75 | 6.75 | | | .05 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 6.15 | 2.50 | BEG ROUTE | | MAIN ROUTE | | | | 2 | 2 | | | | | 8A | 46A | 8A | | | 46 | 4 | 02 | 0443 | U1 | | 50 | R P * |
| | | | | SR 5/FIFE TO SR 5/EVERTT | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | FEDERAL WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1701 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC HWY S | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT PIERCE CO | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT KING COUNTY | | | | | | | | | | | | | | | | | | | | | | |
| 6.17 | 2.52 | MISC FEATR | R | SGN ENT FEDERAL WAY | | | | | | | | | | | | | | | | | | | | | | |
| 6.19 | 2.54 | ENT/EXIT | R | CEMETERY | | | | | PV | | | | | | | | | | | | | | | | | |
| 6.30 | 2.65 | INTRSECTN | L | 1ST AVE S | | | | | CT | | | | | | | | | | | | | | | | | |
| 6.41 | 2.76 | INTRSECTN | R | S 373RD ST | | | | | CT | | | | | | | | | | | | | | | | | |
| 6.46 | 2.81 | ENT FROM | L | WEIGH STATION | | | | | ST | | | | | | | | | | | | | | | | | |
| 6.53 | 2.88 | WEIGH STA | L | NUMBER 21 | | | | | | | | | | | | | | | | | | | | | | |
| 6.60 | 2.95 | EXIT TO | L | WEIGH STATION | | | | | ST | | | | | | | | | | | | | | | | | |
| 6.82 | 3.17 | BEG BRIDGE | B | W FORK HYLEBOS CREEK | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 099/455 | | | | | | | | | | | | | | | | | | | | | | |
| 6.83 | 3.18 | END BRIDGE | B | W FORK HYLEBOS CREEK | | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 3.34 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | |
| 7.46 | 3.81 | INTRSECTN | R | S 359TH ST | | | | | CT | | | | | | | | | | | | | | | | | |
| 7.58 | 3.93 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.61 | 3.96 | WYE CONN | L | S 356TH ST | | | | | CT | | | | | | | | | | | | | | | | | |
| 7.63 | 3.98 | INTRSECTN | B | S 356TH ST | | | | | CT | SG | Y | | | | | | | | | | | | | | | |
| 7.69 | 4.04 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 7.89 | 4.24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.93 | 4.28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.94 | 4.29 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 4.36 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | 4.39 | ENT/EXIT | R | SHOPPING CENTER | | | | | PV | | | | | | | | | | | | | | | | | |
| 8.07 | 4.42 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 8.14 | 4.49 | INTRSECTN | L | S 348TH ST | | | | | CT | SG | Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 18 | | | | | ST | SG | Y | | | | | | | | | | | | | | | |
| 8.19 | 4.54 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 6.19 | 2.54 | | | .03 | 12 | | | .01 | 12 |
| 7.46 | 3.81 | | | .02 | 12 | | | | |
| 7.63 | 3.98 | .10 | 12 | .03 | 13 | .04 | 12 | | |
| 8.04 | 4.39 | | | .02 | 12 | | | .03 | 12 |
| 8.14 | 4.49 | .04 | 13 | .05 | 12 | .04 | 13 | .04 | 11 |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 8.21 | 4.56 | | | | | | | 2 | 2 | | | | | 8A | 47A | 8A | 13 | 60 | 4 | 02 | 0443 | U1 | 40 | R | P | * | |
| 8.42 | 4.77 | INTRSECTN | B | S 344TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 8.52 | 4.87 | CHG SU LN | C | TWO WAY TURN | | 22A | | 2 | 2 | | | | | 8A | 48A | 8A | 22 | 70 | 4 | 02 | 0443 | U1 | 40 | R | P | * | |
| 8.62 | 4.97 | END SU LN | C | TWO WAY TURN | | 22A | | 2 | 2 | | | | | 8A | 60A | 8A | \$\$\$ | 60 | 4 | 02 | 0443 | U1 | 40 | R | P | * | |
| 8.65 | 5.00 | INTRSECTN | R | 16TH AVE S | CT | SG | Y | 2 | 2 | C | 38A | | 22S | CU | \$\$\$ | 24A | \$\$C | | 62 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 8.68 | 5.03 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 8.71 | 5.06 | | | | | | | 3 | 2 | C | 38A | | 22S | CU | | 24A | C | | 62 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| 8.75 | 5.10 | BEG SU LN | R | HIGH OCCUPANCY VEHICL12A | | | | 3 | 2 | C | 38A | | 22S | CU | | 24A | C | 12 | 74 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| | | WYE CONN | R | 16TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 8.87 | 5.22 | BEG SU LN | L | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | C | 26A | | 22S | CU | | 24A | C | 24 | 74 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| 8.91 | 5.26 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 8.93 | 5.28 | INTRSECTN | B | S 336TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 8.95 | 5.30 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 5.35 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | 5.45 | INTRSECTN | R | S 333RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 5.53 | INTRSECTN | L | S 332ND ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.27 | 5.62 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 9.31 | 5.66 | INTRSECTN | B | S 330TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.33 | 5.68 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 9.44 | 5.79 | INTRSECTN | L | S 328TH ST | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.62 | 5.97 | INTRSECTN | R | S 325TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.68 | 6.03 | INTRSECTN | B | S 324TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.76 | 6.11 | ENT/EXIT | R | SHOPPING CENTER | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.84 | 6.19 | ENT/EXIT | L | SHOPPING CENTER | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.86 | 6.21 | ENT/EXIT | R | SHOPPING CENTER | | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.94 | 6.29 | INTRSECTN | B | S 320TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| | | --- | --- | --- | --- | --- | --- | --- | --- |
| 8.65 | 5.00 | | | .05 | 22 | | | | |
| 8.93 | 5.28 | .07 | 24 | .10 | 12 | .05 | 12 | | |
| 9.10 | 5.45 | | | .02 | 12 | | | | |
| 9.31 | 5.66 | .03 | 12 | .04 | 12 | | | | |
| 9.68 | 6.03 | .09 | 12 | .05 | 12 | | | | |
| 9.84 | 6.19 | .03 | 12 | | | | | | |
| 9.94 | 6.29 | .06 | 24 | .06 | 24 | .03 | 12 | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 9.95 | 6.30 | | | | | | | 2 | 2 | C | 26A | | 22S | CU | | 24A | C | 24 | 74 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| 10.00 | 6.35 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.04 | 6.39 | INTRSECTN | R | S 318TH PL | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.18 | 6.53 | INTRSECTN | R | S 316TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | SHOPPING CENTER | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.31 | 6.66 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.44 | 6.79 | INTRSECTN | B | S 312TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.51 | 6.86 | | | | | | | 2 | 2 | C | 24A | | 12S | CU | | 24A | C | 24 | 72 | 4 | 02 | 0443 | U1 | 40 | R | P | * |
| 10.57 | 6.92 | INTRSECTN | R | S 310TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.69 | 7.04 | INTRSECTN | B | S 308TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.72 | 7.07 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.84 | 7.19 | | | | | | | 2 | 2 | C | 24A | | 12S | CU | | 24A | C | 24 | 72 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 10.86 | 7.21 | INTRSECTN | R | S 305TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.94 | 7.29 | INTRSECTN | B | S 304TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 7.35 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.24 | 7.59 | CHG SU LN | R | HIGH OCCUPANCY VEHICL14A | | | | 2 | 2 | C | 24A | | 12S | CU | | 24A | C | 28 | 76 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| | | CHG SU LN | L | HIGH OCCUPANCY VEHICL14A | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 18TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.37 | 7.72 | INTRSECTN | L | SR 509 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | U-TURN ACCESS | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 11.62 | 7.97 | INTRSECTN | C | U-TURN ACCESS | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.90 | 8.25 | INTRSECTN | B | S 288TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.04 | 6.39 | | | .01 | 12 | | | | |
| 10.18 | 6.53 | .05 | 12 | .04 | 12 | | | | |
| 10.31 | 6.66 | .03 | 12 | | | | | | |
| 10.44 | 6.79 | .08 | 12 | .04 | 12 | .04 | 12 | | |
| 10.69 | 7.04 | .06 | 12 | .06 | 12 | | | | |
| 10.94 | 7.29 | .05 | 12 | .06 | 12 | | | | |
| 11.24 | 7.59 | | | .02 | 12 | | | | |
| 11.37 | 7.72 | .08 | 12 | .04 | 12 | .09 | 12 | | |
| 11.62 | 7.97 | .03 | 12 | .03 | 12 | | | | |
| 11.90 | 8.25 | .07 | 12 | .06 | 24 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | :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 | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T |
| 11.94 | 8.29 | | | | | 2 | 2 | C | 24A | 12S | CU | 24A | C | 28 | 76 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 11.99 | 8.34 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | |
| 12.20 | 8.55 | INTRSECTN | R | S 283RD ST | CT | Y | | | | | | | | | | | | | | | | | |
| 12.33 | 8.68 | ENT/EXIT | R | APARTMENTS | PV | Y | | | | | | | | | | | | | | | | | |
| 12.46 | 8.81 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | |
| 12.47 | 8.82 | INTRSECTN | L | S 279TH ST | CT | Y | | | | | | | | | | | | | | | | | |
| 12.51 | 8.86 | INTRSECTN | L | 16TH AVE S | CT | Y | | | | | | | | | | | | | | | | | |
| 12.67 | 9.02 | ENT/EXIT | L | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S 276TH ST | CT | SG | Y | | | | | | | | | | | | | | | | |
| 12.71 | 9.06 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | |
| 12.92 | 9.27 | LEAVE CITY | | FEDERAL WAY | | 2 | 2 | | \$ \$\$\$ | \$\$\$ \$ | C | 58A | C | 28 | 86 | 4 | 02 | 0615 | U1 | 45 | R | P | * |
| | | ENTER CITY | | KENT | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | S 272ND ST | CT | SG | Y | | | | | | | | | | | | | | | | |
| 12.93 | 9.28 | WYE CONN | R | S 272ND ST | CT | Y | | | | | | | | | | | | | | | | | |
| 13.00 | 9.35 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | SHOPPING CENTER | PV | N | | | | | | | | | | | | | | | | | |
| 13.02 | 9.37 | | | | | 2 | 2 | C | 24A | 12S | CU | \$ 24A | C | 28 | 76 | 4 | 02 | 0615 | U1 | 45 | R | P | * |
| 13.19 | 9.54 | INTRSECTN | L | S 268TH ST | CT | Y | | | | | | | | | | | | | | | | | |
| 13.58 | 9.93 | ENT/EXIT | R | SHOPPING CENTER | PV | N | | | | | | | | | | | | | | | | | |
| 13.62 | 9.97 | ENT/EXIT | R | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | |
| 13.71 | 10.06 | INTRSECTN | B | S 260TH ST | CT | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | |
| 13.97 | 10.32 | ENT/EXIT | R | SHOPPING CENTER | PV | Y | | | | | | | | | | | | | | | | | |
| 14.00 | 10.35 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | |
| 14.05 | 10.40 | ENT/EXIT | R | SHOPPING CENTER | PV | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | U-TURN ACCESS | ST | SG | Y | | | | | | | | | | | | | | | | |
| 14.24 | 10.59 | INTRSECTN | B | S 252ND ST | CT | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | |
| 14.49 | 10.84 | INTRSECTN | L | S 248TH ST | CT | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 12.20 | 8.55 | | | .02 | 12 | | | | |
| 12.33 | 8.68 | | | .02 | 12 | | | | |
| 12.51 | 8.86 | .07 | 12 | | | | | | |
| 12.67 | 9.02 | .03 | 12 | .04 | 12 | | | | |
| 12.92 | 9.27 | .06 | 23 | .06 | 12 | | | | |
| 13.71 | 10.06 | .04 | 13 | .04 | 12 | | | | |
| 14.05 | 10.40 | .03 | 12 | .03 | 12 | | | | |
| 14.24 | 10.59 | .03 | 11 | .06 | 11 | | | | |
| 14.49 | 10.84 | .03 | 11 | .03 | 11 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|---------|-------|------------|-----|-----|-----------------------|---|---------|---------|-----|-------------|------|------------|-----|-------|-----|---------------------------|-------|----|-------|----|---|----|------|----|----|---|---|---|--|--|
| | | | | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCRS/UNDI | | SPC | TOT | | LEGAL | | T | | P | | S | | | | | | | |
| | | | | | | | : :LEFT/RIGHT INDICATOR | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| : | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| : | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 14.58 | | 10.93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.62 | | 10.97 | INTRSECTN | L | S | 246TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 14.75 | | 11.10 | INTRSECTN | L | S | 244TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 14.78 | | 11.13 | ENT/EXIT | R | | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | | 11.35 | INTRSECTN | B | S | 240TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.45 | | 11.80 | WYE CONN | R | SR | 516 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.49 | | 11.84 | LEAVE CITY | | | KENT | | | | 2 | 2 | C | 24A | | 12S | CU | | 24A | C | 28 | 76 | 4 | 02 | 0615 | U1 | 45 | R | P | * | | |
| | | | ENTER CITY | | | DES MOINES | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | SR | 516 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.51 | | 11.86 | WYE CONN | R | SR | 516 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.54 | | 11.89 | WYE CONN | L | SR | 516 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.57 | | 11.92 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.73 | | 12.08 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.74 | | 12.09 | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.75 | | 12.10 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.76 | | 12.11 | ENT/EXIT | R | | BUSINESS | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.90 | | 12.25 | INTRSECTN | L | S | 226TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 15.98 | | 12.33 | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.02 | | 12.37 | INTRSECTN | B | S | 224TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.05 | | 12.40 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.20 | | 12.55 | INTRSECTN | L | S | 222ND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 16.28 | | 12.63 | INTRSECTN | B | S | 220TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.34 | | 12.69 | INTRSECTN | R | S | 219TH ST | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 16.51 | | 12.86 | INTRSECTN | B | S | 216TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | 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 |
| 14.75 | | 11.10 | .03 | 11 | | | | | | |
| 14.78 | | 11.13 | | | .03 | 11 | | | | |
| 15.00 | | 11.35 | .06 | 13 | .05 | 13 | | | | |
| 15.49 | | 11.84 | .06 | 12 | .10 | 24 | | | | |
| 15.76 | | 12.11 | | | .02 | 12 | | | | |
| 15.90 | | 12.25 | .03 | 12 | | | | | | |
| 16.02 | | 12.37 | .05 | 12 | .05 | 12 | | | | |
| 16.28 | | 12.63 | .04 | 12 | .04 | 12 | | | | |
| 16.51 | | 12.86 | .05 | 12 | .04 | 11 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 16.52 | 12.87 | LEAVE CITY ENTER CITY | | DES MOINES SEATAC | | | | 2 2 | C | 24A | | 12S | CU | 24A | C | 28 | 76 | 4 | 02 | 1139 | U1 | 45 | R | P | * |
| 16.56 | 12.91 | END SU LN | R | HIGH OCCUPANCY VEHICL14A | | | | 2 2 | C | 24A | | 12S | CU | 24A | C | 14 | 62 | 4 | 02 | 1139 | U1 | 45 | R | P | * |
| 16.57 | 12.92 | MISC FEATR | R | SGN ENT SEATAC | | | | | | | | | | | | | | | | | | | | | |
| 16.77 | 13.12 | ENT/EXIT | L | BUSINESS | | | | | | | | | | | | | | | | | | | | | |
| 16.82 | 13.17 | INTRSECTN | R | S 211TH ST | | | | | | | | | | | | | | | | | | | | | |
| 17.01 | 13.36 | MP MARKER | B | 17 | | | | | | | | | | | | | | | | | | | | | |
| 17.02 | 13.37 | INTRSECTN | B | S 208TH ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | 13.39 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 17.27 | 13.62 | INTRSECTN | B | S 204TH ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | |
| 17.30 | 13.65 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 17.35 | 13.70 | ENT/EXIT | R | BUSINESS | | | | | | | | | | | | | | | | | | | | | |
| 17.46 | 13.81 | | | | | | | 2 2 | C | 28A | | 5S | CU | 28A | C | 14 | 70 | 4 | 02 | 1139 | U1 | 45 | R | P | * |
| 17.52 | 13.87 | INTRSECTN | B | S 200TH ST | | | | 2 2 | C | 28A | | 5S | CU | 28A | C | 14 | 70 | 4 | 02 | 1139 | U1 | 40 | R | P | * |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | |
| 17.56 | 13.91 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 17.63 | 13.98 | | | | | | | 2 2 | C | 22A | | 12S | CU | 28A | C | 14 | 64 | 4 | 02 | 1139 | U1 | 40 | R | P | * |
| 17.73 | 14.08 | ENT/EXIT | R | PARKING LOT | | | | | | | | | | | | | | | | | | | | | |
| 17.86 | 14.21 | INTRSECTN | B | S 195TH ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | |
| 17.90 | 14.25 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 18.00 | 14.35 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | |
| 18.10 | 14.45 | INTRSECTN | B | S 192ND ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | |
| 18.12 | 14.47 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 18.24 | 14.59 | ENT/EXIT | R | AIRPORT PARKING | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 16.77 | 13.12 | .02 | 12 | | | | | | |
| 16.82 | 13.17 | | | .02 | 12 | | | | |
| 17.02 | 13.37 | .03 | 12 | .06 | 12 | | | | |
| 17.27 | 13.62 | .04 | 12 | .04 | 12 | | | | |
| 17.35 | 13.70 | | | .02 | 12 | | | | |
| 17.52 | 13.87 | .09 | 12 | .03 | 12 | | | | |
| 17.73 | 14.08 | | | .02 | 10 | | | | |
| 17.86 | 14.21 | .06 | 12 | .06 | 12 | | | | .04 12 |
| 18.10 | 14.45 | .07 | 12 | .05 | 12 | | | | |
| 18.24 | 14.59 | | | .02 | 10 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 |
| 18.25 | | 14.60 | | | | | | | | 2 | 2 | C | 22A | | 12S | CU | 28A | C | 14 | 64 | 4 | 02 | 1139 | U1 | 40 | R | P | * |
| 18.35 | | 14.70 | INTRSECTN | B | S | 188TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 18.38 | | 14.73 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 18.55 | | 14.90 | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | S | 184TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 18.70 | | 15.05 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 18.74 | | 15.09 | WYE CONN | L | S | 182ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 18.76 | | 15.11 | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | S | 182ND ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 18.80 | | 15.15 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 18.88 | | 15.23 | INTRSECTN | R | S | 180TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 18.90 | | 15.25 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 18.97 | | 15.32 | INTRSECTN | R | S | 178TH ST | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 19.02 | | 15.37 | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | |
| 19.10 | | 15.45 | INTRSECTN | R | S | 176TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.12 | | 15.47 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 19.13 | | 15.48 | UXING | B | | PEDESTRIAN WALKWAY | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/000P | | | | | | | | | | | | | | | | | | | | | | |
| 19.24 | | 15.59 | ENT/EXIT | R | | HOLIDAY INN | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 19.32 | | 15.67 | ENT/EXIT | R | | DENNY'S RESTAURANT | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.37 | | 15.72 | INTRSECTN | R | S | 171ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 19.47 | | 15.82 | INTRSECTN | B | S | 170TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.51 | | 15.86 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 19.64 | | 15.99 | INTRSECTN | R | S | 167TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 18.35 | | 14.70 | | .04 20 | .04 14 | .06 20 | | | | | |
| 18.55 | | 14.90 | | .03 12 | | .05 12 | | | | | |
| 18.76 | | 15.11 | | .06 22 | .03 14 | .03 13 | | | | | |
| 18.88 | | 15.23 | | | .03 13 | .03 12 | | | | | |
| 18.97 | | 15.32 | | | | .06 11 | | .02 11 | | | |
| 19.10 | | 15.45 | | | .04 14 | .08 12 | | | | | |
| 19.24 | | 15.59 | | | | .03 12 | | | | | |
| 19.32 | | 15.67 | | | | .02 12 | | | | | |
| 19.47 | | 15.82 | | .09 12 | | .04 11 | | | | | |
| 19.64 | | 15.99 | | | | .03 12 | | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | |
| 19.77 | 16.12 | | INTRSECTN | L | S | 166TH ST | CT | SG | Y | 2 | 3 | C | 22A | | 12S | CU | 40A | C | 14 | 76 | 4 | 02 | 1139 | U1 | 40 | R | P | * | |
| | | | INTRSECTN | C | | U-TURN ACCESS | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 16.35 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.12 | 16.47 | | INTRSECTN | B | S | 160TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 20.15 | 16.50 | | END SU LN | L | | HIGH OCCUPANCY VEHICL14A | | | | 2 | 3 | C | 22A | | 12S | CU | 40A | C | \$\$\$ | 62 | 4 | 02 | 1139 | U1 | 40 | R | P | * | |
| 20.16 | 16.51 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 20.26 | 16.61 | | INTRSECTN | L | S | 158TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.30 | 16.65 | | OFF RAMP | R | | SR 518 | ST | | Y | 2 | 2 | C | 22A | | 12S | CU | 28A | C | | 50 | 4 | 02 | 1139 | U1 | 40 | R | P | * | |
| 20.37 | 16.72 | | WYE CONN | R | | SR 518 RAMP | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | U-TURN ACCESS | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 20.38 | 16.73 | | BEG BRIDGE | B | | SR 518 | ST | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 65P | C | | 65 | 4 | 02 | 1139 | U1 | 40 | R | P | * |
| | | | | | | BRDG NUM 099/500 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.43 | 16.78 | | END BRIDGE | B | | SR 518 | | | | | | \$ | \$ | | | | \$ | \$\$\$ | \$ | \$\$\$ | 4 | 02 | \$\$\$ | \$ | \$ | \$ | \$ | \$ | |
| | | | LEAVE CITY | | | SEATAC | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | PACIFIC HWY S | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1701 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG PH GP | | | BEGIN PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | |
| 22.97 | 16.79 | | ENTER CITY | | | TUKWILA | | | | 2 | 3 | C | 38P | | 1000 | | C | 52P | C | | 90 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| | | | EQUATION | | | 020.44 =022.97 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1729 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | TUKWILA INT'L BLVD | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/508E | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | SR 599 BEHIND | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | TUKWILA INT'L BLVD | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/508W | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | |
| 23.00 | 16.82 | | END BRIDGE | D | | TUKWILA INT'L BLVD | | | | 2 | 3 | 10A | 24A | 6A | 100S | DE | C | 52P | C | | 76 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.02 | 16.84 | | END BRIDGE | I | | TUKWILA INT'L BLVD | | | | 2 | 3 | 10A | 24A | 6A | 100S | DE | 4A | 36A | 8A | | 60 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.03 | 16.85 | | | | | | | | | 2 | 3 | 10A | 24A | 6A | 100S | GR | 4A | 36A | 8A | | 60 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.04 | 16.86 | | OFF RAMP | R | | TUKWILA INT'L BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 23.10 | 16.92 | | MISC FEATR | R | | GORE (P502304) | | | | | | | | | | | | | | | | | | | | | | | |
| 23.14 | 16.96 | | | | | | | | | 2 | 2 | 10A | 24A | \$\$\$ | 20B | GR | \$\$\$ | 24A | 10A | | 48 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.15 | 16.97 | | MISC FEATR | L | | GORE (R102324) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (Q102329) | | | | | | | | | | | | | | | | | | | | | | | |
| 23.24 | 17.06 | | OFF RAMP | L | | TUKWILA INT'L BLVD | ST | | Y | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 14A | | 48 | 5 | 02 | 1320 | U1 | 60 | 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 |
| 19.77 | 16.12 | | | .03 | 12 | | | .04 | 12 | | |
| 20.12 | 16.47 | | | .05 | 12 | | | .08 | 24 | | |
| 20.37 | 16.72 | | | .03 | 11 | | | .05 | 12 | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | SPEED | T | P | S | |
| 23.26 | 17.08 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 14A | | | 48 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.29 | 17.11 | ON RAMP | R | TUKWILA INT'L BLVD | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.62 | 17.44 | OFF RAMP | R | W MARGINAL PL S | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.64 | 17.46 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 16A | 24A | 10A | | | 48 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 23.70 | 17.52 | MISC FEATR | R | GORE (P102362) | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.76 | 17.58 | MISC FEATR | R | GORE (Q102396) | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.96 | 17.78 | ON RAMP | R | W MARGINAL PL S | ST | | Y | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | 1320 | U1 | 60 | R | P | |
| 24.17 | 17.99 | LEAVE CITY | | TUKWILA | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | \$\$\$\$ | U1 | 60 | R | \$ | |
| 24.48 | 18.30 | ON RAMP | L | SBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.53 | 18.35 | OFF RAMP | R | NBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.61 | 18.43 | MISC FEATR | L | GORE (CD02512) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (CI02453) | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.79 | 18.61 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | GR | 6A | 24A | 10A | | | 48 | 5 | 02 | | U1 | 60 | R | | |
| 24.81 | 18.63 | UXING | B | 14TH AVE | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 099/511 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.83 | 18.65 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | | U1 | 60 | R | | |
| 24.86 | 18.68 | ENTER CITY | | SEATTLE | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 60 | R | P | |
| 24.90 | 18.72 | MISC FEATR | R | SGN ENT SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.96 | 18.78 | MISC FEATR | R | GORE (CI02453) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.04 | 18.86 | MISC FEATR | L | GORE (CD02512) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.11 | 18.93 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | GR | 6A | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 60 | R | P | |
| 25.12 | 18.94 | UXING | B | PED KING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 099/512 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.13 | 18.95 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 60 | R | P | |
| 25.14 | 18.96 | ON RAMP | R | NBCD LANE | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.39 | 19.21 | BEG BRIDGE | B | CLOVERDALE ST | ST | | | 2 | 2 | \$\$W | 36A | \$\$\$ | 44A | JE | \$\$\$ | 36A | \$\$W | | | 72 | 5 | 02 | 1140 | U1 | 60 | L | P | |
| | | | | BRDG NUM 099/513 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.41 | 19.23 | END BRIDGE | B | CLOVERDALE ST | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 60 | L | P | |
| 25.46 | 19.28 | ON RAMP | L | S KENYON*FR TRANSFER STA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.49 | 19.31 | MISC FEATR | R | GORE (Q102564) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.64 | 19.46 | ON RAMP | R | CLOVERDALE ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.74 | 19.56 | MISC FEATR | L | GORE (S102546) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.78 | 19.60 | | | | | | | 2 | 2 | 10A | 24A | 6A | 44S | CA | 6A | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 40 | L | P | |
| 25.91 | 19.73 | MISC FEATR | L | GORE (R102601) | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.92 | 19.74 | | | | | | | 2 | 2 | 10A | 24A | \$\$\$ | 12A | JE | \$\$\$ | 24A | 10A | | | 48 | 5 | 02 | 1140 | U1 | 40 | L | P | |
| 25.96 | 19.78 | | | | | | | 3 | 2 | 10A | 36A | | 12A | UP | | 24A | 10A | | | 60 | 5 | 02 | 1140 | U1 | 40 | L | P | |
| 26.01 | 19.83 | WYE CONN | R | HOLDEN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | S KENYON*TO TRANSFER STA | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.04 | 19.86 | ON/OFF RMP | L | SR 509 NB | ST | SG | Y | 3 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4A | 74A | \$\$C | | | 74 | 5 | 02 | 1140 | U1 | 40 | L | P | |
| | | INTRSECTN | R | HOLDEN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | C | MEDIAN X-ROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 26.04 | 19.86 | .06 | 24 | | | | | | |
| | | | | .06 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 26.07 | 19.89 | | WYE CONN | L | | ON/OFF RAMP | ST | Y | 3 | 2 | | | | | | | 4A | 74A | C | | 74 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| 26.12 | 19.94 | | BEG SU LN | C | | TWO WAY TURN | | | 3 | 2 | | | | | | | 4A | 60A | C | 14 | 74 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| 26.28 | 20.10 | | | | | | | | 2 | 2 | | | | | | | 4A | 60A | C | 14 | 74 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| 26.32 | 20.14 | | END SU LN | C | | TWO WAY TURN | | | 2 | 2 | | 4A | 24A | | 14A | UP | \$\$\$ | 24A | C | \$\$\$ | 48 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| 26.35 | 20.17 | | | | | | | | 2 | 2 | | 4A | 24A | 4A | 24S | DE | 4A | 24A | C | | 48 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| 26.37 | 20.19 | | EXIT TO | R | | 1ST AVE S | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.40 | 20.22 | | UXING | B | | SR 99 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/530E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.42 | 20.24 | | LEAVE CITY | | | SEATTLE | | | \$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$ | \$ | \$\$\$ | \$\$\$ | \$ | | \$\$\$ | \$ | \$ | \$\$\$\$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1729 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG PH GP | | | BEGIN PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 99 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/530W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.55 | 20.25 | | ENTER CITY | | | SEATTLE | | | | 3 | | | | | | | W | 44P | W | 12 | 56 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| | | | EQUATION | | | 026.43 =026.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1729 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | I | | DUWAMISH RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/530E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | END SR 509 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END PH GP | | | END PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.57 | 20.27 | | BEG SU LN | LC | | HIGH OCCUPANCY VEHICL12P | | | 3 | 3 | | W | 44P | W | 240 | | W | 44P | W | 24 | 112 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | | | | | |
| | | | MISC FEATR | D | | END SR 509 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | DUWAMISH RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/530W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.80 | 20.50 | | MISC FEATR | I | | DRAWBRIDGE SIGNAL/GATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.86 | 20.56 | | | | | | | | 3 | 3 | | W | 44P | W | 240 | | W | 44P | W | 24 | 112 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | | | | | |
| 26.90 | 20.60 | | ON RAMP | L | | MICHIGAN ST | ST | Y | 2 | 2 | | W | 44P | W | 240 | | W | 44P | W | 24 | 112 | 5 | 02 | 1140 | U1 | | 40 | L | P | | | | | |
| | | | OFF RAMP | R | | MICHIGAN ST | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.93 | 20.63 | | MISC FEATR | D | | DRAWBRIDGE SIGNAL/GATE | | | 2 | 2 | | W | 44P | W | 240 | | W | 44P | W | 24 | 112 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | | | | | |
| 26.96 | 20.66 | | MISC FEATR | L | | GORE (S102690) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.97 | 20.67 | | MISC FEATR | R | | GORE (P102690) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.12 | 20.82 | | END BRIDGE | I | | DUWAMISH RIVER | | | 2 | 3 | | 8A | 24A | | \$ | 16S | GR | \$ | 36A | 8A | 24 | 84 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | | | | |
| | | | END BRIDGE | D | | DUWAMISH RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | RC | | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.17B | 20.87 | | BEG EQ | | | BEGIN BACK | | | 2 | 3 | | 8A | 36A | 4P | 16S | GR | 8P | 36P | 8P | 12 | 84 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 26.07 | 19.89 | | | | | | | | | | |
| | | | | | | | | .06 | 12 | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | NBR | FC | SPEED | T | P | S | |
| 27.17B | 20.87 | | END CTLSEC | | | CONTROL SECTION 1729 | | | | 2 | 3 | 8A | 36A | 4P | 16S | GR | 8P | 36P | 8P | 12 | 84 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1791 | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.17 | 20.91 | | EQUATION | | | 027.21B=027.17 | | | | 4 | 3 | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | \$\$C | 87P | \$\$C | \$\$\$ | 87 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | * |
| | | | END SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EAST MARGINAL WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E MARGINAL WAY | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 27.25 | 20.99 | | | | | | | | | 4 | 3 | | | | | | C | 87P | C | | 87 | 5 | 02 | 1140 | U1 | 45 | 40 | L | P | * |
| 27.26 | 21.00 | | WYE CONN | R | | 1ST AVE S | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 27.28 | 21.02 | | INTRSECTN | R | | 1ST AVE S | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 27.30 | 21.04 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | | | | | | | | C | 76P | C | 11 | 87 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.33 | 21.07 | | | | | | | | | | | | | | | | C | 76A | C | 11 | 87 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.38 | 21.12 | | INTRSECTN | L | | FIDALGO ST | | | CT | | Y | 3 | 3 | | | | C | 61A | C | 11 | 72 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.46 | 21.20 | | INTRSECTN | R | | S MEAD ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 27.51 | 21.25 | | INTRSECTN | R | | S ORCAS ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 27.61 | 21.35 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 3 | 3 | | | | C | 72A | C | \$\$\$ | 72 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.62 | 21.36 | | INTRSECTN | R | | S LUCILLE ST | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 27.66 | 21.40 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | | | 3 | 3 | | | | C | 61A | C | 11 | 72 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.69 | 21.43 | | INTRSECTN | R | | S BRANDON ST | | | CT | AF | Y | | | | | | | | | | | | | | | | | | | |
| 27.72 | 21.46 | | INTRSECTN | L | | OHIO AVE S | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 27.80 | 21.54 | | INTRSECTN | R | | S DAWSON ST | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 27.81 | 21.55 | | RR XING | B | | NUM 809566M GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.91 | 21.65 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 3 | 3 | | | | C | 76A | C | \$\$\$ | 76 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 27.92 | 21.66 | | INTRSECTN | R | | S HUDSON AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 27.99 | 21.73 | | BEG SU LN | C | | TWO WAY TURN | | 11A | | | | 3 | 3 | | | | C | 65A | C | 11 | 76 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 28.06 | 21.80 | | ENT/EXIT | L | | FEDERAL CENTER BLDG | | | OT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 28.11 | 21.85 | | END SU LN | C | | TWO WAY TURN | | 11A | | | | 3 | 3 | | | | C | 76A | C | \$\$\$ | 76 | 5 | 02 | 1140 | U1 | | 45 | L | P | * |
| 28.12 | 21.86 | | INTRSECTN | R | | S ALASKA ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 28.25 | 21.99 | | WYE CONN | L | | DIAGONAL AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 28.26 | 22.00 | | INTRSECTN | B | | DIAGONAL AVE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 809556G GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.27 | 22.01 | | WYE CONN | R | | DIAGONAL AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 28.41 | 22.15 | | INTRSECTN | L | | S IDAHO ST | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 28.49 | 22.23 | | INTRSECTN | L | | S NEVADA 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 |
| 27.62 | 21.36 | | | | | .03 | 11 | | | | |
| 27.92 | 21.66 | | | | | .05 | 11 | | | | |
| 28.12 | 21.86 | | | | | .03 | 11 | | | | |
| 28.26 | 22.00 | | | .06 | 11 | .07 | 11 | | | | |
| 28.41 | 22.15 | | | .05 | 11 | | | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----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 | | | | LEGAL | | 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 | | |
| 28.52 | | 22.26 | | | | | | | | | | 3 | 3 | | | | C | 76A | C | | 76 | 5 | 02 | 1140 | U1 | | 45 | L | P | * | | |
| 28.54 | | 22.28 | OFF RAMP | R | | E MARGINAL WAY | ST | | Y | 3 | 3 | | | | | | C | 76A | C | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | * | | |
| 28.57 | | 22.31 | ON RAMP | L | | E MARGINAL WAY | ST | | Y | 2 | 2 | C | 38A | | 4A | JE | \$ | 38A | C | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | * | | |
| 28.60 | | 22.34 | END ST | I | | EAST MARGINAL WAY | | | | 2 | 2 | C | 38A | | 4A | JE | | 38A | C | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | \$ | | |
| | | | MISC FEATR | L | | GORE (S102857) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P102854) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.61 | | 22.35 | BEG BRIDGE | B | | SPOKANE ST | ST | | | 2 | 2 | W | 38P | | 4P | JE | | 38P | W | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| | | | | | | BRDG NUM 099/538 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.84 | | 22.58 | MISC FEATR | R | | GORE (Q502886) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.86 | | 22.60 | ON RAMP | R | | SPOKANE ST EB | ST | | Y | 2 | 3 | W | 38P | | 4P | JE | | 38P | W | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 28.97 | | 22.71 | MISC FEATR | L | | GORE (R102900) | | | | 3 | 3 | W | 38P | | 4P | JE | | 38P | W | | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.00 | | 22.74 | OFF RAMP | L | | W SEATTLE FREEWAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R102912) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.07 | | 22.81 | BEG SU LN | R | | TRANSIT | | 12P | | 3 | 2 | W | 38P | | 4P | JE | | 26P | W | 12 | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.12 | | 22.86 | OFF RAMP | L | | SPOKANE ST WB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.20 | | 22.94 | END BRIDGE | B | | SPOKANE ST | | | | 2 | 2 | W | 38P | | 4P | JE | | 26P | W | 12 | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.37 | | 23.11 | TRAF RCDR | B | | R101 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.40 | | 23.14 | END SU LN | R | | TRANSIT | | 12P | | 2 | 2 | W | 38P | | 4P | JE | | 38P | W | \$\$\$ | 76 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.69 | | 23.43 | | | | | | | | 2 | 2 | W | 38P | | 4P | JE | | 25A | W | | 63 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.88 | | 23.62 | | | | | | | | 2 | 2 | W | 25A | | 4A | JE | | 25A | W | | 50 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| 29.99 | | 23.73 | BEG BRIDGE | B | | ALASKAN WAY VIADUCT | ST | | | 2 | 2 | W | 25P | | 4P | JE | | 25P | W | | 50 | 5 | 02 | 1140 | U1 | | 50 | L | P | | | |
| | | | | | | BRDG NUM 099/539W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.32 | | 24.06 | | | | | | | | 2 | 2 | W | 25P | | 4P | JE | | 25P | W | | 50 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| 30.35 | | 24.09 | END BRIDGE | B | | ALASKAN WAY VIADUCT | | | | 2 | 2 | W | 28A | | 4A | JE | | 28A | W | | 56 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| 30.45 | | 24.19 | ENT FROM | R | | SR 519*ROYAL BROUGHAM WY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 30.54 | | 24.28 | EXIT TO | L | | SR 519*ROYAL BROUGHAM WY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 30.58 | | 24.32 | BEG BRIDGE | I | | TEMP TIE-IN TO VIADUCT | ST | | | \$ | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | W | 26A | W | | 26 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| | | | | | | BRDG NUM 099/540NNT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 99 COVIADCT (COUPLET) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLET - COVIADCT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.66 | | 24.40 | END BRIDGE | I | | TEMP TIE-IN TO VIADUCT | | | | 3 | | | | | | | C | 38P | C | | 38 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| | | | BEG BRIDGE | I | | ALASKAN WAY VIADUCT | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/540NB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.72 | | 24.46 | | | | | | | | 4 | | | | | | | C | 44P | C | | 44 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| 31.30 | | 25.04 | OFF RAMP | R | | SENECA ST | ST | | Y | 3 | | | | | | | C | 40P | C | | 40 | 5 | 02 | 1140 | U1 | | 50 | R | P | | | |
| 31.38 | | 25.12 | MISC FEATR | R | | GORE (P103130) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.69 | | 25.43 | | | | | | | | 3 | | | | | | | C | 40P | C | | 40 | 5 | 02 | 1140 | U1 | | 45 | R | P | | | |
| 31.72 | | 25.46 | INTRSECTN | L | | SR 99 COVIADCT (COUPLET) | ST | | Y | 2 | 3 | C | 28P | | 4P | JE | \$ | 40P | C | | 68 | 5 | 02 | 1140 | U1 | | 45 | R | P | | | |
| | | | ON RAMP | L | | ELLIOT AVE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLET - COVIADCT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.76 | | 25.50 | | | | | | | | 2 | 3 | C | 28P | | 4P | JE | | 40P | C | | 68 | 5 | 02 | 1140 | U1 | | 40 | R | P | | | |
| 31.79 | | 25.53 | MISC FEATR | L | | GORE (S103172) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.80 | | 25.54 | OFF RAMP | R | | WESTERN AVE | ST | | Y | 2 | 2 | C | 28P | | 4P | JE | | 22P | C | | 50 | 5 | 02 | 1140 | U1 | | 40 | R | P | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|--------------------------|-----------------|----|---|-----------------|---|-----|---------|-----|--------|---------------------------|-----|-----|-----|-----|-----|------|------|------|-------|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 35.68 | | 29.42 | | | | | | | | 2 | 3 | C | 38A | | 5A | CU | 38A | | C | | 76 | 5 | 02 | 1140 | U1 | 40 | R | X | * | |
| 35.69 | | 29.43 | BEG BRIDGE | B | | N 50TH ST | ST | | | 2 | 3 | C | 31A | | 2A | CU | 31A | | C | | 62 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| | | | | | | BRDG NUM 099/570 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.70 | | 29.44 | END BRIDGE | B | | N 50TH ST | | | | 3 | 3 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 62A | C | | 62 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| 35.80 | | 29.54 | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/571 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.91 | | 29.65 | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/572 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.02 | | 29.76 | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/573 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.15 | | 29.89 | ENT/EXIT | B | | N 59TH ST-WOODLND PK ZOO | CT | Y | 3 | 3 | | | | | | | C | 70A | C | | 70 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| 36.18 | | 29.92 | INTRSECTN | L | | N 60TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.21 | | 29.95 | OFF RAMP | R | | N 63RD ST | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.24 | | 29.98 | INTRSECTN | L | | N 61ST ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P103621) | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.28 | | 30.02 | INTRSECTN | L | | N 62ND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.29 | | 30.03 | BEG BRIDGE | B | | N 63RD ST | ST | | | 3 | 3 | | | | | | C | 60A | C | | 60 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| | | | | | | BRDG NUM 099/574 | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.31 | | 30.05 | END BRIDGE | B | | N 63RD ST | | | | 3 | 3 | C | 30A | | 4A | JE | \$ | 30A | C | | 60 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| 36.45 | | 30.19 | INTRSECTN | R | | W GREEN LAKE WAY N | CT | Y | 3 | 3 | | C | 37A | | 6A | JE | | 37A | C | | 74 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| 36.50 | | 30.24 | INTRSECTN | L | | N 66TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.57 | | 30.31 | INTRSECTN | L | | N 67TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.64 | | 30.38 | INTRSECTN | L | | N 68TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.65 | | 30.39 | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | |
| 36.70 | | 30.44 | INTRSECTN | L | | N 70TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.74 | | 30.48 | INTRSECTN | L | | N 71ST ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.81 | | 30.55 | INTRSECTN | L | | N 72ND ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.83 | | 30.57 | INTRSECTN | R | | W GREEN LAKE DR N | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.84 | | 30.58 | WYE CONN | R | | W GREEN LK DR N | CT | Y | 3 | 3 | | C | 30A | | 10A | CU | 30A | | C | | 60 | 5 | 02 | 1140 | U1 | 40 | R | P | * | |
| 36.86 | | 30.60 | INTRSECTN | L | | N 73RD ST | CT | Y | 3 | 3 | | C | 30A | | 10A | CU | 30A | | C | | 60 | 5 | 02 | 1140 | U1 | 40 | R | X | * | |
| 36.89 | | 30.63 | INTRSECTN | R | | KEEN WAY N | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 36.93 | | 30.67 | INTRSECTN | B | | WINONA AVE N | CT | SG | Y | 3 | 3 | | C | 30A | | 10A | CU | 30A | | C | 60 | 5 | 02 | 1140 | U1 | 30 | R | X | * | |
| 36.96 | | 30.70 | INTRSECTN | L | | N 75TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 37.01 | | 30.75 | INTRSECTN | B | | N 76TH ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 37.07 | | 30.81 | INTRSECTN | B | | N 77TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 37.11 | | 30.85 | INTRSECTN | B | | N 78TH 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 |
| 36.93 | | 30.67 | | .04 | 10 | | | | | | |
| 37.07 | | 30.81 | | | | .04 | 10 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|-----------|---|----|-----------------|-------------|----|---|-------------|---|-----|-----|-----|------|-----|---------------------------|-----|----------|-------|-----|------|------|--------|-------|------|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | MTCE | | | | | CITY | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | A SE | | | | | ST | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| 37.16 | | 30.90 | INTRSECTN | L | N | 79TH ST | CT | Y | 3 | 3 | | C | 30A | | 10A | CU | | | 30A | C | | 60 | 5 | 02 | 1140 | U1 | | 30 | R | X | * | | | |
| 37.22 | | 30.96 | INTRSECTN | B | N | 80TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.26 | | 31.00 | INTRSECTN | B | N | 81ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.31 | | 31.05 | INTRSECTN | B | N | 82ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.35 | | 31.09 | INTRSECTN | R | | GREEN LAKE DR N | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.36 | | 31.10 | INTRSECTN | B | N | 83RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.41 | | 31.15 | INTRSECTN | B | N | 84TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.46 | | 31.20 | INTRSECTN | B | N | 85TH ST | CT | SG | Y | 3 | 3 | | C | 30A | | 10A | CU | | | 30A | C | | 60 | 5 | 02 | 1140 | U1 | | 35 | R | X | * | | |
| 37.51 | | 31.25 | INTRSECTN | L | N | 86TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.53 | | 31.27 | BEG SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 60A | C | 10 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| 37.56 | | 31.30 | INTRSECTN | L | N | 87TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.58 | | 31.32 | INTRSECTN | R | N | 88TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.61 | | 31.35 | INTRSECTN | L | N | 88TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.64 | | 31.38 | END SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | C | 30A | | 10A | CU | \$ | 30A | C | \$\$\$ | 60 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| 37.67 | | 31.41 | INTRSECTN | L | N | 89TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.71 | | 31.45 | INTRSECTN | B | N | 90TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.77 | | 31.51 | INTRSECTN | B | N | 91ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.80 | | 31.54 | BEG SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 62A | C | 10 | 72 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| 37.82 | | 31.56 | END SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | | | | | | C | 72A | C | \$\$\$ | 72 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| | | | INTRSECTN | B | N | 92ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.86 | | 31.60 | INTRSECTN | B | N | 93RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.90 | | 31.64 | BEG SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | | | | | | C | 62A | C | 10 | 72 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| 37.92 | | 31.66 | INTRSECTN | R | N | 94TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.96 | | 31.70 | INTRSECTN | L | N | 95TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.02 | | 31.76 | INTRSECTN | R | N | 96TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.03 | | 31.77 | INTRSECTN | L | N | 96TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.05 | | 31.79 | END SU LN | C | | TWO WAY TURN | | | | 10A | | | 3 | 3 | | C | 30A | | 10A | CU | \$ | 30A | C | \$\$\$ | 60 | 5 | 02 | 1140 | U1 | | 35 | R | X | * |
| 38.08 | | 31.82 | INTRSECTN | B | N | 97TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.15 | | 31.89 | INTRSECTN | B | N | 98TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.22 | | 31.96 | INTRSECTN | B | N | 100TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.27 | | 32.01 | INTRSECTN | L | N | 101ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 37.22 | | 30.96 | .04 | 10 | | | | | | |
| 37.36 | | 31.10 | | | .04 | 10 | | | | |
| 37.46 | | 31.20 | .04 | 10 | | | | | | |
| 37.71 | | 31.45 | .03 | 10 | | | | | | |
| 37.86 | | 31.60 | .04 | 10 | | | | | | |
| 38.08 | | 31.82 | .03 | 10 | | | | | | |
| 38.22 | | 31.96 | .04 | 10 | | | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------|---|-------|-----------|---|----|------------------------------|---|-----|-------------|----|----|--------------|-----------|-----|-----------|-----|---------------------------|-----|------|---------|--------|----|----|-----|------|----|----|----|---|---|---|--|--|
| | | | | | | | -BRIDGE- | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 38.32 | | 32.06 | UXING | B | | PED KING BRDG NUM 099/581 | ST | | 3 | 3 | | C | 30A | | 10A | CU | | 30A | | C | | 60 | 5 | 02 | 1140 | U1 | | 35 | R | X | * | | |
| | | | INTRSECTN | L | N | 102ND ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.35 | | 32.09 | INTRSECTN | R | N | 103RD ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.38 | | 32.12 | INTRSECTN | L | N | 103RD ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.42 | | 32.16 | INTRSECTN | L | N | 104TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.47 | | 32.21 | INTRSECTN | R | N | NORTHGATE WAY | CT | | | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | N | 105TH ST | CT | | | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.53 | | 32.27 | BEG SU LN | C | | TWO WAY TURN | | 10A | | 3 | 3 | | \$ \$\$\$ | | \$\$\$ \$ | | C | 64A | | C | 10 | 74 | 5 | 02 | 1140 | U1 | | 35 | R | X | * | | |
| 38.57 | | 32.31 | INTRSECTN | L | N | 107TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.59 | | 32.33 | INTRSECTN | R | N | 107TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.67 | | 32.41 | INTRSECTN | L | N | 109TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 38.74 | | 32.48 | END SU LN | C | | TWO WAY TURN | | 10A | | 3 | 3 | | | | | | C | 74A | | C | \$\$\$ | 74 | 5 | 02 | 1140 | U1 | | 35 | R | X | * | | |
| 38.81 | | 32.55 | ENT/EXIT | B | | WASHELLI CEMETERY | PV | | | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 38.91 | | 32.65 | BEG SU LN | R | | TRANSIT | | 11A | | 3 | 2 | | | | | | C | 63A | | C | 11 | 74 | 5 | 02 | 1140 | U1 | | 35 | R | X | * | | |
| 38.97 | | 32.71 | INTRSECTN | R | N | 115TH ST | CT | | | SG | Y | 2 | 2 | | | | 5A | 63A | | C | 11 | 74 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.14 | | 32.88 | INTRSECTN | R | N | 117TH PL | PV | | | SG | Y | 2 | 2 | | | | 5A | 61A | | 5A | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.20 | | 32.94 | BEG SU LN | C | | TWO WAY TURN | | 11A | | | 2 | 2 | | | | | 5A | 50A | | 5A | 22 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.41 | | 33.15 | END SU LN | C | | TWO WAY TURN | | 11A | | | 2 | 2 | | | | | 5A | 61A | | 5A | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.46 | | 33.20 | INTRSECTN | B | N | 125TH ST | CT | | | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 39.52 | | 33.26 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | 5A | 49A | | 5A | 23 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.55 | | 33.29 | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | 5A | 61A | | 5A | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.60 | | 33.34 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | 5A | 49A | | 5A | 23 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| | | | INTRSECTN | L | N | 127TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 39.66 | | 33.40 | INTRSECTN | B | N | 128TH ST | CT | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 39.67 | | 33.41 | END SU LN | C | | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | 5A | 61A | | 5A | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.71 | | 33.45 | INTRSECTN | B | N | 130TH ST | CT | | | | SG | Y | 2 | 2 | | | 11A | 61A | | \$\$\$C | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.72 | | 33.46 | UXING | B | | PED KING BRDG NUM 099/582 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.77 | | 33.51 | BEG SU LN | C | | TWO WAY TURN | | 11A | | | 2 | 2 | | | | | 11A | 50A | | C | 22 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |

| 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 |
| 38.38 | | 32.12 | .04 | 10 | | | | | | |
| 38.47 | | 32.21 | .06 | 10 | | .04 | 10 | | | |
| 38.81 | | 32.55 | .04 | 10 | | .02 | 10 | | | |
| 38.97 | | 32.71 | | | | .03 | 10 | | .03 | 10 |
| 39.14 | | 32.88 | | | | .03 | 11 | | | |
| 39.46 | | 33.20 | .04 | 11 | | .03 | 11 | | | |
| 39.60 | | 33.34 | .02 | 12 | | | | | | |
| 39.71 | | 33.45 | .03 | 11 | | .06 | 11 | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | NBR | | | | | FC | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 39.85 | | 33.59 | | | | | | | | | | | | | | | 11A | 50A | | C | 22 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.93 | | 33.67 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 11A | 61A | | C | 11 | 72 | 5 | 02 | 1140 | U1 | | 40 | R | P | * | | |
| 39.99 | | 33.73 | INTRSECTN | B | | N 135TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.04 | | 33.78 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.09 | | 33.83 | INTRSECTN | B | | N 137TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.13 | | 33.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.22 | | 33.96 | INTRSECTN | R | | N 140TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.26 | | 34.00 | INTRSECTN | L | | N 141ST ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.34 | | 34.08 | INTRSECTN | B | | N 143RD ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.40 | | 34.14 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.45 | | 34.19 | INTRSECTN | R | | N ROOSEVELT WAY | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.47 | | 34.21 | INTRSECTN | L | | N 145TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 523-N 145TH ST | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 40.48 | | 34.22 | LEAVE CITY | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | SHORELINE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | TRANSIT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | TRANSIT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.61 | | 34.35 | ENT/EXIT | R | | BUSINESS | | | | PV | | | | | | | | | | | | | | | | | | | | | | | |
| 40.67 | | 34.41 | INTRSECTN | L | | N 149TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 40.71 | | 34.45 | ENT/EXIT | R | | BUSINESS | | | | PV | | | | | | | | | | | | | | | | | | | | | | | |
| 40.75 | | 34.49 | ENT/EXIT | L | | BUSINESS | | | | PV | | | | | | | | | | | | | | | | | | | | | | | |
| 40.80 | | 34.54 | INTRSECTN | R | | N 152ND ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | | | | PV | | | | | | | | | | | | | | | | | | | | | | | |
| 40.97 | | 34.71 | INTRSECTN | B | | N 155TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | | 34.74 | MP MARKER | B | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.11 | | 34.85 | UXING | B | | PED KING | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/595P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.14 | | 34.88 | INTRSECTN | L | | WESTMINSTER WAY | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 41.23 | | 34.97 | INTRSECTN | B | | N 160TH ST | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 39.99 | | 33.73 | .02 | 11 | .02 | 11 | | | | |
| 40.47 | | 34.21 | .02 | 10 | .08 | 12 | | | | |
| 40.61 | | 34.35 | | | .02 | 12 | | | | |
| 40.67 | | 34.41 | .02 | 12 | | | | | | |
| 40.71 | | 34.45 | | | .01 | 12 | | | | |
| 40.75 | | 34.49 | .02 | 12 | | | | | | |
| 40.80 | | 34.54 | .03 | 12 | .03 | 12 | | | | |
| 40.97 | | 34.71 | .09 | 12 | .09 | 12 | | | | |
| 41.23 | | 34.97 | .08 | 24 | .04 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 41.27 | | 35.01 | | | | | | | | 2 | 2 | C | 24A | | 12S | CU | 24A | | C | 24 | 72 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | | |
| 41.35 | | 35.09 | INTRSECTN | L | N | 163RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.36 | | 35.10 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.48 | | 35.22 | INTRSECTN | B | N | 165TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.59 | | 35.33 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.60 | | 35.34 | INTRSECTN | R | N | 167TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.74 | | 35.48 | INTRSECTN | L | N | 170TH ST | CT | PC | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.75 | | 35.49 | INTRSECTN | LC | | U-TURN ACCESS | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.83 | | 35.57 | ENT/EXIT | B | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.88 | | 35.62 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.90 | | 35.64 | INTRSECTN | R | | RONALD PL N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 41.98 | | 35.72 | INTRSECTN | B | N | 175TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | | | | | | | |
| 41.35 | 35.09 | .03 | 12 | | | | | | |
| 41.36 | 35.10 | | | .02 | 12 | | | | |
| 41.48 | 35.22 | .06 | 12 | .04 | 12 | | | | |
| 41.59 | 35.33 | .03 | 12 | | | | | | |
| 41.60 | 35.34 | | | .02 | 12 | | | | |
| 41.74 | 35.48 | .03 | 12 | | | | | | |
| 41.75 | 35.49 | | | .02 | 12 | | | | |
| 41.83 | 35.57 | .02 | 12 | .01 | 12 | | | | |
| 41.88 | 35.62 | .01 | 12 | | | | | | |
| 41.98 | 35.72 | .08 | 12 | .08 | 23 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|----|-------------|---|---|--------------|--------|---------------------------|--------|--------|-----|-----|-------|-------|-----|--------|-------|-----|----|------|------|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | T | | P | | S | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | SPEED | | R | | K | | T | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 42.07 | 35.81 | | | | | | | 2 | 2 | C | 24A | | 12S | CU | | | | 24A | C | 24 | 72 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 42.08 | 35.82 | INTRSECTN | LC | U-TURN ACCESS | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.14 | 35.88 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.21 | 35.95 | INTRSECTN | R | RONALD PL N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.22 | 35.96 | MISC FEATR | R | ENT RICHMOND HIGHLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.24 | 35.98 | INTRSECTN | L | ALLEY | PV | PC | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.25 | 35.99 | MISC FEATR | B | PED XING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.32 | 36.06 | INTRSECTN | B | N 182ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.38 | 36.12 | ENT/EXIT | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.40 | 36.14 | INTRSECTN | R | N 184TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.49 | 36.23 | INTRSECTN | B | N 185TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.50 | 36.24 | INTRSECTN | L | FIRLANDS WAY N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.51 | 36.25 | WYE CONN | L | FIRLANDS WAY N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.58 | 36.32 | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.66 | 36.40 | ENT/EXIT | L | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.75 | 36.49 | MISC FEATR | L | FLYER STOP 5222 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.80 | 36.54 | INTRSECTN | B | N 192ND ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.84 | 36.58 | END SU LN | L | TRANSIT | | | | 2 | 2 | C | 24A | | 12S | CU | | | | 24A | C | 12 | 60 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 42.89 | 36.63 | END SU LN | R | TRANSIT | | | | 2 | 2 | C | 24A | | 4A | UP | | | | 24A | C | \$\$\$ | 48 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 42.95 | 36.69 | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$\$ | \$ | | | 8A | 56A | 10A | | 56 | 5 | 02 | 1169 | U1 | | 40 | R | P | * |
| 42.99 | 36.73 | INTRSECTN | B | N 195TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.00 | 36.74 | INTRSECTN | R | ECHO LAKE PL N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.01 | 36.75 | MP MARKER | B | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.04 | 36.78 | INTRSECTN | L | FIRLANDS WAY N | CT | | Y | 2 | 2 | | | | | | | | | \$\$C | 52A | 10A | | 52 | 5 | 02 | 1169 | U1 | | 40 | R | P | * |
| 43.12 | 36.86 | INTRSECTN | B | N 198TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.16 | 36.90 | | | | | | | 2 | 2 | | | | | | | | | 8A | 56A | 10A | | 56 | 5 | 02 | 1169 | U1 | | 40 | R | P | * |
| 43.17 | 36.91 | INTRSECTN | R | N 199TH ST | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N 199TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 42.08 | 35.82 | | | .02 | 12 | | | | |
| 42.14 | 35.88 | .02 | 12 | | | | | | |
| 42.24 | 35.98 | .02 | 12 | | | | | | |
| 42.32 | 36.06 | .03 | 12 | .02 | 12 | | | | |
| 42.38 | 36.12 | .01 | 12 | | | | | | |
| 42.49 | 36.23 | .09 | 12 | .07 | 12 | | | | |
| 42.58 | 36.32 | | | .02 | 12 | | | | |
| 42.66 | 36.40 | .03 | 12 | .03 | 12 | | | | |
| 42.80 | 36.54 | .04 | 12 | .04 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|------------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|-------|-----|-------|-----|-----|---|----|------|----|---|----|---|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 43.24 | 36.98 | | INTRSECTN | B | N | 200TH ST | CT | SG | Y | 2 | 2 | | | | | | 8A | 64A | \$\$C | | 64 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 43.35 | 37.09 | | | | | | | | | 2 | 2 | | | | | | 8A | 66A | C | | 66 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 43.41 | 37.15 | | | | | | | | | 2 | 3 | | | | | | \$\$C | 82A | C | | 82 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 43.43 | 37.17 | | | | | | | | | 2 | 2 | | | | | | C | 82A | C | | 82 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| 43.44 | 37.18 | | EXIT TO | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.48 | 37.21 | | EQUATION | | | 043.47 =043.48 | | | | 2 | 2 | | | | | | C | 70A | C | | 70 | 5 | 02 | 1169 | U1 | | 40 | R | P | * | |
| | | | WYE CONN | R | | SR 104 SPAURORA (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 43.50 | 37.23 | | LEAVE CITY | | | SHORELINE | | | | 2 | 2 | | | | | | C | 70A | C | | 70 | 5 | 02 | 0365 | U1 | | 45 | R | P | \$ | |
| | | | END ST | I | | AURORA AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1791 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | KING | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 43.24 | 36.98 | .06 | 10 | | | | | .12 | 10 |
| 43.44 | 37.18 | | | .07 | 14 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|-----|---------|---|-----|-------------|-----|-----|-------------|---------------------------|-----|-----|------|------|-----|-------|--------|---|----|-----|----|------|----|---|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS | SHD | RDY | SHD | SHD | RDY | 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 | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 43.50 | 37.23 | ENTER CO | | SNOHOMISH | | | | 2 | 2 | | | | | | | C | 70A | | C | | | 70 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| | | ENTER CITY | | EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 104 SPAURORA (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N 205TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.52 | 37.25 | WYE CONN | L | N 205TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | SR 104 SPAURORA (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.53 | 37.26 | MISC FEATR | R | SGN ENT EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.55 | 37.28 | ON RAMP | L | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.56 | 37.29 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.58 | 37.31 | MISC FEATR | L | GORE (R504362) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.60 | 37.33 | BEG BRIDGE B | | SR 104 | ST | | | 2 | 2 | | | | | | | C | 54P | | C | | | 54 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| | | | | BRDG NUM 099/600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.62 | 37.35 | END BRIDGE B | | SR 104 | | | | 2 | 2 | | | | | | | C | 60A | | C | | | 60 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| | | OFF RAMP | L | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.67 | 37.40 | ON RAMP | R | SR 104 | ST | | Y | 3 | 3 | | | | | | | C | 84A | | C | | | 84 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| 43.71 | 37.44 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | | C | 72A | | C | 12 | | 84 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| 43.77 | 37.50 | INTRSECTN | B | 240TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.83 | 37.56 | END SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | | C | 84A | | C | \$\$\$ | | 84 | 5 | 02 | 0365 | U1 | | 45 | R | P | | |
| 43.89 | 37.62 | WYE CONN | L | 238TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.91 | 37.64 | INTRSECTN | B | 238TH ST SW | CT | SG | Y | 3 | 3 | | | | | | | C | 84A | | C | | | 84 | 3 | 01 | 0365 | U1 | | 45 | R | P | | |
| 43.96 | 37.69 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | | C | 72A | | C | 12 | | 84 | 3 | 01 | 0365 | U1 | | 45 | R | P | | |
| 43.99 | 37.72 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.04 | 37.77 | INTRSECTN | B | 236TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.19 | 37.92 | INTRSECTN | B | 234TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.47 | 38.20 | INTRSECTN | B | 230TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.60 | 38.33 | INTRSECTN | L | 228TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.71 | 38.44 | END SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | | C | 84A | | C | \$\$\$ | | 84 | 3 | 01 | 0365 | U1 | | 45 | R | P | | |
| 44.74 | 38.47 | INTRSECTN | B | 76TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.78 | 38.51 | WYE CONN | L | 76TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.89 | 38.62 | INTRSECTN | B | 224TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.96 | 38.69 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | | C | 72A | | C | 12 | | 84 | 3 | 01 | 0365 | U1 | | 45 | R | P | | |
| 44.99 | 38.72 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 43.50 | 37.23 | .08 | 10 | .08 | 10 | | | | |
| 43.91 | 37.64 | .05 | 12 | .03 | 12 | | | | |
| 44.74 | 38.47 | | | .03 | 12 | | | | |
| 44.89 | 38.62 | .07 | 12 | .03 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 |
| 45.00 | 38.73 | | | | | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.09 | 38.82 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 84A | C \$\$\$ | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.16 | 38.89 | INTRSECTN | B | 220TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 45.23 | 38.96 | ENT/EXIT | L | SHOPPING CENTER | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 45.26 | 38.99 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.28 | 39.01 | ENT/EXIT | L | SHOPPING CENTER | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 45.35 | 39.08 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 84A | C \$\$\$ | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.43 | 39.16 | INTRSECTN | B | 216TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 45.50 | 39.23 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.64 | 39.37 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 84A | C \$\$\$ | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.72 | 39.45 | INTRSECTN | B | 212TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 45.80 | 39.53 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0365 | U1 | | | 45 | R | P | | |
| 45.86 | 39.59 | LEAVE CITY | | EDMONDS | | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0715 | U1 | | | 45 | R | P | | |
| | | ENTER CITY | | LYNNWOOD | | | | | | | | | | | | | | | | | | | | | | | |
| 45.88 | 39.61 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 84A | C \$\$\$ | 84 | 3 | 01 | 0715 | U1 | | | 45 | R | P | | |
| 45.91 | 39.64 | ENT/EXIT | L | BUSINESS | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 45.99 | 39.72 | MP MARKER | L | 46 | | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | 39.73 | INTRSECTN | B | 208TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 46.08 | 39.81 | ENT/EXIT | B | BUSINESS | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 46.12 | 39.85 | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 72A | C 12 | 84 | 3 | 01 | 0715 | U1 | | | 45 | R | P | | |
| 46.28 | 40.01 | INTRSECTN | R | 204TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.29 | 40.02 | WYE CONN | R | 204TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.34 | 40.07 | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | C 84A | C \$\$\$ | 84 | 3 | 01 | 0715 | U1 | | | 45 | R | P | | |
| 46.41 | 40.14 | WYE CONN | L | 202ND ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.42 | 40.15 | INTRSECTN | B | 202ND ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.43 | 40.16 | WYE CONN | R | 202ND ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.44 | 40.17 | INTRSECTN | L | 64TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.46 | 40.19 | WYE CONN | L | 64TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 46.56 | 40.29 | INTRSECTN | B | 200TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 46.83 | 40.56 | WYE CONN | L | SR 524 | | 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 |
| 45.16 | 38.89 | .06 | 12 | | | | | | |
| 45.43 | 39.16 | .06 | 12 | | | | | | |
| 45.72 | 39.45 | .05 | 12 | | | | | | |
| 45.91 | 39.64 | .02 | 10 | | | | | | |
| 46.00 | 39.73 | .08 | 12 | | | | | | |
| 46.08 | 39.81 | .01 | 10 | | | | | | |
| 46.42 | 40.15 | .04 | 10 | | | | | | |
| 46.56 | 40.29 | .06 | 12 | | | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 46.84 | | 40.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.85 | | 40.58 | INTRSECTN | B | | SR 524 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 46.86 | | 40.59 | WYE CONN | B | | SR 524 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 46.94 | | 40.67 | INTRSECTN | L | | 60TH AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 46.96 | | 40.69 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 46.97 | | 40.70 | MP MARKER | B | | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.33 | | 41.06 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 47.42 | | 41.15 | INTRSECTN | B | | 188TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 47.47 | | 41.20 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 47.57 | | 41.30 | INTRSECTN | L | | 186TH PL SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 47.89 | | 41.62 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 47.90 | | 41.63 | INTRSECTN | R | | 52ND AVE W | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 47.99 | | 41.72 | MP MARKER | R | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | 180TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.00 | | 41.73 | INTRSECTN | B | | 180TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.01 | | 41.74 | WYE CONN | R | | 180TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.06 | | 41.79 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 48.21 | | 41.94 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 48.27 | | 42.00 | WYE CONN | L | | 176TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.29 | | 42.02 | INTRSECTN | B | | 176TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.30 | | 42.03 | WYE CONN | R | | 176TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.43 | | 42.16 | INTRSECTN | B | | 174TH PL SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.48 | | 42.21 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 48.77 | | 42.50 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 48.81 | | 42.54 | WYE CONN | L | | 168TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.83 | | 42.56 | INTRSECTN | B | | 168TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.85 | | 42.58 | WYE CONN | R | | 168TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 48.92 | | 42.65 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 48.98 | | 42.71 | MP MARKER | R | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.03 | | 42.76 | END SU LN | C | | TWO WAY TURN | | | | | | | | | 12A | | | | | | | | | | | | | | | | | |
| 49.11 | | 42.84 | INTRSECTN | B | | 164TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 46.85 | 40.58 | .13 | 12 | | | .08 | 12 | | |
| 47.42 | 41.15 | .06 | 12 | | | .03 | 12 | | |
| 47.90 | 41.63 | | | | | .03 | 12 | | |
| 48.00 | 41.73 | .03 | 10 | | | .03 | 10 | | |
| 48.29 | 42.02 | .07 | 12 | | | .04 | 12 | | |
| 48.43 | 42.16 | .03 | 12 | | | .03 | 12 | | |
| 48.83 | 42.56 | .04 | 12 | | | .07 | 12 | | |
| 49.11 | 42.84 | .05 | 12 | | | .03 | 12 | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | :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 | | | | | | | | | | | | | | | | | | |
| | | : : | | -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 | |
| 49.12 | 42.85 | | LEAVE CITY | | | LYNNWOOD | | | | 3 | 3 | | | | | | C | 84A | C | | 84 | 3 | 01 | \$\$\$\$ | U1 | | 45 | R | \$ | | |
| 49.22 | 42.95 | | INTRSECTN | L | | 44TH AVE W | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 49.27 | 43.00 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 3 | 3 | | | | | | C | 72A | C | 12 | 84 | 3 | 01 | | U1 | | 45 | R | | | |
| 49.59 | 43.32 | | END SU LN | C | | TWO WAY TURN | | 12A | | 3 | 3 | | | | | | C | 84A | C | \$\$\$ | 84 | 3 | 01 | | U1 | | 45 | R | | | |
| 49.65 | 43.38 | | INTRSECTN | B | | 156TH ST SW | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.70 | 43.43 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | 3 | 3 | | | | | | C | 72A | C | 12 | 84 | 3 | 01 | | U1 | | 45 | R | | | |
| 49.72 | 43.45 | | INTRSECTN | L | | 40TH AVE W | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 49.97 | 43.70 | | MP MARKER | R | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.00 | 43.73 | | END SU LN | C | | TWO WAY TURN | | 12A | | 3 | 3 | | | | | | C | 84A | C | \$\$\$ | 84 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.05 | 43.78 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.09 | 43.82 | | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.21 | 43.94 | | WYE CONN | L | | 148TH ST SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.22 | 43.95 | | INTRSECTN | B | | 148TH ST SW | CO | | SG | Y | 2 | 2 | | | | | C | 66A | C | | 66 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.27 | 44.00 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | 8A | 58A | 8A | | 58 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.35 | 44.08 | | INTRSECTN | R | | 35TH AVE W | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.37 | 44.10 | | BEG SU LN | R | | WEAVING/SPEED CHANGE | 12A | | | 2 | 2 | | | | | | 8A | 58A | 8A | 12 | 70 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.38 | 44.11 | | INTRSECTN | L | | SHELBY RD | CO | | Y | 2 | 2 | | | | | | \$\$C | 86A | \$\$C | 12 | 98 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.44 | 44.17 | | | | | | | | | 2 | 2 | | | | | | 8A | 56A | 8A | 12 | 68 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.48 | 44.21 | | INTRSECTN | L | | LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.49 | 44.22 | | WYE CONN | L | | LAKE RD | CO | | Y | 2 | 2 | 8A | 24A | | 10A | CU | \$\$\$ | 24A | 8A | 12 | 60 | 3 | 01 | | U1 | | 45 | R | | | |
| 50.51 | 44.24 | | BEG SU LN | L | | WEAVING/SPEED CHANGE | 12A | | | 2 | 2 | 8A | 24A | | 10A | CU | | 24A | 8A | 24 | 72 | 3 | 01 | | U1 | | 45 | R | | | |
| | | | OFF RAMP | R | | SR 525 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.56 | 44.29 | | END SU LN | R | | WEAVING/SPEED CHANGE | 12A | | | 2 | 2 | 8A | 24A | | 10A | CU | | 24A | 8A | 12 | 60 | 3 | 01 | | U1 | | 45 | R | | | |
| | | | OFF RAMP | R | | SR 525 NB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P105051) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.58 | 44.31 | | END SU LN | L | | WEAVING/SPEED CHANGE | 12A | | | 2 | 2 | 8A | 24A | | 10A | CU | | 24A | 8A | \$\$\$ | 48 | 3 | 01 | | U1 | | 45 | R | | | |
| | | | ON RAMP | L | | SR 525 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 50.61 | 44.34 | | MISC FEATR | L | | GORE (S105058) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50.62 | 44.35 | | MISC FEATR | L | | GORE (R505073) | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 49.22 | 42.95 | | .03 | 12 | | | | | | |
| 49.65 | 43.38 | | .03 | 12 | .03 | 12 | | | | |
| 50.05 | 43.78 | | .02 | 10 | | | | | | |
| 50.09 | 43.82 | | | | .02 | 10 | | | | |
| 50.22 | 43.95 | | .05 | 12 | .07 | 12 | .02 | 12 | | |
| 50.35 | 44.08 | | | | | | | | .02 | 12 |
| 50.38 | 44.11 | | .03 | 12 | | | .04 | 12 | | |
| 50.48 | 44.21 | | .04 | 11 | | | | | | |
| 50.49 | 44.22 | | | | .02 | 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | |
|-------|---|-------|------------|---|----|--------------------------|---------|-----|-------------|--------|--------|--------------|------|-------|-------|---------------------------|--------|------|----|-------|----|----|----|-----|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | MTCE | CITY | ST | LEGAL | | P | S | |
| | | | | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | TOT | LNS | RDY | | | | A | SE | | | NBR |
| 50.63 | | 44.36 | UXING | B | | SR 525 | ST | 2 | 2 | 8A | 24A | 10A | CU | 24A | 8A | | 48 | 3 | 01 | | U1 | 45 | R | |
| | | | | | | BRDG NUM 525/007 | | | | | | | | | | | | | | | | | | |
| 50.66 | | 44.39 | MISC FEATR | R | | GORE (P505056) | | | | | | | | | | | | | | | | | | |
| 50.68 | | 44.41 | MISC FEATR | R | | GORE (Q105077) | | | | | | | | | | | | | | | | | | |
| 50.73 | | 44.46 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | 2 | 2 | 8A | 24A | 10A | CU | 24A | 8A | 12 | 60 | 3 | 01 | | U1 | 45 | R | |
| | | | OFF RAMP | L | | SR 525 SB | ST | | Y | | | | | | | | | | | | | | | |
| 50.75 | | 44.48 | | | | | | 2 | 2 | 8A | 24A | 10A | CU | 24A | \$\$C | 12 | 60 | 3 | 01 | | U1 | 45 | R | |
| 50.77 | | 44.50 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | 2 | 2 | 8A | 24A | 10A | CU | 24A | C | 24 | 72 | 3 | 01 | | U1 | 45 | R | |
| | | | ON RAMP | R | | SR 525 NB | ST | | Y | | | | | | | | | | | | | | | |
| 50.78 | | 44.51 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | |
| 50.81 | | 44.54 | | | | | | 2 | 2 | 8A | 24A | 10A | CU | 24A | 12A | 24 | 72 | 3 | 01 | | U1 | 45 | R | |
| 50.83 | | 44.56 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | 2 | 2 | 8A | 24A | 10A | CU | 24A | 12A | 12 | 60 | 3 | 01 | | U1 | 45 | R | |
| 50.84 | | 44.57 | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | \$\$\$\$ | \$\$ | 8A | 68A | 12A | 12 | 80 | 3 | 01 | | U1 | 45 | R |
| 50.85 | | 44.58 | INTRSECTN | L | | MUKILTEO SPEEDWAY | CO | | Y | | | | | | | | | | | | | | | |
| 50.87 | | 44.60 | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | 2 | 2 | | | | | 8A | 68A | 12A | \$\$\$ | 68 | 3 | 01 | | U1 | 45 | R |
| | | | WYE CONN | L | | MUKILTEO SPEEDWAY | CO | | Y | | | | | | | | | | | | | | | |
| 50.94 | | 44.67 | WYE CONN | L | | LINCOLN WAY | CO | | Y | | | | | | | | | | | | | | | |
| 50.95 | | 44.68 | INTRSECTN | B | | LINCOLN WAY | CO | SG | Y | 2 | 2 | | | \$\$C | 85A | \$\$C | | 85 | 3 | 01 | | U1 | 45 | R |
| 50.96 | | 44.69 | WYE CONN | R | | LINCOLN WAY | CO | | Y | | | | | | | | | | | | | | | |
| 51.00 | | 44.73 | MP MARKER | R | | 51 | | | | | | | | | | | | | | | | | | |
| 51.04 | | 44.77 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | |
| 51.08 | | 44.81 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | C | 73A | C | 12 | 85 | 3 | 01 | | U1 | 45 | R |
| 51.27 | | 45.00 | | | | | | | | 2 | 2 | | | C | 56A | 8A | 12 | 68 | 3 | 01 | | U1 | 45 | R |
| 51.43 | | 45.16 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | C | 68A | 8A | \$\$\$ | 68 | 3 | 01 | | U1 | 45 | R |
| 51.50 | | 45.23 | INTRSECTN | L | | RUSSELL WAY | CO | | Y | | | | | | | | | | | | | | | |
| 51.51 | | 45.24 | INTRSECTN | R | | MANOR WAY | CO | | Y | | | | | | | | | | | | | | | |
| 51.59 | | 45.32 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | C | 56A | 8A | 12 | 68 | 3 | 01 | | U1 | 45 | R |
| 51.62 | | 45.35 | | | | | | | | 2 | 2 | | | C | 58A | 8A | 12 | 70 | 3 | 01 | | U1 | 45 | R |
| 51.67 | | 45.40 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | C | 70A | 8A | \$\$\$ | 70 | 3 | 01 | | U1 | 45 | R |
| 51.71 | | 45.44 | | | | | | | | 2 | 2 | | | C | 82A | \$\$C | | 82 | 3 | 01 | | U1 | 45 | R |
| 51.77 | | 45.50 | INTRSECTN | B | | GIBSON RD | CO | SG | Y | | | | | | | | | | | | | | | |

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 |
| 50.78 | | 44.51 | | | .05 | 12 | | | | |
| 50.85 | | 44.58 | | | | | .02 | 12 | | |
| 50.95 | | 44.68 | .03 | 12 | .08 | 12 | .04 | 12 | .05 | 12 |
| 51.04 | | 44.77 | .02 | 12 | | | | | | |
| 51.50 | | 45.23 | .03 | 12 | | | | | .01 | 14 |
| 51.51 | | 45.24 | | | .05 | 12 | | | | |
| 51.77 | | 45.50 | .05 | 11 | .10 | 14 | .05 | 11 | .09 | 14 |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|-----------------|-----|---------|----|-----|-------------|-----|-----|-------------|-----|-----|---------|---------------------------|-----|-----|-----|-----|------|------|----|-------|----|---|---|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| 51.84 | 45.57 | | | | | | | 2 | 2 | | | | C | 82A | C | | | | 82 | 3 | 01 | | U1 | | 45 | R | | |
| 51.87 | 45.60 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | C | 70A | C | 12 | | | 82 | 3 | 01 | | U1 | | 45 | R | | |
| 51.90 | 45.63 | ENT/EXIT | L | INDUSTRIAL PARK | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 51.92 | 45.65 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | | | |
| 51.96 | 45.69 | ENT/EXIT | L | INDUSTRIAL PARK | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.00 | 45.73 | ENT/EXIT | L | INDUSTRIAL PARK | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | RV PARK | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.18 | 45.91 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.21 | 45.94 | BEG SU LN | R | TRANSIT | 12A | | | 2 | 2 | | | | C | 70A | C | 24 | | | 94 | 3 | 01 | | U1 | | 45 | R | | |
| 52.23 | 45.96 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | C | 56A | C | 12 | | | 68 | 3 | 01 | | U1 | | 45 | R | | |
| 52.24 | 45.97 | BEG SU LN | L | TRANSIT | 12A | | | 2 | 2 | | | | C | 56A | C | 24 | | | 80 | 3 | 01 | | U1 | | 45 | R | | |
| 52.27 | 46.00 | ENTER CITY | | EVERETT | | | | 2 | 2 | | | | C | 56A | C | 24 | | | 80 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| | | WYE CONN | R | AIRPORT RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.28 | 46.01 | INTRSECTN | B | AIRPORT RD | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 52.29 | 46.02 | WYE CONN | L | AIRPORT RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.33 | 46.06 | END SU LN | R | TRANSIT | 12A | | | 2 | 2 | | | | C | 56A | C | 12 | | | 68 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.35 | 46.08 | EXIT TO | R | BUSINESS | | PV | Y | 2 | 2 | | | | C | 68A | C | 12 | | | 80 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.36 | 46.09 | END SU LN | L | TRANSIT | 12A | | | 3 | 2 | | | | C | 78A | C | \$\$\$ | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| | | ENT FROM | R | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.39 | 46.12 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 2 | | | | C | 66A | C | 12 | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| | | INTRSECTN | R | CENTER RD | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.47 | 46.20 | END SU LN | C | TWO WAY TURN | 12A | | | 3 | 2 | | | | C | 78A | C | \$\$\$ | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.50 | 46.23 | ENT/EXIT | B | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.58 | 46.31 | ENT/EXIT | B | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.60 | 46.33 | MISC FEATR | R | SGN ENT EVERETT | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.62 | 46.35 | | | | | | | 3 | 3 | | | | C | 78A | C | | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.64 | 46.37 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | C | 66A | C | 12 | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.73 | 46.46 | END SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | C | 78A | C | \$\$\$ | | | 78 | 3 | 01 | 0420 | U1 | | 45 | R | P | |
| 52.74 | 46.47 | ENT/EXIT | R | BUSINESS | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.81 | 46.54 | INTRSECTN | R | 113TH ST SW | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 52.86 | 46.59 | INTRSECTN | B | 112TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 52.92 | 46.65 | BEG SU LN | C | TWO WAY TURN | 12A | | | 3 | 3 | | | | C | 68A | C | 12 | | | 80 | 3 | 01 | 0420 | U1 | | 45 | 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 |
| 52.28 | 46.01 | .03 | 11 | | .05 | 11 | | | |
| 52.35 | 46.08 | | | .02 | 12 | | | | |
| 52.50 | 46.23 | .02 | 12 | | .02 | 12 | | | |
| 52.58 | 46.31 | .02 | 12 | | .03 | 12 | | | |
| 52.74 | 46.47 | | | | .02 | 12 | | | |
| 52.86 | 46.59 | .06 | 13 | | .04 | 14 | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|---------------------|-------------|----|-----|--------------|----|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|---|----|------|----|---|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | SPEED | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | T P S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 52.93 | | 46.66 | MISC FEATR | R | | BUS PULLOUT | | | | 3 | 3 | | | | | | C | 68A | C | 12 | 80 | 3 | 01 | 0420 | U1 | | 45 | R | P | | | |
| 52.99 | | 46.72 | MP MARKER | R | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.10 | | 46.83 | END SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 80A | C | \$\$\$ | 80 | 3 | 01 | 0420 | U1 | | 45 | R | P | | | |
| 53.16 | | 46.89 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 70A | C | 12 | 82 | 3 | 01 | 0420 | U1 | | 45 | R | P | | | |
| | | | INTRSECTN | L | | 108TH ST SW | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.21 | | 46.94 | BEG ST | I | | EVERGREEN WAY | | | | 3 | 3 | | | | | | C | 70A | C | 12 | 82 | 3 | 01 | 0420 | U1 | | 45 | R | P | * | | |
| 53.43 | | 47.16 | | | | | | | | 3 | 3 | | | | | | C | 70A | C | 12 | 82 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 53.44 | | 47.17 | END SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 82A | C | \$\$\$ | 82 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 53.45 | | 47.18 | WYE CONN | R | | SR 99 | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.49 | | 47.22 | END ST | I | | EVERGREEN WAY | | | | 3 | 1 | | | | | | C | 60A | C | | 60 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| | | | BEG ST | I | | SE EVERETT MALL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | OLIVIA PARK RD | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | EVERGREEN WAY | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 53.51 | | 47.24 | INTRSECTN | R | | 105TH ST SW | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.52 | | 47.25 | WYE CONN | L | | EVERGREEN WAY | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.53B | | 47.26 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53.53 | | 47.27 | EQUATION | | | 053.54B=053.53 | | | | 3 | 3 | | | | | | C | 80A | C | | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| | | | WYE CONN | R | | SR 99 | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.57 | | 47.31 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 68A | C | 12 | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 53.66 | | 47.40 | INTRSECTN | R | | 5TH PL W | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 53.70 | | 47.44 | END SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 80A | C | \$\$\$ | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 53.76 | | 47.50 | INTRSECTN | B | | 4TH AVE W | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 53.83 | | 47.57 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 68A | C | 12 | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 53.94 | | 47.68 | INTRSECTN | B | | 1ST PL W | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.00 | | 47.74 | MP MARKER | R | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54.03 | | 47.77 | INTRSECTN | R | | MERIDIAN AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.06 | | 47.80 | INTRSECTN | L | | 2ND AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.12 | | 47.86 | INTRSECTN | R | | 1ST DR SE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.19 | | 47.93 | INTRSECTN | L | | E INTERCITY AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 54.24 | | 47.98 | END SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 80A | C | \$\$\$ | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 54.31 | | 48.05 | INTRSECTN | B | | 3RD AVE SE | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 54.37 | | 48.11 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 3 | 3 | | | | | | C | 68A | C | 12 | 80 | 3 | 01 | 0420 | U1 | | 40 | R | P | * | | |
| 54.42 | | 48.16 | ENT/EXIT | L | | SHOPPING CENTER | | | 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 |
| 53.16 | | 46.89 | | .02 | 12 | | | | | | |
| 53.49 | | 47.22 | | .04 | 12 | | | | | | |
| 53.51 | | 47.24 | | | | | | | | | .03 12 |
| 53.76 | | 47.50 | | .04 | 12 | | .04 12 | | | | |
| 54.31 | | 48.05 | | .03 | 12 | | .03 12 | | | | |

SR 099 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 54.46 | 48.20 | | END SU LN | C | | TWO WAY TURN | 12A | | | 3 | 3 | | | | | | C | 80A | C | \$\$\$ | 80 | 3 | 01 | 0420 | U1 | 40 | R | P | * | |
| 54.47 | 48.21 | | ENT/EXIT | L | | SHOPPING CENTER | | | | PV | Y | | | | | | | | | | | | | | | | | | | |
| 54.55 | 48.29 | | INTRSECTN | B | | 7TH AVE SE | | | | CT | SG | Y | | | | | C | 80A | C | | 80 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 54.60 | 48.34 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 68A | C | 12 | 80 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 54.84 | 48.58 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 80A | C | \$\$\$ | 80 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| | | | ENT/EXIT | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | |
| 54.89 | 48.63 | | INTRSECTN | B | | WEST MALL DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 54.90 | 48.64 | | MP MARKER | R | | 55 | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.00 | 48.74 | | INTRSECTN | B | | CENTRAL MALL DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 55.10 | 48.84 | | INTRSECTN | B | | EAST MALL DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 55.17 | 48.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.22 | 48.96 | | END ST | I | | SE EVERETT MALL WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S BROADWAY | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | RC | | CONN TO S BROADWAY | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 55.28 | 49.02 | | MISC FEATR | L | | GORE (R10535) | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.31 | 49.03 | | EQUATION | | | 055.29 =055.31 | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.34 | 49.06 | | BEG BRIDGE | I | | SR 5 | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/610 | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.35 | 49.07 | | OFF RAMP | L | | S BROADWAY | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 55.37 | 49.09 | | BEG BRIDGE | D | | E-S RAMP | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/622S-S | | | | | | | | | | | | | | | | | | | | | | | | |
| 55.41 | 49.13 | | END BRIDGE | I | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END BRIDGE | D | | E-S RAMP | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3101 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 54.55 | 48.29 | | | .03 | 12 | | | | | | |
| 54.89 | 48.63 | | | .03 | 12 | | | | | | |
| 55.00 | 48.74 | | | .03 | 12 | | | | | | |
| 55.10 | 48.84 | | | .05 | 12 | | | | | | |

