



Washington State  
County Road Administration Board

## 2013 Annual Report

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



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January 1, 2014

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

The Honorable Tracy Eide  
Washington State Senator  
Co-Chair, Senate Transportation Committee

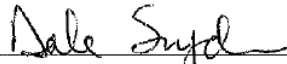
The Honorable Curtis King  
Washington State Senator  
Co-Chair, Senate Transportation Committee


Dear Representative Clibborn and Senators Eide and King:

The Washington State County Road Administration Board is honored to present this annual report to the legislature which summarizes the activities of all thirty-nine counties in augmenting, preserving, and maintaining the counties' 40,000 mile portion of the surface transportation system of the State of Washington. We are pleased to inform you that while performing that critical and complex work, all counties remained in compliance with the laws and regulations which are relevant to those activities.

Further, the Board is pleased to provide you with our assurance that county road departments remain productive, effective, efficient, and transparently accountable for their use of public dollars and in their stewardship of public trust. We thank the Transportation Committees of the legislature for your support of the counties' continued efforts to maintain that high standard of public service.

Respectfully submitted,

  
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Dale Snyder, Chairman

  
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Jay Weber, Executive Director

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## County Road Administration Board

<u>CRABoard Members</u>	<u>Term Expires</u>
Chairman Dale Snyder, Douglas County Commissioner	2016
Vice-Chairman Brian Stacy, P.E., Pierce County Engineer	2015
Second Vice-Chair Andrew Woods, P.E., Columbia County Engineer	2014
Mike Leita, Yakima County Commissioner	2014
Bill Schulte, Lewis County Commissioner	2014
Bob Koch, Franklin County Commissioner	2015
John Koster, Snohomish County Council Member	2015
Rob Coffman, Lincoln County Commissioner	2016
Mark Storey, P.E., Whitman County	2016

## County Road Administration Board Staff

Executive Director	Jay Weber
Executive Assistant Administration	Karen Pendleton Toni Cox, Engineering Technician Rhonda Mayner, Secretary
Deputy Director Engineering	Walter Olsen, P.E. Jeff Monsen, P.E., Intergovernmental Policy Manager Randy Hart, P.E., Grant Programs Manager Don Zimmer, Road Systems Inventory Manager Bob Moorhead, P.E., Maintenance Engineer Derek Pohle, P.E., Compliance & Data Manager
Assistant Director Technology	Steven Hillesland Bob Davis, IT Systems Manager Jim Ayres, P.E., Design Systems Engineer Jim Oyler, Support Specialist Kathy O'Shea, Database Development Specialist Eric Hagenlock, Applications Specialist

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## From the Executive Director

2014 will mark my twenty-seventh year of hands-on dealing with county road issues, and my sixteenth year of doing so as Executive Director of CRAB. I have seen many changes over that time, and I have come to see the truth of the old saying, "The more things change, the more they stay the same." This is especially true in the case of an issue which is almost entirely unique to the county road system. It is the issue of gravel roads. While there have been great changes in nearly all aspects of county road management and operations, the gravel road is still treated in much the same way or manner as it was thirty years ago. I cannot think of any other area of concern relative to county surface transportation where this is true.

For many, the gravel road conjures a mental image of a time when most of our roads served a largely rural, agrarian population. Economic and demographic shifts required a road system to be more responsive to the growing urban and suburban needs of changing times. The paved portion of the county road system was targeted with special construction and preservation programs which, in large part, have addressed these needs of urbanization. They undoubtedly continue to do so. While these changes of need and response were occurring, the importance of a functional gravel road system to those areas and to those people who depend upon them did not diminish. On the contrary, the centralization of locating access to goods and services, including markets, education, and medical care, to growingly distant urban centers has increased the importance of gravel roads as critical links to the paved road and highway system.

Today, no program exists at either the regional or state level to address the need of an extensive county gravel road network. Competitive construction and reconstruction grant programs are directed toward paved arterial and collector roads, while the County Arterial Preservation Program is limited to paved roads exclusively. In point of fact Surface Condition Ratings, which have become the benchmark and standard against which roads are judged and compared, ignore the existence of gravel roads entirely. Given that the counties maintain over 13,500 *unpaved* centerline miles of road, of which more than 1,500 miles are *arterials*, it is indicated to me (and I hope to you) that we can ill afford to continue to ignore the issue of gravel roads into the future.

The above is not meant to indict the counties for insufficient effort by any means. I remain impressed with our Counties' ability to provide the best transportation system they can within the means at their disposal... including attention given to gravel roads. What I mean to convey with some urgency is that the problem of gravel road preservation funding is beyond the means of county governments by themselves. The importance of the gravel road system to the state's economy and to the well-being of many of its citizens argues for the state's financial involvement in the solution to this problem. The solution will not happen overnight, but it will not come at all unless it is begun. I invite the legislature to join with CRAB in seeking how we may ensure the success of that beginning.

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## **Engineering Services**

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, has undergone several changes during 2013. Maintenance Program Manager Larry Pearson retired in 2012 and the position underwent some restructuring as the emphasis switched from implementation to compliance and assistance. CRAB staff's Bob Moorhead moved into the position, leaving a vacancy in the Compliance and Data Analysis Manager. In July of 2013, Grant County Engineer Derek Pohle came to CRAB staff as the Compliance and Data Analysis Manager, joining Intergovernmental Policy Manager Jeff Monsen, Grant Programs Manager Randy Hart, and Road System Inventory Manager Don Zimmer. This small staff, most of whom hold Professional Engineer licenses, are directly responsible for the following functions:

- Functions related to the administration of the Rural Arterial Program, the County Arterial Preservation Program, and the County Ferry Capital Improvement 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.

A final responsibility of the Engineering Services Division is the maintenance and updating of summary reports, guidance materials, and model documents, and the provision of training to County Engineers and their staffs.



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Areas the Engineering Staff extensively worked on in 2013:

The legislature awarded study money to the Washington State Association of Counties (WSAC) to develop a transportation metrics program to assist county governments in improving the delivery of their transportation programs and projects. Funding for the award came from a portion of the revenues distributed to counties from state fuel taxes. CRAB has been working in conjunction with the WSAC, Washington State Association of County Engineers (WSACE), and Lund Consulting, Inc. to explore the possibilities and prepare for the development of a Transportation Metrics program.

