

Skagit County Strategic Risk-Based Assessment

developed using the

Systemic Safety Project Selection Tool



Skagit County
Department of Public Works
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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.

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 properties and solutions, help create common goal, and develop a language so we can work together across disciplines." Through the Corridor Traffic Safety Program, low-cost, near-term projects can be identified which will improve roadway safety through systemic, meaningful action. As noted in the 2016 Target Zero 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 the state. Each of these factors was involved in at least 30% of the traffic fatalities or serious injuries between 2013 and 2017.
- **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 WSDOT or was retrieved from the County Road Administration Board (CRAB) online system for dates January 1, 2013 through December 31, 2017. The data was entered from accident 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 table below describes 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 bold.

Appendix A includes the 2013 – 2017 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 table below (rows marked with * indicate that the data is not considered significantly different between the County and the Statewide averages or that the County percentage is less than the Statewide average):

Analysis of WSDOT data

Table 1 – Analysis based on WSDOT provided data.

	Fatal/Serious Injury Crashes Only		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
Hit Wildlife	1.8	3.3	2.7	4.9
By Light Condition				
Dark – No Street Lights	28.3	29.7	21.6	32.6
By Junction Relationship				
Driveway Related	6.0	11	*	*
By Roadway Curvature				
Horizontal Curve	38.4	38.5	25.4	32.3
Hit Fixed Object Crashes				
Utility Pole	11.5	22.5	12.1	16.3

Ran Over Embankment	8.1	12.5	*	*
Guardrail	*	*	4.9	8.5
	Fatal/Serious Injury Crashes Only		Total Crashes	
	Statewide All Counties Avg	Skagit County	Statewide All Counties Avg	Skagit County
By Functional Class				
Rural Major Collector	31.6	49.5	23.5	48.7
Rural Minor Collector	13.6	18.7	9.6	17.8
Rural Local Access	12.7	16.5	10.5	14.8
By Contributing Circumstance				
Inattention / Distraction	22.0	24.2	*	*
Under Influence of Alcohol/Drugs	15.5	20.8	6.8	10.3
Fell Asleep	*	*	2.3	4.4
By Vehicle Type				
Motorcycle	15.1	19.5	*	*
Heavy Truck	2.6	3.9	*	*
By Speed Limit				
50 MPH	27.1	51.7	16.8	37.4

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 and horizontal curves on functional class Rural Major Collector roads and 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 dark – no street lights, driveway related, dark – no street lights, hit fixed object (utility pole & embankment), under the influence of alcohol/drugs, inattention/distracted, motorcycles and functional class Rural Minor Collectors and Local Access roads.
- **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 include wildlife, guardrail, fell asleep, and heavy truck vehicle types.

Analysis of County Data

In order to target higher volume roads we analyzed County data that is stored 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 1,567 total crashes, including 78 serious injury collisions and 13 fatalities on 800 miles of Skagit County roads system. Corresponding to the Washington State data, Skagit County analysis shows that: hit fixed objects, horizontal curves, rural major collectors, and speed limits of 50 MPH represent a majority of both injury and fatality crashes at 44%, 38.5%, 49.5% and 51.7% respectfully.

The following Priority Levels 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 fixed objects and horizontal curves located along roads with a functional class of Rural Major Collector and roads with speed limits of 50 MPH. Using the Mobility database, we also included all rural collector roads and roads with ADT's greater than 3,000. We then crosschecked these types of roads with our 2019 Priority Array to narrow down areas of concern for Priority Level 1 types of roads and contributing factors.

The factors that will be rated for Priority Level 1 will include functional class roads that are Rural Arterials & Collectors and roads with speed limits of 50 MPH, roads with horizontal curves, roads with a high number of fixed objects in the clear zone, ADT's greater than 3,000, and the risk of severe injury/fatality. 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.

Countermeasures to be proposed 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 occurring within horizontal curves and/or 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 areas with dark – no street lights, hit fixed object (utility pole & embankments), driveway related, rural minor collectors and local access roads, under the influence of alcohol/drugs, inattention/distracted and motorcycle related. We have crosschecked these types of roads with our 2017 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 dark – no street lights, utility pole and embankment risks, driveway related, influence of alcohol/drugs, inattention/distracted, and rural minor collectors. Based on the priority array criteria and rating that takes into account 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 crashes in dark - no street light areas and roadways with high number of utility pole & embankment risks occurring on all collector and local access roads.

- 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 wildlife strikes, guardrail strikes, fell asleep, and heavy truck vehicle types. We have crosschecked these types of roads with our 2017 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 be for mitigating instances of guardrail strikes and with contributing causes of fallen asleep drivers on roads with 35 – 45 MPH and horizontal curves. The priority array, which takes factors into account, such as collisions, ADT, functional class, heavy vehicles, and curves, 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. (Example, the Bennett Rd location would score a 2). The following tables contain the result of the road evaluation.

Priority Level 1

Road Name	Beg MP	End MP	FFC	50 MPH Posted Speed	ADT > 3K	Horiz Curves	Hit Fixed Objects	Priority Array Score
Alger-Cain Lake Rd	Awarded 2017 HSIP Funds							
Bennett Rd	0.548	0.680	17	No	Yes	No	Yes	33
Best Rd	6.370	6.379	7	No	Yes	Yes	Yes	48
Bow Hill Rd	Awarded 2017 HSIP Funds							
Chilberg Rd	0.400	0.943	7	Yes	Yes	Yes	Yes	27
Cook Rd	Completed Project with 2015 HSIP Funds							
Fir Island Rd	3.790	3.850	7	No	Yes	Yes	Yes	34
Francis Rd	3.670	3.790	7	Yes	Yes	Yes	Yes	29
Havekost Rd	0.119	1.410	7	No	Yes	No	No	27
LaConner Whitney Rd	0.980	1.573	7	Yes	Yes	No	No	22
Marine Drive	0.900	1.080	17	No	Yes	Yes	No	33
McLean Rd	3.156	3.250	7	No	Yes	No	Yes	34
Old Hwy 99 N	Completed Project with 2015 HSIP Funds							
Peterson Road	0.000	0.180	16	No	No	Yes	No	24
Pioneer Highway	3.065	3.089	7	No	Yes	Yes	No	34
Pioneer Parkway	0.220	0.370	7	No	Yes	No	Yes	25
Rosario Rd	0.990	1.107	7	No	Yes	Yes	Yes	29

Priority Level 2

Road Name	Beg MP	End MP	FFC	50 MPH	Dark - No Street Lights	Utility Pole/ Embankment	Under the influence	Inattention / Distracted	Priority Array Score
Best Rd	3.180	3.270	7	No	Yes	No	Yes	Yes	36
Chilberg Rd	0.000	0.260	7	No	Yes	No	Yes	Yes	18
Concrete-Sauk Valley Rd	1.010	5.330	8	Yes	Yes	Yes	Yes	Yes	21
Conway Frontage Rd	Completed Project with 2015 HSIP Funds								
Garden of Eden Rd	0.000	0.250	19	No	No	No	Yes	Yes	None
Havekost Rd	0.119	1.410	7	No	Yes	No	Yes	Yes	27
Marine Drive	0.900	1.080	17	No	Yes	No	Yes	Yes	33
Minkler Rd	3.650	4.550	8	Yes	Yes	Yes	No	Yes	22
Samish Island Rd	0.000	2.201	8	Yes	Yes	Yes	Yes	No	29
Snee-Oosh Rd	4.860	5.191	8	Yes	Yes	No	No	Yes	28
South Skagit Hwy	23.700	23.850	8	Yes	Yes	Yes	Yes	Yes	22
Swan Rd	0.757	0.983	19	No	Yes	Yes	Yes	Yes	None

Priority Level 3

Road Name	Beg MP	End MP	FFC	< 50 MPH ≥ 35 MPH	Horizontal Curves	Wildlife Strikes	Guardrail Strikes	Fell Asleep	Priority Array Score
Bassett Rd	0.110	0.900	9	Yes	Yes	No	No	No	None
Cokedale Rd	0.000	0.510	9	Yes	No	No	No	No	None
Gibraltar Rd	0.000	2.690	8	Yes	Yes	No	Yes	No	21
Mud Lake Rd	1.340	1.650	9	Yes	Yes	Yes	No	No	None
Old Day Creek Rd	3.960	5.053	8	Yes	Yes	No	No	No	26
Parson Creek Rd	0.000	1.950	8	Yes	Yes	Yes	No	No	17
Prairie Rd	0.000	7.790	8	Yes	Yes	No	Yes	Yes	26
Starbird	0.000	0.070	8	Yes	No	Yes	Yes	No	25

Selection of Countermeasures

When locations that are at higher risk of fatal/serious injury crashes have been determined, then countermeasures that would be effective at reducing the risk are considered. 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 Run off the Road occurrences	Increase lane and shoulder widths
	Improve roadway geometry
	Improve signing and delineation
Minimize severity of roadside departures	Install new and/or upgrade existing guardrail
	Remove/relocate objects in hazardous locations in the clear zone
Reduce collisions in dark	Install illumination at channelized intersections

Project Priority Selection

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

- **Priority Level 1:**
 - Francis Road Section 3 Cost Estimate: \$750,000
 - MP 2.75 – 3.75
 - Realign horizontal curve
 - Increase lane and shoulder width
 - Remove fixed objects from clear zone

- **Priority Level 2:**
 - Illuminate Channelized Intersections
 - Havekost Rd & Marine Dr Cost Estimate: \$14,500
 - Best Rd & Chillberg Rd Cost Estimate: \$19,100
 - S Skagit Hwy & Concrete-Sauk Valley Rd Cost Estimate: \$38,400
 - Total: \$72,000**
 - Install/Upgrade Guardrail w/ Reflectors
 - South Skagit Hwy and Concrete Sauk-Valley Rd Cost Estimate: \$615,700
Mileposts vary

- **Priority Level 3:**
 - Signing and Delineation Improvements
 - Prairie Road MP 0.00 – 7.79 Cost Estimate: \$70,000

Conclusion

A majority of the crashes in Skagit County are strongly associated with high speed roads with curves combined with driving under the influence or inattentive drivers. Skagit County proposes to combat these with a complete road realignment of a high speed/tight radius curve on Francis Road (Priority 1) and a system wide signing and delineation improvement on Prairie Road (Priority 3). Another large portion of collisions on Skagit County roads are occurring at night in unlit areas (Priority 2). These collisions will be mitigated by illuminating three dark, channelized intersections that score high on the Skagit County Priority Array and upgrading existing guardrail with new delineation.

The 800 miles of Skagit County rural roads experience collisions throughout for many different reasons, but, with the help of the 2013-2017 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.

Appendix A: 2013 – 2018 Skagit County Crash Data

2013-2017 Skagit County Data	Fatal/Serious Injury Crashes Only																			Total Crashes																	
	All Roads		All Co		West Co		Skagit County												All Roads		All Co		West Co		Skagit County												
	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	
Overall Numbers																																					
Total # of Collisions	11,313		2,674		1,921		91		25	23	19	8	16	23	9	15	18	19	568,078		71,219		54,108		1,576		345	393	323	242	273	259	260	273	304	344	
# of Fatal Collisions	2,402	21.2%	654	24.5%	419	21.8%	13	14.3%	2	3	3	2	3	2	2	2	4	5	2,402	0.4%	654	0.9%	419	0.8%	13	0.8%	2	3	3	2	3	2	2	2	4	5	
# of Serious Injury Collisions	8,911	78.8%	2,020	75.5%	1,502	78.2%	78	85.7%	23	20	16	6	13	21	7	13	14	14	8,911	1.6%	2,020	2.8%	1,502	2.8%	78	4.9%	23	20	16	6	13	21	7	13	14	14	
# of Alcohol-Related Collisions	2,482	21.9%	706	26.4%	476	24.8%	27	29.7%	3	7	7	3	7	9	3	5	5	2	35,326	6.2%	7,046	9.9%	5,201	9.6%	210	13.3%	47	43	41	39	40	44	45	55	42	56	
Total # of Fatalities	2,587		702		441		13		2	3	3	2	3	2	2	2	4	5	2,587		702		441		13		2	3	3	2	3	2	2	2	4	5	
Total # of Injuries	15,651		3,552		2,583		143		33	37	37	10	26	33	10	21	22	31	239,597		32,982		25,431		701		131	180	169	107	114	121	129	141	155	146	
By Collision Type																																					
Hit Fixed Object	3,192	28.2%	1,164	43.5%	825	42.9%	40	44.0%	9	8	10	5	8	13	4	6	9	6	104,511	18.4%	28,093	39.4%	19,783	36.6%	880	55.8%	188	216	186	136	154	136	156	151	164	191	
Angle (T)	1,311	11.6%	282	10.5%	197	10.3%	9	9.9%	0	2	4	1	2	1	0	4	3	2	95,003	16.7%	11,051	15.5%	9,066	16.8%	171	10.9%	31	46	34	26	34	26	24	32	30	25	
Overturn	849	7.5%	173	10.2%	144	7.5%	8	8.8%	1	2	3	1	1	1	2	2	0	4	11,157	2.0%	3,422	4.8%	1,629	3.0%	73	4.6%	17	17	14	13	12	20	17	23	20	29	
Sideswipe (Same Direction)	363	3.2%	65	2.4%	53	2.8%	5	5.5%	2	2	0	0	1	0	1	0	0	0	60,341	10.6%	3,652	5.1%	2,888	5.3%	65	4.1%	12	15	18	6	14	14	11	12	9	4	
Angle (Left Turn)	686	6.1%	124	4.6%	102	5.3%	5	5.5%	2	2	0	0	1	0	1	1	0	0	33,840	6.0%	3,522	4.9%	3,117	5.8%	35	2.2%	8	8	7	7	5	7	6	5	7	5	
Hit Pedestrian	1,832	16.2%	194	7.3%	163	8.5%	5	5.5%	3	2	0	0	0	3	0	0	1	1	9,829	1.7%	759	1.1%	663	1.2%	7	0.4%	4	2	0	1	0	3	1	4	2	1	
Rearend	848	7.5%	94	3.5%	72	3.7%	4	4.4%	2	0	1	0	1	1	0	0	1	1	172,555	30.4%	11,374	16.0%	10,084	18.6%	139	8.8%	30	44	22	22	21	26	20	19	27	25	
Hit Cyclist	628	5.6%	87	3.3%	73	3.8%	4	4.4%	2	1	0	0	1	0	0	0	1	0	6,876	1.2%	544	0.8%	489	0.9%	8	0.5%	2	2	1	1	1	2	1	0	1	3	2
Wildlife	102	0.9%	47	1.8%	26	1.4%	3	3.3%	2	1	0	0	0	0	0	0	1	0	10,607	1.9%	1,940	2.7%	1,083	2.0%	77	4.9%	21	17	20	7	12	7	9	12	6	12	
Head On	590	5.2%	160	6.0%	123	6.4%	2	2.2%	1	0	0	1	0	3	0	0	1	0	2,922	0.5%	778	1.1%	595	1.1%	9	0.6%	2	2	3	1	1	4	0	3	5	1	
Hit Parked Car	187	1.7%	23	0.9%	18	0.9%	1	1.1%	1	0	0	0	0	0	0	0	0	0	32,519	5.7%	2,460	3.5%	2,000	3.7%	28	1.8%	8	5	7	5	3	2	3	1	7	10	
Sideswipe (Opposite Direction)	157	1.4%	39	1.5%	30	1.6%	0	0.0%	0	0	0	0	0	1	1	0	0	2	3,666	0.6%	1,005	1.4%	760	1.4%	15	1.0%	3	4	0	4	4	5	3	4	2	10	
Hit Train	14	0.1%	3	0.1%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	152	0.0%	17	0.0%	4	0.0%	1	0.1%	0	0	1	0	0	0	0	0	0		
Other	554	4.9%	119	4.5%	95	4.9%	5	5.5%	0	3	1	0	1	0	0	1	2	3	24,100	4.2%	2,602	3.7%	1,947	3.6%	68	4.3%	19	15	10	13	11	8	10	6	22	29	
By Roadway Surface																																					
Dry	8,359	73.9%	1,976	73.9%	1,354	70.5%	65	71.4%	20	14	13	7	11	15	4	11	14	16	381,190	67.1%	44,865	63.0%	33,207	61.4%	988	62.7%	215	241	214	149	169	161	145	172	182	205	
Wet	2,428	21.5%	544	20.3%	486	25.3%	20	22.0%	4	6	6	1	3	6	3	3	1	2	149,957	26.4%	18,483	26.0%	17,076	31.6%	443	28.1%	85	113	86	78	81	79	80	81	64	89	
Snow / Slush	130	1.1%	24	0.9%	14	0.7%	2	2.2%	0	2	0	0	0	0	0	0	0	1	11,848	2.1%	1,745	2.5%	663	1.2%	25	1.6%	14	10	0	1	0	6	8	5	12	30	
Ice	224	2.0%	76	2.8%	39	2.0%	1	1.1%	0	0	0	0	1	0	2	0	3	0	15,324	2.7%	4,874	6.8%	2,369	4.4%	102	6.5%	22	24	21	14	21	6	24	13	43	18	
Other	172	1.5%	54	2.0%	28	1.5%	3	3.3%	1	1	0	0	1	2	0	1	0	0	9,759	1.7%	1,252	1.8%	793	1.5%	18	1.1%	9	5	2	0	2	7	3	2	3	2	
By Light Condition																																					
Daylight	6,296	55.7%	1,473	55.1%	1,045	54.4%	55	60.4%	16	15	9	6	9	11	4	11	10	12	376,559	66.3%	42,220	59.3%	32,468	60.0%	894	56.7%	189	227	177	143	158	144	134	158	174	178	
Dark - No Street Lights	1,752	15.5%	756	28.3%	515	26.8%	27	29.7%	7	6	7	1	6	11	3	2	7	7	45,592	8.0%	15,390	21.6%	10,379	19.2%	514	32.6%	120	128	106	79	81	84	89	72	97	123	
Dawn	196	1.7%	59	2.2%	42	2.2%	3	3.3%	0	0	1	1	1	1	0	1	0	0	10,265	1.8%	1,857	2.6%	1,219	2.3%	36	2.3%	12	8	6	6	4	6	11	8	19	11	
Dusk	356	3.1%	96	3.6%	63	3.3%	2	2.2%	2	0	0	0	0	0	1	1	0	0	14,933	2.6%	2,048	2.9%	1,562	2.9%	44	2.8%	8	6	15	6	9	8	11	11	6	16	
Dark - Street Lights On	2,556	22.6%	254	9.5%	230	12.0%	1	1.1%	0	0	1	0	0	1	0	0	0	0	110,354	19.4%	8,144	11.4%	7,409	13.7%	56	3.6%	8	16	12	7	13	11	9	16	7	12	
Dark - Street Lights Off	93	0.8%	17	0.6%	14	0.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,392	0.6%	634	0.9%	495	0.9%	9	0.6%	3	3	2	0	1	0	2	6	1	1	
Other	64	0.6%	19	0.7%	12	0.6%	3	3.3%	0	2	1	0	0	0	0	1	0	0	6,983	1.2%	926	1.3%	576	1.1%	23	1.5%	5	5	5	1	7	6	4	2	0	3	
By Junction Relationship																																					
Non-Intersection (Not Related)	6,232	55.1%	1,800	67.3%	1,243	64.7%	62	68.1%	17	15	12	7	11	17	7	10	12	12	262,603	46.2%	38,341	53.8%	26,900	49.7%	1,042	66.1%	231	256	215	167	173	166	193	179	205	231	
Intersection-Related	3,773	33.4%	587	22.0%	453	23.6%	17	18.7%	3	7	4	1	2	2	0	2	3	3	225,665	39.7%	23,381	32.8%	19,543	36.1%	340	21.6%	68	87	67	51	67	56	53	63	59	69	
Driveway-Related	727	6.4%	161	6.0%	125	6.5%	10	11.0%	4	1	2	0	3	2	2	3	3	4	52,567	9.3%	6,615	9.3%	5,372	9.9%	123	7.8%	28	27	26	16	26	23	12	26	23	22	
By Roadway Curvature																																					
Straight & Level	5,960	52.7%	1,131	42.3%	806	42.0%	47	51.6%	13	11	14	2	7	11	6	7	10	7	346,447	61.0%	36,717	51.6%	28,425	52.5%	785	49.8%	151	205	168	115	146	138	136	147	162	189	
Horizontal Curve	2,846	25.2%	1,028	38.4%	730	38.0%	35	38.5%	8	10	4	5	8	9	3	6	6	9	77,578	13.7%	18,072	25.4%	12,889	23.8%	509	32.3%	98</										

