

**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

CHARACTERISTICS

Segment Description:

The SR 167 and SR 512 highways function as the eastern bypass to I-5. These two highways work together in tandem and need to be recognized and evaluated as one corridor. Traveling from south to north, SR 512 begins at I-5, in Lakewood, connecting with SR 167, in Puyallup, continuing north on SR 167 intersecting with I-405 at the north end in Renton.

County/Counties: Pierce and King

Cities/Towns Included: There are number of cities located along the routes: Lakewood, Puyallup, Sumner, Algona, Pacific, Auburn, Kent and Renton.

Number of lanes in the corridor: 1 to 4

Lane width: 12 to 24 feet.

Speed limit: 30 to 60 mph.

Median width: 0 to 200 feet.

Shoulder width: 1 to 22 feet.

Highway Characteristics:

SR 167 and SR 512 have been designated as both HSS and NHS. SR 167 and SR 512 have been assigned the functional class Urban Principal Arterial. Also, the SR 167 and SR 512 corridor is designated T-1 with annual tonnage up to 43,000,000.

Special Use Lane Information (HOV, Bicycle, Climbing):

SR 512 has two speed change/weaving lanes. One of the speed change lanes is on the left in the vicinity of ARM 0.27 - 0.63 and the other is on the right in the vicinity of ARM 0.32 - 0.64. There is one climbing lane on SR 512 on the left in the vicinity of 8.85 - 9.79. Speed change/weaving lanes occur on SR 167 in the vicinity of ARM 7.61 - 8.14 on the right and on the left in the vicinity of ARM 7.72 -7.96 and 15.45 - 15.68 and 16.15 -16.91. There are high occupancy vehicle lanes both directions on SR 167 that begin in the vicinity of the ARM 17.16 - 26.80.

Access Control Type(s):

The access control on SR 512 is Full Access control. The access control on SR 167 is Full Access control in the vicinity of ARM 6.52 - 27.80 and Managed Access control in the vicinity of ARM 27.80 - 28.60.

Terrain Characteristics:

The terrain along these corridors is predominately Level. There is one significant grade on SR 512 in Puyallup between Meridian (the Fairgrounds Interchange and SR 161 Interchange (Southhill Mall)) and one segment of rolling terrain on SR 167 in the vicinity of ARM 6.18 - 6.67.

Natural Features:

This corridor provides direct and indirect access to the many lake and river recreation areas in both King and Pierce Counties such as the southerly end of Lake Washington, Green River and Mount Rainier National Park.

Adjacent Land Description:

McChord Air Force Base is located near the west end of SR 512 just south of the City of Lakewood. The SR 167 corridor is within the usual and accustomed areas of the Muckleshoot Tribe. SR 167/SR 512 also passes through Puyallup Tribe and Yakima Tribe traditional areas.

Environmental Issues:

SR 167 is surrounded by wetlands that flood easily. WSDOT is using a new tool called Watershed characterization to identify sites where we can improve and/or create wetlands to hold and naturally filter the water. This approach has been used for the I-405 and SR 520 projects. Enhancing and restoring low-quality wetlands to deal with additional storm water runoff from new lanes will improve water quality in the corridor watershed.

Major Economic Issues:

One-third of the region's trucking and storage facilities are located in the corridor. Approximately 92% of manufacturers and 62% of other industries located in the Kent Valley use SR 167 and SR 512 highways to move their goods and commodities. Freight slowed down by congestion adds costs, risking the region's position in global and national markets. The Green River Valley is home to the region's largest freight distribution system. The corridor has an important role in our economic development, quality of life and how we meet our daily needs. Most of our food, groceries, clothes and medical supplies are delivered to warehouses in the Green River Valley where they are sorted and then delivered throughout the region to local grocery stores, shopping malls and medical facilities.

**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

ASSETS

Pavement:

There are approximately 123 lane miles of Hot Mix Asphalt on SR 167, and approximately 50 lane miles of Hot Mix Asphalt on SR 512 .

Signal:

There are 14 traffic signals located along the SR 167 portion of this corridor at ramp terminals that intersect with 15th St. SW (NB & southbound), 15th St. NW (NB & southbound), S. 277th St. (NB & southbound), SR 516 (NB & southbound), 84th St./Central (NB & southbound), S. 212th St. (NB & southbound), SW 43rd Street (NB), and SW 41st St. (southbound). There are 13 traffic signals located along the SR 512 portion of this corridor at ramp terminals that intersect with I-5 (southbound), Steele St. (eastbound & westbound), Portland Ave. (eastbound & westbound), Canyon Road (eastbound & westbound), 94th Ave. E (eastbound & westbound), SR 161 (eastbound & westbound), and Meridian (eastbound & westbound).