The working group of county engineers and staff, CRAB staff and WSAC staff met in November of 2011 to begin the discussion and adopt some guiding principles. The work group identified and discussed several key issues:

- The public expects accountability, performance, and transparency.
- The Legislature wants accountability, performance, and transparency with future investments.
- Transportation dollars are diminishing.
- Demand for services is increasing and changing.
- County transportation is often more than roads and bridges, although evaluating road and bridge performance is a good place to start the discussion on how to measure service delivery.
- Not everyone understands how county transportation programs are developed and maintained.

Initial transportation metrics were developed and reviewed by the stakeholder groups. These measures address system safety, preservation and maintenance, project/program delivery, and environmental impacts.

From the guiding principles established by the stakeholders, proposed transportation metrics were developed and prepared for review in late spring 2012.

Two additional work group meetings, as well as three regional meetings with county staff, took place and the discussions with the consultants continued to produce progress. CRAB staff was involved in all of the meetings and have continued to support WSAC's efforts with input to the consultants and data for possible future transportation metrics.

CRAB strongly held the opinion that any transportation metrics must use existing data sources and reports so as not to burden county staff with new data gathering tasks. With that goal in mind, CRAB began working on the operational version of a website in February of 2013 with a rollout planned for June 30, 2013. After many hours of programming and data crunching, the County Transportation Metrics website went live on schedule and was introduced to the Joint Transportation Committee in December 2013.

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To view the dashboard and review data, statewide or by county, go to

<http://www.crab.wa.gov/Metrics/splash.html>

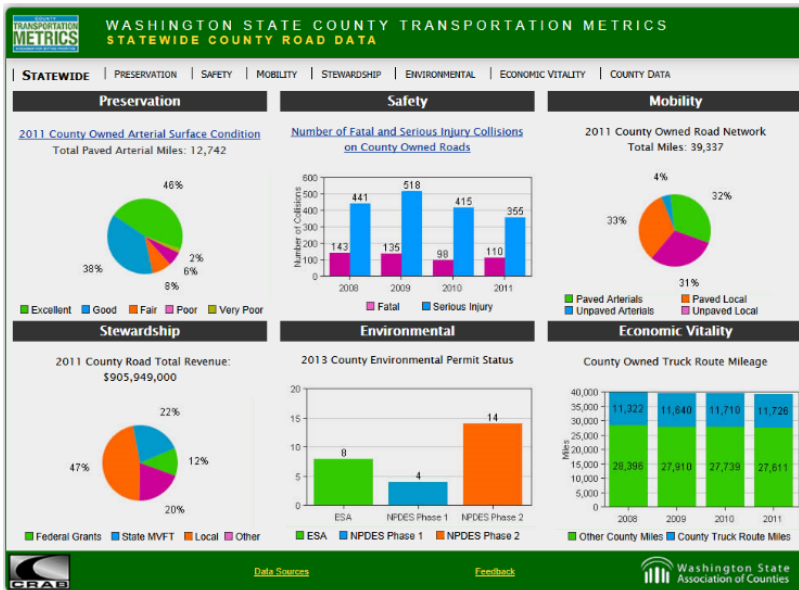
CRAB is dedicated to the idea of transportation metrics as part of the original compliance mission of the agency and will continue to look for ways to use Mobility data to demonstrate the effectiveness of the program. CRAB will continue to provide the highest level of support and cooperation with WSAC, WSACE, and Lund Consulting, Inc. as the project moves into subsequent phases.

CRAB continued the County Engineer/Public Works Director training sessions this year. A 3-day training session was conducted at the CRAB office on December 10-12, 2013 totaling 300 training contact person-hours. This training is constantly revised to reflect the ever-changing climate of engineering, social, political, and environmental concerns. These intense sessions review the duties and responsibilities of the counties and the County Engineer. Another aspect of this training has been developed to allow modules of this training package to be provided directly to a county or gathering of multiple counties, at their site, and customized for their specific needs. Five of these customized sessions were conducted during 2013, in Skamania, Benton, Thurston, Chelan, and Spokane Counties, totaling 372 training contact person-hours.

For many years, CRAB has provided County Engineers and other county Public Works staff a variety of information resources. One of these is the County Engineers' and Public Works Directors' Manual which contains guidance on a variety of technical and administrative issues affecting county engineering functions. In addition to providing this Manual as a hardcopy reference document, a major re-design of the Manual was released November 2010, which takes advantage of current internet technology through inclusion of over 1,500 internet "hotlinks" embedded within the document's text. While the revised Manual may contain less written detail on most topics, and is only half the number of pages from the previous version, the total number of topics covered has actually expanded. When the document is open as an electronic file on a computer connected to the internet, the embedded "hotlinks" significantly expand the amount of information immediately available to the user. In order to ensure current information is provided, four updates have been released, including the most recent in September 2013.