2013-2017 Skagit County Data	Fatal/Serious Injury Crashes Only																	Total Crashes																			
	All Roads		All Co		West Co		Skagit County										All Roads		All Co		West Co		Skagit County														
	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	
Utility Pole	263	8.2%	134	11.5%	109	13.2%	9	22.5%	3	0	2	2	2	3	0	1	2	2	7,535	7.2%	3,412	12.1%	2,661	13.5%	143	16.3%	30	36	31	16	30	21	33	26	22	32	
Tree / Stump (Stationary)	603	18.9%	274	23.5%	222	26.9%	9	22.5%	1	4	2	0	2	3	2	0	5	0	9,833	9.4%	3,427	12.2%	2,719	13.7%	95	10.8%	20	20	27	14	14	16	20	11	23	17	
Ran Over Embankment	233	7.3%	94	8.1%	49	5.9%	5	12.5%	1	3	1	0	0	1	0	1	0	1	4,456	4.3%	1,919	6.8%	1,057	5.3%	39	4.4%	10	13	5	5	6	7	8	14	14	11	
Roadway Ditch	323	10.1%	159	13.7%	113	13.7%	4	10.0%	0	0	3	0	1	2	1	2	1	1	13,034	12.5%	5,748	20.5%	4,153	21.0%	198	22.5%	46	49	40	33	30	36	27	37	40	52	
Guardrail	276	8.6%	65	5.6%	53	6.4%	4	10.0%	1	1	1	0	1	0	0	1	0	0	8,877	8.5%	1,370	4.9%	942	4.8%	75	8.5%	17	19	15	10	14	8	9	14	17	11	
Earth Bank	265	8.3%	131	11.3%	73	8.8%	3	7.5%	1	0	0	1	1	1	0	0	0	0	6,487	6.2%	2,558	9.1%	1,422	7.2%	64	7.3%	14	13	15	11	11	3	6	5	5	8	
Mail Box	66	2.1%	38	3.3%	26	3.2%	2	5.0%	0	0	1	1	1	0	0	0	0	0	2,436	2.3%	1,220	4.3%	961	4.9%	28	3.2%	2	9	4	6	7	5	7	6	5	2	
Fence	185	5.8%	96	8.2%	69	8.4%	1	2.5%	0	0	0	1	0	0	0	0	0	0	8,161	7.8%	3,097	11.0%	2,070	10.5%	98	11.1%	15	28	16	15	24	14	18	11	15	24	
Wood Sign Post	63	2.0%	19	1.6%	14	1.7%	1	2.5%	1	0	0	0	0	0	1	0	1	0	3,013	2.9%	756	2.7%	598	3.0%	26	3.0%	5	4	4	6	7	6	7	6	8	9	
Culvert	41	1.3%	19	1.6%	13	1.6%	1	2.5%	0	0	0	0	1	0	0	1	0	0	874	0.8%	499	1.8%	391	2.0%	15	1.7%	4	1	6	3	1	4	2	3	1	0	
Metal Sign Post	58	1.8%	15	1.3%	11	1.3%	1	2.5%	1	0	0	0	0	0	0	0	0	0	3,490	3.3%	456	1.6%	344	1.7%	5	0.6%	3	2	0	0	0	0	2	0	0	0	
Fallen Rock / Tree	4	0.1%	2	0.2%	2	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	557	0.5%	124	0.4%	110	0.6%	12	1.4%	4	6	2	0	0	1	0	0	0	2	
Concrete Barrier	145	4.5%	10	0.9%	8	1.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	9,510	9.1%	173	0.6%	122	0.6%	7	0.8%	3	1	1	1	1	1	0	0	0	0	0
Ran Into River / Lake	15	0.5%	5	0.4%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	1	332	0.3%	151	0.5%	75	0.4%	7	0.8%	1	1	1	1	3	2	3	2	0	1	
Railway Crossing Gate	3	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	120	0.1%	21	0.1%	10	0.1%	7	0.8%	1	0	3	2	1	0	0	0	0	0	
Retaining Wall	67	2.1%	12	1.0%	9	1.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,895	1.8%	279	1.0%	221	1.1%	6	0.7%	1	1	1	1	2	0	1	2	2	0	
Building	29	0.9%	6	0.5%	6	0.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,435	1.4%	189	0.7%	144	0.7%	6	0.7%	1	2	1	1	1	1	0	1	2	1	
Boulder (Stationary)	41	1.3%	19	1.6%	8	1.0%	0	0.0%	0	0	0	0	0	1	0	0	0	0	1,121	1.1%	433	1.5%	219	1.1%	6	0.7%	2	3	1	0	0	1	0	1	0	3	
Bridge Rail	52	1.6%	8	0.7%	3	0.4%	0	0.0%	0	0	0	0	0	1	0	0	0	0	2,712	2.6%	193	0.7%	104	0.5%	5	0.6%	1	0	3	0	1	2	7	1	2	3	
Misc. Debris on Road	16	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	1,218	1.2%	101	0.4%	59	0.3%	4	0.5%	1	1	2	0	0	0	1	0	0	1	
Utility Box	20	0.6%	5	0.4%	4	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	811	0.8%	306	1.1%	232	1.2%	4	0.5%	0	2	1	1	0	2	3	2	2	5	
Rock Bank	32	1.0%	8	0.7%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	598	0.6%	116	0.4%	59	0.3%	4	0.5%	1	1	2	0	0	0	1	0	0	1	
Luminaire Pole	59	1.8%	7	0.6%	6	0.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,596	3.4%	212	0.8%	180	0.9%	3	0.3%	0	2	0	0	1	0	1	0	0	1	
Fire Hydrant	15	0.5%	3	0.3%	3	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	1	1,005	1.0%	168	0.6%	145	0.7%	2	0.2%	0	0	0	2	0	0	1	0	1	0	1
Temporary Traffic Sign / Barricade	9	0.3%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	359	0.3%	34	0.1%	25	0.1%	2	0.2%	1	0	0	1	0	0	0	0	0	1	
Falling Rock / Tree Fell on Vehicle	14	0.4%	6	0.5%	5	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	242	0.2%	53	0.2%	50	0.3%	2	0.2%	0	1	0	1	0	0	0	0	0	0	
Snow Bank	6	0.2%	1	0.1%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	524	0.5%	71	0.3%	7	0.0%	1	0.1%	1	0	0	0	0	1	0	0	0	1	
Other Objects	187	5.9%	24	2.1%	13	1.6%	0	0.0%	0	0	0	0	0	1	0	0	0	0	7,797	7.5%	791	2.8%	534	2.7%	8	0.9%	2	1	1	4	0	4	0	8	2	4	
By Functional Class																																					
Rural Major Collector	1,125	9.9%	845	31.6%	493	25.7%	45	49.5%	15	11	10	2	7	7	7	6	10	7	22,987	4.0%	16,771	23.5%	9,739	18.0%	767	48.7%	169	186	153	136	123	119	126	120	139	170	
Rural Minor Collector	363	3.2%	363	13.6%	215	11.2%	17	18.7%	2	7	3	1	4	6	2	4	2	5	6,854	1.2%	6,834	9.6%	3,854	7.1%	281	17.8%	49	84	63	35	50	49	53	59	66	74	
Rural Local Access	339	3.0%	339	12.7%	191	9.9%	15	16.5%	4	4	1	1	5	4	0	1	2	5	7,484	1.3%	7,483	10.5%	4,436	8.2%	234	14.8%	52	52	45	32	53	43	37	46	52	59	
Urban Local Access	159	1.4%	159	5.9%	138	7.2%	4	4.4%	1	0	2	1	0	1	0	0	2	0	6,748	1.2%	6,710	9.4%	5,837	10.8%	93	5.9%	17	26	18	13	19	12	11	14	7	10	
Rural Minor Arterial	577	5.1%	96	3.6%	89	4.6%	4	4.4%	1	1	1	1	0	0	0	0	0	0	11,285	2.0%	1,895	2.7%	1,693	3.1%	58	3.7%	21	17	12	8	0	1	0	0	2	0	
Urban Minor Arterial	732	6.5%	426	15.9%	393	20.5%	2	2.2%	1	0	1	0	0	3	0	2	1	0	31,735	5.6%	14,013	19.7%	12,927	23.9%	60	3.8%	15	6	12	8	19	15	20	17	22	18	
Urban Major Collector	223	2.0%	185	6.9%	168	8.7%	2	2.2%	0	0	0	2	0	0	0	1	1	1	8,151	1.4%	7,052	9.9%	6,189	11.4%	48	3.0%	11	11	11	7	8	12	9	10	9	10	
Rural Other Freeway/Expressway	255	2.3%	13	0.5%	13	0.7%	1	1.1%	0	0	1	0	0	0	0	0	0	0	7,026	1.2%	374	0.5%	337	0.6%	15	1.0%	6	2	5	2	0	0	0	0	0	0	
Urban Other Principal Arterial	1,304	11.5%	225	8.4%	208	10.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	77,511	13.6%	9,584	13.5%	8,762	16.2%	4	0.3%	1	2	1	0	0	0	0	0	0	0	0
By Contributing Circumstance																																					
Inattention / Distraction	3,258	21.9%	810	22.0%	531	20.2%	29	24.2%	8	4	10	2	5	2	0	1	2	4	217,653	30.6%	27,588	32.2%	21,921	33.3%	534	28.1%	99	126	135	83	91	49	42	57	49	72	
Under Influence of Alcohol / Drugs	2,140	14.																																			

