

Skagit County Strategic Risk-Based Assessment

developed using the

Systemic Safety Project Selection Tool



Skagit County
Department of Public Works
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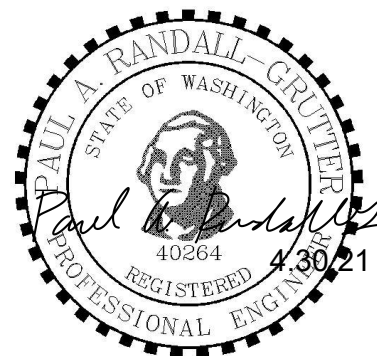


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Introduction

Skagit County is committed to reducing fatalities and serious injury crashes on County maintained roads. As outlined in the [Target Zero Washington State Strategic Highway Safety Plan](#), the identification of crash trends and contributing factors is key to implementing successful crash reduction strategies.

Reasons for Conducting Data Analysis

Skagit County collects detailed crash information and retains it over time. This allows us to return to the data and review it to determine if crash trends exist for some period of time. Skagit County also uses a priority array; this is one of several criteria used to develop the local road safety plan. Additionally, the State of Washington has provided statewide crash data. With the two data sources, we can compare crash type incidents, predict where crashes may occur and work to reduce crash types exceeding the average rate of occurrence. Targeting crash types and connecting factors allows Skagit County to be efficient and cost-effective in identifying and implementing crash reduction strategies.

2019 Washington State Target Zero Plan (Strategic Highway Safety Plan)

Washington State's Strategic Highway Safety Plan highlights the importance of *"a data driven strategic plan used to identify priorities and solutions, help create common goals, and develop a common language so we can work together across disciplines."* Through the Strategic Highway Safety Plan, low-cost, near-term projects can be identified which will improve roadway safety through systemic, meaningful action. As once stated in the plan *"the greatest challenge in addressing fatalities and serious injuries on rural roads is the geographic randomness of collisions scattered over tens of thousands of miles."*

Target Zero Priorities

Skagit County utilized the Target Zero Priority matrix to identify locations and specific strategies, for three priority levels. This is based off traffic safety priorities on the latest data. It focuses efforts on eliminating deaths and serious injuries on our roadways by analyzing the latest crash data available to determine the highest priorities for immediate efforts. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

- **Priority level one** includes the factors associated with the largest number of fatalities and serious injuries in Skagit County. Each of these factors were involved in at least 30% of the traffic fatalities or serious injuries between 2015 and 2019.
- **Priority level two** factors, while frequent, are not as common as priority level one factors. Level two factors were seen in at least 10% of traffic fatalities or serious injuries, but fewer than 30%.
- **Priority level three** factors are associated with less than 10% of fatalities and serious injuries.

Identification of Relevant Risk/Crash Types

Data Sourcing

Data for the analysis was provided by Washington State Department Of Transportation (WSDOT) or was retrieved from the County Road Administration Board (CRAB) online system for dates January 1, 2015 through December 31, 2019. The data was reviewed, verified and entered from collision reports provided by the Skagit County Sheriff's Department or Washington State Patrol for crashes occurring in Skagit County.

Methodology

The three E's are being used to address safety topics: Education, Enforcement, and Engineering. This report focuses on engineering strategies, but also acknowledges that partnerships with law enforcement and other public safety agencies can result in a real and beneficial safety gain for the targeted risk group, as well as other motorists.

System Crash Evaluation

Our data analysis began with data provided by Washington State Department Of Transportation. Highlighted are factors that exceed the state average for crashes involving fatalities or serious injury crashes. By determining contributing factors, establishing a risk rating, and prioritizing sites with multiple features connected with higher risk rates, low cost safety projects can be targeted to provide the maximum benefit to the traveling public, reducing the risk of serious injury or fatality crashes on Skagit County roads.

The next table (Table 1) compares Washington State overall average percentage rates for the state, compared to the same accident types for only Skagit County. The table highlights areas where Skagit County's rates exceed the average rates and point towards crash types and features, which Skagit County has investigated further. Priority Level 1 items are shown in red bold.

Appendix A includes the 2015 – 2019 Skagit County Data that was provided by WSDOT. Areas highlighted in the data are those areas where the Skagit County data is overrepresented compared to the percentage of crashes in other Washington Counties or on all Washington Public Roads. Percentage of crashes from the WSDOT provided data that are overrepresented are also included in the next table (Table 1).

Table 1 – Analysis based on WSDOT provided data.

	Fatal/Serious Injury Crashes		Total Crashes	
	Statewide All Counties Avg	Skagit County	Statewide All Counties Avg	Skagit County
By Collision Type				
Hit Fixed Object	43.5	44.0	39.4	55.8
Angle (Left Turn)	4.6	7.1	5.0	2.6
Sideswipe (Same Dir)	2.1	5.1	5.2	4.2
By Junction Relationship				
Non-Intersection	67.1	69.4	53.3	67.1
Intersection-Related	22.4	19.4	33.0	20.2
Driveway Related	5.6	9.2	9.4	8.1
By Roadway Curvature				
Straight Level	42.7	57.1	51.6	50.1
Horizontal Curve	37.7	33.7	24.3	29.3
Hit Fixed Object Crashes				
Tree / Stump	23.2	27.9	11.8	11.1
Over Embankment	8.0	18.6	6.5	4.4
Utility Pole	10.2	16.3	12.2	16.8
Guardrail	6.3	9.3	5.0	8.3
By Functional Class				
Rural Major Collector	33.2	53.1	23.4	49.0
Rural Minor Collector	10.5	15.3	7.9	16.0
Rural Local Access	11.7	13.3	9.9	13.9
By Contributing Circumstance				
Inattention / Distraction	23.2	23.0	32.6	27.9
Under Influence of Alcohol/Drugs	14.9	23.0	6.7	10.6
Exceeding Safe / Posted Speed	25.1	14.3	15.3	18.1
Failing to Yield	6.3	9.5	10.0	7.1
By Vehicle Type				
Light Truck / SUV	41.5	45.7	46.2	47.6
Passenger Car	37.4	30.4	46.6	44.7
Motorcycle	15.4	17.4	1.8	2.7
By Speed Limit				
50 MPH	26.2	63.7	16.9	38.1
35 MPH	36.3	22.6	44.2	45.5

The WSDOT or state data was used in determining the contributing factors for each priority level as follows:

- **Priority Level 1** – Contributing factors that are involved in 30% or more of fatality or serious injury crashes. These contributing factors are Hit Fixed Object type collisions, Non-Intersection related, occurring on Straight Level roads and Horizontal Curves on functional class Rural Major Collector roads with speed limits of 50 MPH.
- **Priority Level 2** – Contributing factors that are involved in between 10% and 30% of fatality or serious injury crashes. These contributing factors are: collisions involving Tree Stump, Over Embankment, and Utility Pole, functional class Minor Collector and Local Access roads, Intersection-related, Distracted, Impaired, and Exceeding Safe/Posted Speed drivers, roads with a posted speed of 35 MPH, and collisions involving Motorcycles.
- **Priority Level 3** – Contributing factors that are involved in less than 10% of fatality or serious injury crashes but are common factors that will improve traffic safety for all users. These contributing factors are: Driveway Related collisions, Angle (left turn), Sideswipe (same direction), and Wildlife collision types, collisions involving Guardrail, and contributing circumstance of Failing to Yield.

Analysis of County Data

In order to target higher volume roads, we analyzed County data that is entered and maintained in our Road Log database, Mobility, which is used to create the County's Priority Array. Skagit County's Priority Array takes into account traffic volumes, roadway conditions, geometrics, accidents per million vehicle miles, and matters of significant local importance. The Priority array is one of several criteria used to develop the local road safety plan. The goal is to reduce the amount of fatal/serious injury crashes that could occur anywhere on our system. The data is pulled from 1,660 total crashes, including 98 serious injury collisions and 17 fatalities on 800 miles of Skagit County roads system. Corresponding to the Washington State data, Skagit County analysis shows that: hit fixed objects, rural major collectors, and speed limits of 50 MPH represent a majority of both injury and fatality crashes at 43.9%, 53.1% and 63.7% respectfully.

The following Priority Level factors were developed by combining the state and county data. The data analyzed by the County was also used to determine the possible contributing factors for each priority level and comparing it with the highest rated within the County's Priority Array that meets the contributing circumstances and/or does not have a current or proposed project assigned to the segment. Note that the following is for all injury and fatality crashes, not just serious injury/fatality crashes:

- Priority Level 1 – Combined contributing factors that are involved in 30% or more of fatality or injury crashes. These contributing factors are Hit Fixed Object type collisions, Non-Intersection related, occurring on Straight Level and Horizontal Curve segments of Rural Major Collector roads with speed limits of 50 MPH. Using the Mobility database, we prioritized rural collector roads and roads with ADT's greater than 3,000. We then crosschecked these types of roads with our 2021 Priority Array to narrow down areas of concern for Priority Level 1 types of roads and contributing factors.

The factors rated for Priority Level 1 will include Rural Arterials & Collectors speed limits of 50 MPH and greater than 3,000 ADT, roads that are straight and level with horizontal curves,

roads with a high number of fixed objects in the clear zone. The risk of severe injury/fatality is based on the priority array criteria and rating that takes into account factors such as collisions, ADT, functional class, heavy vehicles, and curves.

Proposed countermeasures for the Priority Level 1 locations will include those that are appropriate for reducing fatal and serious injury crashes on 50 MPH major collector roads involving hitting fixed objects.

- Priority Level 2 - Contributing factors that are involved in between 10% and 30% of fatality or injury crashes. These contributing factors are collisions involving Tree Stump, Over Embankment, and Utility Pole, functional class Minor Collector and Local Access roads, Intersection-related, Distracted, Impaired, and Exceeding Safe/Posted Speed drivers, roads with a posted speed of 35 MPH, and collisions involving Motorcycles. We have crosschecked these types of roads with our 2021 Priority Array to narrow down areas of concern for priority level 2 types of roads and contributing factors.

The factors that will be considered in ratings for priority level 2 will include Hit Fixed Object type collisions involving Tree Stump, Over Embankment, and Utility Pole, functional class Minor Collector and Local Access roads, collisions involving distracted and/or impaired drivers, roads with a posted speed of 35 MPH, intersection-related collisions, and collisions involving Motorcycles. Based on the priority array criteria and rating that considers factors such as collisions, ADT's greater than 1,000, functional class, heavy vehicles, and horizontal curves.

Proposed countermeasures for the Priority Level 2 locations will include those that are appropriate for reducing fatal and serious injury crashes on 35 MPH Minor Collector and Local Access roads with a high number of distracted and impaired drivers, and a high number of tree stumps, embankments, and utility pole risks, and 2-Way STOP controlled intersections.

- Priority Level 3: Contributing factors that are associated with less than 10% of fatality or injury crashes but are common factors that will improve traffic safety for all users. These contributing factors include Driveway Related collisions, Angle (left turn) collision types, collisions involving Guardrail, and contributing circumstance of Failing to Yield. We have crosschecked these types of roads with our 2021 Priority Array to narrow down areas of concern for Priority Level 3 types of roads and contributing factors.

Proposed countermeasures for Priority Level 3 locations will include those that are appropriate for reducing fatal and serious injury crashes at driveway related crashes (angle left turn), failing to yield collisions type locations. The priority array, which takes factors into account, such as collisions, ADT, functional class, will be used to identify and prioritize these locations.

Evaluation of County Road System

Once the contributing factors have been determined, the next step in the plan is to evaluate the existing Priority Array and County road system to determine where the high-risk factors currently occur and to determine the appropriate countermeasures to employ. Locations are then prioritized based on how many of the high-risk factors are present. A priority array is prepared that includes the high-risk factors and a yes or no if the risk factor is present. For every yes answer a point is given to that location. The following tables contain the result of the road evaluation.

Priority Level 1

Road Name	FFC	AADT	APMVM	Pave Width	45+ MPH	H Curve	Fixed Obj/ Embank	Priority Array	Status
BOW HILL ROAD	07	3625	8.5	28	No	Yes	Yes	39	Awarded 2017 HSIP
OLD HWY 99 NORTH	07	4635	12.0	34	Yes	Yes	Yes	35	
MCLEAN ROAD	06	4139	12.4	36	Yes	No	Yes	31	
ALGER-CAIN LAKE ROAD	07	4286	1.7	22	Yes	Yes	Yes	30	Awarded 2017 HSIP
FIR ISLAND ROAD	07	4350	1.5	32	Yes	Yes	Yes	30	
MARINE DRIVE	17	4776	0.4	22	No	Yes	No	29	Awarded 2019 HSIP
BENNETT ROAD	17	4038	4.4	20	No	Yes	Yes	29	
BEST ROAD	07	3552	8.7	32	Yes	No	No	28	Awarded 2019 HSIP
ROSARIO ROAD	07	3793	0.9	28	No	Yes	Yes	28	
COOK ROAD	07	15101	1.1	40	Yes	No	No	28	
HAVEKOST ROAD	07	5180	1.5	32	No	Yes	No	27	Awarded 2019 HSIP
FRANCIS ROAD	17	5056	2.0	22	Yes	Yes	Yes	25	Awarded 2019 HSIP
LAKE SAMISH ROAD	08	6310	1.6	28	No	Yes	No	25	
WEST BIG LAKE BOULEVARD	18	3725	1.0	20	No	Yes	Yes	24	
LACONNER WHITNEY ROAD	07	5037	1.2	34	Yes	Yes	No	24	
PIONEER HIGHWAY	07	9516	1.5	32	Yes	No	Yes	24	
FARM TO MARKET ROAD	06	3306	3.1	24	Yes	No	Yes	22	
JOSH WILSON ROAD	06	4706	0.6	22	Yes	No	No	22	
PETERSON ROAD	16	4068	2.8	36	No	No	No	21	

Priority Level 2

Road Name	FFC	AADT	APMVM	35+ MPH	H Curve	Tree/Pole /Embank	Priority Array	Status
PRAIRIE ROAD	08	1756	8.788	Yes	Yes	Yes	35	Awarded 2019 HSIP
SNEE-OOSH ROAD	08	2256	4.829	Yes	Yes	Yes	31	
LAKE CAVANAUGH ROAD	08	605	2.2663	Yes	Yes	Yes	29	
OLD DAY CREEK ROAD	08	1710	2.437	Yes	Yes	Yes	27	
CONWAY FRONTAGE ROAD	08	1734	4.272	Yes	Yes	No	26	
GRIP ROAD	08	975	2.7452	Yes	Yes	Yes	26	
EAST HICKOX ROAD	17	1434	2.9827	Yes	No	Yes	25	
AVON ALLEN ROAD	16	1883	1.856	Yes	Yes	Yes	25	
PETERSON ROAD	16	2039	2.523	Yes	Yes	No	24	
HIGGINS AIRPORT WAY	16	1707	0.977	Yes	Yes	No	23	
GIBRALTER ROAD	08	1867	0.851	Yes	Yes	Yes	22	
MINKLER ROAD	08	1830	3.995	Yes	No	No	20	
HELMICK ROAD	18	1626	2.3914	Yes	Yes	No	17	
PARSON CREEK ROAD	08	1507	0.975	Yes	No	Yes	15	
MUD LAKE ROAD	09	1014	2.8218	Yes	Yes	Yes	N/A	
SWAN ROAD	19	1421	2.2497	Yes	Yes	Yes	N/A	

Priority Level 3

Skagit County Intersections				2015 - 2020 Crash Data (100' Radius)				Status
Major	Minor	Posted Speeds	ADT's	Property Damage	Injury	Fatal	Total	
Bow Hill Rd	N Daark Ln	35 / 25	6780 / 4694	11	1	0	12	Signalized
Bow Hill Rd	Ershig Rd	50 / 50	2172 / 681	4	3	0	7	
Josh Wilson	Pulver Rd	50 / 50	4784 / 832	7	9	0	16	
Josh Wilson	Avon Allen Rd	50 / 50	4706 / 1373	2	3	0	5	
Josh Wilson	Farm To Market Rd	50 / 50	3486 / 3306	9	7	1	17	2021 Roundabout Const.
Peterson Rd	Pulver Rd	35 / 50	4068 / 1224	2	5	0	7	
Reservation Rd	Snee-Oosh Rd	25 / 25	1937 / 2256	4	2	0	6	Safety Countermeasures Installed by Tribe
McLean Rd	LaConner Whitney	50 / 35	3259 / 4982	3	2	0	5	
McLean Rd	Best Rd	50 / 50	3444 / 3340	7	1	0	8	
McLean Rd	Bradshaw Rd	50 / 35	3509 / 233	3	2	0	5	
McLean Rd	Beaver Marsh Rd	35 / 35	4074 / 510	8	2	0	10	
Best Rd	Chilberg	35 / 50	3394 / 2001	7	0	0	7	
Old Hwy 99	Bow Hill Rd	50 / 35	3350 / 3625	10	8	0	18	
Old Hwy 99	Alger-Cain Lake	35 / 35	2079 / 5682	3	3	0	6	
Cook Rd	Old Hwy 99	35 / 35	15101 / 4372	32	8	0	40	Signalized
Cook Rd	Collins Rd	50 / 35	14040 / 1359	7	3	0	10	

Selection of Countermeasures

When locations that are at higher risk of fatal/serious injury crashes have been determined, we then considered countermeasures that are effective at reducing the risk of these types of crashes. Countermeasures have been evaluated through FHWA's Crash Modification Factors (CMF) clearinghouse. The CMF clearinghouse contains safety countermeasures and the effectiveness at reducing crashes. If a CMF has a rating of less than 1 then it has been shown or is expected to reduce the quantity of crashes. For example, if the CMF is 0.80, then the amount of crashes would be expected to be 80% of the existing number of crashes. Another term used is Crash Reduction Factor (CRF), which is the percent reduction in crashes. For the CMF of 0.8 the CRF is 0.2, which means the crashes are reduced by 20%.

The countermeasures considered as a part of this plan are as follows:

Objective	Countermeasure
Reduce vehicles leaving roadway	Install chevron signs, curve warning signs
	Install center line and/or edge line profile stripes
	Install delineation along travel way or fixed objects
	Increase lane and shoulder widths
Reduce opposite direction crashes	Install center line rumble stripes
	Install RPM's or profiled center lines
Minimize severity of lane departures	Install new and/or upgrade existing guardrail
	Remove/relocate objects in hazardous locations in the clear zone
	Install delineation on fixed objects that cannot be removed from clear zone
Reduce crashes at intersections	Convert intersections to roundabouts
	Install left turn lanes
	Install lighting
Improve driver awareness of intersection	Increase visibility of signs at intersections

Project Priority Selection

The list below contains the project priorities with an estimated cost for each.

