



Washington State
County Road Administration Board

2006 Annual Report

Prepared for the
Legislative Transportation Committee and
The Washington State Transportation Commission

Special thanks to Benton, Columbia, Grant, Grays Harbor, Island, Lewis,
Pierce, San Juan, and Stevens Counties for their contributions to this report.

December 31, 2006

The Honorable Mary Margaret Haugen
Washington State Senator
Chair, Senate Highways and Transportation Committee

The Honorable Judy Clibborn
Washington State Representative
Chair, House Transportation Committee

Dear Senator Haugen and Representative Clibborn:

In accordance with the requirement of law, the Washington State County Road Administration Board presents to the legislature this report of the activities of this agency for the year 2006. CRAB staff continues to promote the integration of engineering, information technology, and grants administration among the counties of the state. We believe this report will accurately indicate to you the effectiveness of that effort.

The Board and its staff remain steadfast in their commitment to achieving your legislative mandates to provide statutory oversight of the state's thirty-nine county road departments, and in so doing, to provide to you and to the people of this state the assurance that these counties' operations remain accountable in their stewardship of public assets and public trust.

Respectfully submitted:

Dean  Burton, Commissioner
Chairman CRABoard

Jay P. Weber, Executive Director

County Road Administration Board

Chairman Dean Burton, Garfield County Commissioner	2007
Vice-Chairman Jim Whitbread, P.E., Stevens County Engineer	2007
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David Carey, Walla Walla County Commissioner	2007
Ray Thayer, Klickitat County Commissioner	2008
Marc Boldt, Clark County Commissioner	2008
Tod LeFevre, P.E., Skamania County Engineer	2008
Brian Stacy, P.E., Pierce County Engineer	2009
Doug Mattoon, Asotin County Commissioner	2009

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Executive Assistant, Karen Pendleton

Administration Toni Cox, Engineering Technician
Rhonda Mayner, Secretary

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Randy Hart, P.E., Grant Programs Manager
Don Zimmer, Inventory Systems Manager
Larry Pearson, P.E., Maintenance Programs Manager

Assistant Director, Steven Hillesland

Technology Bob Davis, IT Systems Manager
Jim Ayres, P.E., Design Systems Engineer
Jim Oyler, Support Specialist
Kathy O'Shea, Database Development Specialist
Eric Hagenlock, Programming Specialist

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From the Executive Director

The information contained in this report for the year 2006 is offered as highlights of projects and programs funded or administered by the Washington State County Road Administration Board. Clearly, this report indicates the Counties' first priority of system preservation; however, there are two other issues worthy of discussion.

Preservation of the existing county road system, while paramount, is not the only priority of concern to this agency or to the counties who look to us for guidance and administrative oversight. Two other aspects relevant to this existing system are of growing importance and they are very simply stated. The first is safety, primarily upon the two-lane road system, which is by far the largest component of the county road system. The second is the imminent need to identify and fund a state-wide, multi-jurisdictional all-weather freight and goods system which will be comprised by state highways, county roads, and city streets.

Turning first to the issue of safety, according to the WSDOT Data Office, for every 100 million vehicle miles traveled on the highways, roads and streets of this state, the fatality rate is 0.90 for city streets; 1.65 for state highways; 0.53 for the interstate system; and 2.28 for county roads, most of which are of two-lane construction. There can be no question that when additional dollars become available to target safety, the county system is where we need to start. After consultation with The Washington Association of County Engineers, it is apparent to me that a program to

address guardrail placement and resloping of road shoulders would be of immediate effect in this critical life-safety issue.

Washington State remains one of the most, if not the most, trade dependent state in the nation. The movement of freight and goods in this state can no longer be held hostage by the varying conditions of weather, from moisture conditions on the west side to freeze-thaw restrictions on the east side. Competitive pressures from a global economy no longer give us the luxury of waiting. The economic future of this state will be most directly benefited if freight and goods can move from locality of production to the ports of the state without delay caused by weather and substandard roadbeds. While not all arterials need to be brought to this higher capacity and standard, it is essential that we identify a state-wide network which will serve the vital need of freight and goods transportation, regardless of climate condition, within every region of the state.

I believe the following pages of this report fairly indicate the level of continuing effort to maintain and preserve the surface transportation system as it exists within county jurisdiction today. With additional effort directed to the issues of safety and a year-round, dependable freight and goods system as briefly outlined above, we can all be assured of a system which will continue to serve our needs well into what already promises to be a challenging future.

Engineering Services

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, is directly responsible for the following functions:

- Functions related to the administration of the Rural Arterial Program, the County Arterial Preservation Program, and the Capital Ferry Program,
- Functions related to the maintenance of the County Road Log and the computations of and updates to the distribution of the counties' share of the motor vehicle fuel tax,
- Management of the reports and other information necessary for recommendations related to the Annual Certificate of Good Practice for each county,
- Guidance and research on statutory and regulatory issues affecting county road and public works departments,
- Assistance in representation of county engineer interests on a variety of state-level committees and task forces,
- Design and traffic engineering assistance to counties as requested, including consultant selection assistance,
- Liaison services on behalf of county engineers with various state agencies, especially the H&LP Division of WSDOT.

CRAB acts as a clearinghouse for information requests, questions, and the exchange of ideas. With an emphasis on good communication, Engineering Services staff has worked with state transportation officials, resource agencies personnel, and public works

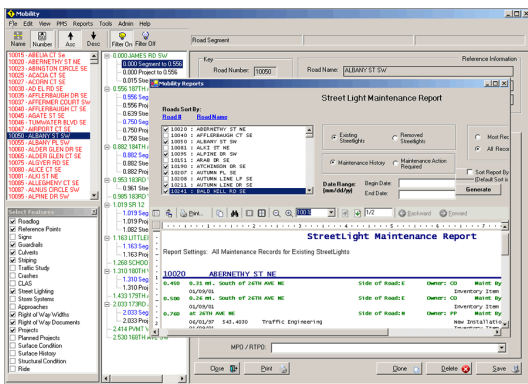
departments as they strive to meet the transportation needs of their counties.

Beginning in 2001, the Engineering Services Division placed increased focus on maintenance management. The intent is to increase the use of formal maintenance management procedures in county maintenance operations. Under RCW 36.78.121 (effective July 2003), CRAB was required to establish a standard of good practice for maintenance management. During the process of establishing this standard of good practice, CRAB sought input from the Washington State Association of County Engineers (WSACE) and, following the required public hearings, WAC 136-11 was adopted in December 2005. CRAB is now assisting counties in meeting the requirements of the new standard of good practice for maintenance management before the required implementation date of December 31, 2007.

A final responsibility of the Engineering Services Division is the maintenance and updating of the County Engineers' and Public Works Directors' Manual and the provision of training to County Engineers and their staffs. A training session was conducted in November 2006 to address the recent turnover of county engineers and public works directors, as well as provide an opportunity for senior staff members to understand the challenges of management and to develop the knowledge base for possible advancement.

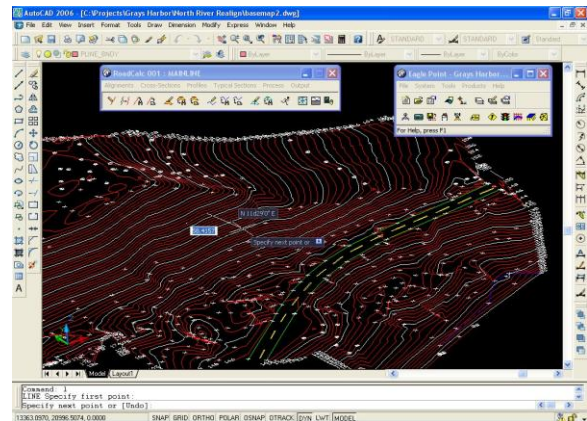
Information Services

The Information Services Division at CRAB is a team of IT professionals dedicated to programs and initiatives, both at CRAB and in our counties, which improve and protect the public's investment in our transportation infrastructure. Two primary goals of the IT team are the continued smooth and efficient operation of this agency and ensuring that Washington's counties continue to effectively apply current and emerging technology. The first goal is accomplished by providing a progressive, stable and secure computing environment for agency staff. The second, by developing and providing systems, training and consulting services specific to the needs of county road departments in Washington. In 2006 the Information Services team again made significant, unique and creative contributions to the initiatives of CRAB staff and to the design and management efforts of Washington counties.