2013-2017 Skagit County Data	Fatal/Serious Injury Crashes Only																			Total Crashes																	
	All Roads		All Co		West Co		Skagit County												All Roads		All Co		West Co		Skagit County												
	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2013-2017	%	2013-2017	%	2013-2017	%	2013-2017	%	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	
Disregard Stop Sign	240	1.6%	99	2.7%	58	2.2%	3	2.5%	0	2	0	1	0	1	0	1	0	1	7,468	1.1%	1,564	1.8%	1,112	1.7%	38	2.0%	5	9	8	5	11	7	12	14	11	17	
Apparently Ill	147	1.0%	32	0.9%	26	1.0%	2	1.7%	0	0	0	1	1	0	0	0	0	0	2,521	0.4%	517	0.6%	427	0.6%	19	1.0%	0	4	2	6	7	1	5	2	7	5	
Following Too Close	362	2.4%	43	1.2%	30	1.1%	1	0.8%	1	0	0	0	0	0	0	0	1	0	90,730	12.8%	5,084	5.9%	4,182	6.4%	105	5.5%	26	30	21	17	11	11	16	18	15	16	
Improper Turn	215	1.4%	32	0.9%	28	1.1%	1	0.8%	0	0	0	0	1	0	0	1	0	0	17,588	2.5%	1,596	1.9%	1,360	2.1%	25	1.3%	4	10	3	3	5	5	6	6	3	2	
Apparently Fatigued	61	0.4%	18	0.5%	13	0.5%	1	0.8%	1	0	0	0	0	0	0	0	0	0	3,312	0.5%	772	0.9%	559	0.8%	24	1.3%	7	5	3	4	5	4	5	3	4	1	
On Wrong Side of Road	193	1.3%	55	1.5%	38	1.4%	1	0.8%	0	1	0	0	0	0	0	0	0	0	1,650	0.2%	385	0.4%	270	0.4%	11	0.6%	0	8	3	0	0	0	0	1	0	0	
Failing to Yield to Ped / Cyclist	432	2.9%	23	0.6%	23	0.9%	1	0.8%	1	0	0	0	0	0	0	0	0	0	4,382	0.6%	211	0.2%	187	0.3%	1	0.1%	1	0	0	0	0	0	0	3	1	0	
Improper Backing	29	0.2%	8	0.2%	6	0.2%	0	0.0%	0	0	0	0	0	0	0	0	1	0	7,770	1.1%	822	1.0%	599	0.9%	26	1.4%	8	9	4	1	4	6	2	6	8	4	
Improper U-Turn	74	0.5%	13	0.4%	11	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	3,285	0.5%	423	0.5%	357	0.5%	7	0.4%	2	0	1	2	2	0	4	1	3	1	
Failing to Signal	14	0.1%	5	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	614	0.1%	122	0.1%	79	0.1%	4	0.2%	0	0	1	2	1	1	2	0	0	0	
Improper Parking Location	8	0.1%	4	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	556	0.1%	98	0.1%	63	0.1%	3	0.2%	2	0	0	1	0	0	0	0	0	2	
Disregard Signal	272	1.8%	20	0.5%	20	0.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	13,467	1.9%	740	0.9%	697	1.1%	1	0.1%	0	0	0	1	0	0	1	1	1	1	0
Disregard Yield Sign	18	0.1%	4	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	776	0.1%	81	0.1%	60	0.1%	1	0.1%	1	0	0	0	0	0	0	0	0	1	
Headlight Violation	30	0.2%	3	0.1%	2	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	368	0.1%	66	0.1%	52	0.1%	1	0.1%	0	0	0	1	0	0	0	0	1	0	
Improper Signal	10	0.1%	1	0.0%	1	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	523	0.1%	49	0.1%	37	0.1%	1	0.1%	0	0	0	1	0	1	0	0	0	0	
Disregard Flagger / Officer	8	0.1%	3	0.1%	2	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	136	0.0%	27	0.0%	22	0.0%	1	0.1%	0	0	0	1	0	0	0	0	0	0	
Other	1,648	11.1%	317	8.6%	254	9.7%	10	8.3%	5	2	1	1	1	3	1	3	1	4	79,926	11.3%	9,969	11.6%	7,644	11.6%	205	10.8%	47	48	43	34	33	36	26	23	38	43	
By Vehicle Type																																					
Light Truck / SUV	6,681	37.9%	1,492	40.2%	1,071	39.4%	57	44.5%	11	17	16	5	8	12	7	7	15	13	433,765	40.8%	49,853	44.4%	38,425	43.3%	1,001	46.4%	224	260	206	152	159	150	150	146	212	201	
Passenger Car	7,343	41.6%	1,446	39.0%	1,097	40.4%	38	29.7%	13	7	7	5	6	11	1	7	7	8	548,953	51.6%	54,372	48.4%	44,455	50.1%	986	45.7%	201	251	197	160	177	172	166	189	183	222	
Motorcycle	2,253	12.8%	562	15.1%	433	15.9%	25	19.5%	10	6	3	0	6	5	3	4	3	6	11,453	1.1%	2,078	1.9%	1,614	1.8%	66	3.1%	21	15	14	4	12	16	9	12	10	23	
Heavy Truck	785	4.5%	95	2.6%	49	1.8%	5	3.9%	1	1	2	0	1	0	0	1	0	2	34,124	3.2%	2,691	2.4%	1,721	1.9%	62	2.9%	14	9	15	11	13	11	14	6	11	13	
School Bus	26	0.1%	4	0.1%	4	0.1%	1	0.8%	0	0	1	0	0	0	0	1	0	0	1,881	0.2%	401	0.4%	308	0.3%	3	0.1%	0	0	2	0	1	1	0	1	0	1	
Bus	78	0.4%	6	0.2%	5	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	4,088	0.4%	203	0.2%	178	0.2%	1	0.0%	0	0	1	0	0	1	0	1	2	1	
Other	469	2.7%	107	2.9%	59	2.2%	2	1.6%	0	1	0	0	1	1	1	1	0	0	28,708	2.7%	2,658	2.4%	1,962	2.2%	39	1.8%	6	11	4	8	10	6	3	5	4	6	
By Speed Limit																																					
20 MPH	85	0.6%	15	0.5%	12	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	6,925	0.8%	518	0.5%	325	0.4%	1	0.1%	0	0	0	1	0	0	0	1	0	0	
25 MPH	1,754	11.6%	253	7.6%	189	7.8%	4	3.4%	2	0	2	0	0	3	0	1	1	0	136,280	15.6%	10,822	11.2%	8,934	11.7%	115	6.3%	27	25	29	15	19	20	16	15	29	22	
30 MPH	1,815	12.0%	78	2.4%	66	2.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	135,736	15.6%	4,520	4.7%	3,834	5.0%	7	0.4%	0	2	1	1	3	1	2	0	0	0	
35 MPH	3,909	25.8%	1,201	36.3%	1,044	43.2%	35	30.2%	3	10	6	4	12	10	3	7	6	12	242,406	27.8%	42,762	44.2%	37,475	49.2%	840	46.3%	151	200	173	139	177	155	147	160	159	186	
40 MPH	1,081	7.1%	346	10.4%	325	13.5%	10	8.6%	0	2	3	2	3	2	0	0	1	4	53,448	6.1%	10,390	10.7%	9,518	12.5%	109	6.0%	25	28	28	12	16	17	19	17	20	27	
45 MPH	884	5.8%	366	11.1%	298	12.3%	7	6.0%	5	0	0	0	2	0	0	0	0	0	37,456	4.3%	8,840	9.1%	7,260	9.5%	60	3.3%	10	17	10	13	10	6	8	2	5	6	
50 MPH	1,712	11.3%	899	27.1%	471	19.5%	60	51.7%	20	16	15	4	5	12	9	11	16	12	39,077	4.5%	16,279	16.8%	8,643	11.3%	678	37.4%	133	183	145	105	112	125	132	131	178	188	
55 MPH	1,184	7.8%	127	3.8%	8	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	30,679	3.5%	2,110	2.2%	193	0.3%	4	0.2%	0	1	1	0	2	0	1	0	1	0	
By Roadway Surface Type																																					
Blacktop	14,458	81.9%	3,253	87.6%	2,425	89.2%	101	78.9%	29	28	20	6	18	25	10	19	22	19	830,732	78.1%	96,975	86.4%	77,050	86.9%	1,634	75.7%	367	472	302	230	263	289	285	310	372	374	
Concrete	2,214	12.5%	171	4.6%	140	5.1%	9	7.0%	1	2	5	0	1	1	0	0	3	6	179,426	16.9%	6,410	5.7%	5,829	6.6%	160	7.4%	45	21	50	17	27	19	21	23	30	64	
Gravel	158	0.9%	68	1.8%	16	0.6%	2	1.6%	0	0	0	0	2	0	0	1	0	1	3,871	0.4%	1,889	1.7%	417	0.5%	21	1.0%	4	3	7	1	6	1	3	7	5	5	
Dirt	97	0.5%	43	1.2%	4	0.1%	0	0.0%	0	0	0	0	0	2	0	0	0	0	1,339	0.1%	532	0.5%	93	0.1%	3	0.1%	1	0	1	1	0	2	1	0	0	1	
Brick/Wood Block	10	0.1%	2	0.1%	1	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	954	0.1%	90	0.1%	70	0.1%	2	0.1%	0	0	1	0	1	0	0	0	0	0	
Other	167	0.9%	114	3.1%	83	3.1%	14	10.9%	4	2	3	4	1	0	2	1	0	2	4,275	0																	

2019 Priority Array



May 2019

SKAGIT COUNTY PRIORITY ARRAY 2019 Update – May 2019

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 2019 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 2019 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 2019 Priority Array.

SUMMARY

The following seven factors (and their point ranges) were used in Skagit County's 2019 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 a 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 2019 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 a number of years ago. 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.

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
44010	BEST ROAD	6.370	6.379	48 ft. NW of FIR ISLAND ROAD	1	07	6.6	6	1	25	0	3	6	48
31010	FARM TO MARKET ROAD	2.799	2.805	32 ft. South of JOSH WILSON ROAD	1	06	5.8	6	0	25	2	3	3	45
63400	KELLEHER ROAD	3.070	3.137	354 ft. West of F & S GRADE ROAD	3	08	2.5	6	1	25	0	3	3	40
72000	LITTLE MOUNTAIN ROAD	0.387	0.450	359 ft. NE of AMICK ROAD	2	07	3.5	4	2	12	0	9	9	40
23210	ERSHIG ROAD	2.910	2.940	121 ft. South of BOW HILL ROAD	1	07	2.8	4	0	25	0	3	3	38
00200	LAKE CAVANAUGH ROAD	4.850	5.100	264 ft. East of HOLMGREN HILLS	2	08	2.2	0	0	23	0	6	6	37
82000	STARBIRD ROAD	0.000	0.030	at CEDARDALE ROAD	2	08	3.2	0	3	25	0	3	3	37
63000	COOK ROAD	1.800	1.860	at I-5 NORTHBOUND RAMP	1	07	12.8	8	1	8	0	3	3	36
44010	BEST ROAD	3.180	3.270	444 ft. North of CHILBERG ROAD	1	07	6.0	6	1	17	0	3	3	36
30910	SAMISH ISLAND ROAD	2.075	2.201	0.13 mi. South of SCOTT ROAD	1	08	3.7	6	1	11	2	9	3	36
25610	LAKE SAMISH ROAD	0.860	0.890	21 ft. SE of SOUTH FREEWAY ACCESS	3	08	7.9	6	1	11	0	6	3	35
62500	F & S GRADE ROAD	2.830	3.450	0.26 mi. NW of AVALON HEIGHTS WAY	3	07	2.8	4	0	17	2	6	3	34
80090	PIONEER HIGHWAY	3.065	3.089	at FIR ISLAND ROAD	2	07	10.9	8	0	6	0	6	3	34
21200	BOW HILL ROAD	2.584	3.000	0.12 mi. East of CEDAR DRIVE	1	07	3.8	6	0	9	0	9	6	34
44000	MCLEAN ROAD	3.156	3.250	444 ft. West of BEAVER MARSH ROAD	1	07	6.4	6	1	15	0	3	3	34
40200	FIR ISLAND ROAD	3.790	3.850	at MAUPIN ROAD	2	07	7.0	6	2	6	0	9	3	34
63000	COOK ROAD	1.860	1.890	at OLD HWY 99 NORTH	3	07	11.8	8	1	7	0	3	3	34
70550	CEDARDALE ROAD	2.750	2.800	0.14 mi. North of STATE ROUTE 534	2	07	3.6	6	1	14	0	6	3	33
21200	BOW HILL ROAD	0.060	0.500	11 ft. East of NORTH GREEN ROAD	1	07	7.4	6	5	0	0	9	6	33
10610	MARINE DRIVE	0.910	1.080	16 ft. NE of WINDWARD WAY	1	17	6.8	6	1	0	1	12	6	33
30000	BENNETT ROAD	0.620	0.680	63 ft. East of HOLLY LANE	2	17	6.4	4	1	8	2	9	3	33
50000	PRAIRIE ROAD	1.890	2.500	at F & S GRADE ROAD	3	08	4.3	6	0	5	2	9	6	32
40200	FIR ISLAND ROAD	5.080	5.150	370 ft. SW of BEST ROAD	2	07	6.5	6	2	3	0	9	6	32
44000	MCLEAN ROAD	4.862	4.880	95 ft. West of PENN ROAD	2	06	6.8	6	2	11	0	3	3	32
63120	SOUTH GARDNER ROAD	0.000	0.047	at GARDNER ROAD	3	16	4.9	0	3	16	2	3	3	32
53540	ALGER-CAIN LAKE ROAD	0.430	0.638	0.12 mi. SW of COAL BUNKER ROAD	3	07	7.0	6	0	3	1	9	6	32
24000	COLONY ROAD	1.440	2.500	at KALLSTROM ROAD	3	08	2.3	6	0	3	2	9	9	32
30000	BENNETT ROAD	0.548	0.620	at AVON ALLEN ROAD	2	17	4.5	6	1	6	2	9	3	32
63000	COOK ROAD	1.750	1.800	264 ft. West of I-5 NORTHBOUND RAMP	1	07	12.8	8	2	0	0	3	6	32
63000	COOK ROAD	1.890	1.950	at BURLINGTON NORTHER RXR	3	07	11.8	8	2	3	0	3	3	31
63000	COOK ROAD	1.950	1.970	106 ft. West of GREEN ROAD	3	07	11.8	8	2	3	0	3	3	31
20030	CAIN'S COURT	0.053	0.085	121 ft. North of MACCOY'S COURT	1	07	4.1	0	2	18	1	3	3	31
79000	FRANCIS ROAD	1.484	1.670	at MT VERNON CITY LIMITS	2	17	7.9	6	0	1	1	9	6	31
80070	CONWAY FRONTAGE ROAD	0.000	0.125	at OLD HWY 99 SOUTH	2	08	4.2	6	0	9	0	6	6	31
50510	OLD HWY 99 NORTH	1.423	1.690	0.27 mi. South of COOK ROAD	3	07	6.1	6	0	9	0	6	3	30
10610	MARINE DRIVE	2.200	2.510	11 ft. North of MARINE LANE	1	18	4.7	6	0	1	0	9	9	30
52000	PARSON CREEK ROAD	1.890	1.950	312 ft. East of OLD HWY 99 NORTH	3	08	3.5	0	0	13	2	6	6	30
53540	ALGER-CAIN LAKE ROAD	0.638	2.670	465 ft. NE of COAL BUNKER ROAD	3	07	7.0	6	0	1	1	9	6	30
63000	COOK ROAD	1.970	2.191	at GREEN ROAD	3	07	11.8	8	1	4	0	3	3	30
42410	LACONNER WHITNEY ROAD	0.000	0.040	at STATE ROUTE 20	1	07	6.5	6	0	11	0	3	3	30
70550	CEDARDALE ROAD	5.548	5.769	at OLD HWY 99 SOUTH	2	07	4.8	6	2	6	0	9	3	30
10610	MARINE DRIVE	0.000	0.910	at ROSARIO ROAD	1	17	6.8	6	0	1	1	9	6	30
63400	KELLEHER ROAD	1.800	2.060	0.43 mi. West of BUTLER PIT	3	08	2.1	6	2	8	0	9	3	30
31010	FARM TO MARKET ROAD	1.878	1.906	343 ft. North of BAY VIEW ROAD	1	06	5.8	6	0	10	2	3	3	30
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
40010	SNEE-OOSH ROAD	4.861	5.191	132 ft. West of SWINOMISH AVENUE	1	08	4.7	4	0	4	2	9	6	29
10610	MARINE DRIVE	1.950	2.100	79 ft. SE of NORTH DEL MAR DRIVE	1	18	4.7	6	1	3	0	9	6	29
79000	FRANCIS ROAD	3.670	3.794	158 ft. SE of FRANCIS LANE	3	07	7.1	6	0	3	1	9	3	29
30000	BENNETT ROAD	0.680	0.830	359 ft. SW of BRUNSWICK STREET	2	17	6.4	4	0	5	2	9	3	29
10310	ROSARIO ROAD	0.990	1.107	at MARINE DRIVE	1	07	6.1	6	1	4	0	6	6	29
50000	PRAIRIE ROAD	6.750	6.990	0.22 mi. SW of UPPER SAMISH ROAD	3	08	3.8	6	0	3	1	9	6	29
07000	SOUTH SKAGIT HWY	0.000	0.390	at STATE ROUTE 9	3	07	3.9	6	1	5	1	9	3	29
79000	FRANCIS ROAD	2.920	3.670	0.45 mi. North of THILLBERG ROAD	3	07	7.1	6	0	2	1	9	3	29
44000	MCLEAN ROAD	3.250	3.460	53 ft. East of BEAVER MARSH ROAD	1	07	6.7	6	2	8	0	3	3	29
31210	BAY VIEW-EDISON ROAD	1.950	2.140	at EGBERS KALSO ROAD	1	07	3.5	4	0	4	2	9	6	28
50000	PRAIRIE ROAD	7.280	7.790	327 ft. West of BLANK ROAD	3	08	3.1	4	0	2	1	9	9	28
33000	JOSH WILSON ROAD	2.880	2.887	37 ft. East of JENSEN LANE	1	06	7.1	6	2	0	1	3	9	28
76000	MOUNT VERNON BIG LAKE ROAD	0.000	0.313	at STATE ROUTE 9	2	17	4.2	4	1	0	1	9	9	28
79000	FRANCIS ROAD	2.490	2.610	106 ft. North of THILLBERG ROAD	3	07	7.1	6	0	3	0	9	3	28
10610	MARINE DRIVE	1.760	1.950	0.11 mi. NW of ESTHER LANE	1	18	4.7	6	0	2	0	9	6	28