- **Priority Level 1:**

- Lane Departure Reduction Project Cost Estimate: \$575,500
 - Pioneer Highway
 - MP 0.00 – 3.05
 - Edge and C/L profile stripes and/or raised pavement markers
 - Alger-Cain Lake Road
 - MP 0.05 – 2.6
 - Edge and C/L profile stripes and/or raised pavement markers
 - Improve Curve Signage & Placement
 - Old Highway 99 North
 - MP 5.27 – 9.8
 - Edge and C/L profile stripes and/or raised pavement markers

- **Priority Level 2:**

- Intersection Awareness Improvements Cost Estimate: \$ 78,100
 - Install Solar-powered Flashing LED STOP Signs
 - Josh Wilson Rd & Pulver Rd (2)
 - Josh Wilson Rd & Avon Allen Rd (2)
 - Peterson Rd & Pulver Rd (2)
 - Bow Hill Rd & Ershig Rd (2)
 - Best Rd & Chilberg/Calhoun Rd (2)
 - Old Hwy 99 & Prairie/Bow Hill Rd (2)
 - VOID if Roundabout receives funding
- Guardrail Installations Cost Estimate: \$655,100
 - Mud Lake Road, MP(s) 0.73 – 0.84, 1.05 – 1.62
 - Baker Lake Road, MP 5.17 – 5.33
 - South Skagit Hwy, MP 6.98 – 7.06
- Signage & Delineation Improvements Cost Estimate: \$200,800
 - Lake Cavanaugh Rd MP 0.05 – 10.2
 - Snee-Oosh Rd, MP 0.00 – 5.16
 - Rosario Rd, MP 2.7 – 4.3

- **Priority Level 3:**

- Intersection Conversion to Roundabout Cost Estimate: \$2,200,000
 - Old Highway 99 / Bow Hill / Prairie Road Intersection

Conclusion

A majority of the crashes in Skagit County are strongly associated with higher speed roads with curves combined with driving under the influence or inattentive drivers. Skagit County proposes to implement countermeasures with visual and audio alerts to increase awareness for the driver that they are leaving their lane on some of the County's highest traveled roads (Priority 1). The County also identified a number of intersections where drivers disregard the STOP signs and will benefit from high visibility LED Blinker STOP signs. The County also proposes to improve signage and roadway delineation of some of our high speed, lesser traveled roads to reduce lane departure crashes, as well as install guardrail to reduce the severity of run off the road lane departure crashes when they do occur (Priority 2). Failure to Yield and entering at angle crashes (Priority 3) can most efficiently be addressed with the installation of a roundabout. We identified the intersection of Old Highway 99 N / Bow Hill Rd / Prairie Rd that will benefit greatly. This intersection is also part of the Upper Skagit Indian Tribe's National Tribal Transportation Facilities Inventory.

The 800 miles of Skagit County rural roads experience collisions throughout for many different reasons, but, with the help of the 2015-2019 Collision Data provided by Washington State Local Programs, we are able to identify the problem areas and prioritize mitigation measures. This strategic risk-based assessment identified numerous road segments that meet all or some of the risk factors highlighted by the collision data. These segments were thoroughly analyzed and vetted among Public Works staff to properly address the issues and mitigate the risk. With the Highway Safety Improvement Program now being offered every odd numbered year; this plan shall be updated every two years to evaluate the success of the program and identify additional risk factors and employ new countermeasures as needed. Skagit County appreciates the assistance of the Highway Safety Improvement Program and hopes to continue to build on the success of the many previously funded highway safety improvements.

2015-2019 Skagit County Data	Fatal/Serious Injury Crashes Only										Total Crashes																										
	All Roads					Skagit County					All Roads					Skagit County																					
	2015-2019	%	2015-2019	%	2015-2019	2015-2019	%	2015-2019	%	2015-2019	2015-2019	%	2015-2019	%	2015-2019	2015-2019	%	2015-2019	%	2015-2019	2015-2019	%	2015-2019	%													
Hit / Fixed Object Crashes Only - By Fixed Object Hit	611	18.5%	224	23.2%	229	27.0%	121	27.9%	2	3	1	4	2	0	2	3	2	0	9,833	9.2%	3,357	11.8%	2,697	13.5%	101	11.1%	13	22	19	20	27	14	16	20	11		
Tree / Stump (Stationary)	224	6.8%	94	8.0%	53	6.3%	8	18.6%	1	2	1	3	1	0	0	1	0	4,425	4.1%	1,854	6.5%	1,050	5.2%	40	4.4%	5	7	10	13	5	5	6	7	8	14		
Over Embankment	255	7.7%	121	10.2%	102	12.0%	7	16.3%	1	1	3	0	2	2	3	0	1	7,517	7.0%	3,467	12.2%	2,703	13.5%	153	16.8%	36	20	29	36	32	30	21	33	26	37		
Utility Pole	369	11.1%	178	15.1%	123	14.5%	5	11.6%	0	2	0	0	3	0	1	2	1	13,512	12.6%	5,904	20.8%	4,232	21.1%	226	24.8%	43	48	46	49	40	10	14	8	9	14		
Roadway Ditch	315	9.5%	78	6.3%	58	6.8%	4	9.3%	0	1	1	1	1	0	1	0	1	8,995	8.4%	1,412	5.0%	966	4.8%	76	8.3%	12	12	17	20	15	10	14	8	9	14		
Mail Box	55	1.7%	31	2.6%	18	2.1%	2	4.7%	1	0	0	0	1	0	0	0	0	2,480	2.3%	1,251	4.4%	982	4.9%	29	3.2%	5	9	2	4	6	7	5	7	6	11		
Fence	173	5.2%	85	7.2%	57	6.7%	1	2.3%	0	0	0	0	1	0	0	0	0	8,327	7.8%	3,110	11.0%	2,058	10.3%	83	9.1%	14	10	15	28	16	14	14	18	11	6		
Earth Bank	288	8.7%	132	11.2%	77	9.1%	1	2.3%	0	0	1	0	0	1	1	0	0	6,525	6.1%	2,500	8.6%	1,389	6.9%	64	7.0%	13	9	14	13	15	11	11	3	6	5		
Wood Sign Post	75	2.3%	15	1.3%	12	1.4%	1	2.3%	0	0	1	0	0	0	0	0	0	4,132	3.9%	2,818	2.6%	766	2.7%	603	3.0%	18	20	2	3	5	4	0	6	7	6		
Metal Sign Post	43	1.3%	22	1.9%	16	1.9%	0	0.0%	0	0	0	0	0	0	0	0	1	857	0.8%	495	1.7%	397	2.0%	22	2.4%	6	6	3	1	6	3	1	4	2	3		
Fallen Rock / Tree	3	0.1%	2	0.2%	2	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	509	0.6%	141	0.5%	123	0.6%	11	1.2%	0	0	4	6	2	0	0	1	0	1		
Boulder (Stationary)	19	0.6%	4	0.3%	2	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	864	0.8%	300	1.1%	234	1.2%	8	0.9%	2	3	0	2	1	1	0	2	3	2		
Utility Box	156	4.7%	10	0.8%	8	0.9%	0	0.0%	0	0	0	0	0	0	0	0	0	9,534	8.9%	181	0.6%	131	0.7%	8	0.9%	1	2	3	0	2	1	1	1	0	1	0	0
Concrete Barrier	140	4.2%	9	0.8%	9	1.1%	0	0.0%	0	0	0	0	0	0	0	0	0	3,233	3.0%	263	0.9%	213	1.1%	5	0.5%	2	0	1	1	1	0	0	1	0	0	0	
Linear Curb	36	1.1%	7	0.6%	5	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	1,445	1.4%	180	0.6%	145	0.7%	5	0.5%	0	1	1	2	1	1	1	1	0	1	0	1
Building	41	1.2%	6	0.5%	3	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	2,709	2.5%	169	0.6%	84	0.4%	5	0.5%	1	0	1	0	3	2	1	2	7	1	0	1
Railway Crossing Gate	4	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	112	0.1%	14	0.0%	8	0.0%	5	0.5%	0	1	1	0	3	2	1	0	0	0	0	
Into River / Lake	12	0.4%	6	0.5%	3	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	318	0.3%	155	0.5%	65	0.3%	4	0.4%	1	0	1	1	1	1	3	2	3	2	2	2
Falling Rock / Tree Fell on Vehicle	30	0.9%	5	0.4%	5	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	261	0.2%	65	0.2%	61	0.3%	4	0.4%	1	2	0	1	1	0	0	0	0	0	0	
Rock Bank	60	1.8%	2	0.2%	2	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	620	0.6%	137	0.5%	61	0.3%	4	0.4%	0	0	1	1	2	0	0	0	1	0	0	0
Retaining Wall	65	2.0%	16	1.4%	10	1.2%	0	0.0%	0	0	0	0	0	0	0	0	0	1,887	1.7%	273	1.0%	210	1.0%	3	0.3%	0	0	1	1	1	1	1	2	0	1	2	2
Luminaire Pole	63	1.9%	4	0.3%	4	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	3,613	3.4%	196	0.7%	165	0.8%	3	0.3%	0	1	1	0	2	0	1	0	1	0	0	1
Temporary Traffic Sign / Barricade	8	0.2%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	423	0.4%	37	0.1%	27	0.1%	2	0.2%	0	1	1	0	0	0	1	0	0	0	0	
Traffic Island	33	1.0%	3	0.3%	3	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	1,021	1.0%	79	0.3%	69	0.3%	1	0.1%	0	1	0	0	0	0	0	0	0	0	0	0
Snow Bank	7	0.2%	2	0.2%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	648	0.6%	87	0.3%	9	0.0%	1	0.1%	0	0	1	0	0	0	0	0	0	1	0	0
Mud / Land Slide	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	11	0.0%	3	0.0%	3	0.0%	1	0.1%	0	0	0	0	0	0	0	0	0	1	0	0
Other	174	5.3%	29	2.5%	19	2.2%	0	0.0%	0	0	0	0	0	0	0	0	0	9,368	8.8%	1,057	3.7%	734	3.7%	12	1.3%	1	0	3	2	2	6	6	0	4	1	9	
By Functional Class	1,182	19.4%	900	33.2%	532	26.9%	52	53.1%	6	10	15	11	10	2	7	7	6	23,663	8.7%	17,114	23.4%	9,939	17.9%	814	49.0%	145	160	188	187	154	136	123	119	126	120		
Rural Major Collector	285	4.7%	285	10.5%	167	8.5%	15	15.3%	1	2	2	7	3	1	4	6	2	4	5,832	2.1%	5,799	7.2%	3,318	5.9%	266	16.0%	14	56	49	84	63	35	59	49	53	59	
Rural Local Access	318	5.2%	318	11.7%	199	9.8%	13	13.3%	3	1	4	4	1	5	4	0	1	7,216	2.7%	7,271	9.2%	4,360	7.8%	231	13.9%	54	28	52	52	42	32	53	49	37	46		
Rural Minor Arterial	614	10.1%	116	4.3%	107	6.1%	6	6.1%	0	3	1	1	1	1	1	0	0	4,921	4.6%	2,286	3.1%	2,053	3.7%	76	4.6%	9	17	17	12	8	0	1	0	0	0		
Urban Local Access	163	2.7%	162	6.0%	141	7.1%	3	3.1%	0	1	0	2	1	0	1	0	1	6,786	2.5%	6,731	9.2%	5,826	10.4%	87	5.2%	12	14	17	26	18	13	19	12	11	14		
Urban Minor Arterial	755	12.4%	398	14.7%	364	18.4%	3	3.1%	0	1	1	0	0	0	3	0	2	32,884	12.1%	13,969	19.1%	12,894	23.0%	45	2.7%	2	10	15	6	12	8	19	15	20	17		
Urban Interstate	781	12.8%	46	1.7%	25	1.3%	3	3.1%	3	0	0	0	0	0	0	0	0	84,730	11.6%	1,116	1.5%	652	1.2%	39	2.3%	39	0	0	0	0	0	0	0	0	0	0	
Urban Major Collector	291	4.5%	248	9.1%	226	11.4%	1	2.0%	1	0	1	0	2	0	0	0	1	9,751	3.6%	8,453	11.6%	7,544	13.5%	54	3.3%	10	8	14	11	11	7	8	12	9	10		
Rural Other Freeway/Expressway	300	4.5%	32	1.2%	27	1.4%	1	1.0%	0	0	0	0	0	0	0	0	0	8,477	3.1%	1,524	2.1%	1,311	2.3%	31	1.9%	11	7	6	2	2	2	0	0	0	0		
Urban Other Principal Arterial	1,413	23.2%	182	6.7%	173	8.8%	0	0.0%	0	0	0	0	0	0	0	0	0	80,001	29.5%	8,315	11.4%	7,614	13.6%	7	0.4%	0	2	1	1	2	2	0	0	0	0	0	
By Contributing Circumstance	3,390	21.9%	441	23.2%	574	22.0%	29	23.0%	1	6	8	4	10	2	5	2	0	126,888	30.3%	27,811	32.6%	22,101	33.5%	540	27.9%	85	96	97	126	136	83	91	49	42	57		
Inattention / Distraction	2,298	14.8%	542	14.9%	371	14.2%	29	23.0%	8	4	5	6	6	3	6	11	3	4	31,871	4.4%	5,721																

2015-2019 Skagit County Data	Fatal/Serious Injury Crashes Only													Total Crashes																							
	All Roads						All Co						West Co						All Roads						All Co						West Co						
	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%	2015-2019	%			
By Vehicle Type	7,462	39.4%	1,591	41.5%	1,164	41.1%	63	45.7%	9	10	11	17	16	5	8	12	7	7	473,115	42.8%	53,708	46.2%	41,709	45.2%	1,094	47.6%	200	223	260	209	152	159	150	146			
Passenger Car	7,644	40.4%	1,431	37.4%	1,087	38.4%	42	30.4%	6	9	13	7	7	5	6	11	1	7	548,066	49.7%	54,181	46.6%	44,555	48.3%	1,028	44.7%	180	199	201	251	197	160	177	166	189		
Motorcycle	2,391	12.6%	591	15.4%	468	16.5%	24	17.4%	1	4	10	6	3	0	5	3	4	11,231	1.0%	2,083	1.8%	1,629	1.8%	63	2.7%	4	9	21	15	14	4	12	16	9	12		
Heavy Truck	841	4.4%	105	2.7%	53	1.9%	5	3.6%	1	1	1	2	0	1	0	0	1	36,724	3.3%	2,936	2.5%	1,915	2.1%	70	3.0%	16	15	14	10	15	11	13	11	14	6		
School Bus	32	0.2%	7	0.2%	5	0.2%	1	0.7%	0	0	0	0	1	0	0	0	0	2,000	0.2%	407	0.4%	312	0.3%	4	0.2%	1	1	0	0	2	0	1	1	0	1		
Bus	84	0.4%	6	0.2%	3	0.1%	0	0.0%	0	0	0	0	1	0	0	0	0	3,993	0.4%	190	0.2%	168	0.2%	3	0.1%	2	0	0	1	0	1	0	1	0	1		
Other	473	2.5%	100	2.6%	54	1.9%	3	2.2%	0	2	0	1	0	0	1	1	1	29,006	2.6%	2,756	2.4%	2,030	2.2%	36	1.6%	7	8	6	11	4	8	10	6	3	5		
By Speed Limit	113	0.7%	17	0.5%	14	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	9,035	1.0%	530	0.5%	355	0.5%	1	0.1%	1	0	0	0	0	1	0	0	0	1		
20 MPH	1,858	11.6%	244	7.3%	194	7.9%	4	3.2%	0	0	2	0	2	0	0	0	0	136,120	15.3%	10,602	10.9%	8,797	11.4%	120	6.5%	15	22	29	25	29	15	19	20	16	15		
25 MPH	1,753	11.0%	81	2.4%	69	2.8%	0	0.0%	0	0	0	0	0	0	0	0	0	125,737	14.2%	4,295	4.4%	3,630	4.2%	3	0.2%	0	0	0	2	1	1	3	1	2	0		
30 MPH	4,099	25.6%	1,207	36.3%	1,057	43.2%	28	22.6%	5	4	3	10	6	4	12	10	3	246,101	27.7%	43,175	44.2%	37,997	49.3%	835	45.5%	175	133	150	201	176	139	177	155	147	160		
40 MPH	1,110	6.9%	341	10.3%	318	13.0%	5	4.0%	0	0	0	2	3	2	2	0	0	53,343	6.0%	10,540	10.8%	9,585	12.4%	108	5.9%	13	14	25	28	28	12	16	17	19	17		
45 MPH	945	5.9%	387	11.6%	323	13.2%	8	6.5%	2	1	5	0	0	0	2	0	0	39,037	4.4%	9,165	9.4%	7,650	9.9%	63	3.4%	9	17	10	17	10	13	10	6	8	2		
50 MPH	1,735	10.8%	872	26.2%	457	18.7%	79	63.7%	8	20	20	16	15	4	5	12	9	40,282	4.5%	16,454	16.9%	11,474	14.4%	700	38.1%	108	132	132	183	145	105	112	125	132	131		
55 MPH	1,301	8.1%	140	4.2%	13	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	31,832	3.6%	2,247	2.3%	199	0.3%	6	0.3%	1	3	0	1	1	1	0	2	0	1	0	
By Roadway Surface Type	15,669	82.7%	3,314	86.4%	2,470	87.1%	113	81.9%	15	21	29	28	20	6	18	25	10	19	879,148	79.6%	100,054	86.0%	79,799	86.4%	1,780	77.5%	325	313	364	473	305	230	263	289	285	310	
Blacktop	2,321	12.2%	204	5.3%	183	6.5%	9	6.5%	0	1	1	2	5	0	1	1	0	0	173,113	15.7%	6,703	5.8%	6,118	6.6%	217	9.4%	42	57	47	21	50	17	27	19	21	23	
Concrete	140	0.7%	56	1.5%	16	0.6%	0	0.0%	0	0	0	0	0	2	0	0	1	0	3,670	0.3%	1,736	1.5%	421	0.5%	18	0.8%	1	3	4	3	7	1	6	1	3	7	
Gravel	88	0.5%	32	0.8%	4	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,387	0.1%	533	0.5%	98	0.1%	3	0.1%	1	0	1	1	1	1	1	0	2	1	0
Dirt	11	0.1%	1	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,055	0.1%	99	0.1%	79	0.1%	1	0.0%	0	0	0	1	0	1	0	0	0	0	
Brick/Wood Block	199	1.0%	148	3.9%	105	3.7%	14	10.1%	2	3	4	2	3	4	1	2	1	5,099	0.5%	3,301	2.8%	2,668	2.9%	223	9.7%	29	44	38	46	66	77	66	31	19	12	12	
Other	527	2.8%	80	2.1%	59	2.1%	2	1.4%	0	0	1	0	1	0	0	0	0	0	41,337	3.7%	3,859	3.3%	3,153	3.4%	56	2.4%	12	17	11	4	12	9	9	19	14	13	
By Contributing Circumstance (Ped Only)	353	21.7%	58	31.2%	51	33.8%	4	50.0%	0	0	3	1	0	0	0	0	0	0	1,436	27.1%	159	32.1%	140	33.3%	4	36.4%	0	0	3	1	0	0	0	0	1		
Inattention / Distraction	152	9.3%	23	12.4%	16	10.6%	1	12.5%	1	0	0	0	0	0	0	0	0	0	431	8.1%	45	9.1%	32	7.6%	1	9.1%	1	0	0	0	0	0	0	0	0	1	
Under Influence of Alcohol / Drugs	375	23.0%	29	15.6%	25	16.6%	0	0.0%	0	0	0	0	0	0	2	0	0	0	1,115	21.0%	76	15.3%	64	15.2%	1	9.1%	1	0	0	0	0	0	0	2	0	0	
Falling to Yield	14	0.9%	3	1.6%	2	1.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	64	1.2%	24	4.8%	17	4.0%	1	9.1%	1	0	0	0	0	0	0	0	0	1	
On Wrong Side of Road	477	29.3%	47	25.3%	35	23.2%	3	37.5%	1	0	1	1	0	0	1	0	0	0	1,366	25.8%	115	23.2%	97	23.1%	4	36.4%	1	0	2	1	0	1	0	1	1	1	
Other	1,103	46.1%	136	57.6%	107	54.0%	8	100.0%	2	0	4	2	0	0	3	0	0	0	3,442	29.3%	405	45.5%	339	43.7%	9	90.0%	3	0	4	2	0	1	0	3	1	2	
Roadway	153	6.4%	11	4.7%	10	5.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	634	5.4%	56	6.3%	46	5.5%	1	10.0%	0	1	0	0	0	0	0	0	0		
By Contributing Circumstance (Bike Only)	140	26.1%	24	30.4%	18	29.0%	2	100.0%	0	0	1	1	0	0	0	0	0	0	1,126	27.3%	128	34.1%	112	34.0%	2	66.7%	0	1	1	0	0	2	0	0	0		
Inattention / Distraction	11	2.0%	2	2.5%	2	3.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	76	1.8%	10	2.7%	10	3.0%	1	33.3%	0	1	0	0	0	0	0	0	0		
Improper Turn	353	50.7%	57	64.8%	43	61.4%	3	100.0%	0	0	2	1	0	0	0	0	0	0	2,597	38.2%	288	54.1%	249	53.5%	8	100.0%	1	1	2	3	1	1	0	0	0		
By Facility Used (Bike Only)	353	50.7%	57	64.8%	43	61.4%	3	100.0%	0	0	2	1	0	0	0	0	0	0	2,597	38.2%	288	54.1%	249	53.5%	8	100.0%	1	1	2	3	1	1	0	0	0		



2021 Priority Array



April 2021

SKAGIT COUNTY PRIORITY ARRAY

2021 Update – April 2021

INTRODUCTION

Skagit County's Priority Array has been developed based on three Washington Administrative Codes or WAC's. WAC 136-14-020 states "*Priority programming techniques shall be applied in the ranking of all potential projects on the arterial road system of each County . . . Priority programming will not be required, but is recommended, for the local access road system.*" WAC 136-14-030 goes on to state "*Items to be included in the technique shall include, but not be limited to the following:*

- 1) *Traffic Volume*
- 2) *Roadway Conditions*
- 3) *Geometrics*
- 4) *Matters of significant local importance*

Finally, WAC 136-14-040 states "*The resulting Priority Array . . . shall be consulted together with the bridge priorities by the legislative authority and county engineer during the preparation of the proposed six year program*".