SR 104 MAINLINE STATE ROUTE - SRSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | | | -----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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.45 | | 24.41 | BEG ROUTE | | | MAIN ROUTE | | | 2 | 2 | | | | | C 60A | C | | | 60 | 5 | 03 | 0365 | U1 | | 25 | R | P |
| | | | ENTER CITY | | | SR 101 TO SR 522/L F PRK | | | | | | | | | | | | | | | | | | | | | |
| | | | EQUATION | | | EDMONDS | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | 024.54B=024.45 | | | | | | | | | | | | | | | | | | | | | |
| | | | TRAF RCDR | B | | CONTROL SECTION 3130 | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | FY04 0 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | EDMONDS FERRY LANDING | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | |
| 24.46 | | 24.42 | INTRSECTN | B | | RAILROAD AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 24.47 | | 24.43 | RR XING | B | | NUM 85445K GRADE | | | | | | | | | | | | | | | | | | | | | |
| 24.48 | | 24.44 | WYE CONN | L | | RAILROAD AVE | CT | | Y | | | | | | | | | | | | | | | | | | |
| 24.50 | | 24.46 | WYE CONN | R | | SR 104 E BND | ST | | Y | | | | | | | | | | | | | | | | | | |
| 24.51 | | 24.47 | INTRSECTN | L | | SR 524 | ST | SG | Y | 1 | 2 | | | C 48A | C | | | 48 | 5 | 03 | 0365 | U1 | | 25 | R | R | |
| | | | INTRSECTN | L | | SUNSET AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 24.52 | | 24.48 | WYE CONN | R | | SR 104 E BND | ST | | Y | | | | | | | | | | | | | | | | | | |
| 24.58 | | 24.54 | INTRSECTN | R | | JAMES ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 24.63 | | 24.59 | TOLL BOOTH | L | | FERRY TOLL BOOTH | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | |
| 24.68 | | 24.64 | BEG SU LN | L | | HOLDING | | | | 1 | 2 | | | C 48A | C | 12 | | 60 | 5 | 03 | 0365 | U1 | | 35 | R | P | |
| | | | INTRSECTN | B | | DAYTON ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | EXIT TO | L | | FERRY HOLDING AREA | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| 24.80 | | 24.76 | | | | | | | | 1 | 2 | | | C 36A | C | 12 | | 48 | 5 | 03 | 0365 | U1 | | 35 | R | P | |
| 24.97 | | 24.93 | EXIT TO | L | | FERRY HOLDING AREA | ST | | Y | | | | | | | | | | | | | | | | | | |
| 25.00 | | 24.96 | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | |
| 25.04 | | 25.00 | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | |
| 25.12 | | 25.08 | WYE CONN | R | | PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.13 | | 25.09 | INTRSECTN | R | | PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 524 SP3RDAVE (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | |
| 25.14 | | 25.10 | LEAVE CITY | | | EDMONDS | | | | 1 | 2 | | | C 36A | C | 12 | | 48 | 5 | 03 | 1475 | U1 | | 35 | R | P | |
| | | | ENTER CITY | | | WOODWAY | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | PINE ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 25.15 | | 25.11 | WYE CONN | L | | SR 524 SPUR | ST | | Y | | | | | | | | | | | | | | | | | | |
| 25.17 | | 25.13 | LEAVE CITY | | | WOODWAY | | | | 1 | 2 | | | C 36A | C | 12 | | 48 | 5 | 03 | 0365 | U1 | | 35 | R | P | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT |
| 24.48 | | 24.44 | | | | | .01 | 12 | | | | |
| 24.58 | | 24.54 | | | | .03 | 12 | | | | | |
| 24.68 | | 24.64 | | .03 | 12 | .03 | 12 | | | | | |
| 25.13 | | 25.09 | | | | .03 | 12 | | .03 | 12 | | |
| 25.14 | | 25.10 | | | | | | | | | .02 | 12 |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | 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 | | | | | | |
| 25.17 | | 25.13 | ENTER CITY | | | EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.34 | | 25.30 | BEG BRIDGE B | | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 104/104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.36 | | 25.32 | END BRIDGE B | | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.44 | | 25.40 | INTRSECTN | L | | SR 104 W BND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.48 | | 25.44 | LEAVE CITY | | | EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | WOODWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.49 | | 25.45 | UXING | D | | SR 104 WB*FIFTH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 104/106N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.52 | | 25.48 | WYE CONN | R | | SR 104 E BND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.55 | | 25.51 | INTRSECTN | L | | FIFTH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.59 | | 25.55 | LEAVE CITY | | | WOODWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.70 | | 25.66 | INTRSECTN | L | | SR 104 W BND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.78 | | 25.74 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.90 | | 25.78 | EQUATION | | | 025.82 =025.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.96 | | 25.84 | BEG ST | I | | EDMONDS WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PARADISE LN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.88 | WYE CONN | L | | PARADISE LN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.05 | | 25.93 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | 226TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.06 | | 25.94 | INTRSECTN | L | | 15TH ST SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 226TH ST SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.07 | | 25.95 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.11 | | 25.99 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.18 | | 26.06 | INTRSECTN | L | | 15TH WAY SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.20 | | 26.08 | END SU LN | L | | HOLDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.22 | | 26.10 | INTRSECTN | R | | 102ND PL W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.25 | | 26.13 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.28 | | 26.16 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.29 | | 26.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.37 | | 26.25 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.40 | | 26.28 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.43 | | 26.31 | INTRSECTN | B | | 100TH AVE W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 26.06 | | 25.94 | .01 | 10 | | | | | | |
| 26.22 | | 26.10 | | | .02 | 14 | | | .01 | 14 |
| 26.43 | | 26.31 | .04 | 11 | | | | | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|--------------|-----|----|-------------|-----|-----|--------------|-----|------|---------------------------|-----|-----|-----|--------|-----|------|----|------|----|----|---|----|---|---|----|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | SPEED | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | 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 | ST | FC | D | IB | R | K | S | | | |
| 26.45 | 26.33 | | | | | | | 2 | 2 | | | | | C | 60A | C | | 60 | 5 | 03 | 0365 | U1 | | | 35 | R | P | * | | | |
| 26.48 | 26.36 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.49 | 26.37 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 5 | 03 | 0365 | U1 | | | 35 | R | P | * | | | |
| 26.56 | 26.44 | | | | | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 26.59 | 26.47 | INTRSECTN | R | 97TH AVE W | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.66 | 26.54 | | | | | | | 2 | 2 | | | | | C | 48A | C | 12 | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 26.74 | 26.62 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 26.75 | 26.63 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.76 | 26.64 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.80 | 26.68 | INTRSECTN | L | 95TH PL W | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | APARTMENTS | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 26.86 | 26.74 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 48A | C | 12 | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 26.93 | 26.81 | | | | | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 26.99 | 26.87 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.02 | 26.90 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.12 | 27.00 | INTRSECTN | B | 232ND ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.15 | 27.03 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.16 | 27.04 | INTRSECTN | L | 232ND PL SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.38 | 27.26 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 27.39 | 27.27 | INTRSECTN | B | 236TH ST SW | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.40 | 27.28 | BEG SU LN | C | TWO WAY TURN | 14A | | | 2 | 2 | | | | | C | 46A | C | 14 | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 27.45 | 27.33 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.47 | 27.35 | END SU LN | C | TWO WAY TURN | 14A | | | 2 | 2 | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| | | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.52 | 27.40 | WYE CONN | R | 238TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.55 | 27.43 | INTRSECTN | B | 238TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.58 | 27.46 | WYE CONN | L | 238TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.63 | 27.51 | BEG SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | C | 49A | C | 11 | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 27.69 | 27.57 | END SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | * | | | |
| 27.71 | 27.59 | WYE CONN | R | 240TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.72 | 27.60 | INTRSECTN | B | 240TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.73 | 27.61 | WYE CONN | L | 240TH ST SW | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 27.75 | 27.63 | END ST | I | EDMONDS WAY | | | | 2 | 2 | | | | | C | 60A | C | | 60 | 5 | 03 | 0365 | U1 | | | 40 | R | P | \$ | | | |
| 27.78 | 27.66 | | | | | | | 2 | 2 | | | | | C | 48A | 6A | | 48 | 5 | 03 | 0365 | U1 | | | 40 | R | P | | | | |
| 27.79 | 27.67 | OFF RAMP | R | SR 99 SB | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 26.80 | 26.68 | .04 | 12 | .03 | 12 | | | | |
| 27.39 | 27.27 | .01 | 12 | .01 | 12 | | | | |
| 27.55 | 27.43 | .06 | 11 | .06 | 11 | | | | |
| 27.72 | 27.60 | .04 | 11 | .04 | 11 | | | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 28.23 | 28.11 | ENTER CO BEG CTLSEC | | KING CONTROL SECTION 1748 | | | 2 2 | | C | 24A | | 40A | CU | 24A | | C | | 48 | 5 | 03 | | U1 | 40 | R | | | |
| | | INTRSECTN | B | SR 104 SPAURORA (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 28.69 | 28.16 | EQUATION | | 028.28 =028.69 | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 104 SPAURORA (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 28.70 | 28.17 | | | | | | 2 2 | | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 48A | | C | | 48 | 5 | 03 | | U1 | 40 | R | | |
| 28.76 | 28.23 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 28.83 | 28.30 | INTRSECTN | L | 76TH AVE W | CO | SG | Y | 2 2 | | | | | | C | 60A | | C | | 60 | 5 | 03 | | U1 | 40 | R | | |
| | | INTRSECTN | R | MERIDIAN AVE N | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 28.88 | 28.35 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 28.91 | 28.38 | BEG SU LN | C | TWO WAY TURN | 12A | | 2 2 | | | | | | | C | 48A | | C | 12 | 60 | 5 | 03 | | U1 | 40 | R | | |
| 29.00 | 28.47 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.07 | 28.54 | END SU LN | C | TWO WAY TURN | 12A | | 2 2 | | | | | | | C | 60A | | C | \$\$\$ | 60 | 5 | 03 | | U1 | 40 | R | | |
| 29.08 | 28.55 | INTRSECTN | R | 1ST AVE NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 29.13 | 28.60 | BEG SU LN | C | TWO WAY TURN | 12A | | 2 2 | | | | | | | C | 48A | | C | 12 | 60 | 5 | 03 | | U1 | 40 | R | | |
| 29.20 | 28.67 | EXIT TO | R | HOLYROOD CEMETERY | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.21 | 28.68 | ENT FROM | R | HOLYROOD CEMETERY | PV | | Y | 2 2 | | | | | | C | 48A | 10A | 12 | 60 | 5 | 03 | | U1 | 40 | R | | | |
| 29.22 | 28.69 | | | | | | 2 2 | | | | | | | C | 48A | 9A | 12 | 60 | 5 | 03 | | U1 | 40 | R | | | |
| 29.30 | 28.77 | END SU LN | C | TWO WAY TURN | 12A | | 2 2 | | | | | | | C | 60A | 9A | \$\$\$ | 60 | 5 | 03 | | U1 | 40 | R | | | |
| 29.33 | 28.80 | INTRSECTN | R | 5TH AVE NE | CO | | Y | 2 2 | | | | | | C | 62A | 9A | | 62 | 5 | 03 | | U1 | 40 | R | | | |
| | | ENT/EXIT | L | NILE TEMPLE | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.39 | 28.86 | ON RAMP | L | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.41 | 28.88 | BEG SU LN | R | WEAVING/SPEED CHANGE | 12A | | 2 2 | | | | | | | C | 62A | \$\$C | 12 | 74 | 5 | 03 | | U1 | 40 | R | | | |
| | | INTRSECTN | R | 6TH AVE NE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.48 | 28.95 | END SU LN | R | WEAVING/SPEED CHANGE | 12A | | 2 2 | | C | 26A | | 13A | CU | \$ | 24A | 10A | \$\$\$ | 50 | 5 | 03 | | U1 | 40 | R | | | |
| | | OFF RAMP | L | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 29.54 | 29.01 | MISC FEATR | L | GORE (SR 5 R317843) | | | 2 2 | 10A | 24A | | 13A | CU | | 24A | 10A | | | 48 | 5 | 03 | | U1 | 40 | R | | | |
| 29.57 | 29.04 | ON RAMP | L | SR 5 SB | ST | SG | Y | 2 2 | 10A | 24A | | 13A | CU | | 26A | \$\$C | | 50 | 5 | 03 | | U1 | 40 | R | | | |
| | | INTRSECTN | C | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (SR 5 S217717) | | | | | | | | | | | | | | | | | | | | | | | |
| 29.61 | 29.08 | BEG SU LN | L | WEAVING/SPEED CHANGE | 12A | | 2 2 | 10A | 24A | | 13A | CU | | 26A | | C | 12 | 62 | 5 | 03 | | U1 | 40 | R | | | |
| | | OFF RAMP | L | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 5 S517717) | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 28.23 | 28.11 | | | .08 | 12 | | | | |
| 28.83 | 28.30 | .03 | 10 | .04 | 10 | | | | |
| 29.08 | 28.55 | | .02 | .04 | 12 | | | | |
| 29.33 | 28.80 | .03 | 10 | .04 | 10 | | | | |
| 29.41 | 28.88 | | | .06 | 10 | | .02 | 10 | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 29.62 | | 29.09 | INTRSECTN | C | | MEDIAN XROAD | ST | Y | 2 | 2 | 10A | 24A | | | 13A | CU | 26A | | C | 12 | 62 | 5 | 03 | | | U1 | 40 | R | | | | | |
| | | | OFF RAMP | R | | SR 5 SB (HOV LANE) | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.63 | | 29.10 | UXING | B | | RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/599SCD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.65 | | 29.12 | UXING | B | | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/599W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.66 | | 29.13 | OFF RAMP | R | | SR 5 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.67 | | 29.14 | UXING | B | | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/599E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.68 | | 29.15 | UXING | B | | NBCD RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/599NCD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.70 | | 29.17 | MISC FEATR | R | | GORE (SR 5 Q517768) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.72 | | 29.19 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | 2 | 2 | 10A | 24A | | | 13A | CU | 26A | | C | \$\$\$ | 50 | 5 | 03 | | | U1 | 40 | R | | | | | |
| | | | ON RAMP | L | | SR 5 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.73 | | 29.20 | MISC FEATR | L | | GORE (SR 5 P517783) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.76 | | 29.23 | WYE CONN | L | | ON RAMP | ST | Y | 2 | 2 | \$\$\$ | \$\$\$ | | | \$\$\$ | \$\$\$ | 4A | 74A | | C | | 74 | 5 | 03 | | | U1 | 40 | R | | | | |
| 29.77 | | 29.24 | MISC FEATR | R | | GORE (SR 5 P117744) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.78 | | 29.25 | MISC FEATR | L | | GORE (SR 5 Q117806) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.81 | | 29.28 | ON RAMP | R | | SR 5 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.83 | | 29.30 | WYE CONN | L | | 244TH ST SW | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | 15TH AVE NE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.84 | | 29.31 | ENTER CITY | | | SHORELINE | | | 2 | 2 | | C | 28A | | 13A | CU | \$\$\$ | 28A | | C | | 56 | 5 | 03 | 1169 | U1 | 40 | R | P | * | | | |
| | | | BEG ST | I | | BALLINGER WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 244TH ST SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 15TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.85 | | 29.32 | WYE CONN | R | | 15TH AVE NE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.90 | | 29.37 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.91 | | 29.38 | BEG SU LN | C | | TWO WAY TURN | | | 13A | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$\$ | | C | 56A | | C | 13 | 69 | 5 | 03 | 1169 | U1 | 40 | R | P | * |
| 29.99 | | 29.46 | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.08 | | 29.55 | END SU LN | C | | TWO WAY TURN | | | 13A | | 2 | 2 | | | | | | | | C | 69A | | C | \$\$\$ | 69 | 5 | 03 | 1169 | U1 | 40 | R | P | * |
| 30.14 | | 29.61 | INTRSECTN | B | | 19TH AVE NE | CT | SG | Y | 2 | 1 | | | | | | | | | C | 70A | | C | | 70 | 5 | 03 | 1169 | U1 | 40 | R | P | * |
| 30.19 | | 29.66 | BEG SU LN | C | | TWO WAY TURN | | | 13A | | 2 | 1 | | | | | | | | C | 57A | | C | 13 | 70 | 5 | 03 | 1169 | U1 | 40 | R | P | * |
| 30.24 | | 29.71 | | | | | | | | | 1 | 1 | | | | | | | | C | 27A | 6A | 13 | 40 | 5 | 03 | 1169 | U1 | 40 | R | P | * | |
| 30.30 | | 29.77 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|--|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|--|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 29.62 | | 29.09 | | | .02 | 12 | .05 | 12 | | | | |
| 29.76 | | 29.23 | | | | | | | | .08 | 12 | |
| 29.84 | | 29.31 | | .11 | 12 | | .05 | 12 | | | | |
| 30.14 | | 29.61 | | .05 | 13 | | .03 | 13 | .02 | 14 | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 30.32 | 29.79 | INTRSECTN | L | 22ND AVE NE | CT | | Y 1 1 | | | | | | | C 27A | 6A | 13 | 40 | 5 | 03 | 1169 | U1 | 40 | R | P | * | |
| | | INTRSECTN | R | 23RD AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 30.35 | 29.82 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 30.49 | 29.96 | END SU LN | C | TWO WAY TURN | | 13A | 1 1 | | | | | | | C 40A | 6A | \$\$\$ | 40 | 5 | 03 | 1169 | U1 | 40 | R | P | * | |
| 30.52 | 29.99 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 30.54 | 30.01 | MISC FEATR | R | SGN ENT LK FOREST PARK | | | | | | | | | | | | | | | | | | | | | | |
| 30.55 | 30.02 | LEAVE CITY | | SHORELINE | | | 1 1 | | | | | | | C 32A | 8A | | 32 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| | | ENTER CITY | | LAKE FOREST PARK | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 195TH ST | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 25TH AVE NE | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| 30.57 | 30.04 | WYE CONN | L | NE 195TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 30.58 | 30.05 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 30.64 | 30.11 | | | | | | 1 1 | | | | | | | C 20P | 8A | | 20 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 30.79 | 30.26 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 30.87 | 30.34 | | | | | | 1 1 | | | | | | | C 20A | 8A | | 20 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 30.92 | 30.39 | INTRSECTN | L | NE 190TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 30.93 | 30.40 | | | | | | 1 1 | | C 12A | | 10S | CU | | \$ 10A | 8A | | 22 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 30.97 | 30.44 | | | | | | 1 1 | | \$ \$\$\$ | | \$\$\$ | \$\$ | | C 32A | 8A | | 32 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 30.98 | 30.45 | INTRSECTN | R | FOREST PARK DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 31.01 | 30.48 | MP MARKER | R | 31 | | | 1 1 | | C 12A | | 10S | CU | | \$ 10A | 8A | | 22 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.02 | 30.49 | INTRSECTN | L | 32ND AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 31.05 | 30.52 | | | | | | 1 1 | | \$ \$\$\$ | | \$\$\$ | \$\$ | | C 32A | 8A | | 32 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.06 | 30.53 | | | | | | 1 1 | | | | | | | C 20A | 8A | | 20 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.11 | 30.58 | | | | | | 1 1 | | | | | | | C 20P | 8A | | 20 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.14 | 30.61 | | | | | | 1 1 | | | | | | | C 22A | 8A | | 22 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.17 | 30.64 | | | | | | 1 1 | | C 12A | | 10S | CU | | \$ 10A | 8A | | 22 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.22 | 30.69 | BEG SU LN | C | TWO WAY TURN | | 12A | 1 1 | | \$ \$\$\$ | | \$\$\$ | \$\$ | | C 22A | 8A | 12 | 34 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.23 | 30.70 | END SU LN | C | TWO WAY TURN | | 12A | 1 1 | | | | | | | C 22A | 8A | \$\$\$ | 22 | 5 | 03 | 0657 | U1 | 40 | R | R | * | |
| 31.26 | 30.73 | | | | | | 1 1 | | | | | | | C 22A | 8A | | 22 | 5 | 03 | 0657 | U1 | 30 | R | R | * | |
| 31.27 | 30.74 | INTRSECTN | B | 35TH AVE NE | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 185TH ST | CT | | SG Y | | | | | | | | | | | | | | | | | | | |
| 31.31 | 30.78 | BEG SU LN | C | TWO WAY TURN | | 12A | 1 1 | | | | | | | C 22A | 8A | 12 | 34 | 5 | 03 | 0657 | U1 | 30 | R | R | * | |
| | | INTRSECTN | L | 36TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 31.37 | 30.84 | END SU LN | C | TWO WAY TURN | | 12A | 1 1 | | | | | | | C 34A | 8A | \$\$\$ | 34 | 5 | 03 | 0657 | U1 | 30 | R | R | * | |
| 31.39 | 30.86 | INTRSECTN | L | 37TH 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 |
| 30.55 | 30.02 | .04 | 13 | .04 | 12 | | | | |
| 30.98 | 30.45 | | | .02 | 12 | | | | |
| 31.27 | 30.74 | .03 | 12 | .02 | 12 | | | | |
| 31.39 | 30.86 | .02 | 12 | | | | | | |

SR 104 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|---------|----|-----|-------------|-----|--------|-------------|--------|-----|---------|-------|--------------------------|-----|------|------|------|------|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | SPEED | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | CITY | ST | NBR | FC | D | IB | T | P | S |
| 31.41 | 30.88 | | | | | | | 1 | 1 | | | | | C | 22A | 8A | | 22 | 5 | 03 | 0657 | U1 | | 30 | R | R | * | |
| 31.47 | 30.94 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.56 | 31.03 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.61 | 31.08 | | | | | | | 1 | 1 | C | 12A | | 10S | CU | \$ | 10A | 8A | | 22 | 5 | 03 | 0657 | U1 | | 30 | R | R | * |
| 31.63 | 31.10 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 22A | 8A | 12 | 34 | 5 | 03 | 0657 | U1 | | 30 | R | R | * |
| | | INTRSECTN | R | 40TH AVE | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 31.70 | 31.17 | END SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | C | 22A | 6A | \$\$\$ | 22 | 5 | 03 | 0657 | U1 | | 30 | R | R | * | |
| 31.72 | 31.19 | INTRSECTN | L | NE 184TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 40TH PL NE | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 31.73 | 31.20 | | | | | | | 1 | 1 | C | 12A | | 10S | CU | \$ | 10A | 6A | | 22 | 5 | 03 | 0657 | U1 | | 30 | R | R | * |
| 31.75 | 31.22 | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 22A | 6A | | 22 | 5 | 03 | 0657 | U1 | | 30 | R | R | * |
| 31.79 | 31.26 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 31.80 | 31.27 | | | | | | | 1 | 1 | | | | | C | 28A | \$\$C | | 28 | 5 | 03 | 0657 | U1 | | 30 | R | R | * | |
| 31.93 | 31.40 | | | | | | | 1 | 1 | | | | | C | 24A | C | | 24 | 5 | 03 | 0657 | U1 | | 30 | R | R | * | |
| 31.97 | 31.44 | INTRSECTN | L | NE 178TH ST | | | CT | Y | 1 | 1 | C | 12A | | 10S | CU | \$ | 12A | C | 24 | 5 | 03 | 0657 | U1 | | 30 | R | R | * |
| 31.98 | 31.45 | BEG SU LN | C | TWO WAY TURN | | 15A | | 1 | 1 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 24A | C | 15 | 39 | 5 | 03 | 0657 | U1 | | 30 | R | P | * |
| | | INTRSECTN | R | 178TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 32.05 | 31.52 | ENT/EXIT | R | SHOPPING CENTER | | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 32.09 | 31.56 | END SU LN | C | TWO WAY TURN | | 15A | | 1 | 1 | | | | | C | 39A | C | \$\$\$ | 39 | 5 | 03 | 0657 | U1 | | 30 | R | P | * | |
| 32.15 | 31.62 | ENT/EXIT | R | SHOPPING CENTER | | | PV | SG | Y | 1 | 2 | | | C | 54A | C | | 54 | 5 | 03 | 0657 | U1 | | 30 | R | P | * | |
| | | INTRSECTN | L | NE 175TH ST | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 32.20 | 31.67 | | | | | | | 1 | 2 | C | 24A | | 6A | CU | \$ | 24A | C | | 48 | 5 | 03 | 0657 | U1 | | 30 | R | P | * |
| 32.24 | 31.71 | | | | | | | 1 | 2 | \$ | \$\$\$ | | \$\$\$ | \$ | C | 54A | C | | 54 | 5 | 03 | 0657 | U1 | | 30 | R | P | * |
| 32.25 | 31.72 | WYE CONN | B | SR 522 | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 32.28 | 31.75 | END ST | I | BALLINGER WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 522 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1748 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 |
| 31.97 | 31.44 | .03 | 12 | | | | | | |
| 32.15 | 31.62 | .04 | 15 | | .04 | 15 | | | |

SR 104 SPUR STATE ROUTE - SRSH COUNTY KING DOT DISTRICT 1
 AURORA

| | | | | -----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 | LEGAL | T | P | S | | | | | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 28.69 | | 0.00 | BEG ROUTE | | | AURORA | | | | 2 | 2 | | | C | 24A | | | | 24A | CU | | | | 48 | 5 | 03 | | U1 | | | 35 | R | | | |
| | | | BEG CTLSEC | | | SR 104 TO SR 99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | CONTROL SECTION 1748 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 104 WB | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.71 | | 0.02 | INTRSECTN | R | | SR 104 EB | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.75 | | 0.06 | WYE CONN | R | | SR 104 EB | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.77 | | 0.08 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | \$ | \$\$\$ | | | | \$\$\$ | \$\$\$ | \$\$\$ | | | C | 48A | C | 12 | 60 | 5 | 03 | | U1 | | 35 | R |
| 28.80 | | 0.11 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | | | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | | U1 | | 35 | R |
| 28.86 | | 0.17 | ENT/EXIT | B | | BUSINESS | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 28.91 | | 0.22 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | | | | | | | C | 48A | C | 12 | 60 | 5 | 03 | | U1 | | 35 | R |
| 28.96 | | 0.27 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | | | | | | | C | 60A | C | \$\$\$ | 60 | 5 | 03 | | U1 | | 35 | R |
| 29.01 | | 0.32 | WYE CONN | B | | SR 99 | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 29.03 | | 0.34 | INTRSECTN | B | | SR 99 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1748 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | AURORA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 28.86 | | 0.17 | | .04 | 12 | | | .03 | 12 | | |
| 29.03 | | 0.34 | | .04 | 12 | | | | | | |

SR 161 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | |
| 33.80 | | 33.80 | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | C | 52A | C | 12 | 64 | 4 | 02 | 0785 | U1 | | 35 | R | P | * | | | | |
| | | | ENTER CITY | | | SR 7 TO SR 18/FEDRL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | MILTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | ENCHANTED PKWY S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT PIERCE CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.81 | | 33.81 | | | | | | | | 2 | 2 | | | | | | 11A | 52A | 6A | 12 | 64 | 4 | 02 | 0785 | U1 | | 35 | R | P | * | | | | |
| 33.82 | | 33.82 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | 11A | 52A | 6A | \$\$\$ | 52 | 4 | 02 | 0785 | U1 | | 35 | R | P | * | | | | |
| 33.83 | | 33.83 | INTRSECTN | R | | MILITARY RD S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.85 | | 33.85 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33.87 | | 33.87 | | | | | | | | 2 | 2 | | | | | | 11A | 52A | 6A | | 52 | 4 | 02 | 0785 | U1 | | 45 | R | P | * | | | | |
| 33.91 | | 33.91 | | | | | | | | 2 | 2 | 8A | 22A | | 12P | CU | \$\$\$ | 22A | 8A | | 44 | 4 | 02 | 0785 | U1 | | 45 | R | P | * | | | | |
| 34.08 | | 34.08 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 56A | 8A | | 56 | 4 | 02 | 0785 | U1 | | 45 | R | P | * | | | | |
| 34.12 | | 34.12 | WYE CONN | L | | 28TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.18 | | 34.18 | INTRSECTN | B | | 28TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.19 | | 34.19 | LEAVE CITY | | | MILTON | | | | 2 | 2 | | | | | | 8A | 56A | 8A | | 56 | 4 | 02 | \$\$\$ | U1 | | 45 | R | \$ | * | | | | |
| 34.21 | | 34.21 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.24 | | 34.24 | MP MARKER | R | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.26 | | 34.26 | | | | | | | | 2 | 2 | 8A | 22A | | 12P | CU | \$\$\$ | 22A | 8A | | 44 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 34.30 | | 34.30 | INTRSECTN | L | | S 377TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.55 | | 34.55 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 56A | 8A | | 56 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 34.59 | | 34.59 | | | | | | | | 2 | 2 | 8A | 22A | | 12P | CU | \$\$\$ | 22A | 8A | | 44 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 34.78 | | 34.78 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 56A | 8A | | 56 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 34.79 | | 34.79 | INTRSECTN | R | | S 370TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.87 | | 34.87 | | | | | | | | 2 | 2 | 8A | 22A | | 12P | CU | \$\$\$ | 22A | 8A | | 44 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 34.94 | | 34.94 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 56A | 8A | | 56 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 35.00 | | 35.00 | INTRSECTN | L | | 19TH WAY S | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.01 | | 35.01 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.23 | | 35.23 | INTRSECTN | R | | S 363RD PL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.24 | | 35.24 | MP MARKER | R | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35.29 | | 35.29 | | | | | | | | 2 | 2 | 8A | 22A | | 12P | CU | \$\$\$ | 22A | 8A | | 44 | 4 | 02 | | U1 | | 45 | R | | * | | | | |
| 35.32 | | 35.32 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 56A | 8A | | 56 | 4 | 02 | | U1 | | 45 | R | | * | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 33.83 | 33.83 | | | .03 | 11 | | | | |
| 34.18 | 34.18 | .07 | 12 | .04 | 12 | | | | |
| 34.79 | 34.79 | | | .04 | 12 | | | | |
| 35.00 | 35.00 | .05 | 12 | | | | | | |
| 35.23 | 35.23 | | | .03 | 12 | | | | |

SR 161 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 35.35 | 35.35 | | | | | | | 2 | 2 | | | | | \$\$C | 62A | \$\$C | | 62 | 4 | 02 | | U1 | 45 | R | | * |
| 35.38 | 35.38 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 35.39 | 35.39 | INTRSECTN | R | S 360TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | MILTON RD S | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 35.45 | 35.45 | ENTER CITY | | FEDERAL WAY | | | | 2 | 2 | | | | | C | 62A | C | | 62 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 35.46 | 35.46 | BEG SU LN | C | TWO WAY TURN | 12P | | | 2 | 2 | | | | | C | 62P | C | 12 | 74 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| | | BEG BRIDGE B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 161/102 | | | | | | | | | | | | | | | | | | | | | | |
| 35.53 | 35.53 | END BRIDGE B | | SR 5 | | | | 2 | 2 | | | | | C | 54A | C | 12 | 66 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| | | CHG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | |
| 35.54 | 35.54 | MISC FEATR | R | SGN ENT FEDERAL WAY | | | | | | | | | | | | | | | | | | | | | | |
| 35.56 | 35.56 | ON RAMP | R | SR 18 WB*WEYERHAEUSER WY | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 35.69 | 35.69 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 66A | C | \$\$\$ | 66 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 35.73 | 35.73 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 35.75 | 35.75 | INTRSECTN | R | S 356TH ST | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S 356TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 35.77 | 35.77 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 35.81 | 35.81 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 54A | C | 12 | 66 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 35.85 | 35.85 | WYE CONN | L | S 356TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 35.89 | 35.89 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 35.90 | 35.90 | WYE CONN | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 35.94 | 35.94 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 66A | C | \$\$\$ | 66 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 35.98 | 35.98 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 36.00 | 36.00 | ENT/EXIT | R | SHOPPING CENTER | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S 352ND ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 36.02 | 36.02 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 36.06 | 36.06 | INTRSECTN | L | S 351ST ST | CT | | Y | 3 | 2 | | | | | C | 66A | C | | 66 | 4 | 02 | 0443 | U1 | 45 | R | P | * |
| 36.10 | 36.10 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 36.17 | 36.17 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 36.23 | 36.23 | WYE CONN | R | SR 18 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 36.25 | 36.25 | END ST | I | ENCHANTED PKWY S | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 18 | ST | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 35.39 | 35.39 | .04 | 12 | | | | | | |
| 35.75 | 35.75 | .04 | 12 | | | | | | |
| 35.90 | 35.90 | | | | | | | | .05 12 |
| 36.00 | 36.00 | .03 | 12 | | | | | | .06 14 |
| 36.10 | 36.10 | | | | | | | | .04 12 |
| 36.23 | 36.23 | | | | | | | | .04 14 |
| 36.25 | 36.25 | .08 | 22 | | | | | | |

SR 164 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 0.31 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | C | 54A | | C | | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | |
| | | | ENTER CITY | | | SR 18 TO SR 410/ENUMCLAW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | AUBURN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | AUBURN WAY S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 18 | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 018/010 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.06 | | WYE CONN | L | | ON RAMP | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.07 | | INTRSECTN | R | | 6TH ST SE | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 18 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 18 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.10 | | WYE CONN | L | | OFF RAMP | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.13 | | INTRSECTN | R | | 7TH ST SE | | | | CT | Y | 2 | 2 | C 24A | 12S | CU | \$ 24A | | C | | 48 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | | |
| 0.49 | 0.18 | | INTRSECTN | R | | 8TH ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.23 | | INTRSECTN | B | | D ST SE | | | | CT | Y | 2 | 2 | C 24A | 8P | CU | 24A | | C | | 48 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | | |
| 0.55 | 0.24 | | WYE CONN | R | | D ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.27 | | INTRSECTN | R | | E ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.35 | | INTRSECTN | L | | F ST SE | | | | CT | SG | Y | 2 | 2 | C 24A | 8A | CU | 24A | | C | 48 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | | |
| 0.69 | 0.38 | | | | | | | | | | | 2 | 2 | C 24A | 8P | CU | 24A | | C | | 48 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | | |
| 0.74 | 0.43 | | | | | | | | | | | 2 | 2 | \$ \$\$\$ | \$\$\$\$ | \$\$ | C 54A | | C | | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * | | | |
| 0.78 | 0.47 | | MISC FEATR | B | | PED XING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.48 | | BEG SU LN | C | | TWO WAY TURN | | | 11A | | | 2 | 2 | | | | | | | C 43A | | C | 11 | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * |
| 0.86 | 0.55 | | END SU LN | C | | TWO WAY TURN | | | 11A | | | 2 | 2 | | | | | | | C 54A | | C | \$\$\$ | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * |
| 0.90 | 0.59 | | WYE CONN | R | | 12TH ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.91 | 0.60 | | INTRSECTN | B | | 12TH ST SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.61 | | WYE CONN | L | | 12TH ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 0.64 | | BEG SU LN | C | | TWO WAY TURN | | | 10A | | | 2 | 2 | | | | | | | C 44A | | C | 10 | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * |
| 0.97 | 0.66 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.67 | | INTRSECTN | R | | J ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 0.83 | | END SU LN | C | | TWO WAY TURN | | | 10A | | | 2 | 2 | | | | | | | C 54A | | C | \$\$\$ | 54 | 4 | 01 | 0055 | U1 | 35 | L | P | * |
| 1.18 | 0.87 | | WYE CONN | L | | M ST SE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 0.89 | | INTRSECTN | B | | M ST SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 0.92 | | INTRSECTN | B | | 17TH ST SE | | | | CT | Y | 2 | 2 | | | | | | | C 54A | | C | | 54 | 4 | 01 | 0055 | U1 | 45 | 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 |
| 0.38 | 0.07 | | .04 | 12 | | | | | | |
| 0.54 | 0.23 | | .04 | 11 | | | | | .03 | 12 |
| 0.66 | 0.35 | | .04 | 11 | | | | | | |
| 0.91 | 0.60 | | .02 | 11 | | | | | .03 | 11 |
| 1.20 | 0.89 | | .02 | 10 | | | | | .06 | 10 |

SR 164 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | |
| 1.25 | 0.94 | | INTRSECTN | R | | HOWARD RD*R ST SE | CT | Y | 2 | 2 | | | | | | | C | 54A | C | | 54 | 4 | 01 | 0055 | U1 | 45 | L | P | * | | |
| 1.28 | 0.97 | | WYE CONN | L | | 17TH ST SE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | 0.99 | | | | | | | | 2 | 2 | | | | | | | 5A | 44A | 5A | | 44 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 1.47 | 1.16 | | MISC FEATR | R | | SGN ENT MUCKLESHOOT RES | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.49 | 1.18 | | BEG BRIDGE | B | | R ST | ST | | 2 | 2 | | | | | | | \$\$C | 48A | \$\$C | | 48 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| | | | | | | BRDG NUM 164/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.21 | | END BRIDGE | B | | R ST | | | 2 | 2 | | | | | | | 5A | 44A | 5A | | 44 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 1.66 | 1.35 | | | | | | | | 2 | 2 | | C | 24A | | 8A | CU | \$\$\$ | 24A | \$\$C | | 48 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 1.78 | 1.47 | | | | | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 56A | C | | 56 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 1.84 | 1.53 | | INTRSECTN | B | | MUCKLESHOOT PLAZA | RS | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.59 | | ENT/EXIT | R | | MUCKLESHOOT BINGO | RS | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.68 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 1.76 | | INTRSECTN | R | | RIVERWALK DR SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | MUCKLESHOOT CASINO | RS | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | 1.83 | | BEG SU LN | C | | TWO WAY TURN | 11A | | 2 | 2 | | | | | | | C | 45A | C | 11 | 56 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 2.21 | 1.90 | | END SU LN | C | | TWO WAY TURN | 11A | | 2 | 2 | | | | | | | C | 56A | C | \$\$\$ | 56 | 4 | 01 | 0055 | U1 | 45 | R | P | * | | |
| 2.22 | 1.91 | | | | | | | | 2 | 2 | | | | | | | C | 56A | C | | 56 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.28 | 1.97 | | INTRSECTN | B | | DOGWOOD ST SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.02 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 2 | 1 | | | | | | | C | 44A | C | 12 | 56 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.35 | 2.04 | | INTRSECTN | R | | ELM ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | 2.05 | | END SU LN | C | | TWO WAY TURN | 12A | | 2 | 1 | | | | | | | C | 56A | C | \$\$\$ | 56 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.41 | 2.10 | | INTRSECTN | L | | FIR ST SE | CT | | Y | 1 | 1 | | | | | | 4A | 32A | C | | 32 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.42 | 2.11 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | 4A | 32A | C | 12 | 44 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.46 | 2.15 | | ENT/EXIT | R | | FAA TRAFFIC CONTROL | OT | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.49 | 2.18 | | END SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.54 | 2.23 | | INTRSECTN | B | | HEMLOCK ST | CT | | Y | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 4 | 01 | 0055 | U1 | 35 | R | B | * | | |
| 2.58 | 2.27 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | | | | 4A | 24A | 4A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | B | * | | |
| 2.61 | 2.30 | | | | | | | | 1 | 1 | | | | | | | \$\$C | 32A | \$\$C | 12 | 44 | 4 | 01 | 0055 | U1 | 35 | R | B | * | | |
| 2.73 | 2.42 | | | | | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | B | * | | |
| 2.75 | 2.44 | | | | | | | | 1 | 1 | | | | | | | 4A | 24A | 4A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | P | * | | |
| 2.84 | 2.53 | | ENT/EXIT | L | | CHINOOK ELEM SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.86 | 2.55 | | INTRSECTN | L | | NOBLE CT SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.66 | | INTRSECTN | R | | POPLAR ST SE | CT | | Y | 1 | 1 | | | | | | 4A | 24A | 6A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | 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 |
| 1.84 | 1.53 | | .04 | 12 | .02 | 12 | | | | |
| 2.07 | 1.76 | | .07 | 11 | | | | | | |
| 2.28 | 1.97 | | .04 | 11 | .04 | 16 | | | | |
| 2.41 | 2.10 | | .03 | 12 | | | | | | |
| 2.54 | 2.23 | | .03 | 12 | | .03 | 12 | | | |

SR 164 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 |
| 2.98 | | 2.67 | MP MARKER | R | | 3 | | | | | | | | | | | 4A | 24A | 6A | 12 | 36 | 4 | 01 | 0055 | U1 | 35 | R | P | * |
| 3.01 | | 2.70 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 4A | 24A | 6A | \$\$\$ | 24 | 4 | 01 | 0055 | U1 | 35 | R | P | * |
| 3.04 | | 2.73 | | | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | 0055 | U1 | 35 | R | P | * |
| 3.14 | | 2.83 | | | | | | | | | | | | | | | 6A | 24A | 6A | | 24 | 4 | 01 | 0055 | U1 | 45 | R | P | * |
| 3.82 | | 3.51 | INTRSECTN | L | | 32ND ST SE | | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 4.00 | | 3.69 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| 4.37 | | 4.06 | INTRSECTN | L | | ACADEMY DR SE | | | | CT | SG | Y | 1 | 1 | | | \$\$C | 40A | 6A | | 40 | 4 | 01 | 0055 | U1 | 45 | R | P | * |
| | | | INTRSECTN | R | | PVT RD | | | | PV | SG | Y | | | | | | | | | | | | | | | | | |
| 4.44 | | 4.13 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 28A | 6A | 12 | 40 | 4 | 01 | 0055 | U1 | 45 | R | P | * |
| 4.48 | | 4.17 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 6A | 24A | 6A | \$\$\$ | 24 | 4 | 01 | 0055 | U1 | 45 | R | P | * |
| | | | INTRSECTN | L | | PVT RD | | | | PV | Y | | | | | | | | | | | | | | | | | | |
| 4.71 | | 4.40 | LEAVE CITY | | | AUBURN | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 4 | 01 | \$\$\$\$ | U1 | 50 | R | \$ | * |
| | | | END ST | I | | AUBURN WAY S | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | AUBURN-ENUMCLAW RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT AUBURN | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | | 4.41 | INTRSECTN | L | | SE 368TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 4.73 | | 4.42 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | 4.69 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 5.46 | | 5.15 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.49 | | 5.18 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.51 | | 5.20 | | | | | | | | | | 1 | 1 | | | | 6A | 24A | 6A | | 24 | 4 | 01 | | R1 | 50 | R | | * |
| 5.84 | | 5.53 | MISC FEATR | B | | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | | |
| 5.87 | | 5.56 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 5.69 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | | 5.75 | INTRSECTN | L | | SE 380TH PL | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 6.65 | | 6.34 | INTRSECTN | R | | SE 388TH ST | | | | CO | Y | | | | | | | | | | | | | | | | | | |
| 6.66 | | 6.35 | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.90 | | 6.59 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.92 | | 6.61 | INTRSECTN | B | | SE 392ND ST | | | | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 6.94 | | 6.63 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 6.69 | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.13 | ENT/EXIT | R | | MUCKLESHT TRIBAL COLLEGE | RS | | | Y | | | | | | | | | | | | | | | | | | | |
| 7.51 | | 7.20 | INTRSECTN | L | | SE 400TH ST | | | | CO | Y | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.82 | | 3.51 | | .03 | 12 | | | | | | |
| 4.37 | | 4.06 | | .04 | 12 | | .03 12 | | .03 12 | | |
| 6.06 | | 5.75 | | .03 | 12 | | | | | .03 12 | |
| 6.65 | | 6.34 | | | | .02 12 | .03 12 | | | | |
| 6.92 | | 6.61 | | .03 | 12 | .03 12 | .03 12 | | .03 12 | | |

SR 164 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|--------------------|-----|-----|------------|-----|-----|-----|------|--------------------------|------|----|-------|-----|----------|-----|-----|---|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | A | SE | NBR | FC | D | IB | R | K | T | |
| 12.77 | 12.46 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | | U1 | | 45 | R | * | | |
| 12.86 | 12.55 | | INTRSECTN | L | | SE 436TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 12.69 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.11 | 12.80 | | INTRSECTN | R | | 241ST PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 13.29 | 12.98 | | END ST | I | | AUBURN-ENUMCLAW RD | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | 0410 | U1 | | 45 | R | P | * | |
| | | | ENTER CITY | | | ENUMCLAW | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | SE 436TH WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.30 | 12.99 | | INTRSECTN | B | | 244TH AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.47 | 13.16 | | END ST | I | | SE 436TH WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | GRIFFIN AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.49 | 13.18 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 33A | 6A | | 33 | 4 | 01 | 0410 | U1 | | 45 | R | P | * | |
| 13.51 | 13.20 | | | | | | | | | 1 | 1 | | | | | | C | 33A | 6A | | 33 | 4 | 01 | 0410 | U1 | | 35 | R | P | * | |
| 13.57 | 13.26 | | INTRSECTN | L | | HIGH POINT ST | CT | | Y | 1 | 1 | | | | | | C | 44A | \$\$C | | 44 | 4 | 01 | 0410 | U1 | | 35 | R | B | * | |
| 13.58 | 13.27 | | MISC FEATR | R | | SGN ENT ENUMCLAW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.62 | 13.31 | | BEG SU LN | C | | TWO WAY TURN | 13A | | | 1 | 1 | | | | | | C | 31A | C | 13 | 44 | 4 | 01 | 0410 | U1 | | 35 | R | B | * | |
| 13.69 | 13.38 | | INTRSECTN | B | | FARRELLY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.77 | 13.46 | | INTRSECTN | L | | GOSSARD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.81 | 13.50 | | INTRSECTN | R | | SEMANSKI ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CLOVERCREST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.93 | 13.62 | | INTRSECTN | B | | FLORENCE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 13.69 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | LORAIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.04 | 13.73 | | INTRSECTN | B | | GARFIELD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.11 | 13.80 | | END SU LN | C | | TWO WAY TURN | 13A | | | 1 | 1 | | | | | | C | 44A | C \$\$\$ | | 44 | 4 | 01 | 0410 | U1 | | 35 | R | B | * | |
| | | | INTRSECTN | B | | HARDING ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.18 | 13.87 | | INTRSECTN | B | | PIONEER ST | CT | | Y | 1 | 1 | | | | | | C | 32A | C | | 32 | 4 | 01 | 0410 | U1 | | 25 | R | P | * | |
| 14.25 | 13.94 | | INTRSECTN | B | | LAFROMBOISE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.34 | 14.03 | | INTRSECTN | R | | MONTGOMERY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.37 | 14.06 | | INTRSECTN | L | | FELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.42 | 14.11 | | INTRSECTN | B | | FRANKLIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.47 | 14.16 | | INTRSECTN | B | | MARION ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.52 | 14.21 | | INTRSECTN | L | | SR 169 | ST | SG | Y | 1 | 1 | | | | | | C | 42A | C | | 42 | 4 | 01 | 0410 | U1 | | 25 | R | B | * | |
| | | | INTRSECTN | R | | PORTER ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.57 | 14.26 | | INTRSECTN | B | | WELLS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.63 | 14.32 | | INTRSECTN | B | | COLE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.30 | 12.99 | | | .04 | 12 | | | | | | |
| 14.11 | 13.80 | | | | | .02 | 12 | | | | |
| 14.52 | 14.21 | | | .03 | 10 | | | | | | |

SR 164 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | 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 | | | |
| 14.64 | | 14.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.68 | | 14.37 | INTRSECTN | B | | RAILROAD ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.73 | | 14.42 | BEG SU LN | C | | TWO WAY TURN | | | 10A | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.75 | | 14.44 | INTRSECTN | B | | FIRST ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.79 | | 14.48 | END SU LN | C | | TWO WAY TURN | | | 10A | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.83 | | 14.52 | INTRSECTN | B | | GARRETT ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.87 | | 14.56 | BEG SU LN | C | | TWO WAY TURN | | | 10A | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.88 | | 14.57 | INTRSECTN | B | | THIRD ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.90 | | 14.59 | END SU LN | C | | TWO WAY TURN | | | 10A | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.94 | | 14.63 | INTRSECTN | R | | BLAKE ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | RAINIER AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | | 14.70 | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.10 | | 14.79 | INTRSECTN | L | | CEDAR ST | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 15.13 | | 14.82 | END ST | I | | GRIFFIN AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 410 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1718 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 14.83 | | 14.52 | | .03 | 10 | | | .03 | 10 | | |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.85 | 15.13 | | UXING | B | | 15TH ST SW BRDG NUM 167/110 | ST | | 2 | 2 | 10A | 24A | 4A | 88S | DE | 4A | 24A | 10A | 12 | 60 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 13.96 | 15.24 | | MISC FEATR | R | | GORE (SR 18 Q100349) | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 15.28 | | MP MARKER | B | | 14 | | | | | | | | | | | | | | | | | | | | | | |
| 14.04 | 15.32 | | MISC FEATR | L | | GORE (R101417) | | | | | | | | | | | | | | | | | | | | | | |
| 14.17 | 15.45 | | BEG SU LN OFF RAMP | L | | WEAVING/SPEED CHANGE 14A 15TH ST SW | ST | Y | 2 | 2 | 10A | 24A | 4A | 88S | DE | 4A | 24A | 10A | 26 | 74 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.30 | 15.58 | | MISC FEATR | L | | GORE (SR 18 Q500283) | | | | | | | | | | | | | | | | | | | | | | |
| 14.32 | 15.60 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 88S | BE | 4A | 24A | 10A | 26 | 74 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.33 | 15.61 | | CHG SU LN BEG BRIDGE | RC I | | HIGH OCCUPANCY VEHICL12P SR 18 BRDG NUM 167/112E | | | 2 | 2 | \$W | 64P | \$W | 88O | \$S | \$W | 44P | \$W | 26 | 134 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| | | | BEG BRIDGE | D | | SR 18 BRDG NUM 167/112W | ST | | | | | | | | | | | | | | | | | | | | | |
| 14.35B | 15.63 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | |
| 14.35 | 15.67 | | END BRIDGE END BRIDGE EQUATION | I D | | SR 18 SR 18 014.39B=014.35 | | | 2 | 2 | 10A | 24A | 4A | 88S | BE | 4A | 24A | 10A | 26 | 74 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| | | | CHG SU LN OFF RAMP | RC L | | HIGH OCCUPANCY VEHICL12A SR 18 EB | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 14.36 | 15.68 | | MISC FEATR END SU LN ON RAMP | R L | | GORE (Q101469) WEAVING/SPEED CHANGE 14A SR 18 WB | | | 2 | 2 | 10A | 24A | 4A | 88S | BE | 4A | 24A | 10A | 12 | 60 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.38 | 15.70 | | MISC FEATR | L | | GORE (SR 18 R500328) | | | | | | | | | | | | | | | | | | | | | | |
| 14.39 | 15.71 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 88S | DE | 4A | 24A | 10A | 12 | 60 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.49 | 15.81 | | | | | | | | 2 | 3 | 10A | 24A | 4A | 88S | DE | 4A | 36A | 10A | 12 | 72 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.68 | 16.00 | | MISC FEATR | L | | GORE (SR 18 S100227) | | | | | | | | | | | | | | | | | | | | | | |
| 14.69 | 16.01 | | ON RAMP | R | | SR 18 EB | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 14.75 | 16.07 | | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | |
| 14.77 | 16.09 | | UXING | B | | W MAIN ST BRDG NUM 167/115 | ST | | | | | | | | | | | | | | | | | | | | | |
| 14.84 | 16.16 | | | | | | | | 3 | 3 | 10A | 36A | 4A | 88S | DE | 4A | 36A | 10A | 12 | 84 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.89 | 16.21 | | BEG SU LN OFF RAMP | L L | | WEAVING/SPEED CHANGE 12A SR 18 WB | ST | Y | 3 | 3 | 10A | 36A | 4A | 88S | DE | 4A | 36A | 10A | 24 | 96 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.94 | 16.26 | | ON RAMP | R | | SR 18 WB | ST | Y | 3 | 3 | 10A | 36A | 5A | 88S | DE | 5A | 36A | 10A | 24 | 96 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 14.99 | 16.31 | | MP MARKER | B | | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.24 | 16.56 | | | | | | | | 3 | 2 | 10A | 36A | 5A | 88S | DE | 5A | 24A | 10A | 24 | 84 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 15.46 | 16.78 | | OFF RAMP | R | | 15TH ST NW | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 15.53 | 16.85 | | END SU LN ON RAMP | L L | | WEAVING/SPEED CHANGE 12A 15TH ST NW | ST | Y | 3 | 2 | 10A | 36A | 5A | 88S | DE | 5A | 24A | 10A | 12 | 72 | 4 | 02 | 0055 | U1 | 60 | L | P | |
| 15.59 | 16.91 | | MISC FEATR | R | | GORE (P101546) | | | | | | | | | | | | | | | | | | | | | | |
| 15.64 | 16.96 | | MISC FEATR | L | | GORE (S101553) | | | | | | | | | | | | | | | | | | | | | | |
| 15.77 | 17.09 | | UXING | B | | 15TH ST NW | ST | | 3 | 2 | 10A | 36A | 5A | 44S | DE | 22A | 24A | 10A | 12 | 72 | 4 | 02 | 0055 | U1 | 60 | L | P | |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | LEGAL | T | P | S | | |
| 25.65 | 26.97 | | | BRDG NUM 167/137.25 | | | | 3 | 3 | 10A | 36A | | 18A | JE | | | | 35A | 10A | 12 | 83 | 4 | 02 | 1070 | U1 | 60 | L | P | |
| 25.66 | 26.98 | END BRIDGE | B | PANTHER CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.84 | 27.16 | OFF RAMP | R | SR 405 | ST | | Y | 3 | 2 | 10A | 36A | | 18A | JE | | | | 23A | 10A | 12 | 71 | 4 | 02 | 1070 | U1 | 60 | L | P | |
| 25.98 | 27.30 | | | | | | | 3 | 2 | 10A | 36A | | 18A | JE | | | | 23A | 10A | 12 | 71 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| 26.05 | 27.37 | ON RAMP | L | SR 405 | ST | | Y | 2 | 2 | 10A | 23A | | 18A | JE | | | | 23A | 10A | 12 | 58 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| 26.07 | 27.39 | | | | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | 12 | 60 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| 26.11 | 27.43 | END SU LN | LC | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | \$\$\$ | 48 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| 26.12 | 27.44 | MISC FEATR | R | GORE (SR 405 Q100280) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.13 | 27.45 | MISC FEATR | L | GORE (SR 405 P100209) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.20 | 27.52 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | 12 | 60 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| | | OFF RAMP | L | SR 405 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 405 Q500227) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.22 | 27.54 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | 24 | 72 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| | | ON RAMP | R | SR 405 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (SR 405 P500237) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.28 | 27.60 | UXING | B | SR 405 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.31 | 27.63 | UXING | B | S-S RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/015S-S | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.34 | 27.66 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | 12 | 60 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| | | ON RAMP | L | SR 405 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 405 R500265) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.35 | 27.67 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | 24A | 10A | \$\$\$ | 48 | 4 | 02 | 1070 | U1 | 45 | L | P | |
| | | OFF RAMP | R | SR 405 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.37 | 27.69 | MISC FEATR | R | GORE (SR 405 S500226) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.39 | 27.71 | MISC FEATR | L | GORE (SR 405 S100189) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (SR 405 R100277) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.40 | 27.72 | ON RAMP | R | SR 405 | ST | | Y | 3 | 3 | 10A | 36A | | 16A | JE | | | | 36A | 10A | | 72 | 4 | 02 | 1070 | U1 | 35 | L | P | |
| | | OFF RAMP | L | SR 405 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.44 | 27.76 | | | | | | | 3 | 3 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 10A | 78A | 10A | | | | 78 | 4 | 02 | 1070 | U1 | 35 | L | P | |
| 26.47 | 27.79 | WYE CONN | B | S GRADY WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.48 | 27.80 | INTRSECTN | B | S GRADY WAY | CT | SG | Y | 3 | 3 | | | | | | \$\$C | 84A | \$\$C | | | | 84 | 4 | 02 | 1070 | U1 | 35 | L | P | |
| 26.49 | 27.81 | WYE CONN | B | S GRADY WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.57 | 27.89 | INTRSECTN | L | HARDIE AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.58 | 27.90 | WYE CONN | L | HARDIE AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.61 | 27.93 | ENT/EXIT | 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 |
| 26.48 | 27.80 | .04 | 12 | | | | | | |
| 26.61 | 27.93 | | | .10 | 12 | | | | |

SR 167 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|---|-------|------------|---|----|-----------------------|----|----|-------------|-----|-----|--------------|-----|-------|-------|--------|---------------------------|-----|------|------|-----|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | W/S | W/S | W/S | W/S | RDY | RDY | MTCE | CITY | ST | SPEED | T | P |
| 26.63 | | 27.95 | | | | | | | | | | | | | C 84A | C | 84 | 4 | 02 | 1070 | U1 | 35 | L | P | | | |
| 26.70 | | 28.02 | WYE CONN | B | SW | 7TH ST | CT | | Y | 3 | 2 | | | C 72A | C | 72 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 26.71 | | 28.03 | INTRSECTN | B | SW | 7TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 26.72 | | 28.04 | WYE CONN | R | SW | 7TH ST | CT | | Y | | | | | | | | | | | | | | | | | | |
| 26.77 | | 28.09 | | | | | | | | 3 | 2 | | | C 88A | C | 88 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 26.78 | | 28.10 | BEG SU LN | C | | TWO WAY TURN | | | | 18A | | | | C 70A | C | 18 | 88 | 4 | 02 | 1070 | U1 | 35 | L | P | | | |
| 26.86 | | 28.18 | END SU LN | C | | TWO WAY TURN | | | | 18A | | | | C 88A | C | \$\$\$ | 88 | 4 | 02 | 1070 | U1 | 35 | L | P | | | |
| | | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | |
| 26.89 | | 28.21 | | | | | | | | 3 | 2 | | | C 70A | C | 70 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 26.90 | | 28.22 | UXING | B | | BN RR | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 167/139 | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 91686M STRUCTURE | | | | | | | | | | | | | | | | | | | | | |
| 26.94 | | 28.26 | INTRSECTN | B | S | 4TH PL | CT | SG | Y | 3 | 3 | | | C 84A | C | 84 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 26.98 | | 28.30 | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | C 72A | C | 12 | 84 | 4 | 02 | 1070 | U1 | 35 | L | P | | | |
| 27.04 | | 28.36 | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | C 78A | C | \$\$\$ | 78 | 4 | 02 | 1070 | U1 | 35 | L | P | | | |
| 27.08 | | 28.40 | INTRSECTN | B | S | 3RD PL | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 27.12 | | 28.44 | | | | | | | | 3 | 2 | | | C 78A | C | 78 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 27.16 | | 28.48 | WYE CONN | B | SR | 900 | ST | | Y | | | | | | | | | | | | | | | | | | |
| 27.17 | | 28.49 | INTRSECTN | B | SR | 900 | ST | SG | Y | 3 | 3 | | | C 68A | C | 68 | 4 | 02 | 1070 | U1 | 35 | L | P | | | | |
| 27.18 | | 28.50 | WYE CONN | L | SR | 900 | ST | YS | Y | | | | | | | | | | | | | | | | | | |
| 27.28 | | 28.60 | INTRSECTN | R | SR | 900 CO2NDST (COUplet) | ST | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1765 | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 26.71 | | 28.03 | | .07 | 12 | | | | | | |
| 26.86 | | 28.18 | | | | .06 | 12 | | | | |
| 26.94 | | 28.26 | | | | .01 | 12 | | | | |
| 27.08 | | 28.40 | | .04 | 12 | .04 | 12 | | | | |
| 27.17 | | 28.49 | | .05 | 23 | .04 | 12 | | | | |
| 27.18 | | 28.50 | | | | | | | | .02 | 12 |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | :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 | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D IB | R | K | T | |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | 1 | 1 | | | | C | 32A | C | | 32 | 4 | 01 | 0410 | U1 | 25 | R | P | * |
| | | | | SR 164 TO SR 405/RENTON | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | ENUMCLAW | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1734 | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PORTER ST | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 164 | | | | | | ST | SG | Y | | | | | | | | | | | |
| 0.04 | 0.04 | INTRSECTN | B | MYRTLE AVE | CT | Y | 1 | 1 | | | C | 34A | C | | 34 | 4 | 01 | 0410 | U1 | 25 | R | L | * |
| 0.11 | 0.11 | INTRSECTN | B | MARSHALL AVE | CT | Y | 1 | 1 | | | C | 34A | C | | 34 | 4 | 01 | 0410 | U1 | 25 | R | B | * |
| 0.17 | 0.17 | INTRSECTN | B | WASHINGTON AVE | CT | AF | Y | 1 | 1 | | C | 32A | C | | 32 | 4 | 01 | 0410 | U1 | 25 | R | B | * |
| 0.22 | 0.22 | INTRSECTN | R | JEFFERSON AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | INTRSECTN | R | ADAMS AVE | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SORENSEN AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | INTRSECTN | L | HILLCREST AVE | CT | Y | 1 | 1 | | | C | 32A | C | | 32 | 4 | 01 | 0410 | U1 | 25 | R | R | * |
| | | INTRSECTN | R | BATTERSBY AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.41 | 0.41 | INTRSECTN | B | KIBLER AVE | CT | Y | 1 | 1 | | | C | 42A | C | | 42 | 4 | 01 | 0410 | U1 | 35 | R | R | * |
| 0.46 | 0.46 | INTRSECTN | R | DAVIS AVE | CT | Y | 1 | 1 | | | C | 42A | C | | 42 | 4 | 01 | 0410 | U1 | 35 | R | B | * |
| 0.49 | 0.49 | INTRSECTN | L | WILSON AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | INTRSECTN | R | CHINOOK AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.55 | 0.55 | INTRSECTN | L | LOWELL AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | INTRSECTN | R | MERRITT AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 0.67 | 0.67 | END ST | I | PORTER ST | | | 1 | 1 | | | 4A | 22A | 4A | | 22 | 4 | 01 | 0410 | U1 | 35 | R | P | * |
| | | BEG ST | I | 264TH AVE SE | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | MCHUGH AVE | CT | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SE 432ND ST | CT | Y | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | INTRSECTN | R | SE 427TH ST | CT | N | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | LEAVE CITY | | ENUMCLAW | | | 1 | 1 | | | 4A | 22A | 4A | | 22 | 4 | 01 | \$\$\$\$ | U1 | 35 | R | \$ | * |
| 1.04 | 1.04 | INTRSECTN | L | SE 426TH ST | CO | N | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | INTRSECTN | L | SE 424TH ST | CO | N | | | | | | | | | | | | | | | | | |
| 1.26 | 1.26 | ENT/EXIT | R | THUNDER MTN MIDDLE SCH | PV | Y | | | | | | | | | | | | | | | | | |
| 1.32 | 1.32 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | 4A | 22A | 4A | 12 | 34 | 4 | 01 | | U1 | 35 | R | * | |
| 1.36 | 1.36 | END SU LN | C | TWO WAY TURN | | 12A | | 1 | 1 | | 4A | 22A | 4A | \$\$\$ | 22 | 4 | 01 | | U1 | 35 | R | * | |
| 1.38 | 1.38 | ENT/EXIT | R | THUNDER MTN MIDDLE SCH | PV | Y | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | | | | | 1 | 1 | | | 4A | 22A | 4A | | 22 | 4 | 01 | | R1 | 40 | R | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .02 | 10 | | | | |
| 0.67 | 0.67 | .03 | 12 | .03 | 12 | | | | |
| 1.26 | 1.26 | | | .03 | 12 | | | | |
| 1.38 | 1.38 | | | .02 | 16 | .03 | 12 | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | |
| 1.51 | 1.51 | | BEG BRIDGE | B | | NEWAUKAM CREEK BRDG NUM 169/004 | ST | | 1 | 1 | | | | | | | \$\$W | 41A | \$\$W | | 41 | 4 | 01 | | R1 | 40 | R | * | | | |
| 1.52 | 1.52 | | END BRIDGE | B | | NEWAUKAM CREEK | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | | R1 | 40 | R | * | | | |
| 1.67 | 1.67 | | INTRSECTN | B | | SE 416TH ST | CO | | Y | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | | R1 | 40 | R | * | | | |
| 1.80 | 1.80 | | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | | R1 | 50 | R | * | | | |
| 1.98 | 1.98 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.67 | 2.67 | | INTRSECTN | B | | SE 400TH ST | CO | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.73 | 2.73 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A | 22A | 8A | 12 | 34 | 4 | 01 | | R1 | 50 | R | * | | | |
| 2.78 | 2.78 | | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 4 | 01 | | R1 | 50 | R | * | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 3.41 | | END ST | I | | 264TH AVE SE | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | | R1 | 50 | R | \$ | | | |
| | | | INTRSECTN | L | | 264TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.52 | 3.52 | | INTRSECTN | R | | ENUMCLAW FRANKLIN RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.59 | 3.59 | | INTRSECTN | R | | SE 385TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SE 383RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.97 | 3.97 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.94 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.20 | | BEG BRIDGE | B | | GREEN RIVER BRDG NUM 169/008 | ST | | | 1 | 1 | | | | | | \$\$C | 24P | \$\$C | | 24 | 4 | 01 | | R1 | 50 | R | | | | |
| 5.33 | 5.33 | | END BRIDGE | B | | GREEN RIVER | | | | 1 | 1 | | | | | | 8A | 22A | \$ | | 22 | 4 | 01 | | R1 | 50 | R | | | | |
| | | | BEG SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.79 | 5.79 | | END SU LN | R | | TRUCK CLIMBING SHOULD10A | | | | 1 | 1 | | | | | | 8A | 22A | 10A | \$\$\$ | 22 | 4 | 01 | | R1 | 50 | R | | | | |
| 5.84 | 5.84 | | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | | R1 | 50 | R | | | | |
| 5.99 | 5.99 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | 6.02 | | INTRSECTN | L | | SE GREEN VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | 6.03 | | WYE CONN | L | | SE GREEN VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.47 | 6.47 | | ENTER CITY | | | BLACK DIAMOND | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | 0095 | U1 | 50 | R | | | | |
| 6.75 | 6.75 | | MISC FEATR | R | | SGN ENT BLACK DIAMOND | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | 0095 | U1 | 50 | R | B | | | |
| 6.99 | 6.99 | | INTRSECTN | L | | PLASS RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.24 | 7.24 | | INTRSECTN | R | | OLD LAWSON RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.27 | 7.27 | | BEG ST | I | | THIRD AVE | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | 0095 | U1 | 50 | R | B | * | | |
| | | | INTRSECTN | L | | JONES LAKE RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.49 | 7.49 | | INTRSECTN | L | | 1ST AVE | CT | | Y | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 4 | 01 | 0095 | U1 | 35 | R | B | * | | |
| 7.59 | 7.59 | | | | | | | | | 1 | 1 | | | | | | 8A | 30A | \$\$C | | 30 | 4 | 01 | 0095 | U1 | 35 | R | B | * | | |
| 7.63 | 7.63 | | INTRSECTN | B | | LAWSON ST | CT | | Y | 1 | 1 | | | | | | 3A | 32A | C | | 32 | 4 | 01 | 0095 | U1 | 35 | R | R | * | | |
| 7.69 | 7.69 | | INTRSECTN | L | | BAKER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.67 | 2.67 | | .03 | 12 | | | | | | |
| | | | | | .03 | 12 | | | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | |
|-------|-------|-------------------------|------|---|-------------|-----|-----|------------|-----|---------|-----|-------|-----|------|---------------------------|------|----------|----|-------|-----|---|----|----|
| | | : :LEFT/RIGHT INDICATOR | | -BRIDGE | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | LEGAL | | T P S | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | | LFT | RHT | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | I B | R | K | T |
| 7.70 | 7.70 | MISC FEATR | B | PED XING (FLASHING) | | 1 | 1 | | | 3A | 32A | C | | 32 | 4 | 01 | 0095 | U1 | | 35 | R | R | * |
| 7.78 | 7.78 | INTRSECTN | R | BAKER ST | CT | Y | | | | | | | | | | | | | | | | | |
| 7.87 | 7.87 | INTRSECTN | L | PARK ST | CT | Y | | | | | | | | | | | | | | | | | |
| 7.90 | 7.90 | INTRSECTN | R | PARK ST | CT | N | | | | | | | | | | | | | | | | | |
| 8.01 | 8.01 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | |
| 8.02 | 8.02 | INTRSECTN | L | RAILROAD AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 8.03 | 8.03 | INTRSECTN | R | JAMES ST | CT | Y | 1 | 1 | | 3A | 22A | 3A | | 22 | 4 | 01 | 0095 | U1 | | 35 | R | P | * |
| 8.06 | 8.06 | INTRSECTN | L | RAILROAD AVE | CT | Y | | | | | | | | | | | | | | | | | |
| 8.17 | 8.17 | WYE CONN | L | ROBERTS DR | CT | Y | | | | | | | | | | | | | | | | | |
| 8.25 | 8.25 | INTRSECTN | L | ROBERTS DR | CT | Y | | | | | | | | | | | | | | | | | |
| 8.28 | 8.28 | INTRSECTN | R | RAVENSDALE RD | CT | Y | | | | | | | | | | | | | | | | | |
| 8.31 | 8.31 | | | | | | 1 | 1 | | 6A | 20A | 8A | | 20 | 4 | 01 | 0095 | U1 | | 35 | R | R | * |
| 8.57 | 8.57 | | | | | | 1 | 1 | | 8A | 20A | 8A | | 20 | 4 | 01 | 0095 | U1 | | 35 | R | R | * |
| 8.65 | 8.65 | | | | | | 1 | 1 | | 6A | 20A | 8A | | 20 | 4 | 01 | 0095 | U1 | | 35 | R | R | * |
| 9.00 | 9.00 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | |
| 9.02 | 9.02 | | | | | | 1 | 1 | | 11A | 20A | 8A | | 20 | 4 | 01 | 0095 | U1 | | 35 | R | B | * |
| 9.04 | 9.04 | INTRSECTN | L | SUMMIT DR | CT | Y | | | | | | | | | | | | | | | | | |
| 9.09 | 9.09 | LEAVE CITY | | BLACK DIAMOND | | | 1 | 1 | | 11A | 20A | 8A | | 20 | 4 | 01 | \$\$\$\$ | U1 | | 50 | R | \$ | * |
| 9.13 | 9.13 | MISC FEATR | L | SGN ENT BLACK DIAMOND | | | 1 | 1 | | 8A | 20A | 8A | | 20 | 4 | 01 | | U1 | | 50 | R | | * |
| 9.98 | 9.98 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | |
| 10.02 | 10.02 | END ST | I | THIRD AVE | | | 1 | 1 | | 8A | 20A | 8A | | 20 | 4 | 01 | | U1 | | 50 | R | | \$ |
| | | INTRSECTN | L | SE 288TH ST | CO | Y | | | | | | | | | | | | | | | | | |
| 10.09 | 10.09 | MISC FEATR | R | SGN ENT MAPLE VALLEY | | | | | | | | | | | | | | | | | | | |
| 10.19 | 10.19 | ENTER CITY | | MAPLE VALLEY | | | 1 | 1 | | 8A | 20A | 8A | | 20 | 4 | 01 | 0739 | U1 | | 50 | R | P | |
| 10.41 | 10.41 | RR XING | B | NUM 85171L STRUCTURE | | | 1 | 1 | | \$\$W | 40P | \$\$W | | 40 | 4 | 01 | 0739 | U1 | | 50 | R | P | |
| | | BEG BRIDGE | B | BN RR | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 169/012 | | | | | | | | | | | | | | | | | | | |
| 10.44 | 10.44 | END BRIDGE | B | BN RR | | | 1 | 1 | | 8A | 20P | 8A | | 20 | 4 | 01 | 0739 | U1 | | 50 | R | P | |
| 10.49 | 10.49 | | | | | | 1 | 1 | | 8A | 20P | 8B | | 20 | 4 | 01 | 0739 | U1 | | 50 | R | P | |
| 10.67 | 10.67 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | |
| 10.69 | 10.69 | INTRSECTN | L | SE 280TH ST | CT | SG | Y | | | | | | | | | | | | | | | | |
| 10.74 | 10.74 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | |
| 10.85 | 10.85 | | | | | | 1 | 1 | | 4A | 20P | 4A | | 20 | 4 | 01 | 0739 | U1 | | 50 | R | P | |
| 10.94 | 10.94 | | | | | | 1 | 1 | | 4A | 20P | 4A | | 20 | 4 | 01 | 0739 | U1 | | 40 | R | P | |
| 10.95 | 10.95 | INTRSECTN | B | SE 276TH ST | CT | SG | Y | 1 | 1 | \$\$C | 52P | 4A | | 52 | 4 | 01 | 0739 | U1 | | 40 | R | P | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 10.02 | 10.02 | .04 | 12 | | | | | | .08 | 12 |
| 10.69 | 10.69 | .04 | 12 | | | | | | .03 | 12 |
| 10.95 | 10.95 | .04 | 11 | .02 | 12 | .03 | 12 | .06 | 12 | |

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

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----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 | | | | | | | D IB | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D LR | DESCRIPTION | 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 | S | T |
| 11.00 | 11.00 | MP MARKER | R | 11 | | | | | 1 | 1 | | | | | C | 52P | 4A | | 52 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.01 | 11.01 | BEG SU LN | C | TWO WAY TURN | | 12P | | | 1 | 1 | | | | | C | 40P | 4A | 12 | 52 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.04 | 11.04 | ENT/EXIT | L | SHOPPING CENTER | | | PV | Y | 1 | 1 | | | | | C | 34P | 4A | 12 | 46 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.11 | 11.11 | | | | | | | | 1 | 1 | | | | | C | 34P | 6A | 12 | 46 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.14 | 11.14 | ENT/EXIT | L | SHOPPING CENTER | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 11.16 | 11.16 | END SU LN | C | TWO WAY TURN | | 12P | | | 1 | 1 | | | | | C | 34A | 6A | \$\$\$ | 34 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.21 | 11.21 | | | | | | | | 1 | 1 | | | | | C | 34A | \$\$\$ | | 34 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.22 | 11.22 | | | | | | | | 1 | 2 | | | | | C | 36A | C | | 36 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.23 | 11.23 | INTRSECTN | R | SE 271ST PL | | | CT | Y | 1 | 2 | | | | | 12A | 36A | C | | 36 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.25 | 11.25 | | | | | | | | 1 | 2 | | | | | \$\$\$ | 36A | C | | 36 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.29 | 11.29 | BEG SU LN | C | TWO WAY TURN | | 13A | | | 1 | 2 | | | | | C | 36A | C | 13 | 49 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.30 | 11.30 | EXIT TO | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 11.31 | 11.31 | ENT/EXIT | L | SHOPPING CENTER | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT FROM | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 11.35 | 11.35 | | | | | | | | 2 | 2 | | | | | C | 52A | C | 13 | 65 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.38 | 11.38 | END SU LN | C | TWO WAY TURN | | 13A | | | 2 | 2 | | | | | C | 65A | C | \$\$\$ | 65 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.43 | 11.43 | | | | | | | | 2 | 2 | | | | | C | 65P | C | | 65 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.44 | 11.44 | INTRSECTN | R | KENT KANGLEY RD | | | CT | SG | Y | 2 | 2 | | | | C | 64P | C | | 64 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| | | INTRSECTN | L | SR 516 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.46 | 11.46 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.51 | 11.51 | | | | | | | | 2 | 2 | | | | | C | 64A | C | | 64 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.55 | 11.55 | | | | | | | | 2 | 2 | C | 26A | 12S | CU | \$ | 26A | C | | 52 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.58 | 11.58 | ENT/EXIT | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 11.64 | 11.64 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$\$ | \$\$ | C | 64A | C | | 64 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.69 | 11.69 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.71 | 11.71 | INTRSECTN | B | SE 264TH ST | | | CT | SG | Y | 2 | 2 | | | | C | 68A | C | | 68 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.77 | 11.77 | BEG SU LN | C | TWO WAY TURN | | 12A | | | 2 | 2 | | | | | C | 56A | C | 12 | 68 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.79 | 11.79 | | | | | | | | 2 | 1 | | | | | C | 44A | C | 12 | 56 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.90 | 11.90 | END SU LN | C | TWO WAY TURN | | 12A | | | 2 | 1 | | | | | C | 56A | C | \$\$\$ | 56 | 4 | 01 | 0739 | U1 | | 40 | R | P | | | | |
| 11.93 | 11.93 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|-------|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 11.04 | 11.04 | | | | | | | | .06 | 12 | |
| 11.14 | 11.14 | | | | | | | | .06 | 12 | |
| 11.23 | 11.23 | | | | .03 | 12 | | | | | |
| 11.30 | 11.30 | | | .02 | 12 | | | | | | |
| 11.31 | 11.31 | | | | | .04 | 12 | | | .01 | 12 |
| 11.44 | 11.44 | | .04 | 12 | | .08 | 12 | | | | |
| 11.58 | 11.58 | | | | .03 | 12 | | | | | |
| 11.71 | 11.71 | | .03 | 12 | | .03 | 12 | | | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 |
| 11.94 | | 11.94 | | | | | | | | | | | | | | | C | 56A | C | | 56 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 11.96 | | 11.96 | INTRSECTN | B | SE | 260TH ST | CT | | Y | 1 | 1 | | | | | | 6A | 20A | 6A | | 20 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 11.98 | | 11.98 | INTRSECTN | R | SE | 259TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.00 | | 12.00 | MP MARKER | R | | 12 | | | | | | | | | | | | | | | | | | | | | | |
| 12.02 | | 12.02 | | | | | | | | | 1 | 1 | | | | | 8A | 20A | 8A | | 20 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.03 | | 12.03 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.09 | | 12.09 | INTRSECTN | R | SE | 258TH ST | PV | | N | | | | | | | | | | | | | | | | | | | |
| 12.12 | | 12.12 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.13 | | 12.13 | ENT/EXIT | R | | ROCK CRK ELEM SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.20 | | 12.20 | ENT/EXIT | R | | ROCK CRK ELEM SCHOOL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.38 | | 12.38 | INTRSECTN | B | SE | 253RD PL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.44 | | 12.44 | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.49 | | 12.49 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 8A | 24A | 8A | 12 | 36 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.53 | | 12.53 | INTRSECTN | R | SE | 251ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.62 | | 12.62 | INTRSECTN | L | SE | 250TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.63 | | 12.63 | | | | | | | | | 1 | 1 | | | | | 6A | 20A | 6A | 12 | 32 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.66 | | 12.66 | END SU LN | C | | TWO WAY TURN | | 12A | | | 1 | 1 | | | | | 6A | 20A | 6A | \$\$\$ | 20 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.81 | | 12.81 | | | | | | | | | 1 | 1 | | | | | 6A | 21A | 9A | | 21 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 12.99 | | 12.99 | | | | | | | | | 1 | 1 | | | | | 9A | 21A | 9A | | 21 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.01 | | 13.01 | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | |
| 13.02 | | 13.02 | INTRSECTN | R | SE | 244TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.06 | | 13.06 | | | | | | | | | 1 | 1 | | | | | 9A | 21A | 7A | | 21 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.14 | | 13.14 | INTRSECTN | L | | 231ST AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.27 | | 13.27 | | | | | | | | | 1 | 1 | | | | | 8A | 21A | 8A | | 21 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.29 | | 13.29 | | | | | | | | | 1 | 1 | | | | | 6A | 21A | 6A | | 21 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.33 | | 13.33 | | | | | | | | | 1 | 1 | | | | | 6A | 20A | 6A | | 20 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.37 | | 13.37 | INTRSECTN | L | | 228TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.44 | | 13.44 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0739 | U1 | 45 | R | P |
| 13.48 | | 13.48 | | | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0739 | U1 | 35 | R | P |
| 13.51 | | 13.51 | | | | | | | | | 1 | 1 | | | | | \$\$\$ | 48A | 10A | | 48 | 4 | 01 | 0739 | U1 | 35 | R | P |
| 13.52 | | 13.52 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 11.96 | | 11.96 | .03 | 12 | | | | | | |
| 12.13 | | 12.13 | | | .02 | 13 | | | | |
| 12.38 | | 12.38 | | | .02 | 13 | | | .08 | 12 |
| 12.53 | | 12.53 | | | .02 | 12 | | | | |
| 12.62 | | 12.62 | | | | | | | .07 | 12 |
| 13.02 | | 13.02 | | | .02 | 14 | | .05 | 12 | |
| 13.14 | | 13.14 | .03 | 12 | | | | | .08 | 12 |
| 13.37 | | 13.37 | .03 | 12 | | | | | .01 | 12 |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | |
| 13.53 | 13.53 | | INTRSECTN | B | | SE 240TH ST | CT | SG | Y | 1 | 1 | | | | | | C | 48A | 10A | | | 48 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.55 | 13.55 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.63 | 13.63 | | ENT FROM | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT MAPLE VALLEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.64 | 13.64 | | INTRSECTN | R | | 225TH AVE SE | CT | | N | 1 | 1 | | | | | | C | 36A | 8A | | | 36 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.65 | 13.65 | | EXIT TO | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.68 | 13.68 | | | | | | | | | | | 1 | 1 | | | | 4A | 24A | 4A | | | 24 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.73 | 13.73 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | \$\$\$ | 28A | 4A | 12 | | 40 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.80 | 13.80 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 40A | 4A | \$\$\$ | | 40 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.86 | 13.86 | | BEG SU LN | L | | BICYCLE | 05A | | | 1 | 2 | | | | | | C | 60A | \$\$\$ | C | | 70 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| | | | BEG SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | WITTE RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.88 | 13.88 | | BEG BRIDGE | B | | PEDESTRIAN PATH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 169/015.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.89 | 13.89 | | END BRIDGE | B | | PEDESTRIAN PATH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.90 | 13.90 | | | | | | | | | | | 1 | 2 | | | | C | 40A | C | | 10 | 50 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 13.96 | 13.96 | | | | | | | | | | | 2 | 2 | | | | C | 60A | C | | 10 | 70 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 14.03 | 14.03 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.04 | 14.04 | | ENT/EXIT | R | | BUSINESS PARK | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SE WAX RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.05 | 14.05 | | | | | | | | | | | 2 | 2 | | | | C | 72A | C | | 10 | 82 | 4 | 01 | 0739 | U1 | | 35 | R | P | | | | |
| 14.12 | 14.12 | | LEAVE CITY | | | MAPLE VALLEY | | | | | | 2 | 2 | | | | C | 72A | C | | 10 | 82 | 4 | 01 | \$\$\$ | U1 | | 35 | R | \$ | | | | |
| 14.14 | 14.14 | | END SU LN | L | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 77A | C | | 5 | 82 | 4 | 01 | | U1 | | 35 | R | | | | | |
| | | | WYE CONN | L | | SR 18 LX01569*SE 232ND | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.17 | 14.17 | | END SU LN | R | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 82A | C | \$\$\$ | | 82 | 4 | 01 | | U1 | | 35 | R | * | | | | |
| | | | BEG ST | I | | MAPLE VALLEY HWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 18 LX01569*SE 232ND | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SE 231ST ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.18 | 14.18 | | | | | | | | | | | 2 | 2 | | | | 8A | 72A | 8A | | | 72 | 4 | 01 | | U1 | | 35 | R | * | | | | |
| 14.21 | 14.21 | | | | | | | | | | | 2 | 2 | | | | 8A | 60A | 8A | | | 60 | 4 | 01 | | U1 | | 35 | R | * | | | | |
| 14.24 | 14.24 | | ENT/EXIT | L | | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.27 | 14.27 | | ENT/EXIT | L | | PARK AND RIDE LOT | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 13.53 | 13.53 | .04 | 12 | .03 | 14 | .05 | 12 | .03 | 12 |
| 13.63 | 13.63 | | | | | .02 | 12 | | |
| 13.65 | 13.65 | | | | | | | .02 | 12 |
| 13.86 | 13.86 | .04 | 12 | .03 | 12 | .10 | 12 | | |
| 14.04 | 14.04 | .05 | 12 | .03 | 12 | .04 | 12 | | |
| 14.17 | 14.17 | .05 | 24 | .03 | 12 | .03 | 12 | | |
| 14.27 | 14.27 | .07 | 12 | | | | | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

Table with columns: SRMP, B, ARM, FEATURE, D, LR, DESCRIPTION, -BRIDGE, DECREASES/DIV, INCREASES/UNDI, SPC, CLASSIFICATIONS. Contains detailed road data including intersections, bridges, and features.

INTERSECTION DETAIL

Table with columns: SRMP, B, ARM, TURN LANES (L NEAR, R NEAR, L FAR, R FAR), ACCELERATION LANES (LEFT, L-CNTR, R-CNTR, RIGHT). Shows acceleration data for various intersection points.

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | LEGAL | T | P | S | | |
| | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 17.72 | 17.72 | MISC FEATR | R | BUS PULLOUT | | | | 1 | 1 | | | | | | | 9A | 22A | 9A | | | 22 | 4 | 01 | | R1 | | 50 | L | * |
| 18.01 | 18.01 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.19 | 18.19 | INTRSECTN | R | 201ST PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.49 | 18.49 | | | | | | | 1 | 1 | | | | | | | 7A | 22A | 7A | | | 22 | 4 | 01 | | R1 | | 50 | L | * |
| 19.00 | 19.00 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.04 | 19.04 | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | 22 | 4 | 01 | | R1 | | 50 | L | * |
| 19.11 | 19.11 | INTRSECTN | R | CEDAR MT PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.21 | 19.21 | | | | | | | 1 | 1 | | | | | | | 4A | 22A | 4A | | | 22 | 4 | 01 | | U1 | | 50 | L | * |
| 19.22 | 19.22 | INTRSECTN | R | SE JONES RD | CO | SG | Y | 1 | 1 | | | | | | | 8A | 24A | 6A | | | 24 | 4 | 03 | | U1 | | 50 | L | * |
| | | INTRSECTN | L | 196TH AVE SE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 19.28 | 19.28 | | | | | | | 1 | 1 | 8A | 12A | | 11A | JE | \$\$\$ | 12A | 8A | | | 24 | 4 | 03 | | U1 | | 50 | L | * | |
| 19.40 | 19.40 | | | | | | | 2 | 1 | 8A | 24A | | 6A | JE | | 12A | 8A | | | 36 | 4 | 03 | | U1 | | 50 | L | * | |
| 19.57 | 19.57 | | | | | | | 2 | 2 | 8A | 24A | | 6A | JE | | 24A | 8A | | | 48 | 4 | 03 | | U1 | | 50 | L | * | |
| 19.71 | 19.71 | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | | 8A | 56A | 8A | | | 56 | 4 | 03 | | U1 | | 50 | L | * |
| 19.75 | 19.75 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 44A | 8A | 12 | | 56 | 4 | 03 | | U1 | | 50 | L | * |
| 20.02 | 20.02 | MP MARKER | B | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.84 | 20.84 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 56A | 8A | \$\$\$ | | 56 | 4 | 03 | | U1 | | 50 | L | * |
| | | INTRSECTN | R | 174TH AVE SE | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.86 | 20.86 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.91 | 20.91 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 44A | 8A | 12 | | 56 | 4 | 03 | | U1 | | 50 | L | * |
| 20.98 | 20.98 | MP MARKER | B | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.28 | 21.28 | ENTER CITY | | RENTON | | | | 2 | 2 | | | | | | | 8A | 44A | 8A | 12 | | 56 | 4 | 03 | 1070 | U1 | | 50 | L | P * |
| 21.44 | 21.44 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 56A | 8A | \$\$\$ | | 56 | 4 | 03 | 1070 | U1 | | 50 | L | P * |
| 21.47 | 21.47 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.50 | 21.50 | INTRSECTN | L | 161ST AVE SE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 21.52 | 21.52 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 44A | 8A | 12 | | 56 | 4 | 03 | 1070 | U1 | | 50 | L | P * |
| 21.53 | 21.53 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.96 | 21.96 | MP MARKER | B | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.02 | 22.02 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | | 8A | 56A | 8A | \$\$\$ | | 56 | 4 | 03 | 1070 | U1 | | 50 | L | P * |
| 22.06 | 22.06 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.08 | 22.08 | INTRSECTN | L | 152ND AVE SE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 154TH PL SE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 22.11 | 22.11 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.11 | 19.11 | | | .03 | 12 | | | | |
| 19.22 | 19.22 | .04 | 12 | .04 | 12 | .18 | 12 | | |
| 20.84 | 20.84 | | | .02 | 12 | .03 | 12 | | |
| 21.50 | 21.50 | .03 | 12 | | | .03 | 12 | | |
| 22.08 | 22.08 | .03 | 12 | .07 | 12 | .09 | 12 | .03 | 12 |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | WID | | | | | | | | | | | | | | | | |
| 22.17 | | 22.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.19 | | 22.19 | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | 8A | 56A | 8A | | 56 | 4 | 03 | 1070 | U1 | 50 | L | P | * | |
| | | | INTRSECTN | R | | 150TH LN SE | | CT | | N | | | | | | | | 8A | 44A | 8A | 12 | 56 | 4 | 03 | 1070 | U1 | 50 | L | P | * | |
| 22.24 | | 22.24 | BEG BRIDGE B | B | | DRAINAGE CHANNEL | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 169/023.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.25 | | 22.25 | END BRIDGE B | B | | DRAINAGE CHANNEL | | | | | | | | | | | | 8A | 56A | 8A | 12 | 68 | 4 | 03 | 1070 | U1 | 50 | L | P | * | |
| | | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.32 | | 22.32 | INTRSECTN | R | | 149TH AVE SE | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | MOBILE HOME PARK | | PV | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 22.33 | | 22.33 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.34 | | 22.34 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.40 | | 22.40 | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | 8A | 44A | 8A | 12 | 56 | 4 | 03 | 1070 | U1 | 50 | L | P | * | |
| 22.51 | | 22.51 | INTRSECTN | L | | 145TH AVE SE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 22.78 | | 22.78 | INTRSECTN | L | | 151ST ST | | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 22.85 | | 22.85 | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | 8A | 56A | 8A | \$\$\$ | 56 | 4 | 03 | 1070 | U1 | 50 | L | P | * | |
| 22.95 | | 22.95 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.96 | | 22.96 | | | | | | | | | | | | | | | | 8A | 56A | 8A | | 56 | 4 | 03 | 1070 | U1 | 40 | L | P | * | |
| 22.99 | | 22.99 | INTRSECTN | L | | 140TH WAY SE | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 23.00 | | 23.00 | WYE CONN | L | | 140TH WAY SE | | CT | | Y | 2 | 2 | 8A | 24A | | | 8A | JE | \$\$\$ | 24A | 8A | | 48 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 23.13 | | 23.13 | BEG BRIDGE B | B | | CEDAR RIVER #3 | | ST | | | 2 | 2 | \$\$W | 32P | | | 8P | JE | | 32P | \$\$W | | 64 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| | | | BRDG NUM 169/024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.16 | | 23.16 | END BRIDGE B | B | | CEDAR RIVER #3 | | | | | 2 | 2 | 8A | 24A | | | 8A | JE | | 24A | 8A | | 48 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 23.28 | | 23.28 | | | | | | | | | 2 | 2 | 8A | 24A | | | 8A | UP | | 24A | 8A | | 48 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 23.31 | | 23.31 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.34 | | 23.34 | INTRSECTN | L | | 131ST AVE SE | | CT | | SG | Y | 2 | 2 | \$\$C | 26A | | 8A | UP | | 26A | \$\$C | | 52 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| | | | ENT/EXIT | R | | MAPLEWOOD GOLF COURSE | | PV | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 23.36 | | 23.36 | MISC FEATR | R | | BUS PULLOUT | | | | | 2 | 2 | C | 26A | | | 8A | UP | | 26A | C | | 52 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 23.41 | | 23.41 | MISC FEATR | R | | SGN ENT RENTON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.43 | | 23.43 | | | | | | | | | 2 | 2 | C | 24A | | | 4A | UP | | 24A | C | | 48 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 23.64 | | 23.64 | BEG BRIDGE B | B | | WILDWOOD CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 169/031.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.65 | | 23.65 | END BRIDGE B | B | | WILDWOOD CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 22.32 | | 22.32 | | .04 | 12 | .07 | 12 | .05 | 12 | | | | |
| 22.51 | | 22.51 | | | | | | .02 | 12 | | | | |
| 22.78 | | 22.78 | | | | | | .02 | 12 | | | | |
| 22.99 | | 22.99 | | .11 | 12 | | | | | | | | |
| 23.00 | | 23.00 | | | | | | .06 | 12 | | | | |
| 23.34 | | 23.34 | | .03 | 12 | | | .03 | 12 | | | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 23.68 | | 23.68 | | | | | | | | 2 | 2 | C | 24A | | 4A | UP | 24A | | C | | 48 | 4 | 03 | 1070 | U1 | 40 | R | P | * | |
| 23.80 | | 23.80 | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 56A | | C | 56 | 4 | 03 | 1070 | U1 | 40 | R | P | * | |
| 23.86 | | 23.86 | INTRSECTN | R | | MAPLEWOOD AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.99 | | 23.99 | INTRSECTN | L | | SE 7TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MONROE AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.03 | | 24.03 | MP MARKER | R | | 24 | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.05 | | 24.05 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | | C | 12 | 56 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 24.16 | | 24.16 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 56A | | C | \$\$\$ | 56 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 24.20 | | 24.20 | INTRSECTN | R | | 5TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | CITY PARK | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.30 | | 24.30 | | | | | | | | 2 | 2 | | | | | | C | 46A | | C | | 46 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 24.52 | | 24.52 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | | C | 12 | 56 | 4 | 03 | 1070 | U1 | 40 | R | P | * |
| 24.54 | | 24.54 | | | | | | | | 2 | 2 | | | | | | C | 44A | | C | 12 | 56 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 24.70 | | 24.70 | INTRSECTN | L | | BLAINE DR SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.87 | | 24.87 | | | | | | | | 2 | 2 | | | | | | C | 70A | | C | 12 | 82 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 24.92 | | 24.92 | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 82A | | C | \$\$\$ | 82 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 24.95 | | 24.95 | | | | | | | | 3 | 2 | | | | | | C | 82A | | C | | 82 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 25.00 | | 25.00 | MP MARKER | R | | 25 | | | | 3 | 2 | C | 38A | | 12S | CU | \$ | 36A | | C | | 74 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| | | | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.10 | | 25.10 | BEG SU LN | R | | TRANSIT | 12A | | | 3 | 2 | C | 38A | | 12S | CU | | 32A | | C | 12 | 82 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 25.12 | | 25.12 | ENT/EXIT | R | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.18 | | 25.18 | END SU LN | R | | TRANSIT | 12A | | | 3 | 2 | C | 38A | | 12S | CU | | 44A | | C | \$\$\$ | 82 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| | | | OFF RAMP | R | | SR 405 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.19 | | 25.19 | ON RAMP | R | | SR 405 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.20 | | 25.20 | ON RAMP | L | | SR 405 | ST | | Y | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 90A | | C | | 90 | 4 | 03 | 1070 | U1 | 40 | L | P | * |
| 25.23 | | 25.23 | UXING | B | | SR 405 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 405/020 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.26 | | 25.26 | END ST | I | | MAPLE VALLEY HWY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 405 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 900 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1734 | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 23.86 | | 23.86 | | | .05 | 12 | | | .04 | 12 |
| 23.99 | | 23.99 | .03 | 12 | | | | | | |
| 24.20 | | 24.20 | .03 | 12 | | | | | | |
| 25.00 | | 25.00 | .05 | 12 | | | | | | |
| 25.12 | | 25.12 | | .22 | 12 | .03 | 11 | | | |
| 25.18 | | 25.18 | | .06 | 12 | .05 | 13 | | | |
| 25.26 | | 25.26 | .06 | 12 | .08 | 12 | | | | |

SR 169 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 |

25.26 25.26 END ROUTE

SR 181 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S |
| 5.32 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 | 2 | | | | | C | 58A | C | 12 | 70 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| | | | | SR 516/KENT TO SR 405 | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | KENT | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1779 | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | R | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | W VALLEY HWY | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 516 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.34 | 0.02 | WYE CONN | B | SR 516 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.39 | 0.07 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.40 | 0.08 | BEG SU LN | L | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | | | | | C | 58A | C | 24 | 82 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.41 | 0.09 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.46 | 0.14 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.50 | 0.18 | END SU LN | R | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | | | | | C | 70A | C | 12 | 82 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.56 | 0.24 | INTRSECTN | B | MEEKER ST | CT | SG | Y | 2 | 2 | | | | | C | 56A | C | 12 | 68 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.62 | 0.30 | INTRSECTN | R | W HARRISON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.67 | 0.35 | END SU LN | L | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | | | | | C | 56A | C | \$\$\$ | 56 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| | | INTRSECTN | B | W SMITH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.71 | 0.39 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 52A | C | 12 | 64 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.83 | 0.51 | INTRSECTN | R | W SAM ST | CT | | Y | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.87 | 0.55 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 64A | C | \$\$\$ | 64 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.93 | 0.61 | INTRSECTN | B | JAMES ST | CT | SG | Y | 2 | 2 | | | | | C | 70A | C | | 70 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 5.97 | 0.65 | WYE CONN | R | S 238TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 0.68 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.01 | 0.69 | | | | | | | 2 | 2 | | | | | C | 58A | C | | 58 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 6.06 | 0.74 | INTRSECTN | L | W MORTON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S 238TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.10 | 0.78 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 4 | 03 | 0615 | U1 | | 35 | L | P | * |
| 6.13 | 0.81 | WYE CONN | L | S 238TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.17 | 0.85 | | | | | | | 2 | 2 | | | | | C | 46A | C | 12 | 58 | 4 | 03 | 0615 | U1 | | 50 | L | P | * |
| 6.19 | 0.87 | ENT/EXIT | R | BUSINESS | PV | | 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 |
| 5.32 | 0.00 | | | .08 | 22 | | | | |
| 5.56 | 0.24 | .05 | 12 | .06 | 12 | | | | |
| 5.62 | 0.30 | | | .02 | 12 | | | | |
| 5.67 | 0.35 | .02 | 12 | | | .03 | 12 | | |
| 5.93 | 0.61 | .03 | 12 | | | .07 | 24 | | |
| 6.06 | 0.74 | .02 | 12 | | | .02 | 12 | | |
| 6.19 | 0.87 | | | .08 | 12 | | | | |

SR 181 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|------|-------|---|------|-------------------------|----|---------|---|-----|-------------|-----|-----|-------------|-----|-----|---------|---------------------------|-----|--------|-----|-----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S |
| 6.22 | 0.90 | MISC FEATR | L | BUS PULLOUT | | | | 2 | 2 | | | | | | | C 46A | C | 12 | 58 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.27 | 0.95 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | | | C 58A | C | \$\$\$ | 58 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.30 | 0.98 | | | | | | | 3 | 2 | | | | | | | C 70A | C | | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.32 | 1.00 | INTRSECTN | R | S 234TH ST | CT | | Y | 3 | 2 | | | | | | | C 60A | C | | 60 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| | | INTRSECTN | L | LANDING WAY | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.34 | 1.02 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.35 | 1.03 | | | | | | | 3 | 2 | | | | | | | C 70A | C | | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.36 | 1.04 | BEG SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 58A | C | 12 | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.60 | 1.28 | END SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 80A | C | \$\$\$ | 80 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.68 | 1.36 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.70 | 1.38 | INTRSECTN | B | S 228TH ST | CT | SG | Y | 3 | 2 | | | | | | | C 70A | C | | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.73 | 1.41 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 6.78 | 1.46 | BEG SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 58A | C | 12 | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 6.86 | 1.54 | RR XING | B | NUM 872094K GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 6.94 | 1.62 | ENT/EXIT | L | LANDING CENTER IND PARK | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.95 | 1.63 | INTRSECTN | R | S 224TH ST | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.96 | 1.64 | ENT/EXIT | L | LANDING CENTER IND PARK | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.97 | 1.65 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | 1.70 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.03 | 1.71 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 7.12 | 1.80 | ENT/EXIT | L | KENT CENTRE BUSINESS PK | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.16 | 1.84 | END SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 70A | C | \$\$\$ | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.21 | 1.89 | INTRSECTN | B | S 220TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.23 | 1.91 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.25 | 1.93 | BEG SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 58A | C | 12 | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.30 | 1.98 | INTRSECTN | L | S 219TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.34 | 2.02 | MISC FEATR | B | CANAL OXING | | | | 3 | 2 | | | | | | | C 70A | C | 12 | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.39 | 2.07 | INTRSECTN | R | S 217TH ST | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 7.41 | 2.09 | END SU LN | C | TWO WAY TURN | | | | 3 | 2 | | | | | | | C 80A | C | \$\$\$ | 80 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.43 | 2.11 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.45 | 2.13 | INTRSECTN | B | S 216TH ST | CT | | Y | 3 | 3 | | | | | | | C 80A | C | | 80 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.56 | 2.24 | | | | | | | 3 | 3 | | | | | | | C 92A | C | | 92 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.68 | 2.36 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 7.71 | 2.39 | INTRSECTN | B | S 212TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.32 | 1.00 | .03 | 12 | .02 | 12 | | | | |
| 6.70 | 1.38 | .08 | 12 | .06 | 12 | | | | |
| 7.21 | 1.89 | .03 | 12 | .03 | 12 | | | | |
| 7.45 | 2.13 | .03 | 12 | .06 | 12 | | | | |
| 7.71 | 2.39 | .15 | 24 | .15 | 24 | | | | |