Mobility is a comprehensive road inventory and management system, developed by CRAB, which enhances a county's ability to make quality decisions through consistent, equitable, and defensible management plans and operations. The systematic application of sound business logic, embedded in *Mobility*, ensures accountability in

county road departments and assists county personnel in their compliance with reporting requirements to CRAB, the State Legislature, and federal entities. *Mobility* is a prime example of the economy-of-scale for which CRAB is well known, in that it will save the counties from spending millions on management systems that are neither as responsive nor as specific to their needs as *Mobility*.



Eagle Point software, provided to counties by CRAB, continues to be used by Washington counties to effectively design challenging road projects. Since 1985, the CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software, support, and training. This program has enabled county design staff to effectively collect, develop and manipulate geometric information necessary for site design and construction planning. This continues to contain costs and improve productivity throughout the life of road projects. In addition to improved design and project savings, the savings to counties for user licensing, support, and training over the 10 year life of the contract with *Eagle Point* is well over two million dollars.

Grant Programs

The CAPP and RAP programs utilized a total of 1.03 cents of the statewide fuel tax (yielding \$14.5 million and \$20 million in 2005, the last audit year, respectively) to make significant improvements to the strength, survivability, and safety of county arterial roads. These CRAB-managed programs improved freight

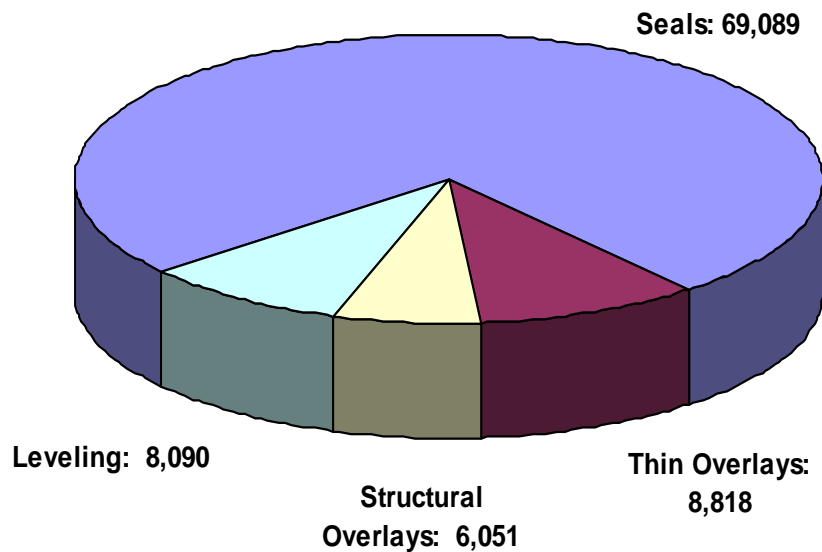
haul (70% of funds) and overall access to agricultural markets serving local economies. The two programs complement each other with their unique focus on different road deficiencies.

COUNTY ARTERIAL PRESERVATION PROGRAM

In 2005, (the last audit year) on the basis of Pavement Management System data collected by each of the 39 counties, \$14,265,000 in CAPP funds (See table G) was expended as part of a total \$42,000,000 on preserving existing paved road surfaces. 72% of the CAPP funds were used on the County Freight and Goods System roads. This work

greatly reduced the need for high cost maintenance and repairs in the future. The chart below describes the total miles of resurfacing work the counties have accomplished since the program began in 1990.

**LANE MILES ACCOMPLISHED TO DATE, ALL FUNDS
1990 - 2005**



RURAL ARTERIAL PROGRAM

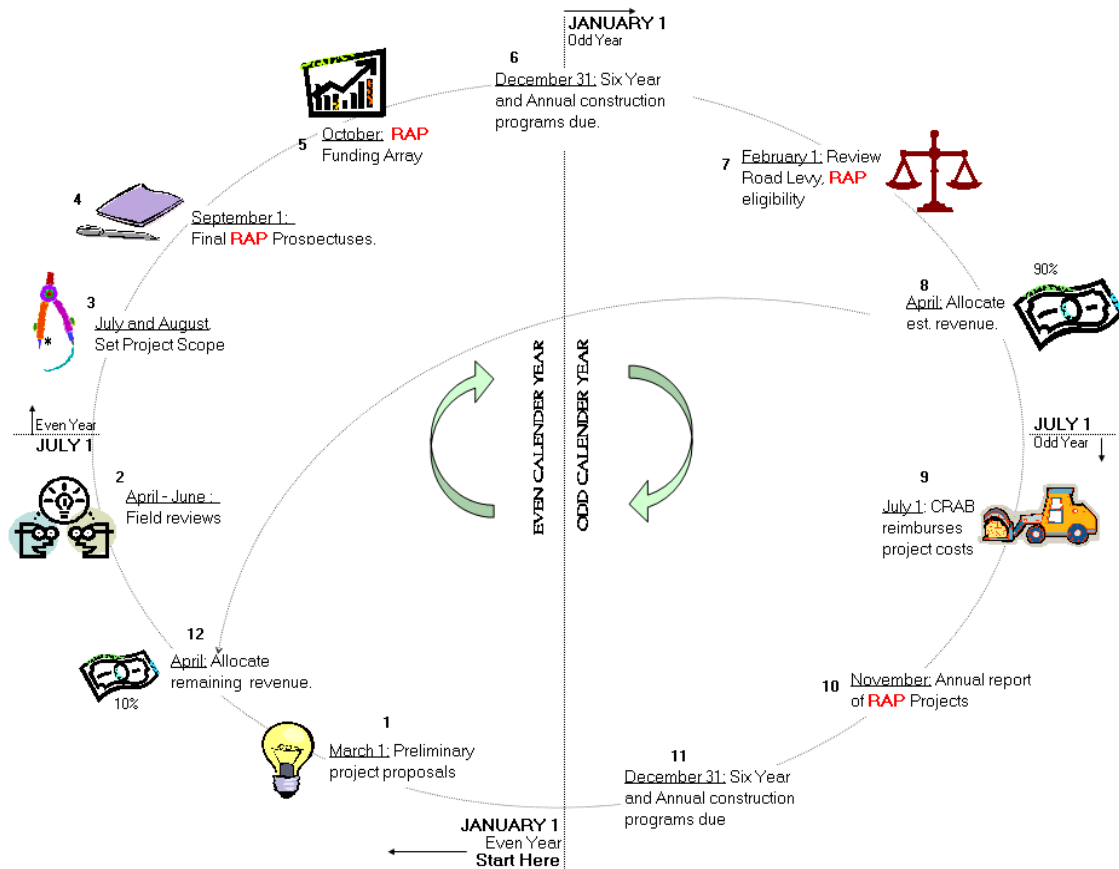
When county rural roads face heightened impacts due to growth and freight haul needs, they often experience a safety crisis as well, due to deficient geometry, width and structural conditions that cannot be addressed merely with resurfacing work.

Fortunately, the RAP was created in 1983 to address these types of problems. The counties used \$16,467,000 of these funds in 2005 to fix these conditions, raising haul and traffic capabilities while at the same time improving safety.

Below is the program cycle CRAB uses to allocate **RAP** funds, including:

1. Project submittal.
5. Rating and funding array.
7. Eligibility review.
8. Approve funding
9. Reimburse eligible project costs

RURAL ARTERIAL PROGRAM BIENNIUM CYCLE



RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY
AND LEGISLATIVE DISTRICT IN 2005

<u>COUNTY</u>	<u>LEG.</u> <u>DIST.</u>	<u>RATA \$'s</u> <u>RECEIVED</u>	<u>COUNTY</u>	<u>LEG.</u> <u>DIST.</u>	<u>RATA \$'s</u> <u>RECEIVED</u>
ADAMS	09	124,254	PIERCE	02	17,741
CHELAN	12	588,964	PIERCE	26	76,013
DOUGLAS	12	232,071	SNOHOMISH	39	441,212
FERRY	07	772,312	ASOTIN	16	237,873
GRANT	13	855,000	BENTON	08	644
LINCOLN	07	20,386	BENTON	15	828,002
OKANOGAN	07	292,301	COLUMBIA	16	205,936
PEND OREILLE	07	77,414	FRANKLIN	16	252,819
SPOKANE	04	1,552,560	KITTITAS	13	644,874
SPOKANE	07	112,258	KLICKITAT	15	812,774
SPOKANE	09	233,376	WALLA WALLA	16	26,982
STEVENS	07	651,990	YAKIMA	13	35,109
WHITMAN	09	958,280	YAKIMA	14	19,858
CLALLAM	24	212,202	YAKIMA	15	82,653
ISLAND	10	976,826	COWLITZ	18	430,649
JEFFERSON	24	50,997	COWLITZ	19	1,366
KITSAP	35	299,480	GRAYS HARBOR	19	1,508,720
SAN JUAN	40	884,000	MASON	35	361,100
KING	45	747,038	PACIFIC	19	360,000
			THURSTON	20	481,710