## Information Services

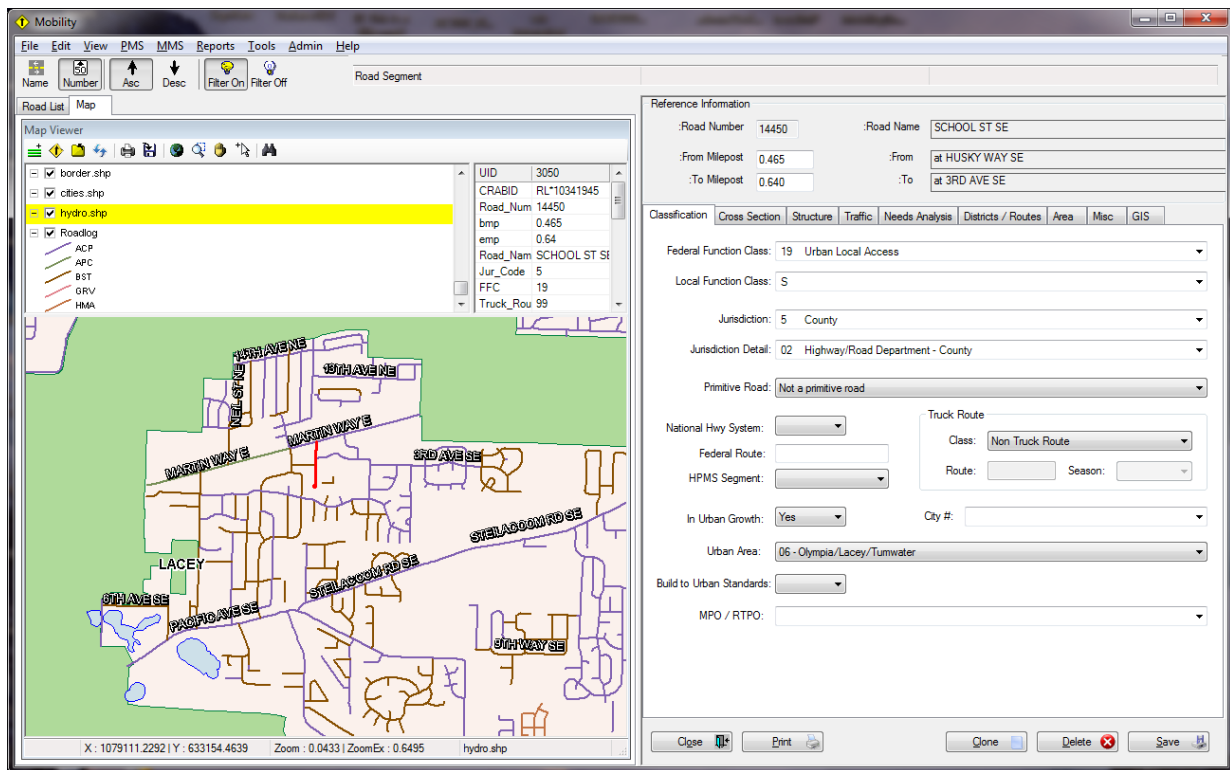
The Information Services Division at CRAB is a team of IT professionals dedicated to programs and initiatives, both at CRAB and in our counties, which protect and improve the public's investment in our transportation infrastructure. Three primary goals of the IT team are: the continued smooth and efficient operation of this agency; ensuring that Washington's counties continue to effectively apply current and emerging technology; and assisting our counties in their compliance with the WAC rules of this agency. The first goal is accomplished by providing a progressive, stable and secure computing environment for agency staff. The second and third goals are accomplished by developing and providing software, training, support and consulting services specific to the needs of county road departments in Washington. CRAB IT products and systems leverage the latest technologies such as virtualization, cloud computing, remote desktop services, web services and text-to-speech to enhance the computing experience of the staff of this agency and our counties. In 2013 the Information Services team again made significant, unique and creative contributions to the initiatives of CRAB staff and to the design, operations and management efforts of Washington counties. The following paragraphs illustrate some of the benefits and efficiencies provided by CRAB Information Services this past year.



A significant initiative of the IT team in 2013 was the development of a County Transportation Metrics (CTM) dashboard. The CTM Dashboard is an ongoing project in partnership with OFM, WSAC, and WSACE. The transportation metrics in this dashboard present charts, graphs, data and trends that reflect the six transportation policy goals established in [RCW 47.04.280](#) and complement

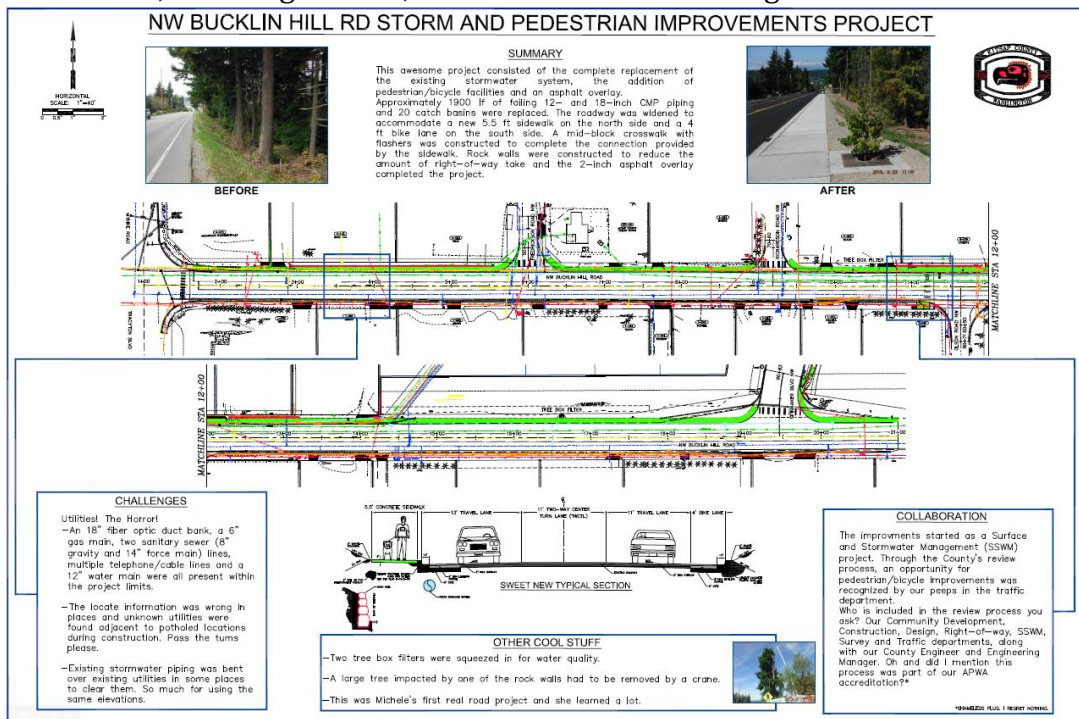
the State Transportation Attainment Report prepared by the OFM. It is hoped, and expected, that the CTM Dashboard will provide policy makers with information critical to informed decisions and provide county personnel with a tool needed to focus and improve the delivery of their transportation programs and projects. The partners in this dashboard project see these metrics as a Roadmap for Setting Priorities. The dashboard can be viewed at <http://www.crab.wa.gov/metrics>.

The flagship product developed by CRAB Information Services is **Mobility**®, a comprehensive transportation asset management system 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 saves the counties from individually spending millions on management systems that are neither as responsive to, nor as specific to their needs as **Mobility**. This year CRAB IT staff was able to enhance the functionality and usability of **Mobility** for the benefit of Washington county staff. Beyond the twenty-one asset modules that inventory the county



road system and its pertinent features (such as signs and guardrails), **Mobility** includes expert systems such as a Pavement Management System (PMS). The **Mobility** PMS is a methodology for maintaining road surfaces by systematically analyzing pavement life cycles and pavement ratings to determine the correct timing and type of pavement preservation that will be most cost effective and prevent major road deterioration. **VisRate** is a CRAB application which enables counties to easily collect road condition data in the field and rapidly share it with office staff for reporting and analysis in the **Mobility** PMS. It is not unusual for **VisRate** to reduce the time to collect a year’s worth of pavement ratings from all summer down to as little as a few weeks.

The CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software, including support and training, since 1985. This program has enabled county design staff to effectively collect, develop and manipulate the geometric information necessary for site design and construction planning, which has contained costs and improved productivity throughout the life of road projects. Currently CRAB provides road design software named *Eagle Point*®, free of charge, to Washington counties. CRAB also provides world-class consultation, support and training for both *Eagle Point* and another industry leader named *AutoDesk Civil 3D*®. In addition to improved design and project savings, the savings to counties for user licensing, support, and training in design software is hundreds of thousands of dollars each year. Because of CRAB support our county designers maintain a sophistication and competence which enables multiple forms of analysis of surface models in 3D allowing a more realistic geometric representation of the project area, volumes involved, and quantities to be moved and promotes a better design. Training classes are continuously provided to county design staff at CRAB or in their county for a savings of at least \$1295 per student. Other savings and increased competence are accomplished through a county's use of the Design Systems Program website, the design forum, and the annual Road Design Conference.



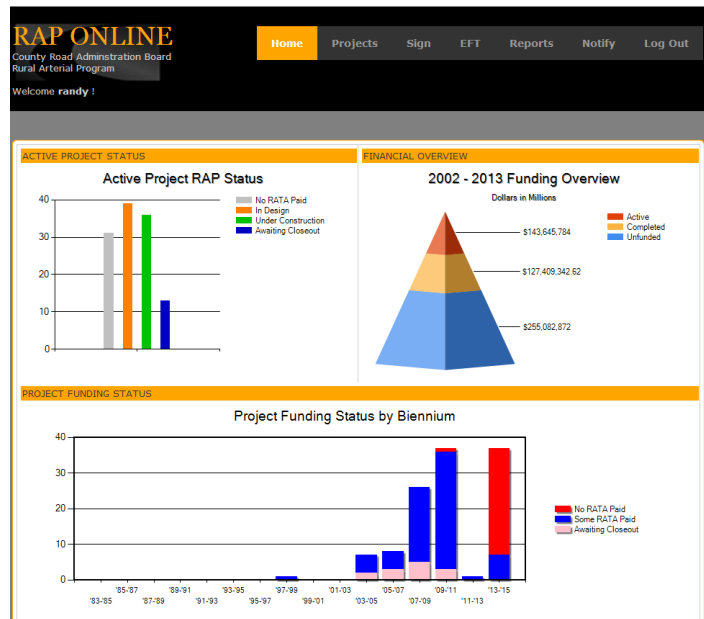
A critical initiative of the Design Systems Program in 2013 was fostering and improving a very beneficial relationship between CRAB, the counties of Washington State and Autodesk®. Autodesk is the developer of Civil 3D®, the design software now used by 38 Washington counties. Civil 3D allows counties to plan, design, obtain earthwork calculations, and perform all construction as-built for all their roadway projects. The software combines powerful design options, accurate and high-speed results, and supreme usability, setting new standards for roads engineers worldwide. Contractors who are using



the software in conjunction with their Automated Machine Guidance tools have acknowledged Civil 3D as their primary tool for getting the job done using County-designed surface models. Along with the training and support provided by CRAB, Autodesk has lent its enormous resources to the Civil 3D support of our counties. This year alone Autodesk provided three free training events to Washington county design personnel as well as being a primary sponsor of our design conference. Demand for training provided by CRAB to county personnel continues to grow.

A significant part of our IT effort this year was devoted to improving CRAB's ability to better manage our funding programs. Construction, preservation and maintenance in our counties is a challenge but is not, as many would imagine, because the work on the ground is the most difficult. The real challenge is bringing together all the players and stakeholders just before these inherently complex projects should begin. This means securing funding from multiple

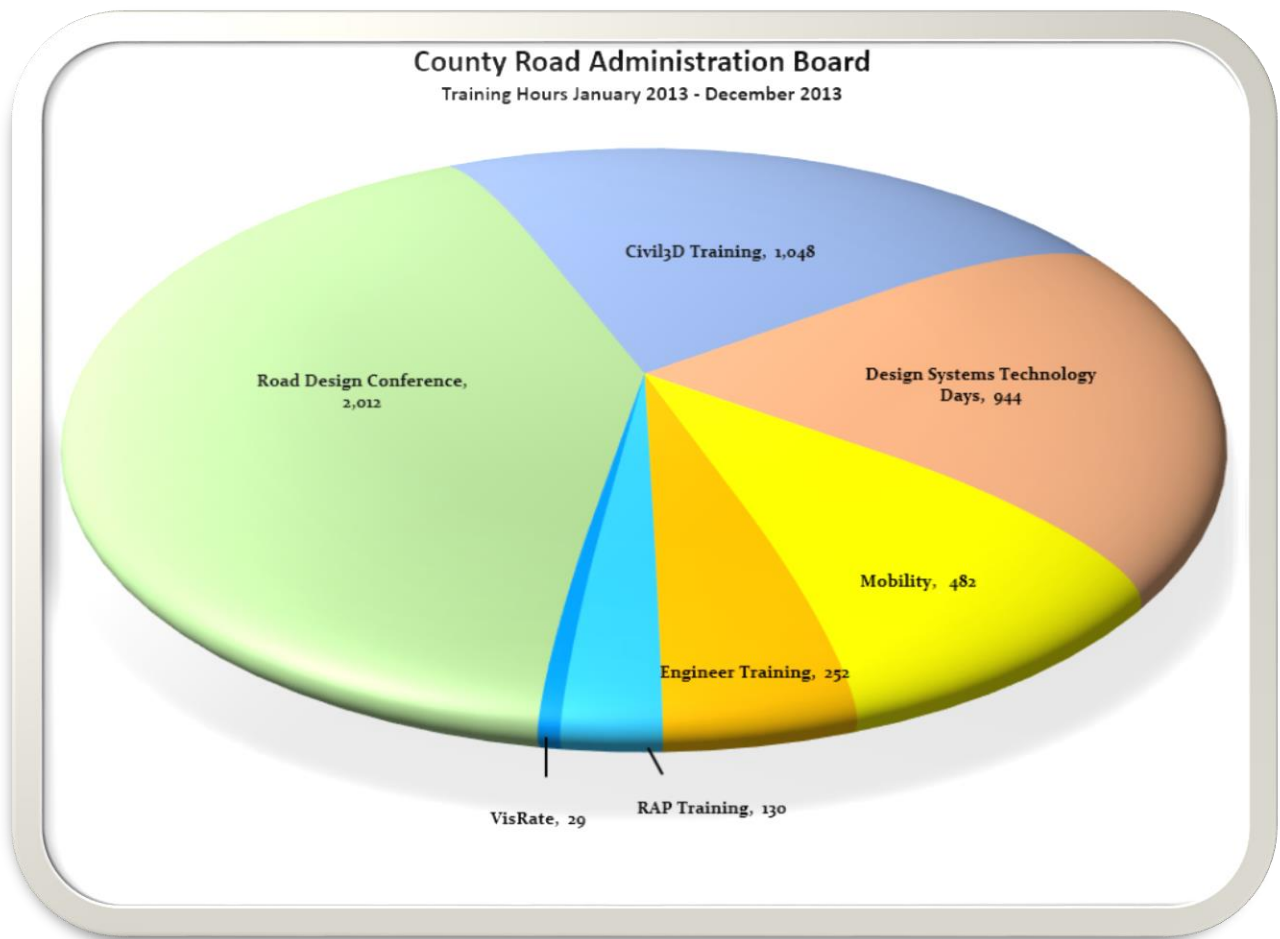
sources with uncertain revenue forecasts and negotiating with property owners, ecology, fisheries and many others. It is not unusual, because of these various delays, for a project to be eight years in planning and then only a few months in construction. As a first-in project funding source, CRAB's RAP projects often necessarily need to dedicate funds for a longer period than other funding sources. That is where the IT work on Project Portfolio Management (PPM) is critical to effectively managing those funds. Several proven PPM methods incorporated into our newest IT