The 2021 Priority Array that Skagit County has developed is based on previous Priority Arrays developed since the 2002 Priority Array. The basic approach in its development was to utilize the information that is already available from current programs and existing computerized databases that are maintained on an ongoing basis by Skagit County Public Works. All the base data for the 2021 Priority Array came from the "Roadlog" database and from the "Pavement Management" database, both of which are a part of the County Road Administration Board's (CRAB) **Mobility** infrastructure database. Data has been transferred electronically from **Mobility** to a spreadsheet program where the data was transformed into the 2021 Priority Array.

SUMMARY

The following seven factors (and their point ranges) were used in Skagit County's 2021 Priority Array:

Traffic	=	(Square Root of Average Daily Traffic) / 10; (0.6 to 12.5)
Trucks	=	2 * (6 – FGTS Rating); (0.0 to 10.0)
Collisions	=	Accidents Per Million Vehicle Miles (APMVM); (0.0 to 25.0)
Pavement	=	(100 – PSC Rating) / 10; (0.0 to 10.0)
Width	=	(Design Standard Width – Current Width) / 2; (0.0 to 4.0)
H Curve	=	Horizontal Curve Rating * 3; (3.0 to 9.0)
<u>V Curve</u>	=	<u>Vertical Curve Rating * 3; (3.0 to 9.0)</u>

Total Rating = Sum of above ratings – a higher rating means a higher priority for potential improvement.

DISCUSSION

Traffic Traffic Counts are systematically taken by Engineering Staff using traffic data counters as part of the County's Traffic Program. From these counts the Average Annualized Daily Traffic (AADT) is calculated and input into the "Roadlog" database of **Mobility**. While traffic volume is a factor that is required for the County's Priority Array, using AADT directly presents a problem. AADT on the functionally classified system can range from under 100 to over 15,000. Simply dividing the AADT by 1,000 would give a scoring range of about 0.1 to about 15, but would have very few roads with high ratings. For example, the median for AADT (half of the segments are higher and half are lower) is about 1,000. Thus, the segment with the median AADT would have Traffic rating of 1.0 (quite low to be a middle rating). In order to get a better distribution, the square root of AADT divided by 10 was chosen for the Traffic factor. This gives a similar range of ratings (0.6 to 12.5) but increases the median Traffic rating to 3.8.

Trucks Truck routes on city streets, county roads and state highways in Skagit County are rated by the State based on the freight tonnage carried in a given period of time. These ratings range from 20,000 tons in a 2-month period to 10,000,000 tons in a year. These rated facilities are referred as the Freight and Good Transportation System (or FGTS). The FGTS ratings, which came from the "Roadlog" database within **Mobility**, range from 1 to 5, highest to lowest. They were converted to a 2 to 10, lowest to highest rating for the Priority Array Truck factor. Non-truck route roads were given a 0 rating factor.

Collisions The collision data item in the "Roadlog" database is Accidents Per Million Vehicle Miles or APMVM. This collision factor uses the reported collisions, road segment length, and traffic volume to calculate the collision rate. This is the Collision factor used in the 2021 Priority Array. APMVM is calculated in **Mobility**. While this factor ranges from 0 to 25, only about 3.5% of the segments have a factor greater than 10.

Pavement The Pavement Surface Condition (PSC) is a quality rating of the pavement surface from 0 to 100. A low rating represents a road surface that is in poor condition and in need of repair, resurfacing, or reconstruction. A high rating (near 100) usually represents a road surface that has recently been improved. Public Works staff bi-annually field inspects and rates all road segments in the County on several surface condition factors. Together, these factors produce an initial PSC. These ratings are entered and calculated in **Mobility**. In order for the Pavement rating for the Priority Array to be on a 0 to 10 scale from good to bad, the PSC is subtracted from 100 and the result is divided by 10.

Width The Washington state Department of Transportation (WSDOT) and Skagit County have design standards for new construction and reconstruction of roadways based on the traffic level. For each road segment, the design standard for total lane width (currently 12 feet per lane) was input by hand into the Priority Array spreadsheet. By comparing this design standard with the current pavement width from the "roadlog" in **Mobility**, a pavement width deficit for each road segment was created. This deficit gives the width deficit for each side of the road. If the pavement width is actually greater than the standard, the factor is set at 0.

H Curve This is short for Horizontal Curve Rating and is resident in **Mobility**. This rating is from 1 to 3 (no curves to very curvy) and was produced by field inspection of each road segment. The rating is multiplied by three to give a final rating range of 3 to 9.

V Curve This is short for Vertical Curve (hilly terrain) Rating and mirrors the Horizontal Curve Rating. This rating is from 1 to 3 (flat to hilly) and was produced by field inspection of each road segment. The rating is multiplied by three to give a final rating range of 3 to 9.

TABLES

The Skagit County 2021 Priority Array is listed in four different tables. They each represent the full Priority Array but with the data sorted in differing ways. Details for each table are shown below.

TABLE 1 – LIST BY RATING

This Table presents the Priority Array in the traditional manner, showing all the functionally classified road segments in order of priority from highest to lowest by Total Rating.

TABLE 2 – LIST BY ROAD NAME

This Table presents the Priority Array in alphabetical order. In this listing, it is easy to find the final rating of any specific roadway segment.

TABLE 3 – LIST BY COMMISSIONER DISTRICT & RATING

This list is similar to Table 1 except that it provides three lists by ratings, one for each Commissioner District.

TABLE 4 – LIST BY COMMISSIONER DISTRICT & ROAD NAME

This list is similar to Table 2 except that it provides three alphabetical lists, one for each Commissioner District.

Below is the key for the Table column headings:

Road # - *The official Skagit County Road Number*

Road Name – *The officially established Road Name*

BMP – *The Beginning Milepost for the listed road segment*

EMP – *The Ending Milepost for the listed road segment*

BMP Description – *The location description for Beginning Milepost (BMP) for the listed road segment*

Comm Dist – *The Commissioner District number for the listed road segment*

FFC – *The Federal Functional Class of the listed road segment (all non-Local Access roads)*

Traffic – *the Traffic Volume factor rating as described above*

Truck - *the Truck Traffic Volume factor rating as described above*

Pave - *the Pavement Surface Condition factor rating as described above*

Collisions– *the Collision factor rating as described above*

PW - *the Pavement Width factor rating as described above*

H Curve - *the Horizontal Curvature factor rating as described above*

V Curve - *the Vertical Curvature factor rating as described above*

Total – *the road segment's overall Priority Array rating – the sum of the above 7 factors*

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
53540	ALGER-CAIN LAKE ROAD	0.000	0.638	at OLD HWY 99 NORTH	3	07	6.5	6	1	2	1	9	6	31
53540	ALGER-CAIN LAKE ROAD	0.638	2.670	465 ft. NE of COAL BUNKER ROAD	3	07	6.5	6	0	2	1	9	6	30
53540	ALGER-CAIN LAKE ROAD	2.670	2.790	0.12 mi. South of CAMP 2 ROAD	3	07	6.5	6	0	0	1	3	3	20
36300	ALLEN WEST ROAD	0.000	0.576	at FARM TO MARKET ROAD	1	07	3.7	6	1	6	1	3	3	23
36300	ALLEN WEST ROAD	0.576	1.548	21 ft. East of BENSON ROAD	1	07	3.3	6	1	2	1	3	3	19
36300	ALLEN WEST ROAD	1.548	3.090	48 ft. East of THOMAS ROAD	1	07	3.3	6	0	3	1	3	3	19
33110	AVON ALLEN ROAD	0.000	0.490	at MCLEAN ROAD	2	16	3.5	6	0	0	2	3	3	17
33110	AVON ALLEN ROAD	0.490	0.840	26 ft. South of DUNBAR ROAD	2	16	3.5	6	0	2	2	3	3	20
33110	AVON ALLEN ROAD	0.840	1.070	290 ft. South of NILSON ROAD	2	16	3.5	6	0	0	2	3	3	18
33110	AVON ALLEN ROAD	1.070	1.500	16 ft. South of STATE ROUTE 536	2	16	4.1	6	0	4	1	3	3	21
33110	AVON ALLEN ROAD	1.500	2.560	16 ft. North of BENNETT ROAD	2	16	4.3	6	0	2	0	9	3	25
33110	AVON ALLEN ROAD	2.560	2.650	at STATE ROUTE 20	1	16	4.0	6	0	7	0	3	3	23
33110	AVON ALLEN ROAD	2.650	3.030	222 ft. NW of OVENELL ROAD	1	16	4.0	6	1	0	0	6	3	20
33110	AVON ALLEN ROAD	3.030	3.750	at COUNTRY CLUB DRIVE	1	16	3.9	6	0	0	0	6	3	19
33110	AVON ALLEN ROAD	3.750	4.154	at PETERSON ROAD	1	06	3.7	6	0	2	2	3	3	19
33110	AVON ALLEN ROAD	4.154	4.840	0.40 mi. North of PETERSON ROAD	1	06	3.2	6	0	0	2	3	3	17
33110	AVON ALLEN ROAD	4.840	5.908	at JOSH WILSON ROAD	1	07	3.7	6	0	1	2	3	3	18
33110	AVON ALLEN ROAD	5.908	6.330	253 ft. North of BENSON ROAD	1	07	3.7	6	0	2	2	3	3	19
33110	AVON ALLEN ROAD	6.330	6.370	211 ft. South of COOK ROAD	1	07	3.7	6	0	0	2	3	3	18
33110	AVON ALLEN ROAD	6.370	6.850	at COOK ROAD	1	07	4.3	6	0	0	2	3	3	18
33110	AVON ALLEN ROAD	6.850	6.910	21 ft. North of ALLEN WEST ROAD	1	07	4.3	0	0	0	2	3	3	12
97000	BAKER LAKE ROAD	0.000	0.020	at STATE ROUTE 20	3	07	3.8	6	2	0	0	3	3	18
97000	BAKER LAKE ROAD	0.020	1.210	106 ft. North of STATE ROUTE 20	3	07	3.8	6	1	1	0	6	3	20
97000	BAKER LAKE ROAD	1.210	6.690	1.21 mi. North of STATE ROUTE 20	3	07	2.7	6	0	1	0	9	6	25
97000	BAKER LAKE ROAD	6.690	9.860	84 ft. NE of BURPEE HILL ROAD	3	07	2.7	6	0	0	0	6	6	21
97000	BAKER LAKE ROAD	9.860	11.900	1.12 mi. South of DIVERSION CR. MULTI PLATE	3	07	2.7	6	0	1	0	9	6	24
16310	BARTHOLOMEW ROAD	0.000	0.260	at SOUTH MARCH'S POINT ROAD & THOMPSON ROAD (CITY)	1	17	3.9	0	0	0	0	3	3	10
31210	BAY VIEW-EDISON ROAD	0.047	0.370	at END STATE TURNBACK	1	07	3.0	4	2	3	0	9	3	24
31210	BAY VIEW-EDISON ROAD	0.370	0.425	0.32 mi. NE of END STATE TURNBACK	1	07	3.0	4	1	0	2	9	6	24
31210	BAY VIEW-EDISON ROAD	0.425	1.950	0.38 mi. NE of END STATE TURNBACK	1	07	3.0	4	0	0	2	9	6	24
31210	BAY VIEW-EDISON ROAD	1.950	2.140	at EGBERS KALSO ROAD	1	07	3.0	4	0	0	2	9	6	24
31210	BAY VIEW-EDISON ROAD	2.140	2.920	at BAY VIEW ROAD	1	07	2.3	4	0	5	2	6	6	25
31210	BAY VIEW-EDISON ROAD	2.920	3.080	370 ft. NW of BAYSIDE TERRACE	1	07	2.3	4	0	0	2	6	6	20
31210	BAY VIEW-EDISON ROAD	3.080	3.340	at SECOND STREET (BAY VIEW)	1	07	2.3	4	0	0	0	6	6	18
31210	BAY VIEW-EDISON ROAD	3.340	3.640	at JOSH WILSON ROAD	1	07	2.4	4	0	0	0	3	6	15
31210	BAY VIEW-EDISON ROAD	3.640	3.700	at BAY VIEW STATE PK. ENT.	1	07	3.0	4	1	0	0	3	6	17
31210	BAY VIEW-EDISON ROAD	3.700	4.120	317 ft. North of BAY VIEW STATE PK. ENT.	1	07	2.4	4	0	0	0	6	6	18
31210	BAY VIEW-EDISON ROAD	4.120	4.273	0.31 mi. South of BAY VIEW CEMETERY ROAD	1	07	2.4	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	4.273	4.430	0.16 mi. South of BAY VIEW CEMETERY ROAD	1	07	2.4	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	4.430	6.150	at BAY VIEW CEMETERY ROAD	1	07	2.4	4	0	1	2	9	6	24
31210	BAY VIEW-EDISON ROAD	6.150	8.140	37 ft. North of D'ARCY ROAD	1	07	3.2	4	0	1	2	3	3	16
31210	BAY VIEW-EDISON ROAD	8.140	8.160	79 ft. South of SAMISH ISLAND ROAD	1	07	3.2	4	0	0	2	9	3	21
31210	BAY VIEW-EDISON ROAD	8.160	9.366	26 ft. East of SAMISH ISLAND ROAD	1	07	2.9	4	0	4	2	9	3	26
31210	BAY VIEW-EDISON ROAD	9.366	9.798	at ACCESS TO WEST EDISON	1	07	3.1	4	0	2	2	6	3	21
05110	BEAVER LAKE ROAD	0.000	0.290	at STATE ROUTE 9	3	08	2.9	6	1	0	2	9	3	24
05110	BEAVER LAKE ROAD	0.290	0.585	169 ft. SE of AUSTIN ROAD	3	08	2.9	6	1	4	2	9	3	27
05110	BEAVER LAKE ROAD	0.585	1.330	at FOX ROAD	3	08	2.9	6	0	0	2	9	3	23
05110	BEAVER LAKE ROAD	1.330	2.660	26 ft. South of FONK ROAD	3	08	2.9	6	0	0	2	9	3	23
05110	BEAVER LAKE ROAD	2.660	3.080	74 ft. West of POWER LINES	2	08	2.9	6	1	0	2	9	3	24
05110	BEAVER LAKE ROAD	3.080	3.110	37 ft. South of BENHAM ROAD	2	08	2.9	0	4	0	0	9	3	19
05110	BEAVER LAKE ROAD	3.110	3.400	195 ft. South of BENHAM ROAD	2	08	2.9	0	0	4	2	9	3	21
05110	BEAVER LAKE ROAD	3.400	4.260	0.33 mi. South of BENHAM ROAD	2	08	2.9	0	0	0	2	9	3	17
44610	BEAVER MARSH ROAD	0.000	0.500	at STATE ROUTE 536	2	08	2.2	4	1	0	2	3	3	15
44610	BEAVER MARSH ROAD	0.500	1.510	at DONNELLY ROAD	2	08	2.3	4	0	0	2	3	3	14
44610	BEAVER MARSH ROAD	1.510	3.010	at MCLEAN ROAD	2	08	2.9	4	2	1	0	3	3	15
44610	BEAVER MARSH ROAD	3.010	4.020	at CALHOUN ROAD	2	08	2.1	4	2	0	0	6	3	17