TOTAL 16,467,743

HISTORY OF RATA FUNDS BY COUNTY

<u>REGION</u>	<u>COUNTY</u>	<u>TOTAL RATA APPROVED</u>	<u>TOTAL RATA SPENT</u>	<u>% SPENT</u>
NE	ADAMS	14,391,784	11,027,278	77%
NE	CHELAN	15,072,474	8,464,376	56%
NE	DOUGLAS	17,125,535	11,900,227	69%
NE	FERRY	14,286,230	10,426,802	73%
NE	GRANT	20,888,416	15,840,496	76%
NE	LINCOLN	16,321,720	12,447,982	76%
NE	OKANOGAN	15,753,259	8,846,994	56%
NE	PEND OREILLE	15,029,078	10,882,098	72%
NE	SPOKANE	22,466,191	18,523,349	82%
NE	STEVENS	18,043,585	14,155,841	78%
NE	WHITMAN	15,749,612	13,701,199	87%
NE REGION TOTALS		185,127,884	136,216,642	74%
NW	CLALLAM	6,285,076	5,443,364	87%
NW	ISLAND	9,094,570	5,726,714	63%
NW	JEFFERSON	4,086,088	2,721,700	67%
NW	KITSAP	6,671,000	5,174,022	78%
NW	SAN JUAN	2,666,508	2,611,423	98%
NW	SKAGIT	7,932,613	4,397,468	55%
NW	WHATCOM	8,857,052	7,284,141	82%
NW REGION TOTALS		45,592,907	33,358,833	73%
PS	KING	8,059,705	6,423,287	80%
PS	PIERCE	9,271,666	6,135,080	66%
PS	SNOHOMISH	11,309,571	8,460,959	75%
PS REGION TOTALS		28,640,942	21,019,326	73%
SE	ASOTIN	9,555,911	7,958,024	83%
SE	BENTON	11,962,553	7,962,872	67%
SE	COLUMBIA	8,447,212	7,182,256	85%
SE	FRANKLIN	8,161,886	6,303,996	77%
SE	GARFIELD	9,097,743	8,087,678	89%
SE	KITTITAS	11,537,770	10,084,881	87%
SE	KLICKITAT	13,714,953	10,834,651	79%
SE	WALLA WALLA	11,565,067	9,414,646	81%
SE	YAKIMA	16,708,402	10,045,283	60%
SE REGION TOTALS		100,751,497	77,874,287	77%
SW	CLARK	7,789,342	6,838,942	88%
SW	COWLITZ	9,178,406	6,606,051	72%
SW	GRAYS HARBOR	9,922,168	8,044,493	81%
SW	LEWIS	5,840,905	4,157,502	71%
SW	MASON	9,604,031	6,071,159	63%
SW	PACIFIC	6,504,065	5,283,607	81%
SW	SKAMANIA	1,466,618	1,465,223	100%
SW	THURSTON	9,829,268	6,386,397	65%
SW	WAHIAKUM	3,658,171	2,387,176	65%
SW REGION TOTALS		63,792,974	47,240,550	74%
TOTAL		423,906,204	315,709,638	74%

2005 Grant Program Projects

BENTON COUNTY APPLIES MAJOR RECONSTRUCTION TO CLODFELTER ROAD

Clodfelter Road is one of only three routes off of the Horse Heaven Hills area and is therefore a major farm to market road. The first two miles of the existing road were very narrow, winding and had steep grades on sections of the project. The before and after pictures show the dramatic changes that were made to the roadway.

Two optic fiber lines had to be relocated as part of the work. This required continuous negotiations with other utilities and the contractor in order to fit these outside the roadway prism but within the county right of way. The efforts were successful, and no major delays occurred.

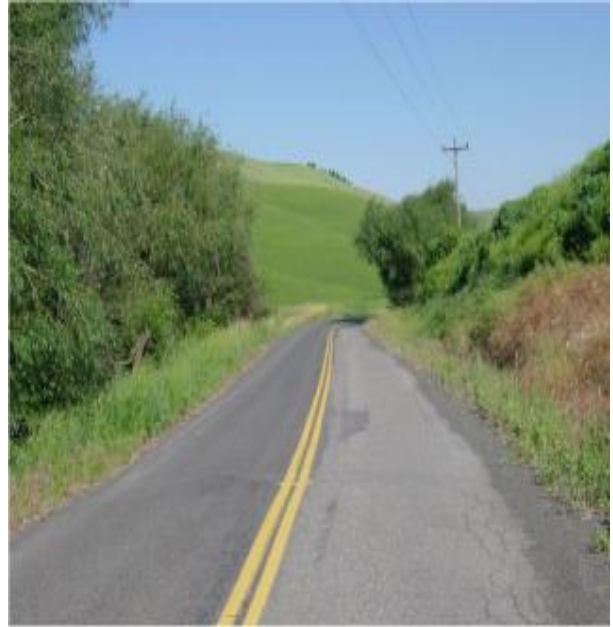


Total Cost: \$1,621,000
RAP Funding: \$846,000
Contractor: Selland Construction,
Wenatchee, WA



THORN HOLLOW ROAD - COLUMBIA COUNTY

The Thorn Hollow Road project was a 5.09 mile portion of the North–South rural arterial backbone between the Cities of Dayton and Starbuck in Columbia County. Through numerous seasonal haul cycles, the road had deteriorated to the point that most locals avoided this section and instead took the long way around on local access roads to commute between the two cities. The good news is that high truck volumes, winding alignments and failing pavements are the conditions the RAP program loves to improve, and the project ranked high enough on the '95 – '97 array to gain RAP funding in April 1996.



Funding:

Total:	\$2,468,000
RATA:	\$1,287,000
STP:	\$849,000
Local:	\$332,000

The project started in late 2004 and was surfaced in 2005 by Central Washington Asphalt of Moses Lake, WA. Along with realignment and paving the project included construction of two flood-peak retention basins. These also function as settlement basins. Guardrail was installed in some locations and access to farm residences and fields was improved to accommodate today's larger farm equipment and grain hauling trucks.

GRANT COUNTY REHABILITATES L-NE ROAD

L-NE Road was a 3R project consisting of 6.07 miles of county road and a city street in Grant County. The City of Moses Lake came in as a partner to fund the city section of the road. The project included roadway excavation, embankment compaction, crushed surfacing base course and top course, BST Class A, and miscellaneous drainage work.

This area has been growing with the addition of housing developments and industrial/commercial establishments, including an Auto Mall, municipal airport and the City of Moses Lake's new Maintenance Facility.

The pavement along the south end of the project was torn up due to new City water lines installed in 1996. The road width was inadequate for the ADT of over 2200 vehicles per day and truck traffic that uses L-NE Road as a by-pass to stay off the Wheeler Road industrial corridor and out of a portion of Moses Lake.

Contractor: Desert Rock Excavation

Funding:

RAP: \$ 855,000.00

Grant County: \$ 184,881.00

City of Moses Lake: \$ 94,308.18

Total: \$1,134,189.18



NORTH RIVER ROAD REALIGNMENT – GRAYS HARBOR COUNTY



North River Road is a major collector route that connects Grays Harbor County with Pacific, Lewis and Thurston counties. This road transports 1,800,000 tons of freight and goods annually. It is classified as a T-3 Freight and Goods Road and is the primary access to 100,000 acres of timberlands.

The project realigned North River Road by building 0.7 mile of new road to bypass 1.0 mile of structurally deficient and functionally obsolete roadway. The work involved approximately 250,000 c.y. of excavation with 70 ft. cut slopes and 40 ft. high embankments. The project eliminated 32 warning signs for the substandard curves, narrow roadway and slide areas that existed on the old alignment. The new alignment eliminated the 15 mph horizontal curve known as “horseshoe curve” and eight other horizontal curves and replaced them with one 2000 ft. radius curve with a design speed of 40 mph.

Using Eagle Point software, the county generated maps depicting soil layers based on boring log data. Then, fitting the proposed road template on this information, the county was able to determine, well in advance of construction, which existing materials could be used for fill and which existing materials would have to be removed from the site as unsuitable for road construction.