applications allow the RAP program manager to quickly analyze up-to-date project information from multiple sources and adjust program spending as necessary. This in turn gives counties immediate updates so that project managers can adjust schedules, either moving projects forward or back as the situation demands or allows. Our PPM applications also provide project and spending data to the CRAB website so that anyone from a legislator to a citizen can be kept up-to-date and make more informed decisions. **"RAP Online"** is the primary PPM application developed by CRAB IT, which continues to support the needs of managing CRAB's RAP grant program. In little more than three years, over \$78 million in Rural Arterial Trust Account (RATA) funds have been paid to counties, 67 county projects have been completed, and 192 final project applications have been submitted using RAP Online. Approximately 200 county staff currently have access to RAP Online for the purpose of updating project progress, viewing project funding status, requesting project change, submitting vouchers and otherwise communicating with the RAP program manager.

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The CRAB website effectively responds to citizens and government, informing and educating users in the initiatives of CRAB and the counties. County personnel can find assistance for the effective operation and management of their road systems and assistance in compliance with law and regulation, along with schedules and forms necessary to that compliance. Citizens can find great detail on their county's road system, its road department, that department's funding, operations, construction and maintenance. Legislators can observe the breadth and detail of the accountability ensured by CRAB, as well as the good road work being done in their district. Please take time to visit this site at <http://www.crab.wa.gov> where you can learn much more about CRAB and the counties. After touring the general site you may want to spend some time perusing a wealth of active road project information under the Grant Programs tab or the massive amount of information under the Reference tab in the Library section.



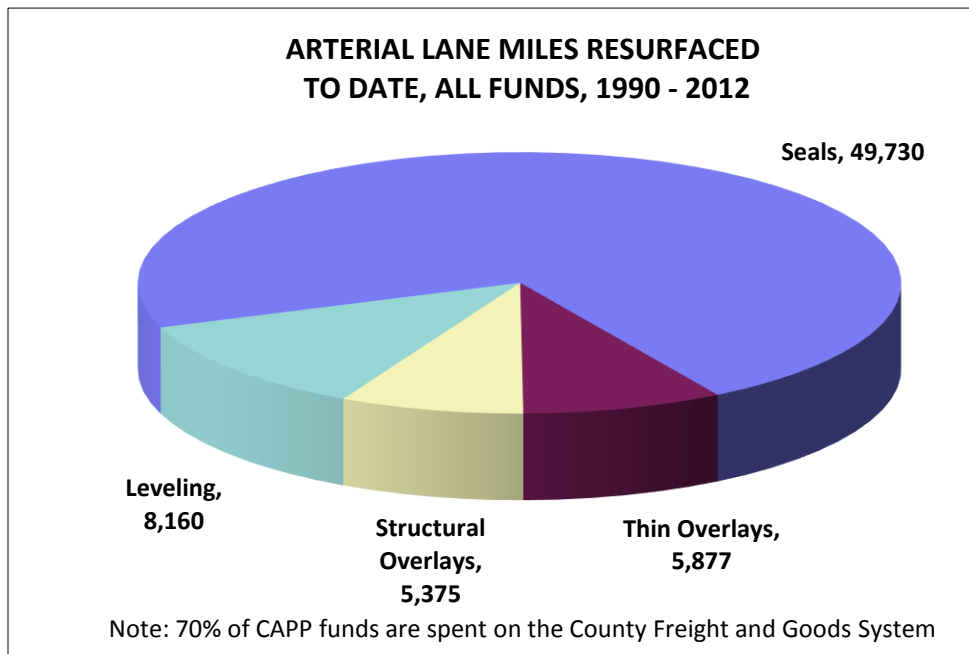
Demand for training provided by CRAB to county personnel continues to grow.