Structures:

There are forty-seven structures in this corridor that consist of: six Concrete Box Girder, four Concrete Slab, thirty-one Pre-Tensioned Concrete Beam, four Pre-Tensioned Concrete Beam Concrete Box Girder and two Steel Beam.
(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:

There are no features crossed.

ITS Facilities:

On SR 512, there are 2 closed circuit television cameras (CCTV) units and related conduit and Fiber in the vicinity of MP 0.00 and 2.00. On SR 512, there is conduit and Fiber from MP 0.00 to 4.00. On the Olympic Region portion of SR 167, there are 2 CCTV units and related conduit and Fiber in the vicinity of MP 7.00 and 9.50. The remainder of SR 167 has an extensive ITS system in place, that includes VMS, HUBs, CCTV, Data Stations and related conduit and fiber.

Railroad Crossings:

There are railroad crossings along SR 167 in the vicinity of ARM 8.50, 21.72, 22.28 and 28.22. There are railroad crossings along SR 512 in the vicinity of ARM 3.56, 3.56 and 11.12. There are none at-grade railroad crossings.

Asset Other:

The Green River Valley is home to the region's largest freight distribution system. There are rail, transit, park and ride facilities in the general vicinity of this corridor. There are Sounder Commuter Railroad Stations near this corridor located in the cities of Puyallup, Sumner, and Auburn.

**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

USAGE

General Origin and Destination Travel Characteristics:

Users of this corridor include:

Local residents traveling to work and school.

Long-distance commuters traveling between Seattle and the outer suburbs of South King County and Pierce County.

Customers of businesses along the route.

People traveling to recreational facilities

Snow/ice Issues:

There are no sections within this corridor which present a problem for normal snow/ice control.

Annual Average Daily Traffic:

Ranges from 28,800 to 122,251.

Significant Seasonal Average Annual Daily Traffic Changes:

This corridor is one of many corridors in the Puget Sound region that experience consistent high use throughout the year.

General Description of Major Average Annual Daily Traffic Locations:

On SR 512, the annual average daily traffic (AADT) in the vicinity of Steele ST is 110, 000 and decreases to 91, 400 in the vicinity of Old SR 7 and decreases to 83,200 in the vicinity of 94th Ave and increases to 87,200 in the vicinity of SR 161 and increases to 88,200 in the vicinity of Pioneer Ave. On SR 167, the AADT is 97,200 in the vicinity of SR 512 and decreases to 86,000 in the vicinity of Ellingson and increases to 110,400 in the vicinity of SR 18 and increases to 122,200 at SR 516 and decreases to 116,200 in the vicinity of 84th.

Freight:

Freight Classification: T-1

Yearly Tonnage: 43.5M

Truck Percentage of Annual Average Daily Traffic: 4.7% to 12.5%

Additional Usage Comments:

There are no additional comments.