SR 181 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | | | | | | | | | | | | |
| 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 | | | | | |
| 7.72 | 2.40 | | | | | | | 3 | 3 | | | | | | | C | 92A | C | | 92 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.73 | 2.41 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.90 | 2.58 | | | | | | | 3 | 3 | | | | | | | C | 80A | C | | 80 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 7.93 | 2.61 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.96 | 2.64 | INTRSECTN | B | S 208TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.98 | 2.66 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 2.67 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.03 | 2.71 | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 68A | C | 12 | 80 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.11 | 2.79 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 92A | C | \$\$\$ | 92 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.16 | 2.84 | BEG BRIDGE | B | SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 181/011 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.17 | 2.85 | END BRIDGE | B | SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.20 | 2.88 | INTRSECTN | B | S 204TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.22 | 2.90 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.28 | 2.96 | BEG BRIDGE | B | DRAINAGE DITCH | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 181/012 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.29 | 2.97 | END BRIDGE | B | DRAINAGE DITCH | | | | 3 | 3 | | | | | | | C | 70A | C | | 70 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| | | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | | | | | | | | | | | | | |
| 8.42 | 3.10 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 82A | C | \$\$\$ | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.49 | 3.17 | INTRSECTN | L | S 199TH PL | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.55 | 3.23 | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 70A | C | 12 | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.63 | 3.31 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 82A | C | \$\$\$ | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.68 | 3.36 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.71 | 3.39 | INTRSECTN | B | S 196TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.73 | 3.41 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.78 | 3.46 | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 70A | C | 12 | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 8.86 | 3.54 | INTRSECTN | R | S 194TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.92 | 3.60 | INTRSECTN | R | S 193RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 3.67 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.04 | 3.72 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | | | | C | 82A | C | \$\$\$ | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| 9.10 | 3.78 | BEG SU LN | R | TRANSIT | | | | 12A | | | | | | | | C | 70A | C | 12 | 82 | 4 | 03 | 0615 | U1 | 50 | L | P | * |
| | | INTRSECTN | B | S 190TH ST | 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 |
| 7.96 | 2.64 | .06 | 12 | .05 | 12 | | | | |
| 8.20 | 2.88 | .05 | 12 | .05 | 24 | .03 | 10 | | |
| 8.49 | 3.17 | .04 | 12 | .03 | 12 | | | | |
| 8.71 | 3.39 | .05 | 12 | .04 | 12 | | | | |
| 9.10 | 3.78 | .03 | 12 | .06 | 12 | .04 | 12 | | |

SR 181 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | |
| 10.88 | | 5.56 | | | | | | | | | | | | | | | C | 80A | C | | 80 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 10.91 | | 5.59 | | | | | | | | | | | | | | | C | 80A | C | | 80 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 10.93 | | 5.61 | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 68A | C | 12 | 80 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 10.99 | | 5.67 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.07 | | 5.75 | | | | | | | | | | | | | | | C | 78A | C | 12 | 90 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 11.11 | | 5.79 | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 90A | C | \$\$\$ | 90 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 11.18 | | 5.86 | INTRSECTN | R | | LONGACRES WAY | | | | | | CT | SG | Y | | | C | 74A | 8A | | 74 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| | | | INTRSECTN | L | | PVT RD | | | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 11.22 | | 5.90 | | | | | | | | | | | | | | | C | 90A | \$\$C | | 90 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 11.27 | | 5.95 | WYE CONN | L | | SR 405 RAMP | | | | | | ST | | Y | 2 | 2 | C | 90A | C | | 90 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| 11.29 | | 5.97 | ON/OFF RMP | L | | NB SR 405 | | | | | | ST | SG | Y | 2 | 2 | 8A | 90A | C | | 90 | 4 | 03 | 1320 | U1 | | 40 | L | P | * | | | |
| | | | INTRSECTN | R | | S 156TH ST | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 11.37 | | 6.05 | END ST | I | | W VALLEY HWY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 405 | | | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 405/011 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1779 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 11.18 | | 5.86 | | .03 | 12 | .14 | 14 | .03 | 12 | | |
| 11.29 | | 5.97 | | .07 | 24 | | | .03 | 12 | .03 | 12 |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | TOT | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 0.56 | | 0.56 | INTRSECTN | R | | NE WOODINVILLE DR | CT | SG | Y | 1 | 1 | | | | | 5A | 22A | 8A | | | 22 | 5 | 03 | 1469 | U2 | | | 35 | R | P | * | | |
| | | | INTRSECTN | R | | WOODINVILLE-REDMND RD NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | | 0.61 | EXIT TO | R | | 128TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.63 | | 0.63 | ENT FROM | R | | 128TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | | 0.65 | RR XING | B | | NUM 91796X GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | | 0.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.93 | | 0.93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.96 | | 0.96 | ENT/EXIT | L | | BUSINESS PARK | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.97 | | 0.97 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | | 1.12 | ENT/EXIT | L | | BUSINESS PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | | 1.26 | ENT/EXIT | L | | BUSINESS PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | | 1.33 | ENT/EXIT | B | | BUSINESS PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.59 | | 1.59 | ENT/EXIT | B | | BUSINESS PARK | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | | 1.90 | ENT/EXIT | L | | BUSINESS PARK | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | | 1.97 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | | 2.14 | BEG SU LN | C | | TWO WAY TURN | | 10A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | | 2.19 | WYE CONN | R | | NE 145TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | | 2.20 | INTRSECTN | R | | NE 145TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.22 | | 2.22 | WYE CONN | R | | NE 145TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | | 2.26 | ENT/EXIT | R | | CHATEAU STE MICHELE WINE | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.30 | | 2.30 | RR XING | B | | NUM 91897J GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.32 | | 2.32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | | 2.36 | END SU LN | C | | TWO WAY TURN | | 10A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | RED HOOK BREWERY | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | | 2.43 | ENT/EXIT | L | | APARTMENTS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | | 2.47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.50 | | 2.50 | BEG BRIDGE | B | | SAMMAMISH RIVER | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 202/038 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.53 | | 2.53 | END BRIDGE | B | | SAMMAMISH RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.56 | | 0.56 | | | .04 | 12 | .04 | 12 | | | |
| 0.96 | | 0.96 | | .04 | 12 | | .02 | 12 | | | |
| 1.12 | | 1.12 | | .02 | 12 | | | | | | |
| 1.26 | | 1.26 | | .04 | 12 | | .02 | 12 | | | |
| 1.33 | | 1.33 | | .03 | 12 | .08 | 12 | .04 | 12 | | |
| 1.59 | | 1.59 | | .03 | 12 | .06 | 12 | .03 | 12 | | |
| 1.90 | | 1.90 | | .02 | 12 | | .03 | 12 | | | |
| 2.36 | | 2.36 | | | | | .02 | 12 | | | |
| 2.43 | | 2.43 | | .02 | 12 | | .02 | 12 | | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------|----|-----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|--------|-----|-----|-----|-----|------|--------|------|-------|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 2.57 | 2.57 | | | | | | | 1 1 | C | 15A | | 2A CU | \$ | 15A | C | | | | | 30 | 5 | 03 | 1469 | U2 | 45 | R | P | * |
| 2.59 | 2.59 | ROUNDAABOUT | B | VILLAGE RD | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.68 | 2.68 | ROUNDAABOUT | L | 148TH AVE NE | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDAABOUT | L | NE 146TH PL | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.81 | 2.81 | ROUNDAABOUT | L | NE 144TH ST | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDAABOUT | R | VILLAGE RD | CT | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.83 | 2.83 | | | | | | | 1 1 | \$ | \$\$\$ | | \$\$\$\$ | \$ | C | 32A | C | | | | 32 | 5 | 03 | 1469 | U2 | 45 | R | P | * |
| 2.92 | 2.92 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | 24 | 5 | 03 | 1469 | U2 | 45 | R | P | * | |
| 2.94 | 2.94 | LEAVE CITY | | WOODINVILLE | | | | 1 1 | | | | | 4A | 24A | 4A | | | | 24 | 5 | 03 | \$\$\$ | U2 | 45 | R | \$ | * | |
| 3.03 | 3.03 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.78 | ENT/EXIT | R | GOLF DRIVING RANGE | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.04 | 4.04 | INTRSECTN | L | 156TH AVE NE | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.22 | 4.22 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | 24 | 5 | 03 | | U2 | 40 | R | | * | |
| 4.26 | 4.26 | ENTER CITY | | REDMOND | | | | 1 1 | | | | | 4A | 24A | 4A | | | | 24 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 4.27 | 4.27 | BEG SU LN | L | BICYCLE | | 05A | | 1 1 | | | | | \$ | C | 48A | 8A | 5 | | 53 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| | | INTRSECTN | B | NE 124TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.34 | 4.34 | | | | | | | 2 1 | | | | | C | 48A | 8A | 5 | | | 53 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 4.38 | 4.38 | END SU LN | L | BICYCLE | | 05A | | 2 1 | | | | | C | 48A | 8A | \$\$\$ | | | 48 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 4.48 | 4.48 | ENT/EXIT | L | PVT RD | PV | | Y | 1 1 | | | | | 8A | 24A | 8A | | | | 24 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 4.49 | 4.49 | MISC FEATR | R | SGN ENT REDMOND | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 4.60 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | 24 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 4.77 | 4.77 | INTRSECTN | L | NE 116TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.93 | 4.93 | INTRSECTN | L | NE 113TH CT | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 4.98 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.07 | 5.07 | | | | | | | 1 1 | | | | | 3A | 22A | 3A | | | | 22 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 5.17 | 5.17 | WYE CONN | R | 154TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | 5.18 | BEG SU LN | L | BICYCLE | | 05A | | 1 1 | | | | | \$ | \$ | 22A | 4A | 5 | | 27 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| | | INTRSECTN | L | NE 109TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 154TH PL NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.27 | 5.27 | BEG SU LN | R | BICYCLE | | 05A | | 1 1 | | | | | 22A | \$ | C | 10 | | | 32 | 5 | 03 | 1065 | U2 | 40 | R | P | * | |
| 5.35 | 5.35 | INTRSECTN | R | NE 107 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 |
| | | --- | --- | --- | --- | --- | --- | --- | --- |
| 3.78 | 3.78 | | .03 12 | .03 11 | | | .01 11 | | |
| 4.04 | 4.04 | .03 12 | | | .02 12 | | | .01 12 | |
| 4.27 | 4.27 | .04 13 | .04 13 | .07 24 | .07 13 | | | | |
| 4.48 | 4.48 | .05 12 | | | .02 12 | | | .02 12 | |
| 4.77 | 4.77 | .04 12 | | | .06 12 | | | | |
| 5.18 | 5.18 | .02 13 | | .03 13 | | | | | |
| 5.35 | 5.35 | | .05 12 | .03 12 | | | .02 12 | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | |
| 5.40 | | 5.40 | | | | | | | | | | | | | | | 30A | | C | 10 | 40 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 5.44 | | 5.44 | INTRSECTN | R | | NE 106 ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.50 | | 5.50 | INTRSECTN | L | | NE 106TH ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.55 | | 5.55 | | | | | | | | | | | | | | | 22A | | C | 10 | 32 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 5.66 | | 5.66 | MISC FEATR | B | | TRAIL XING | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.70 | | 5.70 | INTRSECTN | L | | NE 101ST CT | CT | | | Y | 1 | | | | | | 28A | | C | 10 | 38 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 5.75 | | 5.75 | | | | | | | | | | | | | | | 22A | | C | 10 | 32 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 5.95 | | 5.95 | INTRSECTN | L | | NE 98TH ST | CT | | | Y | 1 | | | | | | 28A | | C | 10 | 38 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 6.01 | | 6.01 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.30 | | 6.30 | | | | | | | | | | | | | | | C 23A | | C | 10 | 33 | 5 | 03 | 1065 | U2 | | 40 | R | P | * | |
| 6.34 | | 6.34 | INTRSECTN | R | | NE 90TH ST | CT | SG | Y | 1 | 1 | | | | | | C 34A | | C | 10 | 44 | 5 | 03 | 1065 | U1 | | 40 | R | P | * | |
| 6.39 | | 6.39 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | 11A | | C 23A | | C | 21 | 44 | 5 | 03 | 1065 | U1 | | 40 | R | P | * | |
| 6.50 | | 6.50 | | | | | | | | | | | | | | | C 23A | | C | 21 | 44 | 5 | 03 | 1065 | U1 | | 40 | R | L | * | |
| 6.56 | | 6.56 | END SU LN | R | | BICYCLE | | | | | | | | | | | C 44A | | C | \$\$\$ | 44 | 5 | 03 | 1065 | U1 | | 30 | R | P | * | |
| | | | END SU LN | L | | BICYCLE | | | | | | | | | | | 05A | | | | | | | | | | | | | | |
| | | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 11A | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 87TH ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.65 | | 6.65 | END ST | I | | WOODINVILLE-REDMOND RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 164TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | NE 85TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | | 6.69 | | | | | | | | | | | | | | | C 44A | | C | | 44 | 5 | 03 | 1065 | U1 | | 30 | R | P | * | |
| 6.78 | | 6.78 | INTRSECTN | B | | NE 83RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.86 | | 6.86 | INTRSECTN | R | | NE 81ST ST | CT | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | | 6.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.90 | | 6.90 | INTRSECTN | B | | NE 80TH ST | CT | SG | Y | 1 | 1 | | | | | | C 44A | | C | | 44 | 5 | 03 | 1065 | U1 | | 30 | R | P | * | |
| 6.93 | | 6.93 | INTRSECTN | R | | GILMAN ST | CT | | | Y | | | | | | | C 36A | | C | | 36 | 5 | 03 | 1065 | U1 | | 30 | R | P | * | |
| 6.97 | | 6.97 | INTRSECTN | L | | SR 202 COREDMND (COUPLT) | ST | SG | Y | 1 | 1 | | | | | | C 42A | | C | | 42 | 5 | 03 | 1065 | U1 | | 30 | R | B | * | |
| | | | INTRSECTN | R | | REDMOND WAY-OLD 908 CPLT | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUplet - COREDMND | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 5.44 | | 5.44 | | | | .06 | 12 | .02 | 12 | | | |
| 5.50 | | 5.50 | | .02 | 12 | | | | | .04 | 12 | |
| 5.70 | | 5.70 | | .03 | 12 | | | | | | .02 | 12 |
| 5.95 | | 5.95 | | .03 | 13 | | | | | | .02 | 13 |
| 6.34 | | 6.34 | | | | .03 | 12 | .04 | 11 | | | |
| 6.56 | | 6.56 | | | | | | .09 | 11 | | | |
| 6.65 | | 6.65 | | | | | | .04 | 11 | | | |
| 6.90 | | 6.90 | | | | .03 | 11 | .02 | 12 | | | |
| 6.97 | | 6.97 | | | | .03 | 12 | | | | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------|-----|-----|------------|---------|-----|-----|--------|-----|--------|--------|------|---------------------------|-------|-----|-------|----|----|------|----|------|------|----|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | | LFT | RHT | | LFT | RHT | | USE | TOT | | | | | | SPEED | T | P | S | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | | 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 | | | |
| 7.73 | | 7.73 | | | | | | | | 2 | 2 | C | 23A | | 14A | UP | 24A | | C | 12 | 59 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | | | |
| 7.75 | | 7.75 | UXING | B | | SR 520 | ST | | | 2 | 3 | C | 23A | | 14A | UP | 33A | | C | 12 | 68 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | | | |
| | | | | | | BRDG NUM 520/046 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.78 | | 7.78 | ON RAMP | R | | SR 520 EB | ST | SG | Y | 2 | 3 | C | 33A | | 14S | CU | 33A | | C | 12 | 78 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.80 | | 7.80 | WYE CONN | R | | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.85 | | 7.85 | INTRSECTN | C | | U-TURN ACCESS | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | | 7.86 | MISC FEATR | L | | GORE (SR 520 S201238) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.91 | | 7.91 | | | | | | | | 2 | 3 | C | 33A | | 11S | CU | 33A | | C | 12 | 78 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | | | |
| 7.94 | | 7.94 | OFF RAMP | L | | SR 520 WB | ST | | Y | 3 | 3 | C | 33A | | 11S | CU | 33A | | C | 12 | 78 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | | | |
| 7.97 | | 7.97 | MP MARKER | R | | 8 | | | | 3 | 3 | \$ | \$\$\$ | | \$\$\$ | \$\$\$ | \$ | | C | 78A | C | 12 | 90 | 5 | 01 | 1065 | U1 | | 45 | R | P | * | |
| 8.02 | | 8.02 | INTRSECTN | R | | NE 70TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.07 | | 8.07 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.10 | | 8.10 | | | | | | | | 3 | 2 | | | | | | | | | C | 78A | C | 12 | 90 | 5 | 01 | 1065 | U1 | | 45 | R | P | * |
| 8.14 | | 8.14 | WYE CONN | L | | 180TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.16 | | 8.16 | INTRSECTN | L | | 180TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.22 | | 8.20 | EQUATION | | | 008.20 =008.22 | | | | 3 | 2 | | | | | | | | | C | 68A | C | 12 | 80 | 5 | 01 | 1065 | U1 | | 45 | R | P | * |
| | | | INTRSECTN | R | | E LK SAMMAMISH PKWY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.23 | | 8.21 | | | | | | | | 3 | 2 | | | | | | | | | C | 68A | C | 12 | 80 | 5 | 01 | 1065 | U1 | | 45 | R | B | * |
| 8.24 | | 8.22 | WYE CONN | R | | E LK SAMMAMISH PKWY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.31 | | 8.29 | | | | | | | | 2 | 2 | | | | | | | | | C | 56A | C | 12 | 68 | 5 | 01 | 1065 | U1 | | 45 | R | B | * |
| 8.33 | | 8.31 | INTRSECTN | C | | U-TURN ACCESS | ST | | Y | 2 | 2 | C | 22A | | 12S | CU | \$ | 22A | C | 12 | 56 | 5 | 01 | 1065 | U1 | | 45 | R | B | * | | | |
| 8.40 | | 8.38 | | | | | | | | 2 | 2 | C | 22A | | 12S | CU | | 22A | C | 12 | 56 | 5 | 01 | 1065 | U1 | | 45 | R | R | * | | | |
| 8.62 | | 8.60 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.63 | | 8.61 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.65 | | 8.63 | INTRSECTN | L | | 185TH AVE NE | CT | SG | Y | 2 | 2 | C | 22A | | 12S | CU | | 22A | C | 12 | 56 | 5 | 01 | 1065 | U1 | | 45 | R | B | * | | | |
| 8.79 | | 8.77 | EXIT TO | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.80 | | 8.78 | ENT FROM | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.93 | | 8.91 | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$\$ | \$ | | C | 56A | C | 12 | 68 | 5 | 01 | 1065 | U1 | | 45 | R | B | * | |
| 8.97 | | 8.95 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 7.85 | | 7.85 | | | | .02 | 11 | | | | |
| 8.02 | | 8.02 | | .03 | 11 | | | .04 | 11 | | |
| 8.16 | | 8.16 | | .06 | 12 | | | | | | |
| 8.22 | | 8.20 | | | | .10 | 12 | .04 | 12 | | |
| 8.33 | | 8.31 | | .03 | 12 | | | | | | |
| 8.65 | | 8.63 | | .06 | 12 | | | | | .09 | 12 |
| 8.79 | | 8.77 | | | | .02 | 12 | | | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----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 | RDY | SHD | W/S | W/S | W/S | LFT | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | MEDIAN- | | | | | | LNS | | | | | | | | | | | | |
| | | | | : : | | OW TC L | | | D I | | | W/S W/S W/S | | | W/S W/S W/S | | | WID | | | | | | | | | |
| 9.04 | 9.02 | | END ST | I | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | L | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | |
| 9.05 | 9.03 | | LEAVE CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | 9.04 | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | | | |
| 9.11 | 9.09 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | 9.16 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.19 | 9.17 | | LEAVE CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | |
| 9.26 | 9.24 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.41 | 9.39 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.45 | 9.43 | BEG | BRIDGE | B | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.46 | 9.44 | END | BRIDGE | B | | | | | | | | | | | | | | | | | | | | | | | |
| 9.49 | 9.47 | INTRSECTN | | B | | | | | | | | | | | | | | | | | | | | | | | |
| 9.56 | 9.54 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.65 | 9.63 | TRAF | RCDR | B | | | | | | | | | | | | | | | | | | | | | | | |
| 9.77 | 9.75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | 9.85 | INTRSECTN | | L | | | | | | | | | | | | | | | | | | | | | | | |
| 9.90 | 9.88 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.06 | 10.04 | MP | MARKER | R | | | | | | | | | | | | | | | | | | | | | | | |
| 10.14 | 10.12 | BEG | BRIDGE | B | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | 10.13 | END | BRIDGE | B | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG | BRIDGE | D | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.17 | 10.15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.18 | 10.16 | END | BRIDGE | D | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 10.25 | INTRSECTN | | R | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | | L | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 9.04 | 9.02 | | .07 | 12 | .05 | 12 | .04 | 12 | .10 | 12 |
| 9.19 | 9.17 | | | | .09 | 12 | .03 | 12 | | |
| 9.49 | 9.47 | | .04 | 12 | | | .03 | 12 | | |
| 9.87 | 9.85 | | .08 | 13 | | | | | .10 | 12 |
| 10.27 | 10.25 | | .03 | 12 | .10 | 11 | .03 | 12 | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 10.28 | 10.26 | | | | | | | 2 | 1 | | | | | 8A | 33A | 8A | | | 33 | 5 | 01 | | U2 | 55 | R | * |
| 10.38 | 10.36 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 5 | 01 | | U2 | 55 | R | * |
| 10.43 | 10.41 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 5 | 01 | | U2 | 55 | R | * |
| 10.55 | 10.53 | BEG BRIDGE B | | EVANS CR DRAINAGE SL | ST | | | 1 | 1 | | | | | \$\$\$ | 24A | \$\$\$ | | | 24 | 5 | 01 | | U2 | 55 | R | * |
| | | | | BRDG NUM 202/048.25 | | | | | | | | | | | | | | | | | | | | | | |
| 10.56 | 10.54 | END BRIDGE B | | EVANS CR DRAINAGE SL | | | | 1 | 1 | | | | | 3A | 23A | 3A | | | 23 | 5 | 01 | | U2 | 55 | R | * |
| 10.91 | 10.89 | INTRSECTN | R | NE 50TH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 10.94 | 10.92 | INTRSECTN | L | 218TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 11.00 | 10.98 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.48 | 11.46 | INTRSECTN | R | 224TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 11.75 | 11.73 | INTRSECTN | L | 228TH AVE NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 11.98 | 11.96 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | |
| 11.99 | 11.97 | | | | | | | 1 | 1 | | | | | 8A | 34A | 5A | | | 34 | 5 | 01 | | U2 | 55 | R | * |
| 12.10 | 12.08 | ENT/EXIT | L | SHOPPING CENTER | PV | | N | | | | | | | | | | | | | | | | | | | |
| 12.18 | 12.16 | ENT/EXIT | L | SHOPPING CENTER | PV | | N | | | | | | | | | | | | | | | | | | | |
| 12.22 | 12.20 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 12.26 | 12.24 | INTRSECTN | L | 236TH AVE NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | PVT RD | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 12.32 | 12.30 | | | | | | | 1 | 1 | | | | | 3A | 22A | 3A | | | 22 | 5 | 01 | | U2 | 55 | R | * |
| 12.99 | 12.97 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | |
| 13.00 | 12.98 | INTRSECTN | R | 244TH AVE NE | CO | SG | Y | | | | | | | | | | | | | | | | | | | |
| 13.65 | 13.63 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 5 | 01 | | U2 | 55 | R | * |
| 13.83 | 13.81 | INTRSECTN | L | NE AMES LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 13.84 | 13.82 | BEG BRIDGE B | | PATTERSON CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 202/049.25 | | | | | | | | | | | | | | | | | | | | | | |
| 13.85 | 13.83 | END BRIDGE B | | PATTERSON CREEK | | | | | | | | | | | | | | | | | | | | | | |
| 13.92 | 13.90 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | 55 | R | * |
| 14.05 | 14.03 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | |
| 14.45 | 14.43 | INTRSECTN | R | 264TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 14.99 | 14.97 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.50 | 15.48 | WYE CONN | L | TOLT HILL 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 |
| 11.75 | 11.73 | .05 | 12 | .03 | 12 | .04 | 12 | | |
| 12.10 | 12.08 | .03 | 12 | | | .02 | 12 | | |
| 12.18 | 12.16 | .05 | 12 | | | | | | |
| 12.26 | 12.24 | .04 | 12 | | | | | | |
| 13.00 | 12.98 | | | .06 | 12 | .03 | 12 | | |
| 13.83 | 13.81 | .04 | 12 | | | .03 | 12 | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | 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 |
| 15.52 | 15.50 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 55 | R | | * | |
| 15.60 | 15.58 | INTRSECTN | L | TOLT HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 15.99 | MP MARKER | R | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.04 | 16.02 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | R2 | | 55 | R | | * | |
| 17.00 | 16.98 | MP MARKER | R | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.21 | 17.19 | INTRSECTN | L | SE 8TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 17.53 | 17.51 | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 5 | 01 | | R2 | | 55 | R | | * | |
| 17.97 | 17.95 | MP MARKER | R | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.24 | 18.22 | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 5 | 01 | | U2 | | 55 | R | | * | |
| 18.25 | 18.23 | INTRSECTN | R | 292ND AVE SE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.48 | 18.46 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 55 | R | | * | |
| 18.89 | 18.87 | INTRSECTN | R | 300TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | 18.97 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.06 | 19.04 | INTRSECTN | L | SE 31ST ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.23 | 19.21 | BEG BRIDGE | B | PATTERSON CREEK BRDG NUM 202/054 | ST | | | 1 | 1 | | | | | \$\$C | 28A | \$\$C | | | 28 | 5 | 01 | | U2 | | 55 | R | | * | |
| 19.24 | 19.22 | END BRIDGE | B | PATTERSON CREEK | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 55 | R | | * | |
| 19.45 | 19.43 | INTRSECTN | B | 308TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.00 | 19.98 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.30 | 20.28 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 45 | R | | * | |
| 20.47 | 20.45 | WYE CONN | R | SE 40TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.49 | 20.47 | INTRSECTN | R | SE 40TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.58 | 20.56 | INTRSECTN | R | 323RD AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.64 | 20.62 | INTRSECTN | B | 324TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 20.73 | 20.71 | | | | | | | 1 | 1 | | | | | 8A | 23A | 8A | | | 23 | 5 | 01 | | U2 | | 45 | R | | * | |
| 20.82 | 20.80 | INTRSECTN | R | CHIEF KANIM MIDDLE SCHL | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.93 | 20.91 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 45 | R | | * | |
| 20.97 | 20.95 | MISC FEATR | R | SGN ENT FALL CITY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.01 | 20.99 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.05 | 21.03 | | | | | | | 1 | 1 | | | | | 5A | 23A | 5A | | | 23 | 5 | 01 | | U2 | | 30 | R | | * | |
| 21.15 | 21.13 | INTRSECTN | R | 332ND AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 21.35 | 21.33 | WYE CONN | R | 334TH PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.38 | 21.36 | INTRSECTN | R | 334TH PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.44 | 21.42 | INTRSECTN | R | SE 42ND ST | CO | | Y | 1 | 1 | | | | | 10A | 23A | 16A | | | 23 | 5 | 01 | | U2 | | 30 | R | | * | |
| 21.47 | 21.45 | INTRSECTN | R | 335TH PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.53 | 21.51 | INTRSECTN | R | 336TH PL SE | CO | | Y | 1 | 1 | | | | | 13A | 52A | \$\$C | | | 52 | 5 | 01 | | U2 | | 30 | R | | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 18.25 | 18.23 | | .11 | .12 | .03 | .12 | | | |
| 20.82 | 20.80 | | | .03 | .12 | | .02 | .12 | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | LNS | RDY | SHD | USE | TOT | | | | | | D | I | B | 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 | I | B | R | K | T | | | | |
| 25.72 | | 25.67 | UXING | B | | PED KING BRDG NUM 202/059 | ST | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 25.75 | | 25.70 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | 4A | 22A | 4A | 12 | 34 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 25.78 | | 25.73 | INTRSECTN | L | | TOKUL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.90 | | 25.85 | ENT/EXIT | R | | SNOQUALMIE FALLS PARK | PV | | Y | 1 | 1 | | | | | | 4A | 22A | 10A | 12 | 34 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 25.93 | | 25.88 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 4A | 35A | 10A | \$\$\$ | 35 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 25.98 | | 25.93 | INTRSECTN | L | | MILL POND RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.99 | | 25.94 | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.00 | | 25.95 | BEG BRIDGE | B | | SNOQUALMIE RIVER BRDG NUM 202/060 | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 26.08 | | 26.03 | END BRIDGE | B | | SNOQUALMIE RIVER | | | | | | | | | | | 8A | 22A | 8A | | 22 | 5 | 01 | 1185 | U2 | | | | 45 | R | B | * | | | |
| 26.11 | | 26.06 | INTRSECTN | R | | SE 69TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.19 | | 26.14 | INTRSECTN | R | | SNOQUALMIE PKWY | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.30 | | 26.25 | BEG BRIDGE | B | | KIMBALL CREEK BRDG NUM 202/061 | ST | | | 1 | 1 | | | | | | \$\$C | 24A | \$\$C | | 24 | 5 | 01 | 1185 | U2 | | | | 45 | R | P | * | | | |
| 26.32 | | 26.27 | END BRIDGE | B | | KIMBALL CREEK | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 5 | 01 | 1185 | U2 | | | | 45 | R | B | * | | | |
| 26.55 | | 26.50 | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 26.57 | | 26.52 | END ST | I | | FALL CITY-SNOQUALMIE RD | | | | 1 | 1 | | | | | | \$\$C | 30A | 6A | | 30 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| | | | BEG ST | I | | RAILROAD AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SE NORTHERN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.70 | | 26.65 | INTRSECTN | R | | SE FIR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.77 | | 26.72 | | | | | | | | | | | | | | | C | 38A | \$\$C | | 38 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 26.82 | | 26.77 | INTRSECTN | B | | SE KING ST | CT | | Y | 1 | 1 | | | | | | C | 56A | C | | 56 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 26.95 | | 26.90 | INTRSECTN | B | | RIVER ST | CT | | Y | 1 | 1 | | | | | | C | 52A | C | | 52 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 26.98 | | 26.93 | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.07 | | 27.02 | INTRSECTN | B | | SE NEWTON ST | CT | | Y | 1 | 1 | | | | | | 5A | 22A | 5A | | 22 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 27.20 | | 27.15 | INTRSECTN | B | | SE BETA ST | CT | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 5 | 01 | 1185 | U2 | | | | 30 | R | B | * | | | |
| 27.32 | | 27.27 | INTRSECTN | L | | SE DELTA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.39 | | 27.34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.50 | | 27.45 | INTRSECTN | L | | SE 90TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.55 | | 27.50 | | | | | | | | | | | | | | | | \$\$C | 30A | 6A | | 30 | 5 | 01 | 1185 | U2 | | | | 40 | R | B | * | | |
| 27.61 | | 27.56 | INTRSECTN | B | | MEADOWBROOK WAY | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.63 | | 27.58 | BEG BRIDGE | B | | MEADOWBROOK SLOUGH BRDG NUM 202/063C | ST | | | 1 | 1 | | | | | | C | 30A | 6A | | 30 | 5 | 01 | 1185 | U2 | | | | 40 | R | \$ | * | | | |
| 27.64 | | 27.59 | END BRIDGE | B | | MEADOWBROOK SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 25.98 | 25.93 | .02 | 10 | | | | | | |
| 26.19 | 26.14 | | | .06 | 12 | .05 | 12 | | |
| 27.61 | 27.56 | .03 | 11 | | | .03 | 11 | | |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | :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 | SHD RDY SHD | 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 |
| 27.65 | 27.60 | | | | | | | | | | | | C 30A 6A | 30 5 01 | 1185 | U2 | 40 | R | * | | | |
| 27.70 | 27.65 | INTRSECTN | R | STONE QUARRY RD SE | CT | N | 1 | 1 | | | | | 4A 22A 4A | 22 5 01 | 1185 | U2 | 40 | R | * | | | |
| 27.95 | 27.90 | | | | | | | | | | | | 4A 22A 4A | 22 5 01 | 1185 | U2 | 50 | R | * | | | |
| 27.99 | 27.94 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | |
| 28.28 | 28.23 | LEAVE CITY | | SNOQUALMIE | | 1 | 1 | | | | | | 4A 22A 4A | 22 5 01 | 0875 | U2 | 50 | R | P | * | | |
| | | END ST | I | RAILROAD AVE | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | NORTH BEND | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | BENDIGO BLVD | | | | | | | | | | | | | | | | | | |
| 28.32 | 28.27 | MISC FEATR | R | SGN ENT NORTH BEND | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | SGN ENT SNOQUALMIE | | | | | | | | | | | | | | | | | | |
| 28.93 | 28.88 | INTRSECTN | B | NW 14TH ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.00 | 28.95 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | |
| 29.18 | 29.13 | INTRSECTN | L | BOALCH AVE NW | CT | Y | | | | | | | | | | | | | | | | |
| 29.35 | 29.30 | BEG BRIDGE | B | OVERFLOW CHANNEL | ST | | 1 | 1 | | | | | \$\$C 22A \$\$C | 22 5 01 | 0875 | U2 | 50 | R | P | * | | |
| | | BRDG NUM 202/065 | | | | | | | | | | | | | | | | | | | | |
| 29.37 | 29.32 | END BRIDGE | B | OVERFLOW CHANNEL | | | 1 | 1 | | | | | 5A 23A 5A | 23 5 01 | 0875 | U2 | 50 | R | P | * | | |
| 29.46 | 29.41 | WYE CONN | R | NW EIGHTH ST | CT | N | | | | | | | | | | | | | | | | |
| 29.48 | 29.43 | INTRSECTN | R | NW EIGHTH ST | CT | N | | | | | | | | | | | | | | | | |
| 29.50 | 29.45 | BEG BRIDGE | B | S FK SNOQUALMIE RIVER | ST | | 1 | 1 | | | | | \$\$C 24A \$\$C | 24 5 01 | 0875 | U2 | 50 | R | P | * | | |
| | | BRDG NUM 202/066 | | | | | | | | | | | | | | | | | | | | |
| 29.59 | 29.54 | END BRIDGE | B | S FK SNOQUALMIE RIVER | | | 1 | 1 | | | | | 4A 22A 4A | 22 5 01 | 0875 | U2 | 50 | R | P | * | | |
| 29.60 | 29.55 | | | | | | 1 | 1 | | | | | 4A 22A 4A | 22 5 01 | 0875 | U2 | 30 | R | P | * | | |
| 29.67 | 29.62 | INTRSECTN | B | SYDNEY AVE N | CT | Y | | | | | | | | | | | | | | | | |
| 29.72 | 29.67 | WYE CONN | L | W FOURTH ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.73 | 29.68 | INTRSECTN | L | W FOURTH ST | CT | Y | 1 | 1 | | | | | \$\$C 34A \$\$C | 34 5 01 | 0875 | U2 | 30 | R | B | * | | |
| 29.74 | 29.69 | WYE CONN | L | W FOURTH ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.79 | 29.74 | INTRSECTN | B | W THIRD ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.82 | 29.77 | | | | | | 1 | 1 | | | | | C 45A C | 45 5 01 | 0875 | U2 | 30 | R | B | * | | |
| 29.86 | 29.81 | INTRSECTN | B | W SECOND ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.92 | 29.87 | INTRSECTN | B | OLD SR 90-NORTH BEND WAY | CT | SG | Y | 1 | 1 | | | | C 45A C | 45 5 01 | 0875 | U2 | 30 | R | R | * | | |
| 29.95 | 29.90 | INTRSECTN | L | W MCCLELLAN ST | CT | Y | | | | | | | | | | | | | | | | |
| 29.96 | 29.91 | RR XING | B | NUM 092040A GRADE | | | 1 | 1 | | | | | C 45A C | 45 5 01 | 0875 | U2 | 30 | R | B | * | | |
| 30.04 | 29.99 | INTRSECTN | B | W PARK ST | CT | SG | Y | 1 | 1 | | | | C 45A C | 45 5 01 | 0875 | U2 | 30 | R | P | * | | |
| 30.15 | 30.10 | BEG BRIDGE | B | S FK SNOQUALMIE RIVER | ST | | 1 | 1 | | | | | C 44P C | 44 5 01 | 0875 | U2 | 40 | R | P | * | | |
| | | BRDG NUM 202/070 | | | | | | | | | | | | | | | | | | | | |
| 30.17 | 30.12 | END BRIDGE | B | S FK SNOQUALMIE RIVER | | | 1 | 1 | | | | | 10A 24A 10A | 24 5 01 | 0875 | U2 | 40 | R | P | * | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 29.92 | 29.87 | | | | | | | | .02 12 |
| 30.04 | 29.99 | .03 | 12 | | | | | | .03 12 |

SR 202 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-----------------|----|---|--------------|---|--------|---------|-----|--------|---------------------------|--------|-----|-----|-----|-----|---|----|------|-----|----|----|-------|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | NBR | ST | FC | SPEED | T | P | S | | |
| 30.20 | | 30.15 | | | | | | | | 1 | 1 | 9A | 24A | | 17S | CU | \$\$\$ | 24A | 9A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.23 | | 30.18 | | | | | | | | 1 | 2 | 9A | 24A | | 17S | CU | | 24A | 9A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.26 | | 30.21 | | | | | | | | 1 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 9A | 48A | 9A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.29 | | 30.24 | | | | | | | | 2 | 2 | | | | | | 9A | 48A | 9A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.32 | | 30.27 | INTRSECTN | B | | SOUTH FORK AVE | CT | SG | Y | 2 | 2 | | | | | | 9A | 48A | 10A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.49 | | 30.44 | INTRSECTN | B | | MT SI BLVD | CT | SG | Y | 2 | 2 | 9A | 24A | | 12S | CU | \$\$\$ | 27A | 8A | | 51 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.50 | | 30.45 | WYE CONN | R | | MT SI BLVD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.52 | | 30.47 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | 13A | 48A | 13A | | 48 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| 30.53 | | 30.48 | WYE CONN | L | | SR 90 ON RAMP | ST | | Y | 2 | 1 | | | | | | 13A | 36A | 25A | | 36 | 5 | 01 | 0875 | U2 | | 40 | R | P | * | | | |
| | | | WYE CONN | R | | SR 90 OFF RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.54 | | 30.49 | ON RAMP | L | | SR 90 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 90 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.58 | | 30.53 | UXING | B | | SR 90 WB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/081N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.60 | | 30.55 | END ST | I | | BENDIGO BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 90 EB | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 090/081S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1710 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 30.32 | | 30.27 | | .04 | 14 | .05 | 12 | .09 | 14 | .02 | 12 |
| 30.49 | | 30.44 | | .03 | 14 | | | .01 | 11 | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|------|-------------------------|------------|---|----|--------------------------|-------------|----|---|--------------|---|-----|-----|-----|-------|----|---------------------------|-----|-------|-----|-----|------|------|----|-------|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | LEGAL | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | T P S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 5 | 01 | | R2 | 35 | R | * | | |
| | | | BEG CTLSEC | | | SR 202/FALL CITY TO SR 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 1750 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDABOUT | B | | FALL CITY CARNATION RD | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.09B | 0.09 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 35 | R | * | | |
| 0.09 | 0.11 | | EQUATION | | | 000.11B=000.09 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NEAL RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.19 | | INTRSECTN | R | | SE 39TH PL | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.26 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 26A | \$\$C | | 26 | 5 | 01 | | R2 | 35 | R | * | | |
| | | | BRDG NUM | | | 203/002 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.32 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 20A | 5A | | 20 | 5 | 01 | | R2 | 35 | R | * | | |
| 0.37 | 0.39 | | | | | | | | | 1 | 1 | | | | | | 5A | 20A | 5A | | 20 | 5 | 01 | | R2 | 55 | R | * | | |
| 0.49 | 0.51 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/003 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.52 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 0.67 | 0.69 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/004 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.68 | 0.70 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 0.75 | 0.77 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/005 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.76 | 0.78 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 1.00 | 1.02 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.11 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/006 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.13 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 1.24 | 1.26 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/007 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.25 | 1.27 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 1.37 | 1.39 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/008 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.41 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 1.78 | 1.80 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$W | 33A | \$\$W | | 33 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/009 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.84 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 2.00 | 2.02 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.12 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | | |
| | | | BRDG NUM | | | 203/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.12 | 2.14 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | | |
| 2.33 | 2.35 | | INTRSECTN | L | | NEAL RD SE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.88 | 2.90 | | INTRSECTN | B | | SE 3RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 3.01 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.02 | | BEG BRIDGE | B | | CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 29A | \$\$C | | 29 | 5 | 01 | | R2 | 55 | R | * | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 3.00 | 3.02 | | | BRDG NUM 203/012 | | | | 1 | 1 | | | | | C | 29A | C | | 29 | 5 | 01 | | R2 | 55 | R | * | |
| 3.01 | 3.03 | END BRIDGE | B | CREEK | | | | 1 | 1 | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | |
| 3.63 | 3.65 | INTRSECTN | B | NE 8TH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 3.76 | 3.78 | BEG BRIDGE | B | GRIFFIN CREEK | ST | | | 1 | 1 | | | | | \$\$C | 36P | \$\$C | | 36 | 5 | 01 | | R2 | 55 | R | * | |
| | | | | BRDG NUM 203/014 | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | 3.80 | END BRIDGE | B | GRIFFIN CREEK | | | | 1 | 1 | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 55 | R | * | |
| 3.83 | 3.85 | INTRSECTN | R | NE 11TH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 3.96 | 3.98 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | |
| 4.14 | 4.16 | INTRSECTN | R | NE 16TH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.36 | 4.38 | INTRSECTN | R | 324TH WAY NE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.66 | 4.68 | INTRSECTN | R | NE 24TH ST | CO | | N | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.96 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | 5.12 | | | | | | | 1 | 1 | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | R2 | 30 | R | * | |
| 5.19 | 5.21 | MISC FEATR | R | SGN ENT CARNATION | | | | 1 | 1 | | | | | 5A | 21A | 5A | | 21 | 5 | 01 | | U2 | 30 | R | * | |
| 5.20B | 5.22 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 32ND ST | CO | | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE TOLT HILL RD | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.23 | EQUATION | | 005.21B=005.20 | | | | | | | | | | | | | | | | | | | | | | |
| 5.23 | 5.26 | ENTER CITY | | CARNATION | | | | 1 | 1 | | | | | \$\$W | 32P | \$\$W | | 32 | 5 | 01 | 0155 | U2 | 30 | R | P | * |
| | | BEG BRIDGE | B | TOLT RIVER | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 203/016 | | | | | | | | | | | | | | | | | | | | | | |
| 5.28 | 5.31 | END BRIDGE | B | TOLT RIVER | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 5 | 01 | 0155 | U2 | 30 | R | P | * |
| 5.29 | 5.32 | | | | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 3 | 02 | 0155 | U2 | 30 | R | P | * |
| 5.32 | 5.35 | END ST | I | FALL CITY CARNATION RD | | | | 1 | 1 | | | | | 4A | 23A | 3A | | 23 | 3 | 02 | 0155 | U2 | 30 | R | P | * |
| | | BEG ST | I | TOLT AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | JOHN MCDONALD PARK RD | CT | | N | | | | | | | | | | | | | | | | | | | |
| 5.54 | 5.57 | | | | | | | 1 | 1 | | | | | 4A | 31A | \$\$C | | 31 | 3 | 02 | 0155 | U2 | 30 | R | P | * |
| 5.71 | 5.74 | INTRSECTN | L | NE 40TH ST | CT | | Y | 1 | 1 | | | | | \$\$C | 40A | C | | 40 | 3 | 02 | 0155 | U2 | 30 | R | P | * |
| 5.72 | 5.75 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 5.73 | 5.76 | INTRSECTN | R | BLANCHE ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 5.74 | 5.77 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 5.84 | INTRSECTN | R | MYRTLE ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 5.89 | 5.92 | INTRSECTN | R | EUGENE ST | CT | | Y | 1 | 1 | | | | | C | 40A | C | | 40 | 3 | 02 | 0155 | U2 | 30 | R | B | * |
| 5.97 | 6.00 | INTRSECTN | B | ENTWISTLE ST | CT | SG | Y | 1 | 1 | | | | | C | 48A | C | | 48 | 3 | 02 | 0155 | U2 | 30 | R | B | * |
| 5.98 | 6.01 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | 6.06 | INTRSECTN | B | BIRD ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.10 | INTRSECTN | B | COMMERCIAL ST | CT | | Y | 1 | 1 | | | | | C | 40A | C | | 40 | 3 | 02 | 0155 | U2 | 30 | R | B | * |
| 6.13 | 6.16 | INTRSECTN | B | RUTHERFORD ST | CT | | Y | 1 | 1 | | | | | C | 42A | 10A | | 42 | 3 | 02 | 0155 | U2 | 30 | R | B | * |
| 6.19 | 6.22 | END ST | I | TOLT AVE | | | | 1 | 1 | | | | | 4A | 24A | 3A | | 24 | 3 | 02 | 0155 | U2 | 30 | R | P | * |
| | | BEG ST | I | CARNATION-DUVALL RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | MORRISON ST | CT | PC | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.19 | 6.22 | | | .03 | 12 | | | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 6.25 | 6.28 | | LEAVE CITY | | | CARNATION | | | | 1 | 1 | | | | | | 4A | 24A | 3A | | 24 | 3 | 02 | \$\$\$\$ | U2 | 30 | R | \$ | * | | |
| 6.37 | 6.40 | | MISC FEATR | L | | SGN ENT CARNATION | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.41 | 6.44 | | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 3A | | 24 | 3 | 02 | | U2 | 40 | R | | * | | |
| 6.49 | 6.52 | | | | | | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 3 | 02 | | U2 | 40 | R | | * | | |
| 6.52 | 6.55 | | INTRSECTN | B | | NE 55TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 6.73 | 6.76 | | | | | | | | | 1 | 1 | | | | | | 3A | 21A | 3A | | 21 | 3 | 02 | | U2 | 40 | R | | * | | |
| 6.75 | 6.78 | | INTRSECTN | B | | NE 60TH ST | CO | | N | 1 | 1 | | | | | | 3A | 21A | 3A | | 21 | 3 | 02 | | R2 | 40 | R | | * | | |
| 7.00 | 7.03 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CARNATION FARM RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.24 | | | | | | | | | 1 | 1 | | | | | | 3A | 21A | 3A | | 21 | 3 | 02 | | R2 | 50 | R | | * | | |
| 7.52 | 7.55 | | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 7.61 | 7.64 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 7.62 | 7.65 | | BEG BRIDGE | B | | DRAINAGE CHANNEL | ST | | | 1 | 1 | | | | | | \$\$W | 40P | \$\$W | | 40 | 3 | 02 | | R2 | 50 | R | | * | | |
| | | | | | | BRDG NUM 203/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.63 | 7.66 | | END BRIDGE | B | | DRAINAGE CHANNEL | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 7.67 | 7.70 | | INTRSECTN | R | | NE 77TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 7.82 | 7.85 | | | | | | | | | 1 | 1 | | | | | | 2A | 24A | 2A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 7.88 | 7.91 | | | | | | | | | 1 | 1 | | | | | | 1A | 24A | 1A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 8.01 | 8.04 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.12 | 8.15 | | BEG BRIDGE | B | | HARRIS CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 30A | \$\$C | | 30 | 3 | 02 | | R2 | 50 | R | | * | | |
| | | | | | | BRDG NUM 203/020 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.13 | 8.16 | | END BRIDGE | B | | HARRIS CREEK | | | | 1 | 1 | | | | | | 2A | 23A | 2A | | 23 | 3 | 02 | | R2 | 50 | R | | * | | |
| 8.21 | 8.24 | | INTRSECTN | R | | NE 88TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 8.27 | 8.30 | | | | | | | | | 1 | 1 | | | | | | 1A | 24A | 2A | | 24 | 3 | 02 | | R2 | 50 | R | | * | | |
| 8.66 | 8.69 | | | | | | | | | 1 | 1 | | | | | | 1A | 24A | 2A | | 24 | 3 | 02 | | R2 | 40 | R | | * | | |
| 8.68 | 8.71 | | | | | | | | | 1 | 1 | | | | | | 2A | 23A | 2A | | 23 | 3 | 02 | | R2 | 40 | R | | * | | |
| 8.79 | 8.82 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.81 | 8.84 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | LAKE JOY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.82 | 8.85 | | INTRSECTN | R | | LAKE JOY RD | CO | | Y | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 3 | 02 | | R2 | 40 | R | | * | | |
| 8.84 | 8.87 | | BEG BRIDGE | B | | DRAINAGE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 203/022.25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.85 | 8.88 | | END BRIDGE | B | | DRAINAGE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.92 | 8.95 | | ENT/EXIT | L | | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | | |
| 8.96 | 8.99 | | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 3 | 02 | | R2 | 50 | R | | * | | |
| 9.03B | 9.06 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.79 | 8.82 | .02 | 12 | | | | | | |
| 8.81 | 8.84 | .02 | 12 | .06 | 12 | | | | |
| 8.82 | 8.85 | | | .04 | 12 | | | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 9.03 | 9.07 | EQUATION | | 009.04B=009.03 | | | | 1 1 | | | | | 2A | 22A | 2A | | | | | 22 | 3 | 02 | | R2 | 50 | R | * | |
| | | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.63 | 9.67 | INTRSECTN | R | FAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.66 | 9.70 | BEG BRIDGE | B | DRAINAGE CHANNEL | ST | | | 1 1 | | | | | \$\$C | 36A | \$\$C | | | | | 36 | 3 | 02 | | R2 | 50 | R | * | |
| | | BRDG NUM 203/024 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.67 | 9.71 | END BRIDGE | B | DRAINAGE CHANNEL | | | | 1 1 | | | | | 2A | 22A | 2A | | | | | 22 | 3 | 02 | | R2 | 50 | R | * | |
| 9.70 | 9.74 | ENT/EXIT | L | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 9.85 | 9.89 | INTRSECTN | R | 296TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.04 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.14 | 10.18 | BEG BRIDGE | B | WEISS CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 203/025C | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.15 | 10.19 | END BRIDGE | B | WEISS CREEK | | | | 1 1 | | | | | 2A | 23A | 2A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 10.80 | 10.84 | BEG BRIDGE | B | DRAINAGE CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 203/025.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.81 | 10.85 | END BRIDGE | B | DRAINAGE CREEK | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.04 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.60 | 11.64 | | | | | | | 1 1 | | | | | 2A | 23A | 1A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.00 | 12.04 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.03B | 12.07 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 268TH AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 12.03 | 12.08 | EQUATION | | 012.04B=012.03 | | | | 1 1 | | | | | 4A | 23A | 1A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.09 | 12.14 | | | | | | | 1 1 | | | | | 1A | 23A | 2A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.28 | 12.33 | BEG BRIDGE | B | DRAINAGE RELIEF | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 203/025.55 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.29 | 12.34 | END BRIDGE | B | DRAINAGE RELIEF | | | | | | | | | 2A | 23A | 2A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.34 | 12.39 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | | 24 | 3 | 02 | | R2 | 50 | R | * | |
| 12.52 | 12.57 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | | 24 | 3 | 02 | | R2 | 50 | R | * | |
| 12.56 | 12.61 | | | | | | | 1 2 | | | | | 4A | 36A | 4A | | | | | 36 | 3 | 02 | | R2 | 50 | R | * | |
| 12.57 | 12.62 | | | | | | | 2 2 | | | | | \$\$C | 48A | \$\$C | | | | | 48 | 3 | 02 | | R2 | 50 | R | * | |
| 12.62 | 12.67 | ROUNDAABOUT | B | NE 124TH ST | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | |
| 12.68 | 12.73 | | | | | | | 1 1 | | | | | 4A | 24A | 4A | | | | | 24 | 3 | 02 | | R2 | 50 | R | * | |
| 12.77 | 12.82 | BEG BRIDGE | B | DEER CREEK | ST | | | 1 1 | | | | | \$\$C | 36A | \$\$C | | | | | 36 | 3 | 02 | | R2 | 50 | R | * | |
| | | BRDG NUM 203/026 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.78 | 12.83 | END BRIDGE | B | DEER CREEK | | | | 1 1 | | | | | 4A | 23A | 4A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.95 | 13.00 | | | | | | | 1 1 | | | | | 3A | 23A | 4A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 12.99 | 13.04 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.18 | 13.23 | | | | | | | 1 1 | | | | | 3A | 23A | 3A | | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.63 | 9.67 | | | .03 | 11 | | | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|--------|-------|---|------|---------------------|-----|---------|---|-----|-------------|-----|-----|-------------|-------|-----|----------|---------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S |
| 13.33 | 13.38 | | | | | | | 1 | 1 | | | | 3A | 23A | 3A | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 13.50 | 13.55 | | | | | | | 1 | 1 | | | | 4A | 23A | 4A | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 13.55 | 13.60 | | | | | | | 1 | 1 | | | | 5A | 23A | 6A | | | | 23 | 3 | 02 | | R2 | 50 | R | * | |
| 13.58 | 13.63 | INTRSECTN | L | NE 138TH ST | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 13.59 | 13.64 | | | | | | | 1 | 1 | | | | 5A | 23A | 6A | | | | 23 | 3 | 02 | | U2 | 50 | R | * | |
| 13.64 | 13.69 | | | | | | | 1 | 1 | | | | 2A | 23A | 3A | | | | 23 | 3 | 02 | | U2 | 50 | R | * | |
| 13.66 | 13.71 | | | | | | | 1 | 1 | | | | 2A | 23A | 3A | | | | 23 | 3 | 02 | | U2 | 40 | R | * | |
| 13.69 | 13.74 | | | | | | | 1 | 1 | | | | 2A | 23A | 2A | | | | 23 | 3 | 02 | | U2 | 40 | R | * | |
| 13.76 | 13.81 | MISC FEATR | R | SGN ENT DUVALL | | | | | | | | | | | | | | | | | | | | | | | |
| 13.80 | 13.85 | ENTER CITY | | DUVALL | | | | 1 | 1 | | | | 4A | 24A | \$\$C | | | | 24 | 3 | 02 | 0335 | U2 | 40 | R | P | * |
| 13.86 | 13.91 | EXIT TO | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.87 | 13.92 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.95 | 14.00 | WYE CONN | R | NE BIG ROCK RD | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.96 | 14.01 | INTRSECTN | B | NE BIG ROCK RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.05 | MP MARKER | R | 14 | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | 22 | 3 | 02 | 0335 | U2 | 40 | R | P | * |
| 14.09 | 14.14 | INTRSECTN | R | NE 143RD PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.16 | 14.21 | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | 22 | 3 | 02 | 0335 | U2 | 30 | R | P | * |
| 14.26B | 14.31 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | |
| 14.26 | 14.33 | EQUATION | | 014.28B=014.26 | | | | 1 | 1 | | | | 4A | 30A | \$\$C | 12 | | | 42 | 3 | 02 | 0335 | U2 | 30 | R | R | * |
| | | BEG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 145TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.34 | 14.41 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | 4A | 42A | C \$\$\$ | | | | 42 | 3 | 02 | 0335 | U2 | 30 | R | R | * |
| 14.39 | 14.46 | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | 22 | 3 | 02 | 0335 | U2 | 30 | R | R | * |
| 14.45 | 14.52 | END ST | I | CARNATION-DUVALL RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | KENNEDY DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.53 | 14.60 | BEG BRIDGE | B | COE-CLEMONS CREEK | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 203/027C | | | | | | | | | | | | | | | | | | | | | | | |
| 14.54 | 14.61 | END BRIDGE | B | COE-CLEMONS CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| 14.62 | 14.69 | | | | | | | 1 | 1 | | | | \$\$C | 44A | \$\$C | | | | 44 | 3 | 02 | 0335 | U2 | 30 | R | R | * |
| 14.63 | 14.70 | INTRSECTN | R | VALLEY ST | CT | | Y | 1 | 1 | | | | C | 44A | C | | | | 44 | 3 | 02 | 0335 | U2 | 30 | R | B | * |
| 14.72 | 14.79 | | | | | | | 1 | 1 | | | | C | 44A | C | | | | 44 | 3 | 02 | 0335 | U2 | 30 | R | P | * |
| 14.74 | 14.81 | BEG SU LN | L | BICYCLE | 04A | | | 1 | 1 | | | | C | 36A | C | 8 | | | 44 | 3 | 02 | 0335 | U2 | 30 | R | P | * |
| | | BEG SU LN | R | BICYCLE | 04A | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 13.86 | 13.91 | | .05 | 12 | | | | | |
| 13.87 | 13.92 | | | | .03 | 12 | | | |
| 13.95 | 14.00 | | .06 | 12 | | | | | |
| 13.96 | 14.01 | .02 | 12 | | .04 | 12 | | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | |
| 14.74 | 14.81 | | INTRSECTN | R | | NE RING ST | CT | Y | 1 | 1 | | | | | | | C | 36A | C | 8 | 44 | 3 | 02 | 0335 | U2 | 30 | R | P | * | |
| 14.78 | 14.85 | | INTRSECTN | B | | NE STEPHENS ST | CT | SG | Y | 1 | 1 | | | | | | C | 48A | C | 8 | 56 | 3 | 02 | 0335 | U2 | 30 | R | B | * | |
| 14.81 | 14.88 | | | | | | | | 1 | 1 | | C | 21A | | 6S | CU | \$ | 21A | C | 8 | 50 | 3 | 02 | 0335 | U2 | 30 | R | B | * | |
| 14.83 | 14.90 | | INTRSECTN | B | | STELLA ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.88 | 14.95 | | INTRSECTN | B | | CHERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.94 | 15.01 | | INTRSECTN | R | | STEWART ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 14.95 | 15.02 | | | | | | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$ | C | 44A | C | 8 | 52 | 3 | 02 | 0335 | U2 | 30 | R | L | * | |
| 14.99 | 15.06 | | MP MARKER | R | | 15 | | | | 1 | 1 | | | | | | C | 44A | C | 8 | 52 | 3 | 02 | 0335 | U2 | 30 | R | B | * | |
| | | | INTRSECTN | L | | WOODINVILLE-DUVALL RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 15.07 | | END ST | I | | MAIN ST | | | | 1 | 1 | | | | | | C | 44A | C | 8 | 52 | 3 | 02 | 0335 | U2 | 30 | R | B | \$ | |
| | | | INTRSECTN | R | | VIRGINIA ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 15.02 | 15.09 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 32A | C | 20 | 52 | 3 | 02 | 0335 | U2 | 30 | R | B | | |
| 15.05 | 15.12 | | END SU LN | L | | BICYCLE | | | | 04A | | | | | | | 4A | 22A | 4A | \$\$\$ | 22 | 3 | 02 | 0335 | U2 | 30 | R | P | | |
| | | | END SU LN | R | | BICYCLE | | | | 04A | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | | | | | | | | | | | | | | |
| 15.09 | 15.16 | | MISC FEATR | L | | SGN ENT DUVALL | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.11 | 15.18 | | INTRSECTN | R | | NE CHERRY VALLEY RD | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 15.20 | 15.27 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | 0335 | U2 | 55 | R | P | | |
| 15.24 | 15.31 | | ENT/EXIT | L | | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 15.30 | 15.37 | | LEAVE CITY | | | DUVALL | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | \$\$\$\$ | U2 | 55 | R | \$ | | |
| 15.57 | 15.64 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R2 | 55 | R | | | |
| 15.68 | 15.75 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36A | \$\$C | | 36 | 3 | 02 | | R2 | 55 | R | | | |
| | | | | | | BRDG NUM 203/028 | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.69 | 15.76 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R2 | 55 | R | | | |
| 16.00 | 16.07 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.10 | 16.17 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 36P | \$\$C | | 36 | 3 | 02 | | R2 | 55 | R | | | |
| | | | | | | BRDG NUM 203/029 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.11 | 16.18 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R2 | 55 | R | | | |
| 16.30 | 16.37 | | BEG BRIDGE | B | | SLOUGH | ST | | | 1 | 1 | | | | | | \$\$W | 32A | \$\$W | | 32 | 3 | 02 | | R2 | 55 | R | | | |
| | | | | | | BRDG NUM 203/030 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.31 | 16.38 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 02 | | R2 | 55 | R | | | |
| 16.50B | 16.57 | | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.50 | 16.58 | | EQUATION | | | 016.51B=016.50 | | | | 1 | 1 | | | | | | \$\$C | 36B | \$\$C | | 36 | 3 | 02 | | R2 | 55 | R | | | |
| | | | BEG BRIDGE | B | | SLOUGH | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 203/031 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.51 | 16.59 | | END BRIDGE | B | | SLOUGH | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 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 |
| 14.78 | 14.85 | | | .03 | 12 | | .02 | 12 | | | |
| 14.99 | 15.06 | | | .02 | 12 | | | | .02 | 12 | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------|---|------|--|----|---------|---|-----|-------------|-----|-----|-------------|----|-------|---------|-------|--------------------------|-----|----|----|------|----|-------|----|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/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 | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 17.99 | 18.07 | ENTER CO BEG CTLSEC MP MARKER MISC FEATR MISC FEATR | | SNOHOMISH CONTROL SECTION 3136 18 SGN ENT KING COUNTY SGN ENT SNOHOMISH COUNTY | | | | 1 1 | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R2 | 55 | L | | | | |
| 18.29 | 18.37 | | | | | | | 1 1 | | | | | | 6A | 23A | 9A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 18.53 | 18.61 | INTRSECTN | R | CHERRY VALLEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 19.08 | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.10 | 19.18 | | | | | | | 1 1 | | | | | | 7A | 23A | 8A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 19.42 | 19.50 | BEG BRIDGE | B | DRAINAGE RELIEF BRDG NUM 203/101.55 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.43 | 19.51 | END BRIDGE | B | DRAINAGE RELIEF | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.50 | 19.58 | BEG BRIDGE | B | DRAINAGE CREEK BRDG NUM 203/101.75 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.51 | 19.59 | END BRIDGE | B | DRAINAGE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.63 | 19.71 | | | | | | | 1 1 | | | | | | 7A | 23A | 7A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 19.88 | 19.96 | | | | | | | 1 1 | | | | | | 6A | 23A | 8A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 19.97 | 20.05 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.11 | 20.19 | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R2 | 55 | L | | | | |
| 20.74 | 20.82 | INTRSECTN | R | HIGH ROCK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 203RD ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.76 | 20.84 | WYE CONN | L | 203RD ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.88B | 20.96 | BEG EQ BEG BRIDGE | B | BEGIN BACK OVERFLOW SLOUGH BRDG NUM 203/103 | ST | | | 1 1 | | | | | | \$\$C | 36A | \$\$C | | | 36 | 3 | 02 | | R2 | 55 | L | | | | |
| 20.88 | 20.97 | EQUATION | | 020.89B=020.88 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.90 | 20.99 | END BRIDGE | B | OVERFLOW SLOUGH | | | | 1 1 | | | | | | 6A | 23A | 8A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 21.00 | 21.09 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.46 | 21.55 | | | | | | | 1 1 | | | | | | 6A | 23A | 7A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 21.99 | 22.08 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.05 | 22.14 | BEG BRIDGE | B | DRAINAGE OVERFLOW BRDG NUM 203/104 | ST | | | 1 1 | | | | | | \$\$C | 26P | \$\$C | | | 26 | 3 | 02 | | R2 | 55 | L | | | | |
| 22.07 | 22.16 | END BRIDGE | B | DRAINAGE OVERFLOW | | | | 1 1 | | | | | | 6A | 23A | 7A | | | 23 | 3 | 02 | | R2 | 55 | L | | | | |
| 22.22 | 22.31 | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | | 22 | 3 | 02 | | R2 | 55 | L | | | | |
| 22.32 | 22.41 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 1 | | | | | | 8A | 22A | 8A | 12 | | 34 | 3 | 02 | | R2 | 55 | L | | | | |
| 22.36 | 22.45 | INTRSECTN | R | N HIGH ROCK RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 22.38 | 22.47 | INTRSECTN | L | TUALCO 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 |
| 20.76 | 20.84 | | | | | | | .01 | 12 |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | |
| 22.39 | | 22.48 | | | | | | | | | | | | | | | 8A | 22A | 8A | 12 | 34 | 3 | 02 | | R2 | 55 | L | | | | | |
| 22.43 | | 22.52 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 3 | 02 | | R2 | 55 | L | | | | | |
| 22.53 | | 22.62 | | | | | | | | | | | | | | | 6A | 22A | 7A | | 22 | 3 | 02 | | R2 | 55 | L | | | | | |
| 22.95 | | 23.04 | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 3 | 02 | | R2 | 35 | L | | | | | |
| 23.00 | | 23.09 | MP MARKER | R | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.01 | | 23.10 | INTRSECTN | R | | BEN HOWARD RD | CO | | N | 1 | 1 | | | | | | 8B | 21A | 8B | | 21 | 3 | 02 | | R2 | 35 | L | | | | | |
| 23.04 | | 23.13 | BEG BRIDGE | B | | HASKELL SLOUGH | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 3 | 02 | | R2 | 35 | L | | | | | |
| | | | | | | BRDG NUM 203/105 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.09 | | 23.18 | END BRIDGE | B | | HASKELL SLOUGH | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 02 | | R2 | 35 | L | | | | | |
| 23.15 | | 23.24 | INTRSECTN | R | | 168TH ST SE | CO | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 23.19 | | 23.28 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 02 | | U1 | 35 | L | | | | | |
| 23.20 | | 23.29 | BEG BRIDGE | B | | SKYKOMISH RIVER | ST | | | 1 | 1 | | | | | | \$\$C | 28P | \$\$C | | 28 | 3 | 02 | | U1 | 35 | L | | | | | |
| | | | | | | BRDG NUM 203/106 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.24 | | 23.33 | ENTER CITY | | | MONROE | | | | 1 | 1 | | | | | | C | 28P | C | | 28 | 3 | 02 | 0790 | U1 | 35 | L | P | | | | |
| 23.31 | | 23.40 | END BRIDGE | B | | SKYKOMISH RIVER | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 02 | 0790 | U1 | 35 | L | P | | | | |
| 23.32 | | 23.41 | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 02 | 0790 | U1 | 25 | L | P | | | | |
| 23.33 | | 23.42 | MISC FEATR | R | | SGN ENT MONROE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.42 | | 23.51 | BEG ST | I | | LEWIS ST | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 3 | 02 | 0790 | U1 | 25 | L | B | * | | | |
| | | | INTRSECTN | L | | SUMAC DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.44 | | 23.53 | | | | | | | | 1 | 1 | | | | | | \$\$C | 52A | 8A | | 52 | 3 | 02 | 0790 | U1 | 25 | L | B | * | | | |
| 23.48 | | 23.57 | | | | | | | | 1 | 1 | C | 22A | | 12S | CU | \$ | 22A | \$\$C | | 44 | 3 | 02 | 0790 | U1 | 25 | L | B | * | | | |
| 23.52 | | 23.61 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.56 | | 23.65 | INTRSECTN | L | | POWELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.62 | | 23.71 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.68 | | 23.77 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.72 | | 23.81 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.77 | | 23.86 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | \$ | \$\$\$ | | \$\$\$\$ | \$\$ | C | 44A | C | 12 | 56 | 3 | 02 | 0790 | U1 | 25 | L | B | * | | | |
| | | | INTRSECTN | L | | W MCDOUGALL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E MCDOUGALL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.86 | | 23.95 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 56A | C | \$\$\$ | 56 | 3 | 02 | 0790 | U1 | 25 | L | B | * | | | |
| | | | INTRSECTN | L | | W FREMONT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E FREMONT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 23.92 | | 24.01 | INTRSECTN | B | | MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 24.00 | | 24.09 | MP MARKER | B | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W HILL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E HILL 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 |
| 23.92 | | 24.01 | | .03 | 12 | | | .03 | 12 | | |
| 24.00 | | 24.09 | | .02 | 12 | | | .02 | 12 | | |

SR 203 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 24.02 | | 24.11 | | | | | | | | | | | | | | | C | 46A | C | | | 46 | 3 | 02 | 0790 | U1 | | 25 | L | P | * | |
| 24.03 | | 24.12 | | | | | | | | | | | | | | | C | 60A | C | | | 60 | 3 | 02 | 0790 | U1 | | 25 | L | P | * | |
| 24.04 | | 24.13 | RR XING | B | | NUM 84563J GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.05 | | 24.14 | RR XING | B | | NUM 84564R GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.06 | | 24.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.08 | | 24.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.10 | | 24.19 | INTRSECTN | R | | E STRETCH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 24.11 | | 24.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.16 | | 24.25 | WYE CONN | L | | SR 2 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 24.17 | | 24.26 | END ST | I | | LEWIS ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 2 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3136 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 24.17 | | 24.26 | | .06 | 24 | | | | | | |

SR 204 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 3 | 01 | | U1 | | 55 | R | | | |
| | | | BEG EQ | | | SR 2 TO SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | CONTROL SECTION 3137 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/007N | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01B | 0.01 | | UXING | B | | SR 2 E BND TO HEWITT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/008E-E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02B | 0.02 | | UXING | B | | SR 2 EBN TO SR 204 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/007E-E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.03 | | EQUATION | | | 000.03B=000.00 | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 3 | 01 | | U1 | | 55 | R | | | |
| | | | INTRSECTN | B | | HEWITT AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.05 | | UXING | B | | HEWITT AVE RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 002/007W-W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.13 | | MISC FEATR | L | | GORE (SR 2 S200221) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.19 | | OFF RAMP | L | | SR 2 WB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P100209) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.23 | | BEG SU LN | R | | CLIMBING | | | | 1 | 1 | | | | | | 8A | 22A | 8A | 12 | | 34 | 3 | 01 | | U1 | | 55 | R | | | |
| | | | ON RAMP | R | | SR 2 EB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.29 | | | | | | | | | 1 | 1 | | | | | | 8A | 22A | 10A | 12 | | 34 | 3 | 01 | | U1 | | 55 | R | | | |
| 0.34 | 0.37 | | INTRSECTN | L | | SUNNYSIDE BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.54 | | ENTER CITY | | | LAKE STEVENS | | | | 1 | 1 | | | | | | 8A | 22A | 10A | 12 | | 34 | 3 | 01 | 0664 | U1 | | 55 | R | P | | |
| | | | EXIT TO | R | | 71ST AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.53 | 0.56 | | ENT FROM | R | | 71ST AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.73 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.71 | 0.74 | | EXIT TO | R | | 10TH ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.75 | | INTRSECTN | L | | 10TH ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.73 | 0.76 | | ENT FROM | R | | 10TH ST SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.09 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.44 | 1.47 | | INTRSECTN | L | | 81ST AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.45 | 1.48 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.87 | | | | | | | | | 2 | 1 | | | | | | 8A | 36A | 10A | 12 | | 48 | 3 | 01 | 0664 | U1 | | 55 | R | P | | |
| 1.85 | 1.88 | | | | | | | | | 2 | 1 | | | | | | 8A | 36A | 10A | 12 | | 48 | 3 | 01 | 0664 | U1 | | 35 | R | P | | |
| 1.99 | 2.02 | | INTRSECTN | R | | MARKET PL | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 0.34 | 0.37 | | | .03 | 12 | | | | | .02 | 12 |
| 0.72 | 0.75 | | | | | | | | | .04 | 12 |
| 1.44 | 1.47 | | | .03 | 12 | | | | | | |

SR 204 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| 1.99 | 2.02 | | INTRSECTN | L | | LUNDEEN PKWY | CT | SG | Y | 2 | 1 | | | | | | 8A | 36A | 10A | 12 | 48 | 3 | 01 | 0664 | U1 | 35 | R | P | | |
| 2.00 | 2.03 | | | | | | | | | | | | | | | | 30A | 36A | 10A | 12 | 48 | 3 | 01 | 0664 | U1 | 35 | R | P | | |
| 2.03 | 2.06 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.18 | 2.21 | | | | | | | | | | | | | | | | 9A | 48A | 12A | 12 | 60 | 3 | 01 | 0664 | U1 | 35 | R | P | | |
| 2.25 | 2.28 | | END SU LN | R | | CLIMBING | | | | | | | | | | 12A | 9A | 36A | 10A | \$\$\$ | 36 | 3 | 01 | 0664 | U1 | 35 | R | P | | |
| | | | INTRSECTN | B | | 91ST AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.36 | | WYE CONN | L | | SR 9 | ST | | Y | 1 | 2 | | | | | | 9A | 48A | 10A | | 48 | 3 | 01 | 0664 | U1 | 35 | R | P | | |
| 2.35 | 2.38 | | INTRSECTN | B | | SR 9 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3137 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.99 | 2.02 | .06 | 24 | .04 | 13 | | | | |
| 2.25 | 2.28 | .07 | 12 | .03 | 12 | | | | |
| 2.35 | 2.38 | .10 | 24 | | | | | | |

SR 405 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|-------------------|-------------|----|-----|--------------|---|-------|-----|-------|------|------|--------------------------|-----|-------|-------|-------|-----|-----|-----|----------|------|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR | | LFT | RHT | | LFT | | RHT | USE | TOT | MTCE | | CITY | ST | LEGAL | | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 6.89 | | 6.86 | | | | | | | | 2 | 2 | 8A | 24A | | 16A | JE | | | 24A | 8A | 24 | 72 | 4 | 03 | 1070 | U5 | | 60 | R | P | |
| 6.95 | | 6.92 | ON RAMP | L | | NE 44TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 6.97 | MP MARKER | B | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | | 6.99 | ON RAMP | R | | NE 30TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.17 | | 7.14 | BEG BRIDGE | I | | MAY CREEK | ST | | | 2 | 2 | \$\$W | 48A | | 16A | JE | | | 33A | \$\$W | 24 | 105 | 4 | 03 | 1070 | U5 | | 60 | R | P | |
| | | | BEG BRIDGE | D | | BRDG NUM 405/025E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | MAY CREEK | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | BRDG NUM 405/025W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | | 7.17 | END BRIDGE | I | | MAY CREEK | | | | 2 | 2 | 8A | 24A | | 16A | JE | | | 24A | 8A | 24 | 72 | 4 | 03 | 1070 | U5 | | 60 | R | P | |
| | | | END BRIDGE | D | | MAY CREEK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | NE 44TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.31 | | 7.28 | MISC FEATR | R | | GORE (P100720) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.40 | | 7.37 | MISC FEATR | L | | GORE (S100695) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.41 | MISC FEATR | R | | GORE (Q500768) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.47 | | 7.44 | UXING | B | | NE 44TH ST | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | BRDG NUM 405/026 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.60 | | 7.57 | MISC FEATR | L | | GORE (R100769) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.68 | | 7.65 | ON RAMP | R | | NE 44TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.69 | | 7.66 | OFF RAMP | L | | NE 44TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | | 7.96 | LEAVE CITY | | | RENTON | | | | 2 | 2 | 8A | 24A | | 16A | JE | | | 24A | 8A | 24 | 72 | 4 | 03 | \$\$\$\$ | U5 | | 60 | R | \$ | |
| 8.00 | | 7.97 | MP MARKER | B | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.04 | | 8.01 | MISC FEATR | L | | SGN ENT RENTON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.40 | | 8.37 | MISC FEATR | R | | SGN ENT BELLEVUE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.44 | | 8.41 | ENTER CITY | | | BELLEVUE | | | | 2 | 2 | 8A | 24A | | 16A | JE | | | 24A | 8A | 24 | 72 | 4 | 03 | 0075 | U5 | | 60 | R | P | |
| 8.94 | | 8.91 | ON RAMP | L | | 112TH AVE SE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.98 | | 8.95 | OFF RAMP | R | | 112TH AVE SE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | | 8.96 | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | | 9.10 | MISC FEATR | R | | GORE(P100898) | | | | 2 | 2 | 8A | 24A | 4A | 16S | JE | | | 4A | 24A | 8A | 24 | 72 | 4 | 03 | 0075 | U5 | | 60 | R | P |
| 9.19 | | 9.16 | MISC FEATR | L | | GORE (S100894) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.26 | | 9.23 | TRAF RCDR | B | | D1 0 | | | | 2 | 2 | 8A | 24A | 4A | 32S | JE | | | 4A | 24A | 8A | 24 | 72 | 4 | 03 | 0075 | U5 | | 60 | R | P |
| | | | UXING | B | | 112TH AVE SE | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | BRDG NUM 405/028 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | | 9.33 | MISC FEATR | L | | GORE (R100946) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.39 | | 9.36 | MISC FEATR | R | | GORE (Q100959) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.46 | | 9.43 | OFF RAMP | L | | 112TH AVE SE | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.59 | | 9.56 | ON RAMP | R | | 112TH AVE SE | ST | | Y | 2 | 3 | 8A | 24A | 4A | 32S | JE | | | 4A | 36A | 8A | 24 | 84 | 4 | 03 | 0075 | U5 | | 60 | R | P |
| 9.75 | | 9.72 | | | | | | | | 2 | 3 | 8A | 24A | 4A | 32S | JE | | | 4A | 36A | 8A | 24 | 84 | 5 | 01 | 0075 | U5 | | 60 | R | P |
| 9.90 | | 9.87 | ON RAMP | L | | COAL CREEK PKWY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | | 9.93 | OFF RAMP | R | | COAL CREEK PKWY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 9.97 | MP MARKER | B | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.08 | | 10.05 | MISC FEATR | R | | GORE (P100996) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.11 | | 10.08 | MISC FEATR | L | | GORE (S100990) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.18 | | 10.15 | BEG BRIDGE | I | | COAL CREEK PKWY | ST | | | 2 | 3 | \$\$W | 48A | \$\$W | 32O | \$\$ | | | \$\$W | 44A | \$\$W | 24 | 116 | 5 | 01 | 0075 | U5 | | 60 | R | P |

SR 405 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | A SE | CITY | ST | SPEED | T | P | S | | |
| 10.18 | 10.15 | BEG BRIDGE | D | BRDG NUM 405/030E COAL CREEK PKWY | | | 2 | 3 | W 48A | W | 320 | | | | W 44A | W | 24 | 116 | 5 | 01 | 0075 | U5 | 60 | R | P |
| | | | | BRDG NUM 405/030W | | | | | | | | | | | | | | | | | | | | | |
| 10.22 | 10.19 | END BRIDGE | I | COAL CREEK PKWY | | | 2 | 3 | 8A 24A | 4A | 38S | JE | 4A | 36A | 8A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| | | END BRIDGE | D | COAL CREEK PKWY | | | | | | | | | | | | | | | | | | | | | |
| 10.25 | 10.22 | | | | | | 2 | 3 | 8A 24A | 10A | 38S | JE | 4A | 36A | 8A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.28 | 10.25 | | | | | | 2 | 3 | 8A 24A | 10A | 38S | GR | 4A | 36A | 8A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.29 | 10.26 | MISC FEATR | R | GORE (Q101035) | | | | | | | | | | | | | | | | | | | | | |
| 10.30 | 10.27 | | | | | | 2 | 3 | 8A 24A | 10A | 38S | GR | 10A | 36A | 8A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.32 | 10.29 | | | | | | 2 | 3 | 8A 24A | 10A | 38S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.35 | 10.32 | BEG SU LN ON RAMP | R R | WEAVING/SPEED CHANGE 12A COAL CREEK PKWY | | ST | 2 | 3 | 8A 24A | 10A | 38S | GR | 10A | 36A | 10A | 36 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.42 | 10.39 | | | | | | 2 | 3 | 10A 24A | 10A | 38S | GR | 10A | 36A | 10A | 36 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.47 | 10.44 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12P | | | 2 | 3 | 10A 24P | 10A | 38S | GR | 10A | 36A | 10A | 36 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.48 | 10.45 | MISC FEATR | L | GORE (R101056) | | | | | | | | | | | | | | | | | | | | | |
| 10.50 | 10.47 | | | | | | 2 | 3 | 10A 24P | 4A | 38S | GR | 10A | 36A | 10A | 36 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.56 | 10.53 | BEG SU LN OFF RAMP | L L | WEAVING/SPEED CHANGE 24A COAL CREEK PKWY | | ST | 2 | 3 | 10A 24P | 4A | 38S | GR | 10A | 36A | 10A | 60 | 120 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.62 | 10.59 | END SU LN OFF RAMP | R R | WEAVING/SPEED CHANGE 12A SR 90 | | ST | 2 | 3 | 10A 24P | 4A | 38S | GR | 10A | 36A | 10A | 48 | 108 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.76 | 10.73 | END SU LN ON RAMP | L L | WEAVING/SPEED CHANGE 24A SR 90 | | ST | 2 | 3 | 10A 24P | 4A | 38S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.83 | 10.80 | MISC FEATR | L | GORE (SR 90 P100926) | | | 2 | 3 | 10P 24P | 4A | 38S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.87 | 10.84 | MISC FEATR | R | GORE (SR 90 Q101015) | | | 2 | 3 | 10P 24P | 4A | 38S | GR | 10A | 36A | 2P | 24 | 84 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.89 | 10.86 | | | | | | 2 | 2 | 10P 24P | 4A | 38S | GR | 10A | 24A | 2P | 24 | 72 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.91 | 10.88 | | | | | | 2 | 2 | 10P 24P | 4A | 38S | GR | 10A | 24P | 2P | 24 | 72 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 10.93 | 10.90 | END SU LN OFF RAMP | RC RC | HIGH OCCUPANCY VEHICL12A HOV SEPARATED (HI01093) | | ST | 2 | 2 | 10P 24P | 4A | 38S | GR | 10A | 24P | 2P | 12 | 60 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.00 | 10.97 | MP MARKER | B | 11 | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | 11.01 | BEG BRIDGE | D | SR 90 BRDG NUM 405/035W | | ST | 2 | 2 | \$\$W 44P | \$\$W | 38S | GR | 10A | 24P | 2P | 12 | 80 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.05 | 11.02 | BEG BRIDGE | I | SR 90 BRDG NUM 405/035E | | ST | 2 | 2 | W 44P | W | 480 | \$\$ | \$\$W 44A | \$\$W | | 12 | 100 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.16 | 11.13 | END BRIDGE | I | SR 90 | | | 2 | 2 | W 44P | W | 48S | GR | 4P | 24P | 10P | 12 | 80 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.18 | 11.15 | | | | | | 2 | 2 | 10W 44P | 4W | 48S | GR | 4P | 24P | 10P | 12 | 80 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.21 | 11.18 | END BRIDGE | D | SR 90 | | | 2 | 2 | 10P 24P | 4A | 48S | GR | 4P | 24P | 10P | 12 | 60 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.30 | 11.27 | MISC FEATR | R | GORE (SR 90 P200926) | | | | | | | | | | | | | | | | | | | | | |
| 11.31 | 11.28 | BEG SU LN ON RAMP | RC RC | HIGH OCCUPANCY VEHICL12P HOV SEPARATED (HI01093) | | ST | 2 | 2 | 10P 24P | 4A | 48S | GR | 4P | 24P | 10P | 24 | 72 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.33 | 11.30 | | | | | | 2 | 2 | 10P 24P | \$\$\$ | 22P | JE | \$\$\$ | 24P | 10P | 24 | 72 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.42 | 11.39 | MISC FEATR | L | GORE (SR 90 S100926) | | | 2 | 2 | 10A 24P | | 22P | JE | | 24P | 10P | 24 | 72 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.45 | 11.42 | ON RAMP | R | SR 90 | | ST | 2 | 4 | 10A 24P | | 22P | JE | | 48P | 10P | 24 | 96 | 5 | 01 | 0075 | U5 | 60 | R | P | |
| 11.69 | 11.66 | BEG SU LN | L | HIGH OCCUPANCY VEHICL12P | | | 4 | 4 | 10A 48P | | 22P | JE | | 48P | 10P | 36 | 132 | 5 | 01 | 0075 | U5 | 60 | R | P | |

SR 405 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | SPEED | T | P | S | | | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 14.66 | 14.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.68 | 14.67 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24P | | | | 3 3 | 10A | 36A | 6A | 16S | JE | 8P | 36P | 10P | | | 48 | 120 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | BEG BRIDGE I | | N-W RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/045E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D | | N-W RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/045W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.73 | 14.72 | END BRIDGE I | | N-W RAMP | | | | 3 3 | 10A | 36A | 6A | 40S | JE | 8P | 36P | 10P | | | 48 | 120 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | END BRIDGE D | | N-W RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | L | SR 520 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.76 | 14.75 | UXING | B | E-N RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 520/018E-N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.83 | 14.82 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24P | | | | 3 3 | \$W | 50P | \$W | 400 | \$ | \$ | \$W | 56P | \$W | | | 48 | 154 | 5 | 01 | 0075 | U5 | | 60 | R | P | | |
| | | BEG BRIDGE I | | SR 520 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/046E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | NBCD LANE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D | | SR 520 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/046W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.87 | 14.86 | END BRIDGE I | | SR 520 | | | | 3 3 | 10A | 36A | 6A | 40S | JE | 8P | 36P | 10P | | | 48 | 120 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | END BRIDGE D | | SR 520 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.90 | 14.89 | MISC FEATR | L | GORE (S501473) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.92 | 14.91 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24P | | | | 3 3 | \$W | 50P | \$W | 400 | \$ | \$ | \$W | 68P | \$W | | | 48 | 166 | 5 | 01 | 0075 | U5 | | 60 | R | P | | |
| | | BEG BRIDGE I | | NORTHUP WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/047E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D | | NORTHUP WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/047W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.95 | 14.94 | END BRIDGE I | | NORTHUP WAY | | | | 3 3 | 10A | 36A | 6A | 40S | JE | 8P | 36P | 10P | | | 48 | 120 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | END BRIDGE D | | NORTHUP WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.99 | 14.98 | MP MARKER | B | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 14.99 | BEG BRIDGE I | | NP RR | | | | 3 3 | 10A | 36A | 6A | 40S | JE | \$W | 54P | \$W | | | 48 | 138 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | | | BRDG NUM 405/048E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RR XING | I | NUM 91772J STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.01 | 15.00 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24P | | | | 3 3 | \$W | 50P | \$W | 400 | \$ | \$ | W | 54P | W | | | 48 | 152 | 5 | 01 | 0075 | U5 | | 60 | R | P | | |
| | | RR XING | D | NUM 91772J STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE D | | NP RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/048W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.06 | 15.05 | END BRIDGE I | | NP RR | | | | 3 3 | 10A | 36A | 6A | 40S | JE | 8P | 36P | 10P | | | 48 | 120 | 5 | 01 | 0075 | U5 | | 60 | R | P | | | |
| | | END BRIDGE D | | NP RR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CHG SU LN | LC | HIGH OCCUPANCY VEHICL24A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.09 | 15.08 | MISC FEATR | L | GORE (R101543) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.17 | 15.16 | MISC FEATR | R | GORE (Q101576) | | | | 3 3 | 10A | 36A | \$\$\$ | 16P | JE | \$\$\$ | 36P | 10A | | | 48 | 120 | 5 | 03 | 0075 | U5 | | 60 | R | P | | | |

SR 405 MAINLINE

INTERSTATE - ISSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| | | : : | | -XROAD- | | LNS SHD RDY SHD | | SHD RDY SHD | | LNS RDY | | | | D IB | | R | | K | | T | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | WD/S BR | W/S W/S W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | | |
| 20.21 | 20.20 | | | | | | 3 3 10A 36A | 20A JE | 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | |
| 20.27 | 20.26 | OFF RAMP | RC | NE 128TH ST | | Y | | | | | | | | | | | | | | | |
| 20.31 | 20.30 | UXING | B | NE 124TH ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/057 | | | | | | | | | | | | | | | | | |
| 20.43 | 20.42 | MISC FEATR | RC | GORE (P102027) | | | | | | | | | | | | | | | | | |
| 20.45 | 20.44 | MISC FEATR | LC | GORE (S102015) | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | GORE (Q502076) | | | | | | | | | | | | | | | | | |
| 20.54 | 20.53 | MISC FEATR | L | GORE (R102065) | | | | | | | | | | | | | | | | | |
| 20.65 | 20.64 | UXING | I | NE 128TH ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/058E | | | | | | | | | | | | | | | | | |
| | | UXING | D | NE 128TH ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/058W | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | NE 124TH ST | | Y | | | | | | | | | | | | | | | |
| 20.76 | 20.75 | ON RAMP | R | NE 124TH ST | | Y | | | | | | | | | | | | | | | |
| 20.82 | 20.81 | MISC FEATR | RC | GORE (Q102128) | | | | | | | | | | | | | | | | | |
| 20.83 | 20.82 | MISC FEATR | LC | GORE (R102093) | | | | | | | | | | | | | | | | | |
| 20.90 | 20.89 | BEG BRIDGE | I | NE 132ND ST | | | 3 3 \$\$W 40A W 100 \$\$ | W 54A \$\$W | 48 | 142 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| | | | | BRDG NUM 405/059E | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | NE 132ND ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/059W | | | | | | | | | | | | | | | | | |
| 20.93 | 20.92 | END BRIDGE | I | NE 132ND ST | | | 3 3 10A 36A \$ 20A JE | \$ 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| | | END BRIDGE | D | NE 132ND ST | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | LC | NE 128TH ST | | Y | | | | | | | | | | | | | | | |
| 21.00 | 20.99 | MP MARKER | B | 21 | | | | | | | | | | | | | | | | | |
| 21.02 | 21.01 | | | | | | 3 3 10A 36A 6A 56S DE | 6A 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.25 | 21.24 | | | | | | 3 3 10A 36A 6A 56S DE | 10A 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.28 | 21.27 | ON RAMP | RC | NE 128TH ST | | Y | | | | | | | | | | | | | | | |
| 21.37 | 21.36 | | | | | | 3 3 10A 36A 6A 275S DE | 10A 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.53 | 21.52 | | | | | | 3 3 10A 36A 9A 275S DE | 6A 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.62 | 21.61 | MED XING | C | OFFICIAL | | | | | | | | | | | | | | | | | |
| 21.70 | 21.69 | | | | | | 3 3 10A 36A \$\$\$ 20A JE | \$\$\$ 36A 10A | 48 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.81 | 21.80 | CHG SU LN | RC | HIGH OCCUPANCY VEHICL12P | | | 3 4 10A 36A 20A JE | 48A 10A | 36 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.84 | 21.83 | | | | | | 3 4 14A 36A 20A JE | 48A 10A | 36 | 120 | 5 03 | 0625 U5 | | 60 | R | P | | | | | |
| 21.94 | 21.93 | LEAVE CITY | | KIRKLAND | | | 3 4 14A 36A 20A JE | 48A 10A | 36 | 120 | 5 03 | 0110 U5 | | 60 | R | P | | | | | |
| | | ENTER CITY | | BOTHELL | | | | | | | | | | | | | | | | | |
| 21.95 | 21.94 | ON RAMP | L | NE 160TH ST | | Y | | | | | | | | | | | | | | | |
| 22.00 | 21.99 | MP MARKER | B | 22 | | | | | | | | | | | | | | | | | |
| 22.06 | 22.05 | | | | | | 3 4 14A 36A 16A JE | 48A 10A | 36 | 120 | 5 03 | 0110 U5 | | 60 | R | P | | | | | |
| 22.15 | 22.14 | | | | | | 3 4 12A 36A 16A JE | 48A 10A | 36 | 120 | 5 03 | 0110 U5 | | 60 | R | P | | | | | |
| 22.32 | 22.31 | OFF RAMP | R | NE 160TH ST | | Y | | | | | | | | | | | | | | | |
| 22.34 | 22.33 | CHG SU LN | LC | HIGH OCCUPANCY VEHICL12P | | | 4 4 12A 48A 16A JE | 48A 10A | 24 | 120 | 5 03 | 0110 U5 | | 60 | R | P | | | | | |
| 22.39 | 22.38 | MISC FEATR | L | GORE (S102195) | | | | | | | | | | | | | | | | | |
| 22.50 | 22.49 | | | | | | 3 4 12A 36A 16A JE | 48A 10A | 24 | 108 | 5 03 | 0110 U5 | | 60 | R | P | | | | | |