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
53540	ALGER-CAIN LAKE ROAD	0.340	0.430	0.14 mi. West of CORBELL LANE	3	07	7.0	6	0	2	1	6	6	28
21200	BOW HILL ROAD	2.180	2.584	at ERSHIG ROAD	1	07	3.8	6	0	3	0	9	6	28
70020	EAST HICKOX ROAD	0.280	1.130	16 ft. East of BURKLAND ROAD	2	17	3.8	6	2	5	0	3	9	28
31010	FARM TO MARKET ROAD	7.860	7.963	0.12 mi. West of CAIN'S COURT	1	07	3.9	4	0	6	2	9	3	28
33000	JOSH WILSON ROAD	2.887	3.220	at JENSEN LANE	1	06	7.1	6	0	2	1	3	9	28
05110	BEAVER LAKE ROAD	0.290	0.585	169 ft. SE of AUSTIN ROAD	3	08	2.5	6	0	5	2	9	3	28
40200	FIR ISLAND ROAD	4.470	4.860	0.39 mi. South of RAWLINS ROAD	2	07	6.5	6	1	2	0	9	3	28
79000	FRANCIS ROAD	1.770	2.410	48 ft. North of LINDEGREN ROAD	2	07	7.1	6	0	2	1	9	3	28
25610	LAKE SAMISH ROAD	0.000	0.230	at OLD HWY 99 NORTH	3	07	7.4	6	0	2	0	9	3	28
79000	FRANCIS ROAD	5.052	5.675	0.23 mi. NE of DEBAY'S ISLE ROAD	3	07	7.0	6	1	1	1	9	3	28
30910	SAMISH ISLAND ROAD	1.370	1.710	0.83 mi. South of SCOTT ROAD	1	08	3.7	6	0	4	2	9	3	28
50000	PRAIRIE ROAD	4.450	6.750	370 ft. NE of PARSON CREEK ROAD	3	08	4.2	6	0	2	0	9	6	28
63000	COOK ROAD	4.320	4.600	422 ft. East of S.V. GRANGE HALL	3	07	11.7	8	0	2	0	3	3	28
80750	BULSON ROAD	1.500	3.830	at TYEE ROAD	2	08	2.7	0	0	2	2	12	9	27
79000	FRANCIS ROAD	2.410	2.490	317 ft. West of THILLBERG ROAD	2	07	7.1	6	0	2	0	9	3	27
40200	FIR ISLAND ROAD	4.980	5.080	0.12 mi. North of RAWLINS ROAD	2	07	6.5	6	2	4	0	6	3	27
70550	CEDARDALE ROAD	2.610	2.750	at STATE ROUTE 534	2	07	3.6	6	4	5	0	6	3	27
50000	PRAIRIE ROAD	4.120	4.390	0.26 mi. South of PARSON CREEK ROAD	3	08	3.7	6	1	3	2	9	3	27
10310	ROSARIO ROAD	3.200	4.330	at COUGAR GAP ROAD	1	07	5.5	6	0	1	0	9	6	27
63000	COOK ROAD	2.191	3.080	0.22 mi. East of GREEN ROAD	3	07	11.8	8	1	1	0	3	3	27
72000	LITTLE MOUNTAIN ROAD	0.000	0.387	at WEST BIG LAKE BOULEVARD	2	17	3.5	4	2	0	0	9	9	27
21200	BOW HILL ROAD	0.500	0.530	385 ft. East of NORTH DARRK LANE	1	07	7.4	6	2	0	0	6	6	27
63000	COOK ROAD	4.100	4.320	0.13 mi. East of DISTRICT LINE ROAD	3	07	11.7	8	0	2	0	3	3	27
50510	OLD HWY 99 NORTH	5.270	7.890	69 ft. North of BOW HILL ROAD	3	07	5.5	6	2	2	0	6	6	27
21200	BOW HILL ROAD	0.530	0.800	227 ft. East of NORTH DARRK LANE	1	07	9.6	6	2	3	0	3	3	27
13900	CAMPBELL LAKE ROAD	0.000	0.760	at STATE ROUTE 20	1	07	4.7	6	0	0	1	9	6	27
63000	COOK ROAD	3.080	3.360	0.14 mi. West of GARDNER ROAD	3	07	11.8	8	0	1	0	3	3	27
40010	SNEE-OOSH ROAD	1.370	1.740	354 ft. South of SNEE-OOSH LANE	1	08	2.9	4	0	3	2	9	6	27
30000	BENNETT ROAD	0.830	1.779	312 ft. SW of AVON STREET	2	17	6.4	6	0	0	2	9	3	27
10310	ROSARIO ROAD	0.020	0.990	106 ft. NW of CAMPBELL LAKE ROAD	1	07	3.3	6	0	4	1	6	6	27
10910	HAVEKOST ROAD	0.119	1.410	121 ft. NE of HAVEKOST LANE	1	07	7.9	6	0	1	0	6	6	27
30910	SAMISH ISLAND ROAD	0.000	1.370	at BAY VIEW-EDISON ROAD	1	08	3.7	6	0	3	2	9	3	27
40200	FIR ISLAND ROAD	3.600	3.790	0.19 mi. East of MAUPIN ROAD	2	07	7.0	6	2	0	0	9	3	27
24000	COLONY ROAD	5.780	6.170	0.31 mi. West of OVERPASS ROAD	1	08	3.1	6	0	2	0	9	6	27
44010	BEST ROAD	3.730	4.821	317 ft. North of VALENTINE ROAD	1	07	6.1	6	2	1	0	6	6	27
50000	PRAIRIE ROAD	4.390	4.450	53 ft. NE of PARSON CREEK ROAD	3	08	4.2	6	2	0	2	9	3	27
53540	ALGER-CAIN LAKE ROAD	0.000	0.340	at OLD HWY 99 NORTH	3	07	7.0	6	0	1	1	6	6	27
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
25610	LAKE SAMISH ROAD	1.840	2.540	26 ft. SE of CIMARRON LANE	3	08	2.2	0	0	8	1	9	6	26
12710	DECEPTION ROAD	0.310	0.550	at GIBRALTER ROAD	1	18	2.4	0	0	7	2	9	6	26
42200	CHILBERG ROAD	0.400	0.943	0.40 mi. West of BEST ROAD	1	07	5.0	6	2	1	0	9	3	26
63000	COOK ROAD	3.820	4.100	0.15 mi. West of DISTRICT LINE ROAD	3	07	11.7	8	0	0	0	3	3	26
50510	OLD HWY 99 NORTH	9.170	9.850	0.26 mi. NW of MINNIE ROAD	3	07	3.9	6	2	3	0	6	6	26
63000	COOK ROAD	5.080	5.260	0.18 mi. West of GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	26
50510	OLD HWY 99 NORTH	7.890	9.170	143 ft. North of PARSON CREEK ROAD	3	07	3.8	6	2	2	0	6	6	26
13610	GIBRALTER ROAD	2.370	3.060	at GIBRALTER DRIVE	1	18	2.5	0	0	6	2	9	6	26
10910	HAVEKOST ROAD	0.000	0.119	at MARINE DRIVE	1	07	7.9	6	0	0	0	6	6	26
66000	GRIP ROAD	2.830	3.470	at HOOGDAL ROAD	3	08	2.8	0	1	6	2	9	6	26
50000	PRAIRIE ROAD	2.500	4.120	0.38 mi. NE of GRIP ROAD	3	08	4.0	6	0	2	2	9	3	26
80090	PIONEER HIGHWAY	1.748	3.065	0.87 mi. North of MILLTOWN ROAD	2	07	9.5	6	1	1	0	6	3	26
10310	ROSARIO ROAD	2.440	2.959	79 ft. North of SHARPE ROAD	1	07	5.5	6	0	2	0	9	3	26
31210	BAY VIEW-EDISON ROAD	2.243	2.480	at BAY VIEW LANE	1	07	2.8	4	0	5	2	6	6	26
50000	PRAIRIE ROAD	0.170	1.890	0.17 mi. East of OLD HWY 99 NORTH	3	07	4.5	6	0	1	2	9	3	26
63000	COOK ROAD	3.360	3.820	0.14 mi. East of GARDNER ROAD	3	07	11.7	8	0	0	0	3	3	26
70210	OLD HWY 99 SOUTH	0.150	0.352	at I-5	2	17	4.5	4	0	2	0	9	6	26
31210	BAY VIEW-EDISON ROAD	8.160	9.366	26 ft. East of SAMISH ISLAND ROAD	1	07	2.8	4	0	5	2	9	3	26
63000	COOK ROAD	5.260	5.320	at GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	26
63000	COOK ROAD	5.320	5.390	148 ft. West of ADRIAN LANE	3	07	10.9	8	1	0	0	3	3	26
63000	COOK ROAD	4.600	4.880	0.13 mi. East of COLLINS ROAD	3	07	10.9	8	1	0	0	3	3	26
06700	OLD DAY CREEK ROAD	3.960	5.053	at MORFORD ROAD	3	08	4.1	0	0	1	2	9	9	26

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
06700	OLD DAY CREEK ROAD	1.803	2.823	at PANORAMA ROAD	3	08	1.2	0	1	6	2	9	6	26
40800	MOORE ROAD	0.360	0.860	121 ft. NE of END CONCRETE	2	08	1.4	0	0	10	2	9	3	26
40010	SNEE-OOSH ROAD	0.000	1.370	at RESERVATION ROAD	1	08	2.9	4	0	2	2	9	6	26
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
50510	OLD HWY 99 NORTH	9.850	10.269	148 ft. NW of LAKE SAMISH ROAD	3	07	2.6	4	2	3	2	6	6	25
63000	COOK ROAD	4.880	5.000	0.38 mi. West of GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	25
63000	COOK ROAD	5.000	5.080	0.26 mi. West of GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	25
40210	RESERVATION ROAD	2.138	4.218	48 ft. South of WILBUR ROAD	1	07	4.0	6	0	1	2	6	6	25
07000	SOUTH SKAGIT HWY	0.390	5.520	53 ft. SW of SR9 OVERPASS	3	07	3.9	6	0	2	1	9	3	25
44010	BEST ROAD	5.773	6.108	37 ft. NW of SUMMERS DRIVE	1	07	6.6	6	0	1	0	3	9	25
33000	JOSH WILSON ROAD	0.430	0.850	0.42 mi. East of PULVER ROAD	1	06	6.9	6	1	5	1	3	3	25
42000	PIONEER PARKWAY	0.220	0.370	11 ft. South of SHELTER BAY DRIVE	1	07	7.2	0	3	4	0	6	6	25
08000	CONCRETE SAUK VALLEY ROAD	8.870	9.920	153 ft. SE of MILLER LANE	3	08	3.4	4	1	1	1	9	6	25
31010	FARM TO MARKET ROAD	3.670	4.318	0.36 mi. North of RECTOR ROAD	1	07	4.4	6	0	1	2	3	9	25
79000	FRANCIS ROAD	1.670	1.761	396 ft. North of ERIKA LANE	2	17	7.1	6	0	2	1	3	6	25
72000	LITTLE MOUNTAIN ROAD	0.450	2.600	26 ft. NE of AMICK ROAD	2	07	3.5	4	0	2	0	9	6	25
31210	BAY VIEW-EDISON ROAD	0.425	1.950	0.38 mi. NE of END STATE TURNBACK	1	07	3.5	4	0	0	2	9	6	25
79000	FRANCIS ROAD	2.610	2.820	0.14 mi. North of THILLBERG ROAD	3	07	7.1	6	0	0	0	9	3	25
08000	CONCRETE SAUK VALLEY ROAD	9.920	13.220	164 ft. SE of FINNEY CREEK ROAD	3	08	3.4	4	1	0	1	9	6	25
31210	BAY VIEW-EDISON ROAD	0.370	0.410	0.32 mi. NE of END STATE TURNBACK	1	07	3.5	4	1	0	2	9	6	25
21200	BOW HILL ROAD	0.000	0.060	at OLD HWY 99 NORTH	1	07	7.4	6	0	6	0	3	3	25
42200	CHILBERG ROAD	0.943	1.280	at CHILBERG LANE	1	07	5.0	6	1	1	0	9	3	25
07000	SOUTH SKAGIT HWY	7.783	9.500	0.25 mi. NE of WALBERG ROAD	3	07	3.9	6	0	2	1	9	3	25
63000	COOK ROAD	5.390	5.470	222 ft. East of ADRIAN LANE	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.470	5.500	at PROSPECT STREET	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.500	5.510	58 ft. West of WINTER LANE	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.510	5.620	5 ft. West of WINTER LANE	3	16	10.9	8	0	0	0	3	3	25
10610	MARINE DRIVE	1.310	1.760	127 ft. South of MARINE VIEW LANE	1	18	5.4	6	0	1	0	6	6	25
50510	OLD HWY 99 NORTH	2.680	3.280	0.47 mi. North of DOTHLSTEDT ROAD	3	07	6.8	6	2	1	0	6	3	25
44000	MCLEAN ROAD	4.948	5.470	222 ft. West of COTTONWOOD LANE	2	16	6.8	8	3	2	0	3	3	25
10310	ROSARIO ROAD	1.107	2.440	90 ft. NE of BURROWS VIEW LANE	1	07	6.1	6	0	1	0	6	6	25
31210	BAY VIEW-EDISON ROAD	2.480	2.780	at BRIDGEVIEW WAY	1	07	2.8	4	0	4	2	6	6	25
31210	BAY VIEW-EDISON ROAD	3.080	3.280	at SECOND STREET (BAY VIEW)	1	07	2.8	4	0	6	0	6	6	25
30000	BENNETT ROAD	0.000	0.548	at STATE ROUTE 536	2	07	4.5	6	0	0	2	9	3	25
80070	CONWAY FRONTAGE ROAD	2.610	2.820	0.36 mi. North of KAYTONS SLOUGH	2	08	4.1	6	0	3	0	9	3	25
40200	FIR ISLAND ROAD	0.000	0.410	at PIONEER HIGHWAY	2	07	8.6	6	0	1	0	6	3	25
06700	OLD DAY CREEK ROAD	0.000	1.803	at SOUTH SKAGIT HWY	3	08	1.2	0	2	7	2	6	6	25
25610	LAKE SAMISH ROAD	0.230	0.720	121 ft. West of AZURE WAY	3	07	7.7	6	1	1	0	6	3	25
72000	LITTLE MOUNTAIN ROAD	3.310	3.581	at LITTLE MOUNTAIN PARK	2	16	3.2	6	1	0	0	9	6	25
24000	COLONY ROAD	3.620	4.968	475 ft. West of HOBSON ROAD	3	08	2.1	4	0	2	2	9	6	25
40200	FIR ISLAND ROAD	4.860	4.980	at RAWLINS ROAD	2	07	6.5	6	1	2	0	6	3	25
44010	BEST ROAD	6.108	6.247	0.27 mi. NW of FIR ISLAND ROAD	1	07	6.6	6	0	0	0	3	9	25
13900	CAMPBELL LAKE ROAD	1.000	1.562	0.24 mi. West of PUBLIC LAKE ACCESS	1	07	4.7	6	0	1	1	6	6	25
10610	MARINE DRIVE	1.100	1.190	422 ft. NW of HAVEKOST ROAD	1	17	5.4	6	1	4	0	3	6	25
31210	BAY VIEW-EDISON ROAD	0.410	0.425	0.36 mi. NE of END STATE TURNBACK	1	07	3.5	4	0	0	2	9	6	25
63400	KELLEHER ROAD	2.710	2.950	370 ft. East of DISTRICT LINE ROAD	3	08	2.5	6	2	8	0	3	3	24
44000	MCLEAN ROAD	3.460	3.740	0.13 mi. East of GINTHNER DRIVE	2	07	6.7	6	3	3	0	3	3	24
33110	AVON ALLEN ROAD	1.500	2.560	16 ft. North of BENNETT ROAD	2	16	4.9	6	0	1	0	9	3	24
40010	SNEE-OOSH ROAD	1.740	2.531	0.27 mi. North of MILL ROAD LANE	1	08	3.0	6	0	1	2	6	6	24
50510	OLD HWY 99 NORTH	10.269	11.280	0.21 mi. NW of SILVER RUN LANE	3	07	2.6	4	4	0	2	6	6	24
10610	MARINE DRIVE	1.190	1.310	0.14 mi. South of MARINE VIEW LANE	1	18	5.4	6	1	3	0	3	6	24
32400	PETERSON ROAD	0.000	0.180	at HIGGINS AIRPORT WAY	1	16	4.6	6	1	2	1	6	3	24
40010	SNEE-OOSH ROAD	2.531	3.460	185 ft. South of LONE TREE ROAD	1	08	3.0	6	0	1	2	6	6	24
44610	BEAVER MARSH ROAD	4.020	5.100	at WEST KAMB ROAD	2	08	2.1	6	0	2	2	9	3	24
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
13610	GIBRALTER ROAD	1.661	1.840	at JURA WAY	1	08	4.5	0	0	3	2	9	6	24
05110	BEAVER LAKE ROAD	1.330	2.660	26 ft. South of FONK ROAD	3	08	3.3	6	0	1	2	9	3	24
40200	FIR ISLAND ROAD	4.140	4.470	0.35 mi. North of MAUPIN ROAD	2	07	6.5	6	1	1	0	6	3	24
43200	CALHOUN ROAD	2.735	3.570	at KAMB ROAD	2	08	1.6	0	0	8	2	9	3	24
79000	FRANCIS ROAD	2.820	2.920	0.35 mi. North of THILLBERG ROAD	3	07	7.1	6	0	4	1	3	3	24