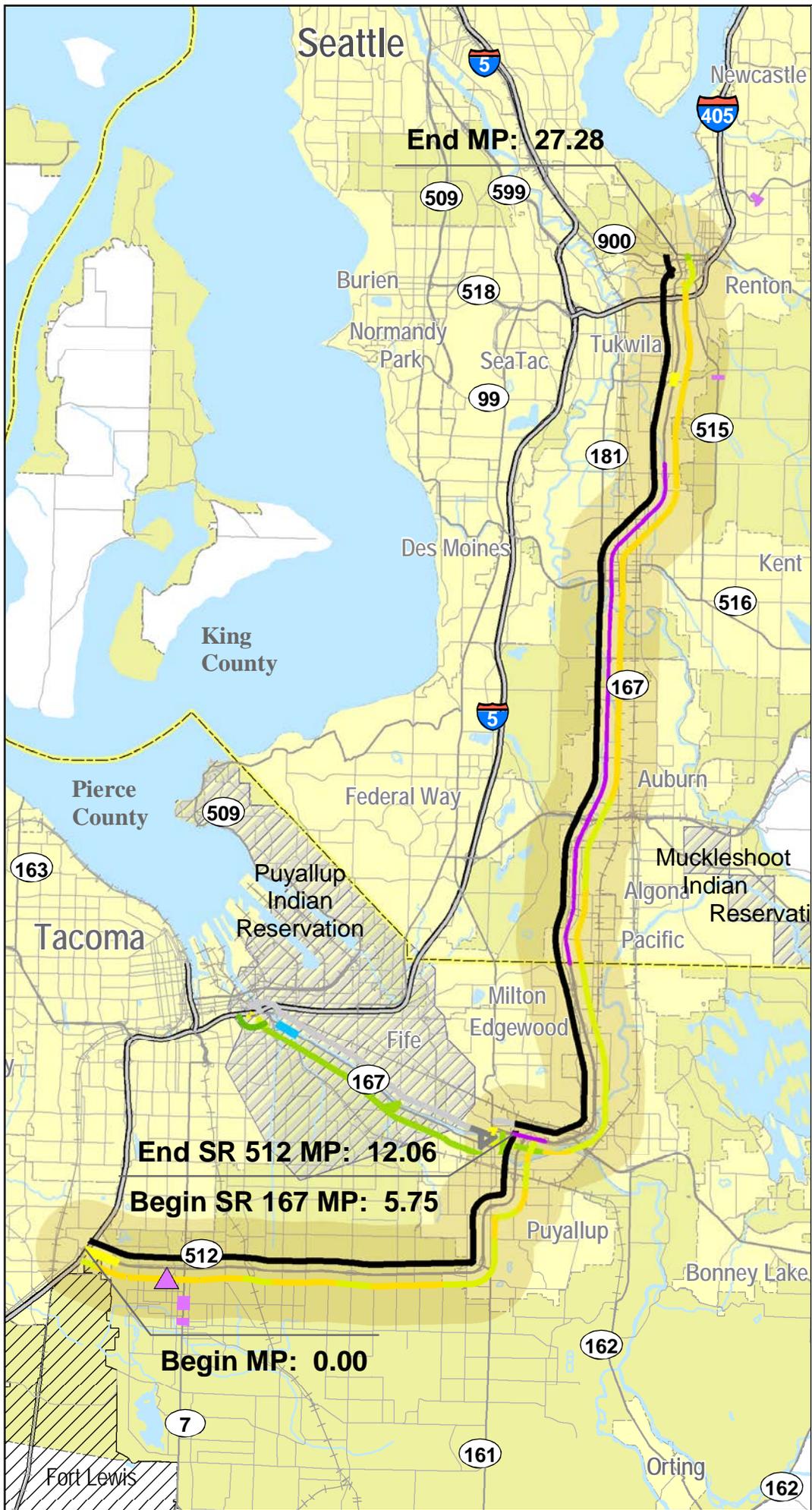
Average Annual Societal Cost of All Collisions: Approximately \$42M

Collisions:

Severe No of Collisions: 53

Less Severe No of Collisions: 3,239

List Data Years: 2002 to 2004



HSP Congested Corridor Analysis

Usage

- HSP Corridor Location
- Safety Analysis Areas**
- PAL Spot 07-09
- PAL Corridor 07-09
- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09
- Freight Classification**
- T-1
- T-2
- T-3
- Traffic Sections AADT**
- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over
- Other Features**
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area

November, 2006



**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

NEEDS AND STRATEGIES

Preservation

Pavement Condition and Needs:

Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure. Pavements should be programmed targeting the lowest life cycle cost per the Washington State Pavement Management System "due" date. This is the point in a pavement's life cycle where optimum pavement life has been achieved and the least cost to resurface is obtained. Pavements that have past this point typically incur more costs to rehabilitate. Existing safety features shall be restored to provide basic design level standards.

Pavement Management Strategies:

The pavement in the corridor is 100% flexible. Of the flexible pavement 1% is composite. It would seem that for future paving hot-mix asphalt (HMA) will be the pavement of choice. Pavements will be programmed targeting the lowest life cycle cost per the Washington State Pavement Management System "due" date.

Structures Condition and Needs:

SR 167 has a total of 46 bridge structures of which 27 bridges need seismic retrofit and one bridge needs complete replacement. These bridges include four concrete box, and 22 pre-tensioned concrete beam bridges. SR 512 has 30 bridge structures. of them, 17 bridges need seismic retrofit. Types of bridges are four concrete box, 11 pre-tensioned concrete beam, one concrete slab, and one concrete slab (hollow). (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:

Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure. Two of SR 167 bridges - one for replacement and one for seismic retrofit - are in 20-year plan. All other bridges are planned to be retrofitted in 2029 and beyond.