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
44610	BEAVER MARSH ROAD	4.020	5.100	at WEST KAMB ROAD	2	08	2.1	4	0	6	2	9	3	26
30000	BENNETT ROAD	0.000	0.548	at STATE ROUTE 536	2	07	4.5	6	0	0	2	9	3	25
30000	BENNETT ROAD	0.548	0.620	at AVON ALLEN ROAD	2	17	4.5	6	2	0	2	9	3	26
30000	BENNETT ROAD	0.620	0.830	63 ft. East of HOLLY LANE	2	17	6.4	4	0	4	2	9	3	29
30000	BENNETT ROAD	0.830	1.779	312 ft. SW of AVON STREET	2	17	6.4	6	0	1	2	9	3	28
44010	BEST ROAD	0.000	0.250	at STATE ROUTE 20	1	07	4.8	6	1	2	0	3	3	19
44010	BEST ROAD	0.250	1.760	5 ft. South of YOUNG ROAD	1	07	5.0	6	1	1	0	3	3	19
44010	BEST ROAD	1.760	3.180	at MCLEAN ROAD	1	07	5.8	6	3	0	0	3	3	21
44010	BEST ROAD	3.180	3.270	444 ft. North of CHILBERG ROAD	1	07	6.0	6	2	9	0	3	3	28
44010	BEST ROAD	3.270	3.730	32 ft. South of CHILBERG ROAD	1	07	5.8	6	3	0	0	3	3	21
44010	BEST ROAD	3.730	4.821	317 ft. North of VALENTINE ROAD	1	07	5.8	6	3	1	0	6	6	28
44010	BEST ROAD	4.821	5.078	111 ft. South of LESLIE LANE	1	07	5.8	6	3	2	0	3	6	26
44010	BEST ROAD	5.078	5.392	5 ft. South of VIEW MOOR DRIVE	1	07	6.0	6	3	0	0	3	3	21
44010	BEST ROAD	5.392	5.500	32 ft. North of DODGE VALLEY ROAD	1	07	6.2	6	1	2	0	3	3	22
44010	BEST ROAD	5.500	5.773	0.10 mi. South of DODGE VALLEY ROAD	1	07	6.2	6	1	0	0	3	3	20
44010	BEST ROAD	5.773	6.108	37 ft. NW of SUMMERS DRIVE	1	07	6.2	6	0	1	0	3	9	26
44010	BEST ROAD	6.108	6.247	0.27 mi. NW of FIR ISLAND ROAD	1	07	6.2	6	2	0	0	3	9	26
44010	BEST ROAD	6.247	6.370	0.13 mi. NW of FIR ISLAND ROAD	1	07	6.2	6	1	0	0	3	6	22
44010	BEST ROAD	6.370	6.379	48 ft. NW of FIR ISLAND ROAD	1	07	6.2	6	0	0	0	3	6	21
21200	BOW HILL ROAD	0.000	0.060	at OLD HWY 99 NORTH	1	07	6.0	6	3	0	0	3	3	21
21200	BOW HILL ROAD	0.060	0.500	11 ft. East of NORTH GREEN ROAD	1	07	6.0	6	8	1	0	9	6	36
21200	BOW HILL ROAD	0.500	0.530	385 ft. East of NORTH DARRK LANE	1	07	6.0	6	7	9	0	6	6	39
21200	BOW HILL ROAD	0.530	0.800	227 ft. East of NORTH DARRK LANE	1	07	8.2	6	6	3	0	3	3	29
21200	BOW HILL ROAD	0.800	0.910	26 ft. West of NB I-5 On/Off Ramps	1	07	6.9	6	2	0	0	3	3	21
21200	BOW HILL ROAD	0.910	0.930	69 ft. East of SB I-5 On/Off Ramps	1	07	5.0	6	0	0	0	3	3	17
21200	BOW HILL ROAD	0.930	1.057	37 ft. West of SB I-5 On/Off Ramps	1	07	5.4	6	0	5	0	6	3	25
21200	BOW HILL ROAD	1.057	1.430	0.11 mi. West of BOW HILL FRONTAGE ROAD	1	07	5.4	6	0	5	0	6	3	26
21200	BOW HILL ROAD	1.430	2.180	at HOBSON ROAD	1	07	4.7	6	0	2	0	6	3	22
21200	BOW HILL ROAD	2.180	2.584	at ERSHIG ROAD	1	07	2.9	4	0	3	0	9	6	25
21200	BOW HILL ROAD	2.584	3.000	0.12 mi. East of CEDAR DRIVE	1	07	2.9	4	0	3	0	9	6	25
21200	BOW HILL ROAD	3.000	3.050	74 ft. NW of CATTAIL PLACE	1	07	2.9	4	0	0	0	3	3	13
21200	BOW HILL ROAD	3.050	3.280	53 ft. East of CEDAR STREET	1	07	2.9	4	0	0	0	6	3	16
21200	BOW HILL ROAD	3.280	3.620	at WORLINE ROAD	1	07	2.9	4	0	0	0	9	3	19
21200	BOW HILL ROAD	3.620	4.570	at BOW CEMETERY ROAD	1	07	3.6	4	0	1	0	9	3	20
70110	BRITT ROAD	0.000	1.470	at DIKE ROAD	2	08	1.6	0	0	0	2	9	3	16
70110	BRITT ROAD	1.470	1.720	at ROAD ENTERS UGA	2	07	1.6	0	2	0	2	9	3	17
80750	BULSON ROAD	0.750	1.500	at STARBIRD ROAD	2	08	1.8	0	0	0	2	9	6	19
80750	BULSON ROAD	1.500	3.830	at TYEE ROAD	2	08	2.6	0	0	1	2	9	9	23
20030	CAIN'S COURT	0.000	0.053	at FARM TO MARKET ROAD	1	07	4.1	0	2	11	1	9	3	29
20030	CAIN'S COURT	0.053	0.085	121 ft. North of MACCOY'S COURT	1	07	4.1	0	2	0	1	3	3	13
43200	CALHOUN ROAD	0.000	0.500	at BEST ROAD	1	08	2.2	0	0	0	2	3	3	10
43200	CALHOUN ROAD	0.500	1.500	0.49 mi. West of BRADSHAW ROAD	2	08	2.2	0	0	2	2	3	3	12
43200	CALHOUN ROAD	1.500	1.981	0.48 mi. West of BEAVER MARSH ROAD	2	08	2.3	0	0	4	2	3	3	14
43200	CALHOUN ROAD	1.981	2.735	at BEAVER MARSH ROAD	2	08	1.7	0	0	0	2	3	3	10
43200	CALHOUN ROAD	2.735	3.570	at KAMB ROAD	2	08	1.7	0	0	0	2	9	3	16
13900	CAMPBELL LAKE ROAD	0.000	0.760	at STATE ROUTE 20	1	07	4.3	4	0	1	1	9	6	25
13900	CAMPBELL LAKE ROAD	0.760	1.562	at PUBLIC LAKE ACCESS	1	07	4.3	4	0	1	1	6	6	22
97950	CASCADE RIVER ROAD	0.000	0.710	at STATE ROUTE 20	3	08	2.5	0	2	0	2	6	3	15
97950	CASCADE RIVER ROAD	0.710	3.960	at ROCKPORT CASCADE ROAD	3	08	2.0	0	1	1	2	9	6	21
97950	CASCADE RIVER ROAD	3.960	4.000	148 ft. East of CASCADE RIVER PARK TRACTS	3	08	1.1	0	0	0	2	6	3	12
97950	CASCADE RIVER ROAD	4.000	6.710	359 ft. East of CASCADE RIVER PARK TRACTS	3	08	1.1	0	0	3	2	9	3	18
70550	CEDARDALE ROAD	0.000	0.930	at STARBIRD ROAD	2	08	2.3	4	1	2	0	6	6	21
70550	CEDARDALE ROAD	0.930	1.640	at BEGIN CONCRETE	2	08	2.3	4	3	5	0	3	6	23
70550	CEDARDALE ROAD	1.640	2.610	at END CONCRETE	2	08	2.4	4	2	0	0	9	3	21
70550	CEDARDALE ROAD	2.610	4.690	at STATE ROUTE 534	2	07	3.5	6	2	2	0	6	3	22
70550	CEDARDALE ROAD	4.690	5.548	at EAST STACKPOLE ROAD	2	07	3.8	6	1	1	0	9	3	24

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
70550	CEDARDALE ROAD	5.548	5.769	at OLD HWY 99 SOUTH	2	07	4.8	6	0	0	0	9	3	23
42200	CHILBERG ROAD	0.000	0.943	at BEST ROAD	1	07	4.5	6	2	0	0	9	3	25
42200	CHILBERG ROAD	0.943	1.280	at CHILBERG LANE	1	07	4.5	6	1	0	0	9	3	24
42200	CHILBERG ROAD	1.280	2.378	0.34 mi. West of CHILBERG LANE	1	07	5.1	6	1	0	0	3	3	18
42200	CHILBERG ROAD	2.378	2.431	11 ft. East of LACONNER WHITNEY ROAD	1	07	5.1	6	0	14	0	3	3	31
63310	COLLINS ROAD	0.220	1.250	at STATE ROUTE 20	3	17	3.7	0	1	1	1	3	3	13
63310	COLLINS ROAD	1.250	1.770	at COOK ROAD	3	08	2.7	6	0	0	2	3	3	17
63310	COLLINS ROAD	1.770	2.750	84 ft. North of RATCHFORD ROAD	3	08	2.0	4	0	0	2	3	3	14
24000	COLONY ROAD	0.000	0.250	at STATE ROUTE 11	1	08	2.1	4	1	0	2	3	3	15
24000	COLONY ROAD	0.250	1.440	at LEGG ROAD	3	08	2.1	4	0	0	2	9	3	20
24000	COLONY ROAD	1.440	2.500	at KALLSTROM ROAD	3	08	2.7	4	0	1	2	9	9	28
24000	COLONY ROAD	2.500	2.810	306 ft. SW of DEERHAVEN LANE	3	08	2.7	4	1	0	2	9	3	21
24000	COLONY ROAD	2.810	4.968	42 ft. West of ERSHIG ROAD	3	08	2.3	4	0	3	2	9	6	27
24000	COLONY ROAD	4.968	5.780	63 ft. South of WOOD ROAD	3	08	2.3	4	0	4	2	9	3	25
24000	COLONY ROAD	5.780	6.170	0.31 mi. West of OVERPASS ROAD	1	08	2.5	4	0	0	0	9	6	21
24000	COLONY ROAD	6.170	6.330	417 ft. East of OVERPASS ROAD	3	08	2.5	4	0	0	2	6	3	17
24000	COLONY ROAD	6.330	6.750	0.24 mi. East of OVERPASS ROAD	3	08	2.5	4	0	0	2	3	6	17
08000	CONCRETE SAUK VALLEY ROAD	0.000	0.030	at STATE ROUTE 20	3	07	5.1	6	0	0	0	3	3	17
08000	CONCRETE SAUK VALLEY ROAD	0.030	0.999	158 ft. South of STATE ROUTE 20	3	07	4.7	6	0	0	1	6	3	21
08000	CONCRETE SAUK VALLEY ROAD	0.999	1.010	at SOUTH SKAGIT HWY	3	07	4.7	6	0	0	1	6	3	21
08000	CONCRETE SAUK VALLEY ROAD	1.010	1.131	58 ft. SE of SOUTH SKAGIT HWY	3	08	3.6	4	0	0	1	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	1.131	2.130	0.13 mi. SE of SOUTH SKAGIT HWY	3	08	3.6	4	0	1	1	9	3	22
08000	CONCRETE SAUK VALLEY ROAD	2.130	2.770	16 ft. West of ARNOLD LANE	3	08	3.6	4	0	1	1	6	3	19
08000	CONCRETE SAUK VALLEY ROAD	2.770	5.330	at CEDAR GROVE AVENUE	3	08	3.6	4	0	1	1	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	5.330	7.070	1.14 mi. West of HOOPER CREEK	3	08	3.6	4	0	0	1	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	7.070	7.800	370 ft. SE of SKAGIT RIDGE ROAD	3	08	3.6	4	0	1	1	9	3	22
08000	CONCRETE SAUK VALLEY ROAD	7.800	8.870	0.55 mi. SE of COLONY LANE	3	08	3.6	4	0	0	1	6	3	18
08000	CONCRETE SAUK VALLEY ROAD	8.870	9.920	153 ft. South of MILLER LANE	3	08	3.6	4	0	1	1	9	6	24
08000	CONCRETE SAUK VALLEY ROAD	9.920	13.220	164 ft. East of FINNEY CREEK ROAD	3	08	3.6	4	0	0	1	9	6	24
08000	CONCRETE SAUK VALLEY ROAD	13.220	13.810	2.34 mi. SE of HOPKINS HILL LANE	3	08	3.6	4	0	0	1	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	13.810	15.650	2.49 mi. North of SAUK RIVER PARK	3	08	3.6	4	0	0	1	6	3	18
08000	CONCRETE SAUK VALLEY ROAD	15.650	16.810	0.65 mi. North of SAUK RIVER PARK	3	08	3.6	4	0	1	1	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	16.810	16.904	211 ft. NW of RIVER ACCESS	3	08	1.3	4	0	0	0	6	3	14
80070	CONWAY FRONTAGE ROAD	0.000	0.125	at OLD HWY 99 SOUTH	2	08	4.2	6	0	4	0	6	6	26
80070	CONWAY FRONTAGE ROAD	0.125	1.920	0.13 mi. South of OLD HWY 99 SOUTH	2	08	4.2	6	0	0	0	3	3	17
80070	CONWAY FRONTAGE ROAD	1.920	2.610	53 ft. North of PETER JOHNSON ROAD	2	08	4.1	6	0	2	0	9	3	24
80070	CONWAY FRONTAGE ROAD	2.610	3.010	0.36 mi. North of KAYTONS SLOUGH	2	08	4.1	6	1	1	0	9	3	24
63000	COOK ROAD	0.000	0.440	at AVON ALLEN ROAD	1	07	4.3	6	0	1	1	3	3	18
63000	COOK ROAD	0.440	1.570	at STATE ROUTE 11	1	07	4.8	6	0	0	0	3	3	17
63000	COOK ROAD	1.570	1.750	0.12 mi. West of I-5 SOUTHBOUND RAMPS	1	07	4.8	6	0	0	0	3	6	20
63000	COOK ROAD	1.750	1.800	264 ft. West of I-5 NORTHBOUND RAMPS	1	07	12.7	8	0	0	0	3	6	30
63000	COOK ROAD	1.800	1.860	at I-5 NORTHBOUND RAMPS	1	07	12.7	8	1	7	0	3	3	35
63000	COOK ROAD	1.860	1.970	at OLD HWY 99 NORTH	3	07	12.3	8	2	8	0	3	3	36
63000	COOK ROAD	1.970	3.080	at GREEN ROAD	3	07	12.3	8	1	1	0	3	3	28
63000	COOK ROAD	3.080	3.360	0.14 mi. West of GARDNER ROAD	3	07	12.3	8	0	1	0	3	3	28
63000	COOK ROAD	3.360	3.820	0.14 mi. East of GARDNER ROAD	3	07	11.8	8	0	0	0	3	3	26
63000	COOK ROAD	3.820	4.100	0.15 mi. West of DISTRICT LINE ROAD	3	07	11.8	8	0	1	0	3	3	27
63000	COOK ROAD	4.100	4.320	0.13 mi. East of DISTRICT LINE ROAD	3	07	11.8	8	0	0	0	3	3	26
63000	COOK ROAD	4.320	4.600	422 ft. East of S.V. GRANGE HALL	3	07	11.8	8	0	2	0	3	3	28
63000	COOK ROAD	4.600	5.000	0.13 mi. East of COLLINS ROAD	3	07	11.9	8	1	0	0	3	3	27
63000	COOK ROAD	5.000	5.260	0.26 mi. West of GLENWOOD ACRES ROAD	3	07	11.9	8	1	0	0	3	3	27
63000	COOK ROAD	5.260	5.320	at GLENWOOD ACRES ROAD	3	07	11.9	8	1	1	0	3	3	28
63000	COOK ROAD	5.320	5.390	148 ft. West of ADRIAN LANE	3	07	11.9	8	1	0	0	3	3	27
63000	COOK ROAD	5.390	5.510	222 ft. East of ADRIAN LANE	3	16	11.9	8	0	0	0	3	3	26
63000	COOK ROAD	5.510	5.620	5 ft. West of WINTER LANE	3	16	11.9	8	0	0	0	3	3	26
36900	D'ARCY ROAD	0.000	1.260	at BAY VIEW-EDISON ROAD	1	08	2.9	4	0	0	2	3	3	15

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
12710	DECEPTION ROAD	0.000	0.510	at STATE ROUTE 20	1	18	2.0	0	0	5	2	9	9	27
12710	DECEPTION ROAD	0.510	0.750	at CENTRAL AVENUE	1	18	2.3	0	0	0	2	9	6	19
80050	DIKE ROAD	0.000	0.120	at FIR ISLAND ROAD	2	08	2.0	0	0	0	2	6	6	16
80050	DIKE ROAD	0.120	3.480	0.12 mi. North of FIR ISLAND ROAD	2	08	2.0	0	0	1	2	9	3	17
80050	DIKE ROAD	3.480	3.840	0.15 mi. North of HICKOX ROAD	2	08	1.8	0	0	0	2	6	3	13
70020	EAST HICKOX ROAD	0.208	1.130	at CITY LIMITS	2	17	3.8	6	2	1	0	3	9	25
19600	EDENS ROAD	0.000	1.060	at SOUTH SHORE ROAD	1	08	1.5	0	1	0	2	3	3	11
19600	EDENS ROAD	1.060	2.080	69 ft. East of GUEMES ISLAND ROAD	1	08	1.6	0	0	0	2	3	3	10
19600	EDENS ROAD	2.080	2.200	at WEST SHORE DRIVE	1	07	1.6	0	0	0	2	3	3	10
23210	ERSHIG ROAD	0.000	0.090	at STATE ROUTE 11	1	07	2.6	4	1	0	3	3	3	16
23210	ERSHIG ROAD	0.090	0.310	475 ft. North of STATE ROUTE 11	1	07	2.6	4	1	0	2	3	3	15
23210	ERSHIG ROAD	0.310	1.270	0.31 mi. North of STATE ROUTE 11	1	07	2.6	4	0	0	2	3	3	15
23210	ERSHIG ROAD	1.270	1.440	42 ft. North of WORLINE ROAD	1	07	2.8	4	0	0	0	3	3	13
23210	ERSHIG ROAD	1.440	1.532	48 ft. North of BNRR	1	07	2.8	4	2	0	0	3	3	14
23210	ERSHIG ROAD	1.532	1.540	153 ft. North of ALLEN ROAD	1	07	2.8	4	1	0	0	3	3	13
23210	ERSHIG ROAD	1.540	2.780	195 ft. North of ALLEN ROAD	1	07	2.8	4	0	3	0	3	6	19
23210	ERSHIG ROAD	2.780	2.910	0.15 mi. South of BOW HILL ROAD	1	07	2.6	4	0	0	0	3	3	13
23210	ERSHIG ROAD	2.910	2.940	121 ft. South of BOW HILL ROAD	1	07	2.6	4	0	0	0	3	3	13
23210	ERSHIG ROAD	2.940	3.930	37 ft. North of BOW HILL ROAD	1	08	2.7	4	0	0	2	3	3	15
62500	F & S GRADE ROAD	0.000	0.140	at PRAIRIE ROAD	3	07	2.5	4	0	0	2	9	3	21
62500	F & S GRADE ROAD	0.140	2.830	0.14 mi. SE of PRAIRIE ROAD	3	07	2.5	4	0	1	2	9	3	21
62500	F & S GRADE ROAD	2.830	3.450	0.26 mi. NW of AVALON HEIGHTS WAY	3	07	2.8	4	0	2	2	6	3	20
62500	F & S GRADE ROAD	3.450	3.500	42 ft. SE of KELLEHER ROAD	3	07	2.8	4	1	0	2	3	3	15
62500	F & S GRADE ROAD	3.500	4.870	106 ft. SE of COLLINS ROAD	3	07	3.6	6	0	1	2	3	3	18
62500	F & S GRADE ROAD	4.870	4.946	at BEGIN URBAN	3	16	3.6	6	0	0	2	3	3	18
31010	FARM TO MARKET ROAD	0.104	0.270	at STATE TURN BACK LINE	1	06	6.6	6	1	0	0	3	3	20
31010	FARM TO MARKET ROAD	0.270	0.530	at END ACCLERATION LANE	1	06	6.6	6	1	0	0	3	3	19
31010	FARM TO MARKET ROAD	0.530	0.770	at BEGIN ACCELERATION LANE	1	06	6.6	6	2	0	0	3	6	23
31010	FARM TO MARKET ROAD	0.770	0.789	100 ft. South of OVENELL ROAD	1	06	5.7	6	2	0	0	3	3	20
31010	FARM TO MARKET ROAD	0.789	0.971	at OVENELL ROAD	1	06	5.7	6	2	3	0	3	3	22
31010	FARM TO MARKET ROAD	0.971	1.373	0.11 mi. South of SARGENT PLACE	1	06	5.7	6	0	1	2	3	3	20
31010	FARM TO MARKET ROAD	1.373	1.878	0.30 mi. North of SARGENT PLACE	1	06	5.7	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	1.878	2.053	343 ft. North of BAY VIEW ROAD	1	06	5.7	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	2.053	2.704	480 ft. South of MALLOREE LANE	1	06	5.7	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	2.704	2.805	0.10 mi. South of JOSH WILSON ROAD	1	06	5.7	6	0	0	0	3	3	18
31010	FARM TO MARKET ROAD	2.805	2.892	at JOSH WILSON ROAD	1	07	4.7	6	0	25	2	3	3	44
31010	FARM TO MARKET ROAD	2.892	3.145	459 ft. North of JOSH WILSON ROAD	1	07	4.7	6	0	0	2	3	3	19
31010	FARM TO MARKET ROAD	3.145	3.653	0.16 mi. South of RECTOR ROAD	1	07	4.7	6	0	0	2	3	3	19
31010	FARM TO MARKET ROAD	3.653	3.665	0.35 mi. North of RECTOR ROAD	1	07	4.7	6	0	0	2	3	6	22
31010	FARM TO MARKET ROAD	3.665	3.670	0.36 mi. North of RECTOR ROAD	1	07	4.7	6	0	0	2	3	6	22
31010	FARM TO MARKET ROAD	3.670	4.318	0.36 mi. North of RECTOR ROAD	1	07	4.7	6	0	1	2	3	9	25
31010	FARM TO MARKET ROAD	4.318	4.667	at HILLWOOD DRIVE	1	07	3.8	6	0	0	1	3	9	23
31010	FARM TO MARKET ROAD	4.667	5.170	0.16 mi. South of ALLEN WEST ROAD	1	07	4.1	6	0	0	1	3	3	17
31010	FARM TO MARKET ROAD	5.170	5.663	491 ft. North of D'ARCY ROAD	1	07	4.4	6	0	0	1	3	3	17
31010	FARM TO MARKET ROAD	5.663	5.900	0.18 mi. South of BOE ROAD	1	07	3.5	4	0	3	1	3	3	18
31010	FARM TO MARKET ROAD	5.900	6.163	317 ft. North of BOE ROAD	1	07	3.5	4	0	3	0	3	3	16
31010	FARM TO MARKET ROAD	6.163	7.796	385 ft. North of FIELD ROAD	1	07	3.4	4	0	1	2	3	3	17
31010	FARM TO MARKET ROAD	7.796	7.860	0.11 mi. North of BGN BRIDGE (#40026)	1	07	3.9	4	0	0	2	3	3	16
31010	FARM TO MARKET ROAD	7.860	7.963	0.12 mi. West of CAIN'S COURT	1	07	3.9	4	1	0	2	9	3	23
31010	FARM TO MARKET ROAD	7.963	7.980	90 ft. West of CAIN'S COURT	1	07	3.9	4	1	0	0	9	3	21
40200	FIR ISLAND ROAD	0.000	0.410	at PIONEER HIGHWAY	2	07	7.7	6	1	0	0	6	3	24
40200	FIR ISLAND ROAD	0.410	0.580	0.11 mi. West of DIKE ROAD	2	07	6.8	6	0	0	0	3	3	19
40200	FIR ISLAND ROAD	0.580	0.640	317 ft. East of MANN ROAD	2	07	6.8	6	0	3	0	3	3	22
40200	FIR ISLAND ROAD	0.640	0.873	at MANN ROAD	2	07	6.5	6	1	1	0	3	3	20
40200	FIR ISLAND ROAD	0.873	2.300	0.23 mi. West of MANN ROAD	2	07	6.5	6	0	0	0	3	3	19
40200	FIR ISLAND ROAD	2.300	3.790	at DRY SLOUGH ROAD	2	07	6.8	6	1	0	0	9	3	26