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
06700	OLD DAY CREEK ROAD	1.803	2.823	at PANORAMA ROAD	3	08	1.2	0	1	6	2	9	6	26
40800	MOORE ROAD	0.360	0.860	121 ft. NE of END CONCRETE	2	08	1.4	0	0	10	2	9	3	26
40010	SNEE-OOSH ROAD	0.000	1.370	at RESERVATION ROAD	1	08	2.9	4	0	2	2	9	6	26
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
50510	OLD HWY 99 NORTH	9.850	10.269	148 ft. NW of LAKE SAMISH ROAD	3	07	2.6	4	2	3	2	6	6	25
63000	COOK ROAD	4.880	5.000	0.38 mi. West of GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	25
63000	COOK ROAD	5.000	5.080	0.26 mi. West of GLENWOOD ACRES ROAD	3	07	10.9	8	1	0	0	3	3	25
40210	RESERVATION ROAD	2.138	4.218	48 ft. South of WILBUR ROAD	1	07	4.0	6	0	1	2	6	6	25
07000	SOUTH SKAGIT HWY	0.390	5.520	53 ft. SW of SR9 OVERPASS	3	07	3.9	6	0	2	1	9	3	25
44010	BEST ROAD	5.773	6.108	37 ft. NW of SUMMERS DRIVE	1	07	6.6	6	0	1	0	3	9	25
33000	JOSH WILSON ROAD	0.430	0.850	0.42 mi. East of PULVER ROAD	1	06	6.9	6	1	5	1	3	3	25
42000	PIONEER PARKWAY	0.220	0.370	11 ft. South of SHELTER BAY DRIVE	1	07	7.2	0	3	4	0	6	6	25
08000	CONCRETE SAUK VALLEY ROAD	8.870	9.920	153 ft. SE of MILLER LANE	3	08	3.4	4	1	1	1	9	6	25
31010	FARM TO MARKET ROAD	3.670	4.318	0.36 mi. North of RECTOR ROAD	1	07	4.4	6	0	1	2	3	9	25
79000	FRANCIS ROAD	1.670	1.761	396 ft. North of ERIKA LANE	2	17	7.1	6	0	2	1	3	6	25
72000	LITTLE MOUNTAIN ROAD	0.450	2.600	26 ft. NE of AMICK ROAD	2	07	3.5	4	0	2	0	9	6	25
31210	BAY VIEW-EDISON ROAD	0.425	1.950	0.38 mi. NE of END STATE TURNBACK	1	07	3.5	4	0	0	2	9	6	25
79000	FRANCIS ROAD	2.610	2.820	0.14 mi. North of THILLBERG ROAD	3	07	7.1	6	0	0	0	9	3	25
08000	CONCRETE SAUK VALLEY ROAD	9.920	13.220	164 ft. SE of FINNEY CREEK ROAD	3	08	3.4	4	1	0	1	9	6	25
31210	BAY VIEW-EDISON ROAD	0.370	0.410	0.32 mi. NE of END STATE TURNBACK	1	07	3.5	4	1	0	2	9	6	25
21200	BOW HILL ROAD	0.000	0.060	at OLD HWY 99 NORTH	1	07	7.4	6	0	6	0	3	3	25
42200	CHILBERG ROAD	0.943	1.280	at CHILBERG LANE	1	07	5.0	6	1	1	0	9	3	25
07000	SOUTH SKAGIT HWY	7.783	9.500	0.25 mi. NE of WALBERG ROAD	3	07	3.9	6	0	2	1	9	3	25
63000	COOK ROAD	5.390	5.470	222 ft. East of ADRIAN LANE	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.470	5.500	at PROSPECT STREET	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.500	5.510	58 ft. West of WINTER LANE	3	16	10.9	8	0	0	0	3	3	25
63000	COOK ROAD	5.510	5.620	5 ft. West of WINTER LANE	3	16	10.9	8	0	0	0	3	3	25
10610	MARINE DRIVE	1.310	1.760	127 ft. South of MARINE VIEW LANE	1	18	5.4	6	0	1	0	6	6	25
50510	OLD HWY 99 NORTH	2.680	3.280	0.47 mi. North of DAHLSTEDT ROAD	3	07	6.8	6	2	1	0	6	3	25
44000	MCLEAN ROAD	4.948	5.470	222 ft. West of COTTONWOOD LANE	2	16	6.8	8	3	2	0	3	3	25
10310	ROSARIO ROAD	1.107	2.440	90 ft. NE of BURROWS VIEW LANE	1	07	6.1	6	0	1	0	6	6	25
31210	BAY VIEW-EDISON ROAD	2.480	2.780	at BRIDGEVIEW WAY	1	07	2.8	4	0	4	2	6	6	25
31210	BAY VIEW-EDISON ROAD	3.080	3.280	at SECOND STREET (BAY VIEW)	1	07	2.8	4	0	6	0	6	6	25
30000	BENNETT ROAD	0.000	0.548	at STATE ROUTE 536	2	07	4.5	6	0	0	2	9	3	25
80070	CONWAY FRONTAGE ROAD	2.610	2.820	0.36 mi. North of KAYTONS SLOUGH	2	08	4.1	6	0	3	0	9	3	25
40200	FIR ISLAND ROAD	0.000	0.410	at PIONEER HIGHWAY	2	07	8.6	6	0	1	0	6	3	25
06700	OLD DAY CREEK ROAD	0.000	1.803	at SOUTH SKAGIT HWY	3	08	1.2	0	2	7	2	6	6	25
25610	LAKE SAMISH ROAD	0.230	0.720	121 ft. West of AZURE WAY	3	07	7.7	6	1	1	0	6	3	25
72000	LITTLE MOUNTAIN ROAD	3.310	3.581	at LITTLE MOUNTAIN PARK	2	16	3.2	6	1	0	0	9	6	25
24000	COLONY ROAD	3.620	4.968	475 ft. West of HOBSON ROAD	3	08	2.1	4	0	2	2	9	6	25
40200	FIR ISLAND ROAD	4.860	4.980	at RAWLINS ROAD	2	07	6.5	6	1	2	0	6	3	25
44010	BEST ROAD	6.108	6.247	0.27 mi. NW of FIR ISLAND ROAD	1	07	6.6	6	0	0	0	3	9	25
13900	CAMPBELL LAKE ROAD	1.000	1.562	0.24 mi. West of PUBLIC LAKE ACCESS	1	07	4.7	6	0	1	1	6	6	25
10610	MARINE DRIVE	1.100	1.190	422 ft. NW of HAVEKOST ROAD	1	17	5.4	6	1	4	0	3	6	25
31210	BAY VIEW-EDISON ROAD	0.410	0.425	0.36 mi. NE of END STATE TURNBACK	1	07	3.5	4	0	0	2	9	6	25
63400	KELLEHER ROAD	2.710	2.950	370 ft. East of DISTRICT LINE ROAD	3	08	2.5	6	2	8	0	3	3	24
44000	MCLEAN ROAD	3.460	3.740	0.13 mi. East of GINTHNER DRIVE	2	07	6.7	6	3	3	0	3	3	24
33110	AVON ALLEN ROAD	1.500	2.560	16 ft. North of BENNETT ROAD	2	16	4.9	6	0	1	0	9	3	24
40010	SNEE-OOSH ROAD	1.740	2.531	0.27 mi. North of MILL ROAD LANE	1	08	3.0	6	0	1	2	6	6	24
50510	OLD HWY 99 NORTH	10.269	11.280	0.21 mi. NW of SILVER RUN LANE	3	07	2.6	4	4	0	2	6	6	24
10610	MARINE DRIVE	1.190	1.310	0.14 mi. South of MARINE VIEW LANE	1	18	5.4	6	1	3	0	3	6	24
32400	PETERSON ROAD	0.000	0.180	at HIGGINS AIRPORT WAY	1	16	4.6	6	1	2	1	6	3	24
40010	SNEE-OOSH ROAD	2.531	3.460	185 ft. South of LONE TREE ROAD	1	08	3.0	6	0	1	2	6	6	24
44610	BEAVER MARSH ROAD	4.020	5.100	at WEST KAMB ROAD	2	08	2.1	6	0	2	2	9	3	24
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
13610	GIBRALTER ROAD	1.661	1.840	at JURA WAY	1	08	4.5	0	0	3	2	9	6	24
05110	BEAVER LAKE ROAD	1.330	2.660	26 ft. South of FONK ROAD	3	08	3.3	6	0	1	2	9	3	24
40200	FIR ISLAND ROAD	4.140	4.470	0.35 mi. North of MAUPIN ROAD	2	07	6.5	6	1	1	0	6	3	24
43200	CALHOUN ROAD	2.735	3.570	at KAMB ROAD	2	08	1.6	0	0	8	2	9	3	24
79000	FRANCIS ROAD	2.820	2.920	0.35 mi. North of THILLBERG ROAD	3	07	7.1	6	0	4	1	3	3	24

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
42000	PIONEER PARKWAY	0.020	0.220	106 ft. South of RESERVATION ROAD	1	07	5.6	0	6	3	0	3	6	24
31150	HIGGINS AIRPORT WAY	1.110	1.610	106 ft. NE of CROSSWIND DRIVE	1	16	4.4	6	0	1	0	9	3	24
07000	SOUTH SKAGIT HWY	12.890	18.360	0.16 mi. East of CUMBERLAND CREEK ROAD	3	07	2.5	4	1	3	1	9	3	24
40210	RESERVATION ROAD	4.218	5.162	312 ft. North of SNEE-OOSH ROAD	1	07	4.9	6	0	1	0	6	6	24
70550	CEDARDALE ROAD	5.030	5.548	0.18 mi. South of HOLMSTROM ROAD	2	07	4.0	6	2	0	0	9	3	24
30910	SAMISH ISLAND ROAD	1.710	2.075	0.49 mi. South of SCOTT ROAD	1	08	3.7	6	0	0	2	9	3	24
00200	LAKE CAVANAUGH ROAD	0.000	0.490	at STATE ROUTE 9	2	08	2.5	0	0	6	0	9	6	24
33000	JOSH WILSON ROAD	3.220	3.770	at VIEW RIDGE DRIVE	1	06	6.6	6	1	0	1	3	6	24
10310	ROSARIO ROAD	2.959	3.200	0.17 mi. South of PENNINGTON LANE	1	07	5.5	6	0	0	0	9	3	23
31150	HIGGINS AIRPORT WAY	0.182	1.110	185 ft. North of DITCH	1	16	4.5	6	0	1	0	9	3	23
42200	CHILBERG ROAD	2.378	2.431	11 ft. East of LACONNER WHITNEY ROAD	1	07	6.4	6	1	4	0	3	3	23
44000	MCLEAN ROAD	4.880	4.948	at PENN ROAD	2	06	6.8	8	3	0	0	3	3	23
50000	PRAIRIE ROAD	0.000	0.170	at OLD HWY 99 NORTH	3	07	5.3	6	0	4	2	3	3	23
31010	FARM TO MARKET ROAD	2.053	2.131	480 ft. South of MALLOREE LANE	1	06	5.8	6	0	4	2	3	3	23
31210	BAY VIEW-EDISON ROAD	4.120	4.273	0.31 mi. South of BAY VIEW CEMETERY ROAD	1	07	2.3	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	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	4.430	4.610	at BAY VIEW CEMETERY ROAD	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	4.610	5.380	32 ft. North of PERSONS ROAD	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	5.380	5.890	0.52 mi. SW of LEATHERWOOD LANE	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	5.890	5.900	48 ft. SW of LEATHERWOOD LANE	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	5.900	5.955	5 ft. NE of LEATHERWOOD LANE	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	5.955	5.975	296 ft. NE of LEATHERWOOD LANE	1	07	2.3	4	0	0	2	9	6	23
31210	BAY VIEW-EDISON ROAD	5.975	6.150	401 ft. NE of LEATHERWOOD LANE	1	07	2.3	4	0	0	2	9	6	23
72000	LITTLE MOUNTAIN ROAD	3.240	3.310	370 ft. South of LITTLE MOUNTAIN PARK	2	16	3.7	6	2	0	0	6	6	23
50510	OLD HWY 99 NORTH	2.095	2.228	0.12 mi. South of DAHLSTEDT ROAD	3	07	6.8	6	0	4	0	3	3	23
40210	RESERVATION ROAD	1.208	2.138	0.33 mi. SE of GARLAND LANE	1	07	4.0	6	0	1	0	6	6	23
62500	F & S GRADE ROAD	0.140	2.830	0.14 mi. SE of PRAIRIE ROAD	3	07	2.5	4	0	3	2	9	3	23
63400	KELLEHER ROAD	1.330	1.800	201 ft. East of BUTLER PIT	3	08	2.9	6	0	2	0	9	3	23
80090	PIONEER HIGHWAY	1.418	1.748	0.54 mi. North of MILLTOWN ROAD	2	07	9.2	6	1	1	0	3	3	23
79000	FRANCIS ROAD	1.761	1.770	at LINDEGREN ROAD	2	07	7.1	6	0	0	1	3	6	23
08000	CONCRETE SAUK VALLEY ROAD	1.131	2.130	0.13 mi. SE of SOUTH SKAGIT HWY	3	08	3.4	4	0	2	1	9	3	23
63110	GARDNER ROAD	1.740	1.780	at STATE ROUTE 20	3	16	4.9	0	1	10	1	3	3	23
31010	FARM TO MARKET ROAD	0.606	0.770	401 ft. North of BEGIN ACCELERATION LANE	1	06	6.5	6	0	1	0	3	6	23
80090	PIONEER HIGHWAY	0.883	1.418	at MILLTOWN ROAD	2	07	9.2	6	0	1	0	3	3	23
80090	PIONEER HIGHWAY	0.000	0.883	at SNOHOMISH COUNTY LINE	2	07	9.1	6	1	0	0	3	3	23
50510	OLD HWY 99 NORTH	3.280	4.350	127 ft. North of BUTLER HILL ROAD	3	07	4.5	6	2	1	0	6	3	23
80070	CONWAY FRONTAGE ROAD	1.920	2.610	53 ft. North of PETER JOHNSON ROAD	2	08	4.1	6	0	1	0	9	3	23
50510	OLD HWY 99 NORTH	11.280	11.770	0.31 mi. South of SQUIRES PARK INGRESS	3	07	2.6	4	3	3	2	6	3	23
31010	FARM TO MARKET ROAD	4.318	4.667	at HILLWOOD DRIVE	1	07	3.8	6	0	0	1	3	9	23
44000	MCLEAN ROAD	3.740	4.260	37 ft. West of BARRETT ROAD	2	07	7.4	6	2	1	0	3	3	23
10610	MARINE DRIVE	2.160	2.200	201 ft. South of MARINE LANE	1	18	4.7	6	0	0	0	6	6	23
97000	BAKER LAKE ROAD	1.210	6.690	1.21 mi. North of STATE ROUTE 20	3	07	2.6	4	0	1	0	9	6	23
63400	KELLEHER ROAD	0.000	0.020	at OLD HWY 99 NORTH	3	08	2.7	6	2	0	0	9	3	23
24000	COLONY ROAD	2.810	3.620	42 ft. West of ERSHIG ROAD	3	08	2.1	4	0	3	2	9	3	23
44010	BEST ROAD	4.821	5.078	111 ft. South of LESLIE LANE	1	07	6.1	6	2	0	0	3	6	23
13610	GIBRALTER ROAD	1.257	1.661	at JURA WAY	1	08	4.5	0	0	1	2	9	6	23
05110	BEAVER LAKE ROAD	0.627	1.330	222 ft. South of FOX ROAD	3	08	2.5	6	0	0	2	9	3	23
40210	RESERVATION ROAD	5.162	5.430	143 ft. South of SIMILK BAY ROAD	1	07	4.6	6	0	0	0	6	6	23
66000	GRIP ROAD	0.090	2.830	475 ft. SE of PRAIRIE ROAD	3	08	2.5	0	0	3	2	9	6	23
31010	FARM TO MARKET ROAD	0.971	1.373	0.11 mi. South of SARGENT PLACE	1	06	5.8	6	0	3	2	3	3	23
05110	BEAVER LAKE ROAD	0.030	0.290	at SOUTH FRONT STREET	3	08	2.5	6	0	0	2	9	3	23
05110	BEAVER LAKE ROAD	0.585	0.627	at FOX ROAD	3	08	2.5	6	0	0	2	9	3	23
42410	LACONNER WHITNEY ROAD	1.573	2.190	0.28 mi. North of MCLEAN ROAD	1	07	7.0	6	0	0	0	6	3	22
08000	CONCRETE SAUK VALLEY ROAD	13.220	13.810	2.34 mi. SE of HOPKINS HILL LANE	3	08	3.4	4	1	1	1	9	3	22
42410	LACONNER WHITNEY ROAD	0.980	1.573	0.63 mi. South of YOUNG ROAD	1	07	6.5	6	0	1	0	6	3	22
33000	JOSH WILSON ROAD	0.000	0.350	at STATE ROUTE 11	1	06	6.9	6	1	1	1	3	3	22
50510	OLD HWY 99 NORTH	4.350	5.270	0.13 mi. North of STEELHEAD LANE	3	07	4.5	6	2	4	0	3	3	22
13900	CAMPBELL LAKE ROAD	0.760	1.000	at PUBLIC LAKE ACCESS	1	07	4.7	6	0	2	1	3	6	22
40210	RESERVATION ROAD	0.278	1.208	0.28 mi. North of PIONEER PARKWAY	1	07	4.4	6	0	0	0	6	6	22
44010	BEST ROAD	6.247	6.370	0.13 mi. NW of FIR ISLAND ROAD	1	07	6.6	6	1	0	0	3	6	22