Additional Condition and Needs:

Preserve transportation infrastructure such as electronic/mechanical systems, major drainage, safety rest area refurbishment, traffic control systems, unstable slopes, weight facilities. There are 3 unstable slopes identified along this corridor. Of the 3 unstable slopes 2 are inactive, and 1 is active and being monitored. There were no weight facilities identified for this corridor. There are no weigh station improvements planned for this corridor. There are three locations along SR 167 that have been identified as a major drainage issues. These locations are located along SR 167 in the vicinity of MP 20.42, MP 22.15 and MP 22.40.

Additional Management Strategies:

Replace or rehabilitate electrical, electronic, and mechanical systems when they reach the end of their service life. Replace or rehabilitate drainage features that have structurally failed or fails to protect the roadway prism event of 10 years or less. Refurbish deficient safety rest area buildings, utilities and sites. Upgrade existing traffic control and monitoring systems as technology changes to avoid obsolescence and capture the benefits of new technology. Stabilize 100% of unstable slopes.

Improvement

Mobility Condition and Needs:

These two highways function as the eastern bypass to I-5. They really work together in tandem and need to be recognized as one corridor. It is often congested up to six hours a day. Traffic congestion on SR 167 and SR 512 is highly directional - stop-and-go traffic is common for commuters traveling to work in the morning and back home in the evening.

Mobility Management Strategies:

Determine the most cost-effective improvements for this corridor. Near term strategies include investments that address system chokepoints. A combination of added general purpose lanes, high occupancy vehicle lanes, managed lanes, additional Sounder train and train runs along with added Bus service will be developed and refined over the next 20 to 50 years improvement management strategies.

Safety Condition and Needs:

There are three High Accident Locations, one on SR 512 in the vicinity of MP 0.00 - 0.77 and two on SR 167 in the vicinity of MP 24.32-24.62 and MP 27.08-27.28.

Safety Management Strategies:

**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

Reduce and prevent deaths and the frequency and severity of disabling injuries, and reduce the societal costs of accidents (Focus on the rate of severity and frequency). Safety improvements that will be strategically considered include: Eliminate high accident locations on state highways through hazard mitigation. Eliminate Pedestrian Accident Locations on state highway through hazard mitigation. Eliminate high accident corridors using standards based highway safety solutions. Construct and improve intersection channelization and/or signals in compliance with federal guidelines to improve safety. Improve the geometrics of the Interstate system per Federal Highways Administration (Federal Highway Administration (FHWA))/WSDOT stewardship agreement. Eliminate major at-grade intersections on multi-lane, divided highways with speeds of 45 MPH or greater. Improve roadways where geometrics, traffic volumes, and speed limits indicated a high accident potential by instituting standards based highway safety solutions. Proactively address pedestrian safety along state highway segments that exhibit high pedestrian use and the potential for future accidents. Address highway safety through statewide low-cost, high benefit and short-term projects.

Environmental Condition and Needs:

Reduce impacts by addressing noise reduction, air quality, storm water, wetland mitigation, chronic environmental deficiencies, and fish barriers.

Environmental Management Strategies:

Environmental improvements that will be strategically considered include: Strategically prioritize and retrofit existing state transportation facilities for noise reduction. Implement all transportation control measures as identified by the Washington State Implementation Plan for Air Quality. Strategically prioritize repair, replace, and retrofit existing state transportation facilities for storm water runoff quality and quantity to reduce environmental impacts. Strategically prioritize and re-mediate wetland mitigation sites during the later stages of the monitoring phase to ensure they function as conditioned by the issuance of permits. Develop criteria, strategically prioritize and repair existing chronic environmental deficiencies of transportation facilities. Strategically prioritize, repair, replace and retrofit existing barriers to fish passage on the state highway system within 20 years as appropriate to reduce existing barriers to fish passage statewide.

Restrictions:

There are none identified.

50-Year Configuration:

The SR 512 and SR 167 corridors functioning in tandem will require targeted investment in order to further expand the corridors' effectiveness as an easterly by pass of the Tacoma-Seattle congestion on the I-5 corridor. The investments will need to be made in a broad range of strategies such as: added general purpose lanes, high occupancy vehicle lanes , managed lanes, additional Sounder trains and train runs along with added Bus transit service.