Prime Contractor: Scarsella Bros. Inc.,
Seattle, WA
Engineering: Fred Becker, PE
Design Software: Eagle Point
Project Costs: \$3,226,128
RAP Funds: \$1,687,500

PIERCE COUNTY'S NISQUALLY ROAD SW

Pierce County's Nisqually Road SW links the Interstate 5 corridor in Pierce County with growing areas in northern Thurston County, two miles to the south. The road is directly southwest of The Nisqually National Wildlife Refuge and on the west edge of the Fort Lewis Military Reservation. These strategic features prompted Pierce County to cite the road as a "Key Truck Route" in its Transportation Plan. ADT values increased from 5429 in 1995 to 6825 in 2001 and 7200 after construction in 2005. Truck percentage is 11.6 %.



The road sections on both ends of the bridge were widened and reconstructed to a two-lane arterial with 6-foot paved shoulders and a northbound truck climbing lane. Prior to construction, Nisqually Road SW consisted of two 9 foot cement concrete pavement lanes with 2 to 6 foot gravel shoulders with intermittent ditches and gutters on the east side of the road.

Bridge #4181-A, located on Nisqually Road SW, crosses over the Burlington Northern Railroad in the middle of the roadway project and was replaced as part of the overall improvements because it was functionally obsolete with narrow lanes and no usable shoulders, not even close to a safe configuration for truck traffic. The new structure consists of two 12 foot wide through lanes, one 12 foot climbing lane and two 8 foot shoulders.



The widening and realigning of the roadway sections for the two mile stretch along with the bridge replacement are a major improvement to safety and truck haul capacity.

Contractor: Quigg Brothers, Inc - Aberdeen, Washington

Funding:

<u>Phase</u>	<u>RAP</u>	<u>Pierce County</u>	<u>Total</u>
Design	\$129,845	\$749,321	\$879,166
Right-of-way	\$176	\$46,837	\$47,013
Construction	<u>\$1,308,062</u>	<u>\$6,929,215</u>	<u>\$8,237,277</u>
Total	\$1,438,083	\$7,725,373	\$9,163,456

SAN JUAN COUNTY'S CATTLE POINT ROAD RECONSTRUCTION

Cattle Point Road is the main road from the Town of Friday Harbor to American Camp, which is a National Historical Park located at the south end of San Juan Island. It is one of the most heavily traveled roads on the island for vehicles, bikes, mopeds, and commercial trucks.

The road was only 22 feet wide with virtually no shoulders, which increased the potential for vehicle-bike or vehicle-moped accidents. Road sections located to the north and south of the project have pavement widths of 30 feet and 24 feet respectively. The old roadway's soft, narrow shoulders forced close encounters.

This project consisted of reconstructing the road, which had deteriorated and was in need of serious maintenance. Besides increasing the pavement width, this project also included: widening the shoulders, improving roadside drainage, relocating utilities underground, providing storm water biofiltration and detention, and improving both horizontal and vertical curves. The new roadway section has a 22-foot traveled way and two 4-foot shoulders for a total paved roadway width of 30 feet.



Unsuitable material was replaced with gravel borrow over geotextile fabric. The maximum depth of unsuitable

material was between 18 and 24 inches below subgrade. The structural section consists of 8-inches of base course, 3-inches of top course, and a wearing surface of three layers of 5/8-inch chip rock applied directly to the top course. All chip sealing was done by the San Juan County Road Crew. The chip seal aggregate for San Juan Island was imported.



Three utility companies worked with the county during the design and construction phases. All utilities were buried and the poles removed. There were minimal wait periods through the construction site.

There was an alternate detour route to the south end of the island to minimize delays. Adjacent Garry Oak trees were saved as requested by citizens at public meetings.

The project was completed in September 2005 after fifteen years of planning, public hearings, and public meetings. Three county engineers worked on the project: Ron Loewen, Jerry Rasmussen, and John Van Lund. The citizens and adjacent land owners are pleased that the road is safer while maintaining the rural and scenic character of the island.

ISLAND COUNTY APPLIES THE RIGHT FIX FOR BAYVIEW ROAD

Bayview Road was originally a simple farm to market road between SR20 in the Bayview area and the town of Langley on Whidbey Island. Other than annual maintenance, the road had seen no improvements since the early 1940s. By 2000, however, with over 4,000 ADT and a growing interest in tourism, local small businesses and continued agriculture, the road was falling short of current traffic demands.



Finally, in 2005, after funding 1.78 miles of the roadway with three separate RAP awards, the road received much needed horizontal and vertical realignment, shoulder widening, and safety improvements. The construction also incorporated a low impact development (LID) stormwater infiltration system, extensive rock retaining walls and a native plant re-vegetation pilot project.

The extensive amount of public input included a neighborhood website dedicated to the project during design and construction. While there was considerable resistance to the original improvement concept, the public and County staff worked together to produce a design all could accept. Upon completion, all involved are using the road without complaint.

The design was prepared by Perteet Engineering, Inc., and Snelson Companies, Inc. completed the construction in 118 working days.



Funding:	
RAP:	\$1.5 Million
Local:	\$1.4 Million
Total:	\$2.9 Million

STEVENS COUNTY “MOVES A MOUNTAIN” TO IMPROVE ADDY GIFFORD ROAD

Stevens County faced and overcame a number of challenges to make Addy Gifford a healthy road again. Not only was the project a long 4.4 miles, but “S” curves adjacent to a steep hillside caused a dangerous sight distance and driver control problem. This required the county to first obtain over three acres of R/W, which was donated by Northwest Alloys, the owner, and follow through with a Cultural Resource Survey to address the Spokane Tribe's concerns of potential cultural resources in the area.



During the design phase of the project, Stevens County hired a sub-consultant to drill an orientated core from the top of the proposed cut to a depth of 88' to determine existing dip angles of potential slope fractures that would be exposed during removal of material. During construction well-timed, drilled-in explosions created the desired design, making room for the road. The large cut at its highest point is over 110' tall and has several benches with a flat bottom ditch at the toe to catch potential rock

fall. The project included 138,000 cubic yards of excavation.



Working through rock excavation, adjacent streams, and tribal concerns, Stevens County demonstrated that proper planning, design and open communication with all users of the road can make a construction project something to be proud of.

Contractor: Copenhaver Construction, Creston, WA

Project Cost:

RAP:	\$1,170,000
Federal:	\$800,000
County Funds:	\$300,000
Total:	\$2,810,000

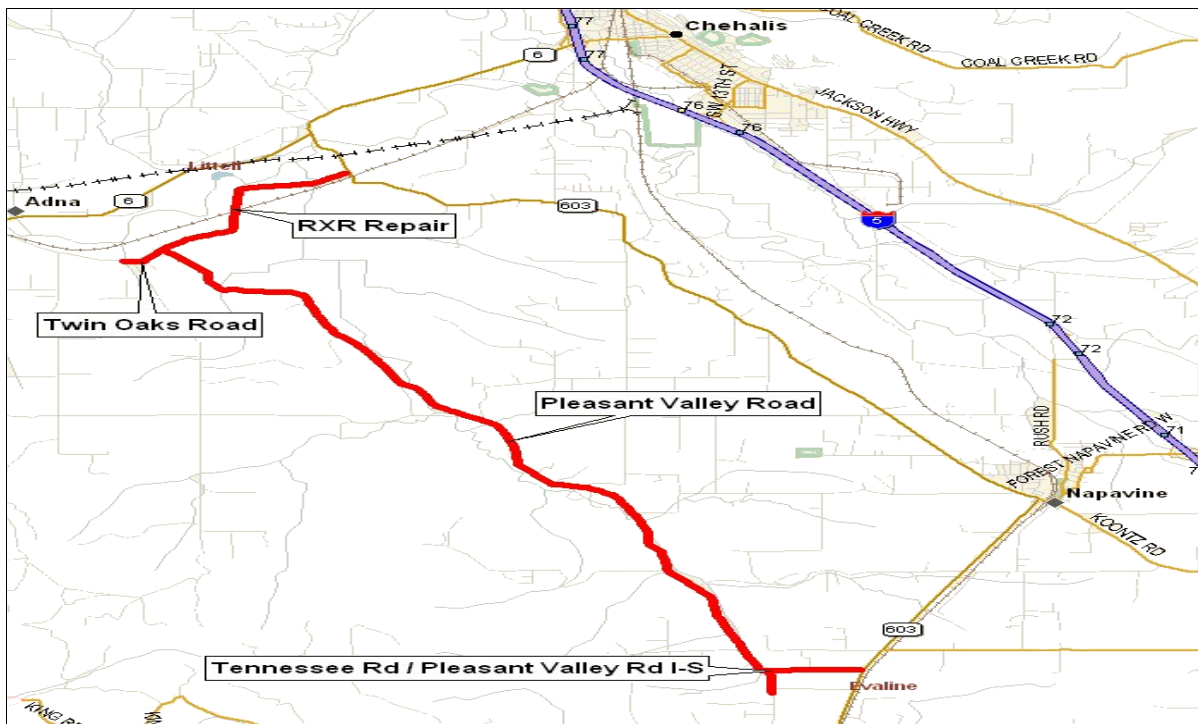
LEWIS COUNTY APPLIES CAPP FUNDS TO VITAL TRUCK ROUTE IN 2005

The Pleasant Valley Road, Twin Oaks Road, and Tennessee Road transportation corridor is the route of choice for the trucks serving marketing needs of gravel mining, farming, and lumber mill operations in an area west of Chehalis, in Lewis County. The route avoids the congestion associated with Old Highway 603, Napavine and other retail facilities closer to Interstate 5.