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
94020	LYMAN HAMILTON HWY	2.300	2.700	264 ft. West of CABIN CREEK ROAD	3	08	1.5	0	0	11	1	6	3	22
97000	BAKER LAKE ROAD	9.860	11.900	1.12 mi. South of DIVERSION CR. MULTI PLATE	3	07	2.5	4	0	1	0	9	6	22
06000	GUNDERSON ROAD	0.000	1.020	at STATE ROUTE 9	3	08	2.6	0	0	1	0	9	9	22
24000	COLONY ROAD	0.250	1.440	at LEGG ROAD	3	08	1.8	4	0	2	2	9	3	22
07000	SOUTH SKAGIT HWY	5.520	7.290	63 ft. West of GILLIGAN CREEK	3	07	3.9	6	1	2	1	6	3	22
44000	MCLEAN ROAD	4.260	4.862	at AVON ALLEN ROAD	2	06	6.8	6	2	1	0	3	3	22
63400	KELLEHER ROAD	0.020	1.330	106 ft. SE of OLD HWY 99 NORTH	3	08	2.9	6	1	1	0	9	3	22
30910	SAMISH ISLAND ROAD	2.201	2.655	at SCOTT ROAD	1	08	3.1	4	0	0	0	9	6	22
08000	CONCRETE SAUK VALLEY ROAD	0.030	1.010	158 ft. South of STATE ROUTE 20	3	07	4.7	6	1	1	1	6	3	22
70550	CEDARDALE ROAD	2.800	4.690	0.19 mi. North of STATE ROUTE 534	2	07	3.6	6	2	1	0	6	3	22
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
12710	DECEPTION ROAD	0.550	1.060	at CENTRAL AVENUE	1	18	2.0	0	0	0	2	9	9	22
08000	CONCRETE SAUK VALLEY ROAD	7.070	7.800	370 ft. West of SKAGIT RIDGE ROAD	3	08	3.4	4	1	1	1	9	3	22
44000	MCLEAN ROAD	1.260	1.640	at BEST ROAD	1	07	5.9	6	3	1	0	3	3	22
08700	ROCKPORT CASCADE ROAD	1.370	2.429	1.02 mi. NE of MARBLEGATE ROAD	3	08	1.4	0	0	4	1	9	6	22
13610	GIBRALTER ROAD	1.840	2.240	306 ft. SW of ENTNER LANE	1	08	2.5	0	0	7	0	6	6	22
00200	LAKE CAVANAUGH ROAD	7.440	10.237	0.16 mi. East of CAMP 7 ROAD	2	08	2.2	0	0	3	1	9	6	22
07000	SOUTH SKAGIT HWY	11.150	11.780	275 ft. East of BLAIR ROAD	3	07	3.1	4	0	2	1	9	3	22
50510	OLD HWY 99 NORTH	1.690	1.870	at COOK ROAD	3	07	6.8	6	0	0	0	3	6	22
50510	OLD HWY 99 NORTH	1.870	2.095	0.18 mi. North of COOK ROAD	3	07	6.8	6	0	0	0	3	6	22
21200	BOW HILL ROAD	3.280	3.310	at WORLINE ROAD	1	07	3.8	6	0	0	0	9	3	22
21200	BOW HILL ROAD	3.310	3.620	158 ft. West of WORLINE ROAD	1	07	3.8	6	0	0	0	9	3	22
31010	FARM TO MARKET ROAD	0.530	0.606	at BEGIN ACCELERATION LANE	1	06	6.5	6	0	0	0	3	6	22
21200	BOW HILL ROAD	3.620	4.530	at BOW CEMETERY ROAD	1	07	3.7	6	0	0	0	9	3	22
07000	SOUTH SKAGIT HWY	18.360	23.835	0.72 mi. East of BOYD CREEK CULVERT 36	3	07	3.4	4	0	1	1	9	3	22
93500	MINKLER ROAD	3.650	4.550	53 ft. East of HOEHN ROAD	3	08	3.4	0	0	6	0	9	3	22
08000	CONCRETE SAUK VALLEY ROAD	15.650	16.810	0.65 mi. North of SAUK RIVER PARK	3	08	3.4	4	1	0	1	9	3	22
21200	BOW HILL ROAD	3.050	3.280	53 ft. East of CEDAR STREET	1	07	3.8	6	0	3	0	6	3	22
50510	OLD HWY 99 NORTH	0.660	1.423	at BURLINGTON CITY LIMITS	3	07	6.1	6	1	0	0	6	3	22
33000	JOSH WILSON ROAD	1.830	2.880	at AVON ALLEN ROAD	1	06	7.1	6	3	0	0	3	3	22
53540	ALGER-CAIN LAKE ROAD	2.670	2.790	0.12 mi. South of CAMP 2 ROAD	3	07	7.0	6	0	2	1	3	3	22
33000	JOSH WILSON ROAD	4.500	4.880	195 ft. East of BAY MEADOWS LANE	1	06	4.8	6	0	4	1	3	3	22
13610	GIBRALTER ROAD	0.670	1.257	11 ft. South of HARBOR LANE	1	08	4.5	0	0	0	2	9	6	22
21200	BOW HILL ROAD	1.430	2.180	at HOBSON ROAD	1	07	5.0	6	0	1	0	6	3	21
31010	FARM TO MARKET ROAD	3.653	3.665	0.35 mi. North of RECTOR ROAD	1	07	4.4	6	0	0	2	3	6	21
31010	FARM TO MARKET ROAD	3.665	3.670	0.36 mi. North of RECTOR ROAD	1	07	4.4	6	0	0	2	3	6	21
31010	FARM TO MARKET ROAD	2.131	2.641	69 ft. South of MALLOREE LANE	1	06	5.8	6	0	2	2	3	3	21
21200	BOW HILL ROAD	0.950	1.057	37 ft. West of BOW HILL FRONTAGE ROAD	1	07	5.4	6	1	0	0	6	3	21
70550	CEDARDALE ROAD	0.000	0.930	at STARBIRD ROAD	2	08	2.2	4	1	2	0	6	6	21
44000	MCLEAN ROAD	2.740	3.156	0.20 mi. East of PRODUCE LANE	1	07	6.1	6	1	2	0	3	3	21
63000	COOK ROAD	1.570	1.750	0.12 mi. West of I-5 SOUTHBOUND RAMP	1	07	4.9	6	1	0	0	3	6	21
05110	BEAVER LAKE ROAD	2.660	3.080	74 ft. West of POWER LINES	2	08	1.3	6	0	0	2	9	3	21
50510	OLD HWY 99 NORTH	2.228	2.680	84 ft. North of DAHLSTEDT ROAD	3	07	6.8	6	2	0	0	3	3	21
07000	SOUTH SKAGIT HWY	11.780	12.890	391 ft. West of FINNEY CUMBERLAND WYE	3	07	3.1	4	0	1	1	9	3	21
00200	LAKE CAVANAUGH ROAD	5.100	7.150	0.30 mi. East of HOLMGREN HILLS	2	08	2.2	0	0	0	1	9	9	21
10610	MARINE DRIVE	1.080	1.100	317 ft. NW of HAVEKOST ROAD	1	17	6.8	6	2	0	0	3	3	21
89500	WEST BIG LAKE BOULEVARD	0.020	0.870	at LAKE VIEW BOULEVARD	2	17	4.1	0	0	2	0	9	6	21
07000	SOUTH SKAGIT HWY	7.290	7.783	0.24 mi. SW of WALBERG ROAD	3	07	3.9	6	0	1	1	6	3	21
08000	CONCRETE SAUK VALLEY ROAD	2.770	5.330	at CEDAR GROVE AVENUE	3	08	3.4	4	0	0	1	9	3	21
31210	BAY VIEW-EDISON ROAD	8.140	8.160	79 ft. South of SAMISH ISLAND ROAD	1	07	3.1	4	0	0	2	9	3	21
44000	MCLEAN ROAD	2.010	2.740	0.24 mi. East of VAN PELT LANE	1	07	5.9	6	1	2	0	3	3	21
32400	PETERSON ROAD	1.810	2.620	at OLD AVON ALLEN Ref Pt	1	16	6.3	6	2	1	0	3	3	21
40200	FIR ISLAND ROAD	0.640	0.730	at MANN ROAD	2	07	6.8	6	0	2	0	3	3	21
32400	PETERSON ROAD	2.620	2.940	391 ft. East of COUNTRY LANE	3	16	6.4	6	2	1	0	3	3	21
63000	COOK ROAD	0.000	0.130	at AVON ALLEN ROAD	1	07	4.5	6	1	0	1	3	6	21
24000	COLONY ROAD	2.500	2.810	306 ft. SW of DEERHAVEN LANE	3	08	2.7	4	0	0	2	9	3	21
33110	AVON ALLEN ROAD	3.030	3.750	at COUNTRY CLUB DRIVE	1	16	4.0	6	2	0	0	6	3	21
44010	BEST ROAD	5.392	5.500	32 ft. North of DODGE VALLEY ROAD	1	07	6.6	6	0	2	0	3	3	21
25610	LAKE SAMISH ROAD	0.800	0.860	338 ft. SE of SOUTH FREEWAY ACCESS	3	08	7.9	6	1	0	0	3	3	21
24000	COLONY ROAD	6.330	6.750	0.24 mi. East of OVERPASS ROAD	3	08	2.7	4	0	3	2	3	6	21

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
31210	BAY VIEW-EDISON ROAD	2.140	2.243	at BAY VIEW ROAD	1	07	2.8	4	0	0	2	6	6	21
31210	BAY VIEW-EDISON ROAD	2.780	2.920	at MARIHUGH ROAD	1	07	2.8	4	0	0	2	6	6	21
31210	BAY VIEW-EDISON ROAD	2.920	3.080	370 ft. NW of BAYSIDE TERRACE	1	07	2.8	4	0	0	2	6	6	21
33110	AVON ALLEN ROAD	2.650	3.030	222 ft. NW of OVENELL ROAD	1	16	4.5	6	1	0	0	6	3	21
25610	LAKE SAMISH ROAD	0.720	0.800	42 ft. East of NORTH FREEWAY ACCESS	3	07	7.9	6	1	0	0	3	3	21
31210	BAY VIEW-EDISON ROAD	0.047	0.370	at END STATE TURNBACK	1	07	3.5	4	1	0	0	9	3	21
08000	CONCRETE SAUK VALLEY ROAD	5.330	7.070	1.14 mi. West of HOOPER CREEK	3	08	3.4	4	0	0	1	9	3	21
32400	PETERSON ROAD	0.750	1.130	0.12 mi. West of SUNRISE LANE	1	16	4.6	6	1	1	2	3	3	21
32400	PETERSON ROAD	1.130	1.810	185 ft. West of BAYHILL DRIVE	1	16	6.0	6	1	2	0	3	3	21
31500	OVENELL ROAD	0.330	0.650	502 ft. East of EAGLE DRIVE	1	16	3.3	0	1	3	2	9	3	21
31010	FARM TO MARKET ROAD	0.770	0.971	100 ft. South of OVENELL ROAD	1	06	5.8	6	0	3	0	3	3	21
97950	CASCADE RIVER ROAD	0.710	3.960	at ROCKPORT CASCADE ROAD	3	08	1.6	0	1	1	2	9	6	21
62500	F & S GRADE ROAD	0.000	0.140	at PRAIRIE ROAD	3	07	2.5	4	0	0	2	9	3	21
33000	JOSH WILSON ROAD	3.860	4.500	63 ft. West of HIGGINS AIRPORT WAY	1	06	5.7	6	0	2	1	3	3	20
72000	LITTLE MOUNTAIN ROAD	3.100	3.240	at MOUNT VERNON CITY LIMITS	2	16	3.9	6	0	4	0	3	3	20
89500	WEST BIG LAKE BOULEVARD	0.890	1.140	21 ft. NE of LITTLE MOUNTAIN ROAD	2	18	3.5	0	0	0	2	9	6	20
89500	WEST BIG LAKE BOULEVARD	1.140	1.990	211 ft. NW of WEST LAKEVIEW LANE	2	18	3.5	0	0	0	2	9	6	20
70550	CEDARDALE ROAD	0.930	1.640	at BEGIN CONCRETE	2	08	2.2	4	3	3	0	3	6	20
44010	BEST ROAD	1.760	3.180	at MCLEAN ROAD	1	07	6.0	6	2	0	0	3	3	20
33000	JOSH WILSON ROAD	0.350	0.430	0.35 mi. West of STATE ROUTE 11	1	06	6.9	6	1	0	1	3	3	20
44010	BEST ROAD	5.078	5.392	5 ft. South of VIEW MOOR DRIVE	1	07	6.0	6	2	1	0	3	3	20
08000	CONCRETE SAUK VALLEY ROAD	1.010	1.131	58 ft. SE of SOUTH SKAGIT HWY	3	08	3.4	4	0	0	1	9	3	20
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
42410	LACONNER WHITNEY ROAD	3.866	4.030	0.15 mi. NE of CHILBERG ROAD	1	07	7.2	6	0	1	0	3	3	20
31010	FARM TO MARKET ROAD	3.145	3.653	0.16 mi. South of RECTOR ROAD	1	07	4.4	6	0	2	2	3	3	20
44000	MCLEAN ROAD	1.640	1.760	0.13 mi. West of VAN PELT LANE	1	07	5.9	6	2	0	0	3	3	20
70210	OLD HWY 99 SOUTH	0.000	0.150	at CEDARDALE ROAD	2	07	4.5	4	3	0	0	3	6	20
01000	NORTH SHORE DRIVE	1.440	2.040	0.35 mi. SE of BAMBOO LANE	2	08	1.4	0	0	8	2	6	3	20
08000	CONCRETE SAUK VALLEY ROAD	0.000	0.030	at STATE ROUTE 20	3	07	4.8	6	3	0	0	3	3	20
24000	COLONY ROAD	4.968	5.780	63 ft. South of WOOD ROAD	3	08	2.1	4	0	0	2	9	3	20
40200	FIR ISLAND ROAD	3.850	3.961	317 ft. North of MAUPIN ROAD	2	07	6.5	6	2	0	0	3	3	20
24000	COLONY ROAD	6.170	6.330	417 ft. East of OVERPASS ROAD	3	08	3.1	6	0	0	2	6	3	20
33110	AVON ALLEN ROAD	1.070	1.500	16 ft. South of STATE ROUTE 536	2	16	4.1	6	0	3	1	3	3	20
33000	JOSH WILSON ROAD	0.850	1.830	at PULVER ROAD	1	06	6.9	6	1	1	0	3	3	20
31500	OVENELL ROAD	1.720	3.050	370 ft. West of HIGGINS AIRPORT WAY	1	16	4.4	6	0	0	0	3	6	20
45610	SKAGIT CITY ROAD	0.000	1.150	at FIR ISLAND ROAD	2	08	2.2	0	2	3	1	9	3	20
40200	FIR ISLAND ROAD	0.873	2.300	0.23 mi. West of MANN ROAD	2	07	6.8	6	0	1	0	3	3	20
44010	BEST ROAD	0.000	0.250	at STATE ROUTE 20	1	07	6.6	6	1	1	0	3	3	20
31010	FARM TO MARKET ROAD	7.963	7.980	90 ft. West of CAIN'S COURT	1	07	3.9	4	0	0	0	9	3	20
42410	LACONNER WHITNEY ROAD	0.040	0.980	211 ft. South of STATE ROUTE 20	1	07	6.5	6	0	1	0	3	3	20
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
70550	CEDARDALE ROAD	1.640	2.610	at END CONCRETE	2	08	2.6	4	1	0	0	9	3	20
31010	FARM TO MARKET ROAD	1.373	1.878	0.30 mi. North of SARGENT PLACE	1	06	5.8	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	1.906	2.053	491 ft. North of BAY VIEW ROAD	1	06	5.8	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	2.641	2.799	0.16 mi. South of JOSH WILSON ROAD	1	06	5.8	6	0	0	2	3	3	20
31010	FARM TO MARKET ROAD	0.270	0.530	at END ACCELERATION LANE	1	06	6.5	6	0	1	0	3	3	20
44010	BEST ROAD	5.500	5.773	0.10 mi. South of DODGE VALLEY ROAD	1	07	6.6	6	0	1	0	3	3	20
42410	LACONNER WHITNEY ROAD	2.240	3.866	0.39 mi. South of MCLEAN ROAD	1	07	7.2	6	0	0	0	3	3	20
79000	FRANCIS ROAD	3.794	5.052	0.15 mi. SE of FRANCIS LANE	3	07	7.1	6	0	1	0	3	3	20
44010	BEST ROAD	3.270	3.730	32 ft. South of CHILBERG ROAD	1	07	6.1	6	2	0	0	3	3	20
33110	AVON ALLEN ROAD	0.490	0.840	26 ft. South of DUNBAR ROAD	2	16	3.6	6	0	2	2	3	3	20
33000	JOSH WILSON ROAD	3.770	3.860	190 ft. West of EMILY LANE	1	06	6.6	6	0	0	1	3	3	20
93500	MINKLER ROAD	0.340	1.100	at HANSEN CREEK	3	08	4.3	6	0	3	0	3	3	20
93500	MINKLER ROAD	2.640	3.650	0.24 mi. West of SIMS ROAD	3	08	3.4	4	0	3	0	6	3	20
44000	MCLEAN ROAD	0.000	0.290	at LACONNER WHITNEY ROAD	1	07	5.4	6	0	2	0	3	3	20
05110	BEAVER LAKE ROAD	0.000	0.010	at STATE ROUTE 9	3	08	2.5	6	0	0	2	6	3	20
05110	BEAVER LAKE ROAD	0.010	0.030	53 ft. SE of STATE ROUTE 9	3	08	2.5	6	0	0	2	6	3	20
40200	FIR ISLAND ROAD	3.961	4.140	0.17 mi. North of MAUPIN ROAD	2	07	6.5	6	1	0	0	3	3	20
44000	MCLEAN ROAD	1.760	2.010	37 ft. West of VAN PELT LANE	1	07	5.9	6	2	0	0	3	3	19
40800	MOORE ROAD	0.106	0.337	at BEGIN CONCRETE	2	08	1.4	0	6	0	0	9	3	19