HSP Congested Corridor Analysis Needs

- HSP Corridor Location
- Bridge Priorities**
 - Replacement
 - Special
 - Seismic
 - Scour
 - Painting
 - Miscellaneous
 - Bridge Deck
- Other Bridge Issues**
 - ◆ 2 Lane BW Narrow Bridge
 - Restricted Bridge
 - Posted Bridge
 - Vert. Clearance < 15.5'
- Unstable Slope**
 - ▲ Debris Flow
 - ▲ Erosion
 - ▲ Landslide
 - ▲ Rockfall
 - ▲ Settlement
- Fish Passage Barriers**
 - Require Repair
 - Little Gain
 - Undetermined
- Paving Due**
 - Past Due
 - 2005 - 2007
 - 2008 - 2009
 - 2010 - 2011
 - 2012 - 2026
- Other Features**
 - U.S. Interstate
 - U.S. Highway
 - State Route
 - Local Roads
 - + Railroad
 - Military Reservation
 - Tribal Lands
 - City Limits
 - Urban Area
 - County Line



November, 2006



**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

SR 167 (BARM 7.03 to EARM 28.60): Install ITS including CCTV, data station, Highway Advisory Radio Signs (HARS), HART, ramp meter, VMS, and fiber optic line throughout the entire corridor (\$22M - \$29M)(10-20 % Collision Reduction + 2-10% Reduction in Daily Vehicle hours of Delay = \$79M Benefit).

- SR 167 (BARM 7.50 to EARM 12.45): Complete Core high occupancy vehicle lane work between Puyallup and the King/Pierce County Line (\$237M)(10-20 % Collision Reduction + 20% Reduction in Daily Vehicle hours of Delay = \$132M Benefit)..

- SR 512 (BARM 0.00 to EARM 12.06): Install ITS including CCTV, data station, VMS, conduit and fiber optic line throughout the entire corridor (\$11M - \$14M)(10-20 % Collision Reduction + 2-10% Reduction in Daily Vehicle hours of Delay = \$27M Benefit).

Delay Reduction: 2 to 20%

Collision Reduction: 10 to 30%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$270 M to \$280 M

Cost Estimate Explanation:

The estimated Cost is the total of the costs for the solutions described for minimum fix.

Cost of completing Core high occupancy vehicle lane work between Puyallup and the King/Pierce County Line is \$237M in 2007\$ obtained from Cost Estimate Validation Process (CEVP).

Minimum Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

Moderate Fix

Description:

SR 167 (BARM 19.25 to EARM 20.94): Construct Auxiliary Lanes between SR 516 and S. 277th Street (\$38M - \$51M)(10-30 % Collision Reduction + 50-60% Reduction in Daily Vehicle hours of Delay = \$200M Benefit).

SR 167 (BARM 19.26 to EARM 19.26): Widen southbound Off Ramp at 277th Street exit to 2 lanes (\$4M - \$5M)(40 % Collision Reduction + 70-80% Reduction in Daily Vehicle hours of Delay = \$5M Benefit).

SR 167 (BARM 22.65 to EARM 25.74): Construct Auxiliary Lanes between 84th Ave. S. and S. 180th Street (\$137M - \$183M)(10-30 % Collision Reduction + 70-80% Reduction in Daily Vehicle hours of Delay = \$299M Benefit).

SR 512 (BARM 7.4 to EARM 9.1): Widen westbound off ramp to SR 161 to 2 lanes and Widen SR 512/SR 161 under crossing from 2 to 6 lanes and extend westbound climbing lane through interchange to tie in with westbound on-ramp from 94th Ave. SE to SR 512(\$16M-\$22M)(50 % Collision Reduction + 50-70% Reduction in Daily Vehicle hours of Delay = \$35M Benefit).

SR 512 (BARM 8.74 to EARM 11.24): Construct eastbound & westbound auxiliary lanes from Meridian to Pioneer Way with 2-lane off ramps at each interchange (\$46M - \$62M)(10-30 % Collision Reduction + 70-80% Reduction in Daily Vehicle hours of Delay = \$273M Benefit).

Delay Reduction: 70 to 80%

Collisions Reduction: 10 to 50%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$241 M to \$323 M

Cost Estimate Explanation:

The estimated Cost is the total of the costs for the solutions described for moderate fix.

Moderate Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)

Maximum Fix

Description:

Long Term - On SR 167 this should come from the study that is underway. The results could be either adding one or two GP lanes in each direction from Puyallup to I-405. The chokepoint projects above would be the first phase of this ultimate widening strategy.