The impacts of this traffic prompted attention by the county to seek remedies to the deteriorating road surface.



Lewis County used \$300,000 in CAPA funds in 2005 to restore and strengthen the failing road surface along this 10.38 mile route, and ensure the road would continue to serve haul needs. Total project cost was approximately \$1,000.00.



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Table A

COUNTY BRIDGE DATA - NOVEMBER 2006

Washington State Bridge Inventory System

Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes
Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

COUNTY	County Owned Bridges	Bridges Posted or May Consider Posting				Bridges With Posting Not Required				Deficient Bridges**
		FAR	Square Feet	NFAR	Square Feet	FAR	Square Feet	NFAR	Square Feet	
ADAMS	123	1	514	13	19,565	36	70,710	73	82,832	26
ASOTIN	18	0	0	0	0	14	143,738	4	4,321	2
BENTON	52	0	0	1	593	18	64,088	33	32,668	6
CHELAN	46	1	10,060	6	8,640	17	82,700	22	60,336	12
CLALLAM	31	2	12,412	5	18,186	9	51,790	15	36,573	9
CLARK	60	5	14,037	3	4,682	23	78,188	29	48,061	20
COLUMBIA	64	0	0	4	3,061	20	30,707	40	63,987	9
COWLITZ	63	3	9,400	6	24,649	20	83,414	34	75,663	18
DOUGLAS	26	1	9,240	5	3,245	12	21,039	8	7,919	3
FERRY	21	1	4,217	1	3,195	4	4,276	15	22,091	6
FRANKLIN	86	0	0	4	2,847	18	35,681	64	90,230	6
GARFIELD	35	2	2,563	0	0	14	12,486	19	18,964	6
GRANT	189	2	1,058	7	8,926	46	128,626	131	219,406	17
GRAYS HARBOR	145	3	2,480	4	10,850	55	298,389	83	204,107	31
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	23	1	1,078	0	0	7	15,092	15	55,424	4
KING	137	3	20,413	10	20,803	71	357,844	52	123,474	60
KITSAP	22	0	0	2	2,793	14	68,610	6	6,790	4
KITTITAS	114	5	5,130	15	12,474	26	80,121	68	137,683	5
KLICKITAT	57	1	522	7	10,767	12	36,001	37	72,524	14
LEWIS	195	7	10,044	5	6,817	39	146,623	143	268,263	26
LINCOLN	125	0	0	10	6,608	31	48,525	84	114,267	14
MASON	50	0	0	0	0	11	71,909	39	67,851	11
OKANOGAN	50	0	0	3	2,311	12	61,868	35	51,962	11
PACIFIC	61	1	936	4	5,630	8	28,008	48	125,751	12
PEND OREILLE	22	2	22,672	0	0	8	77,417	12	12,389	6
PIERCE	105	4	58,046	0	0	64	263,263	37	54,031	44
SAN JUAN	3	0	0	0	0	0	0	3	2,297	2
SKAGIT	101	0	0	11	14,777	42	193,617	48	99,020	22
SKAMANIA	25	0	0	1	1,980	5	30,218	19	55,471	6
SNOHOMISH	166	4	5,089	11	16,480	77	389,016	74	254,859	50
SPOKANE	102	10	16,152	14	16,367	25	187,344	53	116,253	29
STEVENS	49	2	10,711	1	1,277	5	10,318	41	71,126	10
THURSTON	89	0	0	0	0	24	117,185	65	181,634	25
WAHIAKUM	18	2	2,419	0	0	7	22,354	9	16,640	2
WALLA WALLA	104	2	3,910	2	1,388	45	119,611	55	111,185	16
WHATCOM	136	2	1,680	2	4,100	34	103,900	98	162,231	21
WHITMAN	246	7	15,970	18	18,092	46	86,898	175	267,466	58
YAKIMA	311	6	24,870	11	17,237	78	202,703	216	379,148	54
TOTAL	3,270	80	265,623	186	268,340	997	3,824,277	2,002	3,774,897	677
Total Replacement Cost* (\$ Million):			\$122		\$123		\$1,759		\$1,736	

*At \$460 per Square Foot

** Deficient Bridges are listed as Structurally Deficient (SD) or Functionally Obsolete (FO).

Table B

ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2005

(thousands of dollars)

COUNTY	CONST.	MAINT. & PRES.	ADMIN.	REIMB.	FERRY	BOND WARRANT RETT	OTHER ***	TRAFFIC POLICING **	TOTAL includes RAP & CAPP	RAP	CAPP
ADAMS	537	3,631	958	39	0	0	1,413	65	6,643	124	599
ASOTIN	987	1,445	555	0	0	0	61	0	3,048	238	107
BENTON	5,510	4,234	924	231	0	0	786	0 *	11,685	829	333
CHELAN	1,858	4,762	1,221	0	0	0	732	0	8,573	589	263
CLALLAM	3,205	4,747	2,152	50	0	0	718	276	11,148	212	144
CLARK	26,020	13,358	1,623	0	0	15	8,407	0 *	49,423	0	548
COLUMBIA	804	1,625	249	0	0	12	531	40	3,261	206	151
COWLITZ	4,384	6,910	1,541	0	0	0	852	0 *	13,687	432	247
DOUGLAS	3,515	4,309	777	23	0	279	1,134	0	10,037	232	328
FERRY	1,028	1,725	310	42	0	0	951	0	4,056	772	195
FRANKLIN	1,562	2,908	970	147	0	160	151	0	5,898	253	376
GARFIELD	213	1,317	436	26	0	0	111	0	2,103	0	138
GRANT	7,427	7,518	1,010	26	0	2	3,393	183	19,559	855	918
GRAYS HARBOR	6,333	6,046	1,275	548	0	0	766	252	15,220	1,509	247
ISLAND	6,232	4,644	1,910	76	0	262	2,105	416	15,645	977	238
JEFFERSON	895	3,526	669	30	0	43	939	0 *	6,102	51	141
KING	32,968	56,742	8,094	11,955	0	4,236	40,999	3,414	158,408	747	632
KITSAP	7,307	10,168	3,978	474	0	98	4,128	0 *	26,153	299	348
KITTITAS	2,676	3,444	639	51	0	143	734	0 *	7,687	645	337
KLICKITAT	4,735	3,922	470	104	0	2	28	0	9,261	813	361
LEWIS	5,246	9,957	1,006	0	0	3	3,082	0 *	19,294	0	316
LINCOLN	1,396	4,307	949	115	0	16	79	0 *	6,862	20	410
MASON	4,153	4,454	1,610	0	0	0	505	0 *	10,722	361	287
OKANOGAN	2,027	6,885	1,271	36	0	26	14	133	10,392	292	444
PACIFIC	1,682	3,276	180	2	0	0	287	272	5,699	360	131
PEND OREILLE	939	2,399	352	227	0	200	282	0	4,399	77	183
PIERCE	22,094	17,744	15,329	30	0	0	22,440	1,100	78,737	94	788
SAN JUAN	1,719	2,339	583	109	0	216	1,749	0 *	6,715	884	95
SKAGIT	2,869	6,015	4,205	1,019	1,995	0	2,607	0 *	18,710	0	395
SKAMANIA	448	2,614	529	98	0	0	189	0	3,878	0	95
SNOHOMISH	40,230	21,154	6,157	5,358	0	545	15,700	1,830	90,974	441	551
SPOKANE	15,149	16,577	3,400	2,967	0	191	6,532	0 *	44,816	1,898	823
STEVENS	3,055	6,593	584	29	0	0	330	0	10,591	652	510
THURSTON	5,860	9,713	3,831	0	0	0	4,300	1,000	24,704	482	393
WAHKIAKUM	598	780	214	99	607	0	5	0	2,303	0	86
WALLA WALLA	3,775	4,678	987	1,056	0	0	497	0	10,993	27	426
WHATCOM	7,621	9,454	3,874	198	1,422	0	1,203	0 *	23,772	0	400
WHITMAN	2,758	4,209	1,070	0	0	0	160	69	8,266	958	458
YAKIMA	13,072	7,376	3,742	1,024	0	1,096	217	141	26,668	138	823
TOTAL	252,887	287,505	79,634	26,189	4,024	7,545	129,117	9,191	796,092	16,468	14,266

% OF TOTAL 31.8% 36.1% 10.0% 3.3% 0.5% 0.9% 16.2% 1.2%

Construction expenditure amounts do not include State ad & award Federal Aid participation.