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
40200	FIR ISLAND ROAD	3.790	3.961	at MAUPIN ROAD	2	07	6.6	6	1	1	0	9	3	27
40200	FIR ISLAND ROAD	3.961	4.860	0.17 mi. North of MAUPIN ROAD	2	07	6.6	6	1	1	0	9	3	26
40200	FIR ISLAND ROAD	4.860	5.150	at RAWLINS ROAD	2	07	6.6	6	1	1	0	9	6	30
79000	FRANCIS ROAD	1.484	1.670	at MT VERNON CITY LIMITS	2	17	7.9	6	0	1	1	9	6	31
79000	FRANCIS ROAD	1.670	1.761	396 ft. North of ERIKA LANE	2	17	7.1	6	0	2	1	3	6	25
79000	FRANCIS ROAD	1.761	1.770	at LINDEGREN ROAD	2	07	7.1	6	0	0	1	3	6	23
79000	FRANCIS ROAD	1.770	2.410	48 ft. North of LINDEGREN ROAD	2	07	7.1	6	0	0	1	9	3	26
79000	FRANCIS ROAD	2.410	2.610	317 ft. West of THILLBERG ROAD	2	07	7.1	6	0	1	0	9	3	26
79000	FRANCIS ROAD	2.610	2.820	0.14 mi. North of THILLBERG ROAD	3	07	7.1	6	1	1	0	9	3	27
79000	FRANCIS ROAD	2.820	2.920	0.35 mi. North of THILLBERG ROAD	3	07	7.1	6	1	0	1	3	3	21
79000	FRANCIS ROAD	2.920	3.794	0.45 mi. North of THILLBERG ROAD	3	07	7.1	6	0	2	1	9	3	29
79000	FRANCIS ROAD	3.794	5.052	0.15 mi. SE of FRANCIS LANE	3	07	7.1	6	0	0	0	3	3	20
79000	FRANCIS ROAD	5.052	5.675	0.23 mi. NE of DEBAY'S ISLE ROAD	3	07	7.0	6	2	0	1	9	3	28
91110	FRUITDALE ROAD	0.000	0.880	at RIVER ROAD	3	07	1.8	0	0	0	1	3	6	12
91110	FRUITDALE ROAD	0.990	1.770	at MINKLER ROAD	3	17	4.0	0	0	1	2	3	3	13
63110	GARDNER ROAD	0.000	0.850	at COOK ROAD	3	08	3.4	0	0	1	1	3	3	12
63110	GARDNER ROAD	0.850	1.010	0.16 mi. North of PETER ANDERSON ROAD	3	08	3.4	0	0	0	1	3	3	11
63110	GARDNER ROAD	1.010	1.740	21 ft. South of PETER ANDERSON ROAD	3	17	3.4	0	0	2	1	3	3	13
63110	GARDNER ROAD	1.740	1.780	at STATE ROUTE 20	3	16	4.9	0	0	0	1	3	3	12
13610	GIBRALTER ROAD	0.000	0.110	at STATE ROUTE 20	1	08	4.3	0	1	0	2	9	3	19
13610	GIBRALTER ROAD	0.110	0.230	0.11 mi. SE of STATE ROUTE 20	1	08	4.3	0	0	0	2	3	6	15
13610	GIBRALTER ROAD	0.230	1.257	at SATTERLEE ROAD	1	08	4.3	0	0	0	2	9	6	22
13610	GIBRALTER ROAD	1.257	1.840	at JURA WAY	1	08	4.3	0	0	1	2	9	6	22
13610	GIBRALTER ROAD	1.840	2.240	306 ft. SW of ENTNER LANE	1	08	2.3	0	0	9	0	6	6	23
13610	GIBRALTER ROAD	2.240	2.370	5 ft. West of SALMON BEACH ROAD	1	08	2.3	0	0	0	2	6	6	16
13610	GIBRALTER ROAD	2.370	3.060	at GIBRALTER DRIVE	1	18	2.3	0	0	3	2	9	6	22
96400	GRASSMERE ROAD	0.950	1.020	370 ft. West of CONCRETE CITY LIMITS	3	08	1.8	0	0	0	3	9	3	17
66000	GRIP ROAD	0.000	0.090	at PRAIRIE ROAD	3	08	2.6	0	0	15	2	3	3	26
66000	GRIP ROAD	0.090	2.830	475 ft. SE of PRAIRIE ROAD	3	08	2.5	0	0	2	2	9	6	21
66000	GRIP ROAD	2.830	3.470	at HOOGDAL ROAD	3	08	2.8	0	0	2	2	9	6	22
18410	GUEMES ISLAND ROAD	0.000	0.010	at ANACORTES / GUEMES FERRY LANDINGS	1	07	2.4	0	0	0	0	3	3	8
18410	GUEMES ISLAND ROAD	0.010	0.210	at SOUTH SHORE ROAD	1	07	2.4	0	0	0	0	3	6	11
18410	GUEMES ISLAND ROAD	0.210	1.500	238 ft. South of PHEASANT RUN LANE	1	07	2.3	0	0	1	2	3	6	15
18410	GUEMES ISLAND ROAD	1.500	3.770	at EDENS ROAD	1	07	1.7	0	0	0	2	6	6	16
06000	GUNDERSON ROAD	0.000	1.020	at STATE ROUTE 9	3	08	2.6	0	1	0	0	9	9	21
06000	GUNDERSON ROAD	1.020	1.530	0.12 mi. East of F. STEVENS ROAD	3	08	2.6	0	0	3	0	9	6	20
06000	GUNDERSON ROAD	1.530	2.440	0.39 mi. South of OLD GUNDERSON ROAD	2	08	2.6	0	0	0	0	9	6	18
06000	GUNDERSON ROAD	2.440	4.308	111 ft. North of OTTER POND DRIVE	2	08	1.4	0	0	5	0	9	6	22
10910	HAVEKOST ROAD	0.000	0.119	at MARINE DRIVE	1	07	7.2	6	0	2	0	6	6	27
10910	HAVEKOST ROAD	0.119	1.410	121 ft. NE of HAVEKOST LANE	1	07	6.5	4	0	1	0	6	6	23
11210	HEART LAKE ROAD	0.000	0.431	at ROSARIO ROAD	1	08	3.0	0	0	0	2	6	6	17
95510	HELMICK ROAD	0.000	0.600	at STATE ROUTE 20	3	17	3.1	0	3	3	0	3	3	15
95510	HELMICK ROAD	0.600	0.872	at FFC CHANGE FROM 17 TO 18	3	18	3.1	0	3	4	0	3	3	15
95510	HELMICK ROAD	0.872	1.098	5 ft. NE of ALPINE LANE	3	18	2.4	0	2	7	0	3	3	17
95510	HELMICK ROAD	1.098	1.126	at BGN RED CREEK BRIDGE	3	18	2.4	0	2	0	0	3	3	10
95510	HELMICK ROAD	1.126	1.283	at END RED CREEK BRIDGE	3	18	2.4	0	3	0	0	3	3	11
70000	HICKOX ROAD	0.000	0.852	at DIKE ROAD	2	08	0.7	0	0	0	2	3	3	9
31150	HIGGINS AIRPORT WAY	0.000	0.015	at STATE ROUTE 20	1	16	4.2	6	1	0	0	3	3	18
31150	HIGGINS AIRPORT WAY	0.015	0.500	at BNRR	1	16	4.2	6	0	0	0	3	3	17
31150	HIGGINS AIRPORT WAY	0.500	1.610	at OVENELL ROAD	1	16	4.1	6	0	1	0	9	3	23
33000	JOSH WILSON ROAD	0.000	0.850	at STATE ROUTE 11	1	06	6.9	6	2	3	1	3	3	24
33000	JOSH WILSON ROAD	0.850	1.830	at PULVER ROAD	1	06	6.9	6	1	0	0	3	3	20
33000	JOSH WILSON ROAD	1.830	2.880	at AVON ALLEN ROAD	1	06	6.9	6	5	0	0	3	3	24
33000	JOSH WILSON ROAD	2.880	3.860	37 ft. East of JENSEN LANE	1	06	6.9	6	1	1	1	3	3	22
33000	JOSH WILSON ROAD	3.860	4.880	63 ft. West of HIGGINS AIRPORT WAY	1	06	5.9	6	0	1	1	3	3	20
33000	JOSH WILSON ROAD	4.880	5.510	42 ft. West of FARM TO MARKET ROAD	1	07	3.3	4	0	0	0	6	3	16

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
33000	JOSH WILSON ROAD	5.510	5.770	53 ft. West of CRESTVIEW DRIVE	1	07	3.3	4	0	0	2	6	3	18
33000	JOSH WILSON ROAD	5.770	5.780	11 ft. East of RECTOR ROAD	1	07	3.3	4	0	0	2	3	3	15
33000	JOSH WILSON ROAD	5.780	6.420	42 ft. West of RECTOR ROAD	1	07	2.4	4	0	3	2	3	3	17
33000	JOSH WILSON ROAD	6.420	6.470	at SECOND STREET (BAY VIEW)	1	07	2.4	4	1	0	2	3	3	15
91140	KALLOCH ROAD	0.000	0.170	at STATE ROUTE 9	3	07	0.4	0	0	0	2	3	3	8
63400	KELLEHER ROAD	0.000	0.020	at OLD HWY 99 NORTH	3	08	2.7	6	0	0	0	9	3	21
63400	KELLEHER ROAD	0.020	1.800	106 ft. SE of OLD HWY 99 NORTH	3	08	2.9	6	0	1	0	9	3	21
63400	KELLEHER ROAD	1.800	2.060	0.43 mi. West of BUTLER PIT	3	08	2.1	6	0	16	0	9	3	36
63400	KELLEHER ROAD	2.060	2.710	0.58 mi. West of DISTRICT LINE ROAD	3	08	2.1	6	0	0	0	3	3	14
63400	KELLEHER ROAD	2.710	3.070	370 ft. East of DISTRICT LINE ROAD	3	08	2.5	6	0	0	0	3	3	15
63400	KELLEHER ROAD	3.070	3.137	354 ft. West of F & S GRADE ROAD	3	08	2.5	6	0	22	0	3	3	36
42410	LACONNER WHITNEY ROAD	0.000	0.980	at STATE ROUTE 20	1	07	6.8	6	1	1	0	3	3	21
42410	LACONNER WHITNEY ROAD	0.980	1.573	0.63 mi. South of YOUNG ROAD	1	07	6.8	6	1	0	0	6	3	23
42410	LACONNER WHITNEY ROAD	1.573	2.190	0.28 mi. North of MCLEAN ROAD	1	07	7.1	6	1	1	0	6	3	24
42410	LACONNER WHITNEY ROAD	2.190	3.866	0.34 mi. South of MCLEAN ROAD	1	07	7.1	6	0	0	0	3	3	19
42410	LACONNER WHITNEY ROAD	3.866	4.030	0.15 mi. NE of CHILBERG ROAD	1	07	7.1	6	0	1	0	3	3	20
00200	LAKE CAVANAUGH ROAD	0.000	1.800	at STATE ROUTE 9	2	08	2.5	0	1	2	0	9	6	20
00200	LAKE CAVANAUGH ROAD	1.800	3.599	0.75 mi. SE of CAVANAUGH COURT	2	08	2.5	0	0	0	1	9	6	19
00200	LAKE CAVANAUGH ROAD	3.599	4.850	16 ft. SE of GRANSTROM ROAD	2	08	2.2	0	0	2	1	9	6	20
00200	LAKE CAVANAUGH ROAD	4.850	5.100	264 ft. East of HOLMGREN HILLS	2	08	2.2	0	0	15	0	6	6	29
00200	LAKE CAVANAUGH ROAD	5.100	7.270	0.30 mi. East of HOLMGREN HILLS	2	08	2.2	0	0	3	1	9	3	18
00200	LAKE CAVANAUGH ROAD	7.270	7.440	42 ft. West of CAMP 7 ROAD	2	08	2.2	0	2	0	1	6	3	14
00200	LAKE CAVANAUGH ROAD	7.440	10.237	0.16 mi. East of CAMP 7 ROAD	2	08	2.2	0	1	1	1	9	6	20
25610	LAKE SAMISH ROAD	0.000	0.230	at OLD HWY 99 NORTH	3	07	7.4	6	0	1	0	9	3	26
25610	LAKE SAMISH ROAD	0.230	0.460	121 ft. West of AZURE WAY	3	07	7.7	6	0	1	0	6	3	24
25610	LAKE SAMISH ROAD	0.460	0.800	at COLONY ROAD	3	07	7.9	6	0	1	0	6	3	24
25610	LAKE SAMISH ROAD	0.800	0.890	338 ft. SE of SOUTH FREEWAY ACCESS	3	08	7.9	6	0	2	0	6	3	25
25610	LAKE SAMISH ROAD	0.890	1.280	137 ft. NW of SOUTH FREEWAY ACCESS	3	08	2.8	0	0	0	1	9	3	16
25610	LAKE SAMISH ROAD	1.280	1.390	at BARRELL SPRINGS ROAD	3	08	2.2	0	0	0	2	3	6	13
25610	LAKE SAMISH ROAD	1.390	1.840	116 ft. North of OLD LAKE SAMISH ROAD	3	08	2.2	0	0	0	1	9	6	18
25610	LAKE SAMISH ROAD	1.840	2.540	26 ft. SE of CIMARRON LANE	3	08	2.2	0	0	0	1	9	6	18
25610	LAKE SAMISH ROAD	2.540	2.740	0.20 mi. SE of WHATCOM COUNTY LINE	3	08	2.2	0	0	0	2	6	3	13
72000	LITTLE MOUNTAIN ROAD	0.000	0.387	at WEST BIG LAKE BOULEVARD	2	17	3.5	4	3	2	0	9	9	31
72000	LITTLE MOUNTAIN ROAD	0.387	0.450	359 ft. NE of AMICK ROAD	2	07	3.5	4	4	12	0	9	9	42
72000	LITTLE MOUNTAIN ROAD	0.450	2.600	26 ft. NE of AMICK ROAD	2	07	3.9	4	1	2	0	9	6	25
72000	LITTLE MOUNTAIN ROAD	3.100	3.240	at MOUNT VERNON CITY LIMITS	2	16	3.9	6	2	0	0	3	3	18
72000	LITTLE MOUNTAIN ROAD	3.240	3.310	370 ft. South of LITTLE MOUNTAIN PARK	2	16	3.9	6	1	0	0	6	6	22
72000	LITTLE MOUNTAIN ROAD	3.310	3.581	at LITTLE MOUNTAIN PARK	2	16	3.9	6	1	2	0	9	6	28
94020	LYMAN HAMILTON HWY	0.000	0.020	at STATE ROUTE 20	3	08	1.4	0	3	0	0	3	3	10
94020	LYMAN HAMILTON HWY	0.020	0.120	at CAPE HORN ROAD	3	08	1.4	0	3	25	0	9	3	41
94020	LYMAN HAMILTON HWY	0.120	0.980	0.10 mi. West of CAPE HORN ROAD	3	08	1.4	0	0	0	0	3	3	8
94020	LYMAN HAMILTON HWY	1.790	2.700	at HAMILTON CITY LIMITS	3	08	1.4	0	0	0	1	6	3	12
94020	LYMAN HAMILTON HWY	2.700	4.430	at COCKREHAM ISLAND ROAD	3	08	1.6	0	0	2	1	9	3	17
94020	LYMAN HAMILTON HWY	5.390	6.910	at LYMAN CITY LIMITS	3	08	2.3	0	2	2	1	9	3	19
20020	MACTAGGART AVENUE	0.000	0.137	at CAIN'S COURT	1	07	4.1	0	1	0	1	9	3	18
16610	MARCH'S POINT ROAD	0.983	2.060	at CITY OF ANACORTES	1	16	3.2	6	0	0	0	3	3	15
16610	MARCH'S POINT ROAD	2.060	2.130	401 ft. SW of TESORO OIL MAIN ENTRANCE	1	16	3.4	6	0	0	0	3	3	15
16610	MARCH'S POINT ROAD	2.130	2.150	32 ft. SW of TESORO OIL MAIN ENTRANCE	1	16	1.4	4	0	0	0	3	3	11
16610	MARCH'S POINT ROAD	2.150	3.270	74 ft. NE of TESORO OIL MAIN ENTRANCE	1	16	1.4	4	0	0	2	3	3	13
16610	MARCH'S POINT ROAD	3.270	3.500	at PUBLIC BOAT LAUNCH	1	16	0.9	4	0	0	2	3	3	13
16610	MARCH'S POINT ROAD	3.500	4.940	0.23 mi. South of PUBLIC BOAT LAUNCH	1	16	1.7	4	2	2	2	3	3	18
16610	MARCH'S POINT ROAD	4.940	5.760	26 ft. South of NORTH TEXAS ROAD	1	16	2.4	4	0	2	2	3	3	16
10610	MARINE DRIVE	0.000	1.080	at ROSARIO ROAD	1	17	6.9	6	0	0	1	9	6	29
10610	MARINE DRIVE	1.080	1.100	317 ft. NW of HAVEKOST ROAD	1	17	5.4	6	0	0	0	3	3	17
10610	MARINE DRIVE	1.100	1.190	422 ft. NW of HAVEKOST ROAD	1	17	5.4	4	0	3	0	3	6	22
10610	MARINE DRIVE	1.190	1.310	0.14 mi. South of MARINE VIEW LANE	1	18	5.4	4	0	0	0	3	6	18