- SR 167 (BARM 7.50 to EARM 27.67): Add two GP Lanes in each direction from Puyallup to I-405 (\$1,400M)(10-30 % Collision Reduction + 70-85% Reduction in Daily Vehicle hours of Delay = \$1,630M Benefit).

- SR 167 (BARM 24.15 to EARM 25.92): Interchange improvements at S. 180th St. (\$39M - \$51M)(30 % Collision Reduction = \$6M Safety Benefit).

- SR 167 (BARM 24.70 to EARM 26.00): high occupancy vehicle Direct Access Ramps at SW 27th St. (\$40M - \$54M)

Delays Reduction: 70 to 85%

Collisions Reduction: 10 to 30%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$1,714 M to \$1,817 M

Cost Estimate Explanation:

The estimated cost is the total of the costs for the solutions described for maximum fix.

\$1,400M for adding two GP Lanes in each direction from Puyallup to I-405 is in 2004\$ obtained from Cost Estimate Validation Process (CEVP).

Maximum Fix Benefits:

The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay.

Off-System Solutions:

None identified.

Special Studies/Reports:

State Route 167 HOT Lane Pilot Project.

State Route 167 Valley Freeway Corridor Project.

SR 512/SR 167 High Occupancy Vehicle Facility Design Study.

Required Studies

SR 512 Corridor Study - I-5 (Lakewood to SR 167 (Puyallup)

Start/Completion Date of Study:

None identified.

Expected Results

A study is needed to determine the number and use of added lanes (GP and/or high occupancy vehicle) as well as the need to rebuild/modify interchanges along the corridor. The Study will be based on WSDOT's Corridor Analysis, which will result in a series of well defined Minimum, Moderate, and Maximum Fix projects/solutions.

The SR 167 Extension is identified elsewhere in the Highway System Plan as one of the "corridors requiring completion". This segment will be considered as a future alternative and/or supplement to the SR 512 freeway high occupancy vehicle widening portion.

SR 512 (BARM 0.00 to EARM 5.86): Widen between I-5 and Canyon Road Intersection from 4/6 lanes to 6/8 lanes creating high occupancy vehicle lanes (\$122M - \$162M).

SR 512 (BARM 5.86 to EARM 8.78): Widen between Canyon Road Intersection and SR 161 from 4 lanes to 6 lanes creating high occupancy vehicle lanes, interchange improvements (\$35 - \$47M).

SR 512 (BARM 8.78 to EARM 10.06): Widen between SR 161 Vicinity and Meridian Street from 4 lanes to 6 lanes creating high occupancy vehicle lanes (\$22M - \$29M).

**SR 167/SR 512, SR 512- I-5 (LAKEWOOD) TO SR 167 (PUYALLUP) AND
SR 167 - SR 512(PUYALLUP) TO I-405 (RENTON)**

Funded Projects within Corridor Limits

Project No	Title
316722A	SR 167/N Meridian to King County Line
316723A	SR 167/SR 410 to Pierce/King County Line - Median Cross Over Protection
816701C	SR 167 - SR 410 to 15th St. SW - high occupancy vehicle
316711A	SR 167/North Sumner New Interchange
116700B	SR 167/8th St. E to 15th St. SW - Paving
116700C	SR 167/Ellingson Rd. I/C NB Off Ramp
816701B	SR 167 HOT Lanes Pilot Project
116700E	Algona Traffic Signal (City of Algona Lead)
116703E	SR 167/15th St. SW to 15th St. NW - high occupancy vehicle
116703C	SR 167/15th St. NW to 84th Ave S. - high occupancy vehicle
116703D	SR 167/15th St. SW to 84th Ave S. - SC&DI
116709D	SR 167/Vicinity Bridge 167/125E
116714D	SR 167/Garrison and Springbrook Creeks
816719A	SR 167/I-405 to SE 180th St.
116718P	SR 167/I-405 I/C Vic to SW 7th St. Vic Paving
351210B	SR 512/I-5 to SR 7 - Paving
351221A	SR 512/eastbound Off Ramp to Pacific Ave.
351225A	SR 512/108th St. E to SR 167 - Median Barrier
351209B	SR 512/104th Street E to SR 167 Overcrossing - Paving