Source: County Reports to D.O.T. Secretary of Transportation

*Traffic Policing funds paid from diverted road levy.

** Road Fund portion only

*** "Other" includes facilities, operations and transfers.

Table C

ANTICIPATED COUNTY ROAD FUND REVENUE 2006 BUDGETS

(thousands of dollars)

COUNTY	BEGIN. FUND BAL.	FED. PROG.	MOTOR VEHICLE FUEL TAX					TAXES				MISC.			TOTAL
			GAS TAX	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	OTHER TIMBER TAXES	TOTAL TAXES	FED. LANDS	REIMB.	OTHER		
ADAMS	325	2,332	3,938	0	23	629	4,590	1,150	0	8	1,158	0	14	429	8,848
ASOTIN	1,500	780	1,469	900	2,852	113	5,334	731	0	0	731	0	0	115	8,460
BENTON	3,000	6,122	3,181	4,429	1,933	350	9,893	4,625	0	90	4,715	0	108	6,984	30,822
CHELAN	3,838	2,308	2,310	0	1,919	276	4,505	4,452	26	44	4,522	1,102	629	18	16,922
CLALLAM	5,611	8,916	1,911	0	565	150	2,626	5,554	250	11	5,815	950	0	1,087	25,005
CLARK	5,069	7,669	6,560	4,530	0	602	11,692	28,377	89	137	28,603	7	0	7,941	60,981
COLUMBIA	190	1,067	1,380	0	45	150	1,575	360	20	1	381	182	0	270	3,665
COWLITZ	4,800	11,357	2,323	0	45	259	2,627	6,886	500	35	7,421	180	210	1,595	28,190
DOUGLAS	874	1,339	3,366	2,008	675	341	6,390	2,814	0	160	2,974	0	40	6,738	18,355
FERRY	500	2,761	1,510	0	0	200	1,710	0	10	0	10	19	723	548	6,271
FRANKLIN	305	1,341	2,732	0	784	400	3,916	2,143	0	10	2,153	1	50	27	7,793
GARFIELD	1,576	500	1,253	0	0	145	1,398	222	0	2	224	100	0	225	4,023
GRANT	15,011	3,513	6,069	0	1,200	963	8,232	6,300	0	90	6,390	0	50	227	33,423
GRAYS HARBO ISLAND	4,689	3,584	2,260	0	2,862	258	5,380	3,950	1,000	5	4,955	150	43	1,551	20,352
ISLAND	1,091	1,000	2,344	0	2,464	248	5,056	6,515	10	1	6,526	0	300	5,845	19,818
JEFFERSON	2,998	1,703	1,367	0	514	150	2,031	3,211	132	5	3,348	1,301	120	557	12,058
KING	33,648	27,464	15,281	3,330	269	663	19,543	73,323	37	43	73,403	963	15,084	12,302	182,407
KITSAP	21,640	4,123	5,150	786	0	375	6,311	20,283	0	40	20,323	0	304	9,717	62,418
KITTITAS	6,944	4,548	1,848	0	665	347	2,860	3,090	50	16	3,156	250	66	339	18,163
KLICKITAT	730	464	2,669	0	236	381	3,286	2,005	250	5	2,260	85	40	1,314	8,179
LEWIS	7,007	7,926	3,320	0	36	312	3,668	7,371	1,284	8	8,663	2,147	312	189	29,912
LINCOLN	280	1,931	3,791	0	100	404	4,295	1,125	0	4	1,129	0	0	161	7,796
MASON	5,584	2,025	2,187	0	1,508	301	3,996	7,561	400	20	7,981	313	2	579	20,480
OKANOGAN	1,256	1,539	3,300	400	1,035	465	5,200	2,594	18	8	2,620	870	7	767	12,259
PACIFIC	2,458	1,218	1,284	0	1,508	131	2,923	2,467	525	7	2,999	0	0	653	10,251
PEND OREILLE	900	1,390	1,435	0	1,500	169	3,104	1,260	200	1	1,461	450	20	432	7,757
PIERCE	14,695	3,948	10,814	5,979	128	822	17,743	40,476	459	0	40,935	600	3,352	42,599	123,872
SAN JUAN	2,500	500	925	0	0	100	1,025	3,186	0	3	3,189	0	30	2,725	9,969
SKAGIT	11,275	2,965	3,400	0	120	416	3,936	10,484	175	30	10,689	1,300	0	5,272	35,437
SKAMANIA	3,370	272	846	330	0	95	1,271	1,156	100	3	1,259	1,485	5	85	7,747
SNOHOMISH	7,549	11,554	10,291	1,785	104	610	12,790	44,648	200	170	45,018	917	8,627	27,153	113,608
SPOKANE	16,589	9,007	10,072	1,980	2,100	832	14,984	12,221	50	40	12,311	0	3,552	7,989	64,432
STEVENS	4,000	3,235	3,267	0	0	498	3,765	3,784	365	2	4,151	100	40	358	15,649
THURSTON	9,572	4,976	4,973	1,211	665	412	7,261	15,606	400	17	16,023	110	601	1,135	39,678
WAHIAKUM	470	615	771	0	25	85	881	463	100	1	564	0	0	776	3,306
WALLA WALLA	10,000	4,658	2,856	4,000	0	449	7,305	4,000	10	40	4,050	4	200	1,414	27,631
WHATCOM	11,180	0	3,812	0	0	419	4,231	14,004	200	25	14,229	800	55	2,210	32,705
WHITMAN	3,500	2,048	3,835	0	1,399	481	5,715	1,778	0	20	1,798	0	55	7	13,123
YAKIMA	1,650	6,970	5,866	2,296	1,786	800	10,748	10,428	0	0	10,428	1,427	0	1,293	32,516
TOTAL	228,174	159,668	145,966	33,964	29,065	14,801	223,796	360,603	6,860	1,102	368,565	15,813	34,639	153,626	1,184,281

% OF TOTAL	19.3%	13.5%	12.3%	2.9%	2.5%	1.2%	18.9%	30.4%	0.6%	0.1%	31.1%	1.3%	2.9%	13.0%
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Table D

ANTICIPATED COUNTY ROAD FUND EXPENDITURES 2006 BUDGETS

(thousands of dollars)