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## Grant Programs

### County Arterial Preservation Program (CAPP)

The CAPP and RAP programs utilized a total of 18.1 million and \$17 million, respectively, to make significant improvements to the strength, survivability, and safety of county arterial roads in 2012. These CRAB-managed programs improved freight haul 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 - CAPP*

In 2012 the counties of Washington State utilized three statewide funding sources within the CAPP to address their pavement preservation needs: the County Arterial Preservation Account (**CAPA**), the Transportation Partnership Account (**TPA**) and the new Highway Safety Account (**HSA**). The \$3.5 million in new funding from the HSA came via the CRABoard supplemental transportation budget (Engrossed Substitute House Bill 2190) “solely for the county arterial preservation program to help counties meet urgent preservation needs.” While the CAPA and TPA funds are generated through statewide fuel tax receipts, the HSA is license fees that are collected by the Department of Licensing. The total expended in 2012 by counties from these three funding sources was \$18.1 million (see Table H on page 28 of this report). Adding county funds, the total expended on pavement preservation was \$57.3 million. The pavement preservation work accomplished by counties in 2012 with the assistance of the three state funds greatly reduced the need for high cost maintenance and repairs in the future. The chart above describes the total miles of resurfacing work the counties have accomplished since the program began in 1990.



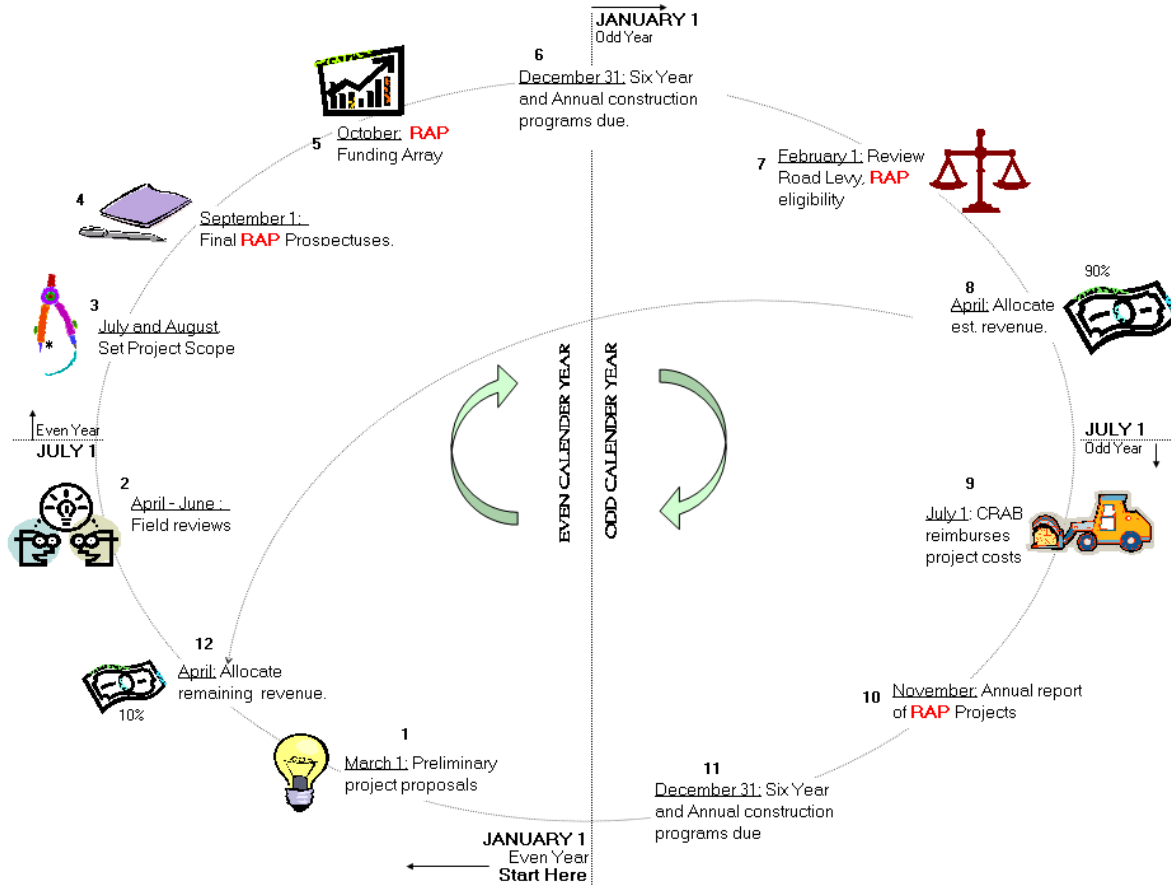
## Rural Arterial Program (RAP)

When county rural roads endure the heightened impacts of growth and freight haul, they often also experience a safety crisis due to deficient geometry. Width, structural and alignment deficiencies cannot be addressed through a resurfacing project. Fortunately, the RAP was created in 1983 to address these additional deficiencies. The counties used \$16,952,000 of these funds in 2012 (see Table C on page 23) to fix these conditions, increasing haul and traffic capabilities and improving safety.

### RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY AND LEGISLATIVE DISTRICT IN 2012

<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s RECEIVED</u>	<u>COUNTY</u>	<u>LEG. DIST.</u>	<u>RATA \$'s RECEIVED</u>
ADAMS	09	97,922	LEWIS	18	61,944
ASOTIN	16	155,975	LEWIS	20	87,027
BENTON	15	1,429,120	LINCOLN	07	933,463
BENTON	16	122,478	MASON	35	905,378
CHELAN	12	1,703,054	OKANOGAN	12	145,927
CLALLAM	24	57,783	PACIFIC	19	468,710
CLARK	18	972,275	PEND OREILLE	07	10,125
COLUMBIA	16	69,460	PIERCE	31	88,215
COWLITZ	18	602,999	SAN JUAN	40	376,259
COWLITZ	19	84,213	SKAGIT	40	78,744
DOUGLAS	12	180,422	SNOHOMISH	39	216,223
FERRY	07	1,092,250	STEVENS	07	2,235,936
FRANKLIN	09	4,140	THURSTON	02	282,888
FRANKLIN	16	1,288,256	THURSTON	20	112,357
GARFIELD	09	191,124	THURSTON	35	59,213
GARYS HARBOR	24	29,090	WAHKIAKUM	19	192,875
GRANT	13	61,963	WALLA WALLA	16	485,524
ISLAND	10	21,585	WHATCOM	42	52,568
JEFFERSON	24	62,956	WHITMAN	09	146,094
KING	45	40,491	YAKIMA	13	478,576
KITTITAS	13	344,765	YAKIMA	15	404,406
KLICKITAT	15	517,063			
				TOTAL	16,951,836