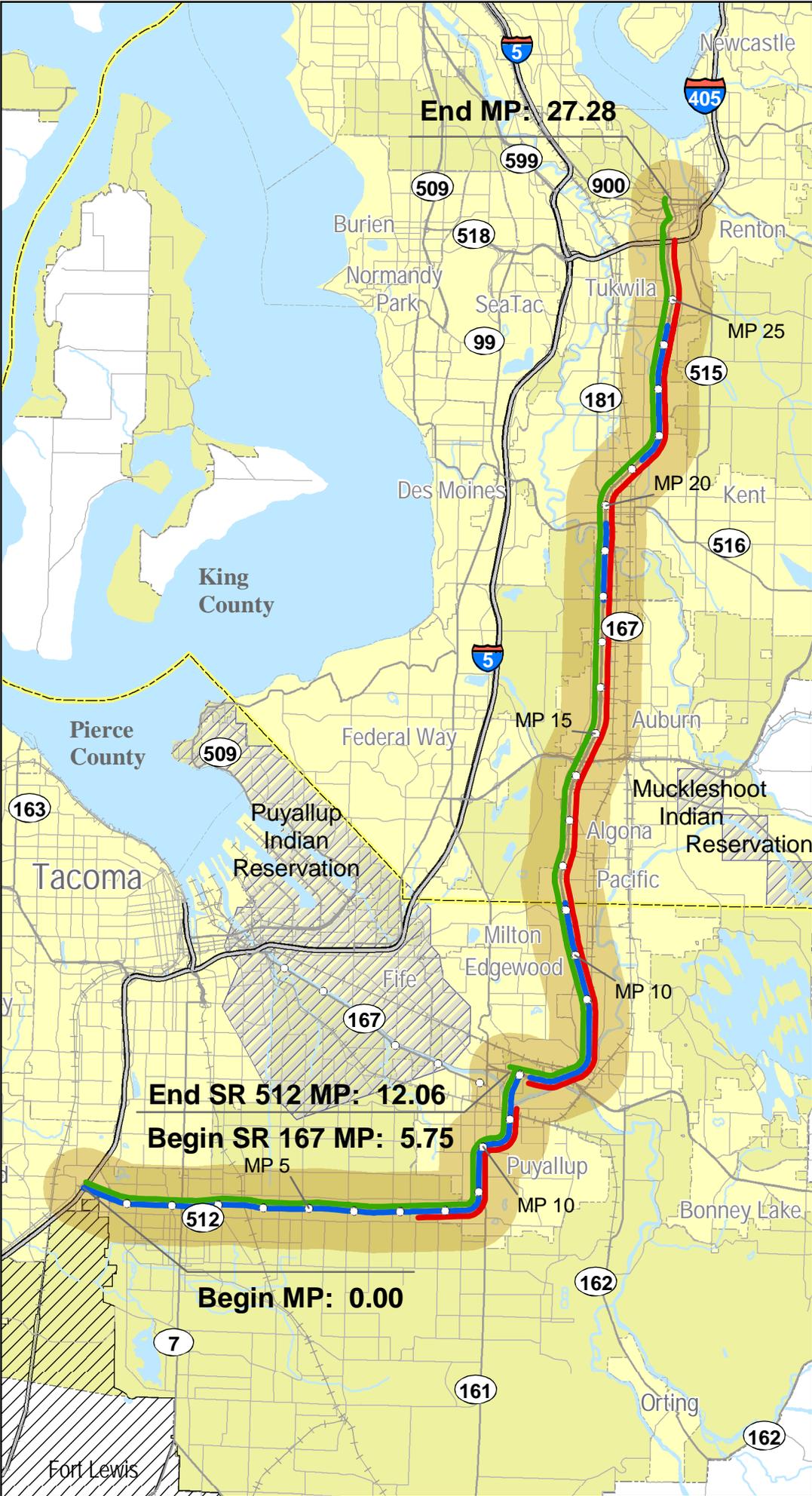
Additional Comments:

None identified.

Data Sources and Contacts used:

Washington State Highway System Plan: 2003-2022, dated February 2002
GIS Environmental and Transportation Workbench
Capital Improvement and Preservation Program
Studies from WSDOT NW Region and Olympic Region Planning Library (internal)
Bridge Structures and Preservation Data - WSDOT Bridge
Transportation Data Office

HSP Congested Corridor Analysis Solutions



- HSP Corridor Location
- Solutions**
- Tier 1
- Tier 2
- Tier 3
- U.S. Interstate
- U.S. Highway
- State Route
- Milepost Marker
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

November, 2006