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
10610	MARINE DRIVE	1.310	1.760	127 ft. South of MARINE VIEW LANE	1	18	4.8	4	0	2	0	6	6	23
10610	MARINE DRIVE	1.760	2.100	0.11 mi. NW of ESTHER LANE	1	18	4.7	6	0	0	0	9	6	26
10610	MARINE DRIVE	2.100	2.160	63 ft. NW of PEACE CLIFF LANE	1	18	4.7	6	0	7	0	6	6	30
10610	MARINE DRIVE	2.160	2.510	201 ft. South of MARINE LANE	1	18	4.7	6	0	1	0	9	9	30
10650	MARINE WYE DRIVE	0.000	0.170	at ROSARIO ROAD	1	18	3.1	6	0	0	1	3	3	16
44000	MCLEAN ROAD	0.000	0.290	at LACONNER WHITNEY ROAD	1	07	5.7	6	0	0	0	3	3	18
44000	MCLEAN ROAD	0.290	1.260	0.29 mi. East of LACONNER WHITNEY ROAD	1	07	5.9	6	0	1	0	3	3	19
44000	MCLEAN ROAD	1.260	1.640	at BEST ROAD	1	07	5.9	6	0	0	0	3	3	18
44000	MCLEAN ROAD	1.640	2.740	0.13 mi. West of VAN PELT LANE	1	07	5.9	6	0	1	0	3	3	19
44000	MCLEAN ROAD	2.740	3.156	0.20 mi. East of PRODUCE LANE	1	07	6.3	6	0	2	0	3	3	20
44000	MCLEAN ROAD	3.156	3.250	444 ft. West of BEAVER MARSH ROAD	1	07	6.4	6	0	7	0	3	3	26
44000	MCLEAN ROAD	3.250	3.460	53 ft. East of BEAVER MARSH ROAD	1	07	6.7	6	0	2	0	3	3	21
44000	MCLEAN ROAD	3.460	4.260	0.13 mi. East of GINTHNER DRIVE	2	07	7.0	6	0	2	0	3	3	21
44000	MCLEAN ROAD	4.260	4.862	at AVON ALLEN ROAD	2	06	6.4	6	0	1	0	3	3	19
44000	MCLEAN ROAD	4.862	4.880	95 ft. West of PENN ROAD	2	06	6.4	6	0	12	0	3	3	31
44000	MCLEAN ROAD	4.880	4.948	at PENN ROAD	2	06	6.4	6	0	0	0	3	3	18
44000	MCLEAN ROAD	4.948	5.470	222 ft. West of COTTONWOOD LANE	2	16	6.4	6	0	2	0	3	3	20
80260	MILLTOWN ROAD	0.000	1.160	at PIONEER HIGHWAY	2	08	2.0	0	0	2	2	3	6	15
80260	MILLTOWN ROAD	1.160	1.210	280 ft. East of SILVERNAIL ROAD	2	08	2.9	0	0	0	0	6	6	15
80260	MILLTOWN ROAD	1.210	1.550	401 ft. West of BONNIE VIEW ROAD	2	08	2.9	0	0	0	0	3	3	9
80260	MILLTOWN ROAD	1.550	1.690	0.10 mi. East of INTERSTATE 5 RAMP	2	08	3.3	0	2	0	0	3	3	11
93500	MINKLER ROAD	0.000	0.240	at FRUITDALE ROAD	3	17	4.8	6	0	0	0	3	3	17
93500	MINKLER ROAD	0.240	0.340	211 ft. SW of CHASE ROAD	3	17	4.3	6	0	0	0	3	3	16
93500	MINKLER ROAD	0.340	1.100	at HANSEN CREEK	3	08	4.3	6	0	4	0	3	3	20
93500	MINKLER ROAD	1.100	2.640	at BURMASTER ROAD	3	08	3.4	4	0	4	0	6	3	21
93500	MINKLER ROAD	2.640	3.650	0.24 mi. West of SIMS ROAD	3	08	3.4	4	1	4	0	6	3	21
93500	MINKLER ROAD	3.650	4.550	53 ft. East of HOEHN ROAD	3	08	3.3	0	0	7	0	9	3	22
40800	MOORE ROAD	0.000	0.021	at BEST ROAD	2	08	1.5	0	0	0	1	3	6	12
40800	MOORE ROAD	0.021	0.106	111 ft. NE of BEST ROAD	2	08	1.5	0	0	0	1	9	3	15
40800	MOORE ROAD	0.106	0.337	at BEGIN CONCRETE	2	08	1.5	0	5	0	0	9	3	18
40800	MOORE ROAD	0.337	0.360	at END CONCRETE	2	08	1.5	0	0	25	0	9	3	39
40800	MOORE ROAD	0.360	0.860	121 ft. NE of END CONCRETE	2	08	1.5	0	0	0	2	9	3	16
40800	MOORE ROAD	0.860	2.200	at POLSON ROAD	2	08	0.9	0	0	0	2	9	3	15
40800	MOORE ROAD	2.200	2.970	at DRY SLOUGH ROAD	2	08	1.1	0	0	0	2	3	3	9
65000	MOSIER ROAD	0.350	0.445	26 ft. East of STATE ROUTE 9	3	08	2.4	0	2	0	2	3	3	12
65000	MOSIER ROAD	0.445	1.390	290 ft. East of WOODBURY LANE	3	08	2.4	0	1	2	2	3	3	13
76000	MOUNT VERNON BIG LAKE ROAD	0.000	0.313	at STATE ROUTE 9	2	17	4.2	4	0	0	1	9	9	27
76000	MOUNT VERNON BIG LAKE ROAD	0.313	0.730	0.19 mi. NW of MOUNTAIN VIEW ROAD	2	17	4.2	4	0	5	1	3	3	20
91050	NORTH FRUITDALE ROAD	2.650	3.330	at KALLOCH ROAD	3	07	1.8	0	0	4	2	9	3	20
01000	NORTH SHORE DRIVE	0.000	1.440	at LAKE CAVANAUGH ROAD	2	08	1.4	0	0	6	2	6	3	19
01000	NORTH SHORE DRIVE	1.440	2.040	0.35 mi. SE of BAMBOO LANE	2	08	1.4	0	0	0	2	6	3	13
01000	NORTH SHORE DRIVE	2.040	2.430	0.95 mi. SE of BAMBOO LANE	2	08	1.4	0	1	0	4	6	3	16
01000	NORTH SHORE DRIVE	2.430	4.280	0.80 mi. NW of PHIPPS DRIVE	2	08	2.1	0	1	0	4	6	3	16
17800	NORTH TEXAS ROAD	0.000	1.420	at MARCH'S POINT ROAD	1	17	0.9	4	0	0	2	3	3	13
06700	OLD DAY CREEK ROAD	0.000	1.803	at SOUTH SKAGIT HWY	3	08	1.2	0	0	11	2	6	6	26
06700	OLD DAY CREEK ROAD	1.803	2.823	at PANORAMA ROAD	3	08	1.2	0	0	0	2	9	6	18
06700	OLD DAY CREEK ROAD	2.823	3.586	at JANICKI ROAD	3	08	2.4	0	0	2	2	6	6	19
06700	OLD DAY CREEK ROAD	3.586	3.960	at MORFORD ROAD	3	08	4.1	0	0	0	2	6	6	18
06700	OLD DAY CREEK ROAD	3.960	5.053	at MORFORD ROAD	3	08	4.1	0	0	3	2	9	9	27
06700	OLD DAY CREEK ROAD	5.053	5.278	at EAST LAKE DRIVE	3	08	4.1	0	0	2	2	3	6	18
06700	OLD DAY CREEK ROAD	5.278	5.780	at C STREET (CLEAR LAKE)	3	08	4.1	0	0	2	2	3	3	14
50510	OLD HWY 99 NORTH	0.660	1.423	at BURLINGTON CITY LIMITS	3	07	6.8	6	2	0	0	6	3	23
50510	OLD HWY 99 NORTH	1.423	1.690	0.27 mi. South of COOK ROAD	3	07	6.8	6	1	12	0	6	3	35
50510	OLD HWY 99 NORTH	1.690	1.870	at COOK ROAD	3	07	6.6	6	0	1	0	3	6	23
50510	OLD HWY 99 NORTH	1.870	2.095	0.18 mi. North of COOK ROAD	3	07	6.6	6	0	0	0	3	6	22
50510	OLD HWY 99 NORTH	2.095	2.228	0.12 mi. South of DAHLSTEDT ROAD	3	07	6.6	6	0	3	0	3	3	22
50510	OLD HWY 99 NORTH	2.228	2.680	84 ft. North of DAHLSTEDT ROAD	3	07	6.6	6	0	0	0	3	3	19

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
50510	OLD HWY 99 NORTH	2.680	3.280	0.47 mi. North of DAHLSTEDT ROAD	3	07	6.6	6	3	0	0	6	3	24
50510	OLD HWY 99 NORTH	3.280	4.350	127 ft. North of BUTLER HILL ROAD	3	07	5.8	6	2	1	0	6	3	24
50510	OLD HWY 99 NORTH	4.350	5.270	0.13 mi. North of STEELHEAD LANE	3	07	5.8	6	4	3	0	3	3	25
50510	OLD HWY 99 NORTH	5.270	7.890	69 ft. North of BOW HILL ROAD	3	07	5.1	6	3	2	0	6	6	27
50510	OLD HWY 99 NORTH	7.890	9.170	143 ft. North of PARSON CREEK ROAD	3	07	4.6	6	3	1	0	6	6	26
50510	OLD HWY 99 NORTH	9.170	9.850	0.26 mi. NW of MINNIE ROAD	3	07	4.0	6	1	4	0	6	6	27
50510	OLD HWY 99 NORTH	9.850	10.269	148 ft. NW of LAKE SAMISH ROAD	3	07	3.0	4	2	0	2	6	6	23
50510	OLD HWY 99 NORTH	10.269	11.280	0.21 mi. NW of SILVER RUN LANE	3	07	3.0	4	4	0	2	6	6	25
50510	OLD HWY 99 NORTH	11.280	11.770	0.31 mi. South of SQUIRES PARK INGRESS	3	07	3.0	4	2	2	2	6	3	22
70210	OLD HWY 99 SOUTH	0.000	0.150	at CEDARDALE ROAD	2	07	3.8	4	6	0	0	3	6	23
70210	OLD HWY 99 SOUTH	0.150	0.352	at I-5	2	17	3.8	4	0	0	0	9	6	23
31500	OVENELL ROAD	0.000	0.310	at AVON ALLEN ROAD	1	16	3.3	0	1	0	0	9	3	16
31500	OVENELL ROAD	0.310	0.330	0.10 mi. West of HONEY LANE	1	16	3.3	0	3	0	1	3	3	13
31500	OVENELL ROAD	0.330	0.650	502 ft. East of EAGLE DRIVE	1	16	3.3	0	1	0	2	9	3	18
31500	OVENELL ROAD	0.650	1.720	0.16 mi. West of NORTH OVENELL LANE	1	16	1.7	0	1	3	2	9	3	19
31500	OVENELL ROAD	1.720	3.050	370 ft. West of HIGGINS AIRPORT WAY	1	16	3.5	6	1	1	0	3	6	20
52000	PARSON CREEK ROAD	0.000	0.220	at PRAIRIE ROAD	3	08	2.9	0	0	0	1	3	3	10
52000	PARSON CREEK ROAD	0.220	0.330	0.22 mi. NW of PRAIRIE ROAD	3	08	2.9	0	0	0	1	6	3	13
52000	PARSON CREEK ROAD	0.330	0.980	0.29 mi. SE of BUZZIE LANE	3	08	2.9	0	1	2	1	6	6	18
52000	PARSON CREEK ROAD	0.980	1.610	42 ft. East of SKAARUP ROAD	3	08	3.9	0	0	1	1	3	6	15
52000	PARSON CREEK ROAD	1.610	1.890	63 ft. West of BUTLER CREEK ROAD	3	08	3.9	0	0	0	1	6	6	17
52000	PARSON CREEK ROAD	1.890	1.950	312 ft. East of OLD HWY 99 NORTH	3	08	3.9	0	1	0	2	6	6	18
45810	PENN ROAD	0.000	0.470	at MCLEAN ROAD	2	07	2.6	0	0	3	2	3	3	13
45810	PENN ROAD	0.470	1.570	16 ft. SW of BEHRENS-MILLETT ROAD	2	07	2.6	0	0	1	2	9	3	18
32400	PETERSON ROAD	0.000	0.180	at HIGGINS AIRPORT WAY	1	16	4.5	6	1	3	1	6	3	24
32400	PETERSON ROAD	0.180	1.130	359 ft. East of WESTAR LANE	1	16	4.5	6	0	0	2	3	3	19
32400	PETERSON ROAD	1.130	1.651	185 ft. West of BAYHILL DRIVE	1	16	5.6	6	2	0	0	3	3	20
32400	PETERSON ROAD	1.651	1.810	at AVON ALLEN ROAD	1	16	6.4	6	4	1	0	3	3	24
32400	PETERSON ROAD	1.810	2.458	at OLD AVON ALLEN Ref Pt	1	16	6.4	6	3	0	0	3	3	22
32400	PETERSON ROAD	2.458	2.620	at PULVER ROAD	1	16	6.4	6	0	3	0	3	3	21
32400	PETERSON ROAD	2.620	2.940	391 ft. East of COUNTRY LANE	3	16	6.3	6	0	0	0	3	3	18
80090	PIONEER HIGHWAY	0.000	0.883	at SNOHOMISH COUNTY LINE	2	07	9.7	6	2	0	0	3	3	23
80090	PIONEER HIGHWAY	0.883	1.418	at MILLTOWN ROAD	2	07	9.8	6	1	1	0	3	3	24
80090	PIONEER HIGHWAY	1.418	1.748	0.54 mi. North of MILLTOWN ROAD	2	07	9.8	6	2	0	0	3	3	24
80090	PIONEER HIGHWAY	1.748	3.065	0.87 mi. North of MILLTOWN ROAD	2	07	9.7	6	1	1	0	6	3	26
80090	PIONEER HIGHWAY	3.065	3.089	at FIR ISLAND ROAD	2	07	11.1	6	0	3	0	6	3	29
42000	PIONEER PARKWAY	0.000	0.020	at RESERVATION ROAD	1	07	5.6	0	0	0	0	3	3	12
42000	PIONEER PARKWAY	0.020	0.220	106 ft. South of RESERVATION ROAD	1	07	5.6	0	0	6	0	3	6	21
42000	PIONEER PARKWAY	0.220	0.370	11 ft. South of SHELTER BAY DRIVE	1	07	7.2	0	0	1	0	6	6	20
42000	PIONEER PARKWAY	0.370	0.520	26 ft. North of BGN RAINBOW BRIDGE (#40039)	1	07	7.0	0	1	1	0	3	3	15
42000	PIONEER PARKWAY	0.630	0.850	at LA CONNER/COUNTY LINE	1	07	7.0	0	0	0	0	6	6	19
50000	PRAIRIE ROAD	0.000	0.170	at OLD HWY 99 NORTH	3	07	5.3	6	1	2	2	3	3	22
50000	PRAIRIE ROAD	0.170	1.890	0.17 mi. East of OLD HWY 99 NORTH	3	07	5.3	6	0	2	2	9	3	27
50000	PRAIRIE ROAD	1.890	2.500	at F & S GRADE ROAD	3	08	4.6	6	0	3	2	9	6	31
50000	PRAIRIE ROAD	2.500	4.120	0.38 mi. NE of GRIP ROAD	3	08	4.0	6	0	3	2	9	3	27
50000	PRAIRIE ROAD	4.120	4.390	0.26 mi. South of PARSON CREEK ROAD	3	08	4.1	4	1	4	2	9	3	27
50000	PRAIRIE ROAD	4.390	4.450	53 ft. NE of PARSON CREEK ROAD	3	08	4.2	6	2	9	2	9	3	35
50000	PRAIRIE ROAD	4.450	6.750	370 ft. NE of PARSON CREEK ROAD	3	08	4.2	6	0	2	0	9	6	27
50000	PRAIRIE ROAD	6.750	6.990	0.22 mi. SW of UPPER SAMISH ROAD	3	08	3.8	6	1	11	1	9	6	37
50000	PRAIRIE ROAD	6.990	7.280	106 ft. East of UPPER SAMISH ROAD	3	08	3.0	4	0	0	1	3	3	14
50000	PRAIRIE ROAD	7.280	7.790	327 ft. West of BLANK ROAD	3	08	3.0	4	0	0	1	9	9	26
34410	PULVER ROAD	0.500	1.040	at COOK ROAD	1	08	2.8	0	0	0	2	3	3	11
34410	PULVER ROAD	1.040	1.500	at STATE ROUTE 11	1	07	2.9	0	1	0	2	3	3	11
34410	PULVER ROAD	1.500	2.000	at MAIBEN ROAD	1	07	2.9	0	0	2	2	3	3	13
34410	PULVER ROAD	2.000	2.550	at JOSH WILSON ROAD	1	07	3.5	0	0	1	2	3	3	13
34410	PULVER ROAD	2.550	3.000	0.45 mi. North of PETERSON ROAD	1	07	3.5	0	0	0	2	3	3	12