COUNTY	CONST.	MAINT.	PRES.	ADMIN. & OPER.	FACIL.	FERRY	REIMB.	BOND WARR. RET'T	OTHER	SUB TOTAL	END FUND BAL.	GRAND TOTAL
ADAMS	2,987	3,242	1,355	960	0	0	20	0	84	8,648	200	8,848
ASOTIN	5,683	1,832	0	676	0	0	0	0	0	8,191	269	8,460
BENTON	22,643	2,747	1,809	1,654	0	0	752	197	1,020	30,822	0	30,822
CHELAN	5,960	6,433	0	1,429	607	0	0	0	198	14,627	2,295	16,922
CLALLAM	9,863	4,024	1,259	2,352	76	0	184	0	745	18,503	6,502	25,005
CLARK	35,815	15,466	0	7,137	72	0	0	0	2,491	60,981	0	60,981
COLUMBIA	1,137	1,433	155	290	0	0	0	0	234	3,249	416	3,665
COWLITZ	13,785	7,710	0	2,026	226	0	0	0	0	23,747	4,443	28,190
DOUGLAS	10,437	3,203	1,370	1,721	170	0	28	527	188	17,644	711	18,355
FERRY	3,203	1,900	395	426	0	0	67	0	55	6,046	225	6,271
FRANKLIN	2,938	3,200	0	925	80	0	115	160	0	7,418	375	7,793
GARFIELD	558	1,045	324	400	0	0	5	0	109	2,441	1,582	4,023
GRANT	7,437	5,373	2,000	1,682	0	0	50	2	1,603	18,147	15,276	33,423
GRAYS HARBOR	9,866	4,740	1,845	2,849	0	0	500	0	232	20,032	320	20,352
ISLAND	8,490	3,985	2,361	2,135	75	0	95	266	2,411	19,818	0	19,818
JEFFERSON	3,098	3,736	0	1,352	60	0	121	42	1,012	9,421	2,637	12,058
KING	89,085	40,281	27,221	17,492	2,238	0	6,090	0	0	182,407	0	182,407
KITSAP	19,167	10,013	0	1,484	0	0	493	0	12,598	43,755	18,663	62,418
KITTITAS	8,478	3,155	785	1,166	110	0	71	0	331	14,096	4,067	18,163
KLICKITAT	2,988	2,677	1,319	480	9	0	40	16	10	7,539	640	8,179
LEWIS	6,945	9,621	3,027	2,677	400	0	0	3	1,401	24,074	5,838	29,912
LINCOLN	2,087	4,346	0	1,200	0	0	120	0	10	7,763	33	7,796
MASON	9,973	4,283	260	1,851	300	0	0	0	675	17,342	3,138	20,480
OKANOGAN	3,203	6,249	465	687	533	0	0	736	386	12,259	0	12,259
PACIFIC	4,004	2,883	741	593	0	0	23	0	278	8,522	1,729	10,251
PEND OREILLE	3,224	2,048	498	560		0	0	203	316	6,849	908	7,757
PIERCE	33,403	21,588	0	22,896	37,896	2,901	0	412	4,776	123,872	0	123,872
SAN JUAN	3,447	2,068	1,109	1,466	0	0	71	255	1,175	9,591	378	9,969
SKAGIT	11,180	6,715	0	6,448	769	1,091	123	0	1,247	27,573	7,864	35,437
SKAMANIA	1,234	2,438	422	342	0	0	0	0	0	4,436	3,311	7,747
SNOHOMISH	39,790	27,111	0	9,740	612	0	8,500	539	27,316	113,608	0	113,608
SPOKANE	18,453	16,359	0	6,419	109	0	2,628	199	4,047	48,214	16,218	64,432
STEVENS	4,499	4,750	615	744	0	0	35	0	3,041	13,684	1,965	15,649
THURSTON	9,097	12,690	0	7,162	0	0	0	0	2,888	31,837	7,841	39,678
WAHIAKUM	1,470	854	0	239	0	675	56	0	12	3,306	0	3,306
WALLA WALLA	9,994	5,487	0	1,333	369	0	1,350	0	0	18,533	9,098	27,631
WHATCOM	888	10,653	0	4,422	0	1,492	150	0	1,000	18,605	14,100	32,705
WHITMAN	6,118	4,404	1,396	1,132	0	0	0	0	73	13,123	0	13,123
YAKIMA	18,423	8,639	0	2,840	0	0	0	1,057	1,420	32,379	137	32,516
TOTAL	451,050	279,381	50,731	121,387	44,711	6,159	21,687	4,614	73,382	1,053,102	131,179	1,184,281

% OF TOTAL	38.1%	23.6%	4.3%	10.2%	3.8%	0.5%	1.8%	0.4%	6.2%	88.9%	11.1%
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Table E

COUNTY ROAD LEVY SUMMARY

As shown in 2006 Budgets
(thousands of dollars)

COUNTY	VALUATION	Revenue Produced by Full Levy \$2.25/\$1,000	Actual Levy Revenue Produced	(RCW 36.33.220)			Revenue Remaining in Road Fund	
				Traffic Policing expense paid by:				County Road Property Tax Expenditures for Other Purposes
				Diversion	Payment for Services	Transfer Out		
ADAMS	765,206	1,722	1,175		75		1,100	
ASOTIN	634,949	1,429	731				731	
BENTON	2,479,515	5,579	4,626	391			4,234	
CHELAN	3,062,582	6,891	4,452				4,452	
CLALLAM	4,098,869	9,222	5,553		291		5,262	
CLARK	17,041,126	38,343	31,108	2,383			28,726	
COLUMBIA	196,023	441	425			Divert - S. Waste/Cur. Exp. 65	360	
COWLITZ	3,812,501	8,578	7,581	715			6,866	
DOUGLAS	1,494,510	3,363	3,263				3,263	
FERRY	357,699	805	805	502		Divert - Jail / Pros. Att / Courts 303	0	
FRANKLIN	1,170,372	2,633	2,158				2,158	
GARFIELD	114,413	257	198				198	
GRANT	2,830,018	6,368	6,309		195		6,114	
GRAYS HARBC	1,749,119	3,936	3,912		250		3,662	
ISLAND	7,582,246	17,060	6,422			416 Transfer -Trails/Pub. Wks. 1,721	4,285	
JEFFERSON	2,461,007	5,537	3,211	422			2,789	
KING	41,287,518	92,897	76,051		3,413		72,638	
KITSAP	14,854,657	33,423	21,906	1,414			20,492	
KITTITAS	2,240,780	5,042	3,175	85			3,090	
KLICKITAT	1,175,668	2,645	2,158				2,158	
LEWIS	3,646,114	8,204	8,010	718			7,292	
LINCOLN	628,280	1,414	1,395	250			1,145	
MASON	3,939,072	8,863	7,953	402			7,551	
OKANOGAN	1,622,221	3,650	2,587		133		2,454	
PACIFIC	1,252,854	2,819	2,425		278		2,147	
PEND OREILLE	684,219	1,539	1,275		56		1,219	
PIERCE	27,797,262	62,544	50,396		9,851 *		40,545	
SAN JUAN	4,986,357	11,219	3,193	524			2,669	
SKAGIT	5,659,314	12,733	9,780				9,780	
SKAMANIA	746,863	1,680	1,161				1,161	
SNOHOMISH	31,448,508	70,759	45,569			1,780	43,789	
SPOKANE	8,640,199	19,440	14,150	1,000			13,150	
STEVENS	1,871,812	4,212	3,784				3,784	
THURSTON	10,764,084	24,219	16,537	1,000			15,537	
WAHIAKUM	258,501	582	461				461	
WALLA WALLA	1,771,232	3,985	3,985			Payment - Admin. Services 65	3,920	
WHATCOM	8,083,640	18,188	15,113	707			14,407	
WHITMAN	842,707	1,896	1,788		73		1,715	
YAKIMA	5,218,004	11,741	11,028		152		10,875	
TOTAL	#####	515,858	385,811	10,513	14,767	2,196	2,154	356,182

* Increased by voter approval (RCW 84.55.050)