## RURAL ARTERIAL PROGRAM BIENNIUM CYCLE



*County Engineers meet and plan for future use of CAPP and RAP funds.*

## History of RATA Funds per County as of November 2013:

<u>REGION</u> <u>COUNTY</u>	<u>TOTAL RATA</u> <u>APPROVED</u>	<u>TOTAL RATA</u> <u>SPENT</u>	<u>%</u> <u>SPENT</u>
NE Adams	19,697,884	15,524,439	79%
NE Chelan	20,837,900	18,786,771	90%
NE Douglas	23,996,535	20,053,161	84%
NE Ferry	17,886,230	13,426,524	75%
NE Grant	26,859,268	23,160,252	86%
NE Lincoln	23,307,820	20,793,501	89%
NE Okanogan	18,337,082	13,588,654	74%
NE Pend Oreille	16,987,378	12,108,967	71%
NE Spokane	31,466,191	21,076,768	67%
NE Stevens	26,713,785	20,947,787	78%
NE Whitman	<u>24,322,212</u>	<u>20,267,993</u>	83%
NE REGION TOTALS	250,412,285	199,734,819	
NW Clallam	8,752,006	7,022,994	80%
NW Island	13,305,700	10,603,521	80%
NW Jefferson	5,698,840	3,132,473	55%
NW Kitsap	11,505,520	7,404,137	64%
NW San Juan	7,432,508	5,877,423	79%
NW Skagit	8,438,733	5,819,702	69%
NW Whatcom	<u>11,932,182</u>	<u>10,567,086</u>	89%
NW REGION TOTALS	67,065,489	50,427,336	
PS King	15,334,725	10,203,992	67%
PS Pierce	14,473,366	9,964,777	69%
PS Snohomish	<u>12,155,803</u>	<u>10,817,213</u>	89%
PS REGION TOTALS	41,963,894	30,985,982	
SE Asotin	12,928,911	9,622,921	74%
SE Benton	16,754,832	11,525,340	69%
SE Columbia	13,293,271	7,734,111	58%
SE Franklin	12,728,886	12,243,301	96%
SE Garfield	12,597,743	11,787,678	94%
SE Kittitas	13,437,770	13,138,381	98%
SE Klickitat	18,214,953	16,552,827	91%
SE Walla Walla	16,467,590	14,173,760	86%
SE Yakima	<u>21,962,312</u>	<u>15,970,785</u>	73%
SE REGION TOTALS	138,386,268	112,749,104	
SW Clark	10,713,718	9,100,722	85%
SW Cowlitz	12,478,406	10,439,217	84%
SW Grays Harbor	13,623,668	13,328,213	98%
SW Lewis	9,936,373	6,241,845	63%
SW Mason	12,113,425	8,889,569	73%
SW Pacific	9,622,465	8,724,721	91%
SW Skamania	1,997,968	1,817,573	91%
SW Thurston	14,129,268	10,484,359	74%
SW Wahkiakum	<u>7,271,126</u>	<u>3,458,592</u>	48%
SW REGION TOTALS	91,886,417	72,484,812	
STATEWIDE TOTAL	589,714,353	466,382,051	79%



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## 2012/2013 Grant Program Projects

### Benton County Reconstructs Clodfelter – Locust Grove Roads

The reconstruction of Clodfelter Road and realigning of Locust Grove Road (previously gravel surfaced) completed a farm to market corridor that now allows the large semi-trucks to haul via the newly completed Intertie Road built by Benton County, now State Highway SR397. Both road systems now relieve trucks from having to haul through the middle of Kennewick as they transport goods from the agricultural area known as the Horse Heaven Hills to the Port of Pasco.



All of the typical road functional features were deficient and therefore were included in the project improvements. Horizontal and vertical alignment were the major detractors for any truck traffic. The road was narrow and had poor drainage structures. It was therefore realigned, smoothed out on top of higher capacity culverts, surfaced to an all-weather pavement structure.

The farmers up on the Horse Heaven area exclaim, "What a great route this is now!", and "It saves time, and headaches!"

Contractor: Tapani Underground Inc.  
RAP Funds: \$2,250,000  
County Funds: \$2,504,000

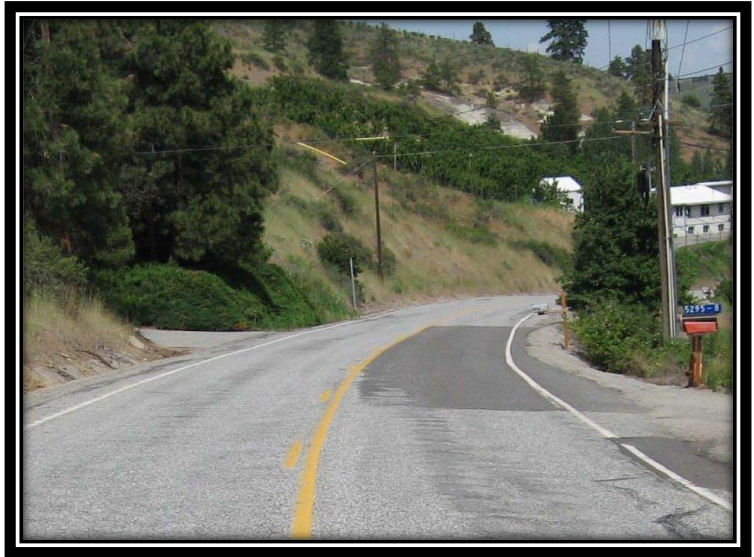


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## Heavy Recreation Use Drives Need for Upper Squilchuck Road Improvements by Chelan County

Upper Squilchuck Road is located south of the City of Wenatchee, and is the only access to homes, logging, the Mission Ridge Ski Resort, and many other recreational opportunities. Due to the intense year around use, the road was failing fast in its unimproved condition.

The RAP funded project provided an all-weather base and hot mix asphalt surfacing. The road was widened from 30 feet to 32 feet and the slow-traffic climbing lane was lengthened. Improvements to the vertical and horizontal alignments were made, including smoothing one tight curve so that speed warning signs were no longer needed. Drainage and clear zone area was addressed along the project length. In addition, the project improved the alignment of the Wenatchee Heights Road and Mission Ridge Road/State Park approaches.



The county has received several compliments on the improvements made at the Mission Ridge Road/State Parks/Squilchuck Road intersection.