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
34410	PULVER ROAD	3.000	3.430	at PETERSON ROAD	1	17	3.5	0	1	2	2	3	3	14
34410	PULVER ROAD	4.230	4.491	at WEST MCCORQUEDALE ROAD	2	17	4.4	4	0	0	2	3	3	17
40210	RESERVATION ROAD	0.000	0.316	at PIONEER PARKWAY	1	07	4.4	6	0	0	0	3	3	16
40210	RESERVATION ROAD	0.316	1.208	0.32 mi. North of PIONEER PARKWAY	1	07	4.4	6	0	1	0	6	6	23
40210	RESERVATION ROAD	1.208	2.138	0.33 mi. SE of GARLAND LANE	1	07	4.1	6	0	0	0	6	6	22
40210	RESERVATION ROAD	2.138	4.218	48 ft. South of WILBUR ROAD	1	07	4.1	6	0	3	2	6	6	27
40210	RESERVATION ROAD	4.218	5.162	312 ft. North of SNEE-OOSH ROAD	1	07	5.2	6	0	0	0	6	6	23
40210	RESERVATION ROAD	5.162	5.430	143 ft. South of SIMILK BAY ROAD	1	07	4.6	6	3	0	0	6	6	26
62300	RHODES ROAD	0.130	0.700	at SEDRO WOOLLEY CITY LIMITS	3	17	4.5	0	0	1	2	3	3	13
62300	RHODES ROAD	0.700	0.820	at SUENIC STREET	3	17	4.8	0	0	0	2	3	3	13
08700	ROCKPORT CASCADE ROAD	0.000	0.370	at CASCADE RIVER ROAD	3	08	1.8	0	1	15	1	6	3	27
08700	ROCKPORT CASCADE ROAD	0.370	1.370	0.21 mi. South of FISH HATCHERY ROAD	3	08	1.8	0	0	0	1	9	3	15
08700	ROCKPORT CASCADE ROAD	1.370	2.429	1.02 mi. NE of MARBLEGATE ROAD	3	08	1.5	0	0	8	1	9	6	26
08700	ROCKPORT CASCADE ROAD	2.429	8.720	153 ft. SW of MARBLEGATE RIVER DEVLEOPMENT	3	08	1.5	0	0	0	1	9	6	18
08700	ROCKPORT CASCADE ROAD	8.720	10.150	37 ft. SW of MARTIN RANCH ROAD	3	08	1.5	0	0	0	1	6	3	12
10310	ROSARIO ROAD	0.000	0.020	at CAMPBELL LAKE ROAD	1	07	4.1	4	0	0	1	6	3	18
10310	ROSARIO ROAD	0.020	0.990	106 ft. NW of CAMPBELL LAKE ROAD	1	07	4.0	4	0	2	1	6	6	23
10310	ROSARIO ROAD	0.990	1.107	at MARINE DRIVE	1	07	6.2	6	0	2	0	6	6	26
10310	ROSARIO ROAD	1.107	2.440	90 ft. NE of BURROWS VIEW LANE	1	07	6.1	6	0	0	0	6	6	24
10310	ROSARIO ROAD	2.440	2.959	79 ft. North of SHARPE ROAD	1	07	6.2	6	0	0	0	9	3	25
10310	ROSARIO ROAD	2.959	3.200	0.17 mi. South of PENINGTON LANE	1	07	6.2	6	0	1	0	9	3	25
10310	ROSARIO ROAD	3.200	4.330	at COUGAR GAP ROAD	1	07	6.2	6	0	1	0	9	6	28
30910	SAMISH ISLAND ROAD	0.000	1.370	at BAY VIEW-EDISON ROAD	1	08	3.6	4	0	5	2	9	3	27
30910	SAMISH ISLAND ROAD	1.370	1.710	0.83 mi. South of SCOTT ROAD	1	08	3.6	4	0	2	2	9	3	24
30910	SAMISH ISLAND ROAD	1.710	2.075	0.49 mi. South of SCOTT ROAD	1	08	3.6	4	0	2	2	9	3	24
30910	SAMISH ISLAND ROAD	2.075	2.201	0.13 mi. South of SCOTT ROAD	1	08	3.6	4	1	6	2	9	3	28
30910	SAMISH ISLAND ROAD	2.201	2.655	at SCOTT ROAD	1	08	3.5	4	0	0	0	9	6	23
45610	SKAGIT CITY ROAD	0.000	1.150	at FIR ISLAND ROAD	2	08	2.2	0	0	3	1	9	3	19
45610	SKAGIT CITY ROAD	1.150	2.230	at POLSON ROAD	2	08	2.2	0	0	2	1	6	3	14
40010	SNEE-OOSH ROAD	0.000	1.370	at RESERVATION ROAD	1	08	3.3	6	0	1	2	9	6	28
40010	SNEE-OOSH ROAD	1.370	2.531	354 ft. South of SNEE-OOSH LANE	1	08	3.3	6	0	2	2	6	6	25
40010	SNEE-OOSH ROAD	2.531	3.460	185 ft. South of LONE TREE ROAD	1	08	3.0	6	0	0	2	6	6	23
40010	SNEE-OOSH ROAD	3.460	3.790	470 ft. SE of CHILBERG AVENUE	1	08	3.1	4	0	0	2	9	6	24
40010	SNEE-OOSH ROAD	3.790	4.861	21 ft. NW of DI-AL-TSA LANE	1	08	4.7	4	0	1	2	9	6	27
40010	SNEE-OOSH ROAD	4.861	5.106	132 ft. West of SWINOMISH AVENUE	1	08	5.4	4	0	1	2	9	6	28
40010	SNEE-OOSH ROAD	5.106	5.191	at FIRST STREET (PVT Swinomish)	1	08	4.7	4	3	5	0	9	6	31
63120	SOUTH GARDNER ROAD	0.000	0.047	at GARDNER ROAD	3	16	4.9	0	3	8	2	3	3	24
71500	SOUTH LAVENTURE ROAD	0.000	0.063	at EAST BLACKBURN ROAD (MV City Limits)	2	14	9.1	0	2	4	0	3	3	20
71500	SOUTH LAVENTURE ROAD	0.063	0.274	333 ft. South of EAST BLACKBURN ROAD (MV City Limits)	2	14	9.1	0	1	0	0	3	3	16
71500	SOUTH LAVENTURE ROAD	0.545	0.553	264 ft. South of SOUTH 19TH ST (MV)	2	14	9.1	0	0	0	0	3	3	16
71500	SOUTH LAVENTURE ROAD	0.553	0.701	306 ft. South of SOUTH 19TH ST (MV)	2	14	9.1	0	1	0	0	3	3	16
71500	SOUTH LAVENTURE ROAD	0.701	0.715	380 ft. East of BLODGETT ROAD	2	14	9.1	0	1	0	0	3	3	16
71500	SOUTH LAVENTURE ROAD	0.715	0.730	306 ft. East of BLODGETT ROAD	2	14	9.1	0	1	0	0	3	3	16
71500	SOUTH LAVENTURE ROAD	0.730	0.773	227 ft. East of BLODGETT ROAD	2	14	9.1	0	1	0	0	3	3	16
19050	SOUTH SHORE DRIVE	0.000	1.110	at WEST SHORE DRIVE	1	07	1.4	0	0	0	2	3	3	9
01500	SOUTH SHORE DRIVE	0.000	0.160	at DEER CREEK ROAD	2	08	2.0	0	2	0	2	3	3	12
01500	SOUTH SHORE DRIVE	0.160	2.020	0.16 mi. West of DEER CREEK ROAD	2	08	2.0	0	1	0	2	3	3	11
01500	SOUTH SHORE DRIVE	2.020	3.670	1.14 mi. SW of WEST SHORE DRIVE	2	08	2.0	0	0	1	2	3	3	12
01500	SOUTH SHORE DRIVE	3.670	3.820	0.15 mi. South of NORTH SHORE DRIVE	2	08	2.0	0	0	0	2	3	3	10
19000	SOUTH SHORE ROAD	0.000	0.720	at GUEMES ISLAND ROAD	1	08	1.9	0	1	0	2	3	3	11
19000	SOUTH SHORE ROAD	0.720	1.530	at OLD SOUTH SHORE DRIVE	1	08	1.3	0	0	0	2	3	3	9
19000	SOUTH SHORE ROAD	1.530	2.460	444 ft. SW of CHANNEL VIEW DRIVE	1	08	1.5	0	1	0	2	3	3	11
19000	SOUTH SHORE ROAD	2.460	2.540	422 ft. South of EDENS ROAD	1	08	1.5	0	0	0	2	3	3	9
07000	SOUTH SKAGIT HWY	0.000	0.390	at STATE ROUTE 9	3	07	3.8	6	0	5	1	9	3	28
07000	SOUTH SKAGIT HWY	0.390	5.520	53 ft. SW of SR9 OVERPASS	3	07	3.8	6	0	2	1	9	3	24
07000	SOUTH SKAGIT HWY	5.520	7.290	63 ft. West of GILLIGAN CREEK	3	07	3.8	6	0	2	1	6	3	22

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	H Curve	V Curve	TOTAL
07000	SOUTH SKAGIT HWY	7.290	7.783	0.24 mi. SW of WALBERG ROAD	3	07	3.8	6	0	1	1	6	3	21
07000	SOUTH SKAGIT HWY	7.783	9.500	0.25 mi. NE of WALBERG ROAD	3	07	3.8	6	0	4	1	9	3	27
07000	SOUTH SKAGIT HWY	9.500	9.719	275 ft. West of POTTS ROAD	3	07	2.9	4	0	5	1	6	3	22
07000	SOUTH SKAGIT HWY	9.719	10.340	206 ft. East of BARBEN ROAD	3	07	2.9	4	0	0	1	6	3	17
07000	SOUTH SKAGIT HWY	10.340	11.150	264 ft. NE of SOUTH LYMAN FERRY ROAD	3	07	2.9	4	0	0	1	6	3	17
07000	SOUTH SKAGIT HWY	11.150	11.780	275 ft. East of BLAIR ROAD	3	07	2.9	4	0	2	1	9	3	22
07000	SOUTH SKAGIT HWY	11.780	12.890	391 ft. West of FINNEY CUMBERLAND WYE	3	07	2.9	4	0	1	1	9	3	21
07000	SOUTH SKAGIT HWY	12.890	18.360	0.16 mi. East of CUMBERLAND CREEK ROAD	3	07	2.5	4	0	2	1	9	3	21
07000	SOUTH SKAGIT HWY	18.360	23.835	0.72 mi. East of BOYD CREEK CULVERT 36	3	07	3.7	4	0	1	1	9	3	22
17200	SOUTH TEXAS ROAD	0.000	0.150	at MARCH'S POINT ROAD	1	17	2.6	6	0	0	0	3	3	15
17200	SOUTH TEXAS ROAD	0.150	0.290	at BN RAILROAD CROSSING	1	17	2.6	6	0	0	0	3	3	15
17200	SOUTH TEXAS ROAD	0.290	0.500	0.14 mi. East of BN RAILROAD CROSSING	1	17	2.6	6	0	0	0	3	3	15
82000	STARBIRD ROAD	0.000	0.030	at CEDARDALE ROAD	2	08	3.1	0	3	0	0	3	3	12
82000	STARBIRD ROAD	0.030	0.070	158 ft. East of CEDARDALE ROAD	2	08	3.1	0	3	0	2	3	3	14
82000	STARBIRD ROAD	0.070	0.960	370 ft. East of CEDARDALE ROAD	2	08	2.7	0	0	1	0	3	9	16
89500	WEST BIG LAKE BOULEVARD	0.000	0.020	at STATE ROUTE 9	2	17	4.1	0	2	0	2	3	3	14
89500	WEST BIG LAKE BOULEVARD	0.020	0.870	at LAKE VIEW BOULEVARD	2	17	4.1	0	0	1	0	9	6	21
89500	WEST BIG LAKE BOULEVARD	0.870	0.890	127 ft. NE of LITTLE MOUNTAIN ROAD	2	17	3.9	0	0	0	0	9	6	19
89500	WEST BIG LAKE BOULEVARD	0.890	1.140	21 ft. NE of LITTLE MOUNTAIN ROAD	2	18	6.1	0	0	1	2	9	6	24
89500	WEST BIG LAKE BOULEVARD	1.140	1.990	211 ft. NW of WEST LAKEVIEW LANE	2	18	6.1	0	0	1	2	9	6	24
89500	WEST BIG LAKE BOULEVARD	1.990	2.252	at FISHING ACCESS	2	18	2.2	0	0	0	2	9	6	19
89500	WEST BIG LAKE BOULEVARD	2.252	2.302	74 ft. NW of BLACKBERRY LANE	2	08	2.2	0	0	0	2	9	6	19
89500	WEST BIG LAKE BOULEVARD	2.302	2.720	190 ft. SE of BLACKBERRY LANE	2	08	2.2	0	0	0	2	9	6	19
89500	WEST BIG LAKE BOULEVARD	2.720	4.370	253 ft. NW of FOXGLOVE LANE	2	08	1.4	0	0	0	2	9	6	18
21180	WEST BOW HILL ROAD	0.000	0.169	at STATE ROUTE 11	1	07	4.5	0	0	0	0	3	3	11
21180	WEST BOW HILL ROAD	0.169	0.389	16 ft. West of EAST EDISON ROAD	1	07	4.5	0	0	0	0	6	3	14
21180	WEST BOW HILL ROAD	0.389	0.910	at EAST EDISON ROAD	1	07	4.5	0	0	0	0	9	3	17
31200	WEST MCCORQUEDALE ROAD	0.000	0.480	at PULVER ROAD	3	17	4.9	4	0	0	2	3	3	17
17530	WEST SHORE DRIVE	0.000	1.510	at EDENS ROAD	1	07	0.8	0	0	0	2	3	3	9
17510	WEST SHORE ROAD	0.000	1.170	at GUEMES ISLAND ROAD	1	07	1.3	0	0	0	2	3	3	9
17510	WEST SHORE ROAD	1.170	1.894	26 ft. West of SALMON RUN ROAD	1	07	1.2	0	0	0	2	3	3	9
17510	WEST SHORE ROAD	1.894	1.990	507 ft. NE of LERVICK AVENUE	1	07	1.2	0	0	0	2	3	3	9
17510	WEST SHORE ROAD	1.990	2.690	at LERVICK AVENUE	1	07	1.4	0	0	0	2	3	3	9
90700	WICKER ROAD	0.000	0.430	at FRUITDALE ROAD	3	17	2.4	0	0	0	2	3	3	11
90700	WICKER ROAD	0.430	0.500	37 ft. East of CLAYBROOK ROAD	3	17	2.4	0	0	0	2	3	3	10

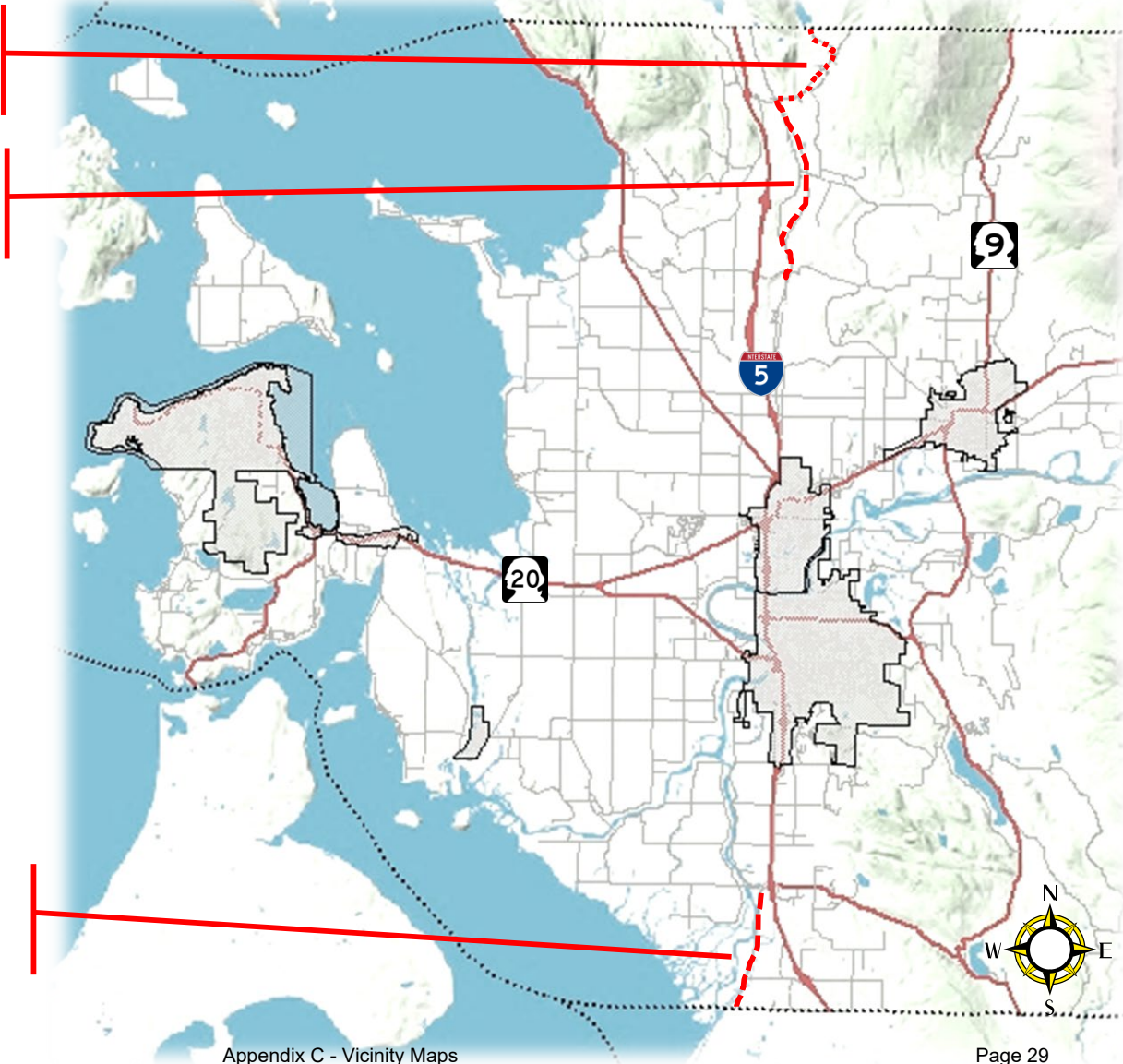
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)



2021 SKAGIT COUNTY PRIORITY 1 SAFETY PROJECT VICINITY MAP

ALGER-CAIN LAKE RD
FOG & CENTERLINE PROFILE PAINT
IMPROVED CURVE SIGNAGE

OLD HIGHWAY 99 NORTH
FOG & CENTERLINE PROFILE PAINT



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)