SR 405 MAINLINE

INTERSTATE - ISSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 25.02 | | 25.00 | ENTER CO | | | SNOHOMISH | | | | 2 | 3 | 12A | 24A | | 16A | JE | | | | 36A | 12A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P |
| | | | BEG CTLSEC | | | CONTROL SECTION 3111 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MP MARKER | B | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT SNOHOMISH COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT KING COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.10 | | 25.08 | | | | | | | | 2 | 3 | 12A | 24A | 6A | 48S | GR | 6A | 36A | 12A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.35 | | 25.33 | | | | | | | | 2 | 3 | 12A | 24A | 6A | 48S | JE | 6A | 36A | 12A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.60 | | 25.58 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 48S | JE | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.62 | | 25.60 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 260S | JE | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.77 | | 25.75 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 260S | DE | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.92 | | 25.90 | MED XING | C | | OFFICIAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.95 | | 25.93 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 260S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 25.97 | | 25.95 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 68S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 26.02 | | 26.00 | MP MARKER | B | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.05 | | 26.03 | | | | | | | | 2 | 3 | 10A | 24A | 10A | 40S | GR | 10A | 36A | 10A | 24 | 84 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 26.30 | | 26.28 | ON RAMP | L | | SR 527*BOTHELL-EVRET HWY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.31 | | 26.29 | BEG BRIDGE | I | | 228TH ST SE | ST | | | 2 | 2 | 10A | 24A | 10A | 40S | DE | \$\$C | 43A | \$\$C | 24 | 91 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| | | | OFF RAMP | R | | SR 527 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 26.33 | | 26.31 | BEG BRIDGE | D | | 228TH ST SE | ST | | | 2 | 2 | \$\$C | 53A | \$\$C | 210 | \$\$ | C | 43A | C | 24 | 120 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| | | | BRDG NUM 405/103W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.37 | | 26.35 | END BRIDGE | I | | 228TH ST SE | | | | 2 | 2 | C | 53A | C | 40S | GR | 10A | 24A | 10A | 24 | 101 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 26.39 | | 26.37 | END BRIDGE | D | | 228TH ST SE | | | | 2 | 2 | 10A | 24A | 10A | 40S | GR | 10A | 24A | 10A | 24 | 72 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 26.48 | | 26.46 | MISC FEATR | R | | GORE (P102631) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.65 | | 26.63 | UXING | B | | CANYON PARK PED UXING | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 405/104P | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.75 | | 26.73 | MISC FEATR | L | | GORE (S502630) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 527 | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 527/104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.87 | | 26.85 | MISC FEATR | R | | GORE (Q502740) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.92 | | 26.90 | MISC FEATR | L | | GORE (R102703) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.99 | | 26.97 | MP MARKER | B | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.03 | | 27.01 | OFF RAMP | L | | BOTHELL-EVERETT HWY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.12 | | 27.10 | BEG BRIDGE | D | | 9TH AVE SE | ST | | | 2 | 2 | \$\$W | 43A | \$\$W | 40S | GR | 10A | 24A | 10A | 24 | 91 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| | | | BRDG NUM 405/105W | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.13 | | 27.11 | BEG BRIDGE | I | | 9TH AVE SE | ST | | | 2 | 2 | W | 43A | W | 210 | \$\$ | \$\$W | 68A | \$\$W | 24 | 135 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| | | | BRDG NUM 405/105E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.15 | | 27.13 | END BRIDGE | D | | 9TH AVE SE | | | | 2 | 2 | 10A | 24A | 10A | 68S | GR | W | 68A | W | 24 | 116 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 27.16 | | 27.14 | END BRIDGE | I | | 9TH AVE SE | | | | 2 | 2 | 10A | 24A | 10A | 68S | GR | 10A | 24A | 10A | 24 | 72 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 27.40 | | 27.38 | ON RAMP | R | | SR 527 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 27.49 | | 27.47 | | | | | | | | 2 | 2 | 10A | 24A | 10A | 68S | JE | 10A | 24A | 10A | 24 | 72 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 27.72 | | 27.70 | | | | | | | | 2 | 2 | 10A | 24A | 10A | 68S | GR | 10A | 24A | 10A | 24 | 72 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |
| 27.74 | | 27.72 | | | | | | | | 2 | 2 | 12A | 24A | 10A | 68S | GR | 10A | 24A | 10A | 24 | 72 | 5 | 03 | 0110 | U5 | | 60 | R | P | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 22.02 | 13.18 | ENTER CO | | KING | | | | 1 | 1 | | | | | C | 32A | C | | | 32 | 4 | 01 | | U1 | | 40 | R |
| | | BEG CTLSEC | | CONTROL SECTION 1719 | | | | | | | | | | | | | | | | | | | | | | |
| 22.05 | 13.21 | END BRIDGE | B | WHITE RIVER | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | | U1 | | 40 | R |
| | | MISC FEATR | L | SGN ENT PIERCE COUNTY | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT KING COUNTY | | | | | | | | | | | | | | | | | | | | | | |
| 22.26 | 13.42 | INTRSECTN | L | 241ST AVE SE | | | | CO | | Y | | | | | | | | | | | | | | | | |
| 22.27 | 13.43 | INTRSECTN | R | SE MUD MTN RD | | | | CO | | Y | | | | | | | | | | | | | | | | |
| 22.46 | 13.62 | INTRSECTN | L | 244TH AVE SE | | | | CO | | Y | | | | | | | | | | | | | | | | |
| 22.77 | 13.93 | ENTER CITY | | ENUMCLAW | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | 0410 | U1 | | 40 | R B |
| 22.94 | 14.10 | LEAVE CITY | | ENUMCLAW | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | \$\$\$\$ | U1 | | 40 | R \$ |
| 22.98 | 14.14 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | |
| 23.07 | 14.23 | ENTER CITY | | ENUMCLAW | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | 0410 | U1 | | 40 | R B |
| 23.24 | 14.40 | INTRSECTN | R | 252ND AVE SE | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 23.28 | 14.44 | INTRSECTN | L | SEMANSKI ST | | | | CT | | Y | | | | | | | | | | | | | | | | |
| | | MISC FEATR | R | SGN ENT ENUMCLAW | | | | | | | | | | | | | | | | | | | | | | |
| 23.68 | 14.84 | INTRSECTN | B | SE 456TH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 23.98 | 15.14 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | |
| 24.12 | 15.28 | WYE CONN | L | COLE ST | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 24.14 | 15.30 | INTRSECTN | L | COLE ST | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 24.29 | 15.45 | BEG ST | I | ROOSEVELT AVE | | | | | 1 | 1 | | | | 8A | 24A | 8A | | | 24 | 4 | 01 | 0410 | U1 | | 40 | R B * |
| | | INTRSECTN | L | ROOSEVELT AVE | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 24.31 | 15.47 | WYE CONN | L | ROOSEVELT AVE | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 24.36 | 15.52 | BEG SU LN | C | TWO WAY TURN | | 12A | | | 1 | 1 | | | | 8A | 24A | \$\$C | 12 | 36 | 4 | 01 | 0410 | U1 | | 40 | R B * | |
| 24.40 | 15.56 | INTRSECTN | R | MT VILLA DR | | | | CT | | Y | 2 | 1 | | \$\$C | 38A | C | 12 | 50 | 4 | 01 | 0410 | U1 | | 40 | R B * | |
| | | INTRSECTN | L | MONROE AVE | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 24.44 | 15.60 | END SU LN | C | TWO WAY TURN | | 12A | | | 2 | 1 | | | | C | 50A | C | \$\$\$ | 50 | 4 | 01 | 0410 | U1 | | 40 | R B * | |
| 24.45 | 15.61 | INTRSECTN | L | PVT RD | | | | PV | | Y | | | | | | | | | | | | | | | | |
| 24.50 | 15.66 | INTRSECTN | L | GARRETT ST | | | | CT | SG | Y | 2 | 1 | | 8A | 50A | C | | 50 | 4 | 01 | 0410 | U1 | | 40 | R B * | |
| | | ENT/EXIT | R | BUSINESS | | | | PV | SG | Y | | | | | | | | | | | | | | | | |
| 24.53 | 15.69 | | | | | | | | 1 | 1 | | | | 8A | 50A | C | | 50 | 4 | 01 | 0410 | U1 | | 40 | R B * | |
| 24.54 | 15.70 | BEG SU LN | C | TWO WAY TURN | | 12A | | | 1 | 1 | | | | 8A | 32A | C | 12 | 44 | 4 | 01 | 0410 | U1 | | 40 | 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 |
| 22.26 | 13.42 | .03 | 12 | .04 | 12 | | | | |
| 22.27 | 13.43 | | | .03 | 12 | | | | |
| 22.46 | 13.62 | .02 | 10 | | | | | .05 | 10 |
| 23.28 | 14.44 | .04 | 12 | | | | | | |
| 23.68 | 14.84 | .04 | 12 | .03 | 12 | .04 | 12 | .02 | 12 |
| 24.14 | 15.30 | .02 | 12 | | | | | | |
| 24.31 | 15.47 | | | | | | | .09 | 12 |
| 24.50 | 15.66 | .03 | 12 | .03 | 12 | | | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-------|--------|-----|-------|----|----------|----|----|----|----|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | T P S | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 24.56 | 15.72 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 44A | C | \$\$\$ | 44 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.63 | 15.79 | | INTRSECTN | L | | STEVENSON AVE | CT | | Y | 1 | 1 | | | | | | \$\$C | 64A | C | | 64 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.68 | 15.84 | | INTRSECTN | B | | BLAKE ST | CT | | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.71 | 15.87 | | | | | | | | | 1 | 1 | | | | | | 8A | 45A | \$\$C | | 45 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.73 | 15.89 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 65A | C | | 65 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.78 | 15.94 | | | | | | | | | 1 | 1 | | | | | | C | 55A | C | | 55 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.80 | 15.96 | | | | | | | | | 1 | 2 | | | | | | C | 55A | C | | 55 | 4 | 01 | 0410 | U1 | 40 | R | B | * | |
| 24.82 | 15.98 | | ENT/EXIT | R | | SHOPPING CENTER | PV | SG | Y | 1 | 2 | | | | | | C | 80A | C | | 80 | 4 | 01 | 0410 | U2 | 40 | L | P | * | |
| | | | INTRSECTN | L | | SR 164 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.85 | 16.01 | | | | | | | | | 1 | 1 | | | | | | C | 80A | C | | 80 | 4 | 01 | 0410 | U2 | 40 | L | P | * | |
| 24.86 | 16.02 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.89 | 16.05 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 24.92 | 16.08 | | INTRSECTN | B | | WATSON ST | CT | SG | Y | 1 | 1 | | | | | | 8A | 30A | C | | 30 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 24.98 | 16.14 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 30A | C | 13 | 43 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.00 | 16.16 | | MP MARKER | R | | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 25.01 | 16.17 | | | | | | | | | 1 | 1 | | | | | | 8A | 23A | 8A | 13 | 36 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.12 | 16.28 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 44A | \$\$C | \$\$\$ | 44 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.17 | 16.33 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.36 | 16.52 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 44A | 8A | | 44 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.38 | 16.54 | | | | | | | | | 1 | 1 | | | | | | C | 44A | 10A | | 44 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.40 | 16.56 | | INTRSECTN | L | | PVT RD | PV | | N | 1 | 1 | | | | | | 10A | 22A | 10A | | 22 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.45 | 16.61 | | | | | | | | | 1 | 1 | | | | | | \$\$C | 44A | 10A | | 44 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.54 | 16.70 | | INTRSECTN | L | | GAMBLIN ST | CT | | N | | | | | | | | | | | | | | | | | | | | | |
| 25.58 | 16.74 | | | | | | | | | 1 | 1 | | | | | | C | 66A | \$\$C | | 66 | 4 | 01 | 0410 | U2 | 40 | L | B | * | |
| 25.64 | 16.80 | | END ST | I | | ROOSEVELT AVE | | | | 1 | 1 | | | | | | C | 66A | C | | 66 | 4 | 01 | 0410 | U2 | 40 | L | B | \$ | |
| | | | INTRSECTN | L | | FARMAN ST N | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 284TH AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.71 | 16.87 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 4 | 01 | 0410 | U2 | 50 | L | P | | |
| 25.82 | 16.98 | | INTRSECTN | L | | MOUNTAIN VIEW RD | CT | | Y | 1 | 1 | | | | | | 5A | 22A | 5A | 12 | 34 | 4 | 01 | 0410 | U2 | 50 | R | P | | |
| 25.83 | 16.99 | | INTRSECTN | R | | 288TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 25.84 | 17.00 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 5A | 22A | 5A | \$\$\$ | 22 | 4 | 01 | 0410 | U2 | 50 | R | P | | |
| 26.00 | 17.16 | | MP MARKER | R | | 26 | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.03 | 17.19 | | | | | | | | | 1 | 1 | | | | | | 5A | 22B | 5A | | 22 | 4 | 01 | 0410 | U2 | 50 | R | P | | |
| 26.16 | 17.32 | | LEAVE CITY | | | ENUMCLAW | | | | 1 | 1 | | | | | | 5A | 22B | 5A | | 22 | 4 | 01 | \$\$\$\$ | U2 | 50 | R | \$ | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 24.63 | 15.79 | | | .03 | 12 | | | | | | |
| 24.82 | 15.98 | | | | | .03 | 13 | .05 | 14 | | |
| 24.92 | 16.08 | | | .03 | 12 | .07 | 12 | .03 | 13 | | |
| 25.64 | 16.80 | | | .03 | 12 | .05 | 12 | .02 | 12 | .07 | 12 |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 26.24 | 17.40 | | | | | | | 1 | 1 | | | | | 5A | 22B | 5A | | | 22 | 4 | 01 | | R2 | | 50 | R |
| 26.28 | 17.44 | | | | | | | 1 | 1 | | | | | 5A | 22A | 5A | | | 22 | 4 | 01 | | R2 | | 50 | R |
| 26.32 | 17.48 | | | | | | | 1 | 1 | | | | | 5A | 22A | 5A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 26.35 | 17.51 | | | | | | | 1 | 1 | | | | | 5A | 22B | 5A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 27.12 | 18.28 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | |
| 27.16 | 18.32 | INTRSECTN | L | WEYERHAUSER ACCESS RD | PV | | N | | | | | | | | | | | | | | | | | | | |
| 27.35 | 18.51 | | | | | | | 1 | 1 | | | | | 10A | 23B | 9A | | | 23 | 4 | 01 | | R2 | | 55 | R |
| 27.91 | 19.07 | UXING | B | WEYERHAEUSER RD | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 410/112 | | | | | | | | | | | | | | | | | | | | | | |
| 27.98 | 19.14 | MP MARKER | R | 28 | | | | 1 | 1 | | | | | 10A | 23A | 9A | | | 23 | 4 | 01 | | R2 | | 55 | R |
| 28.02 | 19.18 | INTRSECTN | B | WEYERHAEUSER RD | PV | | Y | 1 | 1 | | | | | 9A | 23A | 9A | | | 23 | 4 | 01 | | R2 | | 55 | R |
| 28.07 | 19.23 | | | | | | | 1 | 1 | | | | | 9A | 23B | 9A | | | 23 | 4 | 01 | | R2 | | 55 | R |
| 28.40 | 19.56 | | | | | | | 1 | 1 | | | | | 3A | 23B | 3A | | | 23 | 4 | 01 | | R2 | | 55 | R |
| 28.59 | 19.75 | | | | | | | 1 | 1 | | | | | 3A | 22A | 4A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 28.98 | 20.14 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | |
| 29.58 | 20.74 | INTRSECTN | L | 323RD AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 29.72 | 20.88 | WYE CONN | R | MUD MTN RD | CO | | N | | | | | | | | | | | | | | | | | | | |
| 29.73 | 20.89 | INTRSECTN | R | MUD MTN RD | CO | | N | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 29.94 | 21.10 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | |
| 30.19 | 21.35 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 30.28 | 21.44 | INTRSECTN | L | FS RD #7110 | FS | | N | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FS RD #209 | FS | | N | | | | | | | | | | | | | | | | | | | |
| 31.02 | 22.18 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | |
| 31.06 | 22.22 | BEG BRIDGE | B | SCATTER CREEK | ST | | | 1 | 1 | | | | | \$\$C | 28A | \$\$C | | | 28 | 4 | 01 | | R2 | | 55 | R |
| | | | | BRDG NUM 410/115 | | | | | | | | | | | | | | | | | | | | | | |
| 31.12 | 22.28 | END BRIDGE | B | SCATTER CREEK | | | | 1 | 1 | | | | | 4B | 22B | 4B | | | 22 | 4 | 01 | | R2 | | 55 | R |
| 31.98 | 23.14 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | |
| 32.97 | 24.13 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | |
| 33.98 | 25.14 | MP MARKER | R | 34 | | | | | | | | | | | | | | | | | | | | | | |
| 34.98 | 26.14 | MP MARKER | R | 35 | | | | | | | | | | | | | | | | | | | | | | |
| 35.91 | 27.07 | MP MARKER | R | 36 | | | | | | | | | | | | | | | | | | | | | | |
| 36.99 | 28.15 | MP MARKER | R | 37 | | | | | | | | | | | | | | | | | | | | | | |
| 37.98 | 29.14 | MP MARKER | R | 38 | | | | | | | | | | | | | | | | | | | | | | |
| 38.50 | 29.62 | EQUATION | | 038.46 =038.50 | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 4 | 01 | | R2 | | 55 | R |
| | | BEG BRIDGE | B | WEST TWIN CREEK | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 410/119.25 | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 28.02 | 19.18 | | | .04 | 13 | | | .03 | 13 |
| 29.72 | 20.88 | | .07 | 12 | | | | | |

SR 410 MAINLINE

STATE ROUTE - SRSH

COUNTY PIERCE

DOT DISTRICT 1

| | | :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 | SHD RDY SHD | LNS RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | WD/S | BR | WD/S | BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T | |
| 42.76 | 33.87 | ENTER CO BEG CTLSEC | | PIERCE CONTROL SECTION 2720 | | 1 | | | | | C | 24A | C | 24 | 4 | 01 | | R2 | | | 35 | R | | |
| 42.77 | 33.88 | END BRIDGE B MISC FEATR | B | GREENWATER RIVER SGN ENT KING COUNTY | L | 1 | | | | | 4A | 22A | 4A | 22 | 4 | 01 | | R2 | | | 35 | R | | |
| 42.93 | 34.04 | | | | | 1 | | | | | 3A | 22A | 3A | 22 | 4 | 01 | | R2 | | | 35 | R | | |
| 42.98 | 34.09 | INTRSECTN | R | 583RD AVE E | | | CO | | N | | | | | | | | | | | | | | | |
| 42.99 | 34.10 | MP MARKER | R | 43 | | | | | | | | | | | | | | | | | | | | |
| 43.30 | 34.41 | MISC FEATR | L | SGN ENT GREENWATER | | 1 | | | | | 3A | 22A | 3A | 22 | 4 | 01 | | R2 | | | 55 | R | | |
| 43.97 | 35.08 | MP MARKER | R | 44 | | | | | | | | | | | | | | | | | | | | |
| 44.53 | 35.64 | | | | | 1 | | | | | 4A | 22A | 4A | 22 | 4 | 01 | | R2 | | | 55 | R | | |
| 44.85 | 35.96 | INTRSECTN | B | FS RD #70 | | | FS | | N | | | | | | | | | | | | | | | |
| 45.00 | 36.11 | | | | | 1 | | | | | 4B | 22B | 4B | 22 | 4 | 01 | | R2 | | | 55 | R | | |
| 45.01 | 36.12 | MP MARKER | R | 45 | | | | | | | | | | | | | | | | | | | | |
| 45.98 | 37.09 | MP MARKER | R | 46 | | | | | | | | | | | | | | | | | | | | |
| 46.42 | 37.53 | INTRSECTN | R | CRYSTAL RIVER RANCH RD E | | | FS | | N | | | | | | | | | | | | | | | |
| 46.94 | 38.05 | INTRSECTN | R | CRYSTAL VILLAGE LN | | | CO | | N | | | | | | | | | | | | | | | |
| 46.99 | 38.10 | MP MARKER | R | 47 | | | | | | | | | | | | | | | | | | | | |
| 47.04 | 38.15 | | | | | 1 | | | | | 4A | 22A | 4A | 22 | 4 | 01 | | R2 | | | 55 | R | | |
| 47.17 | 38.28 | INTRSECTN | L | CRYSTAL VILLAGE LN E | | | CO | | N | | | | | | | | | | | | | | | |
| 47.41 | 38.52 | INTRSECTN | R | CHINOOK LN E | | | CO | | N | | | | | | | | | | | | | | | |
| 47.56 | 38.67 | | | | | 1 | | | | | 10A | 22A | 10A | 22 | 4 | 01 | | R2 | | | 55 | R | | |
| 47.67 | 38.78 | ENT/EXIT | R | VIEWPOINT | | | ST | | N | 1 | 8A | 24A | 8A | 24 | 4 | 01 | | R2 | | | 55 | R | | |
| 47.69 | 38.80 | ENT/EXIT MISC FEATR | R | VIEWPOINT SGN MT BAKER-SNOQUALMIE | | | ST | | N | | | | | | | | | | | | | | | |
| 47.70 | 38.81 | | | | | 1 | | | | | 8A | 24B | 8A | 24 | 4 | 01 | | R2 | | | 55 | R | | |
| 48.00 | 39.11 | MP MARKER | R | 48 | | | | | | | | | | | | | | | | | | | | |
| 48.19 | 39.30 | | | | | 1 | | | | | 8A | 24B | 12A | 24 | 4 | 01 | | R2 | | | 55 | R | | |
| 48.33 | 39.44 | | | | | 1 | | | | | 8A | 24B | 8A | 24 | 4 | 01 | | R2 | | | 55 | R | | |
| 48.59 | 39.70 | INTRSECTN | L | FS RD #72 | | | FS | | N | | | | | | | | | | | | | | | |
| 49.00 | 40.11 | MP MARKER | R | 49 | | | | | | | | | | | | | | | | | | | | |
| 49.07 | 40.18 | ENT/EXIT | R | VIEWPOINT | | | ST | | N | | | | | | | | | | | | | | | |
| 49.32 | 40.43 | INTRSECTN | R | FS RD #73 | | | FS | | N | | | | | | | | | | | | | | | |
| 49.82 | 40.93 | | | | | 1 | | | | | 8A | 24B | 8A | 24 | 4 | 01 | | R2 | | | 50 | R | | |
| 49.93 | 41.04 | | | | | 1 | | | | | 4A | 24B | 4A | 24 | 4 | 01 | | R2 | | | 50 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 46.42 | 37.53 | | | .02 | 12 | | | | |
| 46.94 | 38.05 | | | .01 | 12 | | | | |
| 47.17 | 38.28 | | | | | .02 | 12 | | |
| 49.07 | 40.18 | | | .05 | 12 | .04 | 12 | | .03 |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 7.88 | | 11.07 | ENTER CO ENTER CITY BEG CTLSEC | | | KING FEDERAL WAY CONTROL SECTION 1730 | | | | 1 | 1 | | | | | | W | 28P | | C | | 28 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | |
| 7.95 | | 11.14 | END BRIDGE | B | | F B HOIT | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 7.96 | | 11.15 | MISC FEATR | R | | SGN ENT FEDERAL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.02 | | 11.21 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.23 | | 11.42 | ENT/EXIT | B | | DASH POINT STATE PARK | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.43 | | 11.62 | END ST BEG ST INTRSECTN | I I B | | EAST SIDE DR NE SW DASH PT RD 55TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.56 | | 11.75 | INTRSECTN | L | | SW 315TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.57 | | 11.76 | INTRSECTN | B | | 53RD AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.67 | | 11.86 | INTRSECTN | L | | 52ND AVE SW | | | | 1 | 1 | | | | | | 4A | 20A | 6A | | 20 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 8.79 | | 11.98 | INTRSECTN | B | | 51ST AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.82 | | 12.01 | INTRSECTN | L | | 50TH PL SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.89 | | 12.08 | INTRSECTN | L | | 50TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.95 | | 12.14 | INTRSECTN | R | | 48TH PL SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.01 | | 12.20 | MP MARKER INTRSECTN | L L | | 9 48TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.08 | | 12.27 | INTRSECTN | R | | 47TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.18 | | 12.37 | INTRSECTN | L | | 44TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.38 | | 12.57 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 9.47 | | 12.66 | | | | | | | | 1 | 1 | | | | | | 4A | 20A | 6A | | 20 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 9.67 | | 12.86 | INTRSECTN | L | | 39TH AVE SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.70 | | 12.89 | | | | | | | | 1 | 1 | | | | | | 3A | 32A | 6A | | 32 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 9.73 | | 12.92 | INTRSECTN | R | | SW 309TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.86 | | 13.05 | | | | | | | | 1 | 1 | | | | | | 3A | 20A | 6A | | 20 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 9.93 | | 13.12 | BEG BRIDGE | B | | JOES CREEK BRDG NUM 509/103 | ST | | | 1 | 1 | | | | | | \$\$W | 28A | \$\$C | | 28 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 9.98 | | 13.17 | END BRIDGE | B | | JOES CREEK | | | | 1 | 1 | | | | | | 3A | 20A | 3A | | 20 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 10.00 | | 13.19 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.16 | | 13.35 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 10.26 | | 13.45 | INTRSECTN | L | | 30TH AVE SW | | | | CT | SS | Y | 1 | 1 | | | 2A | 22A | 4A | | 22 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 10.74 | | 13.93 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 2A | | 22 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 10.98 | | 14.17 | INTRSECTN | R | | 26TH PL SW | | | | CT | N | 1 | 1 | | | | 6A | 22A | 4A | | 22 | 4 | 02 | 0443 | U2 | | 35 | R | P | * | | |
| 11.01 | | 14.20 | MP MARKER | R | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | | 14.40 | INTRSECTN | L | | 22ND AVE SW | | | | 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 |
| 9.73 | | 12.92 | | | | .03 | 12 | | | .01 | 12 |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 11.24 | 14.43 | | | | | | | 1 | 1 | | | | | 6A | 22A | 4A | | 22 | 4 | 02 | 0443 | U2 | 35 | R | P | * | |
| 11.25 | 14.44 | INTRSECTN | R | 21ST AVE SW | CT | SG | Y | 1 | 1 | | | | | 8A | 24A | 5A | | 24 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.28 | 14.47 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 5A | 12 | 36 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.33 | 14.52 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 36A | 5A | \$\$\$ | 36 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.39 | 14.58 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.42 | 14.61 | | | | | | | 1 | 1 | | | | | 6A | 40A | \$\$\$C | | 40 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.44 | 14.63 | EXIT TO | R | LAKOTA PARK | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.45 | 14.64 | WYE CONN | L | SW 312TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 11.46 | 14.65 | | | | | | | 1 | 1 | | | | | \$\$\$C | 60A | C | | 60 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.49 | 14.68 | INTRSECTN | B | SW 312TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 11.50 | 14.69 | WYE CONN | R | SW 312TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.53 | 14.72 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | C | 40A | C | 10 | 50 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.55 | 14.74 | | | | | | | 1 | 1 | | | | | C | 30A | 7A | 10 | 40 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.60 | 14.79 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 22A | 8A | \$\$\$ | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| | | INTRSECTN | L | 16TH AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.66 | 14.85 | INTRSECTN | R | SW 310TH ST | CT | | N | 1 | 1 | | | | | 6A | 22A | 5A | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 11.81 | 15.00 | INTRSECTN | R | SW 308TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 11.95 | 15.14 | MISC FEATR | C | PED KING | | | | | | | | | | | | | | | | | | | | | | | |
| 11.99 | 15.18 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.00 | 15.19 | INTRSECTN | L | 12TH AVE SW | CT | | Y | 1 | 1 | | | | | 5A | 22A | 5A | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| | | INTRSECTN | R | SW 306TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.16 | 15.35 | INTRSECTN | L | 10TH AVE SW | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 12.30 | 15.49 | INTRSECTN | B | 8TH AVE SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 12.40 | 15.59 | INTRSECTN | L | 6TH AVE SW | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 12.46 | 15.65 | INTRSECTN | L | 5TH AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SW 302ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.53 | 15.72 | INTRSECTN | L | 4TH AVE SW | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 12.60 | 15.79 | INTRSECTN | R | 3RD PL SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.66 | 15.85 | INTRSECTN | B | 2ND PL SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.72 | 15.91 | INTRSECTN | L | 2ND AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.76 | 15.95 | INTRSECTN | L | SW 301ST ST | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 12.84 | 16.03 | INTRSECTN | R | 1ST AVE S | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 12.87 | 16.06 | BEG BRIDGE | B | 1ST AVE S | ST | | | 1 | 1 | | | | | \$\$\$C | 32A | \$\$\$C | | 32 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| | | | | BRDG NUM 509/105 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.89 | 16.08 | END BRIDGE | B | 1ST AVE S | | | | 1 | 1 | | | | | 5A | 22A | 5A | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 11.25 | 14.44 | | .04 | 12 | .02 | 12 | | .02 | 12 |
| 11.49 | 14.68 | .03 | 12 | .06 | 12 | .03 | 12 | .03 | 12 |
| 12.30 | 15.49 | .03 | 12 | | .02 | 12 | | | |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | SPEED | T | P | S | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | |
| 12.92 | 16.11 | | | | | | | 1 | 1 | | | | 5A | 22A | 5A | | | | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 13.03 | 16.22 | INTRSECTN | R | 2ND PL S | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 13.05 | 16.24 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.16 | 16.35 | INTRSECTN | B | 4TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 13.49 | 16.68 | | | | | | | 1 | 1 | | | | 6A | 22A | 6A | | | | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 13.68 | 16.87 | INTRSECTN | R | S 301ST ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 13.72 | 16.91 | | | | | | | 1 | 1 | | | | 6A | 31A | \$\$\$C | | | | | 31 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 13.84 | 17.03 | INTRSECTN | L | 9TH PL S | CT | | Y | 1 | 1 | | | | 4A | 31A | C | | | | | 31 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 13.86 | 17.05 | | | | | | | 1 | 1 | | | | 4A | 22A | 6A | | | | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 13.96 | 17.15 | INTRSECTN | L | 11TH PL S | CT | SG | Y | 1 | 1 | | | | 5A | 22A | 5A | | | | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 14.02 | 17.21 | ENT/EXIT | R | SACAJAWEA PARK | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 14.10 | 17.29 | | | | | | | 1 | 1 | | | | 6A | 22A | 6A | | | | | 22 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 14.13 | 17.32 | | | | | | | 1 | 1 | | | | 8A | 34A | 8A | | | | | 34 | 4 | 02 | 0443 | U2 | 40 | R | P | * | |
| 14.15 | 17.34 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.20 | 17.39 | INTRSECTN | L | REDONDO WAY S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 16TH AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 14.29 | 17.48 | LEAVE CITY | | FEDERAL WAY | | | | \$ | \$ | | | | \$\$\$ | \$\$\$ | \$\$\$ | | | | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | \$\$ | \$ | \$ | \$ | |
| | | END ST | I | SW DASH PT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG COINCI | | SR 099 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1730 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 99 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 18.39 | 21.58 | BEG COINCI | | SR 516 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 099 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.62B | 22.81 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.62 | 23.37 | ENTER CITY | | DES MOINES | | | | 2 | 1 | | | | C | 48A | C | | | | | 48 | 4 | 03 | 0325 | U1 | 30 | R | P | * | |
| | | EQUATION | | 020.18B=019.62 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1760 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | L | OLD SR 509 | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 516 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 516 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | C | 36A | C | 12 | | | | 48 | 4 | 03 | 0325 | U1 | 30 | R | P | * | |
| 19.66 | 23.41 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | C | 48A | C | \$\$\$ | | | | 48 | 4 | 03 | 0325 | U1 | 30 | R | P | * | |
| 19.68 | 23.43 | INTRSECTN | B | S 227TH ST | CT | SG | Y | 1 | 1 | | | | C | 36A | C | | | | | 36 | 4 | 03 | 0325 | U1 | 30 | R | P | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.20 | 17.39 | .03 | 12 | .02 | 12 | | | | |
| 14.29 | 17.48 | .04 | 12 | .08 | 12 | | | | |
| 19.62 | 23.37 | | | .02 | 12 | | | | |
| 19.68 | 23.43 | .02 | 12 | .02 | 12 | | | | |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|-------------------------|-------------|----|----|-------------|----|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|-------|----|------|----|---|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | K | T | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D IB | | R | K | T | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 19.70 | | 23.45 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.73 | | 23.48 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | \$\$\$ | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.75 | | 23.50 | INTRSECTN | B | | S 226TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.79 | | 23.54 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.82 | | 23.57 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | \$\$\$ | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.85 | | 23.60 | INTRSECTN | B | | S 225TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 19.87 | | 23.62 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | 12 | 48 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.89 | | 23.64 | | | | | | | | | | | | | | | C | 36A | C | 12 | 48 | 4 | 03 | 0325 | U1 | | 30 | R | B | * | |
| 19.91 | | 23.66 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 48A | C | \$\$\$ | 48 | 4 | 03 | 0325 | U1 | | 30 | R | B | * | |
| 19.94 | | 23.69 | | | | | | | | | | | | | | | C | 48A | C | | 48 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 19.95 | | 23.70 | INTRSECTN | B | | S 223RD ST | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 19.98 | | 23.73 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.01 | | 23.76 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | \$\$\$ | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| | | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.04 | | 23.79 | INTRSECTN | B | | S 222ND ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.07 | | 23.82 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.11 | | 23.86 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | \$\$\$ | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.13 | | 23.88 | INTRSECTN | B | | S 220TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.16 | | 23.91 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.19 | | 23.94 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 36A | C | \$\$\$ | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.22 | | 23.97 | INTRSECTN | B | | S 219TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.26 | | 24.01 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 24A | C | 12 | 36 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.28 | | 24.03 | | | | | | | | | | | | | | | C | 46A | C | 12 | 58 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.31 | | 24.06 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 48A | C | \$\$\$ | 48 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| 20.32 | | 24.07 | INTRSECTN | R | | S 218TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 20.35 | | 24.10 | INTRSECTN | L | | 7TH AVE S | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 7TH PL S | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 20.40 | | 24.15 | BEG BRIDGE B | | | DES MOINES CR/MEM TRAIL | | | ST | | | | | | | | C | 48P | C | | 48 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |
| | | | | | | BRDG NUM 509/108 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.41 | | 24.16 | END BRIDGE B | | | DES MOINES CR/MEM TRAIL | | | | | | | | | | | C | 48A | C | | 48 | 4 | 03 | 0325 | U1 | | 30 | R | P | * | |

INTERSECTION DETAIL

| | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|---|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 19.75 | | 23.50 | .02 | 12 | | | | | | |
| 19.85 | | 23.60 | .02 | 12 | | | | | | |
| 19.95 | | 23.70 | .02 | 12 | | | | | | |
| 20.04 | | 23.79 | .02 | 12 | | | | | | |
| 20.13 | | 23.88 | .02 | 12 | | | | | | |
| 20.22 | | 23.97 | .02 | 12 | | | | | | |
| 20.32 | | 24.07 | | | | .03 | 12 | | | |
| 20.35 | | 24.10 | | | .03 | 12 | | .02 | 12 | .09 14 |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | | | | |
| 21.44 | 25.19 | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| 21.47 | 25.22 | INTRSECTN | R | S 206TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 21.63 | 25.38 | INTRSECTN | L | SW 202ND ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 21.64 | 25.39 | INTRSECTN | R | S 202ND ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 21.69 | 25.44 | | | | | | | 1 | 1 | | | | | 8A | 36A | 8A | | | 36 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| 21.79 | 25.54 | BEG SU LN | L | BICYCLE | | | | 1 | 1 | | | | | \$\$\$ | 46A | \$\$\$ | 10 | | 56 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| | | BEG SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SW 200TH ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.84 | 25.59 | INTRSECTN | B | S 199TH ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.91 | 25.66 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | C | 34A | C | 22 | | 56 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| 21.94 | 25.69 | | | | | | | 1 | 1 | | | | | C | 22A | C | 22 | | 44 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| 21.96 | 25.71 | INTRSECTN | R | S 197TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.00 | 25.75 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.01 | 25.76 | INTRSECTN | L | SW 197TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.08 | 25.83 | INTRSECTN | L | SW 196TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.14 | 25.89 | INTRSECTN | L | SW 194TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.17 | 25.92 | INTRSECTN | L | SW 194TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 22.35 | 26.10 | END SU LN | L | BICYCLE | | | | 1 | 1 | | | | | 7A | 22A | 7A | \$\$\$ | 22 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | | |
| | | END SU LN | R | BICYCLE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | S 192ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.38 | 26.13 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.45 | 26.20 | EXIT TO | R | CRIMINAL JUSTICE COLLEGE ST | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 22.46 | 26.21 | ENT FROM | R | CRIMINAL JUSTICE COLLEGE ST | | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 22.51 | 26.26 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.54 | 26.29 | INTRSECTN | L | NORMANDY PARK DR SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.60 | 26.35 | INTRSECTN | R | S 188TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 22.70 | 26.45 | INTRSECTN | L | SW 186TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.71 | 26.46 | INTRSECTN | R | S 186TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 22.78 | 26.53 | INTRSECTN | L | SW 185TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 22.89 | 26.64 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.97 | 26.72 | | | | | | | 1 | 2 | | | | | \$\$\$ | 62A | 10A | | | 62 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |
| 22.98 | 26.73 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 2 | | | | | C | 62A | 10A | 12 | | 74 | 4 | 03 | 0870 | U1 | | 35 | R | B | * | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 21.79 | 25.54 | .04 | 12 | | | | | | |
| 21.84 | 25.59 | .02 | 12 | .03 | 12 | .03 | 12 | | |
| 22.35 | 26.10 | | | .03 | 12 | | | | |
| 22.54 | 26.29 | .01 | 12 | | | | | .01 | 12 |
| 22.60 | 26.35 | | | .03 | 12 | | | | |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | | FC | | | T P S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 23.01 | | 26.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.02 | | 26.77 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.07 | | 26.82 | INTRSECTN | R | | S NORMANDY RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SW NORMANDY RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.13 | | 26.88 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.16 | | 26.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.19 | | 26.94 | INTRSECTN | L | | SW 178TH ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.20 | | 26.95 | INTRSECTN | R | | S 177TH PL | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.24 | | 26.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.31 | | 27.06 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.32 | | 27.07 | INTRSECTN | L | | SW 176TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.47 | | 27.22 | LEAVE CITY | | | NORMANDY PARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | 1ST AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | BURIEN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | S 174TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 1ST AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.60B | | 27.35 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.61B | | 27.36 | INTRSECTN | L | | AMBAUM BLVD S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.65B | | 27.40 | WYE CONN | L | | AMBAUM BLVD S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.73B | | 27.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.78B | | 27.53 | INTRSECTN | R | | S 177TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.82B | | 27.57 | WYE CONN | L | | DES MOINES WY S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.87B | | 27.62 | INTRSECTN | R | | S NORMANDY RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | DES MOINES WAY S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.88B | | 27.63 | WYE CONN | R | | S NORMANDY RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.96B | | 27.71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.13B | | 27.88 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.15B | | 27.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.17B | | 27.92 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.21B | | 27.96 | WYE CONN | L | | 8TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.23B | | 27.98 | END ST | I | | S 174TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | DES MOINES MEMORIAL DR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 8TH AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|--------|---|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 23.07 | | 26.82 | | .03 | 12 | | | .03 | 12 | .09 | 12 |
| 23.78B | | 27.53 | | .03 | 11 | | | .02 | 11 | | |
| 23.87B | | 27.62 | | .03 | 10 | | | .03 | 13 | | |
| 24.23B | | 27.98 | | .04 | 13 | | | .04 | 13 | | |

SR 509 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 29.92 | | 35.17 | END CTLSEC END ROUTE | | | CONTROL SECTION 1760 | | | | 2 | | 10A | 24A | 2A | | | | | | | | | 24 | 5 | 02 | 1140 | U1 | 45 | | R | P | \$ |

SR 513 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-----|-----|------------|---------|-----|-----|-----|--------|------|---------------------------|------|-----|-------|-----|-----|-----|--------|-----|----|----|------|------|----|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | | | | C | 76P | C | | 76 | 5 | 02 | 1140 | U1 | | 30 | R | P | * | | | |
| | | | ENTER CITY | | | SR 520 TO MAGNUSON PK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MONTLAKE BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 520 | | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 513/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | OFF RAMP | L | | SR 520 EB | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | END BRIDGE | B | | SR 520 | | | | 2 | 2 | | C | 22A | | 25S | CU | | | \$ | 22A | C | | 44 | 5 | 02 | 1140 | U1 | | 30 | R | P | * | | | |
| | | | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | OFF RAMP | L | | SR 520 WB | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | ON RAMP | R | | SR 520 WB | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | INTRSECTN | B | | E HAMLIN ST | | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | | C | 22A | | 25S | CU | | | | 22A | C | \$\$\$ | 44 | 5 | 02 | 1140 | U1 | | 30 | R | P | * | | | |
| | | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | B | | E SHELBY ST | | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | INTRSECTN | B | | E SHELBY ST | | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | BEG BRIDGE | B | | LAKE WASHINGTON CANAL | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | | | | C | 400 | C | | 40 | 5 | 02 | 1140 | U1 | | 30 | R | P | * | | |
| | | | | | | BRDG NUM 513/012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.26 | 0.26 | | END BRIDGE | B | | LAKE WASHINGTON CANAL | | | | 2 | 2 | | | | | | | | | | C | 70A | C | | 70 | 5 | 02 | 1140 | U1 | | 30 | R | P | * | | |
| 0.33 | 0.33 | | EXIT TO | R | | U OF W PARKING | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | INTRSECTN | L | | NE PACIFIC ST | | | | | | | | | | CT | SG | Y | 2 | 2 | | | C | 46A | C | | 46 | 5 | 02 | 1140 | U1 | | 30 | R | P | * |
| 0.36 | 0.36 | | ENT/EXIT | R | | U OF W PARKING | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | NE PACIFIC ST | | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 0.46 | 0.46 | | WYE CONN | L | | NE PACIFIC PL | | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.48 | | INTRSECTN | L | | NE PACIFIC PL | | | | | | | | | | CT | SG | Y | 2 | 2 | | | C | 48A | C | | 48 | 5 | 02 | 1140 | U1 | | 35 | R | P | * |
| 0.52 | 0.52 | | WYE CONN | L | | NE PACIFIC PL | | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | UXING | B | | PED XING | | | | 2 | 2 | | C | 23A | | 10A | CU | | | | \$ | 23A | C | | 46 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| | | | | | | BRDG NUM 513/014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.62 | 0.62 | | EXIT TO | R | | U OF W PARKING | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | ENT FROM | R | | U OF W PARKING | | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | |
| 0.77 | 0.77 | | ENT/EXIT | R | | U OF W PARKING | | | | | | | | | | 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 |
| 0.10 | 0.10 | | .02 | 10 | | | | | | |
| 0.34 | 0.34 | | .06 | 22 | | .04 | 10 | | | |
| 0.36 | 0.36 | | | | | .05 | 11 | | | |
| 0.62 | 0.62 | | | | | .02 | 11 | | | |
| 0.72 | 0.72 | | | | | | | .03 | 11 | |
| 0.77 | 0.77 | | | | | | | .03 | 11 | |

SR 513 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | MTCE | CITY | ST | SPEED | T | P | S | | | | | | |
| 0.81 | 0.81 | | EXIT TO | R | | U OF W PARKING | ST | Y | 2 | 2 | | C | 23A | | 10A | CU | | | 23A | C | | 46 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | | |
| 0.83 | 0.83 | | ENT FROM | R | | U OF W PARKING | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | UXING | B | | PED XING | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | | INTRSECTN | L | | 25TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | WYE CONN | L | | 25TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 1.17 | | INTRSECTN | L | | NE 44TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | WALLA WALLA RD NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.19 | 1.19 | | WYE CONN | L | | NE 44TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | WALLA WALLA RD NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | 1.21 | | WYE CONN | L | | NE 45TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.23 | | END ST | I | | MONTLAKE BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE 45TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE 45TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.29 | 1.29 | | WYE CONN | L | | NE 45TH ST | CT | Y | 3 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | | | C | 76A | C | | 76 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 1.31 | 1.31 | | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | | BEG SU LN | C | | TWO WAY TURN | | | | 3 | 2 | | | | | | | | | C | 66A | C | 10 | 76 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.35 | 1.35 | | | | | | | | | 3 | 3 | | | | | | | | | | C | 66A | C | 10 | 76 | 5 | 02 | 1140 | U1 | | 35 | R | P | * |
| 1.46 | 1.46 | | END SU LN | C | | TWO WAY TURN | | | | 3 | 3 | | | | | | | | | C | 76A | C | \$\$\$ | 76 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.48 | 1.48 | | | | | | | | | 3 | 2 | | | | | | | | | | C | 76A | C | | 76 | 5 | 02 | 1140 | U1 | | 35 | R | P | * |
| 1.50 | 1.50 | | WYE CONN | R | | MARY GATES MEMORIAL DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | INTRSECTN | L | | NE 45TH PL | CT | SG | Y | 3 | 2 | | | | | | | | | C | 76A | C | | 76 | 5 | 02 | 1140 | U1 | | 35 | R | B | * | |
| | | | INTRSECTN | L | | UNION BAY PL NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MARY GATES MEMORIAL DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.53 | 1.53 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.54 | 1.54 | | WYE CONN | L | | NE 45TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.58 | 1.58 | | ENT/EXIT | L | | SHOPPING CENTER | PV | Y | 2 | 2 | | | | | | | | | | C | 65A | C | | 65 | 5 | 02 | 1140 | U1 | | 35 | R | B | * | |
| 1.68 | 1.68 | | INTRSECTN | R | | 36TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.73 | 1.73 | | INTRSECTN | R | | 37TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.81 | 0.81 | | | | | .05 | 11 | | | | |
| 1.09 | 1.09 | | | .16 | 20 | | | | | | |
| 1.23 | 1.23 | | | .03 | 12 | | | | | | |
| 1.29 | 1.29 | | | | | | | .02 | 10 | | |
| 1.31 | 1.31 | | | .05 | 10 | | | | | | |
| 1.52 | 1.52 | | | .04 | 21 | .02 | 11 | | | | |
| 1.58 | 1.58 | | | .01 | 10 | | | | | | |

SR 513 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|------|-------|---|------|---------------------|----|----|-------------|-----|-----|-------------|-----|------|---------|-----|---------------------------|-----|-----|-----|------|------|-----|-------|---|----|---|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | |
| 1.76 | 1.76 | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.77 | END ST | I | NE 45TH ST | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | SAND POINT WAY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 45TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 38TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.78 | 1.78 | BEG SU LN | C | TWO WAY TURN | | | 10A | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | NE 45TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.84 | INTRSECTN | R | 39TH PL NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.91 | 1.91 | END SU LN | C | TWO WAY TURN | | | 10A | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 1.93 | 1.93 | INTRSECTN | B | 40TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | 1.97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | INTRSECTN | R | 41ST AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.05 | 2.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.06 | 2.06 | INTRSECTN | L | 41ST AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | CHILDREN'S HOSPITAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | BEG SU LN | C | TWO WAY TURN | | | 13P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NE 50TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.13 | 2.13 | END SU LN | C | TWO WAY TURN | | | 13P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.25 | BEG SU LN | C | TWO WAY TURN | | | 12P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | INTRSECTN | B | NE 52ND ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.28 | 2.28 | END SU LN | C | TWO WAY TURN | | | 12P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 2.35 | 2.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.36 | 2.36 | INTRSECTN | L | 45TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.45 | 2.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | INTRSECTN | R | 47TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.49 | 2.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.54 | INTRSECTN | L | PRINCETON AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.59 | 2.59 | BEG SU LN | C | TWO WAY TURN | | | 13P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 2.62 | 2.62 | INTRSECTN | R | IVANHOE PL NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 50TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.65 | 2.65 | END SU LN | C | TWO WAY TURN | | | 13P | | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| 2.67 | 2.67 | INTRSECTN | R | NE 55TH 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 |
| 1.77 | 1.77 | | | .04 | 10 | | | | |
| 1.93 | 1.93 | .02 | 10 | | | | | | |
| 2.06 | 2.06 | .02 | 13 | | .02 | 13 | | | |
| 2.46 | 2.46 | | | | .02 | 13 | | | |
| 2.54 | 2.54 | .02 | 12 | | .02 | 12 | | | |

SR 513 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 2.79 | 2.79 | | BEG SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4P | 55P | | C | 14 | 69 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 2.81 | 2.81 | | INTRSECTN | R | | NE WINDERMERE RD | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.83 | 2.83 | | END SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | 4P | 22P | | 14S | CU | \$\$\$ | 33P | | C | \$\$\$ | 55 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 2.88 | 2.88 | | BEG SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4P | 55P | | C | 14 | 69 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 2.89 | 2.89 | | INTRSECTN | R | | NE 58TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.90 | 2.90 | | END SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | 4P | 22P | | 14S | CU | \$\$\$ | 22P | | 4P | \$\$\$ | 44 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 2.96 | 2.96 | | INTRSECTN | R | | 55TH AVE NE | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.97 | 2.97 | | BEG SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4P | 44P | | 4P | 14 | 58 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 2.98 | 2.98 | | INTRSECTN | R | | 59TH AVE NE | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | | END SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | 4P | 22P | | 14S | CU | \$\$\$ | 22P | | 4P | \$\$\$ | 44 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.01 | 3.01 | | BEG SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4P | 44P | | 4P | 14 | 58 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.02 | 3.02 | | INTRSECTN | R | | NE 60TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 3.03 | | END SU LN | C | | TWO WAY TURN | 14P | | | 2 | 2 | 4P | 22P | | 14S | CU | \$\$\$ | 22P | | 4P | \$\$\$ | 44 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.08 | 3.08 | | INTRSECTN | R | | NE 61ST ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.13 | 3.13 | | INTRSECTN | R | | 57TH AVE NE | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.14 | 3.14 | | BEG SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 4P | 44P | | 4P | 13 | 57 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.15 | 3.15 | | INTRSECTN | R | | NE 62ND ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.18 | 3.18 | | END SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | 3P | 22P | | 14S | CU | \$\$\$ | 33P | | \$\$C | \$\$\$ | 55 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.22 | 3.22 | | INTRSECTN | R | | NE 63RD ST | | CT | | Y | 2 | 2 | 2S | 26P | 14S | CU | | 33P | | C | | 59 | 5 | 02 | 1140 | U1 | 40 | R | B | * |
| 3.29 | 3.29 | | BEG SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 2S | 45P | | C | 13 | 58 | 5 | 02 | 1140 | U1 | 40 | R | P | * |
| 3.30 | 3.30 | | INTRSECTN | R | | NE 64TH ST | | CT | | Y | 2 | 2 | | | | | 4S | 45P | | C | 13 | 58 | 5 | 02 | 1140 | U1 | 40 | R | P | * |
| 3.32 | 3.32 | | END SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | | | | | | 4S | 58P | | C | \$\$\$ | 58 | 5 | 02 | 1140 | U1 | 40 | R | P | * |
| 3.35 | 3.35 | | END ST | I | | SAND POINT WAY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | W G MAGNUSON PK | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | NE 65TH ST | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1794 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

SR 515 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | LNS | RDY | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | | | | 2 | 2 | | | | | C | 58A | C | | | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | WYE CONN | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | BEG SU LN | C | | | | | | | | | | | C | 46A | C | | | 12 | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.16 | 0.16 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | MISC FEATR | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.45 | | END SU LN | C | | | | | | | | | | | C | 46A | C | | | 12 | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.48 | 0.48 | | MISC FEATR | L | | | | | | | | | | | C | 58A | C | | | \$\$\$ | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.50 | 0.50 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.55 | 0.55 | | BEG SU LN | C | | | | | | | | | | | C | 46A | C | | | 12 | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.70 | 0.70 | | END SU LN | C | | | | | | | | | | | C | 58A | C | | | \$\$\$ | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.73 | 0.73 | | MISC FEATR | B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.75 | 0.75 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | BEG SU LN | C | | | | | | | | | | | C | 46A | C | | | 12 | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.95 | 0.95 | | END SU LN | C | | | | | | | | | | | C | 58A | C | | | \$\$\$ | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 0.96 | 0.96 | | MP MARKER | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.04 | | BEG SU LN | C | | | | | | | | | | | C | 46A | C | | | 12 | 58 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| | | | ENT/EXIT | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.22 | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.27 | 1.27 | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.29 | 1.29 | | MISC FEATR | R | | | | | | | | | | | C | 48A | C | | | 12 | 60 | 4 | 01 | 0615 | U2 | | 35 | R | P | * |
| 1.33 | 1.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | MISC FEATR | L | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 | | | | | .05 | 24 | | | | |
| 0.50 | 0.50 | | | .03 | 12 | .03 | 12 | | | | |
| 0.75 | 0.75 | | | .03 | 12 | .03 | 12 | | | | |
| 1.00 | 1.00 | | | .03 | 12 | .03 | 12 | | | | |
| 1.04 | 1.04 | | | | | .02 | 12 | | | | |

SR 515 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------|-------------|----|----|-------------|---|-----|-----|-----|------|----|--------------------------|-----|-----|--------|-----|-------|----|------|-----|----|----|---|----|---|---|---|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T | P | S | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R | K | T | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D IB | | R | K | T | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | NBR | ST | FC | D | IB | R | K | T | | | | |
| 1.53 | 1.53 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| 1.59 | 1.59 | | INTRSECTN | L | | SE 230TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.70 | 1.70 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.72 | 1.72 | | INTRSECTN | B | | SE 228TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.81 | 1.81 | | INTRSECTN | R | | SE 226TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.93 | 1.93 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | INTRSECTN | L | | SE 224TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.09 | 2.09 | | INTRSECTN | R | | SE 224TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | 2.14 | | CHG SU LN | C | | TWO WAY TURN | 12P | | | 2 | 2 | | | | | | C | 47P | C | 12 | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| | | | BEG BRIDGE | B | | GARRISON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 515/004 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.17 | 2.17 | | END BRIDGE | B | | GARRISON CREEK | | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| | | | CHG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| | | | INTRSECTN | R | | SE 222ND PL | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.22 | 2.22 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.28 | 2.28 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| 2.33 | 2.30 | | END ST | I | | 104TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EQUATION | | | 002.30 =002.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 108TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.35 | 2.32 | | INTRSECTN | R | | SE 220TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.37 | 2.34 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.49 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| 2.57 | 2.54 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.59 | 2.56 | | INTRSECTN | R | | SE 217TH ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SE 216TH ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.61 | 2.58 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.66 | 2.63 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |
| 2.84 | 2.81 | | INTRSECTN | R | | SE 212TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.82 | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.87 | 2.84 | | INTRSECTN | L | | SE 212TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.92 | | INTRSECTN | L | | SE 211TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.96 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | 2.99 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U2 | | 40 | R | P | * | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| | | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 2.20 | 2.20 | | | | | .05 | 12 | | | | |
| 2.59 | 2.56 | | | .04 | 12 | .04 | 12 | | | | |

SR 515 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | WD/S | BR | WD/S | BR | WD/S | BR | WD/S | BR | WD/S | BR | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 4.41 | 4.38 | | | | | | | 2 | 2 | | | | | | | C | 49A | C | 11 | 60 | 4 | 01 | 1070 | U2 | 45 | R | P | * | | |
| 4.53 | 4.50 | INTRSECTN | B | SE 186TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | 4.57 | INTRSECTN | B | SE 184TH LN | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.75 | 4.72 | INTRSECTN | R | SE 182ND ST | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 4.76 | 4.73 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.80 | 4.77 | INTRSECTN | R | SE 181ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.83 | 4.80 | END SU LN | C | TWO WAY TURN | | 11A | | 2 | 2 | | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 01 | 1070 | U2 | 45 | R | P | * | | |
| 4.88 | 4.85 | INTRSECTN | L | SE 180TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | FIRE STATION | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 4.95 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 4.99 | ENT/EXIT | L | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.08 | 5.05 | | | | | | | 2 | 2 | | | | | | | C | 66A | C | | 66 | 4 | 01 | 1070 | U2 | 45 | R | P | * | | |
| 5.14 | 5.11 | INTRSECTN | L | SE CARR RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SE 176TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.22 | 5.19 | INTRSECTN | L | SE 174TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.29 | 5.26 | END ST | I | 108TH AVE SE | | | | 2 | 2 | | | | | | | C | 60A | C | | 60 | 4 | 01 | 1070 | U2 | 45 | R | P | * | | |
| | | BEG ST | I | BENSON DR S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | BENSON RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.43 | 5.40 | | | | | | | 2 | 2 | | | | | | | C | 48A | C | | 48 | 4 | 01 | 1070 | U2 | 45 | R | P | * | | |
| 5.47 | 5.44 | INTRSECTN | L | SE 172ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.63 | 5.60 | | | | | | | 2 | 2 | | | | | | | C | 48A | C | | 48 | 4 | 01 | 1070 | U2 | 35 | R | P | * | | |
| 5.90 | 5.87 | | | | | | | 2 | 2 | | | | | | | C | 60A | C | | 60 | 4 | 01 | 1070 | U2 | 35 | R | P | * | | |
| 6.00 | 5.97 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.03 | 6.00 | INTRSECTN | R | S 27TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | 6.13 | | | | | | | 2 | 2 | | | | | | | C | 48A | C | | 48 | 4 | 01 | 1070 | U2 | 35 | R | P | * | | |
| 6.24 | 6.21 | UXING | B | PED KING | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 515/010 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.26 | 6.23 | INTRSECTN | R | S 23RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.32 | 6.29 | | | | | | | 2 | 2 | | | | | | | C | 60A | C | | 60 | 4 | 01 | 1070 | U2 | 35 | R | P | * | | |
| 6.37 | 6.34 | INTRSECTN | L | S 21ST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | PVT RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.50 | 6.47 | | | | | | | 2 | 2 | | | | | | | C | 48A | C | | 48 | 4 | 01 | 1070 | U2 | 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 |
| 4.88 | 4.85 | .03 | 12 | | .07 | 12 | | | |
| 5.02 | 4.99 | .03 | 11 | | | | | | |
| 5.14 | 5.11 | .06 | 22 | | .07 | 21 | | | |
| 5.29 | 5.26 | | | | .03 | 11 | | | |
| 6.03 | 6.00 | | | | .03 | 11 | | .03 | 11 |
| 6.37 | 6.34 | .03 | 12 | | .03 | 12 | | | |

SR 515 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 6.63 | 6.60 | | | | | | | 2 | 2 | | | | | C 48A | C | | 48 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| 6.66 | 6.63 | INTRSECTN | L | S 16TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.70 | 6.67 | | | | | | | 2 | 2 | | | | | C 60A | C | | 60 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| 6.75 | 6.72 | WYE CONN | R | S PUGET DR | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.73 | INTRSECTN | L | S 15TH ST | CT | SG | Y | 2 | 3 | | | | | C 84A | C | | 84 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| | | INTRSECTN | R | S PUGET DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.87 | 6.84 | WYE CONN | R | OFF RAMP | ST | | Y | 2 | 2 | | | | | C 72A | C | | 72 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| 6.89 | 6.86 | OFF RAMP | R | SR 405 NB | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 6.93 | 6.90 | UXING | B | SR 405 | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/016 | | | | | | | | | | | | | | | | | | | | | | |
| 6.97 | 6.94 | END ST | I | BENSON DR S | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | TALBOTT RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S RENTON VILLAGE PL | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 405 SB | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 7.00 | 6.97 | WYE CONN | R | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 7.02 | 6.99 | BEG SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C 48A | C | 13 | 61 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| 7.07 | 7.04 | END SU LN | C | TWO WAY TURN | | 13A | | 2 | 2 | | | | | C 61A | C | \$\$\$ | 61 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| | | EXIT TO | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 7.08 | 7.05 | ENT FROM | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.07 | EXIT TO | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 7.12 | 7.09 | | | | | | | 2 | 2 | | | | | C 85A | C | | 85 | 4 | 01 | 1070 | U2 | | 35 | R | P | * |
| 7.20 | 7.17 | WYE CONN | L | S GRADY WAY | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.18 | END ST | I | TALBOTT RD | | | | 2 | 2 | | | | | C 68A | C | | 68 | 4 | 01 | 1070 | U2 | | 35 | L | P | * |
| | | BEG ST | I | S GRADY WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | S GRADY WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | TALBOTT RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 7.29 | 7.26 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 44A | C | 12 | 56 | 4 | 01 | 1070 | U2 | | 35 | L | P | * |
| 7.32 | 7.29 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 56A | C | \$\$\$ | 56 | 4 | 01 | 1070 | U2 | | 35 | L | P | * |
| 7.33 | 7.30 | INTRSECTN | B | WILLIAMS AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 7.35 | 7.32 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 44A | C | 12 | 56 | 4 | 01 | 1070 | U2 | | 35 | L | P | * |
| 7.40 | 7.37 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 56A | C | \$\$\$ | 56 | 4 | 01 | 1070 | U2 | | 35 | L | P | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.76 | 6.73 | .03 | 12 | .09 | 24 | | | | |
| 6.89 | 6.86 | | | .11 | 12 | | | | |
| 6.97 | 6.94 | .10 | 12 | | | | | | |
| 7.07 | 7.04 | | | .03 | 12 | | | | |
| 7.10 | 7.07 | | | | | | | .10 | 12 |
| 7.21 | 7.18 | .07 | 25 | .04 | 24 | | | | |
| 7.33 | 7.30 | | | .03 | 12 | | | | |

SR 515 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | |
| 7.41 | 7.38 | | INTRSECTN | L | | WELLS AVE S | CT | | Y | 2 | 2 | | | | | | C | 56A | C | | 56 | 4 | 01 | 1070 | U2 | 35 | L | P | * | | |
| 7.43B | 7.40 | | BEG EQ | | | BEGIN BACK | | | | 2 | 2 | | | | | | C | 44A | C | 12 | 56 | 4 | 01 | 1070 | U2 | 35 | L | P | * | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | |
| 7.48B | 7.45 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | \$ | 59A | C | \$\$\$ | 59 | 4 | 01 | 1070 | U2 | 35 | L | P | * | | |
| 7.49B | 7.46 | | INTRSECTN | R | | BENSON RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.43 | 7.47 | | END ST | I | | S GRADY WAY | | | | 2 | 2 | | | | | | C | 55A | C | | 55 | 4 | 01 | 1070 | U2 | 25 | L | P | * | | |
| | | | EQUATION | | | 007.50B=007.43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | MAIN AVE S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | BENSON RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.48 | 7.52 | | INTRSECTN | L | | S 5TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.59 | 7.63 | | INTRSECTN | B | | S 4TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.64 | 7.68 | | | | | | | | | | | 2 | 2 | | | | C | 45A | C | | 45 | 4 | 01 | 1070 | U2 | 25 | L | P | * | | |
| 7.68 | 7.72 | | WYE CONN | L | | SR 515 DEC | ST | SG | Y | 2 | 2 | | | | | | C | 45P | C | | 45 | 4 | 01 | 1070 | U2 | 25 | L | P | * | | |
| | | | RR XING | B | | NUM 91691J GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.70 | 7.74 | | INTRSECTN | B | | SR 900 E BND | ST | SG | Y | 2 | \$ | C | 45A | C | | | \$ | \$\$\$ | \$ | | 45 | 4 | 01 | 1070 | U2 | 25 | \$ | \$ | L | B | * |
| 7.80 | 7.84 | | INTRSECTN | B | | 2ND ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.82 | 7.86 | | END ST | I | | MAIN AVE S | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 900 CO2NDST (COUPLT) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1741 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.41 | 7.38 | | | .02 | 12 | | | | | | |
| 7.42 | 7.39 | | | | | .01 | 12 | | | | |
| 7.49B | 7.46 | | | | | .11 | 12 | | | | |
| 7.59 | 7.63 | | | .03 | 12 | .02 | 12 | | | | |
| 7.70 | 7.74 | | | | | .02 | 12 | | | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|---------------------------|-------|-----|-------|--------|-----|----|----|-----|------|----|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 5A | 33A | 5A | | | 33 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| | | | ENTER CITY | | | SR 509 TO SR 169 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | DES MOINES | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | KENT DES MOINES RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 509 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | INTRSECTN | R | | MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 8TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.07 | 0.07 | | BEG SU LN | C | | TWO WAY TURN | | | 11A | | | | | | | | 5A | 22A | 5A | 11 | | 33 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.15 | 0.15 | | INTRSECTN | L | | 10TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | INTRSECTN | R | | S 230TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.17 | 0.17 | | INTRSECTN | R | | 10TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S 230TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | 0.20 | | END SU LN | C | | TWO WAY TURN | | | 11A | | | | | | | | 6A | 22A | 6A | \$\$\$ | | 22 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.59 | 0.59 | | INTRSECTN | L | | 16TH AVE S | | | | | | | | | | | 8A | 22A | 8A | | | 22 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.67 | 0.67 | | | | | | | | | | | | | | | | 8A | 33A | 8A | | | 33 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.71 | 0.71 | | WYE CONN | R | | 16TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | INTRSECTN | R | | 16TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.75 | 0.75 | | WYE CONN | R | | 16TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.83 | 0.83 | | INTRSECTN | L | | 18TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.84 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | \$\$C | 33A | 5A | 12 | | 45 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.93 | 0.93 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 33A | 5A | \$\$\$ | | 33 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 0.94 | 0.94 | | INTRSECTN | R | | 20TH AVE S | | | | | | | | | | | 8A | 34A | 6A | | | 34 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.00 | 1.00 | | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 22A | 8A | 12 | | 34 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| | | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.07 | 1.07 | | INTRSECTN | R | | S 234TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | 8A | 24A | 8A | \$\$\$ | | 24 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.25 | 1.25 | | INTRSECTN | L | | 21ST AVE S | | | | | | | | | | | \$\$C | 32A | 8A | | | 32 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.29 | 1.29 | | INTRSECTN | L | | 22ND PL S | | | | | | | | | | | 8A | 24A | 8A | | | 24 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.35 | 1.35 | | | | | | | | | | | | | | | | 5A | 34A | 5A | | | 34 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.39 | 1.39 | | | | | | | | | | | | | | | | \$\$C | 39A | 5A | | | 39 | 4 | 03 | 0325 | U1 | | 35 | R | P | * | |
| 1.48 | 1.48 | | INTRSECTN | L | | 24TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 25TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 0.01 | 0.01 | | | | .03 | 11 | | | | |
| 0.74 | 0.74 | | | | .03 | 11 | | | | |
| 0.83 | 0.83 | | .03 | 11 | | | | | .03 | 13 |
| 0.94 | 0.94 | | | | .03 | 12 | | | | |
| 1.48 | 1.48 | | .03 | 11 | .03 | 11 | | | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|-------------------|----|---------|---|---|-----------------|-----|-----|-------------|------|----|---------|-----|--------------------------|-----|-----|----|----|-----|------|----|----|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | CITY ST | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.49 | 1.49 | | | | | | | 1 | 1 | | | | | | 5A | 34A | 5A | | | 34 | 4 | 03 | 0325 | U1 | | 35 | R | P | * |
| 1.56 | 1.56 | LEAVE CITY | | DES MOINES | | | | 1 | 1 | | | | | | 5A | 34A | 5A | | | 34 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| | | ENTER CITY | | KENT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.57 | 1.57 | INTRSECTN | L | 27TH AVE S | CT | | Y | 1 | 1 | | | | | | 8A | 22A | 6A | | | 22 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.68 | 1.68 | | | | | | | 1 | 1 | | | | | | \$\$C | 34A | 6A | | | 34 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.70 | 1.70 | | | | | | | 2 | 1 | | | | | | C | 42A | 6A | | | 42 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.72 | 1.72 | | | | | | | 2 | 1 | | | | | | C | 48A | \$\$C | | | 48 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.74 | 1.74 | WYE CONN | L | SR 99 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | | | | | | 2 | 2 | | | | | | C | 76A | C | | | 76 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.79 | 1.79 | INTRSECTN | B | SR 99 | ST | SG | Y | 2 | 2 | | | | | | C | 94A | C | | | 94 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.82 | 1.82 | WYE CONN | L | SR 99 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.83 | 1.83 | WYE CONN | R | SR 99 | ST | | Y | 2 | 3 | | | | | | C | 94A | C | | | 94 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.85 | 1.85 | | | | | | | 1 | 3 | | | | | | C | 76A | C | | | 76 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.86 | 1.86 | | | | | | | 1 | 3 | | | | | | 10A | 76A | 10A | | | 76 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.88 | 1.88 | WYE CONN | L | 30TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.89 | 1.89 | INTRSECTN | B | 30TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.90 | 1.90 | WYE CONN | R | 30TH AVE S | CT | | Y | 1 | 2 | | | | | | 10A | 76A | 10A | | | 76 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.91 | 1.91 | | | | | | | 2 | 2 | | | | | | \$\$C | 76A | \$\$C | | | 76 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 1.93 | 1.93 | WYE CONN | L | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.94 | 1.94 | ON RAMP | L | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 1.96 | FLYER STOP | R | LOT NUMBER | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | | SEATTLE METRO | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | EXIT TO | R | METRO LOAD AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT FROM | R | METRO LOAD AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | UXING | B | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/511W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.02 | EQUATION | | 002.02 =002.03 | | | 2 | 2 | | C | 25A | | 14A | CU | \$ | 24A | 10A | | | 49 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| | | MISC FEATR | B | SR 5 CENTERLINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | 2.03 | UXING | B | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/511E | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | NB SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.06 | ON RAMP | L | NB SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.79 | 1.79 | .04 | 12 | .04 | 13 | | | .07 | 24 |
| 1.82 | 1.82 | | | | | | | .03 | 15 |
| 1.94 | 1.94 | | | .02 | 12 | | | .04 | 12 |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | |
| 2.08 | | 2.07 | MISC FEATR | L | | GORE (SR 5 P514921) | | | | 2 | 2 | C | 25A | | 14A | CU | | | | 24A | 10A | | 49 | 4 | 03 | 0615 | U1 | | 35 | R | P | * | | | |
| 2.11 | | 2.10 | OFF RAMP | L | | NB SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (SR 5 Q514933) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | | 2.13 | ENT FROM | L | | METRO LOAD AREA | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.17 | | 2.16 | FLYER STOP | L | | LOT NUMBER 00 | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | SEATTLE METRO | | | | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.19 | | 2.18 | EXIT TO | L | | METRO LOAD AREA | ST | SG | Y | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | | 2.19 | ON RAMP | R | | NB SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.24 | | 2.23 | WYE CONN | L | | MILITARY RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.25 | | 2.24 | INTRSECTN | B | | MILITARY RD | CT | SG | Y | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.31 | | 2.30 | | | | | | | | 2 | 2 | 10A | 24A | | 14A | UP | \$\$\$ | | | 24A | 15A | | 64 | 4 | 03 | 0615 | U1 | | 55 | R | P | * | | | |
| 2.34 | | 2.33 | LEAVE CITY | | | KENT | | | | 2 | 2 | 10A | 24A | | 14A | JE | | | | 24A | 15A | | 48 | 4 | 03 | \$\$\$ | U1 | | 55 | R | \$ | * | | | |
| 2.37 | | 2.36 | | | | | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | 24A | 15A | | 48 | 4 | 03 | | U1 | | 55 | R | | * | | |
| 2.52 | | 2.51 | ENTER CITY | | | KENT | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | 24A | 15A | | 48 | 4 | 03 | 0615 | U1 | | 55 | R | P | * | | |
| 2.61 | | 2.60 | MISC FEATR | R | | SGN ENT KENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.82 | | 2.81 | | | | | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | | | | | | | | | | | | | | | |
| 3.01 | | 3.00 | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.37 | | 3.36 | | | | | | | | 2 | 2 | 10A | 24A | | 16A | UP | | | | | | | | | | | | | | | | | | | |
| 3.56 | | 3.55 | WYE CONN | R | | REITH RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.57 | | 3.56 | WYE CONN | L | | MEEKER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | | 3.57 | INTRSECTN | R | | REITH RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MEEKER ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.59 | | 3.58 | WYE CONN | L | | MEEKER ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | REITH RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.73 | | 3.72 | | | | | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | | | | | | | | | | | | | | | |
| 3.77 | | 3.76 | LEAVE CITY | | | KENT | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | | | | | | | | | | | | | | | |
| 3.88 | | 3.87 | BEG BRIDGE | B | | MULLEN SLOUGH | ST | | | 2 | 2 | \$\$\$ | 41P | | 16P | JE | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 516/007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.93 | | 3.92 | END BRIDGE | B | | MULLEN SLOUGH | | | | 2 | 2 | 10A | 24A | | 16A | JE | | | | | | | | | | | | | | | | | | | |
| 4.01 | | 4.00 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.30 | | 4.29 | BEG BRIDGE | B | | GREEN RIVER | ST | | | 2 | 2 | \$\$\$ | 29P | | 16P | JE | | | | | | | | | | | | | | | | | | | |

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 |
| 2.11 | | 2.10 | | | | | | | | | |
| 2.25 | | 2.24 | | .05 | 24 | .05 | 12 | .08 | 12 | .04 | 12 |
| 3.56 | | 3.55 | | | | .09 | 12 | | | | |
| 3.57 | | 3.56 | | | | | | .13 | 15 | | |
| 3.58 | | 3.57 | | .15 | 15 | | | .09 | 16 | | |
| 3.59 | | 3.58 | | | | | | | | .11 | 12 |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------|----|----|-------------|-----|--------|-------------|-----|--------|------|-----|--------------------------|--------|-----|-----|------|------|-----|-------|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T |
| 4.30 | 4.29 | | | BRDG NUM 516/008 | | | | 2 2 | W | 29P | | 16P | JE | 29P | W | | 58 | 4 | 03 | | U1 | 55 | R | * | | | |
| 4.35 | 4.34 | ENTER CITY | | KENT | | | | 2 2 | W | 29P | | 16P | JE | 29P | W | | 58 | 4 | 03 | 0615 | U1 | 55 | R | P | * | | |
| 4.37 | 4.36 | END BRIDGE B | | GREEN RIVER | | | | 2 2 | 10A | 24A | | 16A | JE | 24A | 10A | | 48 | 4 | 03 | 0615 | U1 | 55 | R | P | * | | |
| 4.52B | 4.51 | BEG EQ | | BEGIN BACK | | | | 2 2 | 10A | 24A | | 16A | UP | 24A | 10A | | 48 | 4 | 03 | 0615 | U1 | 55 | R | P | * | | |
| 4.68B | 4.67 | | | | | | | 2 2 | 10A | 24A | | 16A | UP | 24A | 10A | | 48 | 4 | 03 | 0615 | U1 | 55 | R | P | * | | |
| 4.78B | 4.77 | WYE CONN | L | SR 181 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.52 | 4.79 | EQUATION | | 004.80B=004.52 | | | | 2 2 | 10A | 24A | | 16A | UP | 24A | 10A | | 48 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| | | INTRSECTN | L | SR 181 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | OLD SR 181-68TH AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.53 | 4.80 | WYE CONN | L | SR 181 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 4.81 | WYE CONN | R | OLD SR 181-68TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.57 | 4.84 | WYE CONN | R | SR 167 OFF RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.58 | 4.85 | ON RAMP | L | SR 167 | ST | SG | Y | 2 2 | 10A | 24A | | 16A | CU | 24A | 10A | | 48 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| | | OFF RAMP | R | SR 167 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.64 | 4.91 | UXING | B | SR 167 SB | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/122W | | | | | | | | | | | | | | | | | | | | | | | |
| 4.66 | 4.93 | UXING | B | SR 167 NB | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 167/122E | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | 4.99 | ON RAMP | R | SR 167 | ST | SG | Y | 2 2 | \$\$C | 28A | | 14A | CU | 28A | \$\$C | | 56 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| | | OFF RAMP | L | SR 167 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.75 | 5.02 | | | | | | | 2 2 | C | 28A | | 14A | UP | 28A | C | | 56 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.77 | 5.04 | INTRSECTN | R | 74TH AVE S | CT | | Y | 2 2 | C | 40A | | 14A | UP | 40A | C | | 80 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.78 | 5.05 | BEG SU LN | R | WEAVING/SPEED CHANGE 11A | | | | 2 2 | C | 40A | | 14A | UP | 40A | C | 11 | 91 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.80 | 5.07 | BEG SU LN | L | WEAVING/SPEED CHANGE 11A | | | | 2 2 | 12A | 40A | | 14A | UP | 40A | 4A | 22 | 102 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.82 | 5.09 | RR XING | B | NUM 396581U GRADE | | | | 2 2 | 12A | 24A | | 14A | UP | 24A | 10A | 22 | 70 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.83 | 5.10 | END SU LN | L | WEAVING/SPEED CHANGE 11A | | | | 2 2 | 12A | 24A | | 14A | UP | 24A | 10A | 11 | 59 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.84 | 5.11 | END SU LN | R | WEAVING/SPEED CHANGE 11A | | | | 2 2 | 12A | 24A | | 14A | UP | 24A | 10A | \$\$\$ | 48 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.93 | 5.20 | | | | | | | 2 2 | 10A | 24A | | 16A | UP | 24A | 8A | | 48 | 4 | 03 | 0615 | U1 | 40 | L | P | * | | |
| 4.98 | 5.25 | INTRSECTN | B | S 4TH AVE | CT | SG | Y | 2 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$ | C | 82A | \$\$C | 82 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| 4.99 | 5.26 | WYE CONN | R | S 4TH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.04 | 5.31 | END ST | I | KENT DES MOINES RD | | | | 2 2 | | | | | | C | 44A | C | 44 | 4 | 03 | 0615 | U1 | 30 | L | B | * | | |
| | | BEG ST | I | WILLIS ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | S 3RD 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 |
| 4.52 | 4.79 | .07 | 16 | .03 | 13 | | | | |
| 4.58 | 4.85 | | | .06 | 12 | | | | |
| 4.72 | 4.99 | .02 | 16 | | | | | | |
| 4.77 | 5.04 | | | .04 | 16 | | | | |
| 4.98 | 5.25 | .03 | 12 | .03 | 12 | .02 | 12 | .06 | 12 |
| 5.04 | 5.31 | .03 | 12 | | | | | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | MEDIAN- | | | SHD RDY SHD | | | LNS RDY | | | | | | | D IB | | R K T | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 5.09 | 5.36 | | INTRSECTN | B | S | 2ND AVE | CT | Y | 2 | 2 | | | | | | | C | 44A | C | | 44 | 4 | 03 | 0615 | U1 | 30 | L | B | * | | |
| 5.15 | 5.42 | | INTRSECTN | L | S | 1ST AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.17 | 5.44 | | INTRSECTN | R | S | 1ST AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.19 | 5.46 | | RR XING | B | | NUM 85640K GRADE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.47 | | INTRSECTN | R | | RAILROAD AVE S | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.22 | 5.49 | | INTRSECTN | L | | RAILROAD AVE S | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 5.52 | | INTRSECTN | R | | BRIDGES AVE S | CT | Y | 2 | 2 | | | | | | | C | 58A | C | | 58 | 4 | 03 | 0615 | U1 | 30 | L | B | * | | |
| 5.30 | 5.57 | | END ST | I | | WILLIS ST | | | 2 | 2 | | | | | | | C | 50A | C | | 50 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| | | | BEG ST | I | | CENTRAL AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S CENTRAL AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.35 | 5.62 | | INTRSECTN | L | E | SAAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.42 | 5.69 | | | | | | | | | 2 | 2 | | | | | | C | 58A | C | | 58 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| 5.44 | 5.71 | | INTRSECTN | B | E | TITUS ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.45 | 5.72 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 46A | C | 12 | 58 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| 5.48 | 5.75 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 58A | C | \$\$\$ | 58 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| 5.52 | 5.79 | | INTRSECTN | B | E | GOWE ST | CT | SG | Y | 2 | 2 | | | | | | C | 50A | C | | 50 | 4 | 03 | 0615 | U1 | 30 | L | P | * | | |
| 5.56 | 5.83 | | INTRSECTN | B | | MEEKER ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.68 | 5.95 | | END ST | I | | CENTRAL AVE | | | | 2 | 2 | | | | | | C | 58A | C | | 58 | 4 | 03 | 0615 | U1 | 30 | R | P | * | | |
| | | | BEG ST | I | | SMITH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SMITH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | N | CENTRAL AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.74 | 6.01 | | INTRSECTN | B | N | STATE AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.77 | 6.04 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 46A | C | 12 | 58 | 4 | 03 | 0615 | U1 | 30 | R | P | * | | |
| 5.82 | 6.09 | | INTRSECTN | R | N | KENNEBECK AVE | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.87 | 6.14 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 55A | C | \$\$\$ | 55 | 4 | 03 | 0615 | U1 | 30 | R | P | * | | |
| 5.88 | 6.15 | | INTRSECTN | L | | CLARK AVE N | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.93 | 6.20 | | INTRSECTN | R | | TITUS ST | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | | 64 | 4 | 03 | 0615 | U1 | 30 | R | P | * | | |
| | | | INTRSECTN | L | | JASON AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.95 | 6.22 | | BEG SU LN | R | | BICYCLE | | | | 05A | | | | | | | C | 64A | C | 5 | 69 | 4 | 03 | 0615 | U1 | 30 | R | P | * | | |
| | | | WYE CONN | R | | TITUS ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.99 | 6.26 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.04 | 6.31 | | END ST | I | | SMITH ST | | | | 2 | 2 | | | | | | C | 64A | C | 5 | 69 | 4 | 03 | 0615 | U1 | 40 | R | P | * | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.30 | 5.57 | | | .05 | 12 | | | | |
| 5.52 | 5.79 | .02 | 12 | .03 | 12 | | | | |
| 5.56 | 5.83 | .02 | 10 | | | | | | |
| 5.68 | 5.95 | .04 | 10 | | | | | | |
| 5.74 | 6.01 | .02 | 12 | | | | | | |
| 5.93 | 6.20 | .03 | 12 | | | | | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|------|------|-----|---|-------------------------|----|------------------------|---------|-----|-------------|-----|-----|--------------|--------|-----|--------|------|------|---------------------------|--------|--------|-----|---|----|------|----|---|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | TOT | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | LNS | RDY | | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 6.04 | 6.31 | | BEG ST | I | | CANYON DR | | | 2 | 2 | | | | | | | C | 64A | C | 5 | 69 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| | | | INTRSECTN | L | | HAZEL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.34 | | INTRSECTN | L | | CANYON DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | 6.35 | | | | | | | | 2 | 2 | | C | 22A | | 4A | JE | \$ | 30A | C | 5 | 57 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.16 | 6.43 | | INTRSECTN | L | | ALVORD AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | 6.49 | | | | | | | | 2 | 2 | | C | 22A | | 4A | JE | | 22A | 8A | 5 | 49 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.26 | 6.53 | | | | | | | | 2 | 2 | | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 56A | 8A | 5 | 61 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.30 | 6.57 | | INTRSECTN | L | | WEILAND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.35 | 6.62 | | | | | | | | 2 | 2 | | | | | | | C | 44A | 8A | 5 | 49 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.45 | 6.72 | | | | | | | | 2 | 2 | | | | | | | C | 55A | 6A | 5 | 60 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.54 | 6.81 | | INTRSECTN | L | | 94TH AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | 6.84 | | WYE CONN | L | | 94TH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.60 | 6.87 | | | | | | | | 2 | 2 | | | | | | | C | 44A | 6A | 5 | 49 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.72 | 6.99 | | END SU LN | R | | BICYCLE | | | 2 | 2 | | | | | | | C | 50A | \$\$\$ | \$\$\$ | 50 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.74 | 7.01 | | | | | | | | 2 | 2 | | | | | | | C | 56A | C | | 56 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 6.77 | 7.04 | | INTRSECTN | L | | S 252ND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.89 | 7.16 | | WYE CONN | R | | 97TH PL S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.91 | 7.18 | | END ST | I | | CANYON DR | | | 2 | 2 | | | | | | | C | 44A | 6A | | 44 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| | | | BEG ST | I | | SE 256TH ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 97TH PL S | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 6.99 | 7.26 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.04 | 7.31 | | | | | | | | 2 | 2 | | | | | | | C | 44A | 4A | | 44 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 7.06 | 7.33 | | BEG SU LN | C | | TWO WAY TURN | | 12A | 2 | 2 | | | | | | | C | 44A | 4A | 12 | 56 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 7.10 | 7.37 | | END SU LN | C | | TWO WAY TURN | | 12A | 2 | 2 | | | | | | | C | 56A | 4A | \$\$\$ | 56 | 4 | 03 | 0615 | U1 | | 40 | R | P | * |
| 7.13 | 7.40 | | | | | | | | 2 | 2 | | | | | | | C | 56A | 4A | | 56 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 7.15 | 7.42 | | INTRSECTN | R | | 101ST AVE SE | CT | SG | Y | 2 | 2 | | | | | | C | 60A | \$\$C | | 60 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| | | | ENT/EXIT | L | | KENT-MERIDIAN HIGH SCH | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | 7.47 | | BEG SU LN | C | | TWO WAY TURN | | 12A | 2 | 2 | | | | | | | C | 48A | C | 12 | 60 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 7.29 | 7.56 | | END SU LN | C | | TWO WAY TURN | | 12A | 2 | 2 | | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 03 | 0615 | U1 | | 35 | R | P | * |
| 7.34 | 7.61 | | INTRSECTN | R | | 104TH AVE SE | CT | SG | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 4 | 01 | 0615 | U1 | | 35 | R | P | * |
| | | | INTRSECTN | L | | SR 515 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |

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 | LGT |
| 6.04 | 6.31 | | .02 | 12 | | | | | | | |
| 6.07 | 6.34 | | .03 | 12 | | | | | | | |
| 6.30 | 6.57 | | .02 | 12 | | | | | | | |
| 6.54 | 6.81 | | .04 | 11 | | | | | | | |
| 6.77 | 7.04 | | .02 | 12 | | | | .04 | 12 | .01 | 12 |
| 7.15 | 7.42 | | .02 | 12 | | | | .03 | 12 | | |
| 7.34 | 7.61 | | .03 | 12 | | | | .03 | 12 | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|-----|-----------------|---|---|-----------------|-----|---------------------------|---------|----|-----|-----|-----|--------|-----|------|------|------|-------|---|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | |
| | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 7.35 | 7.62 | WYE CONN | L | SR 515 | ST | | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| 7.40 | 7.67 | END ST | I | SE 256TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | KENT KANGLEY RD-272ND ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SE 256TH ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.42 | 7.69 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.43 | 7.70 | WYE CONN | L | SE 256TH ST | CT | | Y | 2 | 2 | | | | | | C | 59A | C | | 59 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| | | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.46 | 7.73 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| 7.62 | 7.89 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| | | INTRSECTN | R | 108TH AVE SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.67 | 7.94 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| 7.78 | 8.05 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U1 | | 35 | R | P | * | |
| 7.82 | 8.09 | INTRSECTN | R | 111TH AVE SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | WASHINGTON PARK APTS | PV | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | 8.13 | | | | | | | 2 | 2 | | | | | | C | 59A | C | | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 7.87 | 8.14 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.02 | 8.29 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.05 | 8.32 | INTRSECTN | R | 114TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.12 | 8.39 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.16 | 8.43 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.18 | 8.45 | INTRSECTN | B | 116TH AVE SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 8.21 | 8.48 | WYE CONN | R | 116TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.24 | 8.51 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.46 | 8.73 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.48 | 8.75 | INTRSECTN | L | SE 263RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.50 | 8.77 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.69 | 8.96 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | C | 71A | C | \$\$\$ | 71 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.73 | 9.00 | WYE CONN | L | 124TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | 9.02 | INTRSECTN | B | 124TH AVE SE | CT | | SG | Y | 2 | 2 | | | | | C | 59A | C | | 59 | 4 | 01 | 0615 | U1 | | 45 | R | P | * | |
| 8.77 | 9.04 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 7.35 | 7.62 | | | | | | | | .02 12 |
| 7.40 | 7.67 | .03 | 14 | | | | | | |
| 7.43 | 7.70 | | | .03 | 12 | | | | |
| 7.62 | 7.89 | | | .02 | 12 | | | | |
| 7.82 | 8.09 | .03 | 12 | .03 | 12 | | | | |
| 8.18 | 8.45 | .03 | 12 | .03 | 12 | | | | |
| 8.48 | 8.75 | .01 | 12 | | | | | .01 | 12 |
| 8.75 | 9.02 | .03 | 12 | .03 | 12 | .03 | 12 | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|--------------|---|----|------------------|-----------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | SPEED | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | D IB | | R K | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 8.80 | 9.07 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 47A | C | 12 | 59 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.94 | 9.21 | | INTRSECTN | L | | 127TH AVE SE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | 9.27 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | 9.29 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | 9.40 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 59A | C | \$\$\$ | 59 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| 9.15 | 9.42 | | INTRSECTN | R | | 128TH PL SE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.22 | 9.49 | | ENT/EXIT | L | | SHOPPING CENTER | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | BUSINESS | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.30 | 9.57 | | ENT/EXIT | L | | SHOPPING CENTER | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.31 | 9.58 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.34 | 9.61 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | 9.63 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.38 | 9.65 | | INTRSECTN | B | | 132ND AVE SE | CT | SG | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| 9.43 | 9.70 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| 9.50 | 9.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.56 | 9.83 | | INTRSECTN | R | | 135TH AVE SE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.66 | 9.93 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.68 | 9.95 | | INTRSECTN | B | | 137TH AVE SE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.70 | 9.97 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.84 | 10.11 | | INTRSECTN | L | | 139TH PL SE | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.87 | 10.14 | | INTRSECTN | L | | 140TH AVE SE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.93 | 10.20 | | INTRSECTN | L | | PVT RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 141ST AVE SE | CT | | | N | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | 10.27 | | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.12 | 10.39 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| | | | INTRSECTN | R | | 144TH AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.13 | 10.40 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.14 | 10.41 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| | | | INTRSECTN | L | | SE 270TH PL | CT | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.18 | 10.45 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.20 | 10.47 | | BEG BRIDGE B | B | | HALF BRIDGE | ST | | | 2 | 2 | | | | | | C | 51P | C | | 51 | 4 | 01 | 0615 | U1 | 45 | R | P | * | | | |
| | | | | | | BRDG NUM 516/014 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 9.15 | 9.42 | | | .01 | 10 | | | | |
| 9.22 | 9.49 | .03 | 10 | .02 | 10 | | | | |
| 9.38 | 9.65 | .04 | 12 | .12 | 12 | .05 | 12 | .13 | 12 |
| 10.12 | 10.39 | | | .02 | 12 | | | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 10.26 | 10.53 | | | | | | | 2 | 2 | | | | | C | 51P | C | | 51 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| 10.30 | 10.57 | END BRIDGE | B | HALF BRIDGE | | | | 2 | 2 | | | | | C | 60A | C | | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| 10.36 | 10.63 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| 10.37 | 10.64 | INTRSECTN | R | 148TH AVE SE | | CT | N | | | | | | | | | | | | | | | | | | | |
| 10.43 | 10.70 | INTRSECTN | R | PVT RD | | PV | N | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | LAKE MERIDIAN PARK | | CT | N | | | | | | | | | | | | | | | | | | | |
| 10.51 | 10.78 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 10.53 | 10.80 | INTRSECTN | L | 150TH PL SE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 10.56 | 10.83 | END SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 71A | C \$\$\$ | | 71 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| 10.61 | 10.88 | INTRSECTN | R | 152ND AVE SE | | CT | SG Y | 2 | 2 | | | | | C | 60A | C | | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| | | INTRSECTN | L | 152ND WAY SE | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
| 10.66 | 10.93 | BEG SU LN | C | TWO WAY TURN | 12A | | | 2 | 2 | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| 10.67 | 10.94 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 10.71 | 10.98 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 10.85 | 11.12 | INTRSECTN | R | 156TH AVE SE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 10.91 | 11.18 | ENT/EXIT | R | FIRE STATION | | PV | FS N | | | | | | | | | | | | | | | | | | | |
| 10.96 | 11.23 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | 11.31 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | |
| 11.07 | 11.34 | CHG SU LN | C | TWO WAY TURN | 12P | | | 2 | 2 | | | | | C | 48P | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| | | BEG BRIDGE | B | SOOS CREEK | | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 516/016 | | | | | | | | | | | | | | | | | | | | | | |
| 11.09 | 11.36 | END BRIDGE | B | SOOS CREEK | | | | 2 | 2 | | | | | C | 48A | C | 12 | 60 | 4 | 01 | 0615 | U1 | 45 | R | P | * |
| | | CHG SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | |
| 11.13 | 11.40 | LEAVE CITY | | KENT | | | | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C \$\$\$ | | 48 | 4 | 01 | 0293 | U1 | 45 | R | P | * |
| | | ENTER CITY | | COVINGTON | | | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | C | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 156TH PL SE | | CT | Y | | | | | | | | | | | | | | | | | | | |
| 11.14 | 11.41 | MISC FEATR | R | SGN ENT COVINGTON | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | 11.48 | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | C | 60A | C | | 60 | 4 | 01 | 0293 | U1 | 45 | R | P | * |
| 11.25 | 11.52 | | | | | | | 2 | 2 | C | 60A | C | | 60 | 4 | 01 | 0293 | U1 | 35 | R | P | * | | | | |
| 11.26 | 11.53 | INTRSECTN | B | COVINGTON WAY SE | | CT | SG Y | | | | | | | | | | | | | | | | | | | |
| 11.31 | 11.58 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 11.33 | 11.60 | | | | | | | 2 | 2 | | | | | C | 70A | C | | 70 | 4 | 01 | 0293 | U1 | 35 | R | P | * |
| 11.35 | 11.62 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 11.37 | 11.64 | INTRSECTN | L | 164TH AVE SE | | CT | SG Y | 2 | 2 | C | 24A | 12S | CU | \$ | 24A | C | | 48 | 4 | 01 | 0293 | U1 | 35 | R | P | * |
| | | ENT/EXIT | R | BUSINESS PARK | | PV | SG Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.61 | 10.88 | .03 | 12 | .04 | 13 | .03 | 12 | | |
| 11.26 | 11.53 | .03 | 12 | .03 | 12 | | | | |
| 11.37 | 11.64 | .04 | 13 | .02 | 13 | .08 | 13 | | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------------|---|----|--------------------------|-------------|----|---|-------------|---|--------|---------|-----|----------|---------------------------|-------|-----|-----|-----|-----|----|--------|------|----|-------|------|----|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 12.30 | | 12.57 | | | | | | | | 1 | 1 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 50A | 8A | | 50 | 4 | 01 | 0293 | U2 | 50 | R | P | * | | | |
| 12.31 | | 12.58 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | 0293 | U2 | 50 | R | P | * | | | |
| 12.38 | | 12.65 | | | | | | | | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 4 | 01 | 0293 | U2 | 45 | R | P | * | | | |
| 12.43 | | 12.70 | | | | | | | | 1 | 1 | | | | | | \$\$C | 26A | 4A | | 26 | 4 | 01 | 0293 | U2 | 45 | R | P | * | | | |
| 12.52 | | 12.79 | ENT FROM | L | | SHOPPING CENTER | | | | | | | | | | | PV | | Y | | | | | | | | | | | | | |
| 12.53 | | 12.80 | EXIT TO | L | | SHOPPING CENTER | | | | | | | | | | | PV | | Y | | | | | | | | | | | | | |
| 12.66 | | 12.93 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 8A | 22A | 4A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| | | | INTRSECTN | L | | 185TH AVE SE | | | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | |
| 12.74 | | 13.01 | INTRSECTN | L | | 186TH AVE SE | | | | 1 | 1 | | | | | | CT | | Y | | | | | | | | | | | | | |
| 12.85 | | 13.12 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 5A | 22A | 4A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 12.92 | | 13.19 | INTRSECTN | L | | 189TH AVE SE | | | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 12.94 | | 13.21 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 8A | 34A | 7A | \$\$\$ | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 12.99 | | 13.26 | MP MARKER | R | | 13 | | | | | | | | | | | | | | 8A | 22A | 7A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.01 | | 13.28 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 8A | 34A | 7A | \$\$\$ | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.11 | | 13.38 | INTRSECTN | L | | 192ND AVE SE | | | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | |
| 13.13 | | 13.40 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 2A | 34A | 7A | 12 | 46 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.15 | | 13.42 | | | | | | | | 1 | 1 | | | | | | | | | 5A | 22A | 7A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.30 | | 13.57 | ENT/EXIT | L | | WOODSIDE VILLAGE | | | | | | | | | | | PV | | Y | | | | | | | | | | | | | |
| 13.32 | | 13.59 | | | | | | | | 1 | 1 | | | | | | | | | 9A | 34A | 7A | 12 | 46 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.38 | | 13.65 | ENT/EXIT | L | | CEDAR HTS JR HIGH SCHOOL | | | | | | | | | | | PV | | N | | | | | | | | | | | | | |
| 13.39 | | 13.66 | MISC FEATR B | | | PED XING (FLASHING) | | | | | | | | | | | | | | 8A | 22A | 4A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.47 | | 13.74 | ENT/EXIT | L | | CEDAR HTS JR HIGH SCHOOL | | | | | | | | | | | PV | | N | | | | | | | | | | | | | |
| 13.51 | | 13.78 | | | | | | | | 1 | 1 | | | | | | | | | 8A | 22A | 4A | 12 | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.61 | | 13.88 | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | | | | 8A | 34A | 4A | \$\$\$ | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.67 | | 13.94 | INTRSECTN | L | | 201ST AVE SE | | | | | | | | | | | CT | | Y | | | | | | | | | | | | | |
| 13.78 | | 14.05 | | | | | | | | 1 | 1 | | | | | | | | | 4A | 23A | 4A | | 23 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 13.81 | | 14.08 | INTRSECTN | L | | 203RD AVE SE | | | | | | | | | | | PV | | N | | | | | | | | | | | | | |
| 13.85 | | 14.12 | INTRSECTN | L | | 204TH AVE SE | | | | | | | | | | | CT | | N | | | | | | | | | | | | | |
| 13.97 | | 14.24 | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| | | | | | | | .01 | 12 | | |
| 12.52 | | 12.79 | | | | | | | | |
| 12.53 | | 12.80 | | | | .13 | 12 | | | |
| 12.66 | | 12.93 | .02 | 12 | | | | | | |
| 12.74 | | 13.01 | | | | .01 | 12 | | | |
| 12.92 | | 13.19 | .04 | 12 | | .02 | 12 | | | |
| 13.11 | | 13.38 | .09 | 12 | | .02 | 12 | | | |
| 13.30 | | 13.57 | | | | .02 | 12 | | | |
| 13.47 | | 13.74 | | | | .02 | 12 | | | |
| 13.67 | | 13.94 | .03 | 12 | | | | .01 | 12 | |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | |
| 14.02 | 14.29 | | | | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 14.06 | 14.33 | INTRSECTN | R | 207TH AVE SE | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 14.07 | 14.34 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 14.08 | 14.35 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 4A | 23A | 4A | 12 | 35 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 14.11 | 14.38 | WYE CONN | R | 208TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 14.12 | 14.39 | INTRSECTN | R | 208TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 14.17 | 14.44 | END SU LN | C | TWO WAY TURN | 12A | | | 1 | 1 | | | | | 4A | 23A | 4A | \$\$\$ | 23 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 14.18 | 14.45 | INTRSECTN | L | 209TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 14.32 | 14.59 | INTRSECTN | L | 211TH AVE SE | CT | | N | | | | | | | | | | | | | | | | | | | |
| 14.38 | 14.65 | | | | | | | 1 | 1 | | | | | 4A | 34A | \$\$\$C | | 34 | 4 | 01 | 0293 | U2 | 45 | R | P | * |
| 14.42 | 14.69 | LEAVE CITY | | COVINGTON | | | | 1 | 1 | | | | | 4A | 34A | C | | 34 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| | | ENTER CITY | | MAPLE VALLEY | | | | | | | | | | | | | | | | | | | | | | |
| 14.45 | 14.72 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 14.48 | 14.75 | INTRSECTN | B | 213TH PL SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 14.50 | 14.77 | | | | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 14.63 | 14.90 | INTRSECTN | R | 216TH AVE SE | CT | SG | Y | 1 | 1 | | | | | 4A | 23A | 7A | | 23 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 14.75 | 15.02 | INTRSECTN | L | 218TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 14.95 | 15.22 | MP MARKER | R | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.10 | 15.37 | BEG SU LN | L | BICYCLE | 05A | | | 1 | 1 | | | | | \$\$\$C | 28A | 7A | 5 | 33 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| | | INTRSECTN | B | WITTE RD SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 15.21 | 15.48 | | | | | | | 1 | 1 | | | | | C | 28A | 4A | 5 | 33 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 15.30 | 15.57 | BEG SU LN | R | BICYCLE | 05A | | | 1 | 1 | | | | | C | 46A | \$\$\$C | 10 | 56 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 15.38 | 15.65 | END SU LN | R | BICYCLE | 05A | | | 1 | 1 | | | | | C | 46A | 6A | 5 | 51 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| | | INTRSECTN | B | 228TH AVE SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 15.47 | 15.74 | END SU LN | L | BICYCLE | 05A | | | 1 | 1 | | | | | 4A | 23A | 6A | \$\$\$ | 23 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 15.49 | 15.76 | | | | | | | 1 | 1 | | | | | 4A | 23A | 4A | | 23 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 15.73 | 16.00 | INTRSECTN | R | SE 271ST PL | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.74 | 16.01 | INTRSECTN | L | 233RD PL SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.86 | 16.13 | INTRSECTN | L | 235TH AVE SE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 15.96 | 16.23 | INTRSECTN | L | 236TH PL SE | 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 |
| 14.06 | 14.33 | | | .02 | 12 | | | .02 | 12 |
| 14.11 | 14.38 | | | | | | | | |
| 14.18 | 14.45 | .01 | 12 | | | | | .03 | 12 |
| 14.48 | 14.75 | .03 | 12 | .06 | 12 | .03 | 12 | | |
| 14.63 | 14.90 | | | .02 | 12 | .03 | 12 | | |
| 15.10 | 15.37 | .05 | 11 | .04 | 11 | .04 | 11 | | |
| 15.38 | 15.65 | .03 | 12 | .08 | 12 | .04 | 12 | .08 | 12 |
| 15.73 | 16.00 | | | .01 | 12 | | | | |
| 15.96 | 16.23 | .03 | 12 | | | | | .02 | 12 |