Table F

COUNTY ROAD MILEAGE - 1/1/06

COUNTY	URBAN ROADS			RURAL ROADS			SYSTEM CENTERLINE TOTAL	PAVED ARTERIAL C/L MILES	PAVED ARTERIAL LANE-MILES	UNPAVED C/L MILES
	ACCESS	ARTERIAL	TOTAL	ACCESS	ARTERIAL	TOTAL				
ADAMS				1,107.53	668.97	1,776.50	1,776.50	545.61	1,091.97	1,127.07
ASOTIN	57.65	21.04	78.69	168.00	151.90	319.90	398.59	96.45	198.36	242.72
BENTON	96.48	39.39	135.87	429.99	313.31	743.30	879.17	305.08	610.16	264.20
CHELAN	36.49	18.95	55.44	388.47	218.64	607.11	662.55	237.09	476.07	123.09
CLALLAM	18.79	7.72	26.51	337.97	122.24	460.21	486.72	129.96	259.78	3.18
CLARK	381.15	194.44	575.59	281.83	262.93	544.76	1,120.35	456.87	987.83	45.73
COLUMBIA				273.47	229.87	503.34	503.34	140.97	281.94	357.01
COWLITZ	52.64	28.64	81.28	258.89	196.10	454.99	536.27	224.74	449.48	9.25
DOUGLAS	53.05	34.84	87.89	1,151.22	397.57	1,548.79	1,636.68	289.41	583.56	1,207.23
FERRY				507.68	231.26	738.94	738.94	187.15	374.68	527.13
FRANKLIN	21.68	12.34	34.02	610.71	341.89	952.60	986.62	345.63	695.23	426.59
GARFIELD				234.08	213.03	447.10	447.10	126.27	252.53	315.59
GRANT	26.58	17.90	44.47	1,582.85	899.48	2,482.34	2,526.81	830.91	1,673.81	1,131.36
GRAYS HARBOR	9.99	7.57	17.56	291.25	242.34	533.59	551.15	242.60	485.21	46.14
ISLAND	50.91	22.78	73.69	318.83	192.64	511.47	585.16	215.42	434.28	8.36
JEFFERSON	8.87	1.54	10.41	249.39	136.31	385.70	396.11	129.71	260.05	75.95
KING	908.40	268.93	1,177.33	411.00	267.48	678.48	1,855.81	536.41	1,140.64	54.81
KITSAP	356.91	149.89	506.80	259.03	164.75	423.78	930.58	314.64	636.36	11.45
KITTITAS	1.19	3.71	4.90	250.80	306.09	556.89	561.79	305.74	612.22	68.63
KLICKITAT				708.55	375.70	1,084.25	1,084.25	330.59	661.28	585.74
LEWIS	59.30	15.04	74.34	699.85	276.77	976.62	1,050.96	286.79	573.57	57.04
LINCOLN				1,333.81	658.44	1,992.26	1,992.26	378.19	756.39	1,551.90
MASON	3.34	2.54	5.88	343.32	271.36	614.68	620.56	263.32	526.85	47.84
OKANOGAN				865.95	514.89	1,380.84	1,380.84	409.91	819.94	700.61
PACIFIC				218.51	130.12	348.63	348.63	119.57	239.27	50.31
PEND OREILLE				368.46	180.86	549.32	549.32	167.99	335.98	254.41
PIERCE	611.51	430.31	1,041.82	252.49	251.58	504.07	1,545.89	678.04	1,426.38	38.21
SAN JUAN				184.09	86.71	270.79	270.79	86.71	173.42	56.58
SKAGIT	56.02	42.41	98.43	384.47	312.90	697.36	795.79	355.31	711.60	38.59
SKAMANIA				155.24	85.76	241.00	241.00	85.76	172.25	30.59
SNOHOMISH	754.04	203.45	957.49	448.13	284.29	732.42	1,689.92	484.68	1,022.06	14.92
SPOKANE	297.29	149.42	446.71	1,449.91	637.85	2,087.76	2,534.47	703.60	1,449.50	1,219.01
STEVENS				928.57	562.78	1,491.35	1,491.35	466.21	932.45	841.30
THURSTON	245.76	78.67	324.43	445.64	270.28	715.92	1,040.35	348.95	712.43	34.09
WAHKIAKUM				58.39	85.18	143.57	143.57	78.90	157.80	16.92
WALLA WALLA	49.15	30.83	79.97	446.97	434.32	881.29	961.26	388.95	778.01	381.74
WHATCOM	81.69	43.23	124.92	510.39	319.46	829.85	954.77	362.69	728.40	41.54
WHITMAN				1,295.21	617.83	1,913.04	1,913.04	419.05	838.10	1,475.21
YAKIMA	94.25	91.00	185.25	819.48	673.15	1,492.63	1,677.88	739.36	1,494.44	587.90
STATEWIDE	4,333.10	1,916.57	6,249.68	21,030.41	12,587.03	33,617.44	39,867.12	12,815.21	26,014.27	14,069.91
EASTERN	733.81	419.40	1,153.21	14,921.70	8,627.84	23,549.55	24,702.75	7,414.15	14,916.62	13,388.42
WESTERN	3,599.30	1,497.17	5,096.47	6,108.70	3,959.19	10,067.89	15,164.36	5,401.07	11,097.65	681.50

Data from County Road Logs certified 1/1/06 by the County Road Administration Board

Table G

COUNTY ARTERIAL PRESERVATION PROGRAM 2005 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/05 Eligible Arterial System C/Line (miles)	Total CAPP Rec'd (\$1,000)	Total CAPP Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP Contri- bution (%)	2005 Arterial Sealcoat (miles)	2005 Arterial Overlay (miles)	2005 Total Resurf. (miles)	2005 Percent System Resurf'd
ADAMS	545.5	599.2	599.2	674.9	88.8	47.9	0.0	47.9	8.8
ASOTIN	95.1	107.5	107.5	108.9	98.7	6.9	0.0	6.9	7.2
BENTON	303.4	333.4	333.4	344.7	96.7	28.5	1.8	30.3	10.0
CHELAN	238.9	262.9	262.9	912.3	28.8	31.1	3.8	34.9	14.6
CLALLAM	130.3	144.0	144.0	301.1	47.8	7.7	0.8	8.4	6.5
CLARK	459.8	548.0	548.0	3,688.3	14.9	34.0	25.4	59.5	12.9
COLUMBIA	137.7	151.1	151.1	309.3	48.8	16.0	0.0	16.0	11.6
COWLITZ	224.7	246.7	246.7	1,302.8	18.9	31.3	0.0	31.3	13.9
DOUGLAS	293.4	327.5	327.5	1,340.5	24.4	68.1	0.0	68.1	23.2
FERRY	177.9	195.4	195.4	211.9	92.2	6.0	0.0	6.0	3.4
FRANKLIN	345.6	376.4	376.4	376.4	100.0	20.1	0.0	20.1	5.8
GARFIELD	126.3	138.2	138.2	299.3	46.2	21.5	0.0	21.5	17.0
GRANT	831.1	918.1	918.1	2,288.1	40.1	105.0	10.7	115.7	13.9
GRAYS HARBOR	224.3	246.6	246.6	658.7	37.4	23.2	0.0	23.2	10.3
ISLAND	213.7	237.8	237.8	555.4	42.8	3.9	2.7	6.6	3.1
JEFFERSON	129.7	140.7	140.7	352.9	39.9	16.2	0.0	16.2	12.5
KING	542.0	632.3	632.3	4,958.0	12.8	0.0	32.4	32.4	6.0
KITSAP	314.9	348.2	348.2	1,258.2	27.7	0.0	12.3	12.3	3.9
KITTITAS	306.1	337.4	0.0	969.5	0.0	58.7	0.0	58.7	19.2
KLICKITAT	330.6	360.7	360.7	998.4	36.1	36.3	1.2	37.5	11.3
LEWIS	288.0	315.8	315.8	1,044.7	30.2	4.7	10.4	15.1	5.2
LINCOLN	374.4	409.7	409.7	936.2	43.8	21.3	3.3	24.6	6.6
MASON	261.5	287.3	287.3	360.2	79.8	19.4	1.5	20.8	8.0
OKANOGAN	404.4	443.7	443.7	592.7	74.9	46.9	0.0	46.9	11.6
PACIFIC	119.6	131.1	0.9	483.7	0.2	0.4	2.2	2.6	2.2
PEND OREILLE	168.4	182.8	182.8	429.0	42.6	46.7	0.0	46.7	27.7
PIERCE	679.0	787.9	787.9	1,754.6	44.9	70.4	0.0	70.4	10.4
SAN JUAN	86.5	95.0	95.0	213.9	44.4	8.8	0.0	8.8	10.1
SKAGIT	360.8	394.8	394.8	677.1	58.3	35.6	0.0	35.6	9.9
SKAMANIA	86.2	95.0	0.0	304.9	0.0	15.1	0.9	16.0	18.6
SNOHOMISH	487.3	550.7	550.7	2,438.9	22.6	35.9	8.4	44.3	9.1
SPOKANE	703.5	822.7	822.7	4,067.6	20.2	68.3	6.8	75.0	10.7
STEVENS	466.2	509.6	509.6	1,472.5	34.6	0.0	109.2	109.2	23.4
THURSTON	350.7	393.3	393.3	1,464.2	26.9	24.7	6.3	31.0	8.8
WAHKIAKUM	78.9	86.5	86.5	86.5	100.0	6.6	0.0	6.6	8.4
WALLA WALLA	390.3	426.5	426.5	971.5	43.9	50.3	0.0	50.3	12.9
WHATCOM	362.7	399.7	399.7	434.6	92.0	16.7	0.0	16.7	4.6
WHITMAN	418.0	458.2	458.2	1,118.7	41.0	15.5	4.5	20.1	4.8
YAKIMA	742.4	823.4	823.4	909.0	90.6	21.5	3.0	24.6	3.3
TOTAL	12,799.6	14,265.7	13,703.2	41,670.0	32.9%	1,071.1	247.4	1,318.5	
							AVERAGE		10.5