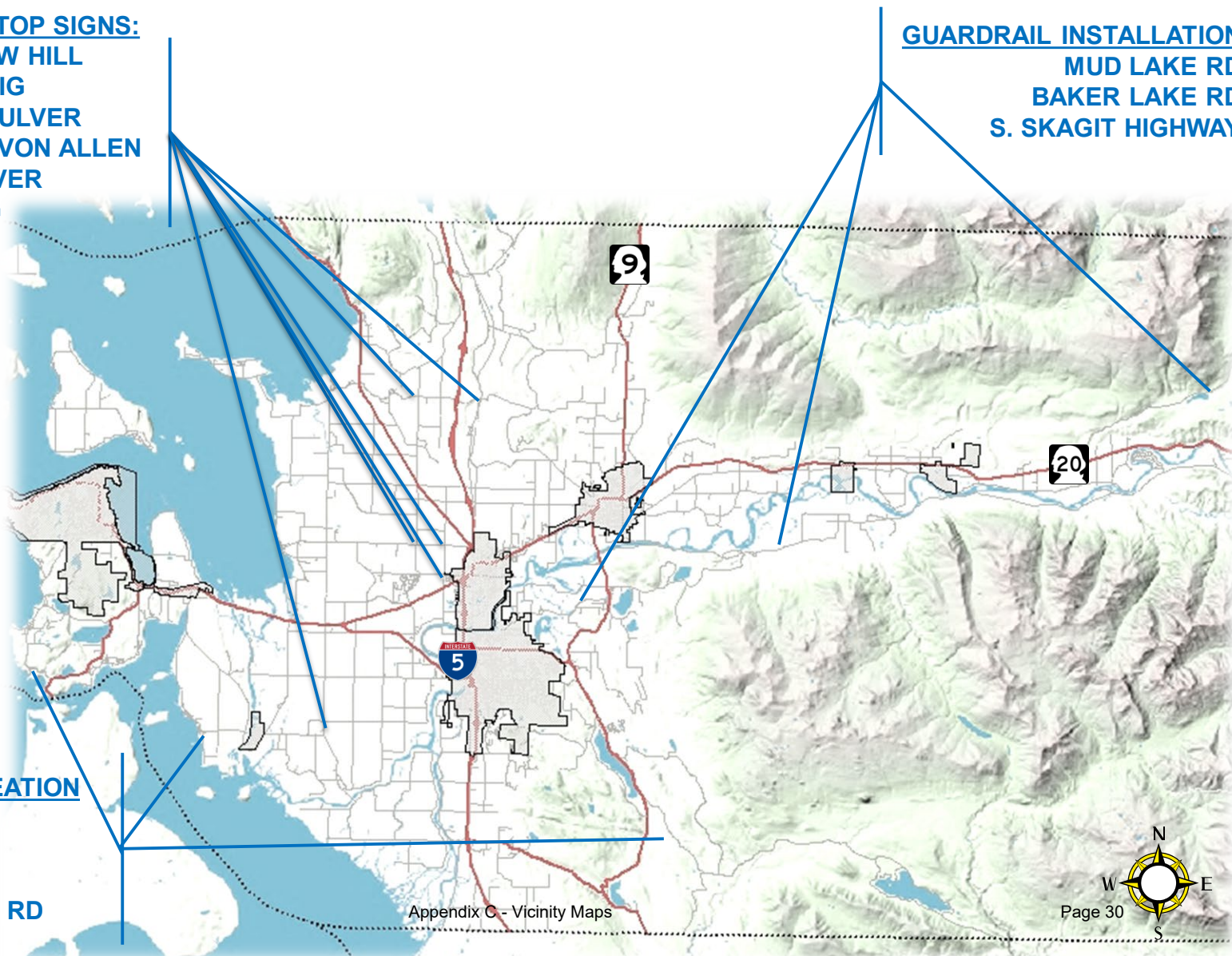
2021 SKAGIT COUNTY PRIORITY 2 SAFETY PROJECT VICINITY MAP

LED FLASHING STOP SIGNS:

OLD HWY 99 / BOW HILL
BOW HILL / ERSHIG
JOSH WILSON / PULVER
JOSH WILSON / AVON ALLEN
PETERSON / PULVER
BEST / CHILBERG

GUARDRAIL INSTALLATION

MUD LAKE RD
BAKER LAKE RD
S. SKAGIT HIGHWAY



SIGNAGE & DELINEATION

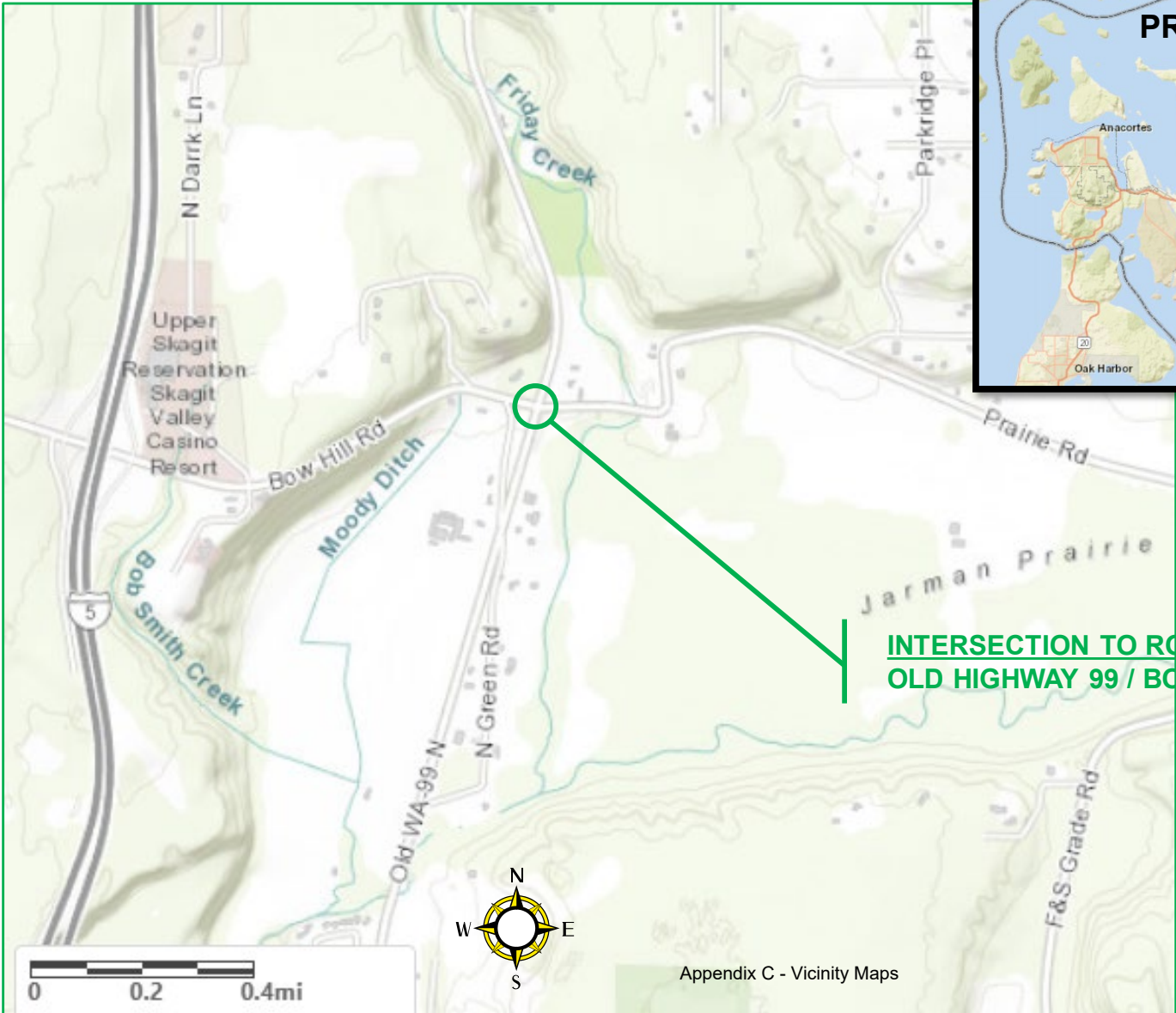
IMPROVEMENTS:
ROSARIO RD
SNEE-OOSH RD
LAKE CAVANAUGH RD



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)



2021 SKAGIT COUNTY PRIORITY 3 SAFETY PROJECT VICINITY MAP



INTERSECTION TO ROUNDABOUT CONVERSION
OLD HIGHWAY 99 / BOW HILL / PRAIRIE RD

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: **LANE DEPARTURE REDUCTION PROJECT**

PROJECT NO.:

DATE OF ESTIMATE: **April 20, 2021**

ESTIMATED BY: **TOREY NELSON**

PIONEER HIGHWAY					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$11,610	\$11,610
2	SPCC Plan	1.00	LS	\$1,500	\$1,500
3	Traffic Control Supervisor	1	LS	\$5,000	\$5,000
4	Traffic Control Labor	120	HR	\$80	\$9,600
5	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
6	Profiled Plastic Line (Fog & C/L)	48500	LF	\$2.00	\$97,000
7	Trimming and Cleanup	1	LS	\$1,500	\$1,500
TOTAL					\$127,710

ALGER-CAIN LAKE ROAD					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$8,870	\$8,870
2	SPCC Plan	1.00	LS	\$1,500	\$1,500
3	Traffic Control Supervisor	1	LS	\$4,000	\$4,000
4	Traffic Control Labor	90	HR	\$80	\$7,200
5	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
6	Profiled Plastic Line (Fog & C/L)	33500	LF	\$2.00	\$67,000
9	Permanent Signing (Chevrons)	1.00	LS	\$6,000	\$6,000
7	Trimming and Cleanup	1	LS	\$1,500	\$1,500
TOTAL					\$97,570

OLD HIGHWAY 99 NORTH					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$16,890	\$16,890
2	SPCC Plan	1.00	LS	\$1,500	\$1,500
3	Traffic Control Supervisor	1	LS	\$6,000	\$6,000
4	Traffic Control Labor	180	HR	\$80	\$14,400
5	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
6	Profiled Plastic Line (Fog & C/L)	72000	LF	\$2.00	\$144,000
7	Trimming and Cleanup	1	LS	\$1,500	\$1,500
TOTAL					\$185,790

CONSTRUCTION SUBTOTAL \$411,070

PERMITTING (5%) \$20,554

DESIGN/CONST ENG (25%) \$102,768

CONTINGENCY (10%) \$41,107

TOTAL ESTIMATE \$575,498

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: Flashing LED STOP Signs

PROJECT NO:

DATE OF ESTIMATE: April 7, 2021

ESTIMATED BY: T. Nelson

VARIOUS LOCATIONS					
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	LS	10%	\$5,068	\$5,068
2	SPCC Plan	LS	1	\$375	\$375
3	Unanticipated Underground Conflicts	EST	1	\$5,500	\$5,500
4	Other Traffic Control Labor	HR	60	\$80	\$4,800
5	Traffic Control Supervisor	LS	1	\$1,000	\$1,000
8	Solar Flashing LED STOP Sign (Post and Labor Incl)	EA	12	\$3,000	\$36,000
10	Trimming and Cleanup	LS	1	\$3,000	\$3,000
	TOTAL				\$55,743

PERMITTING	5%	\$2,787
DESIGN	25%	\$13,936
CONTINGENCY	10%	\$5,574
TOTAL PROJECT ESTIMATE		\$78,040

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: 2021 Guardrail Installation

PROJECT NO:

DATE OF ESTIMATE: April 14, 2021

ESTIMATED BY: T. Nelson

BAKER LAKE RD

ITEM NO.	ITEM DESCRIPTION	UNIT	Schedule A Quantity	UNIT PRICE	TOTAL
1	Mobilization	LS	10%	\$12,600	\$12,600.00
2	SPCC Plan	LS	1	\$750	\$750
3	Unanticipated Underground Conflicts	EST	1	\$2,500	\$2,500
4	Other Traffic Control Labor	HR	500	\$80	\$40,000
5	Traffic Control Supervisor	LS	1	\$3,000	\$3,000
6	Other Temporary Traffic Control	LS	1	\$1,500	\$1,500
7	Construction Signs Class A	SF	700	\$40	\$28,000
8	Trimming and Cleanup	LS	1	\$3,000	\$3,000
9	Beam Guardrail Type 31	LF	850	\$45	\$38,250
10	Beam Guardrail Type 31 Non-Flared Terminal	EA	2	\$4,500	\$9,000
	TOTAL				\$138,600

S. SKAGIT HWY

ITEM NO.	ITEM DESCRIPTION	UNIT	Schedule B Quantity	UNIT PRICE	TOTAL
1	Mobilization	LS	10%	\$8,300	\$8,300.00
2	SPCC Plan	LS	1	\$750	\$750
3	Unanticipated Underground Conflicts	EST	1	\$2,500	\$2,500
4	Other Traffic Control Labor	HR	300	\$80	\$24,000
5	Traffic Control Supervisor	LS	1	\$3,000	\$3,000
6	Other Temporary Traffic Control	LS	1	\$1,500	\$1,500
7	Construction Signs Class A	SF	700	\$40	\$28,000
8	Trimming and Cleanup	LS	1	\$3,000	\$3,000
9	Beam Guardrail Type 31	LF	450	\$45	\$20,250
10	Beam Guardrail Type 31 Non-Flared Terminal	EA	2	\$4,500	\$9,000
	TOTAL				\$91,300

MUD LAKE RD

ITEM NO.	ITEM DESCRIPTION	UNIT	Schedule B Quantity	UNIT PRICE	TOTAL
1	Mobilization	LS	10%	\$21,638	\$21,637.50
2	SPCC Plan	LS	1	\$375	\$375
3	Unanticipated Underground Conflicts	EST	1	\$2,500	\$2,500
4	Other Traffic Control Labor	HR	300	\$80	\$24,000
5	Traffic Control Supervisor	LS	1	\$3,000	\$3,000
6	Other Temporary Traffic Control	LS	1	\$1,500	\$1,500
7	Construction Signs Class A	SF	500	\$40	\$20,000
8	Trimming and Cleanup	LS	1	\$3,000	\$3,000
9	Beam Guardrail Type 31	LF	3,600	\$45	\$162,000
10	Beam Guardrail Type 31 Non-Flared Terminal	EA	6	\$4,500	\$27,000
	TOTAL				\$238,013
	CONSTRUCTION SUBTOTAL				\$467,913

PERMITTING	5%	\$23,396
DESIGN	25%	\$116,978
CONTINGENCY	10%	\$46,791
TOTAL PROJECT ESTIMATE		\$655,078

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: **SIGNAGE AND DELINEATION IMPROVEMENTS**

PROJECT NO.:

DATE OF ESTIMATE: **April 20, 2021**

ESTIMATED BY: **TOREY NELSON**

LAKE CAVANAUGH ROAD					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$6,605	\$6,605
2	SPCC Plan	1.00	LS	\$750	\$750
3	Unanticipated Underground Conflicts	EST	DOL	\$2,500	\$2,500
4	Traffic Control Supervisor	1	LS	\$3,000	\$3,000
5	Traffic Control Labor	160	HR	\$80	\$12,800
6	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
7	Flexible guide post - Carsonite White	400	EA	\$55	\$22,000
8	Raised Pavement Markers - Type 2 Yellow (100 per box)	20	HUND	\$600	\$12,000
9	Permanent Signing (Chevrons)	1.00	LS	\$10,000	\$10,000
10	Trimming and Cleanup	1	LS	\$1,500	\$1,500
TOTAL					\$72,655

SNEE-OOSH ROAD					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$3,975	\$3,975
2	SPCC Plan	1.00	LS	\$750	\$750
3	Unanticipated Underground Conflicts	EST	DOL	\$2,500	\$2,500
4	Traffic Control Supervisor	1	LS	\$3,000	\$3,000
5	Traffic Control Labor	100	HR	\$80	\$8,000
6	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
7	Flexible guide post - Carsonite White	200	EA	\$55	\$11,000
8	Raised Pavement Markers - Type 2 Yellow (100 per box)	10	HUND	\$600	\$6,000
9	Permanent Signing (Chevrons)	1.00	LS	\$6,000	\$6,000
10	Trimming and Cleanup	1	LS	\$1,000	\$1,000
TOTAL					\$43,725

ROSARIO ROAD					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$2,455	\$2,455
2	SPCC Plan	1.00	LS	\$750	\$750
3	Unanticipated Underground Conflicts	EST	DOL	\$2,500	\$2,500
4	Traffic Control Supervisor	1	LS	\$3,000	\$3,000
5	Traffic Control Labor	60	HR	\$80	\$4,800
6	Other Temporary Traffic Control	1	LS	\$1,500	\$1,500
7	Flexible guide post - Carsonite White	100	EA	\$55	\$5,500
8	Raised Pavement Markers - Type 2 Yellow (100 per box)	5	HUND	\$600	\$3,000
9	Permanent Signing (Chevrons)	1.00	LS	\$3,000	\$3,000
10	Trimming and Cleanup	1	LS	\$500	\$500
TOTAL					\$27,005

CONSTRUCTION SUBTOTAL \$143,385

PERMITTING (5%) \$7,169

DESIGN/CONST ENG (25%) \$35,846

CONTINGENCY (10%) \$14,339

TOTAL ESTIMATE \$200,739

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: Old Hwy 99 N / Bow Hill Rd Roundabout

PROJECT NO:

DATE OF ESTIMATE: April 26, 2021

ESTIMATED BY: T. Nelson

VARIOUS LOCATIONS					
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	LS	10%	\$138,047	\$138,047
2	SPCC Plan	LS	1	\$2,000	\$2,000
3	Project Temp Traffic Control	LS	1	\$50,000	\$50,000
4	Clearing & Grubbing	Acre	0.10	\$50,000	\$5,000
5	Silt Fence	LF	3000	\$5	\$15,000
6	Roadside Cleanup	LS	1	\$10,000	\$10,000
7	Removal of Structures and Obstructions	LS	1	\$50,000	\$50,000
8	Roadway Excavation Incl Haul	CY	3000	\$40	\$120,000
9	Gravel Borrow Incl Haul	TN	3500	\$50	\$175,000
10	Trimming & Cleanup	LS	1	\$10,000	\$10,000
11	Crushed Surfacing Base Course	TN	5500	\$35	\$192,500
12	Crushed Surfacing Top Course	TN	1100	\$50	\$55,000
13	HMA CL. 1/2 IN	TN	2500	\$130	\$325,000
14	Cement Conc Truck Apron	SY	700	\$135	\$94,500
15	Cement Conc Traffic Curb	LF	160	\$75	\$12,000
16	Curb & Gutter	LF	300	\$40	\$12,000
17	Conc Pipe Arch	LF	100	\$175	\$17,500
18	C.B. Type 2	EA	2	\$5,000	\$10,000
19	Permanent Signing	LS	1	\$5,000	\$5,000
20	Illumination System	LS	1	\$150,000	\$150,000
21	Plastic Line	LF	6000	\$4	\$24,000
22	Plastic Wide Lane Line	LF	365	\$8	\$2,920
23	Plastic Yield Symbol	EA	24	\$200	\$4,800
24	8 IN Quarry Spalls	TN	70	\$75	\$5,250
25	Trimming and Cleanup	LS	1	\$3,000	\$3,000
26	Seeding & Fertilizing	Acre	1.5	\$10,000	\$15,000
27	Landscaping	LS	1	\$15,000	\$15,000
	TOTAL				\$1,518,517

PERMITTING	5%	\$75,926
RIGHT-OF-WAY	LS	\$150,000
PRELIMINARY ENGINEERING	15%	\$227,778
CONSTRUCTION ENGINEERING	5%	\$75,926
CONTINGENCY	10%	\$151,852
TOTAL PROJECT ESTIMATE		\$2,199,998