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
31200	WEST MCCORQUEDALE ROAD	0.000	0.480	at PULVER ROAD	3	17	5.2	6	0	0	2	3	3	19
33110	AVON ALLEN ROAD	3.750	4.154	11 ft. North of PETERSON ROAD	1	06	3.9	6	0	2	2	3	3	19
40200	FIR ISLAND ROAD	2.300	3.600	at DRY SLOUGH ROAD	2	07	6.8	6	0	0	0	3	3	19
20030	CAIN'S COURT	0.000	0.053	at FARM TO MARKET ROAD	1	07	4.1	0	2	0	1	9	3	19
42200	CHILBERG ROAD	1.280	2.378	0.34 mi. West of CHILBERG LANE	1	07	6.4	6	1	0	0	3	3	19
10310	ROSARIO ROAD	0.000	0.020	at CAMPBELL LAKE ROAD	1	07	3.3	6	0	0	1	6	3	19
33110	AVON ALLEN ROAD	5.908	6.330	253 ft. North of BENSON ROAD	1	07	3.6	6	0	2	2	3	3	19
21200	BOW HILL ROAD	0.800	0.910	26 ft. West of NB I-5 On/Off Ramps	1	07	6.7	6	1	0	0	3	3	19
42410	LACONNER WHITNEY ROAD	2.190	2.240	0.34 mi. South of MCLEAN ROAD	1	07	7.2	6	0	0	0	3	3	19
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	2.550	190 ft. SE of BLACKBERRY LANE	2	08	2.2	0	0	0	2	9	6	19
89500	WEST BIG LAKE BOULEVARD	2.550	2.720	264 ft. NW of SANDSTONE LANE	2	08	2.2	0	0	0	2	9	6	19
63310	COLLINS ROAD	1.250	1.770	at COOK ROAD	3	08	2.9	4	0	4	2	3	3	19
31500	OVENELL ROAD	0.000	0.310	at AVON ALLEN ROAD	1	16	3.3	0	1	3	0	9	3	19
45810	PENN ROAD	0.470	1.570	16 ft. SW of BEHRENS-MILLETT ROAD	2	07	2.6	0	0	2	2	9	3	19
42000	PIONEER PARKWAY	0.630	0.850	at LA CONNER/COUNTY LINE	1	07	7.0	0	0	0	0	6	6	19
31210	BAY VIEW-EDISON ROAD	3.700	4.040	317 ft. North of BAY VIEW STATE PK. ENT.	1	07	3.0	4	0	0	0	6	6	19
93500	MINKLER ROAD	1.100	2.640	at BURMASTER ROAD	3	08	3.4	4	0	3	0	6	3	19
01000	NORTH SHORE DRIVE	0.000	1.440	at LAKE CAVANAUGH ROAD	2	08	1.4	0	0	6	2	6	3	19
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
33110	AVON ALLEN ROAD	4.840	5.908	at JOSH WILSON ROAD	1	07	3.6	6	0	1	2	3	3	19
36300	ALLEN WEST ROAD	0.576	1.548	21 ft. East of BENSON ROAD	1	07	3.8	6	1	1	1	3	3	19
08000	CONCRETE SAUK VALLEY ROAD	13.810	15.650	2.49 mi. North of SAUK RIVER PARK	3	08	3.4	4	2	0	1	6	3	19
80750	BULSON ROAD	0.750	1.500	at STARBIRD ROAD	2	08	1.9	0	0	0	2	9	6	19
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	0.730	0.873	475 ft. West of MANIN ROAD	2	07	6.8	6	0	0	0	3	3	19
31210	BAY VIEW-EDISON ROAD	3.280	3.340	at E STREET	1	07	2.8	4	0	0	0	6	6	19
31010	FARM TO MARKET ROAD	0.104	0.270	at STATE TURN BACK LINE	1	06	6.5	6	0	0	0	3	3	19
97000	BAKER LAKE ROAD	6.690	6.940	84 ft. NE of BURPEE HILL ROAD	3	07	2.5	4	0	0	0	6	6	19
97000	BAKER LAKE ROAD	6.940	9.860	0.27 mi. NE of BURPEE HILL ROAD	3	07	2.5	4	0	0	0	6	6	19
23210	ERSHIG ROAD	1.540	2.780	195 ft. North of ALLEN ROAD	1	07	2.8	4	0	3	0	3	6	19
70550	CEDARDALE ROAD	4.690	5.030	at EAST STACKPOLE ROAD	2	07	4.0	6	3	0	0	3	3	19
32400	PETERSON ROAD	0.180	0.750	359 ft. East of WESTAR LANE	1	16	4.6	6	0	0	2	3	3	19
06700	OLD DAY CREEK ROAD	3.586	3.960	at MORFORD ROAD	3	08	4.1	0	1	0	2	6	6	19
33110	AVON ALLEN ROAD	2.560	2.650	at STATE ROUTE 20	1	16	4.5	6	2	0	0	3	3	19
00200	LAKE CAVANAUGH ROAD	1.900	3.599	0.85 mi. SE of CAVANAUGH COURT	2	08	2.5	0	0	0	1	9	6	19
31150	HIGGINS AIRPORT WAY	0.000	0.015	at STATE ROUTE 20	1	16	5.4	6	1	0	0	3	3	19
36300	ALLEN WEST ROAD	1.548	3.090	48 ft. East of THOMAS ROAD	1	07	3.8	6	1	1	1	3	3	19
42000	PIONEER PARKWAY	0.000	0.020	at RESERVATION ROAD	1	07	5.6	0	7	0	0	3	3	19
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	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
00200	LAKE CAVANAUGH ROAD	0.490	1.800	0.15 mi. South of GAS PIPE LINE	2	08	2.5	0	1	3	0	6	6	18
31010	FARM TO MARKET ROAD	2.805	2.892	at JOSH WILSON ROAD	1	07	4.4	6	0	0	2	3	3	18
31010	FARM TO MARKET ROAD	2.892	3.145	459 ft. North of JOSH WILSON ROAD	1	07	4.4	6	0	0	2	3	3	18
63000	COOK ROAD	0.440	1.570	at STATE ROUTE 11	1	07	4.9	6	1	0	0	3	3	18
93500	MINKLER ROAD	0.000	0.240	at FRUITDALE ROAD	3	17	4.5	6	0	2	0	3	3	18
31210	BAY VIEW-EDISON ROAD	4.040	4.120	0.39 mi. South of BAY VIEW CEMETERY ROAD	1	07	2.3	4	0	0	0	6	6	18
33110	AVON ALLEN ROAD	6.370	6.850	at COOK ROAD	1	07	4.3	6	0	0	2	3	3	18
44000	MCLEAN ROAD	0.290	1.260	0.29 mi. East of LACONNER WHITNEY ROAD	1	07	5.7	6	0	1	0	3	3	18
63000	COOK ROAD	0.130	0.440	at ALLEN ELEMENTARY SCHOOL	1	07	4.5	6	1	0	1	3	3	18
36300	ALLEN WEST ROAD	0.000	0.576	at FARM TO MARKET ROAD	1	07	3.7	6	0	1	1	3	3	18
08700	ROCKPORT CASCADE ROAD	2.429	8.720	153 ft. SW of MARBLEGATE RIVER DEVLEOPMENT	3	08	1.4	0	0	1	1	9	6	18
13610	GIBRALTER ROAD	0.000	0.110	at STATE ROUTE 20	1	08	4.2	0	0	0	2	9	3	18
33000	JOSH WILSON ROAD	5.510	5.770	53 ft. West of CRESTVIEW DRIVE	1	07	3.2	4	0	0	2	6	3	18
94020	LYMAN HAMILTON HWY	5.390	6.910	at LYMAN CITY LIMITS	3	08	2.3	0	1	2	1	9	3	18
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
07000	SOUTH SKAGIT HWY	10.340	11.150	264 ft. NE of SOUTH LYMAN FERRY ROAD	3	07	3.1	4	1	0	1	6	3	18
31210	BAY VIEW-EDISON ROAD	9.366	9.798	at ACCESS TO WEST EDISON	1	07	3.0	4	0	0	2	6	3	18
76000	MOUNT VERNON BIG LAKE ROAD	0.313	0.730	0.19 mi. NW of MOUNTAIN VIEW ROAD	2	17	4.2	4	0	3	1	3	3	18

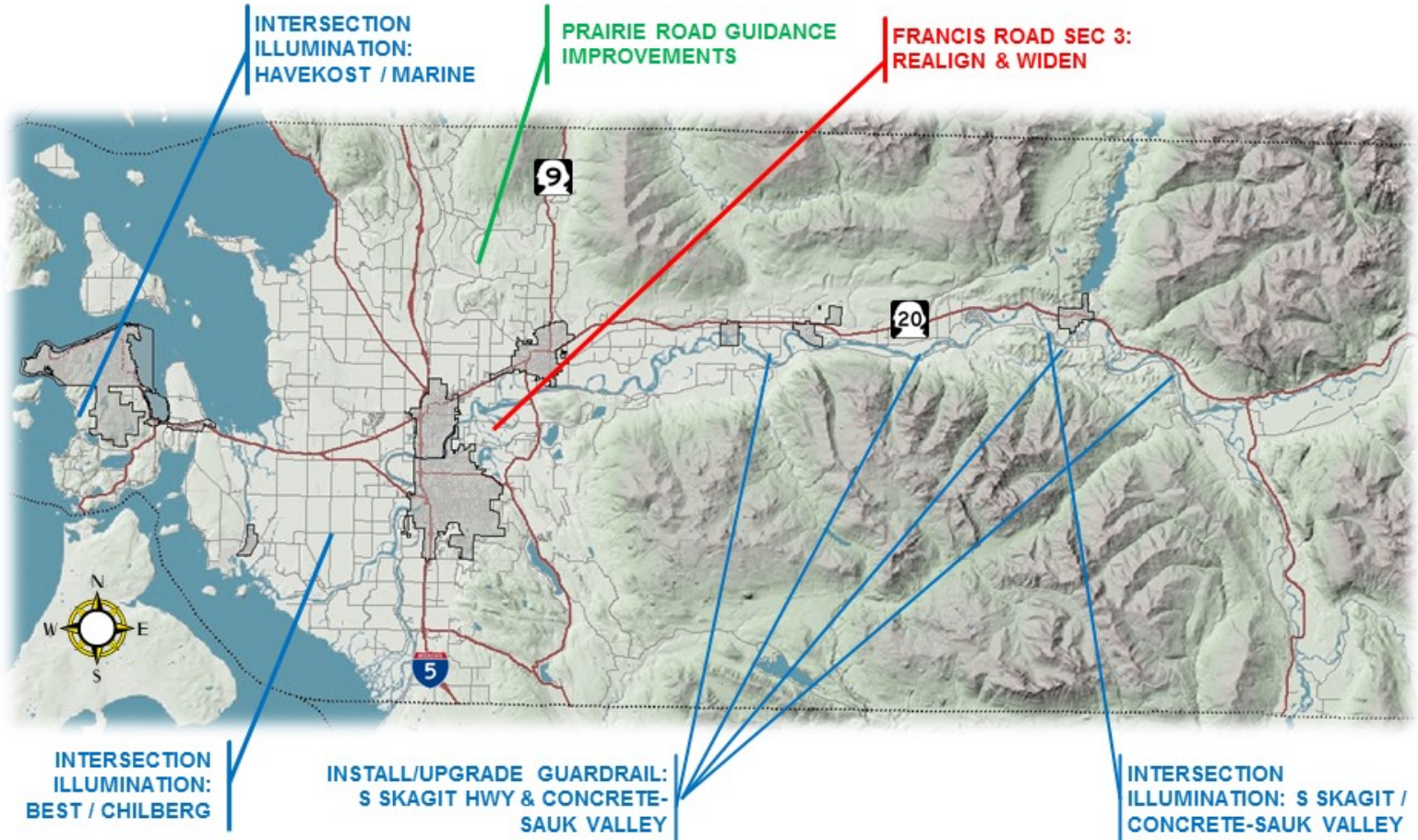
Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
42200	CHILBERG ROAD	0.000	0.260	at BEST ROAD	1	07	5.0	6	1	0	0	3	3	18
31010	FARM TO MARKET ROAD	7.187	7.796	0.34 mi. North of SUNSET ROAD	1	07	3.4	4	0	3	2	3	3	18
31150	HIGGINS AIRPORT WAY	0.015	0.182	at BNRR	1	16	5.4	6	1	0	0	3	3	18
33110	AVON ALLEN ROAD	0.000	0.490	at MCLEAN ROAD	2	16	3.6	6	0	0	2	3	3	18
70020	EAST HICKOX ROAD	0.208	0.280	at CITY LIMITS	2	17	4.2	6	2	0	0	3	3	18
21200	BOW HILL ROAD	0.910	0.930	69 ft. East of SB I-5 On/Off Ramps	1	07	5.0	6	1	0	0	3	3	18
21200	BOW HILL ROAD	0.930	0.950	37 ft. West of SB I-5 On/Off Ramps	1	07	5.0	6	1	0	0	3	3	18
07000	SOUTH SKAGIT HWY	9.500	9.719	275 ft. West of POTTS ROAD	3	07	3.1	4	1	0	1	6	3	18
08000	CONCRETE SAUK VALLEY ROAD	7.800	8.870	0.55 mi. South of COLONY LANE	3	08	3.4	4	0	0	1	6	3	18
33000	JOSH WILSON ROAD	5.840	6.360	at FINCH STREET	1	07	2.3	4	0	3	2	3	3	18
33110	AVON ALLEN ROAD	0.840	1.070	290 ft. South of NILSON ROAD	2	16	3.6	6	0	0	2	3	3	18
44010	BEST ROAD	0.250	1.760	5 ft. South of YOUNG ROAD	1	07	5.1	6	0	0	0	3	3	18
16610	MARCH'S POINT ROAD	2.150	3.000	74 ft. NE of TESORO OIL MAIN ENTRANCE	1	16	1.6	4	0	4	2	3	3	18
90700	WICKER ROAD	0.000	0.430	at FRUITDALE ROAD	3	17	2.4	0	0	7	2	3	3	18
70110	BRITT ROAD	1.470	1.720	at ROAD ENTERS UGA	2	07	1.6	0	2	0	2	9	3	18
23210	ERSHIG ROAD	0.310	1.270	0.31 mi. North of STATE ROUTE 11	1	07	2.6	4	0	3	2	3	3	18
31210	BAY VIEW-EDISON ROAD	7.386	8.140	74 ft. South of SULLIVAN ROAD	1	07	3.1	4	0	3	2	3	3	18
08000	CONCRETE SAUK VALLEY ROAD	2.130	2.770	16 ft. East of ARNOLD LANE	3	08	3.4	4	0	0	1	6	3	18
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
20020	MACTAGGART AVENUE	0.074	0.137	42 ft. East of EWING'S COURT	1	07	4.1	0	1	0	1	9	3	18
96400	GRASSMERE ROAD	0.950	1.020	370 ft. West of CONCRETE CITY LIMITS	3	08	1.8	0	1	0	3	9	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
33110	AVON ALLEN ROAD	6.330	6.370	211 ft. South of COOK ROAD	1	07	3.6	6	0	0	2	3	3	18
42200	CHILBERG ROAD	0.260	0.400	0.26 mi. West of BEST ROAD	1	07	5.0	6	1	0	0	3	3	18
82000	STARBIRD ROAD	0.070	0.960	370 ft. East of CEDARDALE ROAD	2	08	2.9	0	0	3	0	3	9	18
06700	OLD DAY CREEK ROAD	5.053	5.278	at EAST LAKE DRIVE	3	08	4.1	0	0	2	2	3	6	18
33110	AVON ALLEN ROAD	4.154	4.840	0.41 mi. North of PETERSON ROAD	1	06	3.5	6	0	0	2	3	3	18
80050	DIKE ROAD	0.120	3.480	0.12 mi. North of FIR ISLAND ROAD	2	08	2.1	0	0	1	2	9	3	17
17200	SOUTH TEXAS ROAD	0.000	0.150	at MARCH'S POINT ROAD	1	17	3.8	6	2	0	0	3	3	17
17200	SOUTH TEXAS ROAD	0.150	0.290	at BN RAILROAD CROSSING	1	17	3.8	6	2	0	0	3	3	17
63400	KELLEHER ROAD	2.060	2.710	0.58 mi. West of DISTRICT LINE ROAD	3	08	2.1	6	0	3	0	3	3	17
13610	GIBRALTER ROAD	0.152	0.670	412 ft. North of SATTERLEE ROAD	1	08	4.5	0	0	2	2	3	6	17
06700	OLD DAY CREEK ROAD	2.823	3.586	at JANICKI ROAD	3	08	2.4	0	1	0	2	6	6	17
16610	MARCH'S POINT ROAD	0.983	2.060	at CITY OF ANACORTES	1	16	3.6	6	2	0	0	3	3	17
31010	FARM TO MARKET ROAD	4.667	5.170	0.16 mi. South of ALLEN WEST ROAD	1	07	4.2	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	4.2	6	0	0	1	3	3	17
31500	OVENELL ROAD	0.650	0.710	0.16 mi. West of NORTH OVENELL LANE	1	16	1.6	0	2	0	2	9	3	17
20020	MACTAGGART AVENUE	0.000	0.074	at CAIN'S COURT	1	07	4.1	0	0	0	1	9	3	17
44610	BEAVER MARSH ROAD	3.010	4.020	at CALHOUN ROAD	2	08	2.1	6	0	0	0	6	3	17
07000	SOUTH SKAGIT HWY	9.719	10.340	206 ft. East of BARBEN ROAD	3	07	3.1	4	0	0	1	6	3	17
80070	CONWAY FRONTAGE ROAD	0.125	1.920	0.13 mi. South of OLD HWY 99 SOUTH	2	08	4.2	6	0	1	0	3	3	17
95510	HELMICK ROAD	0.600	0.872	at FFC CHANGE FROM 17 TO 18	3	18	4.0	0	1	6	0	3	3	17
91110	FRUITDALE ROAD	0.000	0.560	at RIVER ROAD	3	07	1.8	0	0	5	1	3	6	17
11210	HEART LAKE ROAD	0.000	0.431	at ROSARIO ROAD	1	08	2.9	0	0	0	2	6	6	17
80260	MILLTOWN ROAD	0.000	1.160	at PIONEER HIGHWAY	2	08	2.0	0	0	4	2	3	6	17
95510	HELMICK ROAD	0.872	1.098	5 ft. NE of ALPINE LANE	3	18	2.3	0	1	8	0	3	3	17
06000	GUNDERSON ROAD	2.440	4.308	111 ft. North of OTTER POND DRIVE	2	08	1.4	0	0	0	0	9	6	17
31010	FARM TO MARKET ROAD	5.900	6.163	317 ft. North of BOE ROAD	1	07	3.2	4	0	3	0	3	3	17
21180	WEST BOW HILL ROAD	0.389	0.910	at EAST EDISON ROAD	1	07	4.5	0	0	0	0	9	3	17
34410	PULVER ROAD	4.230	4.491	at WEST MCCORQUEDALE ROAD	2	17	4.4	4	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	2	2	3	3	17
94020	LYMAN HAMILTON HWY	3.000	4.430	0.10 mi. East of RED CABIN CREEK	3	08	1.6	0	0	2	1	9	3	17
13610	GIBRALTER ROAD	2.240	2.370	5 ft. West of SALMON BEACH ROAD	1	08	2.5	0	0	0	2	6	6	17
52000	PARSON CREEK ROAD	1.610	1.890	63 ft. West of BUTLER CREEK ROAD	3	08	3.5	0	0	0	1	6	6	16
40210	RESERVATION ROAD	0.000	0.278	at PIONEER PARKWAY	1	07	4.4	6	0	0	0	3	3	16
01000	NORTH SHORE DRIVE	2.040	2.430	0.95 mi. SE of BAMBOO LANE	2	08	1.4	0	2	0	4	6	3	16
93500	MINKLER ROAD	0.240	0.340	211 ft. SW of CHASE ROAD	3	17	4.3	6	0	0	0	3	3	16
52000	PARSON CREEK ROAD	0.330	0.980	0.29 mi. SE of BUZZIE LANE	3	08	2.8	0	0	0	1	6	6	16
33000	JOSH WILSON ROAD	5.500	5.510	at CRESTVIEW DRIVE	1	07	3.2	4	0	0	0	6	3	16
63400	KELLEHER ROAD	2.950	3.070	0.19 mi. West of F & S GRADE ROAD	3	08	2.5	6	2	0	0	3	3	16