SR 516 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 16.00 | | 16.27 | MP MARKER | | R | 16 | | | | | | | | | | | 4A | 23A | 4A | | | 23 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 16.10 | | 16.37 | BEG SU LN | | C | TWO WAY TURN | | | | | | | | | 12A | | \$C | 46A | \$C | 12 | | 58 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 16.12 | | 16.39 | | | | | | | | | | | | | | | C | 46A | C | 12 | | 58 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 16.14 | | 16.41 | END SU LN | | C | TWO WAY TURN | | | | | | | | | 12A | | C | 46A | C | \$\$\$ | | 46 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 16.16 | | 16.43 | ENT/EXIT | | L | SHOPPING CENTER | | | | | | | | | | | C | 58A | C | | | 58 | 4 | 01 | 0739 | U2 | 40 | R | P | * |
| 16.22 | | 16.49 | END ST | | I | KENT KANGLEY RD-272ND ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | B | SR 169 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1763 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 16.16 | | 16.43 | | | | | | | | | |
| 16.22 | | 16.49 | | .03 | 12 | | | | | .04 | 12 |

SR 518 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | C | 94P | C | | 94 | 4 | 03 | 0139 | U1 | | 35 | R | P | |
| | | | ENTER CITY | | | SR 509 TO SR 5/TUKWILA | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BURIEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 509 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 509 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 518/008 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | | 0.05 | END BRIDGE | B | | SR 509 | | | | 2 | 2 | 10A | 24A | | 10A | CU | \$ | 24A | 10A | | 48 | 4 | 03 | 0139 | U1 | | 35 | R | P | |
| 0.07 | | 0.07 | MISC FEATR | R | | GORE (SR 509 Q502590) | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | | 0.10 | ON RAMP | R | | SR 509 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.12 | | 0.12 | MISC FEATR | L | | GORE (SR 509 Q102613) | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 4 | 03 | 0139 | U1 | | 35 | R | P | |
| 0.14 | | 0.14 | MISC FEATR | R | | GORE (SR 509 P202538) | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.20 | | 0.20 | OFF RAMP | L | | SR 509 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | | 0.23 | | | | | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 4 | 03 | 0139 | U1 | | 60 | R | P | |
| 0.32 | | 0.32 | ON RAMP | R | | SR 509 | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.35 | | 0.35 | TRAF RCDR | B | | D13 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | | 0.39 | BEG BRIDGE | B | | 8TH AVE S | ST | | | 2 | 2 | \$\$C | 34P | | 16P | GR | | 34P | \$\$C | | 68 | 4 | 03 | 0139 | U1 | | 60 | R | P | |
| | | | | | | BRDG NUM 518/009 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.42 | | 0.42 | END BRIDGE | B | | 8TH AVE S | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 4 | 03 | 0139 | U1 | | 60 | R | P | |
| 0.60 | | 0.60 | LEAVE CITY | | | BURIEN | | | | 2 | 2 | \$\$C | 34A | | 16A | GR | | 34A | \$\$C | | 68 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| | | | ENTER CITY | | | SEATAC | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | DES MOINES WAY S | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 518/010 | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | | 0.64 | END BRIDGE | B | | DES MOINES WAY S | | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 0.74 | | 0.74 | MISC FEATR | R | | GORE (Q100083) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (R100083) | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.83 | | 0.83 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 3 | 10A | 24A | | 16A | GR | | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| | | | ON RAMP | R | | DES MOINES WAY S | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | DES MOINES WAY S | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | | 0.91 | | | | | | | | 2 | 3 | 10A | 24A | 6A | 16S | GR | 6A | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 0.99 | | 0.99 | MP MARKER | B | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | | 1.03 | | | | | | | | 2 | 3 | 10A | 24A | 8A | 75S | GR | 8A | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 1.13 | | 1.13 | | | | | | | | 2 | 3 | 10A | 24A | 8A | 125S | GR | 8A | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 1.33 | | 1.33 | | | | | | | | 2 | 3 | 10A | 24A | 8A | 75S | GR | 8A | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 1.36 | | 1.36 | | | | | | | | 2 | 3 | 10A | 24A | \$\$\$ | 16A | GR | \$\$\$ | 36A | 10A | 12 | 72 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| 1.37 | | 1.37 | OFF RAMP | R | | S 154TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | | 1.39 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 3 | 10A | 24A | | 16A | GR | | 36A | 10A | \$\$\$ | 60 | 4 | 03 | 1139 | U1 | | 60 | R | P | |
| | | | ON RAMP | L | | S 154TH ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | | 1.46 | UXING | B | | 24TH AVE S | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 518/012 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | | 1.48 | MISC FEATR | R | | GORE (P100137) | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.49 | | 1.49 | MISC FEATR | L | | GORE (S100139) | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.62 | | 1.62 | UXING | B | | S 154TH ST | ST | | | 2 | 2 | 10A | 24A | | 16A | GR | | 24A | 10A | | 48 | 4 | 03 | 1139 | U1 | | 60 | R | P | |

SR 518 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 1.62 | 1.62 | | | BRDG NUM 518/013 | | | | 2 | 2 | 10A | 24A | 16A | GR | 24A | 10A | | 48 | 4 | 03 | 1139 | U1 | 60 | R | P | | |
| | | OFF RAMP | R | SEA TAC AIRPORT | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 2.05 | 1.66 | EQUATION | | 001.66 =002.05 | | | | 3 | 2 | 10A | 36A | 16A | GR | 24A | 10A | | 60 | 4 | 03 | 1139 | U1 | 60 | R | P | | |
| 2.12 | 1.73 | MISC FEATR | R | GORE (P100162) | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 1.87 | UXING | B | N-W RAMP | ST | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 518/014N-W | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.29 | 1.90 | BEG BRIDGE | B | W-S RAMP | ST | | | 3 | 2 | \$\$C | 46A | 16A | GR | 34A | \$\$C | | 80 | 4 | 03 | 1139 | U1 | 60 | R | P | | |
| | | BRDG NUM 518/014 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.32 | 1.93 | END BRIDGE | B | W-S RAMP | | | | 3 | 2 | 10A | 36A | 16A | GR | 24A | 10A | | 60 | 4 | 03 | 1139 | U1 | 60 | R | P | | |
| 2.39 | 2.00 | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.49 | 2.10 | UXING | B | SR 99 | ST | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 099/500 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.12 | LEAVE CITY | | SEATAC | | | | 3 | 2 | 10A | 36A | 16A | GR | 24A | 10A | | 60 | 4 | 03 | 1320 | U1 | 60 | R | \$ | | |
| | | ENTER CITY | | TUKWILA | | | | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.13 | MISC FEATR | R | GORE (Q100270) | | | | 3 | 2 | 10A | 36A | 16A | JE | 24A | 10A | | 60 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| 2.59 | 2.20 | MISC FEATR | L | GORE (R100291) | | | | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.31 | ON RAMP | R | SEA TAC AIRPORT | ST | | Y | 3 | 3 | 10A | 36A | 16A | JE | 36A | 10A | | 72 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| 2.72 | 2.33 | MISC FEATR | R | GORE (Q100291) | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | 2.52 | BEG BRIDGE | I | 42ND AVE S | ST | | | 3 | 3 | \$\$C | 42A | 160 | \$\$ | C | 49A | \$\$W | 91 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| | | BRDG NUM 518/018S | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | PAC HWY S*SEATAC AIRPORT | ST | | Y | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | SR 99 | ST | | Y | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | 42ND AVE S | ST | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 518/018N | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.56 | END BRIDGE | I | 42ND AVE S | | | | 3 | 3 | 4A | 36A | 16A | JE | \$ | 36A | 10A | 72 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| | | END BRIDGE | D | 42ND AVE S | | | | | | | | | | | | | | | | | | | | | | |
| 3.05 | 2.66 | | | | | | | 3 | 3 | 4A | 36P | 16A | JE | 36P | 10A | | 72 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| 3.08 | 2.69 | ON RAMP | L | 51ST AVE S | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 3.33 | 2.94 | OFF RAMP | R | 51ST AVE S | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 3.36 | 2.97 | MISC FEATR | L | GORE (S100308) | | | | | | | | | | | | | | | | | | | | | | |
| 3.39 | 3.00 | MISC FEATR | R | GORE (P100333) | | | | | | | | | | | | | | | | | | | | | | |
| 3.40 | 3.01 | ON RAMP | L | SR 5 SB | ST | | Y | 2 | 3 | 4A | 24P | 16A | JE | 36P | 10A | | 60 | 4 | 03 | 1320 | U1 | 60 | R | | | |
| 3.49 | 3.10 | MP MARKER | B | 3 | | | | | | | | | | | | | | | | | | | | | | |
| 3.50 | 3.11 | | | | | | | 2 | 3 | 10A | 24P | 16A | JE | 36P | 10A | | 60 | 4 | 03 | 1320 | U1 | 60 | R | P | | |
| 3.51 | 3.12 | UXING | B | 51ST AVE S | ST | | | | | | | | | | | | | | | | | | | | | |
| | | BRDG NUM 518/022 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 5 R215513) | | | | | | | | | | | | | | | | | | | | | | |
| 3.54 | 3.15 | OFF RAMP | RC | SR 5 NB | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 3.55 | 3.16 | | | | | | | 2 | 3 | 10A | 24P | 10A | 16S | JE | 4A | 36P | 10A | 60 | 4 | 03 | 1320 | U1 | 60 | R | P | |
| 3.62 | 3.23 | | | | | | | 2 | 3 | 10A | 24P | 10A | 16S | GR | 4A | 36P | 10A | 60 | 4 | 03 | 1320 | U1 | 60 | R | P | |
| 3.64 | 3.25 | OFF RAMP | R | SR 5 SB | ST | | Y | 2 | 2 | 10A | 24P | 10A | 16S | GR | 4A | 24P | 10A | 48 | 4 | 03 | 1320 | U1 | 60 | R | P | |
| 3.66 | 3.27 | MISC FEATR | RC | GORE (SR 5 Q115496) | | | | | | | | | | | | | | | | | | | | | | |
| 3.67 | 3.28 | | | | | | | 2 | 1 | 10A | 24P | 10A | 250S | GR | 4A | 12P | 10A | 36 | 4 | 03 | 1320 | U1 | 60 | R | P | |

SR 519 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | | C | 52P | C | | | | | | | 52 | 5 | 02 | 1140 | U1 | 30 | | L | P | * | | | | | | | | |
| | | | ENTER CITY | | | SR 90 TO FERRY TERMINAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EDGAR MARTINEZ DR S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | 4TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | SR 90 INCREASING BEHIND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | 4TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 519/012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | | ON RAMP | L | | 4TH AVE S | | | | 2 | 1 | | \$ | \$\$\$ | \$ | | | | | | C | 52P | C | | 52 | 5 | 02 | 1140 | U1 | 30 | 30 | L | P | * | | | | |
| | | | ON RAMP | R | | 4TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | WYE CONN | R | | ON RAMP | | | | | 2 | 2 | | | | | | | | | | | | | 52 | 5 | 02 | 1140 | U1 | 30 | 30 | L | P | * | | | | |
| | | | MISC FEATR | L | | GORE (R100005) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | ON RAMP | R | | SR 90 WB*SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | 4TH AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | 64 | 5 | 02 | 1140 | U1 | 30 | 30 | L | P | * | | | | |
| 0.14 | 0.14 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | 64 | 5 | 02 | 1140 | U1 | 30 | 30 | L | P | * | | | | |
| 0.16 | 0.16 | | END BRIDGE | B | | 4TH AVE S | | | | | | | | | | | | | | | | | | | 64 | 5 | 02 | 1140 | U1 | 30 | 30 | L | P | * | | | | |
| 0.20 | 0.20 | | | | | | | | | 3 | 2 | | | | | | | | | | | | | | | 74 | 5 | 02 | 1140 | U1 | | 30 | L | P | * | | | |
| 0.21 | 0.21 | | INTRSECTN | L | | OCCIDENTAL AVE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | END ST | I | | EDGAR MARTINEZ DR S | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | DAVE NIEHAUS WAY S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 1ST AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | ATLANTIC ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | END ST | I | | DAVE NIEHAUS WAY S | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | BICYCLE | | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | R | | BICYCLE | | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | ROYAL BROUGHAM WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 1ST AVE S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ROYAL BROUGHAM WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | END SU LN | L | | BICYCLE | | | | | 2 | 1 | | | | | | | | | | | | | 8A | 57A | 8A | \$\$\$ | 57 | 5 | 02 | 1140 | U1 | | 30 | L | P | * |
| | | | END SU LN | R | | BICYCLE | | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 809800B GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.47 | 0.47 | | UXING | B | | SR 99 VIADUCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 099/540SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 0.24 | 0.24 | | | .03 | 12 | | .07 | 24 | | | |
| 0.38 | 0.38 | | | .02 | 12 | | | | .06 | 12 | |

SR 519 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | NBR | ST | FC | D | IB | R | K | T |
| 0.47 | 0.47 | | INTRSECTN | R | | RAILROAD WAY S | CT | Y | 2 | 1 | | | | | | | 8A | 57A | 8A | | | 57 | 5 | 02 | 1140 | U1 | | 30 | L | P | * | |
| 0.48 | 0.48 | | WYE CONN | L | | ALASKAN WAY S | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 519 | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RR XING | B | | NUM 399762J GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | | END ST | I | | ROYAL BROUGHAM WAY | | | | 2 | 1 | | | | | | \$\$C | 66A | \$\$C | | | 66 | 5 | 02 | 1140 | U1 | | 40 | L | L | * | |
| | | | BEG ST | I | | ALASKAN WAY S | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | ALASKAN WAY S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | WYE CONN | R | | SR 519 | ST | Y | 2 | 2 | | | | | | | C | 66A | C | | | 66 | 5 | 02 | 1140 | U1 | | 40 | L | L | * | |
| 0.70 | 0.70 | | | | | | | | | 2 | 2 | | | | | | C | 54A | 2P | | | 54 | 5 | 02 | 1140 | U1 | | 40 | L | B | * | |
| 0.78 | 0.78 | | ENT/EXIT | L | | TERMINAL 46 | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | | | | | | | | | 2 | 2 | | | | | | C | 56A | \$\$C | | | 56 | 5 | 02 | 1140 | U1 | | 40 | L | L | * | |
| 0.82 | 0.82 | | INTRSECTN | R | | RAILROAD WAY S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | | INTRSECTN | R | | S KING ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | INTRSECTN | R | | S JACKSON ST | CT | SG | Y | 2 | 1 | | | | | | C | 56A | \$ | | | 56 | 5 | 02 | 1140 | U1 | | 30 | L | R | * | |
| 1.02 | 1.02 | | ENT/EXIT | L | | PIER 48 | PV | SG | Y | 2 | 1 | | | | | | C | 56A | | | | 56 | 5 | 02 | 1140 | U1 | | 30 | L | P | * | |
| | | | INTRSECTN | R | | S MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.07 | 1.07 | | INTRSECTN | B | | PED XING | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 1.14 | | END ST | I | | ALASKAN WAY S | | | | 2 | 1 | | | | | | C | 56A | | | | 56 | 5 | 02 | 1140 | U1 | | 30 | L | P | \$ | |
| | | | INTRSECTN | R | | YESLER WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | FERRY TERM-TO TOLL BOOTH | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1769 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.47 | 0.47 | | | .03 | 13 | | | | | |
| 0.49 | 0.49 | | | | .07 | 11 | | | | |
| 1.02 | 1.02 | | .06 | 12 | | | | | | |
| 1.14 | 1.14 | | .12 | 12 | | | | | | |

SR 520 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | -----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 | | |
| 4.58 | | 4.58 | | | | | | | | 2 | 2 | | | | 22A | | 4A | JE | | 24A | 9A | 12 | 58 | 5 | 01 | 0570 | U1 | | 60 | R | P |
| 4.66 | | 4.66 | BEG SU LN | LC | | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | | | | 22A | | 4A | JE | | 24A | 9A | 24 | 70 | 5 | 01 | 0570 | U1 | | 60 | R | P |
| | | | END TUNNEL B | | | 84TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.84 | | 4.84 | LEAVE CITY | | | HUNTS POINT | | | | 2 | 2 | | | | 22A | | 4A | JE | | 24A | 9A | 24 | 70 | 5 | 01 | 1490 | U1 | | 60 | R | P |
| | | | ENTER CITY | | | YARROW POINT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.95 | | 4.95 | OFF RAMP | RC | | TRANSIT STATION | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.00 | | 5.00 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.08 | | 5.08 | MISC FEATR | RC | | GORE (P100495) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.10 | | 5.10 | MISC FEATR | LC | | GORE (S100442) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.15 | | 5.15 | BEG TUNNEL B | | | 92ND AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | TNNL NUM 520/012LID | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.16 | | 5.16 | | | | | | | | 2 | 2 | 8A | 22A | | | 4A | JE | | 24A | 10A | 24 | 70 | 5 | 01 | 1490 | U1 | | 60 | R | P | |
| 5.17 | | 5.17 | LEAVE CITY | | | YARROW POINT | | | | 2 | 2 | 8A | 22A | | | 4A | JE | | 24A | 10A | 24 | 70 | 5 | 01 | 0225 | U1 | | 60 | R | P | |
| | | | ENTER CITY | | | CLYDE HILL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | | 5.18 | | | | | | | | 2 | 2 | \$\$\$ | 22A | | | 4A | JE | | 24A | 24A | 24 | 70 | 5 | 01 | 0225 | U1 | | 60 | R | P | |
| 5.23 | | 5.23 | MISC FEATR | RC | | GORE (Q100572) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END TUNNEL B | | | 92ND AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.24 | | 5.24 | MISC FEATR | LC | | GORE (R100535) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.26 | | 5.26 | MISC FEATR | R | | GORE (Q100537) | | | | 2 | 2 | 8A | 22A | | | 4A | JE | | 24A | 10A | 24 | 70 | 5 | 01 | 0225 | U1 | | 60 | R | P | |
| 5.29 | | 5.29 | MISC FEATR | L | | GORE (R100539) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.35 | | 5.35 | OFF RAMP | LC | | TRANSIT STATION | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.37 | | 5.37 | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 8A | 22A | | | 4A | JE | | 24A | 10A | 36 | 82 | 5 | 01 | 0225 | U1 | | 60 | R | P | |
| | | | ON RAMP | R | | 92ND AVE NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.39 | | 5.39 | OFF RAMP | L | | 92ND AVE NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.48 | | 5.48 | ON RAMP | L | | BELLEVUE WAY NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.60 | | 5.60 | LEAVE CITY | | | CLYDE HILL | | | | 2 | 2 | 8A | 22A | | | 4A | JE | | 24A | 10A | 24 | 70 | 5 | 01 | 0075 | U1 | | 60 | R | P | |
| | | | ENTER CITY | | | BELLEVUE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | BELLEVUE WAY NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.64 | | 5.64 | ON RAMP | LC | | TRANSIT STN*108TH AVE NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.72 | | 5.72 | ON RAMP | RC | | TRANSIT STATION | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.82 | | 5.82 | MISC FEATR | R | | GORE (P100560) | | | | 2 | 2 | 8A | 24A | | | 4A | JE | | 24A | 10A | 24 | 72 | 5 | 01 | 0075 | U1 | | 60 | R | P | |
| 5.85 | | 5.85 | MISC FEATR | L | | GORE (S100548) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.86 | | 5.86 | ON RAMP | L | | 108TH AVE NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.87 | | 5.87 | | | | | | | | 2 | 2 | 8A | 24A | | | 4A | JE | | 24A | 10B | 24 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 5.92 | | 5.92 | OFF RAMP | RC | | TRANSIT STN*108TH AVE NE | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.97 | | 5.97 | UXING | B | | BELLEVUE WAY NE | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 520/014 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | LC | | GORE (S100564) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.09 | | 6.09 | MISC FEATR | RC | | GORE (P100592) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.16 | | 6.16 | MISC FEATR | L | | GORE (S100586) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.19 | | 6.19 | | | | | | | | 2 | 2 | 8A | 24A | | | 20A | JE | | 24A | 10B | 24 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | |

SR 520 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 6.23 | 6.23 | | CHG SU LN BEG BRIDGE | LC | D | HIGH OCCUPANCY VEHICL12P 108TH AVE NE BRDG NUM 520/016N | | | | 2 | 2 | \$ | \$ | W | 44P | W | 20A | JE | | 24A | 10B | 24 | 92 | 5 | 01 | 0075 | U1 | 60 | L | P | |
| 6.24 | 6.24 | | MISC FEATR | R | | GORE (Q500648) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.27 | 6.27 | | END SU LN BEG BRIDGE | RC | I | HIGH OCCUPANCY VEHICL12A 108TH AVE NE BRDG NUM 520/016S | | | | 2 | 3 | W | 44P | W | 700 | \$\$ | W | 46A | \$\$ | W | 46A | \$\$ | 12 | 102 | 5 | 01 | 0075 | U1 | 60 | L | P |
| 6.29 | 6.29 | | END BRIDGE END SU LN | D | LC | 108TH AVE NE HIGH OCCUPANCY VEHICL12P | | | | 3 | 3 | 10A | 36A | 10A | 700 | | W | 46A | W | | | 12 | 94 | 5 | 01 | 0075 | U1 | 60 | L | P | |
| 6.31 | 6.31 | | END BRIDGE | I | | 108TH AVE NE | | | | 3 | 3 | 10A | 36A | \$\$\$ | 20A | JE | \$ | 36A | 10A | | | | 72 | 5 | 01 | 0075 | U1 | 60 | L | P | |
| 6.41 | 6.41 | | MISC FEATR | L | | GORE (R100652) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.47 | 6.47 | | | | | | | | | 3 | 3 | 3A | 36A | | 20A | JE | | 36A | 10A | | | | 72 | 5 | 01 | 0075 | U1 | 60 | L | P | |
| 6.48 | 6.48 | | BEG SU LN ON RAMP | R | | WEAVING/SPEED CHANGE 12A 108TH AVE NE | | | | 3 | 3 | 3A | 36A | | 20A | JE | | 36A | 10A | 12 | | 84 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.52 | 6.52 | | BEG SU LN OFF RAMP | L | | WEAVING/SPEED CHANGE 12A 108TH AVE NE | | | | 3 | 3 | 3A | 36A | | 20A | JE | | 36A | 10A | 24 | | 96 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.69 | 6.69 | | END SU LN END SU LN ON RAMP OFF RAMP | R | L | WEAVING/SPEED CHANGE 12A WEAVING/SPEED CHANGE 12A SR 405 SR 405 SB | | | | 3 | 3 | 3A | 36A | | 20A | JE | | 36A | 10A | \$\$\$ | | 72 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.71 | 6.71 | | MISC FEATR | L | | GORE (SR 405 R101543) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.72 | 6.72 | | BEG SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | 3 | 2 | 3A | 36A | | 20A | JE | | 24A | 10A | 12 | | 72 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.76 | 6.76 | | MISC FEATR | R | | GORE (SR 405 S101453) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.83 | 6.83 | | UXING | B | | N-W RAMP BRDG NUM 405/046N-W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.86 | 6.86 | | MISC FEATR | L | | GORE (SR 405 S501473) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.90 | 6.90 | | | | | | | | | 2 | 2 | 3A | 24A | | 20A | JE | | 24A | 10A | 12 | | 60 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.91 | 6.91 | | UXING | B | | S-E RAMP BRDG NUM 405/047S-E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.92 | 6.92 | | MISC FEATR | R | | GORE (SR 405 R501543) | | | | 2 | 2 | 10A | 24A | | 20A | JE | | 24A | 10A | 12 | | 60 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.93 | 6.93 | | UXING | B | | SR 405 SB BRDG NUM 405/046W | | | | 3 | 2 | 10A | 36A | | 20A | JE | | 24A | 10A | 12 | | 72 | 5 | 01 | 0075 | U1 | 60 | L | P | | |
| 6.95 | 6.94 | | OFF RAMP EQUATION UXING | L | B | SR 405 SB 006.94 =006.95 SR 405 NB BRDG NUM 405/046E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.97 | 6.96 | | UXING | B | | E-N RAMP BRDG NUM 520/018E-N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | 7.01 | | MISC FEATR | L | | GORE (SR 405 Q101576) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.03 | 7.02 | | BEG BRIDGE | I | | 116TH AVE NE BRDG NUM 520/021S | | | | 3 | 2 | \$\$ | C | 68P | C | 200 | \$\$ | W | 40A | \$\$ | C | 12 | 120 | 5 | 01 | 0075 | U1 | 60 | L | P | |

SR 520 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | |
|------|------|-------------------------|---|---|----|---|-------------|----|---|------------|---|-------|---------|-----|-------|------|--------------------------|-------|-----|-------|-------|-------|-----|------|-----|------|------|------|----|----|----|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T P S | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | SPEED | | R K T | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T | |
| 7.03 | 7.02 | | ON RAMP BEG BRIDGE | R | D | SR 405 SB 116TH AVE NE BRDG NUM 520/021N | ST | Y | 3 | 2 | | C | 68P | | C | 200 | | | | W | 40A | | C | 12 | 120 | 5 | 01 | 0075 | U1 | | 60 | L | P |
| 7.06 | 7.05 | | END BRIDGE END BRIDGE MISC FEATR | I | D | 116TH AVE NE 116TH AVE NE GORE (SR 405 P101406) | | | 3 | 2 | | 10A | 36A | | \$ | 20A | JE | | | \$ | 24A | 10A | 12 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.09 | 7.08 | | BEG BRIDGE RR XING RR XING BEG BRIDGE | I | B | BN RR BRDG NUM 520/022S NUM 91769B STRUCTURE NUM 91770V STRUCTURE BN RR | ST | | 3 | 2 | | \$\$W | 54P | | W | 200 | \$\$ | | | C | 54A | \$\$W | 12 | 120 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.13 | 7.12 | | END BRIDGE END BRIDGE BEG SU LN BEG BRIDGE | I | D | BN RR BN RR WEAVING/SPEED CHANGE 12A HALF BRIDGE BRDG NUM 520/022.5S | | | 3 | 2 | | 10A | 36A | | \$ | 20A | JE | | | \$ | 24A | 10A | 12 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.17 | 7.16 | | END BRIDGE | I | L | SR 405 NB HALF BRIDGE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.20 | | ON RAMP | R | | SR 405 NB | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.23 | 7.22 | | CHG SU LN BEG BRIDGE | L | D | WEAVING/SPEED CHANGE 12P NORTHUP WAY BRDG NUM 520/025N | | | 3 | 2 | | \$\$W | 54P | | W | 32S | JE | | | 6A | 24A | 10A | 24 | 102 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.25 | 7.24 | | CHG SU LN BEG BRIDGE | R | I | HIGH OCCUPANCY VEHICL12P NORTHUP WAY BRDG NUM 520/025S | | | 3 | 2 | | W | 54P | | W | 320 | \$\$ | \$\$C | | 38P | \$\$W | 24 | 116 | 5 | 01 | 0075 | U1 | | 60 | L | P | | |
| 7.29 | 7.28 | | END BRIDGE END SU LN ON RAMP | D | L | NORTHUP WAY WEAVING/SPEED CHANGE 12P 124TH AVE NE | | | 3 | 2 | | 10A | 36A | | 6A | 32S | GR | | C | 38P | | W | 24 | 98 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.32 | 7.31 | | END BRIDGE CHG SU LN | I | R | NORTHUP WAY HIGH OCCUPANCY VEHICL12A | | | 3 | 2 | | 10A | 36A | | 10A | 32S | GR | | 10A | 24A | 10A | 12 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | | |
| 7.35 | 7.34 | | OFF RAMP | R | | 124TH AVE NE | ST | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.41 | 7.40 | | MISC FEATR MISC FEATR | R | L | GORE (P100735) GORE (S100729) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.49 | 7.48 | | BEG BRIDGE | D | | 124TH AVE NE BRDG NUM 520/027N | ST | | 3 | 2 | | \$\$W | 56P | | \$\$W | 134S | GR | | 10A | 24A | 10A | 12 | 92 | 5 | 01 | 0075 | U1 | | 60 | L | P | | |
| 7.53 | 7.52 | | CHG SU LN BEG BRIDGE | R | I | HIGH OCCUPANCY VEHICL12P 124TH AVE NE BRDG NUM 520/027S | | | 3 | 2 | | W | 56P | | W | 1340 | \$\$ | \$\$W | | 44P | \$\$W | 12 | 112 | 5 | 01 | 0075 | U1 | | 60 | L | P | | |
| 7.54 | 7.53 | | END BRIDGE BEG SU LN | D | L | 124TH AVE NE HIGH OCCUPANCY VEHICL12A | | | 2 | 2 | | 10A | 24A | | 10A | 134S | GR | | W | 44P | | W | 12 | 80 | 5 | 01 | 0075 | U1 | | 60 | L | P | |
| 7.57 | 7.56 | | END BRIDGE CHG SU LN | I | R | 124TH AVE NE HIGH OCCUPANCY VEHICL12A | | | 2 | 2 | | 10A | 24A | | 10A | 134S | GR | | 10A | 24A | 10A | 24 | 72 | 5 | 01 | 0075 | U1 | | 60 | L | P | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-------|-------|-----|------|---------------------------|--------|-----|-------|-----|-----|-----|-----|-------|------|----|----|------|------|------|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | | 8A | 14A | | C | | | | | | | 14 | 5 | 02 | 1140 | U1 | 35 | | R | P | | | | | | | |
| | | | ENTER CITY | | | SR 5/SEATTLE TO SR 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | CONTROL SECTION 1709 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | BEG ST | I | | LAKE CITY WAY NE | | | | 1 | 1 | 8A | 14A | | C | 1000 | | | | | C | 14A | 8A | | 28 | 5 | 02 | 1140 | U1 | \$\$ | 35 | R | P | * | | | |
| | | | UXING | I | | NE 70TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | BRDG NUM 005/580 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | UXING | I | | END P1 RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | SR 5 NB RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.12 | 0.12 | | BEG BRIDGE | D | | BRDG NUM 005/580N-N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | I | | SR 5 | | | | 1 | 1 | \$\$W | 24P | | W | 1000 | | | | | | C | 14A | 8A | | 38 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| | | | MISC FEATR | I | | BRDG NUM 522/014W-S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | END BRIDGE | D | | SR 5 | | | | 1 | 1 | 3A | 14A | | C | 1000 | | | | | | C | 14A | 8A | | 28 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 0.21 | 0.21 | | OFF RAMP | R | | NE 73RD ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | | ON RAMP | L | | 75TH ST NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | MISC FEATR | L | | GORE (S100023) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (P100021) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | | ON RAMP | | | REVERSIBLE LANE | | | | 1 | 1 | 3A | 14A | | C | 6A GR | | | | | | C | 24A | 8A | | 38 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 0.29 | 0.29 | | ON RAMP | RC | | REVERSIBLE LANE | | | | Y | 1 | 2 | 3A | 14A | | C | 400 GR | | | | | C | 26A | 3A | | 40 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 0.30 | 0.30 | | MISC FEATR | LC | | GORE (R100032) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | | OFF RAMP | LC | | REVERSIBLE LANE | | | | Y | 2 | 2 | \$\$C | 26A | | C | 8A GR | | | | | C | 26A | \$\$C | | 52 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 0.34 | 0.34 | | BEG TUNNEL | B | | ROOSEVELT WAY | | | | 2 | 2 | C | 31P | | \$ | 4P JE | | | | | | \$ | 31P | C | | 62 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| | | | MISC FEATR | B | | TNNL NUM 522/015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.41 | | END TUNNEL | B | | ROOSEVELT WAY | | | | 2 | 2 | C | 31P | | | 4P GR | | | | | | | 31P | C | | 62 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | | |
| 0.52 | 0.52 | | INTRSECTN | L | | LAKE CITY WAY NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | | INTRSECTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.56 | 0.56 | | INTRSECTN | L | | NE 78TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 12TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.58 | | INTRSECTN | L | | 12TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.69 | 0.69 | | INTRSECTN | R | | 14TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | | INTRSECTN | B | | NE 80TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.77 | 0.77 | | INTRSECTN | B | | 15TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.85 | 0.85 | | INTRSECTN | B | | 16TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.88 | 0.88 | | INTRSECTN | B | | NE 82ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | | INTRSECTN | B | | 17TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | INTRSECTN | R | | 18TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.05 | 1.05 | | INTRSECTN | L | | NE 85TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | | INTRSECTN | R | | 19TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 85TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | | INTRSECTN | L | | NE 86TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 20TH AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 1.13 | 1.13 | | | .02 | 12 | | | | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | MTCE | | CITY | | | ST | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 1.15 | 1.15 | | | | | | | 2 | 2 | | | | | 8A | 52A | C | | 52 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.19 | 1.19 | BEG SU LN | C | TWO WAY TURN | 10A | | | 2 | 2 | | | | | 8A | 42A | C | 10 | 52 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.22 | 1.22 | INTRSECTN | B | NE 88TH ST | | CT | Y | 2 | 2 | | | | | 8A | 48A | C | 10 | 58 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.28 | 1.28 | INTRSECTN | R | NE 89TH ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.34 | 1.34 | INTRSECTN | L | NE 90TH ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.46 | END SU LN | C | TWO WAY TURN | 10A | | | 2 | 2 | | | | | 8A | 58A | C | \$\$\$ | 58 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.47 | 1.47 | INTRSECTN | R | NE 92ND ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | INTRSECTN | R | RAVENNA AVE NE | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | WYE CONN | R | RAVENNA AVE NE | | CT | Y | 2 | 3 | | | | | 4A | 70A | C | | 70 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.60 | 1.60 | INTRSECTN | R | NE 95TH ST | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | BEG SU LN | C | TWO WAY TURN | 10A | | | 2 | 3 | | | | | 4A | 60A | C | 10 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | P | * | |
| 1.82 | 1.82 | INTRSECTN | B | NE 98TH ST | | CT | SG | Y | 2 | 2 | | | | 8A | 48A | C | 10 | 58 | 5 | 02 | 1140 | U1 | | 35 | R | B | * | |
| 1.88 | 1.88 | INTRSECTN | L | NE 100TH ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.95 | 1.95 | INTRSECTN | R | FISCHER AVE NE | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | NE 102ND ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.08 | 2.08 | END SU LN | C | TWO WAY TURN | 10A | | | 2 | 2 | | | | | 8A | 58A | C | \$\$\$ | 58 | 5 | 02 | 1140 | U1 | | 35 | R | B | * | |
| 2.09 | 2.09 | INTRSECTN | L | NE 104TH WAY | | CT | Y | 2 | 2 | | | | | 8A | 58A | C | | 58 | 5 | 02 | 1140 | U1 | | 35 | R | R | * | |
| 2.14 | 2.14 | INTRSECTN | L | 24TH AVE NE | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.16 | 2.16 | BEG SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | 8A | 49A | C | 11 | 60 | 5 | 02 | 1140 | U1 | | 35 | R | R | * | |
| 2.27 | 2.27 | INTRSECTN | R | NE 107TH ST | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 2.39 | 2.39 | END SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | 8A | 60A | C | \$\$\$ | 60 | 5 | 02 | 1140 | U1 | | 35 | R | R | * | |
| | | INTRSECTN | R | NE 110TH ST | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | BEG SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | 8A | 49A | C | 11 | 60 | 5 | 02 | 1140 | U1 | | 35 | R | R | * | |
| 2.50 | 2.50 | END SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | \$\$C | 60A | C | \$\$\$ | 60 | 5 | 02 | 1140 | U1 | | 35 | R | R | * | |
| 2.52 | 2.52 | INTRSECTN | L | NE NORTHGATE WAY | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.53 | 2.53 | BEG SU LN | R | TRANSIT | 11A | | | 2 | 2 | | | | | C | 60A | C | 11 | 71 | 5 | 02 | 1140 | U1 | | 35 | R | L | * | |
| | | INTRSECTN | B | NE 113TH ST | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.56 | 2.56 | | | | | | | 2 | 2 | C | 30A | | 8S | CU | \$ | 21A | C | 11 | 62 | 5 | 02 | 1140 | U1 | | 35 | R | L | * |
| 2.61 | 2.61 | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | L | * |
| 2.66 | 2.66 | INTRSECTN | B | NE 115TH ST | | CT | SG | Y | 2 | 2 | | | | C | 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * | |
| 2.69 | 2.69 | | | | | | | 2 | 2 | C | 30A | | 8S | CU | \$ | 21A | C | 11 | 62 | 5 | 02 | 1140 | U1 | | 35 | 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 |
| SRMP | B ARM | --- | --- | --- | --- | --- | --- | --- | --- |
| 1.48 | 1.48 | | | .05 | 10 | | | | |
| 1.60 | 1.60 | | | .04 | 10 | | | | |
| 2.14 | 2.14 | .03 | 10 | | | | | | |
| 2.39 | 2.39 | | | .03 | 11 | | | | |
| 2.53 | 2.53 | | | .02 | 10 | .03 | 10 | | |
| 2.66 | 2.66 | .02 | 10 | .02 | 10 | | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 2.72 | 2.72 | | | | | | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 2.75 | 2.75 | INTRSECTN | L | 27TH AVE NE | | | CT | Y 2 2 | C 30A | | | 8S | CU | \$ 21A | C | 11 | 62 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 2.78 | 2.78 | BEG SU LN | C | TWO WAY TURN | | 10A | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 49A | C | 21 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 2.82 | 2.82 | INTRSECTN | B | NE 117TH ST | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 2.85 | 2.85 | END SU LN | C | TWO WAY TURN | | 10A | | 2 2 | C 30A | | | 8S | CU | \$ 21A | C | 11 | 62 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 2.89 | 2.89 | | | | | | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 2.92 | 2.92 | INTRSECTN | B | NE 120TH ST | | | CT | SG Y 2 2 | | | | | | C 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| 3.01 | 3.01 | INTRSECTN | R | 30TH AVE NE | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 3.06 | 3.06 | END SU LN | R | TRANSIT | | 11A | | 2 2 | | | | | | C 70A | C | \$\$\$ | 70 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| | | INTRSECTN | B | NE 123RD ST | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 3.07 | 3.07 | INTRSECTN | L | 30TH AVE NE | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| 3.09 | 3.09 | WYE CONN | L | 30TH AVE NE | | | CT | Y 2 2 | C 32A | | 10S | CU | \$ 32A | C | | 64 | 5 | 02 | 1140 | U1 | | 30 | R | B | * | |
| 3.15 | 3.15 | MISC FEATR | B | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | |
| 3.19 | 3.19 | INTRSECTN | R | 31ST AVE NE | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 3.21 | 3.21 | INTRSECTN | B | NE 125TH ST (OLD SR 513) | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| 3.27 | 3.27 | MISC FEATR | B | PED XING (FLASHING) | | | | | | | | | | | | | | | | | | | | | | |
| 3.30 | 3.30 | | | | | | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 72A | C | | 72 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| 3.34 | 3.34 | INTRSECTN | L | NE 127TH ST | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | | | PV | SG Y | | | | | | | | | | | | | | | | | | |
| 3.35 | 3.35 | | | | | | | 2 2 | | | | | | C 62A | C | | 62 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| 3.37 | 3.37 | | | | | | | 2 2 | C 30A | | | 8S | CU | \$ 32A | C | | 62 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| 3.41 | 3.41 | | | | | | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 59A | C | | 59 | 5 | 02 | 1140 | U1 | | 30 | R | B | * |
| 3.47 | 3.47 | BEG SU LN | R | TRANSIT | | 11P | | 2 2 | | | | | | C 59A | C | 11 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| | | INTRSECTN | B | NE 130TH ST | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| 3.51 | 3.51 | | | | | | | 2 2 | C 30A | | | 8S | CU | \$ 21A | C | 11 | 62 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| 3.57 | 3.57 | BEG SU LN | C | TWO WAY TURN | | 10A | | 2 2 | \$ \$\$\$ | | | \$\$\$ \$ | | C 49A | C | 21 | 70 | 5 | 02 | 1140 | U1 | | 35 | R | B | * |
| | | CHG SU LN | R | TRANSIT | | 11A | | | | | | | | | | | | | | | | | | | | |
| 3.60 | 3.60 | INTRSECTN | L | NE 133RD ST | | | CT | Y | | | | | | | | | | | | | | | | | | |
| 3.72 | 3.72 | INTRSECTN | B | NE 135TH ST | | | CT | Y 2 2 | | | | | | C 51A | C | 21 | 72 | 5 | 02 | 1140 | U1 | | 35 | R | L | * |
| 3.81 | 3.81 | END SU LN | C | TWO WAY TURN | | 10A | | 2 2 | | | | | | C 61A | C | 11 | 72 | 5 | 02 | 1140 | U1 | | 35 | R | L | * |
| 3.86 | 3.86 | INTRSECTN | L | NE 137TH ST | | | CT | SG Y | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ERICKSON PL NE | | | CT | SG Y | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.75 | 2.75 | .02 | 10 | | | | | | |
| 2.92 | 2.92 | .02 | 10 | | | | | | |
| 3.07 | 3.07 | .10 | 10 | | .02 | 10 | | | |
| 3.21 | 3.21 | | | | .03 | 10 | | | |
| 3.34 | 3.34 | .03 | 11 | | .02 | 10 | | | |
| 3.47 | 3.47 | .04 | 10 | | .03 | 10 | | | |
| 3.86 | 3.86 | .02 | 12 | | .04 | 12 | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|--------------------|-----|----|-------------|-----|-----|------------|-----|------|-----------|-----|---------------------------|------|-----|--------|------|--------|----|-------|----|------|----|------|----|---|----|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | | | | | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | LNS | SHD | RDY | SHD | WD/S | BR | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | | | | | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | RDY | | | | | | | | | | | | | | | | | | | |
| 3.92 | 3.92 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | C 49A | C | 23 | 72 | 5 | 02 | 1140 | U1 | | | | 35 | R | L | * | | | | | |
| 3.98 | 3.98 | | INTRSECTN | B | | NE 140TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.09 | 4.09 | | INTRSECTN | L | | NE 143RD ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | 4.10 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | C 53A | C | 11 | 64 | 5 | 02 | 1140 | U1 | | | | 35 | R | L | * | | | | | |
| 4.22 | 4.22 | | END ST | I | | LAKE CITY WAY NE | | | | | | | | | C 56A | C | 12 | 68 | 5 | 03 | 1140 | U1 | | | | 40 | R | P | * | | | | | |
| | | | CHG SU LN | R | | TRANSIT | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | NE BOTHELL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | NE 145TH ST | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 523-NE 145TH ST | | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.23 | 4.23 | | LEAVE CITY | | | SEATTLE | | | | | | | | | C 56A | C | 12 | 68 | 5 | 03 | 0657 | U1 | | | | 40 | R | P | * | | | | | |
| | | | ENTER CITY | | | LAKE FOREST PARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.30 | 4.30 | | END SU LN | R | | TRANSIT | 12A | | | | | | | | C 30A | | 8S | CU | | \$ 30A | C | \$\$\$ | 60 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | |
| 4.33 | 4.33 | | ENT/EXIT | L | | BUSINESS | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.34 | 4.34 | | BEG SU LN | L | | TRANSIT | 12A | | | | | | | | \$ \$\$\$ | | \$\$\$ | \$\$ | | | | C 61A | C | 12 | 73 | 5 | 03 | 0657 | U1 | | 40 | R | P | * |
| | | | INTRSECTN | R | | NE 147TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.40 | 4.40 | | INTRSECTN | L | | NE 149TH ST | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.41 | 4.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.45 | 4.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.51 | 4.51 | | INTRSECTN | L | | 35TH AVE NE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | U-TURN ACCESS | | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.58 | 4.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.61 | 4.61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.65 | 4.65 | | INTRSECTN | R | | NE 153RD ST | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | U-TURN ACCESS | | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 4.67 | 4.67 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.71 | 4.71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.76 | 4.76 | | INTRSECTN | B | | NE 155TH ST | | CT | | Y | 2 | 2 | | | \$ \$\$\$ | | \$\$\$ | \$\$ | | | | C 61A | C | 12 | 73 | 5 | 03 | 0657 | U1 | | 40 | R | P | * |
| 4.83 | 4.83 | | INTRSECTN | L | | 38TH AVE NE | | CT | | Y | 2 | 2 | | | C 25A | | 8S | CU | | \$ 28A | C | 12 | 65 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | |
| 4.86 | 4.86 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | \$ \$\$\$ | | \$\$\$ | \$\$ | | | | C 49A | C | 24 | 73 | 5 | 03 | 0657 | U1 | | 40 | R | P | * |
| 4.91 | 4.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | | MP MARKER | B | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.03 | 5.03 | | INTRSECTN | L | | 39TH AVE NE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | 5.25 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.22 | 4.22 | | .09 | 12 | .04 | 12 | .12 | 10 | | |
| 4.34 | 4.34 | | | | .06 | 12 | | | | |
| 4.51 | 4.51 | | .04 | 12 | .06 | 12 | | | | |
| 4.65 | 4.65 | | .04 | 12 | .02 | 12 | .06 | 12 | | |
| 4.83 | 4.83 | | .04 | 12 | | | | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|--------------------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|--------|-----|-------|-----|-------|------|-----|----|----|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | T P S | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 5.29 | 5.29 | | INTRSECTN | B | | NE 165TH ST | CT | SG | Y | 2 | 2 | | | | | | 52A | 8A | 12 | 64 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.31 | 5.31 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.33 | 5.33 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 40A | 8A | 24 | 64 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.46 | 5.46 | | BEG SU LN | R | | TRANSIT | | | | 12A | | | | | | | 40A | \$\$\$ | 36 | 76 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.53 | 5.53 | | WYE CONN | R | | 41ST AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.54 | 5.54 | | INTRSECTN | R | | 41ST AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.56 | 5.56 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | 52A | | 24 | 76 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.58 | 5.58 | | BEG BRIDGE | B | | MCALEER CREEK | ST | | | | | | | | | | C 50A | C | 24 | 74 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| | | | | | | BRDG NUM 522/018.25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.59 | 5.59 | | END BRIDGE | B | | MCALEER CREEK | | | | | | | | | | | \$ 52A | \$ | 24 | 76 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.60 | 5.60 | | INTRSECTN | L | | BROOKSIDE BLVD NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.61 | 5.61 | | MISC FEATR | R | | SGN ENT LAKE FOREST PARK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.63 | 5.63 | | INTRSECTN | B | | NE 170TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.76 | 5.76 | | BEG BRIDGE | B | | LYON CREEK | ST | | | | | | | | | | C 50A | C | 24 | 74 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| | | | | | | BRDG NUM 522/018.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.77 | 5.77 | | END BRIDGE | B | | LYON CREEK | | | | | | | | | | | \$ 52A | \$ | 24 | 76 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.82 | 5.82 | | WYE CONN | L | | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.85 | 5.85 | | INTRSECTN | L | | SR 104 | ST | SG | Y | 2 | 2 | | | | | | 40A | | 24 | 64 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| | | | INTRSECTN | R | | BEACH DR NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.87 | 5.87 | | WYE CONN | L | | SR 104 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 5.88 | 5.88 | | | | | | | | | | | | | | | | 40A | W | 24 | 64 | 5 | 03 | 0657 | U1 | | 40 | R | P | * | | | |
| 5.96 | 5.96 | | INTRSECTN | L | | 47TH AVE NE | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 5.99 | 5.99 | | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.21 | 6.21 | | LEAVE CITY | | | LAKE FOREST PARK | | | | | | | | | | | 40A | W | 24 | 64 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| | | | ENTER CITY | | | KENMORE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.24 | 6.24 | | MISC FEATR | R | | SGN ENT KENMORE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT LAKE FOREST PARK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.25 | 6.25 | | | | | | | | | | | | | | | | 40A | C | 24 | 64 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 6.33 | 6.33 | | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.54 | 6.54 | | INTRSECTN | L | | 60TH AVE NE | CT | | Y | 2 | 2 | | | | | | C 40A | C | 24 | 64 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 6.61 | 6.61 | | INTRSECTN | B | | 61ST AVE NE | CT | SG | Y | 2 | 2 | | | | | | C 52A | C | 24 | 76 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.29 | 5.29 | .03 | 12 | | | .02 | 12 | .03 | 12 |
| 5.60 | 5.60 | .03 | 12 | | | | | | |
| 5.63 | 5.63 | .03 | 12 | | | .03 | 12 | | |
| 5.85 | 5.85 | .13 | 12 | | | .02 | 12 | | |
| 6.33 | 6.33 | | | | | .03 | 10 | | |
| 6.54 | 6.54 | .03 | 12 | | | | | | |
| 6.61 | 6.61 | .07 | 12 | | | .03 | 12 | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 6.65 | 6.65 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | \$ | 40A | \$ | 36 | 76 | 5 | 03 | 0609 | U1 | 40 | R | P | * | | | | | |
| 6.72 | 6.72 | | INTRSECTN | L | | 62ND AVE NE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.82 | 6.82 | | INTRSECTN | L | | 63RD AVE NE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.86 | 6.86 | | | | | | | | | | | 2 | 2 | | | | 40A | C | 36 | 76 | 5 | 03 | 0609 | U1 | 40 | R | P | * | | | | | | |
| 6.96 | 6.96 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | 52A | C | 24 | 76 | 5 | 03 | 0609 | U1 | 40 | R | P | * | | | | | | |
| 7.00 | 7.00 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.03 | 7.03 | | INTRSECTN | B | | 65TH AVE NE | | | | CT | Y | 2 | 2 | | | | C | 48A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * | | | | | |
| 7.11 | 7.11 | | INTRSECTN | L | | 67TH AVE NE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.21 | 7.21 | | INTRSECTN | B | | 68TH AVE NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.35 | 7.35 | | | | | | | | | | | 2 | 2 | | | | C | 24A | | 8S | CU | \$ | 24A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.40 | 7.40 | | | | | | | | | | | 2 | 2 | | | | \$ | \$\$\$ | | \$\$\$ | CU | \$ | 48A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.49 | 7.49 | | INTRSECTN | B | | 73RD AVE NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.59 | 7.59 | | FLYER STOP | L | | LOT NUMBER 00 SEATTLE METRO | | | | | | 2 | 2 | | | | C | 24A | | 8S | CU | \$ | 24A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.60 | 7.60 | | ENT/EXIT | L | | PARK & RIDE | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.62 | 7.62 | | | | | | | | | | | 2 | 2 | | | | \$ | \$\$\$ | | \$\$\$ | CU | \$ | 48A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.66 | 7.66 | | ENT/EXIT | L | | APARTMENT COMPLEX | | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.67 | 7.67 | | | | | | | | | | | 2 | 2 | | | | C | 24A | | 8S | CU | \$ | 24A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.73 | 7.73 | | | | | | | | | | | 2 | 2 | | | | \$ | \$\$\$ | | \$\$\$ | CU | \$ | 48A | C | 24 | 72 | 5 | 03 | 0609 | U1 | 40 | R | P | * |
| 7.80 | 7.80 | | INTRSECTN | L | | 77TH CT NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | U-TURN ACCESS | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.96 | 7.96 | | CHG SU LN | L | | TRANSIT | 12P | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | TRANSIT | 12P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SWAMP CREEK BRDG NUM 522/020 | | | | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.98 | 7.98 | | END BRIDGE | B | | SWAMP CREEK | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | TRANSIT | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | L | | TRANSIT | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.99 | 7.99 | | INTRSECTN | L | | 80TH AVE NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | U-TURN ACCESS | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.03 | 7.03 | | | .04 | 12 | | | | | | |
| 7.11 | 7.11 | | | .04 | 12 | | | | | | |
| 7.21 | 7.21 | | | .07 | 12 | .11 | 24 | | | | |
| 7.49 | 7.49 | | | .06 | 12 | .08 | 12 | | | | |
| 7.66 | 7.66 | | | .03 | 12 | | | | | | |
| 7.80 | 7.80 | | | .05 | 12 | .03 | 12 | | | | |
| 7.99 | 7.99 | | | .12 | 12 | .03 | 12 | | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | | | | 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 | NBR | ST | FC | D | IB | R | K | T | |
| 8.01 | 8.01 | | MP MARKER | R | | 8 | | | | 2 | 2 | | | | | | C | 48A | C | 24 | 72 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 8.04 | 8.04 | | END SU LN | R | | TRANSIT | 12A | | | 2 | 2 | C | 24A | | 8S | CU | \$ | 24A | C | 12 | 60 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 8.08 | 8.08 | | | | | | | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 48A | C | 12 | 60 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 8.15 | 8.15 | | END SU LN | L | | TRANSIT | 12A | | | 2 | 2 | | | | | | C | 48A | C | \$\$\$ | 48 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| | | | INTRSECTN | L | | 83RD PL NE | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 8.17 | 8.17 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.18 | 8.18 | | | | | | | | | 2 | 2 | | | | | | C | 48A | 7A | | 48 | 5 | 03 | 0609 | U1 | | 40 | R | P | * | | | |
| 8.23 | 8.23 | | LEAVE CITY | | | KENMORE | | | | 2 | 2 | | | | | | 7A | 40P | 7A | | 40 | 5 | 03 | 0110 | U1 | | 40 | R | P | * | | | |
| | | | ENTER CITY | | | BOTHELL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT KENMORE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.41 | 8.41 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.43 | 8.43 | | ENT/EXIT | L | | APARTMENTS | | | | | | | | | PV | Y | | | | | | | | | | | | | | | | | |
| 8.56 | 8.56 | | | | | | | | | 2 | 2 | | | | | | 7A | 40A | 7A | | 40 | 5 | 03 | 0110 | U1 | | 40 | R | P | * | | | |
| 8.57 | 8.57 | | | | | | | | | 2 | 2 | | | | | | 7A | 40A | \$\$\$ | | 40 | 5 | 03 | 0110 | U1 | | 40 | R | P | * | | | |
| 8.62 | 8.62 | | INTRSECTN | L | | 91ST AVE NE | | | | CT | Y | 2 | 2 | | | | 7A | 40A | C | | 40 | 5 | 03 | 0110 | U1 | | 35 | R | \$ | * | | | |
| 8.63 | 8.63 | | | | | | | | | 2 | 2 | C | 24A | | 8P | CU | \$\$\$ | 24A | C | | 48 | 5 | 03 | 0110 | U1 | | 35 | R | | * | | | |
| 8.73 | 8.73 | | | | | | | | | 2 | 2 | C | 24A | | 8P | CU | | 24A | C | | 48 | 5 | 03 | 0110 | U1 | | 35 | R | B | * | | | |
| 8.74 | 8.74 | | MISC FEATR | R | | SGN ENT BOTHELL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.91 | 8.91 | | BEG SU LN | L | | TRANSIT | 12A | | | 2 | 2 | C | 24A | | 8P | CU | | 24A | C | 12 | 60 | 5 | 03 | 0110 | U1 | | 35 | R | B | * | | | |
| 8.92 | 8.92 | | | | | | | | | 2 | 2 | C | 24A | | 8P | CU | | 24A | C | 12 | 60 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 8.95 | 8.95 | | BEG SU LN | R | | TRANSIT | 12A | | | 2 | 2 | C | 24A | | 8P | CU | | 24A | C | 24 | 72 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 8.99 | 8.99 | | MP MARKER | B | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | 9.10 | | INTRSECTN | R | | 96TH AVE NE | | | | CT | SG | Y | 2 | 2 | C | 24A | | 2P | CU | | 24A | C | 24 | 72 | 5 | 03 | 0110 | U1 | | 35 | R | P | * |
| 9.17 | 9.17 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | C | 60A | C | 35 | 95 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 9.18 | 9.18 | | END SU LN | L | | TRANSIT | 12A | | | 2 | 2 | | | | | | C | 60A | C | 23 | 83 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 9.21 | 9.21 | | END SU LN | R | | TRANSIT | 12A | | | 2 | 2 | | | | | | 6A | 40A | 6A | 11 | 51 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 9.51 | 9.51 | | INTRSECTN | L | | HALL RD | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.53 | 9.53 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | C | 25A | | 12S | CU | \$\$\$ | 25A | \$\$\$ | \$\$\$ | 50 | 5 | 03 | 0110 | U1 | | 35 | R | P | * | | | |
| 9.60 | 9.60 | | INTRSECTN | L | | NE 180TH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.68 | 9.68 | | INTRSECTN | B | | 98TH AVE NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.77 | 9.77 | | INTRSECTN | L | | BOTHELL WAY NE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.15 | 8.15 | .07 | 12 | | | | | | |
| 8.43 | 8.43 | .03 | 12 | | | | | | |
| 8.62 | 8.62 | .02 | 12 | | | | | | |
| 9.10 | 9.10 | | | .05 | 24 | | | | |
| 9.60 | 9.60 | .03 | 12 | | | | | | |
| 9.68 | 9.68 | .04 | 12 | .02 | 11 | | | | |
| 9.77 | 9.77 | .04 | 23 | | | | | | |

SR 522 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | |
| 13.45 | | 13.41 | ENTER CO | | | SNOHOMISH | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 60 | R | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | SGN ENT SNOHOMISH CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | SGN ENT KING CO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.59 | | 13.55 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 13.61 | | 13.57 | OFF RAMP | R | | SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.73 | | 13.69 | ON RAMP | L | | SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.88 | | 13.84 | MISC FEATR | R | | GORE (P101361) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.97 | | 13.93 | MISC FEATR | L | | GORE (S101373) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.99 | | 13.95 | MP MARKER | B | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | | 13.96 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 14.04 | | 14.00 | MISC FEATR | R | | GORE (Q501443) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.08 | | 14.04 | | | | | | | | 2 | 2 | 10A | 24A | \$\$\$ | 22A | GR | \$\$\$ | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 14.09 | | 14.05 | UXING | B | | SR 9 | | | | 2 | 2 | 10A | 24A | | 22A | JE | | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| | | | | | | BRDG NUM 009/101 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.12 | | 14.08 | MISC FEATR | L | | GORE (R501425) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.13 | | 14.09 | UXING | B | | RR UXING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 522/134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NUM 91812E STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.25 | | 14.21 | OFF RAMP | L | | SR 9 | | | | 2 | 2 | 10A | 24A | 4A | 22S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 14.30 | | 14.26 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 14.40 | | 14.36 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 4A | | | 48 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | |
| 14.43 | | 14.39 | ON RAMP | R | | SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.48 | | 14.44 | BEG SU LN | R | | CLIMBING | | | 10A | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 4A | 10 | 58 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | | |
| 14.52 | | 14.48 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 4A | 10 | 58 | 3 | 02 | | U1 | 60 | 60 | R | | | | | | | | |
| 14.85 | | 14.81 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 4A | 10 | 58 | 3 | 02 | | U1 | \$\$ | 60 | R | | | | | | | | |
| 15.00 | | 14.96 | MP MARKER | B | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.43 | | 15.39 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 4A | 10 | 58 | 3 | 02 | | U1 | | 60 | R | | | | | | | | |
| 15.54 | | 15.50 | END SU LN | R | | CLIMBING | | | 10A | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | \$\$\$ | 48 | 3 | 02 | | U1 | | 60 | R | | | | | | | | |
| 15.59 | | 15.55 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 60 | R | | | | | | | |
| 16.00 | | 15.96 | MP MARKER | B | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.23 | | 16.19 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 60 | R | | | | | | | |
| 16.54 | | 16.50 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | DE | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 55 | R | | | | | | | |
| 16.60 | | 16.56 | INTRSECTN | L | | SR 524 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PARADISE LAKE RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN XROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.90 | | 16.86 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 40S | GR | 4A | 24A | 10A | | | 48 | 3 | 02 | | U1 | | 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 |
| 16.60 | | 16.56 | | .09 | 13 | | | .07 | 13 | | |

SR 523 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | :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 | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | |
| | | | | SR 99 TO SR 522 | | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | SEATTLE | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1775 | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 145TH ST | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 99-AURORA AVE | | | | | | ST | SG | Y | | | | | | | | | | | |
| 0.05 | 0.05 | INTRSECTN | R | MIDVALE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.08 | 0.08 | INTRSECTN | R | LENORA PL NE | | | | | | CT | | Y | | | | | | | | | | | |
| 0.09 | 0.09 | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | INTRSECTN | B | STONE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.17 | 0.17 | INTRSECTN | R | INTERLAKE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.18 | 0.18 | INTRSECTN | L | INTERLAKE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.20 | 0.20 | INTRSECTN | R | ROSLYN PL N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.25 | 0.25 | INTRSECTN | B | ASHWORTH AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.30 | 0.30 | INTRSECTN | R | DENSMORE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.32 | 0.32 | INTRSECTN | L | DENSMORE AVE N | | | | | | PV | | Y | | | | | | | | | | | |
| 0.33 | 0.33 | INTRSECTN | R | COURTLAND PL N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.38 | 0.38 | INTRSECTN | B | WALLINGFORD AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.43 | 0.43 | INTRSECTN | R | BURKE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.46 | 0.46 | INTRSECTN | R | WAYNE PL N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.50 | 0.50 | INTRSECTN | B | MERIDIAN AVE N | | | | | | CT | SG | Y | | | | | | | | | | | |
| 0.56 | 0.56 | INTRSECTN | R | BAGLEY AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.63 | 0.63 | INTRSECTN | B | CORLISS AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.69 | 0.69 | INTRSECTN | B | SUNNYSIDE AVE N | | | | | | CT | | Y | | | | | | | | | | | |
| 0.75 | 0.75 | END ST | I | 145TH ST | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE 145TH ST | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 1ST AVE NE | | | | | | CT | SG | Y | | | | | | | | | | | |
| 0.87 | 0.87 | INTRSECTN | L | 3RD AVE NE | | | | | | PV | | Y | | | | | | | | | | | |
| 0.88 | 0.88 | INTRSECTN | R | 4TH AVE NE | | | | | | CT | | Y | | | | | | | | | | | |
| 0.89 | 0.89 | WYE CONN | R | OFF RAMP | | | | | | ST | | Y | | | | | | | | | | | |
| 0.90 | 0.90 | OFF RAMP | R | SR 5 | | | | | | ST | SG | Y | | | | | | | | | | | |
| | | ON RAMP | L | SR 5 | | | | | | ST | SG | Y | | | | | | | | | | | |
| 0.92 | 0.92 | BEG BRIDGE | B | SR 5 | | | | | | ST | | | | | | | | | | | | | |
| | | | | BRDG NUM 523/005 | | | | | | | | | | | | | | | | | | | |
| 0.97 | 0.97 | END BRIDGE | B | SR 5 | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | FLYER STOP | R | LOT NUMBER 14 | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .07 | 12 | | | .07 | 12 |
| 0.90 | 0.90 | | | .06 | 14 | | | | |

SR 523 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|------|------|-------------------------|---------------|---|----|----------------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|-----|--------|-----|----|----|------|------|-------|----|---|---|---|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 0.98 | 0.98 | | FLYER STOP | L | | LOT NUMBER 52 | | | | 2 | 2 | | | | | | C | 84A | C | | | 84 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| | | | SEATTLE METRO | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | INTRSECTN | R | | 5TH AVE NE (OLD SR 513) | CT | SG | Y | 2 | 2 | | | | | | C | 46A | C | | | 46 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| | | | INTRSECTN | L | | 5TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | | INTRSECTN | L | | 6TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 1.13 | | INTRSECTN | L | | 8TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | 1.26 | | INTRSECTN | L | | 10TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.31 | | INTRSECTN | L | | 11TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.38 | 1.38 | | INTRSECTN | B | | 12TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.39 | 1.39 | | | | | | | | | 2 | 2 | | | | | | C | 54A | C | | | 54 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| 1.50 | 1.50 | | INTRSECTN | B | | 15TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.55 | | BEG SU LN | C | | TWO WAY TURN | | | | 11A | | | | | | | C | 42A | C | 11 | | 53 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| 1.61 | 1.61 | | END SU LN | C | | TWO WAY TURN | | | | 11A | | | | | | | C | 44A | C | \$\$\$ | | 44 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| 1.63 | 1.63 | | INTRSECTN | B | | 17TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.69 | 1.69 | | INTRSECTN | R | | 19TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.76 | 1.76 | | INTRSECTN | B | | 20TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.82 | 1.82 | | INTRSECTN | B | | 22ND AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | 1.87 | | INTRSECTN | R | | 23RD AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.93 | 1.93 | | INTRSECTN | R | | 24TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | INTRSECTN | B | | 25TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.07 | | INTRSECTN | B | | 26TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.14 | 2.14 | | INTRSECTN | B | | 27TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | INTRSECTN | L | | 28TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | | INTRSECTN | B | | 30TH AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.33 | 2.33 | | INTRSECTN | L | | 31ST AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.39 | 2.39 | | INTRSECTN | B | | 32ND AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.40 | 2.40 | | | | | | | | | 2 | 1 | | | | | | C | 56A | C | | | 56 | 5 | 02 | 1140 | U1 | 35 | R | P | * | |
| 2.45 | 2.45 | | END ST | I | | NE 145TH ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 522-BOTHL WY-LK CT WY ST SG Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1775 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--------|--------|----------------------|-------|--------|--------|------------------------------|--------|----|--|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 1.00 | 1.00 | | .03 | 12 | | | | | | | |
| 1.50 | 1.50 | | .04 | 11 | | .04 | 11 | | | | |
| 2.45 | 2.45 | | .05 | 11 | .05 | 11 | | | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 0.00B | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 40A | C | | | 40 | 3 | 01 | 0365 | U2 | 25 | R | L | * | |
| | | | ENTER CITY | | | SR 104/EDMONDS TO SR 522 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG EQ | | | EDMONDS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 3149 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAIN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 104 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.01B | 0.01 | | ENT/EXIT | R | | SUNSET AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.03B | 0.03 | | | | | FERRY TERMINAL PARKING | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.06B | 0.06 | | INTRSECTN | B | | 2ND AVE | CT | | Y | 1 | 1 | | | | | | C | 40A | C | | | 40 | 3 | 01 | 0365 | U2 | 25 | R | B | * | |
| 0.00 | 0.12 | | END ST | I | | MAIN ST | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | EQUATION | | | 000.12B=000.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 3RD AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 524 SP3RDAVE (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.20 | | INTRSECTN | B | | BELL ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.28 | | INTRSECTN | B | | EDMONDS ST | CT | | Y | 1 | 1 | | | | | | C | 40A | C | | | 40 | 3 | 01 | 0365 | U1 | 30 | R | B | * | |
| 0.19 | 0.31 | | INTRSECTN | R | | DALEY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.41 | | INTRSECTN | R | | 4TH AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.53 | | INTRSECTN | R | | SATER LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 | 0.57 | | INTRSECTN | R | | GILTNER LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.63 | | END ST | I | | 3RD AVE | | | | 1 | 1 | | | | | | C | 36A | C | | | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | |
| | | | BEG ST | I | | CASPERS ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | CASPERS ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.73 | | INTRSECTN | B | | 7TH AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.76 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 24A | C | 12 | | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | |
| 0.79 | 0.91 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 36A | C | \$\$\$ | | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | |
| 0.82 | 0.94 | | WYE CONN | R | | 9TH AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.96 | | END ST | I | | CASPERS ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 9TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 9TH AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 1.02 | | INTRSECTN | R | | BROOKMERE ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | 1.03 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | C | 24A | C | 12 | | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | |
| 0.96 | 1.08 | | INTRSECTN | R | | HINDLEY LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.97 | 1.09 | | INTRSECTN | L | | HINDLEY LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.61 | 0.73 | | | | | .02 | 12 | | | | |
| 0.84 | 0.96 | | | | | .02 | 12 | | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|-----------------|-------------|----|----|-------------|---|-----|-----|-----|------|----|--------------------------|-----|-------|--------|-----|-------|------|-------|-------|----|---|---|---|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T P S | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | | | SPEED | | R K T | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | | | D IB | | R K T | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 1.00 | 1.12 | | MP MARKER | R | | 1 | | | | 1 | 1 | | | | | | C | 24A | C | 12 | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | | | |
| 1.03 | 1.15 | | INTRSECTN | R | | PUGET WAY | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.04 | 1.16 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 36A | C | \$\$\$ | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | | | |
| 1.05 | 1.17 | | INTRSECTN | L | | PUGET WAY | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | 1.20 | | END ST | I | | 9TH AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | PUGET DR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 9TH AVE N | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.11 | 1.23 | | WYE CONN | L | | 9TH AVE N | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.21 | 1.33 | | INTRSECTN | L | | OLYMPIC VIEW DR | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.34 | | WYE CONN | L | | OLYMPIC VIEW DR | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.23 | 1.35 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 24A | C | 12 | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | | | |
| | | | ENT/EXIT | L | | BUSINESS | | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 1.29 | 1.41 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 36A | C | \$\$\$ | 36 | 3 | 01 | 0365 | U1 | 30 | R | P | * | | | |
| 1.32 | 1.44 | | INTRSECTN | B | | OLYMPIC AVE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.34 | 1.46 | | | | | | | | | 1 | 1 | | | | | | C | 24A | 5A | | 24 | 3 | 01 | 0365 | U1 | 30 | R | P | * | | | |
| 1.38 | 1.50 | | INTRSECTN | R | | 11TH PL N | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.45 | 1.57 | | INTRSECTN | R | | 12TH AVE N | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.58 | | INTRSECTN | L | | 94TH PL W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.83 | 1.95 | | END ST | I | | PUGET DR | | | | 1 | 1 | | | | | | C | 24A | 5A | | 24 | 3 | 01 | 0365 | U1 | 35 | R | P | * | | | |
| | | | BEG ST | I | | 196TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | 88TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.96 | | INTRSECTN | B | | 88TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.85 | 1.97 | | WYE CONN | L | | 88TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.87 | 1.99 | | BEG SU LN | C | | TWO WAY TURN | 16A | | | 1 | 1 | | | | | | C | 28A | \$\$C | 16 | 44 | 3 | 01 | 0365 | U1 | 35 | R | P | * | | | |
| 1.96 | 2.08 | | INTRSECTN | L | | 86TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.12 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.09 | 2.21 | | INTRSECTN | B | | 84TH AVE W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.15 | 2.27 | | CHG SU LN | C | | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | C | 33A | C | 11 | 44 | 3 | 01 | 0365 | U1 | 35 | R | P | * | | | |
| 2.18 | 2.30 | | | | | | | | | 2 | 1 | | | | | | C | 33A | C | 11 | 44 | 3 | 01 | 0365 | U1 | 35 | R | P | * | | | |
| 2.19 | 2.31 | | INTRSECTN | L | | 82ND PL | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.32 | | INTRSECTN | R | | 82ND PL W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.25 | 2.37 | | INTRSECTN | R | | 81ST PL W | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 2.30 | 2.42 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 1 | | | | | | C | 33A | C | \$\$\$ | 33 | 3 | 01 | 0365 | U1 | 35 | R | P | * | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.08 | 1.20 | .01 | 12 | | | | | .01 | 12 |
| 1.21 | 1.33 | .03 | 12 | | | | | | |
| 1.23 | 1.35 | | | | | | | .01 | 12 |
| 1.32 | 1.44 | .01 | 12 | | .01 | 12 | | | |
| 1.84 | 1.96 | .01 | 12 | | .01 | 12 | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|-------|---|------|-----------------|---------|-------------|-------------|--------------|-------------|-----|-----|---------------------------|-----|------|---|----|---|-------|---|-------|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | INCREAS/UNDI | | SPC | | TOT | | CITY | | ST | | LEGAL | | T P S | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR LFT RHT | | LFT RHT | | 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 | | | |
| 2.32 | 2.44 | | | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.46 | INTRSECTN | B | 80TH AVE W | | CT | SG Y | | | | | | | | | | | | | | | |
| 2.38 | 2.50 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.66 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 2.55 | 2.67 | LEAVE CITY | | EDMONDS | | | | | | | | | | | | | | | | | | |
| | | ENTER CITY | | LYNNWOOD | | | | | | | | | | | | | | | | | | |
| 2.61 | 2.73 | INTRSECTN | B | 76TH AVE W | | CT | SG Y | | | | | | | | | | | | | | | |
| 2.70 | 2.82 | INTRSECTN | L | 74TH AVE W | | CT | Y | | | | | | | | | | | | | | | |
| 2.76 | 2.88 | INTRSECTN | L | 73RD AVE W | | CT | Y | | | | | | | | | | | | | | | |
| 2.84 | 2.96 | INTRSECTN | R | HEINZ PL | | CT | Y | | | | | | | | | | | | | | | |
| 2.99 | 3.11 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | |
| 3.02 | 3.14 | INTRSECTN | R | 69TH PL W | | CT | Y | | | | | | | | | | | | | | | |
| 3.11 | 3.23 | INTRSECTN | B | 68TH AVE W | | CT | SG Y | 2 2 | | | | | | | | | | | | | | |
| 3.17 | 3.29 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 3.21 | 3.33 | INTRSECTN | L | 66TH AVE W | | CT | Y | | | | | | | | | | | | | | | |
| 3.32 | 3.44 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 3.36 | 3.48 | INTRSECTN | B | 64TH AVE W | | CT | SG Y | | | | | | | | | | | | | | | |
| 3.44 | 3.56 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 3.45 | 3.57 | INTRSECTN | R | 62ND PL W | | CT | Y | | | | | | | | | | | | | | | |
| 3.50 | 3.62 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | |
| 3.56 | 3.68 | WYE CONN | B | SR 99 | | ST | Y | | | | | | | | | | | | | | | |
| 3.57 | 3.69 | INTRSECTN | B | SR 99 | | ST | SG Y | | | | | | | | | | | | | | | |
| 3.58 | 3.70 | WYE CONN | L | SR 99 | | ST | Y | | | | | | | | | | | | | | | |
| 3.64 | 3.76 | ENT/EXIT | R | SHOPPING CENTER | | PV | Y | | | | | | | | | | | | | | | |
| 3.71 | 3.83 | INTRSECTN | L | 58TH PL W | | CT | Y | | | | | | | | | | | | | | | |
| 3.76 | 3.88 | INTRSECTN | L | 58TH AVE W | | CT | SG Y | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SCRIBER LAKE RD | | CT | SG Y | | | | | | | | | | | | | | | |
| 3.87 | 3.99 | INTRSECTN | L | 56TH AVE W | | CT | Y | 2 2 | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| SRMP | B ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 2.34 | 2.46 | .03 11 | | .03 11 | | | | | |
| 2.61 | 2.73 | .03 12 | | .05 12 | | | | | |
| 3.11 | 3.23 | .03 12 | | .03 12 | | | | | |
| 3.36 | 3.48 | .03 12 | | .04 12 | | | | | |
| 3.56 | 3.68 | | | | | .06 12 | | | |
| 3.57 | 3.69 | .07 12 | | .07 12 | | | | | |
| 3.64 | 3.76 | | .06 11 | | | | | | |
| 3.71 | 3.83 | .02 12 | | | | | | | |
| 3.76 | 3.88 | .04 12 | | .06 12 | | | | | |
| 3.87 | 3.99 | .02 12 | | | | | .01 12 | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|------------|---|----|-----------------------|-------------|----|-----|-------------|----|-----|-----|-----|---------------------------|----|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | LEGAL | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | T P S | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 3.92 | | 4.04 | | | | | | | | 2 | 2 | | | | | | 60A | | C | | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 3.99 | | 4.11 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.04 | | 4.16 | | | | | | | | 2 | 2 | | | | | | C | 60A | C | | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.13 | | 4.25 | INTRSECTN | L | | 52ND AVE W | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.17 | | 4.29 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.25 | | 4.37 | INTRSECTN | R | | 50TH AVE W | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.34 | | 4.46 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.38 | | 4.50 | INTRSECTN | B | | 48TH AVE W | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.48 | | 4.60 | ENT/EXIT | L | | SHOPPING CENTER | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 4.54 | | 4.66 | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 4.58 | | 4.70 | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 4.64 | | 4.76 | INTRSECTN | R | | SR 524SPCEDRWY (SPUR) | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 44TH AVE W | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.70 | | 4.82 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.84 | | 4.96 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.88 | | 5.00 | INTRSECTN | B | | 40TH AVE W | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 4.94 | | 5.06 | BEG SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 4.98 | | 5.10 | | | | | | | | | | | | | | | C | 72A | C | 12 | 84 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 5.00 | | 5.12 | END SU LN | C | | TWO WAY TURN | | | 12A | | | | | | | | C | 84A | C | \$\$\$ | 84 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| 5.07 | | 5.19 | OFF RAMP | R | | SR 5 SB | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 36TH AVE W | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 5.10 | | 5.22 | MISC FEATR | R | | GORE (SR 5 R518259) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.14 | | 5.26 | ON RAMP | L | | SR 5 SB | | | | ST | | Y | 2 | 3 | | | C | 84A | C | | 84 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| | | | ON RAMP | R | | SR 5 SB | | | | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 5.16 | | 5.28 | UXING | B | | ALDERWOOD MALL BLVD | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 524/008 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | | 5.30 | MISC FEATR | L | | GORE (SR 5 R118259) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | | 5.32 | BEG BRIDGE | B | | SR 5 | | | | ST | | | 2 | 2 | | | C | 62P | C | | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * | | |
| | | | | | | BRDG NUM 524/010 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.29 | | 5.41 | END BRIDGE | B | | SR 5 | | | | | | | 2 | 2 | | | C | 62A | C | | 62 | 3 | 01 | 0715 | U2 | 35 | R | 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 |
| 4.13 | | 4.25 | .04 | 12 | | | | | | |
| 4.38 | | 4.50 | .03 | 12 | | .03 | 12 | | | |
| 4.48 | | 4.60 | .04 | 12 | | | | | | |
| 4.54 | | 4.66 | | | | .02 | 12 | | | |
| 4.58 | | 4.70 | | | .01 | 11 | | | | |
| 4.64 | | 4.76 | .07 | 12 | .08 | 11 | .05 | 12 | | |
| 4.88 | | 5.00 | .03 | 12 | | .03 | 12 | | | |
| 5.07 | | 5.19 | .04 | 12 | .10 | 13 | .07 | 12 | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|-------------|----|---|-------------|---|-----|-----|-----|-------|---------------------------|-------|-----|-------|--------|-----|------|------|----------|-------|----|---|----|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | LEGAL | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | T P S | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| 5.29 | 5.41 | | END ST | I | | 196TH ST | | | | 2 | 2 | | | | | | C | 62A | C | | 62 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| | | | BEG ST | I | | FILBERT RD | | | | | | | | | | | | | | | | | | | | | | | |
| 5.30 | 5.42 | | WYE CONN | R | | POPLAR WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.32 | 5.44 | | INTRSECTN | R | | POPLAR WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.37 | 5.49 | | OFF RAMP | L | | SR 5 NB | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.46 | 5.58 | | INTRSECTN | B | | 30TH PL W | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.54 | 5.66 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | 2 | 2 | | | | C | 50A | C | 12 | 62 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 5.57 | 5.69 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | 2 | 2 | | | | C | 62A | C | \$\$\$ | 62 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 5.63 | 5.75 | | INTRSECTN | B | | ALDERWOOD MALL PARKWAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.69 | 5.81 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | 2 | 2 | | | | C | 50A | C | 12 | 62 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 5.82 | 5.94 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | 2 | 2 | | | | C | 62A | C | \$\$\$ | 62 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 5.84 | 5.96 | | | | | | | | | | | 2 | 1 | | | | C | 36A | C | | 36 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 5.87 | 5.99 | | INTRSECTN | B | | 24TH AVE W | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.92 | 6.04 | | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8G | | 22 | 3 | 01 | 0715 | U2 | 35 | R | P | * |
| 6.03 | 6.15 | | LEAVE CITY | | | LYNNWOOD | | | | | | 1 | 1 | | | | 8A | 22A | 8G | | 22 | 3 | 01 | \$\$\$\$ | U2 | 35 | R | \$ | * |
| 6.04 | 6.16 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | 6.18 | | INTRSECTN | L | | 21ST AVE W | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.19 | | INTRSECTN | L | | CYPRESS WAY | CO | | N | 1 | 1 | | | | | | 4G | 22A | 4G | | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 6.14 | 6.26 | | INTRSECTN | R | | W CYPRESS WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.21 | 6.33 | | INTRSECTN | L | | 18TH AVE W | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 6.25 | 6.37 | | INTRSECTN | R | | CYPRESS WAY | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 6.31 | 6.43 | | INTRSECTN | R | | 196TH PL SW | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 6.68 | 6.80 | | BEG BRIDGE | B | | SWAMP CREEK | ST | | | 1 | 1 | | | | | | \$\$C | 20A | \$\$C | | 20 | 3 | 01 | | U2 | 35 | R | | * |
| | | | | | | BRDG NUM 524/015 | | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | 6.81 | | END BRIDGE | B | | SWAMP CREEK | | | | 1 | 1 | | | | | | 4G | 22A | 4G | | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 6.71 | 6.83 | | INTRSECTN | L | | MAGNOLIA RD | CO | | Y | 1 | 1 | | | | | | 8G | 22A | 8G | | 22 | 3 | 01 | | U2 | 35 | R | | * |
| | | | INTRSECTN | R | | LOCUST WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 6.74 | 6.86 | | UXING | B | | SR 405 SB | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 405/110W | | | | | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.88 | | UXING | B | | SR 405 NB | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 405/110E | | | | | | | | | | | | | | | | | | | | | | | |
| 6.79 | 6.91 | | INTRSECTN | L | | LARCH WAY | CO | | N | 1 | 1 | | | | | | 4G | 22A | 8G | | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 7.04 | 7.16 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.30 | 5.42 | | | | | .10 | 12 | | | | |
| 5.37 | 5.49 | | | | | | | .04 | 12 | | |
| 5.46 | 5.58 | | | .03 | 12 | | | .04 | 12 | | |
| 5.63 | 5.75 | | | .04 | 12 | | | .03 | 12 | | |
| 5.87 | 5.99 | | | .03 | 12 | .03 | 12 | .03 | 12 | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | A | SE | NBR | FC | D |
| 7.07 | 7.19 | | INTRSECTN | L | | 10TH PL W | CO | N | 1 | 1 | | | | 4G | 22A | 8G | | 22 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.38 | 7.50 | | ENT/EXIT | L | | FLORAL HILLS CEMETERY | PV | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.43 | 7.55 | | | | | | | | 1 | 1 | | | | \$C | 55A | 6A | | 55 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.50 | 7.62 | | WYE CONN | R | | N DAMSON RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | L | | NORTH RD | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.51 | 7.63 | | INTRSECTN | L | | NORTH RD | CO | SG | Y | 1 | 1 | | | C | 64A | \$C | | 64 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| | | | INTRSECTN | R | | N DAMSON RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.56 | 7.68 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | C | 40A | C | 14 | 54 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.61 | 7.73 | | INTRSECTN | L | | W WINESAP RD | CO | Y | 1 | 1 | | | | 10A | 32A | C | 14 | 46 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.70 | 7.82 | | END SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | 10A | 44A | C | \$\$\$ | 44 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.72 | 7.84 | | INTRSECTN | R | | 194TH ST SW | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 7.73 | 7.85 | | | | | | | | 1 | 1 | | | | 5G | 22A | 5G | | 22 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 7.80 | 7.92 | | INTRSECTN | R | | BARTLETT RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.83 | 7.95 | | WYE CONN | R | | BARTLETT RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 7.84 | 7.96 | | INTRSECTN | L | | FILBERT DR | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 8.03 | 8.15 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.09 | 8.21 | | INTRSECTN | R | | 198TH PL SE | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 8.12 | 8.24 | | INTRSECTN | R | | 199TH ST SE | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 8.15 | 8.27 | | INTRSECTN | R | | 199TH PL SE | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 8.34 | 8.46 | | INTRSECTN | R | | 202 ST SE | CO | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.52 | 8.64 | | INTRSECTN | L | | NELLIS RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RICHMOND RD | CO | N | | | | | | | | | | | | | | | | | | | | | | | |
| 8.63 | 8.75 | | | | | | | | 1 | 1 | | | | 8A | 24A | 12A | | 24 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 8.65 | 8.77 | | MISC FEATR | R | | SGN ENT BOTHELL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.69 | 8.81 | | BEG SU LN | C | | TWO WAY TURN | 12A | | 1 | 1 | | | | 8A | 24A | 12A | 12 | 36 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 8.71 | 8.83 | | BEG SU LN | R | | BICYCLE | 05A | | 1 | 2 | | | | 8A | 36A | \$C | 17 | 53 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 8.72 | 8.84 | | BEG SU LN | L | | BICYCLE | 05A | | 2 | 2 | | | | \$C | 48A | C | 22 | 70 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 8.73 | 8.85 | | END SU LN | C | | TWO WAY TURN | 12A | | 2 | 2 | | | | C | 60A | C | 10 | 70 | 3 | 01 | | U2 | | 35 | R | * | | | | | |
| 8.75 | 8.87 | | ENTER CITY | | | BOTHELL | | | 2 | 2 | | | | C | 60A | C | 10 | 70 | 3 | 01 | 0110 | U2 | | 35 | R | P | * | | | | |
| 8.76 | 8.88 | | END ST | I | | FILBERT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 208TH ST SE*FILBERT RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ROYAL ANN RD | CT | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 8.90 | 9.02 | | INTRSECTN | L | | FILBERT DR | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | 9TH AVE SE | 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 |
| 7.50 | 7.62 | | | | .02 | 12 | | | | | |
| 7.51 | 7.63 | | | .03 | 12 | | .02 | 12 | | .04 | 11 |
| 8.76 | 8.88 | | | | | | .03 | 12 | | | |
| 8.90 | 9.02 | | | .04 | 12 | | .03 | 11 | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | LNS | RDY | LNS | RDY | MTCE | CITY | ST | SPEED |
| 8.97 | 9.09 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 48A | C | 22 | 70 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.03 | 9.15 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 9.04 | 9.16 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 60A | C | 10 | 70 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.09 | 9.21 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 48A | C | 22 | 70 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| | | ENT/EXIT | R | CITY PARK | | | CT | | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 12TH AVE SE | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 9.15 | 9.27 | BEG BRIDGE | B | FILBERT CREEK | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 524/019.25 | | | | | | | | | | | | | | | | | | | | | | |
| 9.16 | 9.28 | END BRIDGE | B | FILBERT CREEK | | | | 2 | 2 | | | | | C 60A | C | 22 | 82 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| | | END SU LN | C | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 13TH DR SE | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 9.22 | 9.34 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 48A | C | 22 | 70 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| | | INTRSECTN | L | 14TH DR SE | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 9.28 | 9.40 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C 70A | C | 10 | 80 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| | | BEG BRIDGE | B | NORTH CREEK | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 524/020 | | | | | | | | | | | | | | | | | | | | | | |
| 9.29 | 9.41 | END BRIDGE | B | NORTH CREEK | | | | | | | | | | | | | | | | | | | | | | |
| 9.33 | 9.45 | INTRSECTN | L | 19TH ST | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 9.44 | 9.56 | INTRSECTN | L | PVT RD | | | PV | | Y | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BUSINESS | | | PV | | Y | | | | | | | | | | | | | | | | | |
| 9.46 | 9.58 | | | | | | | 2 | 2 | | | | | C 66A | C | 10 | 76 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.48 | 9.60 | WYE CONN | B | SR 527 | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 9.50 | 9.62 | END ST | I | 208TH ST SE*FILBERT RD | | | | 2 | 2 | | | | | C 66A | C | \$\$\$ | 66 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| | | END SU LN | R | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | | |
| | | END SU LN | L | BICYCLE | | 05A | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MALTBY RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 527*BOTHELL-EVRET HWY | | | ST | SG | Y | | | | | | | | | | | | | | | | | |
| 9.52 | 9.64 | WYE CONN | B | SR 527 | | | ST | | Y | | | | | | | | | | | | | | | | | |
| 9.55 | 9.67 | | | | | | | 2 | 2 | | | | | C 64A | C | | 64 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.58 | 9.70 | BEG SU LN | C | TWO WAY TURN | | 14A | | 2 | 2 | | | | | C 50A | C | 14 | 64 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.62 | 9.74 | | | | | | | 2 | 1 | | | | | C 40A | C | 14 | 54 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |
| 9.64 | 9.76 | CHG SU LN | C | TWO WAY TURN | | 12A | | 2 | 1 | | | | | C 40A | C | 12 | 52 | 3 | 01 | 0110 | U2 | | 35 | R | P | * |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|----|-----|----|--|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | | | |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 9.09 | 9.21 | | | .04 | 12 | | | | | | | | | | | |
| 9.22 | 9.34 | | | .03 | 12 | | | | | | | | | | | |
| 9.33 | 9.45 | | | .03 | 12 | | | | | | | | | | | |
| 9.44 | 9.56 | | | .03 | 12 | | | | | | | | | | | |
| 9.48 | 9.60 | | | | | .03 | 12 | | | | | | | | | |
| 9.50 | 9.62 | | | .05 | 24 | | | .04 | 12 | | | | | | | |
| 9.52 | 9.64 | | | | | | | .02 | 12 | | | | | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | MEDIAN- | SHD RDY SHD | SHD RDY SHD | SHD RDY SHD | LNS RDY | WID | WID | A SE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | WD/S BR | W/S | W/S | W/S | W/S | WID | WID | | | NBR | FC | D | IB | R | K | T |
| 9.65 | 9.77 | | | | | | | | | | | | | C 40A | C 12 | 52 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 9.70 | 9.82 | | | | | | | | | | | | | C 40A | C 12 | 52 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 9.75 | 9.87 | | | | | | | | | | | | | C 36A | C 12 | 48 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 9.82 | 9.94 | END SU LN | C | TWO WAY TURN | | | | | | | | | | 5G 22A | C \$\$\$ | 22 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| | | INTRSECTN | R | 23RD AVE SE | CT | Y | | | | | | | | | | | | | | | | | | |
| 9.89 | 10.01 | | | | | | | | | | | | | 5G 22A | 6A | 22 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.05 | 10.17 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | |
| 10.09 | 10.21 | | | | | | | | | | | | | \$\$C 36A | 6A | 36 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.20 | 10.32 | INTRSECTN | R | 29TH AVE SE | CT | Y | 1 | 1 | | | | | | C 36A | 2A | 36 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.29 | 10.41 | | | | | | | | | | | | | C 36A | 2G | 36 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.32 | 10.44 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | |
| 10.34 | 10.46 | INTRSECTN | L | 204TH ST SE | CT | Y | | | | | | | | | | | | | | | | | | |
| 10.39 | 10.51 | INTRSECTN | R | 31ST DR SE | PV | Y | 2 | 1 | | | | | | C 36A | 2G | 36 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.50 | 10.62 | INTRSECTN | L | 32ND AVE SE | CT | Y | | | | | | | | | | | | | | | | | | |
| 10.60 | 10.72 | | | | | | | | | | | | | C 36A | 2G | 36 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.66 | 10.78 | | | | | | | | | | | | | 4G 22A | 4A | 22 | 3 | 01 | 0110 | U2 | 35 | R | P | * |
| 10.67 | 10.79 | LEAVE CITY | | BOTHELL | | | | | | | | | | 4G 22A | 4A | 22 | 3 | 01 | \$\$\$\$ | U2 | 35 | R | \$ | * |
| 10.71 | 10.83 | MISC FEATR | L | SGN ENT BOTHELL | | | | | | | | | | | | | | | | | | | | |
| 10.74 | 10.86 | ENT/EXIT | R | BPA SUBSTATION | PV | Y | | | | | | | | | | | | | | | | | | |
| 10.86 | 10.98 | INTRSECTN | L | YORK RD | CO | SG | Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | 39TH AVE SE | CO | SG | Y | | | | | | | | | | | | | | | | | |
| 10.93 | 11.05 | | | | | | | | | | | | | 4G 22A | 4G | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 10.97 | 11.09 | INTRSECTN | L | 204TH ST SE | CO | N | | | | | | | | | | | | | | | | | | |
| 11.03 | 11.15 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | |
| 11.19 | 11.31 | INTRSECTN | L | 43RD AVE SE | CO | N | | | | | | | | | | | | | | | | | | |
| 12.02 | 12.14 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | |
| 12.09 | 12.21 | INTRSECTN | R | 55TH AVE SE | CO | Y | 1 | 1 | | | | | | 4G 22A | 7G | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 12.41 | 12.53 | INTRSECTN | L | LITTLE BEAR CREEK RD | CO | Y | | | | | | | | | | | | | | | | | | |
| 12.65 | 12.77 | | | | | | | | | | | | | 6A 22A | 6A | 22 | 3 | 01 | | U2 | 35 | R | | * |
| 12.74 | 12.86 | | | | | | | | | | | | | 6A 34A | 6A | 34 | 3 | 01 | | U2 | 35 | R | | * |
| 12.76 | 12.88 | | | | | | | | | | | | | 6A 44A | 6A | 44 | 3 | 01 | | U2 | 35 | R | | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 9.82 | 9.94 | | | .02 | 12 | | | .04 | 12 |
| 10.20 | 10.32 | | .02 | 12 | | | | .04 | 12 |
| 10.34 | 10.46 | .05 | 12 | | | | | | |
| 10.39 | 10.51 | | | .03 | 12 | | | | |
| 10.50 | 10.62 | .04 | 12 | | | | | .03 | 12 |
| 10.86 | 10.98 | .04 | 24 | .05 | 12 | | | .04 | 12 |
| 10.97 | 11.09 | .02 | 12 | | | | | | |

SR 524 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------|-------|---|------|----------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-----|-----|-----|-----|---|----|------|----|-------|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S |
| 12.80 | 12.92 | | | | | | | 2 | 2 | | | | | 6A | 44A | 6A | | 44 | 3 | 01 | | U2 | 35 | R | * | |
| 12.84 | 12.96 | INTRSECTN | B | SR 9 | ST | SG | Y | 2 | 2 | | | | | 6A | 44A | 6A | | 44 | 3 | 02 | | U2 | 35 | R | * | |
| 12.89 | 13.01 | | | | | | | 1 | 2 | | | | | 6A | 33A | 6A | | 33 | 3 | 02 | | U2 | 35 | R | * | |
| 12.94 | 13.06 | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | 22 | 3 | 02 | | U2 | 35 | R | * | |
| 13.03 | 13.15 | | | | | | | 1 | 1 | | | | | 4G | 22A | 4G | | 22 | 3 | 02 | | U2 | 35 | R | * | |
| 13.10 | 13.22 | INTRSECTN | L | 71ST AVE SE | PV | | N | | | | | | | | | | | | | | | | | | | |
| 13.14 | 13.26 | INTRSECTN | L | 72ND AVE SE | PV | | N | | | | | | | | | | | | | | | | | | | |
| 13.23 | 13.35 | INTRSECTN | R | 73RD DR SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 13.46 | 13.58 | INTRSECTN | L | 76TH DR SE | PV | | Y | | | | | | | | | | | | | | | | | | | |
| 13.56 | 13.68 | INTRSECTN | R | 78TH AVE SE | CO | N | 1 1 | | | | | | | 4G | 22A | 8A | | 22 | 3 | 02 | | U2 | 35 | R | * | |
| 13.69 | 13.81 | INTRSECTN | R | 80TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 13.82 | 13.94 | INTRSECTN | R | 82ND AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 14.01 | 14.13 | MP MARKER | R | 14 | | | | | | | | | | | | | | | | | | | | | | |
| 14.09 | 14.21 | INTRSECTN | L | 86TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 14.15 | 14.27 | INTRSECTN | R | 87TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 14.22 | 14.34 | INTRSECTN | L | BROADWAY AVE | CO | | N | | | | | | | | | | | | | | | | | | | |
| 14.30 | 14.42 | RR XING | B | NUM 091814T GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 14.31 | 14.43 | END ST | I | MALTBY RD | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | YEW WAY | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | YEW WAY | CO | SS | Y | | | | | | | | | | | | | | | | | | | |
| 14.50 | 14.62 | END ST | I | YEW WAY | | | 1 1 | | | | | | | 5A | 28A | 5A | | 28 | 3 | 02 | | U2 | 35 | R | * | |
| | | BEG ST | I | PARIDISE RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | W BOSTIAN RD | CO | SS | N | | | | | | | | | | | | | | | | | | | |
| 14.56 | 14.68 | END ST | I | PARIDISE RD | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 522 | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3149 | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 |
| 12.84 | 12.96 | .05 | 24 | | .03 | 24 | | | |
| 14.56 | 14.68 | .03 | 12 | .05 | 12 | | | | |

SR 524 SPUR STATE ROUTE - SRSH COUNTY SNOHOMISH DOT DISTRICT 1
 CEDRWY

| | | -----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 | |
| 4.64 | 0.00 | BEG ROUTE | | CEDRWY | | | | 2 | 3 | | | | | C | 74A | C | | 74 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| | | ENTER CITY | | SR 524 TO SR 5 UX NB | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | LYNNWOOD | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CONTROL SECTION 3153 | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 44TH AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 524 | | | | ST | SG | Y | | | | | | | | | | | | | | | | |
| 4.75 | 0.11 | INTRSECTN | L | 198TH ST SW | | | | CT | Y | 2 | 3 | | | C | 62A | C | | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| | | ENT/EXIT | R | SHOPPING CENTER | | | | PV | Y | | | | | | | | | | | | | | | | | |
| 4.80 | 0.16 | BEG SU LN | C | TWO WAY TURN | | 10A | | | | 2 | 3 | | | C | 52A | C | 10 | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| 4.83 | 0.19 | | | | | | | | | 2 | 2 | | | C | 52A | C | 10 | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| 4.86 | 0.22 | END SU LN | C | TWO WAY TURN | | 10A | | | | 2 | 2 | | | C | 62A | C | \$\$\$ | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| 4.89 | 0.25 | BEG SU LN | R | HIGH OCCUPANCY VEHICL | | 14A | | | | 2 | 2 | | | C | 74A | C | 14 | 88 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| | | INTRSECTN | B | 200TH ST SW | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 4.98 | 0.34 | END SU LN | R | HIGH OCCUPANCY VEHICL | | 14A | | | | 2 | 2 | | | C | 74A | C | \$\$\$ | 74 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| | | OFF RAMP | R | SR 5 | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 5.02 | 0.38 | MISC FEATR | R | GORE (SR 5 S118011) | | | | | | 2 | 2 | | | C | 62A | C | | 62 | 3 | 01 | 0715 | U1 | 35 | R | P | * |
| 5.05 | 0.41 | UXING | B | PED XING | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 524/003SPP | | | | | | | | | | | | | | | | | | | | | | |
| 5.07 | 0.43 | WYE CONN | R | OFF RAMP | | | | ST | Y | | | | | | | | | | | | | | | | | |
| 5.11 | 0.47 | UXING | B | SR 5 SB | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/609W | | | | | | | | | | | | | | | | | | | | | | |
| 5.14 | 0.50 | END ST | I | 44TH AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 5 NB | | | | ST | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/609E | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3153 | | | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | CEDRWY | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | |
| 4.64 | 0.00 | | | .06 | 10 | | | | .08 | 12 |
| 4.75 | 0.11 | .03 | 10 | | | | | | .04 | 10 |
| 4.89 | 0.25 | .04 | 11 | .06 | 12 | | | | .13 | 11 |
| 5.07 | 0.43 | | | | | | | | .03 | 11 |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | A | SE | CITY | ST | SPEED | T | P | S | | |
| 2.61 | 2.61 | | MISC FEATR | R | | GORE (SR 99 Q105077) | | | | 2 | 2 | 10A | 24A | | 10A | CU | 24A | 10A | | 48 | 3 | 01 | | U1 | 60 | R | | | | | |
| 2.73 | 2.73 | | MISC FEATR | R | | GORE (SR 99 P505056) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.74 | 2.74 | | BEG BRIDGE | B | | SR 99 | ST | | | 2 | 2 | \$\$W | 55P | | 10P | CU | 50P | \$\$W | | 105 | 3 | 01 | | U1 | 60 | R | | | | | |
| | | | | | | BRDG NUM 525/007 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.76 | 2.76 | | END CTLSEC | | | CONTROL SECTION 3127 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3131 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | 2.78 | | END BRIDGE | B | | SR 99 | | | | 2 | 2 | 8A | 24A | | 10A | CU | 24A | 8A | | 48 | 3 | 01 | | U1 | 60 | R | | | | | |
| 2.79 | 2.79 | | MISC FEATR | L | | GORE (SR 99 R505073) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.88 | 2.88 | | BEG SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 8A | 24A | | 10A | CU | 24A | 8A | 12 | 60 | 3 | 01 | | U1 | 60 | R | | | | | |
| | | | ON RAMP | R | | SR 99 NB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (SR 99 S105058) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 78A | 8A | 12 | 90 | 3 | 01 | | U1 | 60 | R | | | | |
| 2.97 | 2.97 | | END SU LN | R | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | | | | | | 8A | 78A | 8A | \$\$\$ | 78 | 3 | 01 | | U1 | 60 | R | | | | |
| 2.99 | 2.99 | | OFF RAMP | L | | SR 99 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.03 | 3.03 | | WYE CONN | R | | LINCOLN WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.04 | 3.04 | | BEG ST | I | | MUKILTEO SPEEDWAY | | | | 2 | 2 | | | | | | \$\$C | 78A | \$\$C | | 78 | 3 | 01 | | U1 | 60 | R | | | * | |
| | | | INTRSECTN | B | | LINCOLN WAY | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.05 | 3.05 | | BEG SU LN | R | | BICYCLE | 06A | | | 2 | 2 | | | | | | C | 72A | C | 6 | 78 | 3 | 01 | | U1 | 60 | R | | | * | |
| | | | WYE CONN | R | | LINCOLN WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 3.08 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | 3.10 | | BEG SU LN | L | | BICYCLE | 06A | | | 2 | 2 | | | | | | C | 66A | C | 12 | 78 | 3 | 01 | | U1 | 60 | R | | | * | |
| 3.14 | 3.14 | | | | | | | | | 2 | 2 | C | 24A | | 10A | CU | \$ | 24A | C | 12 | 60 | 3 | 01 | | U1 | 60 | R | | | * | |
| 3.15 | 3.15 | | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.24B | 3.24 | | BEG EQ | | | BEGIN BACK | | | | 2 | 2 | C | 24A | | 10A | CU | 24A | C | 12 | 60 | 3 | 01 | | U1 | 40 | R | | | | * | |
| 3.29B | 3.29 | | | | | | | | | 2 | 2 | C | 24A | | 12A | CU | 24A | C | 12 | 60 | 3 | 01 | | U1 | 40 | R | | | | * | |
| 3.40B | 3.40 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.41 | | EQUATION | | | 003.41B=003.24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 132ND ST SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.25 | 3.42 | | WYE CONN | L | | 132ND ST SW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.31 | 3.48 | | INTRSECTN | R | | RUSSELL WAY | 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 |
| 3.03 | 3.03 | | | | | .06 | 12 | | | | |
| 3.04 | 3.04 | | | .07 | 12 | .06 | 12 | .05 | 12 | | |
| 3.05 | 3.05 | | | | | | | | | .13 | 12 |
| 3.15 | 3.15 | | | | | .01 | 12 | | | | |
| 3.24 | 3.41 | | | .01 | 12 | | | | | | |
| 3.25 | 3.42 | | | | | | | .02 | 12 | | |
| 3.31 | 3.48 | | | | | .05 | 12 | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | MTCE | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | 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 | |
| 3.32 | | 3.49 | | | | | | | | 2 | 2 | C | 24A | | 12A | CU | 24A | | C | 12 | 60 | 3 | 01 | | | U1 | | 40 | R | * | |
| 3.43 | | 3.60 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.49 | | 3.66 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.52 | | 3.69 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.55 | | 3.72 | ENTER CITY | | | MUKILTEO | | | | 2 | 2 | C | 24A | | 12A | CU | 24A | | C | 12 | 60 | 3 | 01 | 0830 | U1 | | 40 | R | P | * | |
| 3.56 | | 3.73 | INTRSECTN | B | | BEVERLY PARK RD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | | 3.81 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.68 | | 3.85 | WYE CONN | L | | EVERGREEN DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.69 | | 3.86 | INTRSECTN | L | | EVERGREEN DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.75 | | 3.92 | | | | | | | | 2 | 2 | C | 24A | | 12S | CU | 24A | | C | 12 | 60 | 3 | 01 | 0830 | U1 | | 40 | R | P | * | |
| 3.76 | | 3.93 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.82 | | 3.99 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.88 | | 4.05 | INTRSECTN | R | | 122ND PL SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.97 | | 4.14 | WYE CONN | R | | 121ST ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.99 | | 4.16 | INTRSECTN | R | | 121ST ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.17 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.09 | | 4.26 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.11 | | 4.28 | INTRSECTN | B | | HARBOUR PT BLVD SW | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.15 | | 4.32 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.20 | | 4.37 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.29 | | 4.46 | ENT/EXIT | B | | SHOPPING CENTER | PV | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.35 | | 4.52 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.48 | | 4.65 | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.58 | | 4.75 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.60 | | 4.77 | INTRSECTN | L | | RUSSELL 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 |
| 3.43 | | 3.60 | | .01 | 12 | | | | | .04 | 12 |
| 3.56 | | 3.73 | | .04 | 12 | .06 | 12 | .07 | 12 | .12 | 12 |
| 3.69 | | 3.86 | | .03 | 12 | | | | | .04 | 12 |
| 3.76 | | 3.93 | | | | | | .03 | 12 | | |
| 3.82 | | 3.99 | | | | | | .02 | 12 | | |
| 3.97 | | 4.14 | | | | .01 | 12 | | | | |
| 4.11 | | 4.28 | | .15 | 24 | | | .04 | 12 | | |
| 4.29 | | 4.46 | | .03 | 12 | | | .04 | 12 | | |
| 4.48 | | 4.65 | | .02 | 12 | | | | | | |
| 4.60 | | 4.77 | | .02 | 12 | | | | | .05 | 12 |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 4.62 | | 4.79 | | | | | | | | 2 | 2 | C | 24A | | 12S | CU | 24A | | C | 12 | 60 | 3 | 01 | 0830 | U1 | 40 | R | P | * | | |
| 4.83 | | 5.00 | INTRSECTN | L | | CHENNAULT BEACH RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BERNIE WEBBER DR | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | | 5.19 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.05 | | 5.22 | INTRSECTN | L | | 106TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.22 | | 5.39 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.25 | | 5.42 | END SU LN | L | | BICYCLE | | | | 2 | 2 | C | 24A | | 12S | CU | 24A | | C | 6 | 54 | 3 | 01 | 0830 | U1 | 40 | R | P | * | | |
| | | | INTRSECTN | L | | HARBOUR PT BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PVT RD (DEAD END) | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.51 | | 5.68 | WYE CONN | R | | SR 525 SPPAINE (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.57 | | 5.74 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.60 | | 5.77 | INTRSECTN | L | | HARBOUR PL | PV | SG | Y | 2 | 2 | C | 30A | | 12S | CU | 30A | | C | 6 | 66 | 3 | 01 | 0830 | U1 | 40 | R | P | * | | |
| | | | INTRSECTN | R | | SR 525 SPPAINE (SPUR) | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.63 | | 5.80 | END SU LN | R | | BICYCLE | | | | 2 | 2 | 6A | 24A | | 12S | CU | 24A | 6A | \$\$\$ | 48 | 3 | 01 | 0830 | U1 | 40 | R | P | * | | | |
| | | | WYE CONN | R | | SR 525 SPPAINE (SPUR) | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 5.68 | | 5.85 | | | | | | | | 2 | 2 | 6A | 24A | | 12S | CU | 24A | 6A | | 48 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | | |
| 5.69 | | 5.86 | | | | | | | | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | 8A | 48A | 8A | | 48 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 5.72 | | 5.89 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 5.90 | | 6.07 | | | | | | | | 1 | 1 | | | | | | 5A | 35A | 4A | | 35 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 5.97 | | 6.14 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.99 | | 6.16 | INTRSECTN | B | | 92ND ST SW | CT | SG | Y | 1 | 1 | | | | | | 5A | 35A | \$\$\$C | | 35 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.01 | | 6.18 | WYE CONN | L | | 92ND ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.24 | | 6.41 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.26 | | 6.43 | INTRSECTN | B | | 88TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.35 | | 6.52 | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 5A | 35A | C | 12 | 47 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.38 | | 6.55 | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.45 | | 6.62 | | | | | | | | 2 | 1 | | | | | | \$\$\$C | 60A | C | 12 | 72 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.46 | | 6.63 | END SU LN | C | | TWO WAY TURN | | | | 2 | 1 | | | | | | C | 72A | C | \$\$\$ | 72 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.48 | | 6.65 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.51 | | 6.68 | INTRSECTN | R | | SR 526 | ST | SG | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 3 | 01 | 0830 | U1 | 35 | R | 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 |
| 4.83 | | 5.00 | .11 | 13 | .04 | 13 | | | | |
| 5.05 | | 5.22 | .03 | 13 | | | | | | |
| 5.25 | | 5.42 | .10 | 13 | .03 | 13 | .06 | 12 | | |
| 5.60 | | 5.77 | .04 | 12 | | | .02 | 12 | | |
| 5.99 | | 6.16 | .02 | 12 | .05 | 12 | | | | |
| 6.01 | | 6.18 | | | .06 | 12 | | | | |
| 6.26 | | 6.43 | .03 | 12 | .05 | 12 | | | | |
| 6.38 | | 6.55 | | .03 | 14 | | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 6.51 | 6.68 | | INTRSECTN | L | | 84TH ST SW | CT | SG | Y | 1 | 1 | | | | | | C | 40A | C | | 40 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.55 | 6.72 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.56 | 6.73 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | C | 28A | C | 12 | 40 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.64 | 6.81 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 6.83 | | INTRSECTN | B | | 81ST PL SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.68 | 6.85 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.72 | 6.89 | | INTRSECTN | L | | 80TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.76 | 6.93 | | INTRSECTN | R | | 80TH ST SW | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 6.79 | 6.96 | | MISC FEATR | B | | BUS PULLOUT | | | | 1 | 1 | | | | | | C | 34A | C | 12 | 46 | 3 | 01 | 0830 | U1 | 35 | R | L | * | | |
| 6.85 | 7.02 | | | | | | | | | 1 | 1 | | | | | | C | 34A | C | 12 | 46 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 6.96 | 7.13 | | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 36A | C | \$\$\$ | 36 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 7.00 | 7.17 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 7.18 | | INTRSECTN | R | | 76TH ST SW | CT | | Y | 1 | 1 | | | | | | 4A | 22A | 4A | | 22 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| 7.04 | 7.21 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.06 | 7.23 | | MP MARKER | R | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.07 | 7.24 | | ENT/EXIT | R | | SCHOOL | PV | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.09 | 7.26 | | BEG SU LN | R | | HOLDING | 11A | | | 1 | 1 | | | | | | 4A | 22A | \$\$\$ | 11 | 33 | 3 | 01 | 0830 | U1 | 35 | R | P | * | | |
| | | | INTRSECTN | R | | WASHINGTON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.39 | 7.56 | | INTRSECTN | R | | CLOVER LN | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.52 | 7.69 | | INTRSECTN | R | | 19TH DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | HORIZON HEIGHTS DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.67 | 7.84 | | INTRSECTN | R | | 15TH PL | PV | | N | | | | | | | | | | | | | | | | | | | | | | |
| 7.83 | 8.00 | | INTRSECTN | R | | GOAT TRAIL RD | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.86 | 8.03 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.01 | 8.18 | | INTRSECTN | L | | 8TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.02 | 8.19 | | INTRSECTN | L | | CHURCH AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.05 | 8.22 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.06 | 8.23 | | | | | | | | | 1 | 1 | | | | | | 4A | 22A | | 11 | 33 | 3 | 01 | 0830 | U1 | 25 | R | P | * | | |
| 8.10 | 8.27 | | INTRSECTN | L | | 6TH ST | CT | | Y | 2 | 1 | | | | | | \$\$C | 37A | C | 11 | 48 | 3 | 01 | 0830 | U1 | 25 | R | P | * | | |
| 8.16 | 8.33 | | INTRSECTN | R | | WASHINGTON AVE | CT | | Y | 2 | 1 | | | | | | C | 48A | C | 11 | 59 | 3 | 01 | 0830 | U1 | 25 | R | P | * | | |
| 8.18 | 8.35 | | INTRSECTN | R | | 5TH ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.24 | 8.41 | | INTRSECTN | R | | 4TH ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.29 | 8.46 | | INTRSECTN | B | | 3RD ST | CT | | Y | 2 | 1 | | | | | | C | 37A | C | 11 | 48 | 3 | 01 | 0830 | U1 | 25 | R | P | * | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.51 | 6.68 | | | .03 | 12 | .07 | 12 | | | | |
| 7.01 | 7.18 | | | | | .02 | 12 | | .03 | 12 | |
| 8.16 | 8.33 | | | | | .01 | 12 | | | | |
| 8.18 | 8.35 | | | | | .04 | 12 | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | LEGAL | T | P | S | | | | | |
| 8.35 | | 8.52 | INTRSECTN | R | | 2ND ST | CT | | Y | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.36 | | 8.53 | RR XING | B | | NUM 85449M STRUCTURE | | | | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | BN RR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 525/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.41 | | 8.58 | END BRIDGE | B | | BN RR | | | | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | R | | HOLDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.42 | | 8.59 | INTRSECTN | R | | FERRY TOLL BOOTH-HOLDING | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.46 | | 8.63 | INTRSECTN | B | | FRONT ST | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.47 | | 8.64 | TRAF RCDR | B | | FY08 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | MUKILTEO SPEEDWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG FER ZN | | | BEGIN FERRY ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3131 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | MUKILTEO FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CITY | | | MUKILTEO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LEAVE CO | | | SNOHOMISH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 8.42 | | 8.59 | | .02 | 11 | | | | | | |
| 8.46 | | 8.63 | | .03 | 11 | | | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|-------|---|-------|------------|---|----|-----------------------|----|----|-------------|-----|-----|------------|-----|-----|-----|---------|---------------------------|-----|-----|-----|-----|------|------|----|-------|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.48 | | 8.65 | ENTER CO | | | ISLAND | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 1530 | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | L | | HOLDING | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | |
| | | | TOLL BOOTH | R | | FERRY TOLL BOOTH | | | | | | | | | | | | | | | | | | | | | |
| | | | FERRY TERM | B | | CLINTON FERRY LANDING | | | | | | | | | | | | | | | | | | | | | |
| | | | OWNER WSF | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END FER ZN | | | END FERRY ZONE | | | | | | | | | | | | | | | | | | | | | |
| 8.50 | | 8.67 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | COLUMBIA BEACH DR | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | BUSINESS | | | | | | | | | | | | | | | | | | | | | |
| 8.51 | | 8.68 | INTRSECTN | L | | CONRAD ST | | | | | | | | | | | | | | | | | | | | | |
| 8.73 | | 8.90 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | |
| 8.79 | | 8.96 | INTRSECTN | L | | HUMPHREY RD | | | | | | | | | | | | | | | | | | | | | |
| 8.80 | | 8.97 | INTRSECTN | R | | WILSON PL | | | | | | | | | | | | | | | | | | | | | |
| 8.85 | | 9.02 | INTRSECTN | L | | COMMERCIAL ST | | | | | | | | | | | | | | | | | | | | | |
| 8.88 | | 9.05 | INTRSECTN | R | | FROST AVE | | | | | | | | | | | | | | | | | | | | | |
| 8.95 | | 9.12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.96 | | 9.13 | INTRSECTN | B | | DEER LAKE RD | | | | | | | | | | | | | | | | | | | | | |
| 9.00 | | 9.17 | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | |
| 9.06 | | 9.23 | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BOB GALBREATH RD | | | | | | | | | | | | | | | | | | | | | |
| 9.09 | | 9.26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.10 | | 9.27 | EXIT TO | R | | STORKSON DR | | | | | | | | | | | | | | | | | | | | | |
| 9.11 | | 9.28 | ENT FROM | R | | STORKSON DR | | | | | | | | | | | | | | | | | | | | | |
| 9.13 | | 9.30 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 9.22 | | 9.39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.32 | | 9.49 | INTRSECTN | R | | OLD STATE HWY | | | | | | | | | | | | | | | | | | | | | |
| 9.37 | | 9.54 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.50 | | 9.67 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.54 | | 9.71 | INTRSECTN | R | | FORGOTTEN LN | | | | | | | | | | | | | | | | | | | | | |
| 9.57 | | 9.74 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.98 | | 10.15 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | |
| 9.99 | | 10.16 | INTRSECTN | L | | CEDAR VISTA DR | | | | | | | | | | | | | | | | | | | | | |
| 10.05 | | 10.22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.06 | | 10.23 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | |
| 10.22 | | 10.39 | END SU LN | L | | HOLDING | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 9.06 | 9.23 | | | .06 | 11 | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|----|-----|-------------|-----|-----|--------------|-----|---------------------------|-----|-----|-----|--------|--------|-----|----|----|-----|----|---|----|---|---|---|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | LEGAL | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | CITY | | ST | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | FC | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 10.26 | 10.43 | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 01 | | R1 | | 50 | R | | |
| 10.27 | 10.44 | | | | | | | 1 | 1 | | | | | 7A | 22A | 7A | | 22 | 2 | 01 | | R1 | | 55 | R | | |
| 10.31 | 10.48 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.32 | 10.49 | INTRSECTN | B | CAMPBELL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.34 | 10.51 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.72 | 10.89 | INTRSECTN | R | HARLEY AVE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 10.88 | 11.05 | | | | | | | 1 | 1 | | | | | 8A | 43A | 8A | | 43 | 2 | 01 | | R1 | | 55 | R | | |
| 10.90 | 11.07 | | | | | | | 1 | 1 | | | | | 8A | 32A | 8A | | 32 | 2 | 01 | | R1 | | 55 | R | | |
| 10.94 | 11.11 | BEG SU LN | C | TWO WAY TURN | | 11A | | 1 | 1 | | | | | 8A | 32A | 8A | 11 | 43 | 2 | 01 | | R1 | | 55 | R | | |
| 10.95 | 11.12 | WYE CONN | R | SURFACE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.96 | 11.13 | INTRSECTN | R | SURFACE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.00 | 11.17 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.01 | 11.18 | BEG SU LN | R | WEAVING/SPEED CHANGE | | 12A | | 1 | 1 | | | | | 7A | 22A | 7A | 23 | 45 | 2 | 01 | | R1 | | 55 | R | | |
| | | EXIT TO | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.02 | 11.19 | ENT/EXIT | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 11.05 | 11.22 | END SU LN | R | WEAVING/SPEED CHANGE | | 12A | | 1 | 1 | | | | | 7A | 33A | 7A | \$\$\$ | 33 | 2 | 01 | | R1 | | 55 | R | | |
| | | END SU LN | C | TWO WAY TURN | | 11A | | | | | | | | | | | | | | | | | | | | | |
| 11.10 | 11.27 | INTRSECTN | L | CULTUS BAY RD | CO | | SG Y | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | LANGLEY RD | CO | | SG Y | | | | | | | | | | | | | | | | | | | | |
| 11.12 | 11.29 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.15 | 11.32 | | | | | | | 1 | 1 | | | | | 7A | 22A | 7A | | 22 | 2 | 01 | | R1 | | 55 | R | | |
| 11.58 | 11.75 | INTRSECTN | L | MIDVALE RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 11.63 | 11.80 | | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | | 55 | R | | |
| 11.98 | 12.15 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.23 | 12.40 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 12.25 | 12.42 | INTRSECTN | B | MAXWELTON RD | CO | | SG Y | | | | | | | | | | | | | | | | | | | | |
| 12.28 | 12.45 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 12.72 | 12.89 | INTRSECTN | B | COLES RD | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 12.97 | 13.14 | MP MARKER | R | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 13.20 | 13.37 | INTRSECTN | L | CRAW RD | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 13.52 | 13.69 | INTRSECTN | R | CRAWFORD RD | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 13.55 | 13.72 | INTRSECTN | L | PIONEER PARK PL | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.61 | 13.78 | BEG SU LN | R | TRUCK CLIMBING SHOULD | | 15A | | 1 | 1 | | | | | 8A | 24A | \$\$\$ | 15 | 39 | 2 | 01 | | R1 | | 55 | R | | |
| 13.89 | 14.06 | END SU LN | R | TRUCK CLIMBING SHOULD | | 15A | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | | 55 | R | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|---------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT-- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 10.95 | 11.12 | | | .07 | 13 | | | | |
| 11.01 | 11.18 | | | | | .01 | 12 | | |
| 11.10 | 11.27 | .03 | 12 | .05 | 12 | .03 | 12 | | |
| 12.25 | 12.42 | .04 | 12 | .07 | 12 | .06 | 12 | .03 | 12 |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | -----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 | | | | |
| 13.94 | 14.11 | | MP MARKER | R | | 14 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | 55 | R | | | | | | |
| 14.00 | 14.17 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | 45 | R | | | | | | |
| 14.27 | 14.44 | | INTRSECTN | B | | KRAMER RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.34 | 14.51 | | INTRSECTN | L | | HOWARD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.43 | 14.60 | | INTRSECTN | R | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | SHOPPING CENTER | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.52 | 14.69 | | ENT/EXIT | R | | BUSINESS | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.55 | 14.72 | | ENT/EXIT | R | | BUSINESS | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.68 | 14.85 | | INTRSECTN | B | | BAYVIEW RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.84 | 15.01 | | INTRSECTN | B | | PVT RD | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.95 | 15.12 | | INTRSECTN | R | | MARSH VIEW AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.99 | 15.16 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.00 | 15.17 | | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | 55 | R | | | | | | |
| 15.33 | 15.50 | | INTRSECTN | R | | THOMPSON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MILLS DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.81 | 15.98 | | INTRSECTN | L | | MCDONALD DR | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.91 | 16.08 | | INTRSECTN | L | | USELESS BAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 15.95 | 16.12 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.04 | 16.21 | | INTRSECTN | R | | NEWMAN RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.93 | 17.10 | | INTRSECTN | B | | DOUBLE BLUFF RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 17.17 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.26 | 17.43 | | INTRSECTN | R | | SCOTT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.29 | 17.46 | | BEG SU LN | L | | WEAVING/SPEED CHANGE 15A | | | | 1 | 1 | | | | | | \$\$\$ | 24A | 8A | 15 | 39 | 2 | 01 | | R1 | 55 | R | | | | | | |
| 17.66 | 17.83 | | END SU LN | L | | WEAVING/SPEED CHANGE 15A | | | | 1 | 1 | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | 45 | R | | | | | | |
| 17.76 | 17.93 | | INTRSECTN | R | | HARBOR AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.91 | 18.08 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | R1 | 45 | R | | | | | | |
| 18.00 | 18.17 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.08 | 18.25 | | INTRSECTN | L | | FISH RD | CO | SG | Y | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 01 | | R1 | 45 | R | | | | | | |
| | | | INTRSECTN | R | | MAIN ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.17 | 18.34 | | BEG SU LN | C | | TWO WAY TURN | | | | 1 | 1 | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | 45 | R | | | | | | |
| 18.24 | 18.41 | | INTRSECTN | R | | FREELAND AVE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|-------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 14.43 | 14.60 | | .02 | 12 | .01 | 12 | | | | |
| 14.68 | 14.85 | | .03 | 12 | .03 | 12 | | | | |
| 14.95 | 15.12 | | | | .03 | 12 | | .02 | 12 | |
| 15.33 | 15.50 | | .02 | 11 | .02 | 11 | | | | |
| 15.91 | 16.08 | | .03 | 12 | | | | | | |
| 17.76 | 17.93 | | | | .03 | 12 | | | | |
| 18.08 | 18.25 | | .05 | 12 | .05 | 12 | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | -----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 | | |
| 18.25 | 18.42 | | | | | | | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 01 | | R1 | 45 | R | | | | |
| 18.32 | 18.49 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 01 | | R1 | 45 | R | | | | |
| | | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.38 | 18.55 | INTRSECTN | B | WOODARD AVE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 18.61 | 18.78 | INTRSECTN | L | CAMERON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 18.62 | 18.79 | WYE CONN | R | CAMERON RD | CO | | Y | 1 | 1 | | | | | 6A | 24A | 6A | | | | 24 | 2 | 01 | | R1 | 45 | R | | |
| 18.63 | 18.80 | INTRSECTN | R | CAMERON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 18.90 | 19.07 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.92 | 19.09 | INTRSECTN | L | BUSH POINT RD | CO | | Y | 1 | 1 | | | | | 6A | 24A | 10A | | | | 24 | 2 | 01 | | R1 | 45 | R | | |
| | | INTRSECTN | R | HONEYMOON BAY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 18.95 | 19.12 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.99 | 19.16 | BEG SU LN | R | TRUCK CLIMBING SHOULD13A | | | | 1 | 1 | | | | | 6A | 24A | \$\$\$ | 13 | 37 | 2 | 01 | | R1 | 45 | R | | | | |
| | | MP MARKER | R | 19 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19.14 | 19.31 | END SU LN | R | TRUCK CLIMBING SHOULD13A | | | | 1 | 1 | | | | | 6A | 24A | 10A | \$\$\$ | 24 | 2 | 01 | | R1 | 45 | R | | | | |
| 19.30 | 19.47 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | | 24 | 2 | 01 | | R1 | 45 | R | | |
| 19.35 | 19.52 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | | 24 | 2 | 01 | | R1 | 55 | R | | |
| 19.97 | 20.14 | MP MARKER | R | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.62 | 20.79 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.65 | 20.82 | INTRSECTN | L | MUTINY BAY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 20.67 | 20.84 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.98 | 21.15 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.98 | 22.15 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.48 | 22.65 | INTRSECTN | B | CLASSIC RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 22.73 | 22.90 | INTRSECTN | L | WITTE WAY | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 22.99 | 23.16 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.20 | 23.37 | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | | | 24 | 2 | 01 | | R1 | 50 | R | | |
| 23.33 | 23.50 | INTRSECTN | R | REHBERG RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | |
| 23.51 | 23.68 | INTRSECTN | R | RESORT RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 23.65 | 23.82 | INTRSECTN | L | LARSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 23.71 | 23.88 | INTRSECTN | R | FOUR EAGLES LN | PV | | N | | | | | | | | | | | | | | | | | | | | | |
| 24.00 | 24.17 | MP MARKER | R | 24 | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 18.38 | 18.55 | .03 | 12 | .02 | 12 | | | | |
| 18.62 | 18.79 | | | .01 | 12 | | | | |
| 18.92 | 19.09 | .03 | 13 | .02 | 12 | .03 | 13 | .02 | 13 |
| 20.65 | 20.82 | | | | | .03 | 12 | | |
| 22.48 | 22.65 | | | .02 | 12 | | | .02 | 12 |
| 23.33 | 23.50 | | | .02 | 12 | | | | |
| 23.51 | 23.68 | | | .02 | 12 | | | | |

SR 525 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-----|------------|---|----|----------------------|-----|-----|------------|---------|-----|-----|-----|-----|------|------|------|---------------------------|-------|-------|-------------|-------|----|-----|----|---|---|---|---|---|---|--|--|--|--|--|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | LEGAL | | T P S | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | SPEED | | R K T | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | FC | | D I B 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 | I | B | R | K | T | | | | | | |
| 26.82 | 26.98 | | INTRSECTN | R | | ELLWOOD DR | CO | N | 1 | 1 | | | | | | | 6A | 24A | 6A | | 24 | 2 | 01 | | R1 | | | | | | | | | | | | |
| 26.96 | 27.12 | | INTRSECTN | L | | PUGET DR | CO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.99 | 27.15 | | MP MARKER | R | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.34 | 27.50 | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.36 | 27.52 | | INTRSECTN | R | | REMPEL RD | PV | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | GRAMAYRE RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.94 | 28.10 | | INTRSECTN | R | | COX RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.96 | 28.12 | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.98 | 28.14 | | INTRSECTN | L | | LEDGEWOOD BEACH RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.00 | 28.16 | | MP MARKER | R | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.66 | 28.82 | | INTRSECTN | L | | DONAHEY RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.79 | 28.95 | | MP MARKER | R | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.99 | 29.15 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.04 | 29.20 | | INTRSECTN | R | | HOUSTON RD | CO | | | N | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.05 | 29.21 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.95 | 30.11 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29.97 | 30.13 | | INTRSECTN | L | | ADMIRAL DR | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.00 | 30.16 | | MP MARKER | R | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.32 | 30.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.34 | 30.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.52 | 30.68 | | END CTLSEC | | | CONTROL SECTION 1530 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | RACE RD | CO | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 20 | ST | | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 26.82 | 26.98 | | | | | .02 | 12 | | | | |
| 26.96 | 27.12 | | | | | | | .02 | 12 | | |
| 27.36 | 27.52 | | | | | | | .02 | 12 | | |
| 27.94 | 28.10 | | | | | .02 | 12 | | | | |
| 27.98 | 28.14 | | | | | | | .02 | 12 | | |
| 28.66 | 28.82 | | | | | | | .02 | 12 | | |
| 29.04 | 29.20 | | | | | .02 | 12 | | | | |
| 29.97 | 30.13 | | | .02 | 12 | | | .02 | 12 | | |
| 30.52 | 30.68 | | | .03 | 12 | .02 | 12 | | | | |

SR 525 SPUR STATE ROUTE - SRSH COUNTY SNOHOMISH DOT DISTRICT 1
 PAINE

| | | -----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 | | | |
| 5.60 | 0.00 | BEG ROUTE | | PAINE | | | | 2 1 | C | 27A | | 15S | CU | | 27A | C | | | | 54 | 3 | 01 | 0830 | U1 | | 45 | R | P | * | | |
| | | ENTER CITY | | SR 525 TO SR 526 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | MUKILTEO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | CONTROL SECTION 3165 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | PAINE FIELD BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.62 | 0.02 | LEAVE CITY | | SR 525 | | | | 2 1 | C | 27A | | 15S | CU | | 27A | C | | | | 54 | 3 | 01 | \$\$\$\$ | U1 | | 45 | R | P | * | | |
| 5.64 | 0.04 | WYE CONN | L | MUKILTEO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.66 | 0.06 | WYE CONN | R | SR 525 | | | | 2 2 | C | 27A | | 15S | CU | | 27A | C | | | | 54 | 3 | 01 | | U1 | | 45 | R | P | * | | |
| 6.18 | 0.58 | ENTER CITY | | SR 525 | | | | 2 2 | C | 27A | | 15S | CU | | 27A | C | | | | 54 | 3 | 01 | 0830 | U1 | | 45 | R | P | * | | |
| 6.37 | 0.77 | | | MUKILTEO | | | | 2 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C 76A | C | | | | 76 | 3 | 01 | 0830 | U1 | | 45 | R | P | * | | |
| 6.46 | 0.86 | END ST | I | PAINE FIELD BLVD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | BOEING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | SR 526 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3165 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END SECTN | | PAINE | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 6.46 | 0.86 | .06 | 24 | .03 | 12 | | | | |

SR 526 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | |
|------|------|-----|------------|---|----|---------|----|---|-------------|---|-----|------------|-----|------|-----|-----|---------------------------|-----|-----|-----|------|------|----|-------|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | |
| | | | | D | LR | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.16 | 0.16 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | |
| 0.23 | 0.23 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | |
| 0.24 | 0.24 | | BEG SU LN | C | | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | | END SU LN | C | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | |
| 0.40 | 0.40 | | END ST | I | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | | LEAVE CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.66 | 0.66 | | MISC FEATR | R | | | | | | | | | | | | | | | | | | | | | | | |
| 0.72 | 0.72 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.79 | 0.79 | | ENT FROM | L | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | ENT FROM | L | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | | | | | | | | | | | | | | | | | | | | | | |
| 0.91 | 0.91 | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.97 | 0.97 | | EXIT TO | L | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | B | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | EXIT TO | L | | | | | | | | | | | | | | | | | | | | | | | |
| 1.06 | 1.06 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.07 | 1.07 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | OFF RAMP | 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 | |
| 0.00 | 0.00 | | | | .03 | 12 | | | | .05 | 12 |
| 0.32 | 0.32 | | .03 | 12 | | | | | | .03 | 12 |
| 0.40 | 0.40 | | | | .04 | 12 | | | | .05 | 12 |
| 0.64 | 0.64 | | .03 | 12 | | | | | | | |
| 0.97 | 0.97 | | .05 | 12 | | | | | | | |

SR 526 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 3.41 | | 3.41 | MISC FEATR | R | | GORE (P100326) | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | | 48 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| 3.47 | | 3.47 | UXING | B | | PED KING | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 526/016 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.51 | | 3.51 | OFF RAMP | RC | | SR 5 NB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.54 | | 3.54 | UXING | B | | EVERGREEN WAY | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 526/018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.62 | | 3.62 | MISC FEATR | RC | | GORE (SR 5 Q118997) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.64 | | 3.64 | MISC FEATR | L | | GORE (R100373) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.65 | | 3.65 | MISC FEATR | R | | GORE (Q100369) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.69 | | 3.69 | BEG SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | 12 | 60 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | ON RAMP | R | | EVERGREEN WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.73 | | 3.73 | BEG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | 24 | 72 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | OFF RAMP | L | | EVERGREEN WAY | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.74 | | 3.74 | CHG SU LN | L | | WEAVING/SPEED CHANGE 12P | | | | 2 | 2 | \$\$C | 52P | | 10P | JE | 52P | \$\$C | 24 | 128 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | CHG SU LN | R | | HIGH OCCUPANCY VEHICL12P | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | CASINO RD | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 526/020 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.78 | | 3.78 | END BRIDGE | B | | CASINO RD | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | 24 | 72 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | CHG SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | | 4.01 | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.05 | | 4.05 | END SU LN | L | | WEAVING/SPEED CHANGE 12A | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | 12 | 60 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | ON RAMP | L | | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.13 | | 4.13 | END SU LN | R | | HIGH OCCUPANCY VEHICL12A | | | | 2 | 2 | 10A | 24A | | 10A | JE | 24A | 10A | \$\$\$ | 48 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | |
| | | | OFF RAMP | R | | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.16 | | 4.16 | MISC FEATR | L | | GORE (SR 5 R118972) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.20 | | 4.20 | ON RAMP | L | | SR 5 NB | ST | | Y | 1 | 2 | 10A | 15A | | 10A | JE | 24A | 10A | 39 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | | |
| 4.29 | | 4.29 | | | | | | | | 1 | 2 | 10A | 15A | | 10A | JE | 24A | 12A | 39 | 3 | 01 | 0420 | U1 | 60 | R | P | | | | | |
| 4.30 | | 4.30 | MISC FEATR | R | | GORE (SR 5 S118904) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | GORE (SR 5 P118811) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.32 | | 4.32 | | | | | | | | 1 | 2 | 10A | 24A | | 10A | CU | 36A | 12A | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | | | | | |
| 4.38 | | 4.38 | | | | | | | | 1 | 2 | 10A | 24A | | 10A | CU | 36A | 4A | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | | | | | |
| 4.41 | | 4.41 | | | | | | | | 2 | 2 | 10A | 24A | | 10A | CU | 36A | 4A | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | | | | | |
| 4.43 | | 4.43 | WYE CONN | L | | S BROADWAY AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 4.45 | | 4.45 | INTRSECTN | B | | S BROADWAY AVE | CT | SG | Y | 2 | 2 | 10A | 24A | | 12A | UP | 24A | 10A | 48 | 3 | 01 | 0420 | U1 | 35 | R | P | | | | | |
| 4.47 | | 4.47 | WYE CONN | L | | S BROADWAY 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 |
| 4.45 | | 4.45 | | .06 | 12 | .07 | 12 | | | | |
| 4.47 | | 4.47 | | | | | | .03 | 14 | | |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|-------------------------|-------------|----|---|------------|---|-----|---------|-----|------|--------------------------|-----|-----|-----|-------|-----|-------|----|-----|------|----|----|----|---|---|---|--|--|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | T P S | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | SPEED | | R K T | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 2.63 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | W | 67A | C | | | 67 | 5 | 03 | 0110 | U1 | | 45 | R | P | * | | | | | |
| | | | ENTER CITY | | | SR 405 TO SR 5/EVERETT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BOTHELL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | BOTHELL-EVERETT HWY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 405 | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 527/104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.69 | 0.06 | | END BRIDGE | B | | SR 405 | | | | | | | | | | | 6A | 50A | 6A | | | 50 | 5 | 03 | 0110 | U1 | | 45 | R | P | * | | | | | |
| | | | OFF RAMP | R | | SR 405 NB | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 2.71 | 0.08 | | OFF RAMP | L | | SR 405 SB | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | GORE (SR 405 Q502740) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.73 | 0.10 | | WYE CONN | L | | OFF RAMP | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 405 NB | | | | | | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.74 | 0.11 | | BEG SU LN | R | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.75 | 0.12 | | WYE CONN | R | | ON RAMP | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 405 NB | | | | | | | | | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 2.78 | 0.15 | | BEG SU LN | L | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.80 | 0.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.92 | 0.29 | | WYE CONN | R | | CANYON PARK BLVD | | | | | | | | | CT | Y | | | | | | | | | | | | | | | | | | | | |
| 2.93 | 0.30 | | INTRSECTN | R | | CANYON PARK BLVD | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 220TH ST SE | | | | | | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.98 | 0.35 | | MISC FEATR | B | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 0.36 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 0.38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.08 | 0.45 | | INTRSECTN | L | | 217TH ST (FIRE STATION) | | | | | | | | | CT | FS | Y | | | | | | | | | | | | | | | | | | | |
| 3.09 | 0.46 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.16 | 0.53 | | CHG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | NORTH CREEK | | | | | | | | | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 527/108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.17 | 0.54 | | END BRIDGE | B | | NORTH CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.19 | 0.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.23 | 0.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.28 | 0.65 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.34 | 0.71 | | WYE CONN | R | | 214TH ST SE | | | | | | | | | 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 | |
| 2.75 | 0.12 | | | | | | | | | | |
| 2.93 | 0.30 | | .04 | 12 | | .06 | 12 | | | .05 | 12 |
| 3.08 | 0.45 | | .05 | 12 | | | | | | .08 | 12 |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 3.35 | 0.72 | | INTRSECTN | B | | 214TH ST SE | CT | SG | Y | 2 | 3 | | | | | | 8A | 68A | C | 10 | 78 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.40 | 0.77 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.41 | 0.78 | | CHG SU LN | L | | BICYCLE | | | | | | | | | | | \$\$\$ | 68A | C | 13 | 81 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.52 | 0.89 | | CHG SU LN | L | | BICYCLE | | | | | | | | | | | C | 63A | C | 10 | 73 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| | | | INTRSECTN | R | | 211TH ST SE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.58 | 0.95 | | | | | | | | | | | | | | | | C | 77A | C | 10 | 87 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.62 | 0.99 | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.63 | 1.00 | | | | | | | | | | | | | | | | C | 77A | C | 10 | 87 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.65 | 1.02 | | | | | | | | | | | | | | | | C | 87A | C | 10 | 97 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.68 | 1.05 | | | | | | | | | | | | | | | | C | 92A | C | 10 | 102 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.73 | 1.10 | | WYE CONN | B | | SR 524 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.74 | 1.11 | | INTRSECTN | B | | SR 524-208TH ST SE | ST | SG | Y | 2 | 2 | | | | | | C | 78A | C | 10 | 88 | 3 | 01 | 0110 | U1 | 45 | R | P | * | | | |
| 3.75 | 1.12 | | LEAVE CITY | | | BOTHELL | | | | | | | | | | | C | 78A | C | 10 | 88 | 3 | 01 | \$\$\$\$ | U1 | 45 | R | \$ | * | | | |
| | | | WYE CONN | B | | SR 524 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 3.79 | 1.16 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.81 | 1.18 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 44A | C | 24 | 68 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 3.99 | 1.36 | | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 1.37 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 58A | C | 10 | 68 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 4.01 | 1.38 | | CHG SU LN | R | | BICYCLE | | | | | | | | | | | C | 58A | \$ | 13 | 71 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 4.05 | 1.42 | | ENT/EXIT | R | | APARTMENT COMPLEX | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.08 | 1.45 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | C | 44A | | 27 | 71 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 4.10 | 1.47 | | CHG SU LN | R | | BICYCLE | | | | | | | | | | | C | 44A | C | 24 | 68 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 4.11 | 1.48 | | INTRSECTN | L | | 201ST PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.26 | 1.63 | | CHG SU LN | R | | BICYCLE | | | | | | | | | | | C | 44A | \$ | 27 | 71 | 3 | 01 | | U1 | 45 | R | | * | | | |
| 4.29 | 1.66 | | ENT/EXIT | R | | APARTMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.42 | 1.79 | | CHG SU LN | R | | BICYCLE | | | | | | | | | | | C | 58A | C | 10 | 68 | 3 | 01 | | U1 | 45 | R | | * | | | |
| | | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.44 | 1.81 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 3.35 | 0.72 | | .05 | 12 | | | | | | |
| 3.52 | 0.89 | | | .11 | 12 | .05 | 12 | | | |
| 3.62 | 0.99 | | .03 | 12 | | | | | | |
| 3.73 | 1.10 | | | .10 | 12 | | | | | |
| 3.74 | 1.11 | | .07 | 24 | | .03 | 16 | | | |
| 3.75 | 1.12 | | | | | | | .03 | 12 | |
| 4.05 | 1.42 | | .03 | 12 | .03 | 13 | .02 | 12 | | |
| 4.29 | 1.66 | | | .02 | 12 | | | | | |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| 4.47 | 1.84 | | INTRSECTN | B | | 196TH ST SE | CO | SG | Y | 2 | 2 | | | | | | C | 58A | C | 10 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 4.50 | 1.87 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 4.54 | 1.91 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 46A | C | 22 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 4.58 | 1.95 | | INTRSECTN | L | | 194TH ST SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.70 | 2.07 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 4.72 | 2.09 | | INTRSECTN | B | | 192ND ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.74 | 2.11 | | CHG SU LN | L | | BICYCLE | 08A | | | 2 | 2 | | | | | | \$ | 46A | C | 25 | 71 | 3 | 01 | U1 | 45 | R | * | | |
| 4.75 | 2.12 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 4.86 | 2.23 | | CHG SU LN | L | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 46A | C | 22 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 4.90 | 2.27 | | INTRSECTN | R | | 189TH PL SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.92 | 2.29 | | | | | | | | | 2 | 2 | | | | | | 8A | 46A | C | 22 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 4.93 | 2.30 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 4.96 | 2.33 | | INTRSECTN | L | | 188TH PL SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 2.35 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 58A | C | 10 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 5.00 | 2.37 | | MP MARKER | B | | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | 2.43 | | INTRSECTN | R | | 186TH PL SE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.08 | 2.45 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.11 | 2.48 | | INTRSECTN | L | | 186TH ST SE | CO | | Y | 2 | 2 | | | | | | 8A | 58A | 8A | 10 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 5.12 | 2.49 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 46A | 8A | 22 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 5.16 | 2.53 | | END SU LN | L | | BICYCLE | 05A | | | 2 | 2 | | | | | | 8A | 46A | 8A | 17 | 63 | 3 | 01 | U1 | 45 | R | * | | |
| 5.25 | 2.62 | | | | | | | | | 2 | 2 | | | | | | 8A | 46A | \$\$C | 17 | 63 | 3 | 01 | U1 | 45 | R | * | | |
| 5.29 | 2.66 | | BEG SU LN | L | | BICYCLE | 05A | | | 2 | 2 | | | | | | \$\$C | 46A | C | 22 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 5.30 | 2.67 | | INTRSECTN | L | | 183RD ST SE | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 5.41 | 2.78 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 58A | C | 10 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| 5.42 | 2.79 | | END SU LN | R | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 58A | C | 5 | 63 | 3 | 01 | U1 | 45 | R | * | | |
| 5.50 | 2.87 | | BEG SU LN | R | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 58A | C | 10 | 68 | 3 | 01 | U1 | 45 | R | * | | |
| | | | INTRSECTN | B | | 180TH ST SE | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 5.52 | 2.89 | | | | | | | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 3 | 01 | U1 | 45 | R | * | | |
| 5.53 | 2.90 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 5.59 | 2.96 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 3 | 01 | U1 | 45 | R | * | | |
| 5.66 | 3.03 | | END SU LN | L | | BICYCLE | 05A | | | 2 | 2 | | | | | | 8A | 44A | C | 17 | 61 | 3 | 01 | U1 | 45 | R | * | | |
| 5.69 | 3.06 | | INTRSECTN | R | | 15TH AVE SE | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 3.18 | | END SU LN | R | | BICYCLE | 05A | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 3 | 01 | U1 | 45 | R | * | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.47 | 1.84 | | | .04 | 12 | | | | | | |
| 5.06 | 2.43 | | | .03 | 12 | | | | | | |
| 5.50 | 2.87 | | | .05 | 12 | .06 | 12 | | | | |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | | D IB | | R | K | T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | NBR | ST | FC | D | IB | R | K | T | |
| 5.82 | | 3.19 | | | | | | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 3 | 01 | | U1 | | | 45 | R | * | | | |
| 5.89 | | 3.26 | | | | | | | | 2 | 2 | | | | | | \$\$C | 52A | 8A | 12 | 64 | 3 | 01 | | U1 | | | 45 | R | * | | | |
| 5.94 | | 3.31 | | | | | | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 3 | 01 | | U1 | | | 45 | R | * | | | |
| 5.96 | | 3.33 | ENTER CITY | | | MILL CREEK | | | | 2 | 2 | | | | | | 8A | 44A | 8A | 12 | 56 | 3 | 01 | 0778 | U1 | | | 45 | R | * | | | |
| 5.98 | | 3.35 | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.02 | | 3.39 | INTRSECTN | R | | 173RD ST SE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | | 3.59 | BEG SU LN | L | | BICYCLE | | | | | | 05A | | | | | 8A | 44A | 8A | 17 | 61 | 3 | 01 | 0778 | U1 | | | 45 | R | * | | | |
| 6.25 | | 3.62 | BEG SU LN | R | | BICYCLE | | | | | | 05A | | | | | 8A | 44A | \$\$C | 17 | 61 | 3 | 01 | 0778 | U1 | | | 45 | R | * | | | |
| | | | END SU LN | L | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SEATTLE HILL RD | | CT | | N | | | | | | | | | | | | | | | | | | | | | | | |
| 6.26 | | 3.63 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.28 | | 3.65 | BEG SU LN | L | | BICYCLE | | | | | | 05A | | | | | \$\$C | 44A | C | 22 | 66 | 3 | 01 | 0778 | U1 | | | 45 | R | * | | | |
| 6.34 | | 3.71 | | | | | | | | | | | | | | | C | 44A | C | 22 | 66 | 3 | 01 | 0778 | U1 | | | 40 | R | P | * | | |
| 6.35 | | 3.72 | CHG SU LN | L | | BICYCLE | | | | | | 08A | | | | | \$ | 44A | C | 25 | 69 | 3 | 01 | 0778 | U1 | | | 40 | R | P | * | | |
| 6.53 | | 3.90 | CHG SU LN | L | | BICYCLE | | | | | | 05A | | | | | C | 80A | C | 10 | 90 | 3 | 01 | 0778 | U1 | | | 40 | R | P | * | | |
| | | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.54 | | 3.91 | BEG BRIDGE | B | | PENNY CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 527/114.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.55 | | 3.92 | END BRIDGE | B | | PENNY CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.61 | | 3.98 | WYE CONN | R | | MILL CREEK RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.62 | | 3.99 | INTRSECTN | L | | 164TH ST SE | | CT | SG | Y | 2 | 2 | | | | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | | | 40 | R | P | * | | |
| | | | INTRSECTN | R | | MILL CREEK RD | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.63 | | 4.00 | WYE CONN | L | | 164TH ST SE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | MILL CREEK RD | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.65 | | 4.02 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | | 4.03 | END SU LN | L | | BICYCLE | | | | | | 05A | | | | | \$ | 22A | C | 5 | 49 | 3 | 01 | 0778 | U1 | | | 40 | R | P | * | | |
| 6.72 | | 4.09 | BEG SU LN | L | | BICYCLE | | | | | | 05A | | | | | | | | | | | | | | | | | | | | | |
| 6.80 | | 4.17 | ENT/EXIT | R | | TOWN SQUARE DEVELOPMENT | | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | 161ST ST SE | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.94 | | 4.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.97 | | 4.34 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.00 | | 4.37 | INTRSECTN | B | | MILL CREEK BLVD | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 6.61 | | 3.98 | | | | .03 | 12 | | | | |
| 6.62 | | 3.99 | | .06 | 24 | | | .04 | 12 | | |
| 6.63 | | 4.00 | | | | | | | | .04 | 12 |
| 6.80 | | 4.17 | | .04 | 12 | | | .03 | 12 | | |
| 7.00 | | 4.37 | | .04 | 12 | .06 | 12 | .03 | 12 | .04 | 12 |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| 7.02 | | 4.39 | MP MARKER | R | | 7 | | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.03 | | 4.40 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.06 | | 4.43 | BEG SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.14 | | 4.51 | END SU LN | C | | TWO WAY TURN | | | 12A | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.18 | | 4.55 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 7.23 | | 4.60 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.26 | | 4.63 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.29 | | 4.66 | INTRSECTN | B | | 153RD ST SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 7.31 | | 4.68 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | | 4.71 | | | | | | | | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 7.37 | | 4.74 | BEG BRIDGE | B | | NORTH CREEK CULVERT BRDG NUM 527/115.25 | ST | | N | | | | | | | | | | | | | | | | | | | | | |
| 7.38 | | 4.75 | END BRIDGE | B | | NORTH CREEK CULVERT | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.44 | | 4.81 | ENT/EXIT | L | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.45 | | 4.82 | | | | | | | | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 7.53 | | 4.90 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.54 | | 4.91 | ENT/EXIT | R | | RETIREMENT CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.60 | | 4.97 | | | | | | | | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 7.73 | | 5.10 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.79 | | 5.16 | ENT/EXIT | L | | APARTMENTS | PV | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.80 | | 5.17 | | | | | | | | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 7.87 | | 5.24 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 7.90 | | 5.27 | INTRSECTN | R | | 144TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 7.93 | | 5.30 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.94 | | 5.31 | | | | | | | | 2 | 2 | C | 22A | 12S | CU | \$ | 22A | C | 10 | 54 | 3 | 01 | 0778 | U1 | 40 | R | P | * | | |
| 8.04 | | 5.41 | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.08 | | 5.45 | | | | | | | | 2 | 2 | \$ | \$\$\$ | \$\$\$ | \$\$ | | C | 56A | C | 10 | 66 | 3 | 01 | 0778 | U1 | 40 | R | P | * | |
| 8.10 | | 5.47 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.13 | | 5.50 | INTRSECTN | L | | NORTH CREEK DR | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | TRILLIUM BLVD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 8.18 | | 5.55 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 7.18 | 4.55 | .02 | 12 | | | | | | |
| 7.29 | 4.66 | .04 | 12 | .03 | 12 | .03 | 12 | | |
| 7.44 | 4.81 | .03 | 12 | | | | | | |
| 7.54 | 4.91 | | | .03 | 12 | | .01 | 12 | |
| 7.79 | 5.16 | .05 | 12 | | | | | | |
| 7.90 | 5.27 | | | .03 | 12 | | | | |
| 8.13 | 5.50 | .03 | 12 | .09 | 12 | | | | |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | CITY | | ST | | SPEED | | R | | K | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 9.17 | 6.54 | | | | | | | 2 | 2 | | | | | C 46A | C | 22 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 9.23 | 6.60 | INTRSECTN | L | 126TH ST SE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | 6.73 | INTRSECTN | R | 124TH ST SE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.44 | 6.81 | END SU LN | C | TWO WAY TURN | | | 12A | | | | | | | C 58A | C | 10 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 9.45 | 6.82 | INTRSECTN | R | 122ND PL SE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.49 | 6.86 | MISC FEATR | R | SGN ENT EVERETT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.50 | 6.87 | INTRSECTN | L | 121ST ST SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | APARTMENT COMPLEX | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 9.52 | 6.89 | MISC FEATR | B | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.54 | 6.91 | BEG SU LN | C | TWO WAY TURN | | | 12A | | | | | | | C 46A | C | 22 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 9.57 | 6.94 | INTRSECTN | R | 120TH PL SE | | | | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 9.65 | 7.02 | END SU LN | C | TWO WAY TURN | | | 12A | | | | | | | C 23A | | | | | | | | | | | | | | | | | |
| 9.77 | 7.14 | | | | | | | | | | | | | \$ \$\$\$ | | | | | | | | | | | | | | | | | |
| 9.78 | 7.15 | INTRSECTN | R | LAKE HEIGHTS DR | | | | CT | SG | Y | | | | C 58A | C | 10 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 9.84 | 7.21 | | | | | | | | | | | | | C 23A | | | | | | | | | | | | | | | | | |
| 9.87 | 7.24 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.91 | 7.28 | INTRSECTN | R | 116TH ST SE | | | | CT | SG | Y | 2 | 2 | | \$ \$\$\$ | | | | | | | | | | | | | | | | | |
| 9.92 | 7.29 | WYE CONN | R | 116TH ST SE | | | | CT | Y | | | | | C 58A | C | 10 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 10.00 | 7.37 | BEG SU LN | C | TWO WAY TURN | | | 12A | | | | | | | C 58A | C | 22 | 80 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| | | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.04 | 7.41 | | | | | | | | | | | | | C 46A | C | 22 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 10.17 | 7.54 | END SU LN | C | TWO WAY TURN | | | 12A | | | | | | | C 23A | | | | | | | | | | | | | | | | | |
| 10.27 | 7.64 | | | | | | | | | | | | | \$ \$\$\$ | | | | | | | | | | | | | | | | | |
| 10.32 | 7.69 | INTRSECTN | L | SILVER LAKE RD | | | | CT | Y | | | | | C 58A | C | 10 | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 10.39 | 7.76 | END SU LN | R | BICYCLE | | | 05A | | | | | | | C 68A | C | \$\$\$ | 68 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| | | END SU LN | L | BICYCLE | | | 05A | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 112TH ST SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | R | SHOPPING CENTER | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.45 | 7.82 | ENT/EXIT | L | SHOPPING CENTER | | | | PV | SG | Y | 2 | 2 | | C 56A | C | | 56 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| | | INTRSECTN | R | 110TH ST SE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.49 | 7.86 | BEG SU LN | C | TWO WAY TURN | | | 11A | | | | | | | C 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |
| 10.55 | 7.92 | END SU LN | C | TWO WAY TURN | | | 11A | | | | | | | C 56A | C | \$\$\$ | 56 | 3 | 01 | 0420 | U1 | | | 35 | R | P | * | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 9.45 | 6.82 | | | .02 | 12 | | | | |
| 9.50 | 6.87 | .02 | 12 | | | | | | |
| 9.78 | 7.15 | | | .05 | 12 | | | | |
| 9.91 | 7.28 | | | .12 | 12 | | | | |
| 10.39 | 7.76 | .09 | 24 | .02 | 11 | .03 | 11 | | |
| 10.45 | 7.82 | .02 | 11 | | | .02 | 11 | | |

SR 527 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | LNS | RDY | SHD | RDY | SHD | 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- | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 10.57 | | 7.94 | INTRSECTN | R | | 108TH ST SE | CT | | Y | 2 | 2 | | | | | | | C | 56A | C | | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 10.58 | | 7.95 | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | C | 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 10.66 | | 8.03 | INTRSECTN | R | | 106TH PL SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.75 | | 8.12 | | | | | | | | 2 | 2 | | | | | | | C | 56A | C | 11 | 67 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 10.76 | | 8.13 | INTRSECTN | L | | 105TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.78 | | 8.15 | | | | | | | | 2 | 2 | | | | | | | C | 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 10.83 | | 8.20 | INTRSECTN | L | | 104TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 10.87 | | 8.24 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 56A | C | \$\$\$ | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 10.92 | | 8.29 | INTRSECTN | L | | 102ND ST SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 10.94 | | 8.31 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.00 | | 8.37 | MP MARKER | B | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.04 | | 8.41 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 56A | C | \$\$\$ | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.05 | | 8.42 | INTRSECTN | L | | 100TH PL SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.08 | | 8.45 | INTRSECTN | B | | 100TH ST SE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.13 | | 8.50 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.21 | | 8.58 | INTRSECTN | R | | 99TH ST SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.28 | | 8.65 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 56A | C | \$\$\$ | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.30 | | 8.67 | INTRSECTN | R | | 96TH PL SE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.33 | | 8.70 | BEG SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 45A | C | 11 | 56 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.45 | | 8.82 | END SU LN | C | | TWO WAY TURN | | | | 2 | 2 | | | | | | | C | 45A | C | \$\$\$ | 45 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.46 | | 8.83 | INTRSECTN | R | | BURLEY DR | CT | | Y | 2 | 2 | | | | | | | 7A | 54A | 10A | | 54 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.52 | | 8.89 | WYE CONN | L | | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.53 | | 8.90 | INTRSECTN | R | | EL CAPITAN WAY | CT | | SG | Y | 2 | 2 | | | | | | 10A | 54A | 16A | | 54 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| | | | ON RAMP | L | | SR 5 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.56 | | 8.93 | WYE CONN | R | | EL CAPITAN WAY | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.58 | | 8.95 | | | | | | | | 2 | 2 | 10A | 22A | | 8A | JE | \$\$\$ | 22A | 10A | | | 44 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 11.62 | | 8.99 | OFF RAMP | R | | SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.71 | | 9.08 | MISC FEATR | R | | GORE (SR 5 Q118957) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.73 | | 9.10 | MISC FEATR | L | | GORE (SR 5 Q518957) | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.81 | | 9.18 | UXING | B | | N-W RAMP | ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/622N-W | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.84 | | 9.21 | OFF RAMP | L | | SR 5 | ST | | Y | 3 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | | W | 85P | \$\$W | | 85 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| | | | BEG BRIDGE | B | | SR 5 | 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 |
| 10.92 | | 8.29 | | .04 | 11 | | | | | | |
| 11.08 | | 8.45 | | .03 | 11 | | | | | | |
| 11.30 | | 8.67 | | | | .03 | 12 | | | | |
| 11.46 | | 8.83 | | | | .01 | 11 | | .01 | 11 | |
| 11.53 | | 8.90 | | | | .01 | 11 | | | | |

SR 528 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|-------------------------|----|----|-------------|-----|-----|------------|-----|-----|---------------------------|-----|---------------------------|---------|-----|-----|-----|-----|-----|------|------|----|-------|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | TOT | -----CLASSIFICATIONS----- | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | | | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5/MARYSVILLE TO SR 9 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3118 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 4TH ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/651W | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | UXING | B | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/651E | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | ENTER CITY | | | MARYSVILLE | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| 0.08 | 0.08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | INTRSECTN | B | | BEACH AVE | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | INTRSECTN | B | | CEDAR AVE | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | RR XING | B | | NUM 84640G GRADE | | | | | | | | | | | | | | | | | | | | | | |
| 0.28 | 0.28 | | INTRSECTN | B | | DELTA AVE | | | | | | | | | | | | | | | | | | | | | | |
| 0.36 | 0.36 | | INTRSECTN | L | | STATE AVE | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 529 | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | | INTRSECTN | B | | COLUMBIA AVE | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 0.54 | 0.54 | | INTRSECTN | B | | ALDER ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.62 | 0.62 | | INTRSECTN | B | | QUINN ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.70 | 0.70 | | INTRSECTN | B | | UNION ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.73 | 0.73 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 12A | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | 0.80 | | END ST | I | | 4TH ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 64TH ST NE | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | 47TH AVE NE | | | | | | | | | | | | | | | | | | | | | | |
| 0.94 | 0.94 | | BEG BRIDGE | B | | ALLEN CREEK | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 528/001 | | | | | | | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | END BRIDGE | B | | ALLEN CREEK | | | | | | | | | | | | | | | | | | | | | | |
| 1.22 | 1.22 | | INTRSECTN | R | | 53RD AVE NE | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 0.05 | 0.05 | | .03 | 12 | | | | | | |
| 0.19 | 0.19 | | .10 | 12 | | .04 | 12 | | | |
| 0.28 | 0.28 | | .02 | 12 | | | | | | |
| 0.36 | 0.36 | | .06 | 12 | | .03 | 12 | | | |
| 0.44 | 0.44 | | .02 | 12 | | .03 | 12 | | | |
| 0.80 | 0.80 | | .04 | 12 | | .03 | 12 | | | |

SR 528 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|-----------------|-------------|----|---|--------------|---|-----|-----|-----|------|----|---------------------------|-----|-----|--------|-----|---|----|------|----|-----|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | LEGAL | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE | | TOT | | | | | SPEED | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | T P S | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | NBR | FC | D | IB | R | K | T |
| 1.22 | 1.22 | | ENT/EXIT | L | | CITY PARK | CT | | Y | 2 | 2 | | | | | | C | 55A | C | | 55 | 3 | 01 | 0745 | U2 | | 35 | R | R | * | | |
| 1.26 | 1.26 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 12 | 55 | 3 | 01 | 0745 | U2 | | 35 | R | R | * | | |
| 1.28 | 1.28 | | INTRSECTN | R | | 54TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.31 | 1.31 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 55A | C | \$\$\$ | 55 | 3 | 01 | 0745 | U2 | | 35 | R | R | * | | |
| | | | INTRSECTN | L | | 55TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 12 | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 1.41 | 1.41 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 55A | C | \$\$\$ | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 1.43 | 1.43 | | INTRSECTN | R | | 56TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.48 | 1.48 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 12 | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 1.56 | 1.56 | | INTRSECTN | L | | 58TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.61 | 1.61 | | ENT/EXIT | R | | TRAILER COURT | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.62 | 1.62 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 55A | C | \$\$\$ | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 1.63 | 1.63 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | | INTRSECTN | L | | 60TH DR NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 1.69 | 1.69 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 43A | C | 12 | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 1.97 | 1.97 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 55A | C | \$\$\$ | 55 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| | | | INTRSECTN | L | | 65TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.04 | 2.04 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.07 | | INTRSECTN | B | | 67TH AVE NE | CT | SG | Y | 2 | 2 | | | | | | C | 64A | C | | 64 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 2.13 | 2.13 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | 12 | 64 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 2.14 | 2.14 | | INTRSECTN | R | | 68TH AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | 2.23 | | INTRSECTN | R | | 69TH DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.26 | 2.26 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 2.32 | 2.32 | | INTRSECTN | B | | 71ST AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.38 | 2.38 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 52A | C | 12 | 64 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 2.41 | 2.41 | | INTRSECTN | L | | 72ND DR NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.45 | 2.45 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 64A | C | \$\$\$ | 64 | 3 | 01 | 0745 | U2 | | 35 | R | P | * | | |
| 2.46 | 2.46 | | EXIT TO | R | | 73RD AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | 2.47 | | ENT FROM | R | | 73RD AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.54 | | | | | | | | | 2 | 2 | | | | | | C | 64A | C | | 64 | 3 | 01 | 0745 | U2 | | 45 | R | P | * | | |
| 2.64 | 2.64 | | INTRSECTN | R | | 76TH AVE NE | 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 |
| 1.22 | 1.22 | | | .03 | 12 | | | | | | |
| 1.43 | 1.43 | | | | | .03 | 12 | | | | |
| 1.67 | 1.67 | | | .03 | 12 | | | | | | |
| 1.97 | 1.97 | | | | | .03 | 12 | | | | |
| 2.07 | 2.07 | | | .03 | 12 | | | .04 | 12 | | |
| 2.32 | 2.32 | | | .03 | 12 | | | .03 | 12 | | |

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

SR 528 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | | | | |
| 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 | | | | | |
| 2.64 | | 2.64 | INTRSECTN | L | | 76TH DR NE | CT | | Y | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.72 | | 2.72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.91 | | 2.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.94 | | 2.94 | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | | 3.01 | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | | 3.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.07 | | 3.07 | INTRSECTN | B | | 83RD AVE NE | CT | | Y | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | | 3.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.30 | | 3.30 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.33 | | 3.33 | INTRSECTN | B | | 87TH AVE NE | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.46 | | 3.46 | END ST | I | | 64TH ST NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 9 | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 2.64 | 2.64 | .03 | 12 | .03 | 12 | | | | |
| 3.07 | 3.07 | .03 | 12 | .16 | 12 | | | | |
| 3.33 | 3.33 | .09 | 12 | .03 | 12 | .13 | 12 | | |
| 3.46 | 3.46 | | | .13 | 12 | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 |
| 0.00 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | 1 2 | | | | | | C 60A | C | | 60 | 3 01 | 0420 | U1 | | 30 | R | P | * |
| | | ENTER CITY | | SR 5/EVERETT TO SR 528 | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | EVERETT | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 5 NB | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/635E | | | | | | | | | | | | | | | | | | | | | |
| 0.01 | 0.01 | UXING | B | SR 5 SB | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 005/635W | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | END ST | I | PACIFIC AVE | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | MAPLE ST | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | L | SR 5 | | | | ST SG Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PACIFIC AVE | | | | CT SG Y | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 2 | | | | | | C 48A | C | 12 | 60 | 3 01 | 0420 | U1 | | 30 | R | P | * |
| 0.16 | 0.16 | END SU LN | C | TWO WAY TURN | | 12A | | 1 2 | | | | | | C 60A | C \$\$\$ | | 60 | 3 01 | 0420 | U1 | | 30 | R | P | * |
| 0.19 | 0.19 | INTRSECTN | B | HEWITT AVE | | | | 2 2 | | | | | | C 66A | C | | 66 | 3 01 | 0420 | U1 | | 30 | R | P | * |
| | | | | | | | | 2 2 | | | | | | C 66A | C | | 66 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.23 | 0.23 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | C 66A | C 12 | | 78 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.26 | 0.26 | END SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | C 66A | C \$\$\$ | | 66 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.29 | 0.29 | INTRSECTN | L | CALIFORNIA AVE | | | | CT SG Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 2 WB | | | | ST SG Y | | | | | | | | | | | | | | | | | |
| 0.30 | 0.30 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | C 66A | C 12 | | 78 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.33 | 0.33 | END SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | C 66A | C \$\$\$ | | 66 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.35 | 0.35 | | | | | | | 2 1 | | | | | | C 66A | C | | 66 | 3 01 | 0420 | U1 | | 30 | R | R | * |
| 0.38 | 0.38 | END ST | I | MAPLE ST | | | | 2 2 | | | | | | C 58A | C | | 58 | 3 01 | 0420 | U1 | | 30 | R | B | * |
| | | BEG ST | I | EVERETT AVE | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | MAPLE ST | | | | CT SG Y | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 529 SPEVERET (SPUR) | | | | ST SG Y | | | | | | | | | | | | | | | | | |
| 0.44 | 0.44 | INTRSECTN | B | PINE ST | | | | CT Y | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | INTRSECTN | B | CEDAR ST | | | | CT SG Y | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | INTRSECTN | B | FULTON ST | | | | CT Y | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | INTRSECTN | B | BAKER AVE | | | | CT Y | | | | | | | | | | | | | | | | | |
| 0.67 | 0.67 | INTRSECTN | B | VIRGINIA AVE | | | | CT Y | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | INTRSECTN | B | RAINIER AVE | | | | CT Y 2 2 | | | | | | C 58A | C | | 58 | 3 01 | 0420 | U1 | | 30 | R | L | * |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.03 | 0.03 | .02 | 14 | .02 | 12 | .03 | 12 | | |
| 0.19 | 0.19 | .03 | 12 | .03 | 12 | .03 | 12 | | |
| 0.38 | 0.38 | .03 | 12 | .03 | 12 | .02 | 12 | | |
| 0.51 | 0.51 | .03 | 12 | .02 | 12 | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | |
|-------------------------|------|-----|-----------|---|----|-------------------------|-------------|----|---|-------------|---|-----|---------|-----|------|---------------------------|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | LEGAL | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | 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 | RDY | MTCE | CITY | ST | SPEED | T | P | S | | |
| 0.80 | 0.80 | | INTRSECTN | B | | MCDUGALL AVE | CT | | Y | 2 | 2 | | | | | | C | 58A | C | | 58 | 3 | 01 | 0420 | U1 | 30 | R | P | * | |
| 0.87 | 0.87 | | INTRSECTN | B | | BROADWAY AVE-OLD SR 529 | CT | SG | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 0.94 | 0.94 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| | | | INTRSECTN | B | | LOMBARD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.00 | 1.00 | | INTRSECTN | B | | OAKES AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.05 | 1.05 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.07 | 1.07 | | INTRSECTN | B | | ROCKEFELLER AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.11 | 1.11 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.13 | 1.13 | | INTRSECTN | B | | WETMORE AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.18 | 1.18 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.20 | 1.20 | | INTRSECTN | B | | COLBY AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.26 | 1.26 | | INTRSECTN | B | | HOYT AVE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.28 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.31 | 1.31 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 25 | R | P | * | |
| 1.33 | 1.33 | | INTRSECTN | B | | RUCKER AVE | CT | SG | Y | 2 | 2 | | | | | | C | 60A | C | | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * | |
| 1.35 | 1.35 | | BEG SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * | |
| 1.38 | 1.38 | | END SU LN | C | | TWO WAY TURN | | | | | | 12A | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * | |
| 1.40 | 1.40 | | INTRSECTN | B | | GRAND AVE | CT | SG | Y | 2 | 2 | | | | | | C | 48A | C | | 48 | 3 | 01 | 0420 | U1 | 30 | R | P | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.80 | 0.80 | | | .03 | 11 | | | | |
| 0.87 | 0.87 | .03 | 12 | | | | | | |
| 0.94 | 0.94 | .02 | 12 | | | | | | |
| 1.00 | 1.00 | .01 | 12 | .02 | 12 | | | | |
| 1.07 | 1.07 | .02 | 12 | .02 | 12 | | | | |
| 1.13 | 1.13 | .02 | 12 | .02 | 12 | | | | |
| 1.20 | 1.20 | .02 | 12 | .02 | 12 | | | | |
| 1.26 | 1.26 | .02 | 12 | .02 | 12 | | | | |
| 1.33 | 1.33 | .02 | 12 | .02 | 12 | | | | |
| 1.40 | 1.40 | .02 | 12 | .02 | 12 | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| 1.42 | 1.42 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | 12 | 72 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| 1.44 | 1.44 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| 1.46 | 1.46 | | END ST | I | | EVERETT AVE | | | | 2 | 2 | | | | | | C | 75A | C | | 75 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| | | | BEG ST | I | | W MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | W MARINE VIEW DR | | | | CT | SG | Y | | | | | | | | | | | | | | | | | |
| 1.55 | 1.55 | | INTRSECTN | R | | 26TH ST | | | | CT | | Y | 2 | 2 | | | C | 60A | C | | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| 1.58 | 1.58 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| 1.61 | 1.61 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 3 | 01 | 0420 | U1 | 30 | R | P | * |
| 1.64 | 1.64 | | UXING | B | | PED XING | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 529/004P | | | | | | | | | | | | | | | | | | | | | | | |
| 1.65 | 1.65 | | INTRSECTN | R | | 25TH ST | | | | CT | SG | Y | 2 | 2 | | | W | 48A | C | | 48 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| | | | INTRSECTN | L | | LOWER NORTON ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | |
| 1.68 | 1.68 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | W | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 1.71 | 1.71 | | | | | | | | | 2 | 2 | | | | | | C | 48A | C | 12 | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 1.74 | 1.74 | | UXING | B | | PED XING | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 529/005P | | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 1.80 | 1.80 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 48A | C | \$\$\$ | 48 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 1.92 | 1.92 | | RR XING | B | | NUM 084621C STRUCTURE | | | | 2 | 2 | | | | | | W | 73P | W | | 73 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| | | | BEG BRIDGE | B | | BN RR | | | | ST | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 529/006 | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | END BRIDGE | B | | BN RR | | | | 2 | 2 | | | | | | W | 73A | W | | 73 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.09 | 2.09 | | | | | | | | | 2 | 2 | | | | | | C | 86A | C | | 86 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.12 | 2.12 | | ENT FROM | R | | LOWER NORTON ST | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 2.13 | 2.13 | | EXIT TO | L | | LOWER NORTON ST | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | | INTRSECTN | L | | 19TH ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | |
| 2.27 | 2.27 | | | | | | | | | | | 2 | 2 | | | | C | 60A | C | | 60 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.31 | 2.31 | | INTRSECTN | L | | 18TH ST | | | | CT | SG | Y | 2 | 2 | | | C | 74A | C | | 74 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.36 | 2.36 | | BEG SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | | | | | C | 46A | C | 11 | 57 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.53 | 2.53 | | END SU LN | C | | TWO WAY TURN | 11A | | | 2 | 2 | | C | 23A | 11S | CU | \$ | 23A | C | \$\$\$ | 46 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.60 | 2.60 | | | | | | | | | 2 | 2 | | \$ | \$\$\$ | | | \$\$\$ | 57A | C | | 57 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 2.64 | 2.64 | | INTRSECTN | L | | 14TH 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 | |
| 1.46 | 1.46 | .02 | 12 | | | | | | | |
| 1.55 | 1.55 | | | .05 | 25 | | | | | |
| 1.65 | 1.65 | | | .02 | 12 | | | | | |
| 1.86 | 1.86 | | | | | | | .04 | 12 | |
| 2.20 | 2.20 | .21 | 12 | | | | | | .06 | 13 |
| 2.31 | 2.31 | .09 | 12 | | | | | | .04 | 16 |
| 2.64 | 2.64 | .02 | 12 | | | | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | MEDIAN- | SHD RDY SHD | W/S W/S W/S | W/S W/S W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| | | | | | | | | | WD/S BR | | | | | | A | SE | NBR | FC | D | IB | R | K | T | |
| 2.67 | | 2.67 | | | | | | | | | | | | C 57A | | | | | | | | | | |
| 2.72 | | 2.72 | INTRSECTN | L | 13TH ST | | CT | Y | | | | | | | | | | | | | | | | |
| 2.74 | | 2.74 | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | | 2.78 | BEG SU LN | C | TWO WAY TURN | | | | 11A | | | | | \$ \$\$\$ | | | | | | | | | | |
| 2.85 | | 2.85 | END SU LN | C | TWO WAY TURN | | | | 11A | | | | | \$ \$\$\$ | | | | | | | | | | |
| 2.92 | | 2.92 | BEG SU LN | C | TWO WAY TURN | | | | 11A | | | | | \$ \$\$\$ | | | | | | | | | | |
| 2.96 | | 2.96 | END SU LN | C | TWO WAY TURN | | | | 11A | | | | | C 57A | | | | | | | | | | |
| 3.00 | | 3.00 | INTRSECTN | L | 10TH ST | | CT | Y | | | | | | | | | | | | | | | | |
| 3.02 | | 3.02 | BEG SU LN | C | TWO WAY TURN | | | | 11A | | | | | C 46A | | | | | | | | | | |
| 3.10 | | 3.10 | END SU LN | C | TWO WAY TURN | | | | 11A | | | | | 2A 48A | | | | | | | | | | |
| 3.17 | | 3.17 | INTRSECTN | L | SOUTH VIEW AREA | | CT | Y | | | | | | | | | | | | | | | | |
| 3.21 | | 3.21 | INTRSECTN | L | SOUTH VIEW AREA | | CT | Y | | | | | | | | | | | | | | | | |
| 3.39 | | 3.39 | INTRSECTN | L | NORTH VIEW AREA | | CT | Y | | | | | | | | | | | | | | | | |
| 3.45 | | 3.45 | INTRSECTN | L | NORTH VIEW AREA | | CT | Y | | | | | | | | | | | | | | | | |
| 3.59 | | 3.59 | | | | | | | | | | | | | | | | | | | | | | |
| 3.63 | | 3.63 | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | \$C 48A | | | | | | | | | | |
| 3.74B | | 3.74 | BEG EQ | | BEGIN BACK | | | | | | | | | C 48A | | | | | | | | | | |
| | | | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | C 60A | | | | | | | | | | |
| 3.78B | | 3.78 | BEG SU LN | C | TWO WAY TURN | | | | 12A | | | | | C 48A | | | | | | | | | | |
| | | | ENT/EXIT | L | BUSINESS | | PV | Y | | | | | | 5A 12 | | | | | | | | | | |
| 3.82B | | 3.82 | BEG SU LN | L | BICYCLE | | | | 04A | | | | | C 46A | | | | | | | | | | |
| 3.84B | | 3.84 | INTRSECTN | R | NORTH ACCESS RD | | CT | Y | | | | | | | | | | | | | | | | |
| 3.85B | | 3.85 | END SU LN | C | TWO WAY TURN | | | | 12A | | | | | C 58A | | | | | | | | | | |
| 3.89B | | 3.89 | INTRSECTN | L | BAY WOOD ACCESS RD | | CT | Y | | | | | | C 23A | | | | | | | | | | |
| 3.92B | | 3.92 | | | | | | | | | | | | C 23A | | | | | | | | | | |
| 3.93B | | 3.93 | END SU LN | L | BICYCLE | | | | 04A | | | | | W 26P | | | | | | | | | | |
| | | | BEG BRIDGE | I | NORTH ACCESS RD-BN RR | | ST | | | | | | | 19A GR | | | | | | | | | | |
| | | | | | BRDG NUM 529/007E | | | | | | | | | 23A 7A | | | | | | | | | | |
| | | | RR XING | B | NUM 084622J STRUCTURE | | | | | | | | | 7A 4 | | | | | | | | | | |
| | | | BEG BRIDGE | D | NORTH ACCESS RD-BN RR | | ST | | | | | | | 58 3 | | | | | | | | | | |
| | | | | | BRDG NUM 529/007W | | | | | | | | | 01 0420 | | | | | | | | | | |
| 4.08B | | 4.08 | END BRIDGE | I | NORTH ACCESS RD-BN RR | | | | | | | | | 9A 48 | | | | | | | | | | |
| 4.09B | | 4.09 | END BRIDGE | D | NORTH ACCESS RD-BN RR | | | | | | | | | 9A 48 | | | | | | | | | | |
| 4.10B | | 4.10 | | | | | | | | | | | | 10A 49 | | | | | | | | | | |

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 |
| 2.72 | | 2.72 | | .03 | 11 | | | | | | |
| 3.00 | | 3.00 | | .03 | 11 | | | | | | |
| 3.78B | | 3.78 | | .03 | 12 | | | | | | |
| 3.89B | | 3.89 | | .02 | 12 | | | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | SPEED | T | P | S | |
| 4.16B | 4.16 | | | | | | | 2 2 | C | 26A | | 13A | UP | 2A | 23A | 10A | | | 49 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 4.17B | 4.17 | BEG SU LN | R | BICYCLE | | | | 2 2 | C | 26A | | 13A | UP | 2A | 23A | \$\$\$ | | | 10 | 59 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| | | INTRSECTN | R | ALVERSON BLVD | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.22B | 4.22 | | | | | | | 2 2 | \$ | 24A | | 12A | UP | 2A | 24A | | | | 10 | 58 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 4.42B | 4.42 | | | | | | | 2 2 | \$\$\$ | | \$\$\$ | \$\$\$ | \$ | \$ | \$C | 48A | | | 10 | 58 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 4.50B | 4.50 | | | | | | | 2 2 | | | | | | | C | 60A | | | 10 | 70 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 4.55B | 4.55 | INTRSECTN | R | AMERICAN LEGION GOLF CRS PV | | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.65B | 4.65 | CHG SU LN | R | BICYCLE | | | | 2 2 | | | | | | | C | 60A | | | 6 | 66 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| | | INTRSECTN | R | SKYLINE DR | | CT | Y | | | | | | | | | | | | | | | | | | | | | |
| | | ENT/EXIT | L | WEYERHAEUSER PULP MILL | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.70B | 4.70 | ENT/EXIT | L | WEYERHAEUSER PULP MILL | | PV | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.72B | 4.72 | | | | | | | 2 2 | | | | | | | C | 30A | | | 6 | 36 | 3 | 01 | 0420 | U1 | 35 | R | P | * |
| 4.80B | 4.80 | END ST | I | W MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | E MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | OFF RAMP | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.82B | 4.82 | END SU LN | R | BICYCLE | | | | 1 2 | | | | | | | C | 48A | C | \$\$\$ | 48 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| | | ON/OFF RMP | R | N BROADWAY (OLD SR-529) | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.84B | 4.84 | WYE CONN | R | ON RAMP | | ST | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.89B | 4.89 | | | | | | | 1 2 | C | 14A | | 8A | JE | \$ | 24A | C | | | 38 | 3 | 01 | 0420 | U1 | 35 | R | P | * | |
| 4.91B | 4.91 | UXING | B | SR 529 SB | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 529/008W | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.92B | 4.92 | LEAVE CITY | | EVERETT | | | | \$ | \$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ | \$\$\$ | \$ | | | \$\$\$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | |
| | | END ST | I | E MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3103 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG PH GP | | BEGIN PHYSICAL GAP | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 529 NB | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 529/008E | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.74 | 4.93 | ENTER CITY | | EVERETT | | | | 2 2 | C | 44P | C | 60 | GR | C | 44P | C | | | 88 | 3 | 01 | 0420 | U1 | 55 | R | P | * | |
| | | EQUATION | | 004.93B=003.74 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3103 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | E MARINE VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | I | SR 529 | | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 529/008E | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ON RAMP | R | WALNUT ST | | ST | 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 |
| 4.17B | 4.17 | | | .02 | 12 | | | | |
| 4.55B | 4.55 | | | .02 | 10 | | | | |
| 4.65B | 4.65 | .03 | 12 | .02 | 12 | | | | |
| 4.82B | 4.82 | | | .03 | 10 | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | INCRS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | |
| | | | | | | | | | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | LNS | RDY | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | |
| 3.74 | 4.93 | BEG BRIDGE | D | SR 529 BRDG NUM 529/008W END PH GP END PHYSICAL GAP | ST | | | 2 | 2 | C | 44P | C | 60 | GR | C | 44P | C | | | 88 | 3 | 01 | 0420 | U1 | 55 | R | P | * | | | |
| 3.75 | 4.94 | END BRIDGE | I | SR 529 | | | | 2 | 2 | 4A | 24A | 4A | 19S | GR | 4B | 34P | C | | | 58 | 3 | 01 | 0420 | U1 | 55 | R | P | \$ | | | |
| 3.80 | 4.99 | OFF RAMP | L | E MARINE VIEW DR WALNUT ST | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.82 | 5.01 | BEG BRIDGE | I | SNOHOMISH RIVER BRDG NUM 529/010E | ST | | | 2 | 2 | 4A | 24A | 4A | 19S | \$\$ | \$\$C | 24P | C | | | 48 | 3 | 01 | 0420 | U1 | 55 | R | P | | | | |
| 3.85 | 5.04 | RR XING | I | NUM 85003F STRUCTURE | | | | 2 | 2 | \$\$C | 28P | \$\$C | 190 | | C | 24P | C | | | 52 | 3 | 01 | 0420 | U1 | 55 | R | P | | | | |
| | | RR XING | D | NUM 85003F STRUCTURE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | D | SNOHOMISH RIVER BRDG NUM 529/010W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.33 | 5.52 | END BRIDGE | I | SNOHOMISH RIVER | | | | 2 | 2 | 10A | 24A | 8A | 20S | GR | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| | | END BRIDGE | D | SNOHOMISH RIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.45 | 5.64 | | | | | | | 2 | 2 | 10A | 24A | 8A | 20S | DE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 4.57 | 5.76 | WYE CONN | R | ROSS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.59 | 5.78 | INTRSECTN | R | ROSS AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.64 | 5.83 | INTRSECTN | L | ROSS AVE | CT | | Y | 2 | 2 | 10A | 24A | 8A | 50S | DE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 4.97 | 6.16 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 6.21 | INTRSECTN | L | 36TH PL NE | CT | | Y | 2 | 2 | 10A | 24A | 8A | 160S | DE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.10 | 6.29 | | | | | | | 2 | 2 | 10A | 24A | 8A | 160S | BE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.12 | 6.31 | BEG BRIDGE | I | UNION SLOUGH BRDG NUM 529/015E | ST | | | 2 | 2 | 10A | 24A | 8A | 250S | DE | \$\$C | 28P | \$\$C | | | 52 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.13 | 6.32 | BEG BRIDGE | D | UNION SLOUGH BRDG NUM 529/015W | ST | | | 2 | 2 | \$\$C | 24P | \$\$C | 250 | \$\$ | C | 28P | C | | | 52 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.24 | 6.43 | END BRIDGE | I | UNION SLOUGH | | | | 2 | 2 | 10A | 24A | 8A | 260S | BE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| | | END BRIDGE | D | UNION SLOUGH | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.26 | 6.45 | | | | | | | 2 | 2 | 10A | 24A | 8A | 260S | DE | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.30 | 6.49 | | | | | | | 2 | 2 | 10A | 24A | 8A | 260S | GR | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |
| 5.33 | 6.52 | INTRSECTN | L | 40TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.34 | 6.53 | WYE CONN | L | 40TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.35 | 6.54 | WYE CONN | R | 40TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.37 | 6.56 | INTRSECTN | R | 40TH PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.42 | 6.61 | BEG BRIDGE | D | STEAMBOAT SLOUGH | ST | | | 2 | 2 | \$\$C | 24A | \$\$C | 260S | GR | 8A | 24A | 10A | | | 48 | 3 | 01 | 0420 | U1 | 55 | L | P | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.57 | 5.76 | | | .03 | 12 | | | | |
| 5.34 | 6.53 | | | | | | | .01 | 12 |
| 5.35 | 6.54 | | | .01 | 12 | | | | |