Table 1
By Rating

Road Number	Road Name	BMP	EMP	BMP Description	Comm Dist	FFC	Traffic	Truck	Pave	Collisions	PW	Hor. Curve	Vert. Curve	TOTAL
80050	DIKE ROAD	0.000	0.120	at FIR ISLAND ROAD	2	08	2.1	0	0	0	2	6	6	16
80070	CONWAY FRONTAGE ROAD	2.820	2.860	0.15 mi. North of KAYTONS SLOUGH	2	08	4.1	6	0	0	0	3	3	16
80070	CONWAY FRONTAGE ROAD	2.860	3.010	0.11 mi. North of KAYTONS SLOUGH	2	08	4.1	6	0	0	0	3	3	16
23210	ERSHIG ROAD	0.000	0.090	at STATE ROUTE 11	1	07	2.6	4	1	0	3	3	3	16
97000	BAKER LAKE ROAD	0.020	1.210	106 ft. North of STATE ROUTE 20	3	07	2.6	4	0	0	0	6	3	16
31210	BAY VIEW-EDISON ROAD	3.460	3.574	at B STREET	1	07	3.0	4	0	0	0	3	6	16
31210	BAY VIEW-EDISON ROAD	3.574	3.640	at FARNHAM STREET	1	07	3.0	4	0	0	0	3	6	16
31210	BAY VIEW-EDISON ROAD	3.640	3.666	at BAY VIEW STATE PK. ENT.	1	07	3.0	4	0	0	0	3	6	16
31210	BAY VIEW-EDISON ROAD	3.666	3.678	137 ft. North of BAY VIEW STATE PK. ENT.	1	07	3.0	4	0	0	0	3	6	16
31210	BAY VIEW-EDISON ROAD	3.678	3.700	201 ft. North of BAY VIEW STATE PK. ENT.	1	07	3.0	4	0	0	0	3	6	16
44610	BEAVER MARSH ROAD	0.500	1.510	at DONNELLY ROAD	2	08	2.4	4	0	2	2	3	3	16
31500	OVENELL ROAD	0.710	1.720	0.22 mi. West of NORTH OVENELL LANE	1	16	1.6	0	0	0	2	9	3	16
31210	BAY VIEW-EDISON ROAD	3.340	3.460	at JOSH WILSON ROAD	1	07	2.9	4	0	0	0	3	6	16
31210	BAY VIEW-EDISON ROAD	6.150	7.386	37 ft. North of D'ARCY ROAD	1	07	3.2	4	0	1	2	3	3	16
23210	ERSHIG ROAD	1.440	1.532	48 ft. North of BNRR	1	07	2.6	6	1	0	0	3	3	16
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
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
44610	BEAVER MARSH ROAD	1.510	3.010	at MCLEAN ROAD	2	08	3.3	6	0	1	0	3	3	16
91050	NORTH FRUITDALE ROAD	2.650	2.780	at KALLOCH ROAD	3	07	1.8	0	0	0	2	9	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
36900	D'ARCY ROAD	0.000	1.260	at BAY VIEW-EDISON ROAD	1	08	2.7	4	0	1	2	3	3	16
70110	BRITT ROAD	0.190	1.470	0.19 mi. East of DIKE ROAD	2	08	1.6	0	0	0	2	9	3	16
91050	NORTH FRUITDALE ROAD	2.780	3.330	264 ft. NE of BRANDON LANE	3	07	1.5	0	0	0	2	9	3	16
17200	SOUTH TEXAS ROAD	0.290	0.500	0.14 mi. East of BN RAILROAD CROSSING	1	17	3.8	6	0	0	0	3	3	16
40800	MOORE ROAD	0.021	0.106	111 ft. NE of BEST ROAD	2	08	1.4	0	1	0	1	9	3	16
21200	BOW HILL ROAD	3.000	3.050	74 ft. NW of CATTAIL PLACE	1	07	3.8	6	0	0	0	3	3	16
21200	BOW HILL ROAD	4.530	4.570	211 ft. East of STATE ROUTE 11	1	07	3.7	6	0	0	0	3	3	16
18410	GUEMES ISLAND ROAD	2.640	2.680	0.13 mi. North of AMBLESIDE LOOP	1	07	1.6	0	0	0	2	6	6	16
97950	CASCADE RIVER ROAD	4.000	5.300	359 ft. East of CASCADE RIVER PARK TRACTS	3	08	1.1	0	1	0	2	9	3	16
00200	LAKE CAVANAUGH ROAD	1.800	1.900	0.75 mi. SE of CAVANAUGH COURT	2	08	2.5	0	0	0	1	6	6	16
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
31010	FARM TO MARKET ROAD	6.163	6.900	385 ft. North of FIELD ROAD	1	07	3.4	4	0	0	2	3	3	15
31010	FARM TO MARKET ROAD	6.900	7.187	296 ft. North of SUNSET ROAD	1	07	3.4	4	0	0	2	3	3	15
05110	BEAVER LAKE ROAD	3.110	3.400	195 ft. South of BENHAM ROAD	2	08	1.3	0	0	0	2	9	3	15
05110	BEAVER LAKE ROAD	3.400	4.260	0.33 mi. South of BENHAM ROAD	2	08	1.3	0	0	0	2	9	3	15
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
94020	LYMAN HAMILTON HWY	0.020	0.120	at CAPE HORN ROAD	3	08	1.4	0	2	0	0	9	3	15
13610	GIBRALTER ROAD	0.110	0.152	0.11 mi. SE of STATE ROUTE 20	1	08	4.2	0	0	0	2	3	6	15
33000	JOSH WILSON ROAD	5.770	5.780	11 ft. East of RECTOR ROAD	1	07	3.2	4	0	0	2	3	3	15
97000	BAKER LAKE ROAD	0.000	0.020	at STATE ROUTE 20	3	07	2.6	4	3	0	0	3	3	15
23210	ERSHIG ROAD	1.532	1.540	153 ft. North of ALLEN ROAD	1	07	2.6	6	1	0	0	3	3	15
40800	MOORE ROAD	0.860	2.200	at POLSON ROAD	2	08	0.9	0	0	0	2	9	3	15
52000	PARSON CREEK ROAD	0.980	1.610	42 ft. East of SKAARUP ROAD	3	08	3.5	0	0	1	1	3	6	15
34410	PULVER ROAD	2.550	3.000	0.45 mi. North of PETERSON ROAD	1	07	3.4	0	0	4	2	3	3	15
06700	OLD DAY CREEK ROAD	5.278	5.780	at C STREET (CLEAR LAKE)	3	08	4.1	0	1	2	2	3	3	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
97950	CASCADE RIVER ROAD	0.030	0.600	158 ft. East of STATE ROUTE 20	3	08	2.3	0	2	0	2	6	3	15
62500	F & S GRADE ROAD	3.450	3.500	42 ft. SE of KELLEHER ROAD	3	07	2.8	4	0	0	2	3	3	15
23210	ERSHIG ROAD	2.940	3.930	37 ft. North of BOW HILL ROAD	1	08	2.8	4	0	0	2	3	3	15
16610	MARCH'S POINT ROAD	5.610	5.760	0.13 mi. South of SHELL EMPLOYEE PARKING ACCESS	1	16	2.4	4	0	0	2	3	3	15
45610	SKAGIT CITY ROAD	1.150	2.230	at POLSON ROAD	2	08	2.2	0	1	2	1	6	3	15
17800	NORTH TEXAS ROAD	0.000	0.080	at MARCH'S POINT ROAD	1	17	1.2	4	2	0	2	3	3	15
08700	ROCKPORT CASCADE ROAD	0.370	1.370	0.21 mi. SE of FISH HATCHERY ROAD	3	08	1.7	0	0	0	1	9	3	15
23210	ERSHIG ROAD	1.270	1.440	42 ft. North of WORLINE ROAD	1	07	2.6	6	0	0	0	3	3	15
94020	LYMAN HAMILTON HWY	2.700	3.000	at COCKREHAM ISLAND ROAD	3	08	1.6	0	0	0	1	9	3	15
24000	COLONY ROAD	0.000	0.250	at STATE ROUTE 11	1	08	1.8	4	1	0	2	3	3	15
94020	LYMAN HAMILTON HWY	1.790	2.200	at HAMILTON CITY LIMITS	3	08	1.4	0	0	0	1	9	3	14
16610	MARCH'S POINT ROAD	4.940	5.480	26 ft. South of NORTH TEXAS ROAD	1	16	2.4	4	0	0	2	3	3	14
16610	MARCH'S POINT ROAD	5.480	5.610	11 ft. South of SHELL EMPLOYEE PARKING ACCESS	1	16	2.4	4	0	0	2	3	3	14
33000	JOSH WILSON ROAD	5.780	5.840	42 ft. West of RECTOR ROAD	1	07	2.3	4	0	0	2	3	3	14

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	
2019 COUNTY SAFETY PROGRAM PRIORITY PROJECT VICINITY MAP	



Francis Road Section 3 Realign and Widen

ENGINEER'S ESTIMATE OF COST					
SKAGIT COUNTY PUBLIC WORKS					
Francis Road Section 3 Curve Realignment & Reconstruction					
PROJECT NO.: ES79000-10					
DATE OF ESTIMATE: April 21, 2017					
ESTIMATED BY: DLB					
ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1.00	LS	\$269,802.50	\$269,802.50
2	Unanticipated Site Work	EST.	EST	Estimated	\$15,000.00
3	SPCC Plan	1.00	LS	\$1,000.00	\$1,000.00
4	Traffic Control Supervisor	1.00	LS	\$27,000.00	\$27,000.00
5	Traffic Control Labor	1,800.00	HR	\$60.00	\$108,000.00
6	Construction Signs Class A	174.00	SF	\$25.00	\$4,350.00
7	Temporary Traffic Control	1.00	LS	\$6,000.00	\$6,000.00
8	Removal of Structure and Obstructions	1.00	LS	\$15,000.00	\$15,000.00
9	Trimming and Cleanup	1.00	LS	\$6,000.00	\$6,000.00
11	Erosion/Water Pollution Control	EST.	EST	Estimated	\$5,000.00
12	Stabilized Construction Entrance	60.00	SY	\$15.00	\$900.00
13	Clearing and Grubbing	5.00	ACRE	\$6,000.00	\$30,000.00
14	Roadway Excavation Incl. Haul	16,000.00	CY	\$25.00	\$400,000.00
15	Gravel Borrow Incl. Haul	20,000.00	TON	\$15.00	\$300,000.00
16	Water	250.00	MGAL	\$100.00	\$25,000.00
17	Crushed Surfacing Top Course	5,000.00	TON	\$60.00	\$300,000.00
18	Crushed Surfacing Base Course	15,000.00	TON	\$50.00	\$750,000.00
19	HMA Class 1/2" PG 64-22	5,200.00	TON	\$90.00	\$468,000.00
20	Corrugated Polyethylene Culv. Pipe 24 In. Diam	400.00	LF	\$80.00	\$32,000.00
21	Shoring or Extra Excavation Class B	1.00	LS	\$18,000.00	\$18,000.00
22	Seeding, Fertilizing and Mulching	5.00	ACRE	\$6,000.00	\$30,000.00
23	Silt Fence	1,775.00	LF	\$4.00	\$7,100.00
24	Topsoil Type A	5.00	ACRE	\$16,000.00	\$80,000.00
25	Wire Fence Type 2	2,500.00	LF	\$8.00	\$20,000.00
26	Barbed Wire Gate	1.00	EACH	\$650.00	\$650.00
27	Quarry Spalls	400.00	TON	\$30.00	\$12,000.00
28	Plastic Stop Line	20.00	LF	\$40.00	\$800.00
29	Permanent Signing	1.00	LS	\$625.00	\$625.00
30	Paint Line	16,000.00	LF	\$0.25	\$4,000.00
31	Raised Pavement Markers	0.80	HUND	\$1,000.00	\$800.00
32	Media Filter Drain	6160.00	LF	\$5.00	\$30,800.00
TOTAL					\$2,698,025.00
Francis Road Section 3 Cost Estimate					
					Const. \$2,698,025.00
					Total Const 2,698,025.00
					PSE 404,703.75
					R/W 80,000
					Permitting 20,000
					Contigancy 500,000
					Total 3,702,728.75

Cost Estimate

Illumination Channelized Intersections

As Provided by Puget Sound Energy

- Havekost Rd & Marine Dr Cost Estimate: \$14,500
- Best Rd & Chillberg Rd Cost Estimate: \$19,100
- S Skagit Hwy & Concrete-Sauk Valley Rd Cost Estimate: \$38,400

Total Estimated Cost: \$72,000

Guardrail Removal and Installation

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: **SOUTH SKAGIT HIGHWAY/CONCRETE SAUK VALLEY ROAD**

PROJECT NO.: **ES**

DATE OF ESTIMATE: **May 31,2019**

ESTIMATED BY: **FORREST JONES**

ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL	SPEC
1	Mobilization	1.00	LS	\$30,000.00	\$30,000.00	1-09.7
2	SPCC Plan	1.00	LS	\$550.00	\$550.00	1-07.15(1)
3	Unanticipated Underground Conflicts	EST	DOL	\$1.10	\$1,000.00	1-09.6
4	Traffic Control Supervisor	1	LS	\$77,000.00	\$77,000.00	1-10.5
5	Traffic Control Labor	300	HR	\$60.50	\$18,150.00	1-10.5
6	Other Temporary Traffic Control	1	LS	\$5,000.00	\$5,000.00	1-10.5
7	Beam Guardrail Type 31 8FT Long Post	8200	LF	\$35.00	\$287,000.00	8-11.5
11	Beam Guardrail Type 31 Non-Flared Terminal	6	EA	\$5,000.00	\$30,000.00	8-11.5
12	Removing Guardrail	8,200	LF	\$7.00	\$57,400.00	8-11.5
13	Beam Guardrail Type 31 Buried Terminal Type 2	2.00	EA	\$100.00	\$200.00	8-11.5
14	Trimming and Cleanup	1	LS	\$3,000.00	\$3,000.00	2-11.5
15				\$0.00	\$0.00	
16				\$0.00	\$0.00	
TOTAL					\$509,300.00	

South Skagit Hwy / Concrete Sauk Valley Road Guardrail Removal and Installation	Const.	\$509,300.00		
	Total Const.	\$509,300.00		
	PSE	\$76,395.00		
	R/W	\$0.00		
	Permitting	\$5,000.00		
	Contigancy	\$25,000.00		
	Total	\$615,695.00		

Prairie Road

ENGINEER'S ESTIMATE OF COST

SKAGIT COUNTY PUBLIC WORKS

ITEM FOR BID: Prairie Road - Guidance Improvements (Signing & Delineation)

PROJECT NO.: ES

DATE OF ESTIMATE: June 3, 2019

ESTIMATED BY: FORREST JONES

ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL	SPEC
1	Mobilization	1.00	LS	\$6,500.00	\$6,500.00	
2	SPCC Plan	1.00	LS	\$100.00	\$100.00	
3	Unanticipated Underground Conflicts	EST	DOL	\$1.10	\$1,000.00	
4	Traffic Control Supervisor	1	LS	\$10,000.00	\$10,000.00	
5	Traffic Control Labor	80	HR	\$60.50	\$4,840.00	
6	Other Temporary Traffic Control	1	LS	\$5,000.00	\$5,000.00	
7	Flexible guide post - Carsonite White	200	EA	\$55.00	\$11,000.00	
11	Raised Pavement Markers - Type 2 Yellow (100 per box)	11	HUND	\$550.00	\$6,050.00	
12	Raised Pavement Markers Adhesive (box)	7	EA	\$250.00	\$1,750.00	
13	Permanent Signing (Chevrons)	1.00	LS	\$7,000.00	\$7,000.00	
14	Trimming and Cleanup	1	LS	\$500.00	\$500.00	
15				\$0.00	\$0.00	
16				\$0.00	\$0.00	
TOTAL					\$53,740.00	

Const. **\$53,740.00**

Total Const. **\$53,740.00**

Prairie Road Signing and Delineation Installation

PSE **\$8,061.00**

R/W **\$0.00**

Permitting **\$5,000.00**

Contigancy **\$3,000.00**

Total \$69,801.00