SR 529 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | |
| | | | | | | | | | | | | | | | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | |
| 6.50 | 7.69 | | INTRSECTN | B | | FIRST ST | CT | SG | Y | 1 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 6.52 | 7.71 | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 6.57 | 7.76 | | INTRSECTN | B | | SECOND ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.63 | 7.82 | | INTRSECTN | B | | THIRD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | 7.88 | | END ST | I | | STATE AVE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 528 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3103 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 6.50 | 7.69 | .03 | 12 | .02 | 10 | | | | |
| 6.57 | 7.76 | .02 | 10 | .02 | 10 | | | | |
| 6.63 | 7.82 | .02 | 10 | .02 | 10 | | | | |
| 6.69 | 7.88 | .03 | 10 | | | | | | |

SR 529 SPUR
 EVERET

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | 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 | | | | | | |
| 0.38 | 0.00 | | BEG ROUTE | | | EVERET | | | | 2 | 2 | | | | | | | C | 58A | | C | | | 58 | 3 | 01 | 0420 | U1 | | 25 | L | P | * | | | |
| | | | ENTER CITY | | | SR 529 TO SR 5NB UXING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | EVERETT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EVERETT AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MAPLE ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | SR 529 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.44 | 0.06 | | INTRSECTN | B | | WALNUT ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.13 | | ON RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | C | | MEDIAN X-ROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.14 | | BEG BRIDGE | B | | S-E RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 529/001SP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.53 | 0.15 | | END BRIDGE | B | | S-E RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.19 | | UXING | B | | SR 5 SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/640W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.58 | 0.20 | | END ST | I | | EVERETT AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/640E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3151 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | EVERET | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 0.38 | 0.00 | | | .03 | 12 | | | | |
| 0.44 | 0.06 | .02 | 10 | .04 | 10 | | | | |

SR 530 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.95 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | W | 49A | W | | 49 | 2 | 02 | | R1 | | 35 | L | |
| | | | BEG CTLSEC | | | SR 5 TO SR 20 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | CONTROL SECTION 3139 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE B | | | BRDG NUM 530/115 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 0.05 | | END BRIDGE B | | | SR 5 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 35 | R | |
| 17.01 | 0.06 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.04 | 0.09 | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | |
| 17.06 | 0.11 | | ENTER CITY | | | ARLINGTON | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0045 | U1 | | 35 | R | |
| 17.07 | 0.12 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 02 | 0045 | U1 | | 35 | R | |
| 17.27 | 0.32 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 02 | 0045 | U1 | | 35 | R | |
| 17.30 | 0.35 | | WYE CONN | R | | SMOKEY POINT BLVD | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 17.32 | 0.37 | | INTRSECTN | R | | SMOKEY POINT BLVD | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 17.34 | 0.39 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 02 | 0045 | U1 | | 35 | R | |
| 17.39 | 0.44 | | LEAVE CITY | | | ARLINGTON | | | | | | | | | | | 8A | 24A | 8A | 12 | 36 | 2 | 02 | \$\$\$\$ | R1 | | 35 | R | |
| | | | INTRSECTN | L | | 27TH AVE NE | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 17.46 | 0.51 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 02 | | R1 | | 35 | R | |
| 17.47 | 0.52 | | INTRSECTN | R | | SMOKEY POINT BLVD | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 17.60 | 0.65 | | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 55 | R | |
| 18.00 | 1.05 | | MP MARKER | R | | 18 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.48 | 1.53 | | INTRSECTN | R | | 44TH DR NE | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 18.50 | 1.55 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 19.00 | 2.05 | | MP MARKER | R | | 19 | | | | | | | | | | | | | | | | | | | | | | | |
| 19.39 | 2.44 | | INTRSECTN | B | | 59TH AVE NE | | | CO | | N | | | | | | | | | | | | | | | | | | |
| 19.69 | 2.74 | | WYE CONN | R | | 211TH PL NE | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 19.71 | 2.76 | | INTRSECTN | R | | 211TH PL NE | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 19.95 | 3.00 | | MP MARKER | R | | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 20.59 | 3.64 | | INTRSECTN | L | | DIKE RD | | | CO | | Y | | | | | | | | | | | | | | | | | | |
| 20.72 | 3.77 | | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | | R1 | | 25 | R | |
| 20.76 | 3.81 | | ENTER CITY | | | ARLINGTON | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0045 | U1 | | 25 | R | |
| 20.77 | 3.82 | | | | | | | | | | | | | | | | 8A | 24A | 8A | | 24 | 2 | 02 | 0045 | U1 | | 25 | R | |
| 20.79 | 3.84 | | LEAVE CITY | | | ARLINGTON | | | | | | | | | | | \$\$\$ | \$\$\$ | \$\$\$ | | \$\$\$ | \$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$\$\$ | \$ |
| | | | BEG COINCI | | | SR 009 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3139 | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 17.04 | 0.09 | | | .05 | 12 | | | | | | |
| 17.32 | 0.37 | | | | | | | | .03 | 12 | |
| 17.47 | 0.52 | | | | | .06 | 12 | | | | |

SR 530 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | | |
| 20.79 | 3.84 | INTRSECTN | B | SR 9 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.90 | 3.95 | BEG CTLSEC | | CONTROL SECTION 3144 | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | U1 | | 25 | R | * | |
| | | BEG ST | I | E BURKE ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 9 | ST | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | END COINCI | | SR 009 MP029.57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.91 | 3.96 | ENTER CITY | | ARLINGTON | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | 0045 | U1 | | 25 | R | P | * |
| | | WYE CONN | R | SR 9 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 20.99 | 4.04 | INTRSECTN | L | WEST AVE (OLD SR 9) | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.01 | 4.06 | INTRSECTN | B | RAILROAD AVE | CT | | Y | 1 | 1 | | | | | | \$\$C | 40A | \$\$C | | | 40 | 2 | 02 | 0045 | U1 | | 25 | R | P | * |
| 21.30 | 4.15 | EQUATION | | 021.10 =021.30 | | | | 1 | 1 | | | | | | C | 48A | C | | | 48 | 2 | 02 | 0045 | U1 | | 25 | R | B | * |
| | | INTRSECTN | R | BROADWAY AVE(OLD SR 530) | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | BROADWAY AVE | CT | SS | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.33 | 4.18 | BEG SU LN | C | TWO WAY TURN 10A | | | | 1 | 1 | | | | | | C | 38A | C | 10 | | 48 | 2 | 02 | 0045 | U1 | | 25 | R | B | * |
| 21.37 | 4.22 | INTRSECTN | B | N NEWBERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.47 | 4.32 | INTRSECTN | R | N MANHATTAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 21.52 | 4.37 | END SU LN | C | TWO WAY TURN 10A | | | | 1 | 1 | | | | | | C | 40A | C | \$\$\$ | | 40 | 2 | 02 | 0045 | U1 | | 25 | R | P | * |
| 21.55 | 4.40 | END ST | I | E BURKE ST | | | | 1 | 1 | | | | | | C | 32A | 8A | | | 32 | 2 | 02 | 0045 | U1 | | 25 | R | P | \$ |
| 21.56 | 4.41 | | | | | | | 1 | 1 | | | | | | C | 32A | 8A | | | 32 | 2 | 02 | 0045 | U2 | | 40 | R | P | |
| 21.57 | 4.42 | BEG BRIDGE | B | S FK STILLAGUAMISH RIVER ST | | | | 1 | 1 | | | | | | C | 38P | \$\$W | | | 38 | 2 | 02 | 0045 | U2 | | 40 | R | P | |
| | | BRDG NUM 530/120 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21.59 | 4.44 | LEAVE CITY | | ARLINGTON | | | | 1 | 1 | | | | | | C | 38P | W | | | 38 | 2 | 02 | \$\$\$\$ | U2 | | 40 | R | \$ | |
| 21.64 | 4.49 | | | | | | | 1 | 1 | | | | | | C | 38A | W | | | 38 | 2 | 02 | | U2 | | 40 | R | | |
| 21.67 | 4.52 | | | | | | | 1 | 1 | | | | | | C | 38A | W | | | 38 | 2 | 02 | | R2 | | 40 | R | | |
| 21.68 | 4.53 | END BRIDGE | B | S FK STILLAGUAMISH RIVER | | | | 1 | 1 | | | | | | C | 31A | 8A | | | 31 | 2 | 02 | | R2 | | 40 | R | | |
| 21.73 | 4.58 | ENT/EXIT | L | TWIN RIVERS COUNTY PARK | CO | | N | 1 | 1 | | | | | | 8A | 23A | 8A | | | 23 | 2 | 02 | | R2 | | 40 | R | | |
| 21.98 | 4.83 | MP MARKER | R | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.00 | 4.85 | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | | 24 | 2 | 02 | | R2 | | 40 | R | | |
| 22.05 | 4.90 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R2 | | 40 | R | | |
| 22.14 | 4.99 | INTRSECTN | R | ARLINGTON HEIGHTS RD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 22.34 | 5.19 | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | | 24 | 2 | 02 | | R2 | | 55 | R | | |
| 22.38 | 5.23 | | | | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | | 22 | 2 | 02 | | R2 | | 55 | R | | |
| 23.00 | 5.85 | MP MARKER | R | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.27 | 6.12 | INTRSECTN | R | 249TH ST NE | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 23.93 | 6.78 | INTRSECTN | R | 103RD AVE NE | 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 |
| 20.79 | 3.84 | .06 | 12 | .02 | 12 | | | | |
| 21.30 | 4.15 | .03 | 12 | | | | | | |
| 21.73 | 4.58 | .03 | 12 | | | | | | |
| 22.14 | 4.99 | | | .10 | 12 | | | .03 | 12 |

SR 530 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | 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 | | | | |
| 39.25 | | 22.06 | | | | | | | | | 1 | 1 | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| 39.31 | | 22.12 | BEG SU LN | R | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | 6A | 24A | 6A | 28 | 52 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| | | | BEG SU LN | L | | SLOW VEHICLE | | | 14A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.41 | | 22.22 | END SU LN | R | | SLOW VEHICLE | | | 14A | | 1 | 1 | | | | | 4A | 24A | 4A | \$\$\$ | 24 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| | | | END SU LN | L | | SLOW VEHICLE | | | 14A | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.00 | | 22.81 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.13 | | 22.94 | BEG BRIDGE | B | | BOULDER CREEK | | ST | | | 1 | 1 | | | | | \$\$W | 32A | \$\$W | | 32 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| | | | BRDG NUM 530/132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.16 | | 22.97 | END BRIDGE | B | | BOULDER CREEK | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| 40.91 | | 23.72 | INTRSECTN | R | | 30TH PL NE | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | | 23.81 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | FRENCH CREEK RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.01 | | 23.82 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.02 | | 23.83 | WYE CONN | R | | FRENCH CREEK RD | | CO | | N | 1 | 1 | | | | | 7A | 22A | 7A | | 22 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| 41.36 | | 24.17 | BEG BRIDGE | B | | FRENCH CREEK | | ST | | | 1 | 1 | | | | | \$\$W | 36A | \$\$W | | 36 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| | | | BRDG NUM 530/134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.38 | | 24.19 | END BRIDGE | B | | FRENCH CREEK | | | | | 1 | 1 | | | | | 7A | 22A | 7A | | 22 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| 41.58 | | 24.39 | INTRSECTN | L | | 355TH AVE NE | | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.62 | | 24.43 | INTRSECTN | L | | 356TH AVE NE | | PV | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.90 | | 24.71 | INTRSECTN | L | | 360TH AVE NE | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.00 | | 24.81 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.13 | | 24.94 | INTRSECTN | L | | 363RD AVE NE | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.38 | | 25.19 | INTRSECTN | L | | FORTSON MILL RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.56 | | 25.37 | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | 22 | 2 | 02 | | R2 | | 55 | R | | | | | | |
| 42.82 | | 25.63 | INTRSECTN | R | | TOM CREEK RD | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.98 | | 25.79 | BEG BRIDGE | B | | FORTSON CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 530/134.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.99 | | 25.80 | END BRIDGE | B | | FORTSON CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.00 | | 25.81 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.25 | | 26.06 | INTRSECTN | L | | 379TH AVE NE | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.71 | | 26.52 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.74 | | 26.55 | INTRSECTN | L | | SWEDE HEAVEN RD | | CO | | Y | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 2 | 02 | | R2 | | 50 | R | | | | | | |
| | | | INTRSECTN | R | | MINE RD | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.00 | | 26.81 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.01 | | 26.82 | BEG BRIDGE | B | | W FORK MOOSE CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 530/135.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.02 | | 26.83 | END BRIDGE | B | | W FORK MOOSE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.27 | | 27.08 | BEG BRIDGE | B | | E FORK MOOSE CREEK | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM 530/135.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.28 | | 27.09 | END BRIDGE | B | | E FORK MOOSE CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.89 | | 27.70 | INTRSECTN | B | | 407TH AVE NE | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 44.93 | | 27.74 | | | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 50 | R | | | | | | |
| 44.94 | | 27.75 | | | | | | | | | 1 | 1 | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 55 | R | | | | | | |

SR 530 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|---|-------|------------|---|----|----------------------|-------------|----|---|-------------|---|-----|---------|-----|------|----|---------------------------|-----|-------|--------|-----|---|-------|------|----|---|----|---|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | LEGAL | | | T P S | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | SPEED | | | R K T | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | D IB | | | R K T | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 45.04 | | 27.85 | MP MARKER | | R | 45 | | | | | | | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 55 | R | | |
| 45.06 | | 27.87 | BEG BRIDGE | B | | FIRLAND CREEK | ST | | | | | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 02 | | R2 | | 55 | R | | |
| | | | | | | BRDG NUM 530/136 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.08 | | 27.89 | END BRIDGE | B | | FIRLAND CREEK | | | | | | | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 55 | R | | |
| 45.13 | | 27.94 | INTRSECTN | L | | 411TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.16 | | 27.97 | BEG BRIDGE | B | | ASHTON CREEK | ST | | | | | | | | | | \$\$C | 36A | \$\$C | | 36 | 2 | 02 | | R2 | | 55 | R | | |
| | | | | | | BRDG NUM 530/137 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.18 | | 27.99 | END BRIDGE | B | | ASHTON CREEK | | | | | | | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 55 | R | | |
| 45.22 | | 28.03 | INTRSECTN | L | | 412TH AVE NE | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.37 | | 28.18 | BEG BRIDGE | B | | SQUIRE CREEK | ST | | | | | | | | | | \$\$W | 36P | \$\$W | | 36 | 2 | 02 | | R2 | | 55 | R | | |
| | | | | | | BRDG NUM 530/138 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.39 | | 28.20 | END BRIDGE | B | | SQUIRE CREEK | | | | | | | | | | | 6A | 24A | 6A | | 24 | 2 | 02 | | R2 | | 55 | R | | |
| 45.44 | | 28.25 | INTRSECTN | L | | SQUIRE CREEK PARK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 45.81 | | 28.62 | INTRSECTN | L | | 419 AVE NE | PV | | N | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 02 | | R2 | | 55 | R | | |
| 45.99 | | 28.80 | MP MARKER | | R | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.00 | | 29.81 | MP MARKER | | R | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.00 | | 30.81 | MP MARKER | | R | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.29 | | 31.10 | ENTER CITY | | | DARRINGTON | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 02 | 0305 | R2 | | 55 | R | P | |
| 48.30 | | 31.11 | MISC FEATR | R | | SGN ENT DARRINGTON | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.40 | | 31.21 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 02 | 0305 | R2 | | 45 | R | P | |
| 48.65 | | 31.46 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 02 | 0305 | R2 | | 30 | R | P | |
| 48.73 | | 31.54 | | | | | | | | 1 | 1 | | | | | | 6A | 20A | 6A | | 20 | 2 | 02 | 0305 | R2 | | 30 | R | B | |
| 48.74 | | 31.55 | WYE CONN | | R | SEEMAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 48.76 | | 31.57 | BEG ST | | I | SEEMAN ST | | | | 1 | 1 | | | | | | \$\$C | 44A | \$\$C | | 44 | 2 | 02 | 0305 | R2 | | 30 | R | B | * |
| | | | INTRSECTN | | R | SEEMAN ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 48.79 | | 31.60 | BEG SU LN | | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | C | 32A | C | 11 | 43 | 2 | 02 | 0305 | R2 | | 30 | R | B | * |
| 48.82 | | 31.63 | INTRSECTN | | R | MADISON ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 48.88 | | 31.69 | INTRSECTN | | B | COMMERCIAL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 48.94 | | 31.75 | INTRSECTN | | B | SAUK AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.00 | | 31.81 | MP MARKER | | R | 49 | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.01 | | 31.82 | INTRSECTN | | R | GIVENS AVE | CT | | Y | 1 | 1 | | | | | | C | 32A | C | 11 | 43 | 2 | 02 | 0305 | R2 | | 30 | R | P | * |
| 49.02 | | 31.83 | END SU LN | | C | TWO WAY TURN | 11A | | | 1 | 1 | | | | | | C | 32A | C | \$\$\$ | 32 | 2 | 02 | 0305 | R2 | | 30 | R | P | * |
| | | | INTRSECTN | | B | RAILROAD AVE | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 49.03 | | 31.84 | | | | | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 2 | 02 | 0305 | R2 | | 30 | R | B | * |
| 49.07 | | 31.88 | END ST | | I | SEEMAN ST | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 2 | 02 | 0305 | R2 | | 30 | L | P | * |
| | | | BEG ST | | I | N EMMENS ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | R | SEEMAN ST | CT | SS | 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 |
| 48.76 | | 31.57 | | | | .02 | 11 | | | | |

SR 531 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW TC L | D I | W/S W/S W/S | MEDIAN- WD/S BR | SHD RDY SHD | SHD RDY SHD | LNS RDY | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 3.93 | 3.93 | | | | | | 1 1 | | | | | | 22 3 01 | | R3 | 35 | L | * | | | | |
| 4.01 | 4.01 | MP MARKER | L | 4 | | | | | | | | | | | | | | | | | | |
| 4.03 | 4.03 | WYE CONN | R | 172ND ST NW | CO | N | | | | | | | | | | | | | | | | |
| 4.05 | 4.05 | INTRSECTN | R | 172ND ST NW | CO | N | | | | | | | | | | | | | | | | |
| 4.07 | 4.07 | END ST | I | LAKESWOOD RD | | | 1 1 | | | | | | 2A 22A 2A | | R3 | 35 | L | * | | | | |
| | | BEG ST | I | 172ND ST NW | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | FORTY FIVE RD | CO | SS N | | | | | | | | | | | | | | | | |
| 4.31 | 4.31 | END ST | I | 172ND ST NW | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 172ND ST NE | | | | | | | | | | | | | | | | | | |
| 4.58 | 4.58 | INTRSECTN | L | 3RD AVE NE | CO | N | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | MP MARKER | L | 5 | | | | | | | | | | | | | | | | | | |
| 5.08 | 5.08 | | | | | | 1 1 | | | | | | 2A 22A 2A | | R3 | 25 | L | * | | | | |
| 5.10 | 5.10 | | | | | | 1 1 | | | | | | 2A 22A 2A | | R3 | 25 | L | P | * | | | |
| 5.11 | 5.11 | ENTER CITY | | MARYSVILLE | | | 1 1 | | | | | | 2A 22A 2A | | | 25 | L | P | * | | | |
| 5.13 | 5.13 | INTRSECTN | B | 11TH AVE NE | CT | Y 1 1 | | | | | | | 2A 22A 8A | | 0745 U3 | 25 | L | P | * | | | |
| 5.16 | 5.16 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 5.30 | 5.30 | BEG SU LN | C | TWO WAY TURN | 11A | | 1 1 | | | | | | 2A 22A 8A | 11 | 33 3 01 0745 U3 | 25 | L | P | * | | | |
| 5.33 | 5.33 | | | | | | 1 1 | | | | | | 2A 28A \$\$\$ | 11 | 39 3 01 0745 U3 | 25 | L | P | * | | | |
| 5.40 | 5.40 | END SU LN | C | TWO WAY TURN | 11A | | 1 1 | | | | | | 2A 28A C \$\$\$ | | 28 3 01 0745 U3 | 25 | L | P | * | | | |
| 5.47 | 5.47 | INTRSECTN | R | 16TH DR NE | CT | Y 1 1 | | | | | | | 2A 22A 8A | | 22 3 01 0745 U3 | 25 | L | P | * | | | |
| 5.48 | 5.48 | | | | | | 1 1 | | | | | | 2A 22A 8A | | 22 3 01 0745 U2 | 25 | L | P | * | | | |
| 5.50 | 5.50 | INTRSECTN | R | 19TH DR NE | CT | Y 1 1 | | | | | | | 2A 22A 5A | | 22 3 01 0745 U2 | 25 | L | P | * | | | |
| 5.51 | 5.51 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 5.54 | 5.54 | RR XING | B | NUM 084669E GRADE | | | | | | | | | | | | | | | | | | |
| 5.56 | 5.56 | | | | | | 1 1 | | | | | | 2A 22A 5A | | 22 3 01 0745 U2 | 35 | L | P | * | | | |
| 5.63 | 5.63 | INTRSECTN | L | 19TH AVE NE | CT | Y | | | | | | | | | | | | | | | | |
| 5.97 | 5.97 | | | | | | 1 1 | | | | | | \$\$C 38A \$\$C | | 38 3 01 0745 U2 | 35 | L | P | * | | | |
| 5.99 | 5.99 | MP MARKER | L | 6 | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | BEG SU LN | L | BICYCLE | 05A | | 1 1 | | | | | | C 48A C | 5 | 53 3 01 0745 U2 | 35 | L | P | * | | | |
| | | INTRSECTN | L | 25TH AVE NE | CT | Y | | | | | | | | | | | | | | | | |
| 6.03 | 6.03 | | | | | | 2 1 | | | | | | C 48A C | 5 | 53 3 01 0745 U2 | 35 | L | P | * | | | |
| 6.05 | 6.05 | BEG SU LN | R | BICYCLE | 05A | | 2 2 | | | | | | C 60A C | 10 | 70 3 01 0745 U2 | 35 | L | P | * | | | |
| 6.12 | 6.12 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | |
| 6.13 | 6.13 | INTRSECTN | R | 27TH AVE NE | CT | SG Y 2 2 | | C 36A | | 1A CU | | | \$ 24A C | 10 | 70 3 01 0745 U2 | 35 | L | P | * | | | |
| | | INTRSECTN | L | SPRING LN | CT | SG Y | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.13 | 5.13 | | | .03 | 11 | | | | |
| 5.47 | 5.47 | | | .03 | 11 | | | | |
| 6.00 | 6.00 | .03 | 12 | | | .03 | 12 | | |
| 6.13 | 6.13 | .05 | 12 | .06 | 24 | .04 | 12 | | |

SR 531 MAINLINE STATE ROUTE - SRSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | | | -----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 | | | |
| 6.15 | 6.15 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | C | 36A | | 1A | CU | 24A | | C | 10 | 70 | 3 | 01 | 0745 | U2 | | 35 | L | P | * | | | | | |
| 6.20 | 6.20 | | OFF RAMP | R | | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.22 | 6.22 | | LEAVE CITY | | | MARYSVILLE | | | | 2 | 2 | C | 36A | | 1A | CU | 24A | | C | 10 | 70 | 3 | 01 | 0045 | U2 | | 35 | L | P | * | | | | | |
| | | | ENTER CITY | | | ARLINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.24 | 6.24 | | WYE CONN | L | | SR 5 SB ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.26 | 6.26 | | ON RAMP | L | | SR 5 SB | ST | SG | Y | 2 | 2 | C | 36A | | 1A | CU | 24A | | C | 10 | 70 | 3 | 01 | 0045 | U1 | | 35 | L | P | * | | | | | |
| | | | WYE CONN | R | | SR 5 SB OFF RAMP | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.27 | 6.27 | | WYE CONN | L | | SR 5 SB OFF RAMP | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.29 | 6.29 | | MISC FEATR | L | | GORE (SR 5 S520553) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.34 | 6.34 | | CHG SU LN | R | | BICYCLE | 05P | | | 3 | 2 | C | 36P | | 1P | CU | 36P | | C | 10 | 82 | 3 | 01 | 0045 | U1 | | 35 | L | P | * | | | | | |
| | | | CHG SU LN | L | | BICYCLE | 05P | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 SB | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 531/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.38 | 6.38 | | END BRIDGE | B | | SR 5 | | | | 3 | 2 | C | 36A | | 1A | CU | 36A | | C | 10 | 82 | 3 | 01 | 0045 | U1 | | 35 | L | P | * | | | | | |
| | | | CHG SU LN | R | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CHG SU LN | L | | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.42 | 6.42 | | ON RAMP | R | | SR 5 NB | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 NB | ST | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.43 | 6.43 | | WYE CONN | L | | SR 5 NB OFF RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 5 NB ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.50 | 6.50 | | INTRSECTN | L | | SMOKEY PT DR | PV | | Y | 3 | 2 | C | 36A | | 1A | CU | 36A | | C | 10 | 82 | 2 | 02 | 0045 | U1 | | 35 | L | P | * | | | | | |
| 6.60 | 6.60 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.63 | 6.63 | | CHG SU LN | L | | BICYCLE | 06A | | | 3 | 2 | C | 36A | | 1A | CU | 24A | | C | 11 | 71 | 2 | 02 | 0045 | U2 | | 35 | L | P | * | | | | | |
| | | | INTRSECTN | B | | SMOKEY POINT BLVD | CT | | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.65 | 6.65 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.69 | 6.69 | | | | | | | | | 2 | 2 | C | 24A | | 1A | CU | 24A | | C | 11 | 59 | 2 | 02 | 0045 | U2 | | 35 | L | P | * | | | | | |
| 6.73 | 6.73 | | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.81 | 6.81 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.87 | 6.87 | | ENT/EXIT | R | | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.92 | 6.92 | | ENT/EXIT | R | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| | | | --- | --- | --- | --- | --- | --- | --- | --- |
| 6.42 | 6.42 | | .11 | 12 | | | | | | |
| 6.43 | 6.43 | | | | | .04 | 12 | | | |
| 6.63 | 6.63 | | .17 | 12 | .20 | 12 | .07 | 12 | .06 | 12 |
| 6.73 | 6.73 | | | | | .02 | 12 | | | |
| 6.81 | 6.81 | | .02 | 12 | | .04 | 12 | | | |
| 6.92 | 6.92 | | | | | | | .02 | 12 | |

SR 531 MAINLINE STATE ROUTE - SRSH COUNTY SNOHOMISH DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|------|-------|---|------|-------------------|-----|----|-------------|-----|-----|------------|-----|---------|-----|---------------------------|-----|--------|--------|-----|-----|-----|------|-----|------|------|--------|-------|----|----|----|---|---|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR | LFT | RHT | LFT | RHT | RHT | USE | TOT | | | LEGAL | T | P | S | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | WD/S | BR | W/S | W/S | W/S | LNS | RDY | MTCE | CITY | ST | SPEED | D | IB | R | K | T | | |
| 6.98 | 6.98 | | | | | | | 2 2 | C | 24A | | 1A | CU | | | | | 24A | C | 11 | 59 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | | |
| 7.00 | 7.00 | MP MARKER | L | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 7.01 | ENT/EXIT | R | BUSINESS | | | PV | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.07 | 7.07 | | | | | | | 2 1 | C | 24A | | 1A | CU | | | | | 24A | C | 11 | 59 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | | |
| 7.12 | 7.12 | END SU LN | R | BICYCLE | 05A | | | 1 1 | \$ | \$\$\$ | | \$\$\$ | \$ | 8A | 24A | 8A | \$\$\$ | 24 | 2 | 02 | 0045 | U2 | | | 35 | L | P | * | | | | | |
| | | END SU LN | L | BICYCLE | 06A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | 43RD AVE NE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.19 | 7.19 | | | | | | | 1 1 | | | | | | 5A | 24A | 5A | | | | | | 24 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | |
| 7.62 | 7.62 | INTRSECTN | B | 51ST AVE NE | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.63 | 7.63 | LEAVE CITY | | ARLINGTON | | | | 1 1 | | | | | | 5A | 24A | 5A | | | | | | 24 | 2 | 02 | \$\$\$ | U2 | 35 | L | \$ | * | | | |
| 7.92 | 7.92 | ENTER CITY | | ARLINGTON | | | | 1 1 | | | | | | 5A | 24A | 5A | | | | | | 24 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | |
| 7.99 | 7.99 | MP MARKER | L | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.12 | 8.12 | INTRSECTN | B | 59TH AVE NE | | | CT | SG | Y | 1 1 | | | | 2A | 24A | 2A | | | | | 24 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | | |
| 8.45 | 8.45 | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | | | | | 22 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | |
| 8.53 | 8.53 | | | | | | | 1 1 | | | | | | \$\$\$ | 40A | \$\$\$ | | | | | | 40 | 2 | 02 | 0045 | U2 | 35 | L | P | * | | | |
| 8.57 | 8.57 | RR XING | B | NUM 092084A GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.59 | 8.59 | INTRSECTN | B | 67TH AVE NE | | | CT | SG | Y | 1 1 | | | | C | 40A | C | | | | | 40 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | | |
| 8.63 | 8.63 | | | | | | | 1 1 | | | | | | 8A | 22A | 8A | | | | | | 22 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 8.69 | 8.69 | | | | | | | 1 1 | | | | | | 2A | 22A | 2A | | | | | | 22 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 8.91 | 8.91 | | | | | | | 1 1 | | | | | | \$\$\$ | 42A | 2A | | | | | | 42 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 8.97 | 8.97 | INTRSECTN | L | 73RD AVE NE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 8.99 | MP MARKER | L | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.24 | 9.24 | INTRSECTN | L | GLENEAGLE BLVD | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.28 | 9.28 | | | | | | | 1 1 | | | | | | C | 42A | 8A | | | | | | 42 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 9.29 | 9.29 | BEG SU LN | C | TWO WAY TURN | 12A | | | 1 1 | | | | | | C | 30A | 8A | 12 | | | | | 42 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 9.33 | 9.33 | | | | | | | 1 1 | | | | | | C | 30A | 6A | 12 | | | | | 42 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 9.39 | 9.39 | END SU LN | C | TWO WAY TURN | 12A | | | 1 1 | | | | | | C | 42A | 6A | \$\$\$ | | | | | 42 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 9.45 | 9.45 | INTRSECTN | L | 80TH DR NE | | | CT | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.49 | 9.49 | | | | | | | 1 1 | | | | | | 1A | 22A | 6A | | | | | | 22 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |
| 9.56 | 9.56 | | | | | | | 1 1 | | | | | | 1A | 22A | 2A | | | | | | 22 | 2 | 02 | 0045 | U2 | 35 | R | P | * | | | |

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 7.01 | 7.01 | | | .03 | 12 | | | | |
| 7.12 | 7.12 | .03 | 12 | .05 | 12 | .05 | 12 | .02 | 12 |
| 7.62 | 7.62 | .05 | 12 | | | .03 | 12 | | |
| 8.12 | 8.12 | .06 | 12 | | | .03 | 12 | | |
| 8.59 | 8.59 | .05 | 12 | .02 | 12 | .03 | 12 | | |
| 8.97 | 8.97 | .03 | 12 | | | | | | |
| 9.24 | 9.24 | .07 | 12 | | | | | | |
| 9.45 | 9.45 | .02 | 12 | | | | | | |

SR 531 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | | | | SPEED | | R | | P | | | | | | | |
| | | : : | | | | -XROAD- | | SHD RDY SHD | | SHD RDY SHD | | LNS RDY | | MTCE | | CITY | | ST | | FC | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 9.59 | 9.59 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.72 | 9.72 | BEG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | 85TH AVE NE | | | | CT | | Y | | | | | | | | | | | | | | | | | |
| 9.82 | 9.82 | CHG SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 9.83 | 9.83 | END SU LN | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 9.88 | 9.88 | END ST | I | 172ND ST NE | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | B | SR 9 | | | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3129 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 |
| 9.72 | 9.72 | .03 | 12 | | | | | .08 | 12 |
| 9.88 | 9.88 | | | .12 | 12 | | | | |

SR 532 MAINLINE

STATE ROUTE - SRSH

COUNTY ISLAND

DOT DISTRICT 1

| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|------|---|------|------------|---|----|-----------------------|---|-----|-----|-----|-------------|---------|-----|-----|------|------------|-----|---------------------------|------|--------|-----|-------|----|-----|----|---|----|---|---|---|--|--|--|--|--|--|--|--|
| | | | | | | | -BRIDGE- | NBR | LFT | RHT | DECREAS/DIV | MEDIAN- | SHD | RDY | SHD | INCRS/UNDI | SPC | TOT | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | | | | | | | | |
| | | | | : | : | : | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| | | | BEG CTLSEC | | | CAMANO ISLAND TO SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SUNRISE BLVD | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | | 0.02 | WYE CONN | L | | SUNRISE BLVD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.18 | | 0.18 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 8A | | 22 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 0.42 | | 0.42 | EXIT TO | L | | N CAMANO DR | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | | 0.48 | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 0.57 | | 0.57 | ENT FROM | L | | HANSTAD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.58 | | 0.58 | EXIT TO | L | | HANSTAD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.78 | | 0.78 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.80 | | 0.80 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | | 0.82 | INTRSECTN | L | | HEICHEL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | | 1.01 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.08 | | 1.08 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10 | | 1.10 | INTRSECTN | R | | FOX TROT WAY | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.32 | | 1.32 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.34 | | 1.34 | INTRSECTN | L | | REKDAL RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | JUNIPER BEACH RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.36 | | 1.36 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.68 | | 1.68 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 22A | 6A | 12 | 34 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 1.73 | | 1.73 | INTRSECTN | R | | PVT RD | PV | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.76 | | 1.76 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | | 1.79 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 22A | 6A | \$\$\$ | 22 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 1.85 | | 1.85 | INTRSECTN | B | | GOOD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | | 1.86 | WYE CONN | L | | GOOD RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.92 | | 1.92 | BEG SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 22A | 6A | 12 | 34 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 1.98 | | 1.98 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.23 | | 2.23 | BEG SU LN | L | | CLIMBING | 12A | | | 1 | 1 | | | | | | 6A | 22A | 6A | 24 | 46 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |
| 2.30 | | 2.30 | END SU LN | C | | TWO WAY TURN | 12A | | | 1 | 1 | | | | | | 6A | 22A | 6A | 12 | 34 | 2 | 02 | | R2 | | 45 | R | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|---------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT-- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | | 0.00 | | | .03 | 11 | | | | |
| 0.82 | | 0.82 | .03 | 12 | | | | | | |
| 1.10 | | 1.10 | .02 | 12 | .03 | 12 | | | | |
| 1.34 | | 1.34 | .03 | 12 | .04 | 12 | | | | |
| 1.73 | | 1.73 | | .03 | 12 | | | | | |
| 1.85 | | 1.85 | .06 | 12 | .04 | 12 | | | .07 | 12 |
| 1.86 | | 1.86 | | | | .07 | 12 | | | |

SR 532 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | | -----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 | | |
| 2.91 | | 2.91 | ENTER CO BEG CTLSEC | | | SNOHOMISH CONTROL SECTION 3141 | | | | 1 | 1 | | | | | | C | 26A | C | | 26 | 2 | 02 | | R2 | | 45 | R | | |
| 2.92 | | 2.92 | END BRIDGE | B | | DAVIS SLOUGH | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | R2 | | 45 | R | | |
| 3.00 | | 3.00 | MP MARKER | | R | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.29 | | 3.29 | EXIT TO | | R | EIDE RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.30 | | 3.30 | ENT FROM | | R | EIDE RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | |
| 3.38 | | 3.38 | | | | | | | | | | 1 | 1 | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | U2 | | 45 | R | | |
| 3.39 | | 3.39 | RR XING BEG BRIDGE | B | | NUM 84698P STRUCTURE STILLAGUAMISH RIVER | | | ST | | | 1 | 1 | | | | \$\$W | 56P | \$\$W | | 56 | 2 | 02 | | U2 | | 45 | R | | |
| | | | | | | BRDG NUM 532/002 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.47 | | 3.47 | END BRIDGE | B | | STILLAGUAMISH RIVER | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | | U2 | | 45 | R | | |
| 3.63 | | 3.63 | INTRSECTN | | L | 270TH ST NW | | | CO | | N | | | | | | | | | | | | | | | | | | | |
| 3.80 | | 3.80 | ENTER CITY BEG ST | | I | STANWOOD 269TH PL NW | | | | 1 | 1 | | | | | | \$\$C | 60A | \$\$C | | 60 | 2 | 02 | 1235 | U2 | | 35 | R | B | * |
| | | | MISC FEATR | | R | SGN ENT STANWOOD | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.83 | | 3.83 | BEG SU LN | | C | TWO WAY TURN | | 14A | | 1 | 1 | | | | | | C | 46A | C | 14 | 60 | 2 | 02 | 1235 | U2 | | 35 | R | B | * |
| 3.86 | | 3.86 | INTRSECTN | | B | 104TH DR NW | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 3.92 | | 3.92 | INTRSECTN | | L | 103RD DR NW | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 3.97 | | 3.97 | END SU LN INTRSECTN | | C | TWO WAY TURN 102ND DR NW | | 14A | | 1 | 1 | | | | | | C | 60A | C | \$\$\$ | 60 | 2 | 02 | 1235 | U2 | | 35 | R | B | * |
| | | | | | L | | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.03 | | 4.03 | INTRSECTN ENT/EXIT | | L | 102ND AVE NW BUSINESS | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | | | R | | | | PV | | SG | Y | | | | | | | | | | | | | | | | | | |
| 4.07 | | 4.07 | | | | | | | | 1 | 1 | | | | | | C | 60A | C | | 60 | 2 | 02 | 1235 | U2 | | 35 | R | P | * |
| 4.11 | | 4.11 | INTRSECTN | | L | CAMANO ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.13 | | 4.13 | BEG SU LN | | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 48A | C | 12 | 60 | 2 | 02 | 1235 | U2 | | 35 | R | P | * |
| 4.20 | | 4.20 | END SU LN | | C | TWO WAY TURN | | 12A | | 1 | 1 | | | | | | C | 48A | C | \$\$\$ | 48 | 2 | 02 | 1235 | U2 | | 35 | R | P | * |
| 4.25 | | 4.25 | END ST BEG ST | | I | 269TH PL NW 268TH ST NW | | | | 1 | 1 | | | | | | 8A | 22A | 8A | | 22 | 2 | 02 | 1235 | U2 | | 45 | R | P | * |
| | | | | | I | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | L | 98TH DR NW | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | R | 98TH AVE NW-LEQUE RD | | | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 4.63 | | 4.63 | MISC FEATR | | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.65 | | 4.65 | INTRSECTN | | L | 92ND AVE NW | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | |
| 4.83 | | 4.83 | | | | | | | | 1 | 1 | | | | | | 4A | 24A | 4A | | 24 | 2 | 02 | 1235 | U2 | | 45 | R | P | * |
| 4.90 | | 4.90 | INTRSECTN | | B | 88TH AVE NW | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 4.03 | | 4.03 | | .04 | 14 | | | .03 | 14 | | |
| 4.11 | | 4.11 | | .02 | 12 | | | | | .02 | 12 |
| 4.25 | | 4.25 | | .03 | 12 | | | .03 | 12 | | |
| 4.65 | | 4.65 | | .03 | 12 | | | | | .07 | 12 |
| 4.90 | | 4.90 | | .06 | 12 | | | .02 | 12 | .06 | 12 |

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

SR 532 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | -----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 | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | OW TC L | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | | | | | | | | | | | | | | A SE | NBR | FC | D | IB | R | K | T |
| 4.98 | 4.98 | RR XING BEG BRIDGE | B | NUM 84686V STRUCTURE MARINE DR-FLORENCE ST | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | BRDG NUM 532/006 | | | | ST | | | | | | | | | | | | | | | | | |
| 5.12 | 5.12 | END BRIDGE MP MARKER | B | MARINE DR-FLORENCE ST | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5.20 | 5.20 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| 5.25 | 5.25 | BEG SU LN INTRSECTN | R | CLIMBING | | | 12A | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | PIONEER HWY (OLD SR 530) | CT | SG | Y | | | | | | | | | | | | | | | | | | |
| 5.83 | 5.83 | END SU LN | R | CLIMBING | | | 12A | | | | 1 | 1 | | | | | | | | | | | | | |
| 5.90 | 5.90 | END ST INTRSECTN | I | 268TH ST NW | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | 72ND AVE NW | | | | CT | SG | Y | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| 6.16 | 6.16 | MISC FEATR | L | SGN ENT STANWOOD | | | | | | | | | | | | | | | | | | | | | |
| 6.20 | 6.20 | LEAVE CITY | | STANWOOD | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| 6.45 | 6.45 | INTRSECTN | B | 64TH AVE NW | | | | CO | | Y | | | | | | | | | | | | | | | |
| 6.46 | 6.46 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| 6.99 | 6.99 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | |
| 7.10 | 7.10 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| 7.20 | 7.20 | WYE CONN | R | PVT RD | | | | PV | | Y | | | | | | | | | | | | | | | |
| 7.21 | 7.21 | BEG SU LN INTRSECTN | R | CLIMBING | | | 12A | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | PVT RD | | | | PV | | Y | | | | | | | | | | | | | | | |
| 7.97 | 7.97 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | |
| 8.15 | 8.15 | END SU LN | R | CLIMBING | | | 12A | | | | 1 | 1 | | | | | | | | | | | | | |
| 8.21 | 8.21 | WYE CONN | R | 36TH AVE NW | | | | CO | | Y | | | | | | | | | | | | | | | |
| 8.22 | 8.22 | INTRSECTN | B | 36TH AVE NW | | | | CO | | Y | | | | | | | | | | | | | | | |
| 8.74 | 8.74 | INTRSECTN | L | 28TH AVE NW | | | | CO | | Y | | | | | | | | | | | | | | | |
| | | | | W SUNDAY LAKE RD | | | | CO | | Y | | | | | | | | | | | | | | | |
| 9.00 | 9.00 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | |
| 9.09 | 9.09 | | | | | | | | | | 2 | 1 | | | | | | | | | | | | | |
| 9.30 | 9.30 | INTRSECTN | R | 19TH AVE NW | | | | CO | | Y | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|-------|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 5.25 | 5.25 | .04 12 | .03 12 | .03 12 | .03 12 | | | | |
| 5.90 | 5.90 | .05 12 | .07 12 | .05 12 | .04 12 | | | | |
| 6.45 | 6.45 | .03 12 | | .03 12 | | | | | |
| 7.20 | 7.20 | | .01 12 | | | | | | |
| 7.21 | 7.21 | | | .04 12 | | .10 12 | | | |
| 8.21 | 8.21 | | .06 12 | | | | | | |
| 8.22 | 8.22 | .03 12 | | .03 12 | | | | | |
| 8.74 | 8.74 | .03 12 | | .03 12 | | | | | |

SR 532 MAINLINE

STATE ROUTE - SRSH

COUNTY SNOHOMISH

DOT DISTRICT 1

| | | | -----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 | | | | |
| 9.57 | | 9.57 | | | | | | | | | | | | | | | 8A | 33A | 8A | | | 33 | 2 | 02 | | | | R2 | 55 | R | | |
| 9.69 | | 9.69 | | | | | | | | | | | | | | | 8A | 33A | 8A | | | 33 | 2 | 02 | | | | R2 | 40 | R | | |
| 9.79 | | 9.79 | INTRSECTN | L | | 12TH AVE NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | E SUNDAY LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.80 | | 9.80 | WYE CONN | L | | 12TH AVE NW | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | E SUNDAY LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.82 | | 9.82 | | | | | | | | | | | | | | | 8A | 44A | 8A | | | 44 | 2 | 02 | | | | R2 | 40 | R | | |
| 9.93 | | 9.93 | WYE CONN | L | | OLD 99 NORTH | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.94 | | 9.94 | INTRSECTN | B | | OLD 99 NORTH | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 9.96 | | 9.96 | WYE CONN | R | | OLD 99 NORTH | CO | | Y | 2 | 1 | | | | | | 8A | 33A | 8A | | | 33 | 2 | 02 | | | | R2 | 40 | R | | |
| 9.98 | | 9.98 | MP MARKER | R | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.00 | | 10.00 | WYE CONN | R | | OFF RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | | 10.01 | WYE CONN | L | | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.02 | | 10.02 | ON RAMP | L | | SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | R | | SR 5 | ST | | Y | | | | | | | | | | | | | | | | | | | | | | | |
| 10.07 | | 10.07 | UXING | B | | SR 5 SB | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/673W | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.09 | | 10.09 | UXING | B | | SR 5 NB | ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/673E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3141 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 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 |
| 9.79 | | 9.79 | .03 | 12 | | | | | | |
| 9.80 | | 9.80 | | | | | | | | .02 |
| 9.94 | | 9.94 | .05 | 12 | | | | | | |
| 10.00 | | 10.00 | | | .04 | 11 | | | | |

SR 534 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | | | | MTCE | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | 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 | ST | SPEED | T | P | S | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | | 24 | 2 | 02 | | R3 | | 35 | R | | | |
| | | | BEG CTLSEC | | | SR 5 TO SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | B | | CONTROL SECTION 2935 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | | 0.04 | ON RAMP | R | | BEGIN AT SR 5 OXING EPS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | | 0.06 | WYE CONN | L | | OFF RAMP | | | | ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | | 0.10 | INTRSECTN | B | | CEDARDALE RD | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | | 0.21 | | | | | | | | | | | | | | | 4A | 20A | 4A | | | 20 | 2 | 02 | | R3 | | 35 | R | | | |
| 0.48 | | 0.48 | BEG BRIDGE | B | | CARPENTER CREEK | | | | ST | | | | | | | \$\$C | 26A | \$\$C | | | 26 | 2 | 02 | | R3 | | 35 | R | | | |
| | | | BRDG NUM | | | 534/002 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | | 0.49 | END BRIDGE | B | | CARPENTER CREEK | | | | | | | | | | | 4A | 20A | 9A | | | 20 | 2 | 02 | | R3 | | 35 | R | | | |
| 0.58 | | 0.58 | INTRSECTN | R | | CONWAY HILL RD | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | | 0.98 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | | 1.02 | INTRSECTN | B | | BULSON RD | | | | CO | | N | 1 | 1 | | | 3A | 20A | 3A | | | 20 | 2 | 02 | | R3 | | 35 | R | | | |
| 1.37 | | 1.37 | INTRSECTN | L | | HERMWAY HEIGHTS DR | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | | 1.50 | INTRSECTN | L | | HERMWAY HEIGHTS RD | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 1.88 | | 1.88 | INTRSECTN | L | | LAKE SIXTEEN RD | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | ENGLISH RD | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 1.91 | | 1.91 | | | | | | | | | | | | | | | 3A | 20A | 3A | | | 20 | 2 | 02 | | R3 | | 50 | R | | | |
| 1.99 | | 1.99 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | | 2.07 | INTRSECTN | L | | ESTATE DR | | | | CO | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | | 2.98 | MP MARKER | R | | 3 | | | | | | | | | | | 2A | 20A | 2A | | | 20 | 2 | 02 | | R3 | | 50 | R | | | |
| 3.96 | | 3.96 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.96 | | 4.96 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.08 | | 5.08 | INTRSECTN | B | | SR 9 | | | | ST | SS | N | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2935 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.04 | | 0.04 | | .03 | 12 | | | | | | |

SR 536 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----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 | LEGAL | T | P | S | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -XROAD- | | | MEDIAN- | | | SHD RDY SHD | | | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| | | | | : : | | | | | WD/S BR | | | W/S W/S W/S | | | WID | WID | | | | | | | | | | | | | | | |
| 0.00 | | 0.00 | BEG ROUTE | | | | | | 1 | 8A | 15A | 4A | | | | | 15 | 2 | 01 | | R2 | 45 | | L | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 20 | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.14 | | 0.14 | ON RAMP | R | | SR 20 EB | | | ST | | Y | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | | 6A | 30A | 8A | | | 30 | 2 | 01 | R2 | \$\$ | 45 | L | | |
| 0.23 | | 0.23 | | | | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | R2 | | 45 | L | | |
| 0.48 | | 0.48 | INTRSECTN | R | | YOUNG RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 0.52 | | 0.52 | INTRSECTN | B | | BRADSHAW RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | | 1.50 | INTRSECTN | R | | BEAVER MARSH RD | | | CO | | N | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | U2 | | 45 | L | | |
| 1.96 | | 1.96 | INTRSECTN | L | | BENNETT RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | | 2.54 | | | | | | | | | | 1 | 1 | | | | | 4A | 22A | 4A | | | 22 | 2 | 01 | U2 | | 45 | L | | |
| 2.65 | | 2.65 | INTRSECTN | B | | AVON ALLEN RD | | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 2.74 | | 2.74 | | | | | | | | | | 1 | 1 | | | | | 8A | 22A | 8A | | | 22 | 2 | 01 | U2 | | 45 | L | | |
| 2.76 | | 2.76 | | | | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | U2 | | 45 | L | | |
| 2.91 | | 2.91 | INTRSECTN | R | | THEODORSON LN | | | PV | | N | | | | | | | | | | | | | | | | | | | | |
| 3.01 | | 3.01 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.13 | | 3.13 | INTRSECTN | R | | VALLEY VIEW DR | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 3.50 | | 3.50 | | | | | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | U2 | | 40 | L | | |
| 3.60 | | 3.60 | INTRSECTN | B | | DUNBAR RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | | |
| 3.63 | | 3.63 | INTRSECTN | R | | SUNSET LN | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 3.93 | | 3.93 | INTRSECTN | L | | MOORES GARDEN RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | |
| 4.00 | | 4.00 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.10 | | 4.10 | MISC FEATR | R | | SGN ENT MOUNT VERNON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.13 | | 4.13 | ENTER CITY | | | MOUNT VERNON | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | 22 | 2 | 01 | 0820 | U2 | 25 | L | P | |
| 4.16 | | 4.16 | | | | | | | | | | 1 | 1 | | | | | 10A | 40A | \$\$C | | | 40 | 2 | 01 | 0820 | U2 | 25 | L | P | |
| 4.29 | | 4.29 | | | | | | | | | | 1 | 1 | | | | | \$\$C | 42A | C | | | 42 | 2 | 01 | 0820 | U2 | 25 | L | P | |
| 4.36 | | 4.36 | BEG ST | I | | DIVISION | | | | | | 1 | 1 | | | | | C | 82A | C | | | 82 | 2 | 01 | 0820 | U2 | 25 | L | B * | |
| | | | INTRSECTN | R | | DIVISION ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.38 | | 4.38 | WYE CONN | R | | DIVISION ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 4.49 | | 4.49 | INTRSECTN | B | | WALL ST | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 4.55 | | 4.55 | INTRSECTN | B | | BARKER ST | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.65 | | 2.65 | .03 | 12 | .03 | 12 | | | | |
| 3.60 | | 3.60 | | | .03 | 12 | | | | |
| 3.63 | | 3.63 | | | .03 | 12 | | | | |
| 4.49 | | 4.49 | .02 | 12 | .02 | 12 | .02 | 12 | | |
| 4.55 | | 4.55 | | | .02 | 12 | | | | |

SR 536 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|------------------|----|-------------|-----|-----|------------|---------|-----|-----|------|-----|---------------------------|------|------|--------|-------|----|------|------|----|----|----|---|---|---|
| | | | | :DIRECTION TO INVENTORY | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | NBR | LFT | RHT | | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | T | P | S | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 4.61 | 4.61 | | INTRSECTN | B | | BAKER ST | CT | Y | 1 | 1 | | | | | | | C | 82A | C | 82 | 2 | 01 | 0820 | U2 | 25 | L | B | * | | |
| 4.66 | 4.66 | | INTRSECTN | B | | BALL ST | CT | Y | 1 | 1 | | | | | | | 2A | 36A | C | 36 | 2 | 01 | 0820 | U2 | 25 | L | P | * | | |
| 4.72 | 4.72 | | BEG BRIDGE | B | | SKAGIT RIVER | ST | | 1 | 1 | | | | | | | \$\$C | 28P | C | 28 | 2 | 01 | 0820 | U2 | 25 | L | P | * | | |
| | | | | | | BRDG NUM 536/015 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.84 | 4.84 | | END BRIDGE | B | | SKAGIT RIVER | | | 1 | 1 | | | | | | | C | 30A | C | 30 | 2 | 01 | 0820 | U2 | 25 | L | P | * | | |
| 4.86 | 4.86 | | INTRSECTN | L | | FRONT ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.87 | 4.87 | | INTRSECTN | R | | MAIN ST | CT | Y | 1 | 1 | | | | | | | C | 44A | C | 44 | 2 | 01 | 0820 | U2 | 25 | L | P | * | | |
| 4.91 | 4.91 | | WYE CONN | B | | 1ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.92 | 4.92 | | INTRSECTN | B | | 1ST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.94 | 4.94 | | WYE CONN | L | | 1ST ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.98 | 4.98 | | END ST | I | | DIVISION | | | 1 | 1 | | | | | | | C | 44A | C | 44 | 2 | 01 | 0820 | U1 | 25 | L | P | * | | |
| | | | BEG ST | I | | S 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | 2ND ST | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/709 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.99 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.03 | 5.03 | | INTRSECTN | R | | WASHINGTON ST | CT | Y | 1 | 1 | | | | | | | C | 30A | C | 30 | 2 | 01 | 0820 | U1 | 25 | L | P | * | | |
| 5.08 | 5.08 | | INTRSECTN | B | | MONTGOMERY ST | CT | SG | Y | 1 | 1 | | | | | | C | 44A | C | 44 | 2 | 01 | 0820 | U1 | 25 | L | B | * | | |
| 5.13 | 5.13 | | INTRSECTN | B | | GATES ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.18 | 5.18 | | INTRSECTN | R | | MYRTLE ST | CT | Y | 1 | 2 | | | | | | | C | 44A | C | 44 | 2 | 01 | 0820 | U1 | 25 | L | B | * | | |
| 5.23 | 5.23 | | END ST | I | | S 3RD ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | KINCAID ST | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | KINCAID ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S 3RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.26 | 5.26 | | | | | | | | | 2 | 2 | | | | | | C | 44A | C | 44 | 2 | 01 | 0820 | U1 | 25 | L | B | * | | |
| 5.28 | 5.28 | | RR XING | B | | NUM 84744N GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.29 | 5.29 | | BEG SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 44A | C | 12 | 56 | 2 | 01 | 0820 | U1 | 25 | L | B | * | |
| 5.32 | 5.32 | | INTRSECTN | R | | RAILROAD AVE | CT | Y | 2 | 2 | | | | | | | C | 44A | C | 12 | 56 | 2 | 01 | 0820 | U1 | 25 | L | P | * | |
| 5.33 | 5.33 | | END SU LN | C | | TWO WAY TURN | | | | 12A | | | | | | | C | 44A | C | \$\$\$ | 44 | 2 | 01 | 0820 | U1 | 25 | L | P | * | |
| | | | WYE CONN | L | | ON RAMP | ST | | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.34 | 5.34 | | OFF RAMP | R | | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | L | | SR 5 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.38 | 5.38 | | END ST | I | | KINCAID 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 |
| 4.61 | 4.61 | | | | | .02 | 12 | | | | |
| 4.92 | 4.92 | | | .04 | 22 | | | | | | |
| 4.94 | 4.94 | | | | | | | | | .05 | 12 |
| 5.08 | 5.08 | | | .02 | 11 | | | | | .01 | 11 |
| 5.23 | 5.23 | | | | | | | .03 | 12 | .03 | 11 |
| 5.34 | 5.34 | | | | | .05 | 12 | .03 | 10 | | |

SR 538 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|--------------------------|-----------------|-----|---|-----------------|----|-----|---------|-----|------|---------------------------|-----|-----|-----|--------|-----|------|------|------|-------|----|---|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | LNS SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 2 | | | | | | C | 44A | C | | 44 | 2 | 01 | 0820 | U2 | 25 | R | P | * | | | |
| | | | ENTER CITY | | | SR 5/MT VERNON TO SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | MOUNT VERNON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | COLLEGE WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | SR 5 | | | | | | | | | ST | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 005/711 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | OFF RAMP | L | | SR 5 | | | | ST | SG | Y | 1 | 2 | | | C | 60A | C | | 60 | 2 | 01 | 0820 | U2 | 25 | R | P | * | | | |
| | | | ON RAMP | R | | SR 5 | | | | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | WYE CONN | L | | OFF RAMP | | | | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | | | | | | | | | | | 2 | 2 | | | C | 60A | C | | 60 | 2 | 01 | 0820 | U2 | 25 | R | P | * | | | |
| 0.16 | 0.16 | | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MARKET ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | ENT/EXIT | R | | SHOPPING CENTER | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.22 | 0.22 | | | | | | | | | | | | 2 | 2 | | | C | 60P | C | | 60 | 2 | 01 | 0820 | U2 | 25 | R | P | * | | | |
| 0.27 | 0.27 | | INTRSECTN | B | | RIVERSIDE DR | | | | CT | SG | Y | 2 | 2 | | | C | 60P | C | | 60 | 2 | 01 | 0820 | U2 | 25 | R | B | * | | | |
| 0.31 | 0.31 | | | | | | | | | | | | 2 | 2 | | | C | 60A | C | | 60 | 2 | 01 | 0820 | U2 | 25 | R | B | * | | | |
| 0.33 | 0.33 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | 2 | 2 | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 25 | R | B | * | | | |
| 0.37 | 0.37 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | | 2 | 2 | | | C | 60A | C | \$\$\$ | 60 | 2 | 01 | 0820 | U2 | 25 | R | B | * | | | |
| 0.40 | 0.40 | | WYE CONN | L | | URBAN AVE | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.41 | 0.41 | | INTRSECTN | L | | URBAN AVE | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.48 | | INTRSECTN | L | | GREAT NOTHRN RR OPS AREA | | | | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | RR XING | B | | NUM 84759D GRADE | | | | | | | 2 | 2 | | | C | 60A | C | | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 0.52 | 0.52 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | 2 | 2 | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 0.59 | 0.59 | | INTRSECTN | R | | LEIGH WAY | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.64 | 0.64 | | END SU LN | C | | TWO WAY TURN | | 12A | | | | | 2 | 2 | | | C | 60A | C | \$\$\$ | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 0.70 | 0.70 | | INTRSECTN | B | | CONTINENTAL PL | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 0.76 | 0.76 | | BEG SU LN | C | | TWO WAY TURN | | 12A | | | | | 2 | 2 | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 0.84 | 0.84 | | INTRSECTN | R | | BUCK WAY | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.90 | 0.90 | | INTRSECTN | R | | PARKER WAY | | | | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | | INTRSECTN | L | | WINDSOR DR | | | | 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 |
| 0.04 | 0.04 | .02 | 12 | | | | | | |
| 0.06 | 0.06 | | | | | | | .05 | 12 |
| 0.16 | 0.16 | .09 | 12 | .03 | 12 | | | | |
| 0.27 | 0.27 | .06 | 12 | .03 | 12 | .03 | 12 | .03 | 12 |
| 0.41 | 0.41 | .03 | 12 | | | | | | |
| 0.48 | 0.48 | .01 | 12 | | | | | | |
| 0.70 | 0.70 | .04 | 12 | .04 | 12 | | | | |

SR 538 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|-----------------------|-------------|----|---|--------------|---|-----|---------|-----|---------------------------|----|-----|-----|-------|--------|-----|---|----|------|----|-------|---|---|----|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | |
| 0.97 | 0.97 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 1.00 | 1.00 | | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 1.03 | | INTRSECTN | R | | N 18TH ST | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | L | | BUSINESS | | | | PV | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.09 | 1.09 | | INTRSECTN | R | | N 19TH ST | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 1.10 | 1.10 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 1.22 | 1.22 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 60A | C | \$\$\$ | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 1.27 | 1.27 | | INTRSECTN | B | | LA VENTURE RD | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 1.33 | 1.33 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 35 | R | P | * | | | |
| 1.47 | 1.47 | | MISC FEATR | B | | PED KING (SIGNALIZED) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.52 | 1.52 | | INTRSECTN | R | | N 26TH ST | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 1.77 | 1.77 | | INTRSECTN | B | | N 30TH ST | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 1.83 | 1.83 | | | | | | | | | | | | | | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 1.99 | 1.99 | | INTRSECTN | L | | N 33RD PL | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.07 | 2.07 | | INTRSECTN | L | | N 35TH ST | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 2.21 | 2.21 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | C | 60A | C | \$\$\$ | 60 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.28 | 2.28 | | INTRSECTN | R | | WAUGH RD | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | MARTIN RD | | | | CT | | SG | Y | | | | | | | | | | | | | | | | | | | |
| 2.34 | 2.34 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | C | 48A | C | 12 | 60 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.40 | 2.40 | | INTRSECTN | L | | N 40TH PL | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 2.43 | 2.43 | | | | | | | | | | | | 1 | 1 | | | C | 40A | C | 12 | 52 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.50 | 2.50 | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | 1 | 1 | | | C | 52A | C | \$\$\$ | 52 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| | | | INTRSECTN | R | | N 42ND PL | | | | CT | | | Y | | | | | | | | | | | | | | | | | | | |
| 2.52 | 2.52 | | | | | | | | | | | | 1 | 1 | | | 4A | 24A | 4A | | 24 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.60 | 2.60 | | INTRSECTN | R | | HORTON RD | | | | CT | | | N | | | | | | | | | | | | | | | | | | | |
| 2.62 | 2.62 | | | | | | | | | | | | 1 | 1 | | | 4A | 34A | \$\$C | | 34 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.65 | 2.65 | | INTRSECTN | R | | N 43RD PL | | | | CT | | | N | | | | | | | | | | | | | | | | | | | |
| 2.81 | 2.81 | | | | | | | | | | | | 1 | 1 | | | 4A | 24A | 4A | | 24 | 2 | 01 | 0820 | U2 | 45 | R | P | * | | | |
| 2.87 | 2.87 | | END ST | I | | COLLEGE WAY | | | | | | | 1 | 1 | | | 4A | 28A | \$\$C | | 28 | 2 | 01 | 0820 | U2 | 45 | R | P | \$ | | | |
| | | | INTRSECTN | R | | MONTE VISTA DR | | | | CT | | | N | | | | | | | | | | | | | | | | | | | |
| 2.93 | 2.93 | | | | | | | | | | | | 1 | 1 | | | 4A | 28A | C | | 28 | 2 | 01 | 0820 | U2 | 45 | R | R | | | | |
| 2.99 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|--------|--------|----------------------|-------|--------|--------|------------------------------|--------|-----|-----|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | | |
| SRMP | B | ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.03 | 1.03 | | .03 | 12 | | | | | | | | |
| 1.27 | 1.27 | | .03 | 12 | | | | | | | | |
| 2.28 | 2.28 | | .03 | 12 | | | | | | | | |
| 2.40 | 2.40 | | | | | | | | | .02 | 12 | |
| 2.50 | 2.50 | | | | | | | | | .02 | 12 | |

SR 538 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAGIT

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | |
|-------------------------|---|------|-------------|---|----|-----------------------|-----|-----|--------------|---------|-----|-----|-----|-----|---------------------------|------|------|-----|-------|-----|-----|----|----|-----|----------|----|----|----|---|----|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | NBR | LFT | RHT | LFT | RHT | USE | TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | LEGAL | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S | |
| 3.02 | | 3.02 | | | | | | | | | | | | | | | 4A | 28A | | C | | 28 | 2 | 01 | 0820 | U2 | | 45 | R | R | |
| 3.06 | | 3.06 | LEAVE CITY | | | MOUNT VERNON | | | | | | | | | | | 4A | 28A | | C | | 28 | 2 | 01 | \$\$\$\$ | U2 | | 45 | R | \$ | |
| 3.10 | | 3.09 | EQUATION | | | 003.09 =003.10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | | 3.23 | ENTER CITY | | | MOUNT VERNON | | | | | | | | | | | 4A | 28A | | C | | 28 | 2 | 01 | 0820 | U2 | | 45 | R | P | |
| 3.40 | | 3.39 | LEAVE CITY | | | MOUNT VERNON | | | | | | | | | | | 4A | 28A | | C | | 28 | 2 | 01 | \$\$\$\$ | U2 | | 45 | R | \$ | |
| 3.52 | | 3.51 | INTRSECTN | R | | SKAGIT HIGHLANDS PKWY | | | | PV | | | | | | | | | | | | | | | | | | | | | |
| 3.54 | | 3.53 | MISC FEATR | L | | SGN ENT MOUNT VERNON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.62 | | 3.61 | ROUNDAABOUT | B | | SR 9 | | | | ST | YS | Y | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 2936 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|---|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 3.52 | | 3.51 | | | | .08 | 12 | | | .03 | 12 |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|---------|----|---|-------------|-----|-----|--------------|-----|-----|-----|---------------------------|-----|-----|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|--|--|--|--|--|--|--|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | |
| | | | | D | LR | OW | TC | L | NBR | LFT | RDY | SHD | W/S | W/S | W/S | LFT | RDY | SHD | W/S | W/S | W/S | USE | TOT | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | | | | 3 | 2 | | C | 36A | | 13A | CU | | 27A | C | | 63 | 1 | 02 | 0080 | U1 | | 35 | R | P | * | | | | | | | |
| | | | ENTER CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.02 | 0.02 | | UXING | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | 0.03 | | UXING | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | ON RAMP | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | WYE CONN | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | ENT/EXIT | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.30 | 0.30 | | INTRSECTN | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.38 | 0.38 | | ENT/EXIT | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.39 | 0.39 | | ENT/EXIT | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.43 | 0.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.48 | 0.48 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.60 | 0.60 | | INTRSECTN | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.65 | 0.65 | | INTRSECTN | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT/EXIT | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.73 | 0.73 | | ENT/EXIT | L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.86 | 0.86 | | INTRSECTN | 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 |
| 0.05 | 0.05 | | | .02 | 12 | | | | | | |
| 0.11 | 0.11 | | | | | .06 | 11 | | | | |
| 0.19 | 0.19 | | | | | .02 | 11 | | | | |
| 0.30 | 0.30 | | | .05 | 12 | | | | | | |
| 0.38 | 0.38 | | | .02 | 11 | | | | | | |
| 0.48 | 0.48 | | | .08 | 11 | .05 | 11 | .10 | 11 | | |
| 0.60 | 0.60 | | | | | | | .01 | 11 | | |
| 0.65 | 0.65 | | | .02 | 11 | .01 | 11 | .03 | 11 | | |
| 0.73 | 0.73 | | | .02 | 11 | | | | | | |
| 0.86 | 0.86 | | | .10 | 11 | | | .03 | 12 | | |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----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 | |
| 0.87 | 0.87 | | | | | | | 2 | 2 | | | | | C | 70A | C | | 70 | 1 | 02 | 0080 | U1 | 35 | R | P | * |
| 0.91 | 0.91 | EXIT TO | R | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 58A | C | 12 | 70 | 1 | 02 | 0080 | U1 | 35 | R | P | * |
| | | ENT FROM | R | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.93 | 0.93 | ENT FROM | L | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.95 | 0.95 | EXIT TO | L | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | | | | | | 2 | 2 | | | | | C | 58A | C | 12 | 70 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.00 | 1.00 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | ENT FROM | L | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | EXIT TO | L | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 1.15 | 1.15 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 70A | C | \$\$\$ | 70 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.23 | 1.23 | INTRSECTN | R | E STUART RD | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W STUART RD | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 1.32 | 1.32 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 58A | C | 12 | 70 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.33 | 1.33 | EXIT TO | R | WAL-MART | | | | | | | | | | | | | | | | | | | | | | |
| 1.34 | 1.34 | ENT FROM | R | WAL-MART | | | | | | | | | | | | | | | | | | | | | | |
| 1.49 | 1.49 | INTRSECTN | R | VAN WYCK RD | | | | CT | | N | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | THOMAS ST | | | | | | N | | | | | | | | | | | | | | | | |
| 1.63 | 1.63 | | | | | | | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.67 | 1.67 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 76A | C | \$\$\$ | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.71 | 1.71 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.73 | 1.73 | INTRSECTN | B | HORTON RD | | | | CT | SG | Y | | | | | | | | | | | | | | | | |
| 1.74 | 1.74 | MISC FEATR | L | SGN ENT BELLINGHAM | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | MISC FEATR | R | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 1.79 | 1.79 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.92 | 1.92 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 76A | C | \$\$\$ | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 1.99 | 1.99 | INTRSECTN | L | TREMONT AVE | | | | CT | | Y | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 64A | C | 12 | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| | | MP MARKER | B | 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2.20 | 2.20 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 2.22 | 2.22 | END SU LN | C | TWO WAY TURN | | 12A | | 2 | 2 | | | | | C | 76A | C | \$\$\$ | 76 | 1 | 02 | 0080 | U1 | 50 | R | P | * |
| 2.23 | 2.23 | INTRSECTN | R | KLINE 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 |
| 0.91 | 0.91 | | | .01 | 10 | | | | |
| 0.92 | 0.92 | | | | | | | | .01 10 |
| 1.23 | 1.23 | .04 | 12 | .03 | 12 | | | | |
| 1.33 | 1.33 | | | .03 | 17 | | | | |
| 1.73 | 1.73 | .03 | 12 | | | | | | .03 12 |
| 1.99 | 1.99 | .03 | 12 | | | | | | |
| 2.23 | 2.23 | | | .03 | 12 | | | | |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | | | | | | T P S | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | |
| 2.25 | 2.25 | | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | | | | | | C | 76A | C | | 76 | 1 | 02 | 0080 | U1 | | 50 | R | P | * | |
| 2.29 | 2.29 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 64A | C | 12 | 76 | 1 | 02 | 0080 | U1 | | 50 | R | P | * | |
| 2.40 | 2.40 | | LEAVE CITY | | | BELLINGHAM | | | | 2 | 2 | | | | | | C | 64A | C | 12 | 76 | 1 | 02 | \$\$\$\$ | U1 | | 50 | R | \$ | * | |
| | | | END ST | I | | MERIDIAN ST | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | GUIDE MERIDIAN RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.45 | 2.45 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.47 | 2.47 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 76A | C | \$\$\$ | 76 | 1 | 02 | | U1 | | 50 | R | | * | |
| 2.48 | 2.48 | | INTRSECTN | R | | KELLY RD | | CO | Y | 2 | 2 | | | | | | 8A | 48A | 8A | | 48 | 1 | 02 | | U1 | | 50 | R | | * | |
| 2.51 | 2.51 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.54 | 2.54 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | U1 | | 50 | R | | * | |
| 2.94 | 2.94 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 1 | 02 | | U1 | | 50 | R | | * | |
| 2.97 | 2.97 | | MP MARKER | B | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | INTRSECTN | L | | LARSON RD | | CO | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.01 | 3.01 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | U1 | | 50 | R | | * | |
| 3.40 | 3.40 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 1 | 02 | | U1 | | 50 | R | | * | |
| 3.47 | 3.47 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.48 | 3.48 | | | | | | | | | 2 | 2 | | | | | | 8A | 48A | 8A | | 48 | 1 | 02 | | R1 | | 50 | R | | * | |
| 3.50 | 3.50 | | INTRSECTN | B | | SMITH RD | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.53 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.59 | 3.59 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | R1 | | 50 | R | | * | |
| 4.00 | 4.00 | | MP MARKER | B | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.40 | 4.40 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 1 | 02 | | R1 | | 50 | R | | * | |
| 4.47 | 4.47 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.50 | 4.50 | | INTRSECTN | B | | AXTON RD | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 4.53 | 4.53 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.56 | 4.56 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | R1 | | 50 | R | | * | |
| 4.91 | 4.91 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 1 | 02 | | R1 | | 50 | R | | * | |
| 4.96 | 4.96 | | MP MARKER | B | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | INTRSECTN | B | | E LAUREL RD | | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 5.02 | 5.02 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.06 | 5.06 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | R1 | | 50 | R | | * | |
| 5.07 | 5.07 | | ENT FROM | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 5.08 | 5.08 | | EXIT TO | L | | BUSINESS | | | | PV | Y | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|---------------------|------|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 2.48 | 2.48 | | | | .03 | 12 | | | | |
| 3.00 | 3.00 | | .03 | 12 | | | | | | |
| 3.50 | 3.50 | | .06 | 12 | .08 | 12 | .06 | 12 | .06 | 12 |
| 4.50 | 4.50 | | .07 | 12 | .07 | 12 | .03 | 12 | .06 | 12 |
| 5.00 | 5.00 | | .03 | 12 | | | | | | |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | LNS | RDY | SHD | USE | TOT | | | | | | D | I | K | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | | |
| 5.11 | | 5.11 | | | | | | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | R1 | | 50 | R | * | | | | | | |
| 5.14 | | 5.14 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.44 | | 5.44 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 48A | 8A | \$\$\$ | 48 | 1 | 02 | | R1 | | 50 | R | * | | | | | | |
| 5.48 | | 5.48 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.50 | | 5.50 | INTRSECTN | B | | HEMMI RD | | | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.52 | | 5.52 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.56 | | 5.56 | BEG SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | R1 | | 50 | R | * | | | | | | |
| 5.81 | | 5.81 | CHG SU LN | C | | TWO WAY TURN | | 12P | | 2 | 2 | | | | | | \$\$\$ | 78P | \$\$\$ | 12 | 90 | 1 | 02 | | R1 | | 50 | R | * | | | | | | |
| | | | BEG BRIDGE | B | | TEN MILE CREEK | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 539/855 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.82 | | 5.82 | END BRIDGE | B | | TEN MILE CREEK | | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| | | | CHG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.89 | | 5.89 | CHG SU LN | C | | TWO WAY TURN | | 12P | | 2 | 2 | | | | | | \$\$\$ | 78P | \$\$\$ | 12 | 90 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| | | | BEG BRIDGE | B | | FOUR MILE CREEK | | | ST | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BRDG NUM | | | 539/856 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.90 | | 5.90 | END BRIDGE | B | | FOUR MILE CREEK | | | | 2 | 2 | | | | | | 8A | 48A | 8A | 12 | 60 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| | | | CHG SU LN | C | | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.92 | | 5.92 | END SU LN | C | | TWO WAY TURN | | 12A | | 2 | 2 | 10A | 24A | | 12A | CU | \$\$\$ | 24A | 10A | \$\$\$ | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 5.95 | | 5.95 | MP MARKER | B | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.96 | | 5.96 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | | 6.00 | ROUNDAABOUT | B | | TEN MILE RD | | | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | | 6.05 | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.08 | | 6.08 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 12S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 6.50 | | 6.50 | ENT FROM | L | | W KING TUT RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.51 | | 6.51 | EXIT TO | L | | W KING TUT RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.97 | | 6.97 | MP MARKER | B | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | | 7.01 | EXIT TO | R | | BEARD RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.02 | | 7.02 | ENT FROM | R | | BEARD RD | | | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.44 | | 7.44 | MISC FEATR | R | | BUS PULLOUT | | | | 2 | 2 | 10A | 24A | \$\$\$ | 12A | CU | \$\$\$ | 24A | 10A | | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 7.47 | | 7.47 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.48 | | 7.48 | | | | | | | | 2 | 2 | 10P | 24P | | 12A | CU | | 24P | 10P | | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 7.51 | | 7.51 | ROUNDAABOUT | L | | W POLE RD | | | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | R | | SR 544 | | | ST | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.54 | | 7.54 | | | | | | | | 2 | 2 | 10A | 24A | | 12A | CU | | 24A | 10A | | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 7.59 | | 7.59 | | | | | | | | 2 | 2 | 10A | 24A | 4A | 12S | CA | 4A | 24A | 10A | | 48 | 1 | 02 | | U1 | | 50 | R | * | | | | | | |
| 7.98 | | 7.98 | MP MARKER | B | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | |
|------|---|----------------------|--------|--------|-------|------------------------------|--------|--------|--------|--------|
| SRMP | B | ARM | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 5.50 | | 5.50 | .03 | 12 | | | | | | |
| 7.51 | | 7.51 | .03 | 12 | | | | | | |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | |
|-------|-------|---|------|-------------------------|----|---------|---|-----|-------------|--------|-----|--------------|------|-----|---------------------------|-----|--------|-----|-----|-----|------|----------|----|-------|---|------|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| 10.17 | 10.17 | END BRIDGE | I | NOOKSACK RIVER OVERFLOW | | | | 2 2 | 10A | 24A | \$ | 12A | JE | \$ | 24A | 10A | | | 48 | 1 | 02 | | U1 | 50 | L | * | |
| | | END BRIDGE | D | NOOKSACK RIVER OVERFLOW | | | | | | | | | | | | | | | | | | | | | | | |
| 10.25 | 10.25 | BEG BRIDGE | B | FISHTRAP CREEK | ST | | | 2 2 | \$W | 34P | | 12P | JE | | 34P | \$W | | | 68 | 1 | 02 | | U1 | 50 | L | * | |
| | | BRDG NUM | | 539/862 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 10.27 | END BRIDGE | B | FISHTRAP CREEK | | | | 2 2 | \$ | \$\$\$ | | \$\$\$ | \$\$ | | C 68A | C | | | 68 | 1 | 02 | | U1 | 50 | L | * | |
| 10.29 | 10.29 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | | C 56A | C | 12 | | 68 | 1 | 02 | | U1 | 40 | L | * | |
| 10.32 | 10.32 | ENTER CITY | | LYNDEN | | | | 2 2 | | | | | | | C 68A | C | \$\$\$ | | 68 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| | | END SU LN | C | TWO WAY TURN | | 12A | | | | | | | | | | | | | | | | | | | | | |
| 10.39 | 10.39 | BEG SU LN | C | TWO WAY TURN | | 12A | | 2 2 | | | | | | | C 56A | C | 12 | | 68 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| | | INTRSECTN | L | BAY-LYN DR | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.43 | 10.43 | | | | | | | 2 1 | | | | | | | C 56A | C | 12 | | 68 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.45 | 10.45 | ENT FROM | L | BUSINESS | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.46 | 10.46 | EXIT TO | L | BUSINESS | PV | | Y | 1 1 | | | | | | | C 56A | C | 12 | | 68 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.47 | 10.47 | END SU LN | C | TWO WAY TURN | | 12A | | 1 1 | | | | | | | C 68A | C | \$\$\$ | | 68 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.50 | 10.50 | MISC FEATR | L | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.53 | 10.53 | INTRSECTN | L | BIRCH BAY-LYNDEN RD | CT | SG | Y | 1 1 | | | | | | | C 52A | C | | | 52 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| | | INTRSECTN | R | KOK RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.58 | 10.58 | BEG SU LN | C | TWO WAY TURN | | 12A | | 1 1 | | | | | | | C 40A | C | 12 | | 52 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.63 | 10.63 | EXIT TO | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.65 | 10.65 | ENT FROM | R | SHOPPING CENTER | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.68 | 10.68 | | | | | | | 1 1 | | | | | | | C 36A | C | 12 | | 48 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.77 | 10.77 | END SU LN | C | TWO WAY TURN | | 12A | | 1 1 | | | | | | | C 48A | C | \$\$\$ | | 48 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.80 | 10.80 | INTRSECTN | B | FRONT ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.90 | 10.90 | | | | | | | 1 1 | | | | | | | 10A | 22A | 10A | | 22 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| 10.99 | 10.99 | MP MARKER | R | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| 11.28 | 11.28 | INTRSECTN | R | E MAIN ST | CT | SG | Y | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | 0710 | U1 | 40 | L | P * | |
| | | INTRSECTN | L | W MAIN ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 11.36 | 11.36 | | | | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | 0710 | U1 | 50 | L | P * | |
| 11.53 | 11.53 | | | | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | 0710 | U1 | 50 | L | \$ * | |
| 11.54 | 11.54 | LEAVE CITY | | LYNDEN | | | | 1 1 | | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | \$\$\$\$ | R1 | 50 | L | * | |
| 11.99 | 11.99 | MP MARKER | R | 12 | | | | | | | | | | | | | | | | | | | | | | | |
| 12.54 | 12.54 | INTRSECTN | R | SR 546 | ST | SG | Y | 1 1 | | | | | | | 3B | 22B | 3B | | 22 | 1 | 02 | | R1 | 50 | L | * | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|-----|----|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- | | |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD | | |
| 10.39 | 10.39 | .03 | 12 | | | | | | .06 | 12 | |
| 10.46 | 10.46 | | | | | | | | .02 | 12 | |
| 10.53 | 10.53 | .03 | 12 | .10 | 12 | .03 | 12 | .04 | 12 | | |
| 10.63 | 10.63 | | | .10 | 12 | | | | | | |
| 10.80 | 10.80 | .03 | 12 | .03 | 12 | .03 | 12 | .02 | 12 | .06 | 12 |
| 11.28 | 11.28 | .03 | 12 | .03 | 12 | .03 | 12 | .03 | 12 | | |

SR 539 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | |
| 12.54 | 12.54 | | INTRSECTN | L | | BADGER RD | CO | SG | Y | 1 | 1 | | | | | | 3B | 22B | 3B | | 22 | 1 | 02 | | R1 | 50 | L | * | |
| 13.00 | 13.00 | | MP MARKER | R | | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | | |
| 14.05 | 14.05 | | INTRSECTN | R | | PRAIRIE RD | CO | | | N | | | | | | | | | | | | | | | | | | | |
| 14.55 | 14.55 | | INTRSECTN | L | | H ST RD | CO | | | N | | | | | | | | | | | | | | | | | | | |
| 14.61 | 14.61 | | | | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 1 | 02 | | R1 | 50 | L | * | |
| 14.66 | 14.66 | | | | | | | | | | | 1 | 2 | | | | 4A | 36A | 22A | | 36 | 1 | 02 | | R1 | 50 | L | * | |
| 14.95 | 14.95 | | | | | | | | | | | 1 | 2 | | | | 4A | 36A | 22A | | 36 | 1 | 02 | | R1 | 25 | L | * | |
| 15.00 | 15.00 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| 15.05 | 15.05 | | INTRSECTN | L | | SR 539 COLYNDEN (COUPLT) ST | | Y | \$ | 3 | | | | | | | 8P | 41P | 10P | | 41 | 1 | 02 | | R1 | 25 | L | * | |
| 15.16 | 15.16 | | | | | | | | | | | 4 | | | | | 8P | 48P | 10P | | 48 | 1 | 02 | | R1 | 25 | L | * | |
| 15.18 | 15.18 | | END ST | I | | GUIDE MERIDIAN RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BORDER STA | R | | INTERNATIONAL BOUNDARY | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER USC | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | END CTLSEC | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 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 |
| 12.54 | 12.54 | | | .03 | 12 | | | .04 | 12 | | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | |
|------|------|-----|------------|---|----|----------------------|----|----|-------------|-----|-----|--------------|-----|-----|--------------------------|---------|-----|-----|-----|-----|-----|------|------|----|-------|---|---|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | | | D | LR | DESCRIPTION | OW | TC | L | NBR | LFT | RHT | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S |
| | | | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | | | | | | | USE | TOT | | | | | | | | | | | | |
| | | | | : : | | -XROAD- | | | | | | | | | LNS | RDY | A | SE | NBR | FC | D | IB | R | K | T | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 TO MT BAKER | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENTER CITY | | | BELLINGHAM | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | CONTROL SECTION 3705 | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | SUNSET DR | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 542/001 | | | | | | | | | | | | | | | | | | | | | | |
| 0.04 | 0.04 | | END BRIDGE | B | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| 0.06 | 0.06 | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | |
| 0.10 | 0.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.13 | 0.13 | | EXIT TO | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.15 | 0.15 | | ENT/EXIT | L | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| | | | ENT FROM | R | | SHOPPING CENTER | | | | | | | | | | | | | | | | | | | | | | |
| 0.19 | 0.19 | | WYE CONN | R | | BARKLEY BLVD | | | | | | | | | | | | | | | | | | | | | | |
| 0.21 | 0.21 | | INTRSECTN | L | | JAMES ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BARKLEY BLVD | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.25 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.27 | 0.27 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.32 | | BEG SU LN | R | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | ORLEANS ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.37 | 0.37 | | BEG SU LN | L | | BICYCLE | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.46 | 0.46 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.55 | 0.55 | | INTRSECTN | B | | RACINE ST | | | | | | | | | | | | | | | | | | | | | | |
| 0.57 | 0.57 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |
| 0.59 | 0.59 | | BEG SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.75 | 0.75 | | INTRSECTN | R | | SOUTHBEND PL | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | | END SU LN | C | | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 0.06 | 0.06 | | | .04 | 23 | | | .04 | 12 | | |
| 0.13 | 0.13 | | | | | .02 | 12 | | | | |
| 0.19 | 0.19 | | | | | .04 | 12 | | | | |
| 0.21 | 0.21 | | | .15 | 12 | | | .03 | 12 | | |
| 0.32 | 0.32 | | | .02 | 12 | | | .03 | 12 | .03 | 12 |
| 0.55 | 0.55 | | | .03 | 12 | | | .03 | 12 | | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | |
| 0.93 | 0.93 | | INTRSECTN | R | | WOBURN ST | CT | SG | Y | 2 | 2 | | | | | | C | 60A | C | 10 | 70 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| | | | INTRSECTN | L | | HANNEGAN RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.98 | 0.98 | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | MP MARKER | R | | 1 | | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| 1.01 | 1.01 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| 1.48 | 1.48 | | END SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 56A | C | 10 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| 1.51 | 1.51 | | INTRSECTN | B | | IDELL DR | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.55 | 1.55 | | BEG SU LN | C | | TWO WAY TURN | 12A | | | 2 | 2 | | | | | | C | 44A | C | 22 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| 1.65 | 1.65 | | EXIT TO | R | | VINING ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.66 | 1.66 | | ENT FROM | R | | VINING ST | CT | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.67 | 1.67 | | END SU LN | R | | BICYCLE | 05A | | | 2 | 2 | | | | | | C | 49A | C | 17 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | * | |
| 1.70 | 1.70 | | END ST | I | | SUNSET DR | | | | 2 | 2 | | | | | | C | 61A | C | 5 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | \$ | |
| | | | END SU LN | C | | TWO WAY TURN | 12A | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.71 | 1.71 | | | | | | | | | 2 | 1 | | | | | | C | 61A | C | 5 | 66 | 1 | 02 | 0080 | U2 | | 35 | R | P | | |
| 1.74 | 1.74 | | END SU LN | L | | BICYCLE | 05A | | | 1 | 1 | | | | | | C | 29A | 5A | \$\$\$ | 29 | 1 | 02 | 0080 | U2 | | 35 | R | P | | |
| | | | INTRSECTN | R | | E MCLEOD RD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | TRICKLE CREEK BLVD | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 1.75 | 1.75 | | LEAVE CITY | | | BELLINGHAM | | | | 1 | 1 | | | | | | C | 29A | 5A | | 29 | 1 | 02 | \$\$\$\$ | U2 | | 35 | R | \$ | | |
| 1.77 | 1.77 | | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | | 35 | R | | | |
| 1.91 | 1.91 | | | | | | | | | 1 | 1 | | | | | | 5A | 24A | 5A | | 24 | 1 | 02 | | U2 | | 55 | R | | | |
| 1.99 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.10 | 2.10 | | INTRSECTN | L | | DEWEY RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | | INTRSECTN | L | | CHANCE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.51 | 2.51 | | | | | | | | | 1 | 1 | | | | | | 6A | 24A | 6A | | 24 | 1 | 02 | | U2 | | 55 | R | | | |
| 2.79 | 2.79 | | INTRSECTN | R | | BRITTON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 2.98 | 2.98 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 1 | 02 | | U2 | | 55 | R | | | |
| 2.99 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.17 | 3.17 | | | | | | | | | 1 | 1 | | | | | | 6A | 22A | 6A | | 22 | 1 | 02 | | R2 | | 55 | R | | | |
| 3.80 | 3.80 | | INTRSECTN | L | | NOON RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 3.85 | 3.85 | | WYE CONN | L | | VAN WYCK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 3.95 | 3.95 | | INTRSECTN | L | | VAN WYCK RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.80 | 4.80 | | INTRSECTN | L | | EVERSON GOSHEN 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 |
| 0.93 | 0.93 | | .05 | 24 | | | | | | |
| 1.51 | 1.51 | | .02 | 12 | | | | | | |
| 1.74 | 1.74 | | .03 | 12 | .03 | 16 | | | | |
| 2.79 | 2.79 | | | | | | | .02 | 12 | |
| 3.80 | 3.80 | | .04 | 12 | | | | | | |
| 4.80 | 4.80 | | .03 | 12 | | | | | .01 | 12 |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|------------------------|----|----|-------------|-----|-----|-------------|-----|---------------------------|---------|-----|-------|-----|-----|-----|-----|-----|------|------|----|-------|----|----|---|---|--|--|--|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | MEDIAN- | SHD | RDY | SHD | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | | |
| | | | | | | | | | | | | WD/S BR | W/S | W/S | W/S | | | | | | A SE | NBR | FC | D | IB | R | K | T | | | |
| 4.81 | 4.81 | | | | | | | 1 | 1 | | | | 6A | 22A | 6A | | | | | 22 | 1 | 02 | | R2 | | 55 | R | | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.81 | 5.81 | INTRSECTN | L | MISSION RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.07 | 6.07 | INTRSECTN | R | Y RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.42 | 6.42 | INTRSECTN | R | SQUALICUM LAKE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.50 | 6.50 | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | | | | 22 | 1 | 02 | | R2 | | 55 | R | | | | |
| 6.53 | 6.53 | BEG BRIDGE | B | ANDERSON CREEK | ST | | 1 | 1 | | | | | \$\$W | 30P | \$\$W | | | | | 30 | 1 | 02 | | R2 | | 55 | R | | | | |
| | | | | BRDG NUM 542/005 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.54 | 6.54 | END BRIDGE | B | ANDERSON CREEK | | | 1 | 1 | | | | | 4A | 22A | 4A | | | | | 22 | 1 | 02 | | R2 | | 55 | R | | | | |
| 6.58 | 6.58 | | | | | | 1 | 1 | | | | | 6A | 22A | 6A | | | | | 22 | 1 | 02 | | R2 | | 55 | R | | | | |
| 7.00 | 7.00 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.13 | 7.13 | INTRSECTN | B | SAND RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.48 | 7.48 | INTRSECTN | B | KELLY RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | 8.75 | ENT/EXIT | R | WHATCOM CO PARKS DEPT | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.80 | 8.80 | ENT/EXIT | R | WHATCOM CO PARKS DEPT | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.87 | 8.87 | ROUNDABOUT | B | SMITH RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROUNDABOUT | L | ALLISON RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.99 | 8.99 | MP MARKER | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.36 | 9.36 | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R2 | | 55 | R | | | | |
| 9.51 | 9.51 | | | | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R2 | | 40 | R | | | | |
| 9.55 | 9.55 | INTRSECTN | B | CEDARVILLE RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.66 | 9.66 | BEG BRIDGE | B | NOOKSACK RIVER | ST | | 1 | 1 | | | | | \$\$W | 43P | \$\$W | | | | | 43 | 1 | 02 | | R2 | | 40 | R | | | | |
| | | | | BRDG NUM 542/010 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.84 | 9.84 | END BRIDGE | B | NOOKSACK RIVER | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R2 | | 40 | R | | | | |
| 9.88 | 9.88 | MISC FEATR | R | SGN ENT NUGENTS CORNER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.93 | 9.93 | ENT/EXIT | R | PUBLIC FISHING | ST | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.94 | 9.94 | BEG BRIDGE | B | OVERFLOW CHANNEL #1 | ST | | 1 | 1 | | | | | \$\$W | 55P | \$\$W | | | | | 55 | 1 | 02 | | R2 | | 40 | R | | | | |
| | | | | BRDG NUM 542/011 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.95 | 9.95 | END BRIDGE | B | OVERFLOW CHANNEL #1 | | | 1 | 1 | | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R2 | | 40 | R | | | | |
| 9.98 | 9.98 | ROUNDABOUT | L | SR 9 | ST | YS | Y | 1 | 1 | | | | 8A | 24A | 8A | | | | | 24 | 1 | 02 | | R2 | | 40 | L | | | | |
| | | ROUNDABOUT | R | BUSINESS | PV | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.01 | 10.01 | MP MARKER | R | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 |
| 5.81 | 5.81 | .03 | 12 | | | | | | |
| 6.42 | 6.42 | | | .03 | 12 | | | | |
| 7.13 | 7.13 | .03 | 12 | .04 | 12 | | | | |
| 9.55 | 9.55 | .03 | 12 | .04 | 12 | .08 | 12 | | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | W/S | RDY | USE | TOT | MTCE | CITY | ST | SPEED | T | P |
| 13.67 | 13.67 | | INTRSECTN | R | | WATER ST | CO | Y | 1 | 1 | | | | 4A | 22A | 4A | 12 | 34 | 1 | 02 | | | R2 | 45 | L | | | |
| | | | INTRSECTN | R | | ALDER ST | CO | Y | | | | | | | | | | | | | | | | | | | | |
| 13.74 | 13.74 | | ENT/EXIT | L | | LIBRARY | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 13.77 | 13.77 | | END SU LN | C | | TWO WAY TURN | | | 1 | 1 | 12A | | | 10A | 22A | 10A | \$\$\$ | 22 | 1 | 02 | | | R2 | 45 | L | | | |
| | | | ENT/EXIT | R | | NOOKSACK RIVER CASINO | PV | Y | | | | | | | | | | | | | | | | | | | | |
| 13.96 | 13.96 | | INTRSECTN | R | | DEMING RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 13.97 | 13.97 | | MISC FEATR | L | | SGN ENT DEMING | | | | | | | | | | | | | | | | | | | | | | |
| 14.00 | 14.00 | | MP MARKER | R | | 14 | | | | | | | | | | | | | | | | | | | | | | |
| 14.07 | 14.07 | | INTRSECTN | L | | HOLLINGSWORTH RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 14.08 | 14.08 | | INTRSECTN | L | | MARSHALL HILL RD | CO | Y | 1 | 1 | | | | 6G | 22A | 6G | | 22 | 1 | 02 | | | R2 | 45 | R | | | |
| | | | INTRSECTN | R | | DEMING RD | CO | Y | | | | | | | | | | | | | | | | | | | | |
| 14.18 | 14.18 | | | | | | | | 1 | 1 | | | | 6G | 22A | 6G | | 22 | 1 | 02 | | | R2 | 55 | R | | | |
| 14.57 | 14.57 | | INTRSECTN | R | | SR 9 | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 14.58 | 14.58 | | WYE CONN | R | | SR 9 | ST | Y | | | | | | | | | | | | | | | | | | | | |
| 15.01 | 15.01 | | MP MARKER | R | | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 15.03 | 15.03 | | INTRSECTN | R | | TRUCK RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 15.33 | 15.33 | | BEG BRIDGE | B | | JIM CREEK CULVERT | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 542/020.25 | | | | | | | | | | | | | | | | | | | | | | |
| 15.34 | 15.34 | | END BRIDGE | B | | JIM CREEK CULVERT | | | | | | | | | | | | | | | | | | | | | | |
| 15.91 | 15.91 | | INTRSECTN | B | | MARSHALL HILL RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 16.01 | 16.01 | | MP MARKER | R | | 16 | | | | | | | | | | | | | | | | | | | | | | |
| 16.05 | 16.05 | | | | | | | | 1 | 1 | | | | 4A | 22A | 4A | | 22 | 1 | 02 | | | R2 | 55 | R | | | |
| 16.07 | 16.07 | | BEG BRIDGE | B | | NOOKSACK TRIBUTARY | ST | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 542/020.75 | | | | | | | | | | | | | | | | | | | | | | |
| 16.08 | 16.08 | | END BRIDGE | B | | NOOKSACK TRIBUTARY | | | | | | | | | | | | | | | | | | | | | | |
| 16.09 | 16.09 | | | | | | | | 1 | 1 | | | | 6G | 22A | 6G | | 22 | 1 | 02 | | | R2 | 55 | R | | | |
| 16.14 | 16.14 | | INTRSECTN | R | | MARSHALL HILL RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 16.85 | 16.85 | | INTRSECTN | R | | MOSQUITO LAKE RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 17.00 | 17.00 | | MP MARKER | R | | 17 | | | | | | | | | | | | | | | | | | | | | | |
| 17.24 | 17.24 | | INTRSECTN | R | | JAMES RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 17.26 | 17.26 | | | | | | | | 1 | 1 | | | | 10G | 22A | 10G | | 22 | 1 | 02 | | | R2 | 55 | R | | | |
| 17.39 | 17.39 | | INTRSECTN | R | | BELLS CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 17.40 | 17.40 | | WYE CONN | R | | BELLS CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | |
| 17.65 | 17.65 | | BEG BRIDGE | B | | BELLS CREEK | ST | | 1 | 1 | | | | \$\$C | 36A | \$\$C | | 36 | 1 | 02 | | | R2 | 55 | R | | | |
| | | | | | | BRDG NUM 542/021 | | | | | | | | | | | | | | | | | | | | | | |
| 17.67 | 17.67 | | END BRIDGE | B | | BELLS CREEK | | | 1 | 1 | | | | 10G | 22A | 10G | | 22 | 1 | 02 | | | R2 | 55 | R | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|-----|-----|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| SRMP | B | ARM | LGT | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | WD | LGT | WD | LGT | WD | LGT | WD | LGT |
| 13.77 | 13.77 | | | | .06 | 12 | .03 | 12 | | | |
| 14.57 | 14.57 | | | | | .03 | 12 | | .02 | 12 | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----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 | |
| 26.05 | 26.06 | | | | | | | | | | | | | 3A | 20A | 3A | | | 20 | 1 | 02 | | R3 | 40 | R | | |
| 26.18 | 26.19 | BEG BRIDGE | B | MAPLE CREEK | ST | | | | | | | | | \$\$C | 24A | \$\$C | | | 24 | 1 | 02 | | R3 | 40 | R | | |
| | | | | BRDG NUM 542/028 | | | | | | | | | | | | | | | | | | | | | | | |
| 26.19 | 26.20 | END BRIDGE | B | MAPLE CREEK | | | | | | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | R3 | 40 | R | | |
| 26.20 | 26.21 | | | | | | | | | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 26.99 | 27.00 | MP MARKER | R | 27 | | | | | | | | | | | | | | | | | | | | | | | |
| 27.99 | 28.00 | MP MARKER | R | 28 | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG BRIDGE | B | BRUCE CREEK CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 542/028.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.00 | 28.01 | END BRIDGE | B | BRUCE CREEK CULVERT | | | | | | | | | | | | | | | | | | | | | | | |
| 28.10 | 28.11 | | | | | | | | | | | | | 4A | 24A | 4A | | | 24 | 1 | 02 | | R3 | 50 | R | | |
| 28.21 | 28.22 | INTRSECTN | L | BOULDER CREEK RD | CO | N | | | | | | | | 6A | 24A | 6A | | | 24 | 1 | 02 | | R3 | 50 | R | | |
| 28.33 | 28.34 | BEG BRIDGE | B | BOULDER CREEK | ST | | | | | | | | | \$\$W | 32P | \$\$W | | | 32 | 1 | 02 | | R3 | 50 | R | | |
| | | | | BRDG NUM 542/029 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.36 | 28.37 | END BRIDGE | B | BOULDER CREEK | | | | | | | | | | 6A | 24A | 6A | | | 24 | 1 | 02 | | R3 | 50 | R | | |
| 28.43 | 28.44 | | | | | | | | | | | | | 4A | 24A | 6A | | | 24 | 1 | 02 | | R3 | 50 | R | | |
| 28.52 | 28.53 | | | | | | | | | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 28.73 | 28.74 | BEG BRIDGE | B | BAPTIST CREEK CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 542/029.25 | | | | | | | | | | | | | | | | | | | | | | | |
| 28.74 | 28.75 | END BRIDGE | B | BAPTIST CREEK CULVERT | | | | | | | | | | | | | | | | | | | | | | | |
| 29.00 | 29.01 | MP MARKER | R | 29 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.50 | 29.51 | MISC FEATR | R | MT BAKER SCENIC VIEWPNT | | | | | | | | | | | | | | | | | | | | | | | |
| 29.69 | 29.70 | | | | | | | | | | | | | 4A | 22A | 4A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 29.89B | 29.90 | BEG EQ | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | |
| 29.89 | 29.91 | EQUATION | | 029.90B=029.89 | | | | | | | | | | | | | | | | | | | | | | | |
| 29.92 | 29.94 | | | | | | | | | | | | | 3A | 22A | 3A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 30.00 | 30.02 | MP MARKER | R | 30 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.37 | 30.39 | ENT FROM | L | GLACIER SPRINGS DR | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 30.38 | 30.40 | EXIT TO | L | GLACIER SPRINGS DR | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 30.87 | 30.89 | BEG BRIDGE | B | N FK NOOKSACK RIVER | ST | | | | | | | | | \$\$C | 20A | \$\$C | | | 20 | 1 | 02 | | R3 | 50 | R | | |
| | | | | BRDG NUM 542/030 | | | | | | | | | | | | | | | | | | | | | | | |
| 30.92 | 30.94 | END BRIDGE | B | N FK NOOKSACK RIVER | | | | | | | | | | 2A | 22A | 2A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 30.94 | 30.96 | INTRSECTN | R | CORNELL CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 31.00 | 31.02 | MP MARKER | R | 31 | | | | | | | | | | | | | | | | | | | | | | | |
| 31.34 | 31.36 | INTRSECTN | R | CORNELL CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.00 | 32.02 | MP MARKER | R | 32 | | | | | | | | | | | | | | | | | | | | | | | |
| 32.49 | 32.51 | INTRSECTN | R | CORNELL CREEK RD | CO | N | | | | | | | | | | | | | | | | | | | | | |
| 32.51 | 32.53 | BEG BRIDGE | B | CORNELL CREEK | ST | | | | | | | | | \$\$C | 24P | \$\$C | | | 24 | 1 | 02 | | R3 | 50 | R | | |
| | | | | BRDG NUM 542/031 | | | | | | | | | | | | | | | | | | | | | | | |
| 32.53 | 32.55 | END BRIDGE | B | CORNELL CREEK | | | | | | | | | | 2A | 22A | 2A | | | 22 | 1 | 02 | | R3 | 50 | R | | |
| 32.91 | 32.93 | MISC FEATR | R | SGN ENT GLACIER | | | | | | | | | | | | | | | | | | | | | | | |
| 33.00 | 33.02 | MP MARKER | R | 33 | | | | | | | | | | | | | | | | | | | | | | | |
| 33.13 | 33.15 | | | | | | | | | | | | | 2A | 22A | 2A | | | 22 | 1 | 02 | | R3 | 40 | R | | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | | | -----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 | | | |
| 38.13 | | 38.15 | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 50 | | R | | | | |
| 38.38 | | 38.40 | INTRSECTN | L | | FS RD | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.65 | | 38.67 | BEG BRIDGE | B | | FOSSIL CREEK | ST | | | 1 | 1 | | | | | | \$S | C | 26A | \$S | C | | | | R3 | | 50 | | M | | | | |
| | | | | | | BRDG NUM 542/036 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.66 | | 38.68 | END BRIDGE | B | | FOSSIL CREEK | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 38.68 | | 38.70 | | | | | | | | 1 | 1 | | | | | | 3A | 24A | 3A | | 24 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 38.77 | | 38.79 | INTRSECTN | L | | E CHURCH MT RD (FS#3040) | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.92 | | 38.94 | | | | | | | | 1 | 1 | | | | | | 8A | 24A | 8A | | 24 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 38.95B | | 38.97 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.95 | | 38.98 | EQUATION | | | 038.96B=038.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.97 | | 39.00 | BEG BRIDGE | B | | CHAIN UP CREEK | ST | | | 1 | 1 | | | | | | \$S | W | 40P | \$S | W | | | | R3 | | 50 | | M | | | | |
| | | | | | | BRDG NUM 542/037 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.98 | | 39.01 | END BRIDGE | B | | CHAIN UP CREEK | | | | 1 | 1 | | | | | | 10A | 24A | 10A | | 24 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 39.07 | | 39.10 | MP MARKER | R | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.08 | | 39.11 | | | | | | | | 1 | 1 | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 39.91 | | 39.94 | MP MARKER | R | | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.99 | | 40.02 | INTRSECTN | R | | EXCELSIOR GROUP CG RD | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.68 | | 40.71 | INTRSECTN | R | | WELLS CREEK RD | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.00 | | 41.03 | MP MARKER | R | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.06 | | 41.09 | ENT FROM | L | | EXCELSIOR TRAIL PARKING | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.10 | | 41.13 | EXIT TO | L | | EXCELSIOR TRAIL PARKING | FS | | N | | | | | | | | | | | | | | | | | | | | | | | | |
| 41.46 | | 41.49 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 42.00 | | 42.03 | MP MARKER | R | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.31 | | 42.34 | | | | | | | | 1 | 1 | | | | | | 15A | 22A | 13A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 42.45 | | 42.48 | | | | | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 43.00 | | 43.03 | MP MARKER | R | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.20 | | 43.23 | BEG BRIDGE | B | | HALF BRIDGE | ST | | | 1 | 1 | | | | | | 3A | 25A | \$S | C | | | | | R3 | | 50 | | M | | | | |
| | | | | | | BRDG NUM 542/038 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.22 | | 43.25 | END BRIDGE | B | | HALF BRIDGE | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 43.23 | | 43.26 | BEG BRIDGE | B | | HALF BRIDGE | ST | | | 1 | 1 | | | | | | 5A | 27A | \$S | C | | | | | R3 | | 50 | | M | | | | |
| | | | | | | BRDG NUM 542/039 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43.26 | | 43.29 | END BRIDGE | B | | HALF BRIDGE | | | | 1 | 1 | | | | | | 3A | 22A | 3A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 44.00 | | 44.03 | MP MARKER | R | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.00 | | 45.03 | MP MARKER | R | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.00 | | 46.03 | MP MARKER | R | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46.20 | | 46.23 | INTRSECTN | L | | SHUKSAN MAINT SITE | ST | | N | 1 | 1 | | | | | | 3A | 22A | 20A | | 22 | 1 | 02 | | R3 | | 50 | | M | | | | |
| 46.28 | | 46.31 | INTRSECTN | L | | TWIN LAKES RD | FS | | 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 |
| 40.68 | | | | .02 | 11 | | | | |

SR 542 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------|-------|---|------|--------------------------------------|----|----|-----------------|-----|-----|--------------|-----|------|---------|---------------------------|-----|-------|--------|-----|----|----|------|----|-------|----|----|---|----|
| | | :DIRECTION TO INVENTORY | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | LEGAL | T | P | S | |
| | | | | | | | | | | | | | | | | | | | | | NBR | FC | D | IB | R | K | T |
| 50.85 | 50.88 | | | | | | | 1 | 1 | | | | | 2G | 22A | 2G | | | 22 | 1 | 02 | | R3 | | 35 | M | |
| 51.00 | 51.03 | MP MARKER | L | 51 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.09 | 51.12 | MISC FEATR | L | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 51.28 | 51.31 | BEG BRIDGE | B | RAZOR HONE CREEK BRDG NUM 542/044 | ST | | | 1 | 1 | | | | | \$\$W | 28A | \$\$W | | | 28 | 1 | 02 | | R3 | | 35 | M | |
| 51.29 | 51.32 | END BRIDGE | B | RAZOR HONE CREEK | | | | 1 | 1 | | | | | 2G | 22A | 2G | | | 22 | 1 | 02 | | R3 | | 35 | M | |
| 51.52 | 51.55 | INTRSECTN | L | FS RD 3920 | FS | | | | N | | | | | | | | | | | | | | | | | | |
| 51.55 | 51.58 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 51.80 | 51.83 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 51.96 | 51.99 | MP MARKER | R | 52 | | | | | | | | | | | | | | | | | | | | | | | |
| 51.98 | 52.01 | BEG SU LN | R | CHAIN UP 13A | | | | 1 | 1 | | | | | 2G | 22A | 2G | 13 | 35 | 1 | 02 | | R3 | | 35 | M | | |
| 52.06 | 52.09 | INTRSECTN | L | SALMON RIDGE RD-FS #3080 | FS | | | | N | | | | | | | | | | | | | | | | | | |
| 52.08 | 52.11 | END SU LN | R | CHAIN UP 13A | | | | 1 | 1 | | | | | 2G | 22A | 2G | \$\$\$ | 22 | 1 | 02 | | R3 | | 35 | M | | |
| 52.09 | 52.12 | BEG BRIDGE | B | RAZOR HONE CREEK BRDG NUM 542/045 | ST | | | 1 | 1 | | | | | \$\$W | 28A | \$\$W | | | 28 | 1 | 02 | | R3 | | 35 | M | |
| 52.10 | 52.13 | END BRIDGE | B | RAZOR HONE CREEK | | | | 1 | 1 | | | | | 2G | 22A | 2G | | | 22 | 1 | 02 | | R3 | | 35 | M | |
| 52.20 | 52.23 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 52.42 | 52.45 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 52.68 | 52.71 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 52.87 | 52.90 | MISC FEATR | R | VIEW AREA PARKING | | | | | | | | | | | | | | | | | | | | | | | |
| 53.00 | 53.03 | MP MARKER | R | 53 | | | | | | | | | | | | | | | | | | | | | | | |
| 53.02 | 53.05 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 53.29 | 53.32 | MISC FEATR | R | SLOW VEHICLE TURNOUT | | | | | | | | | | | | | | | | | | | | | | | |
| 53.65 | 53.68 | BEG BRIDGE | B | GALENA CREEK BRDG NUM 542/046 | ST | | | 1 | 1 | | | | | \$\$W | 28A | \$\$W | | | 28 | 1 | 02 | | R3 | | 35 | M | |
| 53.67 | 53.70 | END BRIDGE | B | GALENA CREEK | | | | 1 | 1 | | | | | 2G | 22A | 2G | | | 22 | 1 | 02 | | R3 | | 35 | M | |
| 53.91 | 53.94 | | | | | | | 1 | 1 | | | | | 6A | 22A | 4A | | | 22 | 1 | 02 | | R3 | | 35 | M | |
| 53.97 | 54.00 | MP MARKER | R | 54 | | | | 1 | 1 | | | | | 6A | 22A | 4A | | | 22 | 1 | 02 | | R3 | | 25 | M | |
| 53.99 | 54.02 | INTRSECTN | L | SR 542 COMTBAKR (COUPLT) | ST | | | N | \$ | 1 | | | | 13A | 16A | 6A | | | 16 | 1 | 02 | | R3 | | 25 | M | |
| | | MISC FEATR | D | COUplet - COMTBAKR | | | | | | | | | | | | | | | | | | | | | | | |
| 54.01 | 54.04 | WYE CONN | L | SR 542 COUplet | ST | | | | N | | | | | | | | | | | | | | | | | | |
| 54.09 | 54.12 | | | | | | | 1 | | | | | | 13A | 16A | 6A | | | 16 | 1 | 02 | | R3 | | 25 | M | L |
| 54.12 | 54.15 | | | | | | | 1 | | | | | | 13A | 16A | 2G | | | 16 | 1 | 02 | | R3 | | 25 | M | L |
| 54.15 | 54.18 | | | | | | | 1 | | | | | | 13A | 16A | 2G | | | 16 | 1 | 02 | | R3 | | 25 | M | \$ |
| 54.19 | 54.22 | | | | | | | 1 | | | | | | 7A | 14A | 2G | | | 14 | 1 | 02 | | R3 | | 25 | M | |
| 54.37 | 54.40 | | | | | | | 1 | | | | | | 17A | 16A | 10A | | | 16 | 1 | 02 | | R3 | | 25 | M | |
| 54.55 | 54.58 | INTRSECTN | R | MT BAKER LODGE RD | FS | | | | N | | | | | | | | | | | | | | | | | | |
| 54.58 | 54.61 | WYE CONN | L | SR 542 COUplet | ST | | | | N | | | | | | | | | | | | | | | | | | |
| 54.60 | 54.63 | INTRSECTN | L | SR 542 COMTBAKR (COUPLT) | ST | | | N | 1 | 1 | | | | 22A | 24A | 2G | | | 24 | 1 | 02 | | R3 | | 25 | M | |
| | | MISC FEATR | D | COUplet - COMTBAKR | | | | | | | | | | | | | | | | | | | | | | | |
| 54.68 | 54.71 | | | | | | | 1 | 1 | | | | | 2G | 24A | 2G | | | 24 | 1 | 02 | | R3 | | 25 | M | |
| 54.73 | 54.76 | ENT/EXIT | R | PARKING AREA | PK | | | | N | | | | | | | | | | | | | | | | | | |
| 54.79 | 54.82 | | | | | | | 1 | 1 | | | | | 2G | 22A | 5A | | | 22 | 1 | 02 | | R3 | | 25 | M | |

SR 543 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|----------------------|-----------------|-----|---|-------------|----|--------|---------|--------|---------------------------|--------|--------|-----|-----|--------|-----|-----|--------|------|------|-------|--------|--------|------|----|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | | C | 23P | | C | | | | | | 23 | 1 | 01 | 0100 | U1 | 40 | | L | P | | | | |
| | | | ENTER CITY | | | SR 5 TO CANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | BLAINE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | D | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 543/001 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | END BRIDGE | D | | SR 5 | | | | 1 | | 8A | 15A | 4A | | | | | | | 15 | 1 | 01 | 0100 | U1 | 40 | | L | P | | | | |
| 0.20 | 0.20 | | ON RAMP | R | | SR 5 | | | | ST | Y | 1 | 1 | \$\$\$ | \$\$\$ | \$\$\$ | | | | | 26 | 1 | 01 | 0100 | U1 | 40 | \$\$\$ | 40 | L | P | | | |
| 0.25 | 0.25 | | | | | | | | | 1 | 2 | | | | | | | | | | 39 | 1 | 01 | 0100 | U1 | | 40 | | L | P | | | |
| 0.29 | 0.29 | | INTRSECTN | B | | BOBLETT ST | | | | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | INTRSECTN | B | | H ST | | | | CT | SG | Y | 1 | 3 | | | | | | | 8A | 48P | 8A | | | 48 | 1 | 01 | 0100 | U1 | 40 | L | P |
| 0.56 | 0.56 | | | | | | | | | 2 | 3 | | | | | | | | | | 8A | 60P | 8A | | | 60 | 1 | 01 | 0100 | U1 | 40 | L | P |
| 0.59 | 0.59 | | OFF RAMP | RC | D | ST | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.61 | 0.61 | | BEG SU LN | R | | HOLDING | | 12A | | 2 | 2 | | | | | | | | | | 8A | 60P | \$\$\$ | 12 | 72 | 1 | 01 | 0100 | U1 | 40 | L | P | |
| 0.62 | 0.62 | | | | | | | | | 2 | 2 | | | | | | | | | | 8A | 48P | | 12 | 60 | 1 | 01 | 0100 | U1 | 40 | L | P | |
| 0.67 | 0.67 | | | | | | | | | 2 | 2 | 8A | 24P | 2A | 400 | | | | | | 12 | 60 | 1 | 01 | 0100 | U1 | | 25 | | L | P | | |
| 0.68 | 0.68 | | ON RAMP | LC | D | ST | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.74 | 0.74 | | MISC FEATR | RC | | GORE (S100068) | | | | 2 | 2 | 8A | 24P | \$\$\$ | 10A | JE | \$\$\$ | 24P | | | 12 | 60 | 1 | 01 | 0100 | U1 | | 25 | | L | P | | |
| | | | MISC FEATR | RC | | GORE (P100059) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.82 | 0.82 | | UXING | I | | D ST | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 543/010E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | UXING | D | | D ST | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 543/010W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.89 | 0.89 | | MISC FEATR | RC | | GORE (Q100109) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.92 | 0.92 | | MISC FEATR | LC | | GORE (R100099) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.96 | 0.96 | | END SU LN | R | | HOLDING | | 12A | | 2 | 2 | 8A | 24P | | 10A | JE | | 24P | 10A | \$\$\$ | 48 | 1 | 01 | 0100 | U1 | | 25 | | L | P | | | |
| | | | EXIT TO | R | | TRUCK ROUTE | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 0.99 | 0.99 | | OFF RAMP | LC | D | ST | | | | ST | Y | 1 | 2 | 8A | 24P | | 10A | JE | | 48 | 1 | 01 | 0100 | U1 | | 25 | | L | P | | | | |
| 1.02 | 1.02 | | | | | | | | | 1 | 2 | \$\$\$ | \$\$\$ | | \$\$\$ | \$\$\$ | \$\$\$ | 8A | 48A | 10A | | 48 | 1 | 01 | 0100 | U1 | | 25 | | L | P | | |
| 1.03 | 1.03 | | LEAVE CITY | | | BLAINE | | | | 1 | 2 | | | | | | | | | | 8A | 48A | 10A | | 48 | 1 | 01 | \$\$\$ | 48 | | L | P | |
| 1.09 | 1.09 | | ON RAMP | RC | D | ST | | | | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | BORDER STA | R | | INTERNATIONAL BDRY | | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | OWNER USC | | | | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 3735 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|-----|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B | ARM | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.29 | 0.29 | | | .03 | 12 | | | .04 | 12 | .03 | 12 |
| 0.52 | 0.52 | | | .04 | 12 | .03 | 12 | .04 | 12 | .15 | 12 |

SR 544 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | | | | | | 2P | 22P | 2P | | 22 | 1 | 02 | | U3 | | 50 | L | * | | |
| | | | BEG CTLSEC | | | SR 539 TO SR 9/NOOKSACK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 3740 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDABOUT | B | | SR 539 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.03 | | 0.03 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | U3 | | 50 | L | * | | |
| 0.98 | | 0.98 | INTRSECTN | R | | E 5TH PL | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | | 1.00 | MP MARKER | R | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.70 | | 1.70 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | U3 | | 35 | L | * | | |
| 1.76 | | 1.76 | INTRSECTN | R | | GOLF VIEW DR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.83 | | 1.83 | | | | | | | | | | | | | | | \$C | 34A | \$C | | 34 | 1 | 02 | | U3 | | 35 | L | * | | |
| 1.89 | | 1.89 | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.97 | | 1.97 | INTRSECTN | B | | HANNEGAN RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | | 2.00 | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.11 | | 2.11 | INTRSECTN | R | | RASPBERRY DR | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | U3 | | 35 | L | * | | |
| 2.22 | | 2.22 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 35 | L | * | | |
| 2.25 | | 2.25 | | | | | | | | | | | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 50 | L | * | | |
| 3.00 | | 3.00 | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.01 | | 4.01 | MP MARKER | R | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.02 | | 4.02 | INTRSECTN | B | | NOON RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.65 | | 4.65 | INTRSECTN | L | | MECKLEM RD | | | | | | | | | | | 4A | 22A | 2A | | 22 | 1 | 02 | | R3 | | 50 | L | * | | |
| 4.86 | | 4.86 | | | | | | | | | | | | | | | 4A | 22A | 6A | | 22 | 1 | 02 | | R3 | | 50 | L | * | | |
| 5.00 | | 5.00 | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.01 | | 5.01 | END ST | I | | POLE RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EVERSON GOSHEN RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | EVERSON GOSHEN RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.12 | | 5.12 | INTRSECTN | R | | PVT RD | | | | | | | | | | | 1A | 22A | 1A | | 22 | 1 | 02 | | R3 | | 50 | L | * | | |
| 5.20 | | 5.16 | EQUATION | | | 005.16 =005.20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.83 | | 5.79 | | | | | | | | | | | | | | | 5A | 22A | 5A | | 22 | 1 | 02 | | R3 | | 50 | L | * | | |
| 5.99 | | 5.95 | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | | 6.01 | INTRSECTN | L | | VAN DYK RD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.15 | | 6.08 | EQUATION | | | 006.12 =006.15 | | | | | | | | | | | 1A | 21A | 1A | | 21 | 1 | 02 | | R3 | | 50 | L | * | | |
| 6.51 | | 6.44 | | | | | | | | | | | | | | | 1A | 21A | 1A | | 21 | 1 | 02 | | R3 | | 40 | L | * | | |
| 6.56 | | 6.49 | INTRSECTN | R | | SABLE DR | | | | | | | | | | | 4A | 27A | \$C | | 27 | 1 | 02 | | R3 | | 40 | L | * | | |
| 6.58 | | 6.51 | ENTER CITY | | | EVERSON | | | | | | | | | | | 4A | 27A | C | | 27 | 1 | 02 | 0425 | R3 | | 40 | L | P | * | |
| 6.63 | | 6.56 | INTRSECTN | R | | DAHLQUIST LN | | | | | | | | | | | | | | | | | | | | | | | | | |

| INTERSECTION DETAIL | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|---------------------|--|------|--|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 1.97 | | 1.97 | | .04 | 12 | | | .06 | 12 | | |

SR 544 MAINLINE

STATE ROUTE - SRSR

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----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 | | | | | | | | | | | | | |
| 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 | 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 |
| 6.66 | 6.59 | | | | | | 1 | 1 | | | \$\$C | 30A | C | | | 30 | 1 | 02 | 0425 | R3 | 40 | L | P | * | |
| 6.72 | 6.65 | INTRSECTN | R | ASPEN DR | CT | Y | | | | | | | | | | | | | | | | | | | |
| 6.75 | 6.68 | | | | | | 1 | 1 | | | 3A | 27A | C | | | 27 | 1 | 02 | 0425 | R3 | 40 | L | P | * | |
| 6.80 | 6.73 | END ST | I | EVERSON GOSHEN RD | | | 1 | 1 | | | 1A | 24A | 1A | | | 24 | 1 | 02 | 0425 | R3 | 40 | L | P | * | |
| | | BEG ST | I | MEAD AVE | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | ROBINSON ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 6.83 | 6.76 | | | | | | 1 | 1 | | | 1A | 21A | 1A | | | 21 | 1 | 02 | 0425 | R3 | 40 | L | P | * | |
| 6.92 | 6.85 | INTRSECTN | R | STRANDELL ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 6.97 | 6.90 | INTRSECTN | R | ROEDER ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.00 | 6.93 | | | | | | 1 | 1 | | | 1A | 21A | 1A | | | 21 | 1 | 02 | 0425 | R3 | 35 | L | P | * | |
| 7.01 | 6.94 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | |
| 7.20 | 7.13 | END ST | I | MEAD AVE | | | 1 | 1 | | | 1A | 21A | 1A | | | 21 | 1 | 02 | 0425 | R3 | 35 | L | P | \$ | |
| | | INTRSECTN | L | MEAD AVE | CT | N | | | | | | | | | | | | | | | | | | | |
| 7.24 | 7.17 | BEG ST | I | KALE ST | | | 1 | 1 | | | 1A | 22A | 1A | | | 22 | 1 | 02 | 0425 | R3 | 35 | L | P | * | |
| | | INTRSECTN | L | KALE ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.31 | 7.24 | INTRSECTN | L | CHRISTOPHER LN | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.37 | 7.30 | | | | | | 1 | 1 | | | 4A | 22A | 4A | | | 22 | 1 | 02 | 0425 | R3 | 35 | L | P | * | |
| 7.46 | 7.39 | END ST | I | KALE ST | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | EVERSON RD | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | EVERSON RD | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.50 | 7.43 | | | | | | 1 | 1 | | | \$\$C | 26A | 6A | | | 26 | 1 | 02 | 0425 | R3 | 35 | L | P | * | |
| 7.52 | 7.45 | INTRSECTN | L | EVERSON RD (OLD ALIGN) | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.62 | 7.55 | BEG BRIDGE | B | NOOKSACK RIVER OVERFLOW | ST | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 544/009C | | | | | | | | | | | | | | | | | | | | | |
| 7.63 | 7.56 | END BRIDGE | B | NOOKSACK RIVER OVERFLOW | | | | | | | | | | | | | | | | | | | | | |
| 7.66 | 7.59 | BEG BRIDGE | B | NOOKSACK RIVER | ST | | 1 | 1 | | | C | 28P | \$\$W | | | 28 | 1 | 02 | 0425 | R3 | 35 | L | P | * | |
| | | | | BRDG NUM 544/010 | | | | | | | | | | | | | | | | | | | | | |
| 7.74 | 7.67 | | | | | | 1 | 1 | | | C | 28P | W | | | 28 | 1 | 02 | 0425 | R3 | 35 | L | B | * | |
| 7.75 | 7.68 | END BRIDGE | B | NOOKSACK RIVER | | | 1 | 1 | | | C | 26A | 6A | | | 26 | 1 | 02 | 0425 | R3 | 35 | L | B | * | |
| 7.80 | 7.73 | | | | | | 1 | 1 | | | C | 26A | 6A | | | 26 | 1 | 02 | 0425 | R3 | 25 | L | B | * | |
| 7.84 | 7.77 | INTRSECTN | R | LINCOLN ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.87 | 7.80 | WYE CONN | L | W MAIN ST | CT | Y | 1 | 1 | | | 6A | 35A | \$\$C | | | 35 | 1 | 02 | 0425 | R3 | 25 | L | B | * | |
| 7.88 | 7.81 | END ST | I | EVERSON RD | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | W MAIN ST | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | W MAIN ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 7.90 | 7.83 | WYE CONN | L | W MAIN ST | CT | Y | 1 | 1 | | | \$\$C | 45A | C | | | 45 | 1 | 02 | 0425 | R3 | 25 | L | B | * | |
| 7.92 | 7.85 | | | | | | 1 | 1 | | | C | 40A | C | | | 40 | 1 | 02 | 0425 | R3 | 25 | L | B | * | |
| 7.96 | 7.89 | INTRSECTN | R | S HARKNESS ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N HARKNESS ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 8.05 | 7.98 | INTRSECTN | R | S WASHINGTON ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | N WASHINGTON ST | CT | Y | | | | | | | | | | | | | | | | | | | |
| 8.10 | 8.03 | | | | | | 1 | 1 | | | C | 40A | C | | | 40 | 1 | 02 | 0425 | R3 | 25 | L | L | * | |
| 8.12 | 8.05 | INTRSECTN | R | KIRSCH DR | CT | Y | 1 | 1 | | | C | 30A | 3A | | | 30 | 1 | 02 | 0425 | R3 | 25 | L | L | * | |

SR 546 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | :DIRECTION TO INVENTORY | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | -----CLASSIFICATIONS---- | | | | | | | | | | | | | | | | | | | | |
|------|------|-------------------------|------------|---|----|----------------------|---------|-----|-------------|--------------|-----|-----|-----|--------------------------|------|-------|-------|------|-----|-------|-----|----|------|-----|----|----|----|---|---|---|--|--|--|--|
| | | : :LEFT/RIGHT INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | : : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | -BRIDGE | NBR | DECREAS/DIV | INCREAS/UNDI | SPC | TOT | | | | | LEGAL | T | P | S | | | | | | | | | | | | | | |
| | | | | | | | -UXING- | LNS | SHD | RDY | SHD | SHD | RDY | RDY | LNS | RDY | MTCE | CITY | ST | SPEED | R | K | T | | | | | | | | | | | |
| | | | | | | | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | 1 | 1 | | | | | 4A | 24A | 4A | | | | 24 | 1 | 02 | | | R1 | | 45 | L | | | | | | |
| | | | BEG CTLSEC | | | SR 539 TO SR 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | CONTROL SECTION 3742 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.11 | | | | | | | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 02 | | | R1 | | 45 | L | | | | | | |
| 0.48 | 0.48 | | BEG BRIDGE | B | | DOUBLE DITCH RD W | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 546/002.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.49 | 0.49 | | END BRIDGE | B | | DOUBLE DITCH RD W | | | | | | | | 4A | 22A | 4A | | | | 22 | 1 | 02 | | | U1 | | 45 | L | | | | | | |
| 0.50 | 0.50 | | INTRSECTN | B | | DOUBLE DITCH RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.51 | 0.51 | | BEG BRIDGE | B | | DOUBLE DITCH RD E | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 546/002.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.52 | 0.52 | | END BRIDGE | B | | DOUBLE DITCH RD E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 1.00 | | MP MARKER | B | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | BENSON RD | CO | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 1.01 | | BEG BRIDGE | B | | BENSON RD CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 546/003.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.02 | 1.02 | | END BRIDGE | B | | BENSON RD CULVERT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.50 | | ROUNDABOUT | B | | DEPOT RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.99 | 1.99 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.01 | 2.01 | | ROUNDABOUT | B | | BENDER RD | CO | YS | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.02 | 2.02 | | BEG BRIDGE | B | | BENDER RD CULVERT | ST | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 546/005.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.03 | 2.03 | | END BRIDGE | B | | BENDER RD CULVERT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.45 | 2.45 | | BEG BRIDGE | B | | FISHTRAP CREEK | ST | | 1 | 1 | | | | \$\$C | 32A | \$\$C | | | | 32 | 1 | 02 | | | U1 | | 45 | L | | | | | | |
| | | | | | | BRDG NUM 546/008 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.46 | 2.46 | | END BRIDGE | B | | FISHTRAP CREEK | | | 1 | 1 | | | | 4B | 22B | 4B | | | | 22 | 1 | 02 | | | U1 | | 45 | L | | | | | | |
| 2.53 | 2.53 | | INTRSECTN | R | | VINUP RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.99 | 2.99 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.02 | 3.02 | | ENTER CITY | | | LYNDEN | | | 1 | 1 | | | | 4B | 22B | 4B | | | | 22 | 1 | 02 | 0710 | U1 | | 45 | L | P | | | | | | |
| 3.04 | 3.04 | | INTRSECTN | B | | LINE RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.53 | 3.53 | | INTRSECTN | B | | NORTHWOOD RD | CT | | N | | | | | | | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 0.00 | 0.00 | | | .03 | 12 | | | | |
| 0.50 | 0.50 | | | .03 | 12 | | | | |
| 1.00 | 1.00 | | | .03 | 12 | | | | |
| 1.50 | 1.50 | | | .03 | 12 | | | | |
| 2.01 | 2.01 | | | .03 | 12 | | | | |
| 2.53 | 2.53 | | | .03 | 12 | | | | |
| 3.04 | 3.04 | | | .03 | 12 | | | | |
| 3.53 | 3.53 | | | .03 | 12 | | | | |

SR 546 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|------|-------|---|------|--------------------------|----|---------|---|-----|-------------|-----|-----|-------------|----|-------|---------------------------|-------|--------|-----|----|----|------|----------|-------|----|---|----|--|--|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | CITY | ST | SPEED | T | P | S | | |
| 3.68 | 3.68 | | | | | | | 1 | 1 | | | | | 4B | 22B | 4B | | | 22 | 1 | 02 | 0710 | U1 | 45 | L | P | | |
| 3.79 | 3.79 | LEAVE CITY | | LYNDEN | | | | 1 | 1 | | | | | 4B | 22B | 4B | | | 22 | 1 | 02 | \$\$\$\$ | R1 | 45 | L | P | | |
| 3.80 | 3.80 | | | | | | | 1 | 1 | | | | | 4B | 22B | 4B | | | 22 | 1 | 02 | | R1 | 45 | L | \$ | | |
| 3.96 | 3.96 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.23 | 4.23 | BEG BRIDGE | B | KAMM CREEK | ST | | | 1 | 1 | | | | | \$\$C | 33B | \$\$C | | | 33 | 1 | 02 | | R1 | 55 | L | | | |
| | | | | BRDG NUM 546/009.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.24 | 4.24 | END BRIDGE | B | KAMM CREEK | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R1 | 55 | L | | | |
| 5.00 | 5.00 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.66 | 5.66 | BEG BRIDGE | B | SQUAW CREEK | ST | | | 1 | 1 | | | | | \$\$C | 34B | \$\$C | | | 34 | 1 | 02 | | R1 | 55 | L | | | |
| | | | | BRDG NUM 546/011.55 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.67 | 5.67 | END BRIDGE | B | SQUAW CREEK | | | | 1 | 1 | | | | | 3B | 22B | 3B | | | 22 | 1 | 02 | | R1 | 55 | L | | | |
| 6.00 | 6.00 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.05 | 6.05 | INTRSECTN | B | TRAPLINE RD | CO | | N | | | | | | | | | | | | | | | | | | | | | |
| 6.41 | 6.41 | BEG BRIDGE | B | SQUAW CREEK #2 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 546/012.25 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.42 | 6.42 | END BRIDGE | B | SQUAW CREEK #2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.90 | 6.90 | BEG SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 3B | 22B | 3B | 12 | 34 | 1 | 02 | | R1 | 55 | L | | | | |
| 6.91 | 6.91 | BEG SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 3B | 22B | 3B | 24 | 46 | 1 | 02 | | R1 | 55 | L | | | | |
| | | RR XING | B | NUM 396886S GRADE | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.93 | 6.93 | END SU LN | R | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 3B | 22B | 3B | 12 | 34 | 1 | 02 | | R1 | 55 | L | | | | |
| 6.94 | 6.94 | END SU LN | L | WEAVING/SPEED CHANGE 12A | | | | 1 | 1 | | | | | 3B | 22B | 3B | \$\$\$ | 22 | 1 | 02 | | R1 | 55 | L | | | | |
| 7.00 | 7.00 | INTRSECTN | B | VAN BUREN RD | CO | | N | 1 | 1 | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R1 | 55 | L | | | | |
| 7.01 | 7.01 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.17 | 7.17 | BEG BRIDGE | B | JOHNSON CREEK | ST | | | 1 | 1 | | | | | \$\$C | 36B | \$\$C | | | 36 | 1 | 02 | | R1 | 55 | L | | | |
| | | | | BRDG NUM 546/014 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.18 | 7.18 | END BRIDGE | B | JOHNSON CREEK | | | | 1 | 1 | | | | | 2B | 22B | 2B | | 22 | 1 | 02 | | R1 | 55 | L | | | | |
| 7.93 | 7.93 | | | | | | | 1 | 1 | | | | | 2A | 22A | 2A | | 22 | 1 | 02 | | R1 | 55 | L | | | | |
| 8.00 | 8.00 | MP MARKER | R | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.02 | 8.02 | INTRSECTN | L | NOOKSACK RD | CO | RF | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | SR 9 | ST | RF | Y | | | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 3742 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 |
| 6.05 | 6.05 | | | .03 | 12 | | | .03 | 12 |
| 7.00 | 7.00 | | | .03 | 12 | | | .03 | 12 |

SR 547 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | :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 | -XROAD- | LNS | SHD | RDY | SHD | MEDIAN- | SHD | RDY | SHD | LNS | RDY | MTCE | CITY | ST | SPEED | T | P | S | |
| | | | | | OW TC L | D I | W/S | W/S | W/S | WD/S BR | W/S | W/S | W/S | WID | WID | A SE | NBR | FC | D | IB | R | K | T |
| 0.07 | 0.00 | BEG ROUTE | | MAIN ROUTE | | | | | | | | | | | | | | | | | | | |
| | | | | SR 542 TO SR 9/SUMAS | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 3745 | | | | | | | | | | | | | | | | | | | |
| | | ROUNDAABOUT | L | SR 542 | | | | | | | | | | | | | | | | | | | |
| 0.11 | 0.04 | | | | | | | | | | | | | | | | | | | | | | |
| 0.25 | 0.18 | ENT/EXIT | L | KENDALL ELEM SCHOOL | | | | | | | | | | | | | | | | | | | |
| 0.32 | 0.25 | INTRSECTN | L | WHEELER RD | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | EASON RD | | | | | | | | | | | | | | | | | | | |
| 0.84 | 0.77 | INTRSECTN | R | DARDU RD | | | | | | | | | | | | | | | | | | | |
| 1.01 | 0.94 | MP MARKER | R | 1 | | | | | | | | | | | | | | | | | | | |
| 1.04 | 0.97 | INTRSECTN | R | CHATEAU RD | | | | | | | | | | | | | | | | | | | |
| 1.28 | 1.21 | INTRSECTN | R | OREGON TRAIL RD | | | | | | | | | | | | | | | | | | | |
| 1.46 | 1.39 | BEG BRIDGE | B | KENDALL CREEK | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 547/001.25 | | | | | | | | | | | | | | | | | | | |
| 1.47 | 1.40 | END BRIDGE | B | KENDALL CREEK | | | | | | | | | | | | | | | | | | | |
| 1.50 | 1.43 | INTRSECTN | L | LARIAT PL | | | | | | | | | | | | | | | | | | | |
| 1.53 | 1.46 | INTRSECTN | R | OVERLAND TRAIL RD | | | | | | | | | | | | | | | | | | | |
| 1.62 | 1.55 | INTRSECTN | L | MOSEY CT | | | | | | | | | | | | | | | | | | | |
| 1.84 | 1.77 | INTRSECTN | B | PVT RD | | | | | | | | | | | | | | | | | | | |
| 2.01 | 1.94 | MP MARKER | R | 2 | | | | | | | | | | | | | | | | | | | |
| 2.42 | 2.35 | INTRSECTN | R | CIMARRON WAY | | | | | | | | | | | | | | | | | | | |
| 2.70 | 2.63 | INTRSECTN | R | SHAMROCK RD | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | L | PVT RD | | | | | | | | | | | | | | | | | | | |
| 3.01 | 2.94 | MP MARKER | R | 3 | | | | | | | | | | | | | | | | | | | |
| 3.05 | 2.98 | | | | | | | | | | | | | | | | | | | | | | |
| 3.24 | 3.17 | WYE CONN | R | LIMESTONE RD | | | | | | | | | | | | | | | | | | | |
| 3.26 | 3.19 | INTRSECTN | R | LIMESTONE RD | | | | | | | | | | | | | | | | | | | |
| 3.99 | 3.92 | INTRSECTN | B | SOUTHPASS RD | | | | | | | | | | | | | | | | | | | |
| 4.01 | 3.94 | MP MARKER | R | 4 | | | | | | | | | | | | | | | | | | | |
| 4.99 | 4.92 | WYE CONN | R | REESE HILL RD | | | | | | | | | | | | | | | | | | | |
| 5.01 | 4.94 | INTRSECTN | R | REESE HILL RD | | | | | | | | | | | | | | | | | | | |
| 5.02 | 4.95 | MP MARKER | R | 5 | | | | | | | | | | | | | | | | | | | |
| 5.42 | 5.35 | INTRSECTN | L | FROST RD | | | | | | | | | | | | | | | | | | | |
| 5.83 | 5.76 | | | | | | | | | | | | | | | | | | | | | | |
| 6.06 | 5.99 | MP MARKER | R | 6 | | | | | | | | | | | | | | | | | | | |
| 6.93 | 6.86 | | | | | | | | | | | | | | | | | | | | | | |
| 7.01 | 6.94 | MP MARKER | R | 7 | | | | | | | | | | | | | | | | | | | |

| 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 |
| 0.25 | 0.18 | .03 | 12 | | | | | | |
| 1.84 | 1.77 | .04 | 11 | .05 | 11 | | | | |

SR 548 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 0.00 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 1 | 1 | | | | | | C | 26P | C | | 26 | 1 | 01 | 0445 | U2 | 35 | L | P | * | | | |
| | | | ENTER CITY | | | SR 5 TO SR 5/BLAINE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | FERNDALE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 3750 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG BRIDGE | B | | GRANDVIEW RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 548/001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.05 | 0.05 | | END BRIDGE | B | | SR 5 | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | 0445 | U2 | 35 | L | P | * | | | |
| 0.09 | 0.09 | | OFF RAMP | L | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ON RAMP | R | | SR 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.29 | 0.29 | | INTRSECTN | B | | PORTAL WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.31 | 0.31 | | RR XING | B | | NUM 084841X GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.34 | 0.34 | | LEAVE CITY | | | FERNDALE | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | \$\$\$\$ | U2 | 35 | L | \$ | * | | | |
| 0.36 | 0.36 | | INTRSECTN | L | | NORTHGATE WAY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.50 | 0.50 | | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | U2 | 45 | L | | * | | | |
| 0.97 | 0.97 | | INTRSECTN | B | | VISTA DR | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | R3 | 50 | L | | * | | | |
| 1.00 | 1.00 | | MP MARKER | L | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.20 | 1.20 | | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | R3 | 50 | R | | * | | | |
| 1.93 | 1.93 | | INTRSECTN | B | | OLSEN RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.00 | 2.00 | | MP MARKER | R | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.44 | 2.44 | | INTRSECTN | R | | ELK RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.95 | 2.95 | | INTRSECTN | R | | VALLEY VIEW RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.00 | 3.00 | | MP MARKER | R | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.45 | 3.45 | | INTRSECTN | L | | NORTH STAR RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.00 | 4.00 | | MP MARKER | R | | 4 | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | R3 | 50 | L | | * | | | |
| 4.68 | 4.68 | | BEG BRIDGE | B | | TERRELL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 548/003C | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.69 | 4.69 | | END BRIDGE | B | | TERRELL CREEK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.93 | 4.93 | | INTRSECTN | B | | KICKERVILLE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.00 | 5.00 | | MP MARKER | R | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.16 | 5.16 | | RR XING | B | | NUM 096133H GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.80 | 5.80 | | | | | | | | | | | | | | | | 8A | 22A | 8A | | 22 | 1 | 01 | | R3 | 45 | L | | * | | | |
| 5.93 | 5.93 | | END ST | I | | GRANDVIEW RD | | | | | | | | | | | 1G | 20B | 1G | | 20 | 1 | 01 | | R3 | 45 | L | | * | | | |
| | | | BEG ST | I | | BLAINE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | BP REFINERY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | ROUNDAABOUT | L | | GRANDVIEW RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 6.00 | | 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 |
| 5.93 | 5.93 | | | | | .03 | 12 | .07 | 12 |

SR 548 MAINLINE

STATE ROUTE - SRSH

COUNTY WHATCOM

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | |
|-------|-------|-----|-----------|---|----|-------------------|---------|-----|-----|-------------|-----|-----|--------------|-----|-----|-----|---------------------------|------|------|----|-------|------|----|----|----|---|----|---|
| SRMP | B | ARM | FEATURE | :DIRECTION TO INVENTORY | | | -BRIDGE | | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | MTCE | CITY | ST | LEGAL | | T | P | S | | | |
| | | | | D | LR | DESCRIPTION | -UXING- | NBR | LFT | RHT | LFT | RHT | USE | TOT | LNS | RDY | SE | | | | NBR | FC | | | | D | IB | R |
| 11.78 | 11.78 | | RR XING | B | | NUM 084853S GRADE | | | | | | | 4G | 22A | 4G | | | 22 | 1 | 01 | 0100 | U3 | | 35 | L | B | * | |
| 11.80 | 11.80 | | END ST | I | | BELL RD | | | | | | | 6A | 21A | 6A | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | B | * | |
| | | | BEG ST | I | | PEACE PORTAL DR | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | PEACE PORTAL DR | CT | SS | Y | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | BELL RD | CT | SS | Y | | | | | | | | | | | | | | | | | | | |
| 11.85 | 11.85 | | | | | | | | | | | | 5A | 21A | 6A | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | B | * | |
| 12.14 | 12.14 | | INTRSECTN | B | | HUGHES AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.39 | 12.39 | | | | | | | | | | | | 5A | 21A | 6A | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.40 | 12.40 | | INTRSECTN | R | | BAYVIEW AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.54 | 12.54 | | | | | | | | | | | | 1G | 21A | 6A | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.57 | 12.57 | | INTRSECTN | R | | MADISON AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.66 | 12.66 | | INTRSECTN | R | | MITCHELL AVE | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.74 | 12.74 | | INTRSECTN | R | | GARFIELD AVE | CT | | Y | 1 | 1 | | 1G | 21A | 14G | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.80 | 12.80 | | | | | | | | | | | | 4G | 21A | 14G | | | 21 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.82 | 12.82 | | INTRSECTN | R | | BLAINE AVE | CT | | Y | 1 | 1 | | 4G | 22A | 14G | | | 22 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.83 | 12.83 | | INTRSECTN | R | | GEORGIA ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 12.85 | 12.85 | | | | | | | | | | | | 6A | 22A | 4A | | | 22 | 1 | 01 | 0100 | U3 | | 35 | L | R | * | |
| 12.89 | 12.89 | | INTRSECTN | R | | HARRISON AVE | CT | | Y | 1 | 1 | | 6A | 22A | 4A | | | 22 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 12.95 | 12.95 | | | | | | | | | | | | 7A | 22A | 4A | | | 22 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 12.98 | 12.98 | | INTRSECTN | R | | 4TH ST | CT | | Y | 1 | 1 | | 7A | 22A | 15A | | | 22 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 12.99 | 12.99 | | | | | | | | | | | | 7A | 21A | 15A | | | 21 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 13.01 | 13.01 | | | | | | | | | | | | 4A | 21A | 15A | | | 21 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 13.05 | 13.05 | | MP MARKER | R | | 13 | | | | | | | 4A | 21A | 8A | | | 21 | 1 | 01 | 0100 | U3 | | 25 | L | R | * | |
| 13.08 | 13.08 | | INTRSECTN | R | | 3RD ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.10 | 13.10 | | INTRSECTN | R | | ALDER ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.19 | 13.19 | | INTRSECTN | R | | CEDAR ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.26 | 13.26 | | BEG SU LN | R | | BICYCLE | | | | 06A | | | | | | | | 6 | 54 | 1 | 01 | 0100 | U3 | | 25 | L | B | * |
| | | | INTRSECTN | R | | CHERRY ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.33 | 13.33 | | BEG SU LN | L | | BICYCLE | | | | 06A | | | | | | | | | | | | | | | | | | |
| 13.34 | 13.34 | | INTRSECTN | R | | BOLETT ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.44 | 13.44 | | INTRSECTN | R | | CLARK ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.51 | 13.51 | | INTRSECTN | R | | MARTIN ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.57 | 13.57 | | END SU LN | R | | BICYCLE | | | | 06A | | | | | | | | | | | | | | | | | | |
| | | | END SU LN | L | | BICYCLE | | | | 06A | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | H ST | CT | SS | Y | | | | | | | | | | | | | | | | | | | |
| 13.64 | 13.64 | | INTRSECTN | R | | G ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 13.71 | 13.71 | | INTRSECTN | B | | F ST | CT | | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | | | | | |
|----------------------|-------|-----|--|------------------------------|--------|-------|-------|--------|--------|--------|--------|
| SRMP | B | ARM | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 11.80 | 11.80 | | | | | | | .05 | 11 | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------------|----|----|-------------|----|---|---------|-----|-----|------|---------------------------|------|-----|-----|-----|-----|------|------|-----|-------|----|------|------|------|----|----|----|---|----|---|---|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT RHT | | | LFT RHT | | | USE TOT | | | | | | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | | | | | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | RDY | MTCE | CITY | ST | SPEED | T | P | S | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A | SE | NBR | FC | D | IB | R | K | T | | | | | | |
| 5.93 | 0.00 | | BEG ROUTE | | | MAIN ROUTE | | | | 2 | 2 | | | | | | | | | | C | 72A | C | | 72 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| | | | ENTER CITY | | | SR 5 TO SR 90/ISSAQUAH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | TUKWILA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | EMPIRE WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | S BOEING ACCESS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S RYAN WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.95 | 0.02 | | WYE CONN | R | | S BOEING ACCESS RD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.96 | 0.03 | | WYE CONN | R | | SR 5 NB ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.98 | 0.05 | | MP MARKER | R | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.00 | 0.07 | | | | | | | | | 2 | 2 | 8A | 20A | | 10A | CU | \$ | 24A | 8A | | | | | | 44 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.06 | 0.13 | | | | | | | | | 2 | 2 | 8A | 20A | 4A | 50S | DE | 4A | 24A | 8A | | | | | | 44 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.08 | 0.15 | | | | | | | | | 2 | 2 | 8A | 24A | 4A | 50S | DE | 4A | 24A | 8A | | | | | | 48 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.12 | 0.19 | | BEG BRIDGE | I | | SR 5 | | | | 2 | 2 | 10A | 24A | 4A | 50S | DE | \$W | 31A | \$W | | | | | | 55 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| | | | | | | BRDG NUM 900/012W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.21 | 0.28 | | END BRIDGE | I | | SR 5 | | | | 2 | 2 | 10A | 24A | 4A | 1600 | \$ | 3A | 24A | 8A | | | | | | 48 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.24 | 0.31 | | ON RAMP | LC | | SR 5 NBCD LANE | | | | ST | Y | 1 | 2 | 10A | 12A | 4A | 1600 | | | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.29 | 0.36 | | MISC FEATR | LC | | GORE (SR 5 P115763) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.31 | 0.38 | | | | | | | | | 1 | 2 | 10A | 12A | \$ | \$ | \$ | 1600 | | | | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | |
| 6.40 | 0.47 | | MISC FEATR | RC | | GORE (SR 5 R115767) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.43 | 0.50 | | | | | | | | | 1 | 2 | 10A | 12A | | 1600 | GR | 3A | 24A | 8A | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.45 | 0.52 | | ON RAMP | RC | | SR 5 SB | | | | ST | Y | 1 | 3 | 10A | 12A | | 1600 | GR | 3A | 36A | 8A | | | 48 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | | |
| 6.50 | 0.57 | | OFF RAMP | R | | SR 5 SB | | | | ST | Y | 1 | 2 | 10A | 12A | | 1600 | GR | 3A | 24A | 8A | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | | |
| 6.57 | 0.64 | | MISC FEATR | R | | GORE (SR 5 S115683) | | | | | | | | | | | | | | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.58 | 0.65 | | BEG BRIDGE | I | | SR 5 | | | | ST | | 1 | 2 | 10A | 12A | 4A | 1600 | | | | | | | | 43 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| | | | | | | BRDG NUM 900/013W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.59 | 0.66 | | MISC FEATR | LC | | GORE (SR 5 Q115746) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.66 | 0.73 | | END BRIDGE | I | | SR 5 | | | | 1 | 2 | 10A | 12A | 4A | 500 | BE | 4A | 24A | 8A | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.68 | 0.75 | | | | | | | | | 1 | 2 | 10A | 12A | 4A | 500 | \$ | 4A | 24A | 8A | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.71 | 0.78 | | MISC FEATR | RC | | GORE (SR 5 Q115746) | | | | 1 | 2 | 10A | 12A | \$ | \$ | \$ | 8A | UP | \$ | \$ | \$ | 24A | 8A | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | |
| 6.77 | 0.84 | | | | | | | | | 1 | 2 | 10A | 12A | | | | 8A | UP | | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.80 | 0.87 | | | | | | | | | 1 | 2 | 10A | 12A | | | | 4A | UP | | | | | | | 36 | 5 | 02 | 1320 | U1 | | 50 | R | * | | | |
| 6.83 | 0.90 | | LEAVE CITY | | | TUKWILA | | | | 1 | 2 | 10A | 12A | | | | 4A | UP | | | | | | | 36 | 5 | 02 | 1140 | U1 | | 50 | R | * | | | |
| | | | ENTER CITY | | | SEATTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.85 | 0.92 | | OFF RAMP | LC | | SR 5 NBCD LANE | | | | ST | Y | 2 | 2 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | 50 | 5 | 02 | 1140 | U1 | | 50 | R | * | | |
| 6.91 | 0.98 | | | | | | | | | | | 2 | 2 | | | | | | | | | | | | 44 | 5 | 02 | 1140 | U1 | | 50 | R | * | | | |
| 6.98 | 1.05 | | LEAVE CITY | | | SEATTLE | | | | 2 | 2 | | | | | | | | | | | | | | 44 | 5 | 02 | \$ | \$ | \$ | \$ | U1 | | 50 | R | * |

INTERSECTION DETAIL

| | | | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|------|------|--|--|----------------------|--------|--------|--------|------------------------------|--------|--------|--------|
| | | | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| | | | | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD | LGT WD |
| 5.93 | 0.00 | | | | | .06 | 11 | | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | -----CLASSIFICATIONS----- | | | | | | | | | | | | | |
|-------------------------|------|-----|------------|---|----|------------------|-----|-----------------|--------------|-----------------|---|---------|--------|-----|----------|------|--------|---------------------------|-------|--------|-----|------|------|------|-------|----|----|---|---|---|--|
| :DIRECTION TO INVENTORY | | | | -BRIDGE | | DECREAS/DIV | | | INCREAS/UNDI | | | SPC | | | | | | | | | | | | | | | | | | | |
| : :LEFT/RIGHT INDICATOR | | | | -UXING- | | LFT RHT | | LFT RHT | | LFT RHT | | USE TOT | | | | | | | | | | | | | | | | | | | |
| : : | | | | -XROAD- | | LNS SHD RDY SHD | | LNS SHD RDY SHD | | LNS SHD RDY SHD | | LNS RDY | | | | | | | | | | | | | | | | | | | |
| SRMP | B | ARM | FEATURE | D | LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | MTCE | CITY | ST | SPEED | T | P | S | | | |
| 7.00 | 1.07 | | MP MARKER | R | | 7 | | | | 2 | 2 | | | | | | 8A | 44P | 8A | | 44 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.51 | 1.58 | | INTRSECTN | L | | 57TH AVE S | CO | | Y | 2 | 2 | | | | | | \$\$C | 48P | 8A | | 48 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.65 | 1.72 | | INTRSECTN | B | | 60TH AVE S | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.69 | 1.76 | | | | | | | | | 2 | 2 | | | | | | C | 52P | \$\$C | | 52 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.71 | 1.78 | | WYE CONN | R | | S 129TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.72 | 1.79 | | END ST | I | | EMPIRE WAY | | | | 2 | 2 | | | | | | C | 66P | C | | 66 | 5 | 02 | U1 | | 50 | R | * | | | |
| | | | BEG ST | I | | SUNSET BLVD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | S 129TH ST | CO | SG | Y | | | | | | | | | | | | | | | | | | | | | | |
| 7.74 | 1.81 | | WYE CONN | L | | S 129TH ST | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | R | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.76 | 1.83 | | | | | | | | | 2 | 2 | | | | | | C | 62P | 6A | | 62 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.77 | 1.84 | | BEG SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | | | | | | C | 48P | 6A | 13 | 61 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.80 | 1.87 | | ENT/EXIT | L | | MOBILE HOME PARK | PV | | Y | 2 | 2 | | | | | | 6A | 46P | 6A | 13 | 59 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.83 | 1.90 | | END SU LN | C | | TWO WAY TURN | 13P | | | 2 | 2 | | | | | | 6A | 46P | 6A | \$\$\$ | 46 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.87 | 1.94 | | | | | | | | | 2 | 2 | 8A | 20P | C | 4A | CU | \$\$\$ | 20P | 8A | | 40 | 5 | 02 | U1 | | 50 | R | * | | | |
| 7.98 | 2.05 | | INTRSECTN | L | | 64TH AVE S | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.00 | 2.07 | | MP MARKER | R | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.08 | 2.15 | | INTRSECTN | L | | S 133RD ST | CO | | N | | | | | | | | | | | | | | | | | | | | | | |
| 8.18 | 2.25 | | | | | | | | | 2 | 2 | 8A | 20P | \$ | 8P | UP | | 20P | 8A | | 40 | 5 | 02 | U1 | | 50 | R | * | | | |
| 8.19 | 2.26 | | MISC FEATR | L | | BUS PULLOUT | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.27 | 2.34 | | INTRSECTN | R | | 68TH AVE S | CO | SG | Y | 2 | 2 | \$\$\$ | \$\$\$ | | \$\$\$\$ | \$\$ | 8A | 60P | \$\$C | | 60 | 5 | 02 | U1 | | 50 | R | * | | | |
| 8.34 | 2.41 | | BEG SU LN | C | | TWO WAY TURN | 12P | | | 2 | 2 | | | | | | 8A | 48P | C | 12 | 60 | 5 | 02 | U1 | | 50 | R | * | | | |
| 8.42 | 2.49 | | INTRSECTN | R | | PVT RD | CO | | Y | | | | | | | | | | | | | | | | | | | | | | |
| 8.45 | 2.52 | | | | | | | | | 2 | 2 | | | | | | 8A | 48P | C | 12 | 60 | 4 | 03 | U1 | | 50 | R | * | | | |
| 8.46 | 2.53 | | INTRSECTN | L | | S 135TH ST | CO | | Y | 2 | 2 | | | | | | 8A | 48P | 8A | 12 | 60 | 4 | 03 | U1 | | 50 | R | * | | | |
| | | | MISC FEATR | R | | SGN ENT RENTON | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.48 | 2.55 | | ENTER CITY | | | RENTON | | | | 2 | 2 | | | | | | 8A | 48P | 8A | 12 | 60 | 4 | 03 | 1070 | U1 | | 50 | R | B | * | |
| 8.49 | 2.56 | | END SU LN | C | | TWO WAY TURN | 12P | | | 2 | 2 | | | | | | 8A | 60P | 8A | \$\$\$ | 60 | 4 | 03 | 1070 | U1 | | 50 | R | B | * | |
| 8.53 | 2.60 | | | | | | | | | 2 | 2 | | | | | | 8A | 44P | 8A | | 44 | 4 | 03 | 1070 | U1 | | 50 | R | B | * | |
| 9.00 | 3.07 | | MP MARKER | R | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.02 | 3.09 | | INTRSECTN | L | | 80TH AVE S | CT | | N | | | | | | | | | | | | | | | | | | | | | | |
| 9.07 | 3.14 | | | | | | | | | 2 | 2 | | | | | | 8A | 44P | 8A | | 44 | 4 | 03 | 1070 | U1 | | 35 | R | R | * | |
| 9.08 | 3.15 | | INTRSECTN | L | | OAKSDALE AVE | CT | | Y | 2 | 2 | | | | | | 7A | 44P | 7A | | 44 | 4 | 03 | 1070 | U1 | | 35 | R | 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 |
| 7.72 | 1.79 | | | .05 | 12 | | | | | | |
| 8.08 | 2.15 | | | .02 | 10 | | | | | | |
| 8.27 | 2.34 | | | | | .06 | 12 | .04 | 12 | | |
| 8.42 | 2.49 | | | | | .08 | 12 | | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 | | | | | | | | | | | | |
| | | : : | | -XROAD- | | | SHD RDY SHD | | | SHD RDY SHD | | | LNS | | RDY | | MTCE | | CITY | | ST | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | T | P | S |
| 9.09 | 3.16 | | | | | | | 2 | 2 | | | | | 7A | 44P | 7A | | 44 | 4 | 03 | 1070 | U1 | | 35 | R | R | * |
| 9.23 | 3.30 | | | | | | | 2 | 2 | | | | | \$\$C | 57P | 8A | | 57 | 4 | 03 | 1070 | U1 | | 35 | R | R | * |
| 9.27 | 3.34 | ENT/EXIT | R | CONDOMINIUMS | PV | | Y | 2 | 2 | | | | | C | 58P | \$\$C | | 58 | 4 | 03 | 1070 | U1 | | 35 | R | R | * |
| 9.36 | 3.43 | | | | | | | 2 | 2 | | | | | C | 58P | C | | 58 | 4 | 03 | 1070 | U1 | | 35 | R | B | * |
| 9.37 | 3.44 | | | | | | | 2 | 2 | | | | | 6A | 45P | 6A | | 45 | 4 | 03 | 1070 | U1 | | 35 | R | B | * |
| 9.38 | 3.45 | WYE CONN | L | SW 4TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.39 | 3.46 | INTRSECTN | L | SW 4TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.40 | 3.47 | WYE CONN | L | SW 4TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.41 | 3.48 | INTRSECTN | L | EARLINGTON AVE SW | CT | | N | | | | | | | | | | | | | | | | | | | | |
| 9.44 | 3.51 | INTRSECTN | R | SW 4TH PL | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.53 | 3.60 | INTRSECTN | B | STEVENS AVE SW | CT | SG | Y | 2 | 2 | | | | | \$\$C | 58P | \$\$C | | 58 | 4 | 03 | 1070 | U1 | | 35 | R | B | * |
| 9.55 | 3.62 | MISC FEATR | R | BUS PULLOUT | | | | 2 | 2 | | | | | C | 47P | C | | 47 | 4 | 03 | 1070 | U1 | | 35 | R | L | * |
| 9.58 | 3.65 | BEG SU LN | C | TWO WAY TURN | | 12P | | 2 | 2 | | | | | C | 47P | C | 12 | 59 | 4 | 03 | 1070 | U1 | | 35 | R | L | * |
| 9.61 | 3.68 | | | | | | | 2 | 2 | | | | | C | 47P | C | 12 | 59 | 4 | 03 | 1070 | U1 | | 35 | R | R | * |
| 9.71 | 3.78 | BEG SU LN | R | WEAVING/SPEED CHANGE | | 12P | | 2 | 2 | | | | | C | 44P | C | 24 | 68 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| | | INTRSECTN | R | MAPLE AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.74 | 3.81 | END SU LN | C | TWO WAY TURN | | 12P | | 2 | 3 | | | | | C | 69P | C | 12 | 81 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| 9.77 | 3.84 | WYE CONN | R | HARDIE AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.80 | 3.87 | END SU LN | R | WEAVING/SPEED CHANGE | | 12P | | 2 | 3 | | | | | C | 69P | C | \$\$\$ | 69 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| | | INTRSECTN | B | HARDIE AVE SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.81 | 3.88 | WYE CONN | L | HARDIE AVE SW | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.82 | 3.89 | WYE CONN | R | HARDIE AVE SW | CT | | Y | 3 | 2 | | | | | C | 81P | C | | 81 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| 9.84 | 3.91 | | | | | | | 2 | 2 | | | | | C | 69P | C | | 69 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| 9.87 | 3.94 | WYE CONN | L | SR 167 | ST | | Y | 2 | 2 | | | | | C | 57A | C | | 57 | 4 | 03 | 1070 | U1 | | 35 | R | P | * |
| 9.88 | 3.95 | WYE CONN | R | SR 167 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 9.90 | 3.97 | END ST | I | SUNSET BLVD | | | | \$ | 2 | | | | | C | 44A | C | | 44 | 4 | 03 | 1070 | U1 | | 25 | R | B | * |
| | | BEG ST | I | S THIRD ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | SR 167 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 9.93 | 4.00 | WYE CONN | R | SR 167 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.08 | 4.15 | INTRSECTN | B | SHATTUCK AVE S | CT | SG | Y | 2 | | | | | | C | 44A | C | | 44 | 4 | 03 | 1070 | U1 | | 25 | L | B | * |
| 10.14 | 4.21 | INTRSECTN | B | WHITWORTH AVE S | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.20 | 4.27 | INTRSECTN | B | MORRIS AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.27 | 4.34 | INTRSECTN | R | SMITHERS AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.29 | 4.36 | INTRSECTN | L | LOGAN AVE S | CT | SG | Y | 2 | | | | | | C | 44A | C | | 44 | 4 | 03 | 1070 | U1 | | 25 | 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 |
| 9.27 | 3.34 | | | .02 | 12 | | | .02 | 12 |
| 9.53 | 3.60 | .03 | 12 | | .03 | 12 | | | |
| 9.80 | 3.87 | .03 | 10 | | .04 | 10 | | .03 | 12 |
| 9.90 | 3.97 | .03 | 11 | | .04 | 12 | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | W/S | W/S | W/S | W/S | RDY | RDY | RDY | MTCE | CITY | ST | LEGAL | T | P | S |
| | | | | : :LEFT/RIGHT INDICATOR | | | -XROAD- | | | MEDIAN- | | | SHD RDY SHD | | | LNS | | | | | | | | | | | | | |
| | | | | : : | | | LNS | | | WD/S BR | | | W/S W/S W/S | | | WID | | | | | | | | | | | | | |
| 10.33 | | 4.40 | INTRSECTN | B | | BURNETT AVE S | CT | SG | Y | 2 | | | | | | | C | 44A | C | 44 | 4 | 03 | 1070 | U1 | 25 | L | L | * | |
| 10.35 | | 4.42 | | | | | | | | 2 | | | | | | | C | 44A | C | 44 | 4 | 03 | 1070 | U1 | 25 | L | B | * | |
| 10.40 | | 4.47 | INTRSECTN | B | | WILLIAMS AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.44 | | 4.51 | INTRSECTN | B | | WELLS AVE S | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.49 | | 4.56 | INTRSECTN | B | | SR 515-MAIN AVE S | ST | SG | Y | 2 | | | | | | | C | 36P | C | 36 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.51 | | 4.58 | END ST | I | | S THIRD ST | | | | 3 | | | | | | | C | 36P | C | 36 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| | | | BEG ST | I | | HOUSER WAY | | | | | | | | | | | | | | | | | | | | | | | |
| | | | WYE CONN | R | | SR 515 | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.53 | | 4.60 | | | | | | | | 3 | | | | | | | C | 36A | C | 36 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.56 | | 4.63 | END ST | I | | HOUSER WAY | | | | 1 | 2 | | | | | | C | 34A | C | 34 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| | | | BEG ST | I | | MILL AVE SW | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MILL AVE SW | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | HOUSER WAY | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.64 | | 4.71 | INTRSECTN | B | | 2ND ST | CT | RF | Y | | | | | | | | | | | | | | | | | | | | |
| 10.71 | | 4.78 | END ST | I | | MILL AVE SW | | | | 3 | 2 | | | | | | C | 56A | C | 56 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| | | | BEG ST | I | | BRONSON WAY S | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 900 CO2NDST (COUPLT) | ST | | Y | | | | | | | | | | | | | | | | | | | | |
| | | | MISC FEATR | D | | COUPLT - CO2NDST | | | | | | | | | | | | | | | | | | | | | | | |
| 10.72 | | 4.79 | BEG BRIDGE | B | | CEDAR RIVER | ST | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 900/020 | | | | | | | | | | | | | | | | | | | | | | | |
| 10.75 | | 4.82 | END BRIDGE | B | | CEDAR RIVER | | | | 3 | 1 | | | | | | C | 60A | C | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.76 | | 4.83 | INTRSECTN | L | | N 1ST ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | PARK AVE N | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 10.77 | | 4.84 | | | | | | | | 3 | 2 | | | | | | C | 60A | C | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.79 | | 4.86 | | | | | | | | 2 | 2 | | | | | | C | 60A | C | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.81 | | 4.88 | BEG SU LN | C | | TWO WAY TURN | | | 11A | 2 | 2 | | | | | | C | 49A | C | 11 | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * |
| 10.86 | | 4.93 | END SU LN | C | | TWO WAY TURN | | | 11A | 2 | 2 | | | | | | C | 60A | C | \$\$\$ | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * |
| 10.88 | | 4.95 | INTRSECTN | L | | GARDEN AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.89 | | 4.96 | | | | | | | | 2 | 3 | | | | | | C | 60A | C | 60 | 4 | 03 | 1070 | U1 | 25 | L | P | * | |
| 10.93 | | 5.00 | INTRSECTN | L | | MEADOW AVE N | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 10.99 | | 5.06 | INTRSECTN | R | | HOUSER WAY | CT | SG | Y | 2 | 3 | | | | | | C | 60A | C | 60 | 4 | 03 | 1070 | U1 | 25 | R | P | * | |
| | | | INTRSECTN | L | | FACTORY AVE N | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 11.00 | | 5.07 | RR XING | B | | NUM 091715V GRADE | | | | | | | | | | | | | | | | | | | | | | | |
| 11.01 | | 5.08 | WYE CONN | R | | OFF RAMP | 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 |
| 10.33 | | 4.40 | | | .02 | 12 | | | | |
| 10.76 | | 4.83 | .02 | 12 | | | | | .01 | 12 |
| 10.88 | | 4.95 | .01 | 11 | | | | | .01 | 11 |
| 10.99 | | 5.06 | .02 | 12 | | | | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----WIDTH AND SURFACE INFORMATION----- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-------|---|------|-----------------------|-----|---------|----|----|-----------------|-----|-----|-------------|------|----|-----------|-----|--------------------------|--------|-----|------|----------|------|----|------|----|----|----|---|
| | | :DIRECTION TO INVENTORY | | | | -BRIDGE | | | DECREAS/DIV | | | INCRS/UNDI | | | SPC | | -----CLASSIFICATIONS---- | | | | | | | | | | | |
| | | : :LEFT/RIGHT INDICATOR | | | | -UXING- | | | NBR LFT RHT | | | LFT RHT | | | USE TOT | | LEGAL | | | | | | | | | | | |
| | | : : | | | | -XROAD- | | | LNS SHD RDY SHD | | | SHD RDY SHD | | | LNS RDY | | CITY ST | | | | | | | | | | | |
| SRMP | B ARM | FEATURE | D LR | DESCRIPTION | OW | TC | L | D | I | W/S | W/S | W/S | WD/S | BR | W/S | W/S | W/S | WID | WID | A | SE | NBR | FC | D | IB | R | K | T |
| 11.02 | 5.09 | WYE CONN | L | SR 900 | ST | Y | 2 | 3 | | | | | | | C 60A | C | | 60 | 4 | 03 | 1070 | U1 | | 25 | R | P | * | |
| 11.03 | 5.10 | END ST | I | BRONSON WAY S | | | 2 | 3 | | | | | | | C 80A | C | | 80 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| | | BEG ST | I | SUNSET BLVD N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | OFF RAMP | R | SR 405 SB-SR 169 | ST | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.06 | 5.13 | WYE CONN | L | SR 900 | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.16 | 5.23 | | | | | | 3 | 3 | | | | | | | C 80A | C | | 80 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| 11.21 | 5.28 | WYE CONN | L | N 3RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | NE 3RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.22 | 5.29 | INTRSECTN | L | N 3RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | R | NE 3RD ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | | | |
| 11.23 | 5.30 | WYE CONN | L | N 3RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| | | WYE CONN | R | NE 3RD ST | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.29 | 5.36 | BEG SU LN | C | TWO WAY TURN | 12A | | 3 | 3 | | | | | | | C 68A | C | 12 | 80 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| 11.40 | 5.47 | END SU LN | C | TWO WAY TURN | 12A | | 2 | 3 | C 22A | | | 22A | CU | | C 36A | C | \$\$\$ | 58 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| | | ENT FROM | LC | HOUSER WAY BYPASS | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.43 | 5.50 | ON RAMP | L | SR 405 SB | ST | Y | 2 | 2 | C 22A | | | 34A | CU | | C 24A | C | | 46 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| | | EXIT TO | RC | HOUSER WAY BYPASS | CT | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.47 | 5.54 | | | | | | 1 | 2 | C 12A | | | 340 | CU | | \$ 24A | C | | 36 | 4 | 03 | 1070 | U1 | | 30 | R | P | * | |
| 11.50 | 5.57 | BEG BRIDGE | D | HOUSER WAY TUNNEL | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/022A | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.52 | 5.59 | END BRIDGE | D | HOUSER WAY TUNNEL | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MISC FEATR | L | GORE (SR 405 R100479) | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.53 | 5.60 | INTRSECTN | C | U-TURN ACCESS | ST | Y | | | | | | | | | | | | | | | | | | | | | | |
| 11.55 | 5.62 | LEAVE CITY | | RENTON | | | \$ | \$ | \$ \$\$\$ | | | \$\$\$\$ | \$\$ | | \$\$\$ | \$ | | \$\$\$ | \$ | \$\$ | \$\$\$\$ | \$\$ | | \$\$ | \$ | \$ | \$ | |
| | | END ST | I | SUNSET BLVD N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG COINCI | | SR 405 | | | | | MP004.50 | | | | | | | | | | | | | | | | | | | |
| | | END CTLSEC | | CONTROL SECTION 1712 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 405 | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | BRDG NUM 405/022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.50 | 6.52 | ENTER CITY | | RENTON | | | 3 | 2 | | | | | | | C 60A 10A | | | 60 | 4 | 03 | 1070 | U1 | | 35 | R | P | * | |
| | | EQUATION | | 012.45 =012.50 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG CTLSEC | | CONTROL SECTION 1713 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | NE PARK DR | | | | | | | | | | | | | | | | | | | | | | | | |
| | | UXING | B | SR 405 SB | 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 |
| 11.03 | 5.10 | | | .03 | 12 | | | .11 | 22 |
| 11.21 | 5.28 | | | .05 | 23 | | | | |
| 11.22 | 5.29 | .03 | 22 | | | .04 | 12 | | |
| 11.23 | 5.30 | | | | | | | .03 | 12 |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | | | -----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 | | | | |
| 12.50 | | 6.52 | | | | BRDG NUM 405/023W | | | | | 3 | 2 | | | | | | | | | | | | | | | | | | | | | | |
| | | | END COINCI | | | SR 405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.51 | | 6.53 | UXING | B | | SR 405 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 405/023E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.55 | | 6.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.56B | | 6.58 | BEG EQ | | | BEGIN BACK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.57B | | 6.59 | WYE CONN | | R | OFF RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.58B | | 6.60 | OFF RAMP | | R | SR 405 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.59B | | 6.61 | ON RAMP | | R | SR 405 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.60B | | 6.62 | WYE CONN | | R | ON RAMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.81B | | 6.83 | UXING | B | | 112TH AVE SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BRDG NUM 900/024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.93B | | 6.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.00B | | 7.02 | END ST | | I | NE PARK DR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | | I | SUNSET BLVD NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | R | SUNSET BLVD NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.07B | | 7.09 | WYE CONN | | L | EDMONDS AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.56 | | 7.12 | EQUATION | | | 013.10B=012.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | | B | EDMONDS AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.58 | | 7.14 | WYE CONN | | R | EDMONDS AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.75 | | 7.31 | ENT/EXIT | | R | BUSINESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.80 | | 7.36 | INTRSECTN | | B | HARRINGTON AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.84 | | 7.40 | BEG SU LN | | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.86 | | 7.42 | END SU LN | | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.90 | | 7.46 | INTRSECTN | | B | NE 10TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.95 | | 7.51 | BEG SU LN | | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.10 | | 7.66 | INTRSECTN | | B | KIRKLAND AVE NE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.13 | | 7.69 | END SU LN | | C | TWO WAY TURN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.17 | | 7.73 | INTRSECTN | | B | NE 12TH ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.18 | | 7.74 | WYE CONN | | R | NE 12TH 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 |
| 12.57B | | 6.59 | | | | .07 | 12 | | | | |
| 12.58B | | 6.60 | | | | | .06 | 12 | | | |
| 13.00B | | 7.02 | | | | | .02 | 12 | | | |
| 12.56 | | 7.12 | | .05 | 11 | | .05 | 11 | | | |
| 12.75 | | 7.31 | | | | | .01 | 11 | | | |
| 12.80 | | 7.36 | | .03 | 12 | | .03 | 12 | | | |
| 12.90 | | 7.46 | | .03 | 12 | | .03 | 12 | | | |
| 13.17 | | 7.73 | | .03 | 12 | | .02 | 12 | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 13.19 | 7.75 | | | | | | | 2 | 2 | | | | | C 60A | C | | 60 | 4 | 03 | 1070 | U1 | | 35 | R | P | * | |
| 13.24 | 7.80 | BEG SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 48A | C | 12 | 60 | 4 | 03 | 1070 | U1 | | 35 | R | P | * | |
| 13.32 | 7.88 | | | | | | | 2 | 2 | | | | | C 60A | C | 12 | 72 | 4 | 03 | 1070 | U1 | | 35 | R | P | * | |
| 13.35 | 7.91 | | | | | | | 2 | 2 | | | | | C 48A | C | 12 | 60 | 4 | 03 | 1070 | U1 | | 35 | R | P | * | |
| 13.39 | 7.95 | INTRSECTN | R | MONROE AVE NE | CT | | Y | 2 | 2 | | | | | C 48A | C | 12 | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 13.40 | 7.96 | WYE CONN | R | MONROE AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.41 | 7.97 | INTRSECTN | L | MONROE AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.43 | 7.99 | INTRSECTN | L | NEWPORT AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.54 | 8.10 | INTRSECTN | R | PIERCE AVE | PV | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.58 | 8.14 | INTRSECTN | R | QUEEN AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.67 | 8.23 | INTRSECTN | R | REDMOND NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.81 | 8.37 | | | | | | | 2 | 2 | | | | | C 60A | C | 12 | 72 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 13.84 | 8.40 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 60A | C | \$\$\$ | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 13.88 | 8.44 | WYE CONN | L | UNION AVE NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 13.90 | 8.46 | INTRSECTN | B | UNION AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 13.95 | 8.51 | BEG SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 48A | C | 12 | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.02 | 8.58 | INTRSECTN | R | WHITMAN CT N | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.08 | 8.64 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 60A | C | \$\$\$ | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.14 | 8.70 | INTRSECTN | B | ANACORTES AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 14.18 | 8.74 | BEG SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 48A | C | 12 | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.22 | 8.78 | END SU LN | C | TWO WAY TURN | | | | 2 | 2 | | | | | C 60A | C | \$\$\$ | 60 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.31 | 8.87 | END ST | I | SUNSET BLVD NE | | | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | RENTON-ISSAQUAH RD | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | DUVALL AVE NE | CT | SG | Y | | | | | | | | | | | | | | | | | | | | |
| 14.34 | 8.90 | | | | | | | 2 | 2 | | | | | C 40A | C | | 40 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.37 | 8.93 | | | | | | | 1 | 1 | | | | | C 40A | C | | 40 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.39 | 8.95 | BEG SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | C 28A | C | 12 | 40 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| | | MISC FEATR | L | SGN ENT RENTON | | | | | | | | | | | | | | | | | | | | | | | |
| 14.40 | 8.96 | WYE CONN | R | ELMA PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.41 | 8.97 | INTRSECTN | R | ELMA PL NE | CT | | Y | | | | | | | | | | | | | | | | | | | | |
| 14.42 | 8.98 | END SU LN | C | TWO WAY TURN | | | | 1 | 1 | | | | | C 34A | 6A | \$\$\$ | 34 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.43 | 8.99 | | | | | | | 1 | 1 | | | | | C 34A | 4A | | 34 | 4 | 03 | 1070 | U1 | | 40 | R | P | * | |
| 14.47 | 9.03 | INTRSECTN | L | FIELD AVE NE | 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 |
| 13.90 | 8.46 | .03 | 12 | .03 | 12 | | | | |
| 14.14 | 8.70 | .03 | 12 | .03 | 12 | | | | |
| 14.31 | 8.87 | .06 | 24 | .06 | 12 | | | | |
| 14.40 | 8.96 | | | .03 | 16 | | | | |
| 14.47 | 9.03 | .04 | 12 | | | | | | |

SR 900 MAINLINE

STATE ROUTE - SRSH

COUNTY KING

DOT DISTRICT 1

| | | -----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 |
| 20.26 | 14.82 | | | | | | | 2 | 2 | | | | | C 48A | 8A | 5 | 53 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 20.39 | 14.95 | INTRSECTN | L | TALUS DR | CT | SG | Y | 2 | 2 | | | | | C 44A | 8A | 5 | 49 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| | | INTRSECTN | R | PVT RD | PV | SG | Y | | | | | | | | | | | | | | | | | | | |
| 20.45 | 15.01 | BEG SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | C 44A | 8A | 16 | 60 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 20.66 | 15.22 | INTRSECTN | R | SE 75TH ST | PV | | N | | | | | | | | | | | | | | | | | | | |
| 20.80 | 15.36 | MISC FEATR | R | SGN ENT ISSAQUAH | | | | | | | | | | | | | | | | | | | | | | |
| 20.93 | 15.49 | INTRSECTN | L | NW JAMES BUSH RD | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 20.99 | 15.55 | MP MARKER | R | 21 | | | | | | | | | | | | | | | | | | | | | | |
| 21.00 | 15.56 | BEG BRIDGE | B | TIBBETS CREEK | ST | | | 2 | 2 | | | | | C 52P | \$\$W | 16 | 68 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| | | | | BRDG NUM 900/029 | | | | | | | | | | | | | | | | | | | | | | |
| 21.01 | 15.57 | END BRIDGE | B | TIBBETS CREEK | | | | 2 | 2 | | | | | C 46A | 8A | 16 | 62 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.03 | 15.59 | END SU LN | C | TWO WAY TURN | 11A | | | 2 | 2 | | | | | C 46A | 8A | 5 | 51 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.09 | 15.65 | END ST | I | RENTON-ISSAQUAH RD | | | | 2 | 2 | | | | | C 46A | \$\$C | \$\$\$ | 46 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| | | END SU LN | L | BICYCLE | 05A | | | | | | | | | | | | | | | | | | | | | |
| | | BEG ST | I | 17TH AVE NE | | | | | | | | | | | | | | | | | | | | | | |
| | | INTRSECTN | B | NEWPORT WAY NW | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 21.11 | 15.67 | | | | | | | 2 | 2 | | | | | C 84A | C | | 84 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.12 | 15.68 | | | | | | | 3 | 2 | | | | | C 84A | C | | 84 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.15 | 15.71 | EXIT TO | R | METRO LOADING AREA | ST | SG | Y | | | | | | | | | | | | | | | | | | | |
| 21.16 | 15.72 | FLYER STOP | R | LOT NUMBER OO | | | SG | Y | | | | | | | | | | | | | | | | | | |
| | | | | SEATTLE METRO | | | Y | | | | | | | | | | | | | | | | | | | |
| 21.19 | 15.75 | ENT FROM | R | METRO LOADING AREA | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 21.22 | 15.78 | INTRSECTN | B | NW MAPLE ST | CT | SG | Y | | | | | | | | | | | | | | | | | | | |
| 21.23 | 15.79 | BEG SU LN | R | HIGH OCCUPANCY VEHICL | 12A | | | 3 | 2 | | | | | C 83A | C | 12 | 95 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.33 | 15.89 | INTRSECTN | B | NW MALL ST | CT | | Y | | | | | | | | | | | | | | | | | | | |
| 21.38 | 15.94 | BEG SU LN | L | TRANSIT | 12A | | | 3 | 2 | | | | | C 71A | C | 24 | 95 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.42 | 15.98 | INTRSECTN | B | NW GILMAN BLVD | CT | SG | Y | 3 | 2 | | | | | C 93A | C | 24 | 117 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| 21.52 | 16.08 | END SU LN | L | TRANSIT | 12A | | | 3 | 2 | | | | | C 93A | C | 12 | 105 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| | | WYE CONN | L | SR 90 EB | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 21.53 | 16.09 | WYE CONN | R | SR 90 EB | ST | | Y | | | | | | | | | | | | | | | | | | | |
| 21.54 | 16.10 | OFF RAMP | R | SR 90 | ST | SG | Y | 2 | 2 | | | | | C 63A | C | 12 | 75 | 5 | 01 | 0590 | U1 | 40 | R | P | * | |
| | | ON RAMP | L | SR 90 | ST | SG | Y | | | | | | | | | | | | | | | | | | | |

INTERSECTION DETAIL

| | | -----TURN LANES----- | | | | -----ACCELERATION LANES----- | | | |
|-------|-------|----------------------|--------|-------|-------|------------------------------|--------|--------|--------|
| | | L NEAR | R NEAR | L FAR | R FAR | LEFT-- | L-CNTR | R-CNTR | RIGHT- |
| SRMP | B ARM | LGT | WD | LGT | WD | LGT | WD | LGT | WD |
| 20.39 | 14.95 | .03 | 11 | .04 | 11 | .09 | 12 | | |
| 21.09 | 15.65 | .04 | 12 | .04 | 16 | .03 | 11 | .02 | 11 |
| 21.15 | 15.71 | | | .04 | 12 | | | | |
| 21.22 | 15.78 | .04 | 12 | .02 | 12 | .07 | 23 | | |
| 21.42 | 15.98 | .05 | 23 | .11 | 23 | .08 | 11 | | |
| 21.53 | 16.09 | | | .04 | 11 | | | | |
| 21.54 | 16.10 | | | .10 | 11 | | | | |

SR 900 COUplet STATE ROUTE - SRSH COUNTY KING DOT DISTRICT 1
 2NDST

| | | | | -----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 | FC | D | IB | R | K | T | | | |
| 10.71 | | 0.00 | BEG ROUTE | | | 2NDST | | | | | 2 | | | | | | C | 60A | | C | | | 60 | 4 | 03 | 1070 | U1 | | 25 | L | L | * | | |
| | | | ENTER CITY | | | MILL AVE TO RAINIER AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG CTLSEC | | | RENTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | CONTROL SECTION 1712 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | BRONSON WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.78 | | 0.07 | INTRSECTN | L | | SR 900 EB-MILL AVE | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END ST | I | | BRONSON WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | 2ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | R | | MAIN AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | SR 515 | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| 10.81 | | 0.10 | END ST | I | | 2ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BEG ST | I | | S 2ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | L | | S 2ND ST | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.85 | | 0.14 | INTRSECTN | B | | WELLS AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.91 | | 0.20 | INTRSECTN | B | | WILLIAMS AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 10.97 | | 0.26 | INTRSECTN | B | | BURNETT AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.02 | | 0.31 | INTRSECTN | B | | LOGAN AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.09 | | 0.38 | INTRSECTN | L | | MORRIS AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.15 | | 0.44 | INTRSECTN | L | | WHITWORTH AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.21 | | 0.50 | INTRSECTN | L | | SHATTUCK AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.32 | | 0.61 | INTRSECTN | R | | LAKE AVE S | | | | | CT | | | | | | | | | | | | | | | | | | | | | | | |
| 11.40 | | 0.69 | END ST | I | | S 2ND ST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | INTRSECTN | B | | SR 167-RAINIER AVE S | | | | | ST | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END CTLSEC | | | CONTROL SECTION 1712 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | END SECTN | | | 2NDST | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
| 10.78 | | 0.07 | .07 | 22 | | | | | | |