Contractor:  
Selland Construction  
RAP Funds: \$2,003,080  
County Funds: \$104,657  
Federal Funds: \$872,700



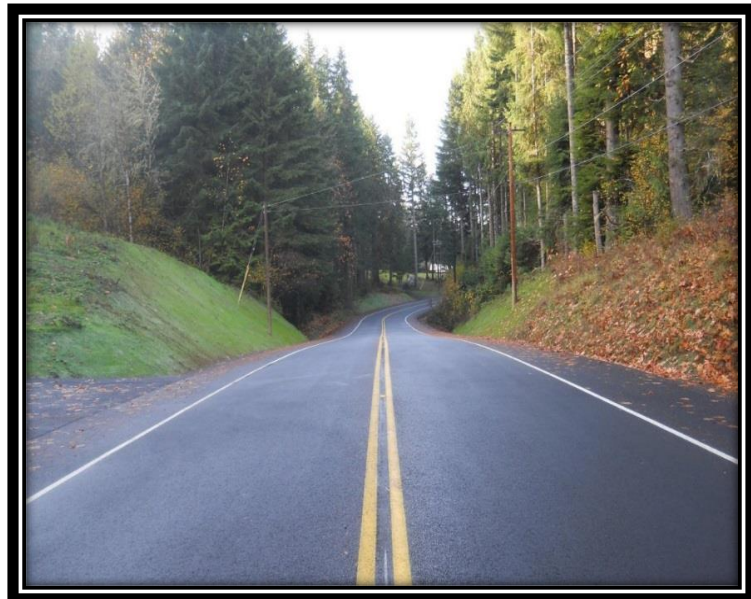
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## Cowlitz County Transforms South Silverlake Road into a Safe, Enjoyable Ride



South Silver Lake Road is an arterial road that links Interstate 5 and State Route 504 and provides for timber and rock hauling in addition to rural residential uses. There is also a landfill on South Silver Lake Road within 2 miles of the end of the current project. Deficiencies included a substandard road width of 22 feet, inadequate sight distance at vertical and horizontal curves, and a confusing alignment at the intersections of South Silver Lake Road, Davis Spur Road and Headquarters Road.

The roadway, milepost 2.85 to milepost 4.0 was widened to 36 feet, including two 12 foot wide lanes and 6 foot wide shoulders. Substandard horizontal and vertical curves were reconstructed to improve the sight distance. The intersections of Headquarters Road/Davis Spur/South Silver Lake Road were revised to improve sight distance and alignment. The construction went very well, with positive feedback from several of the residents regarding the contractor's work.



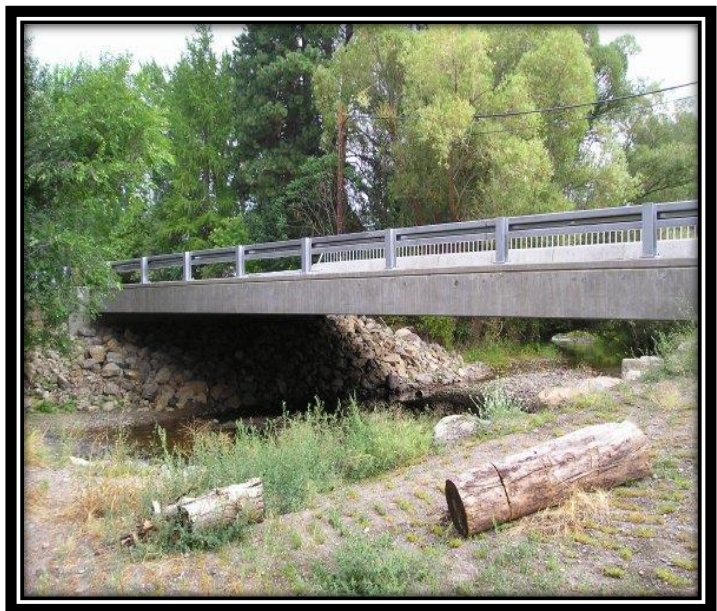
Contractor:	Colf Construction
RAP Funds:	\$750,000
County Funds	\$665,645
Federal Funds:	\$645,929

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## Stevens County Addresses Emergency Needs on Arden Bridge with RAP Funding

The nearly 100 year old Arden Bridge has been an important transportation link in the local community providing quick access for north and south traffic to farms, markets and residences. It is also a short cut to and from US 20.

The county had conducted its yearly scour inspection on the bridge after an unusually heavy rain storm runoff in the spring of 2011 and discovered the scour issue required closing the structure. The county hired a bridge consultant to make full assessment of the problem. In consultation with Stevens County, Nicholls Engineering of Spokane on July 6, 2011 gave the bridge a sufficiency rating of 30.06 – Structurally Deficient - which was significantly lower than the prior rating of 49.31. The consultant also recommended the bridge remain closed to traffic and the shoreline access restricted. The issue of immediate concern was the center pier of the bridge which has a spread footing that was completely undermined, with debris trapped underneath. On July 26, 2011, the county declared the bridge an emergency and the bridge remained closed.



With RATA emergency funding, the existing bridge was removed and replaced with a single span pre-stressed concrete structure that was wider and included a sidewalk, which was separated from the travel way via jersey rail. Feedback from the public has been very positive. Many have commented that the wider bridge is much more accessible and the sidewalk a very welcome addition.

Contractor: West Company, Inc.; RAP Funds: \$650,000; County Funds: \$88,603



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## Pacific County Rebuilds and Stabilizes Shifting Monohon Landing Road

Monohon Landing Road is an important arterial road that connects the City of Raymond with the area west known as Old Willapa. This RAP funded project was located at two ongoing slides on the road that dates back over 50 years. The maintenance of these slides consumed many hours of labor and equipment. The roadbed surface was potholed nearly every day and weekly maintenance was needed for continual grading and surfacing.



Pacific County road crew personnel tackled the most easterly slide first by excavating the area to hardpan soils, constructing drainage control features, installing geotextile and geogrid in the roadbed, and finally placing base and top course. The second year Pacific County road crew personnel excavated the westerly slide to the hardpan soils, and repeated the corrective actions as done on the easterly slide. Finally a small works contract with Lakeside / Peterson Bros. applied hot mix asphalt and guardrail.

This RAP funded project is a major upgrade to what was in the past a high maintenance road section and has received much positive public feedback.

RAP Funds:	\$1,126,665
County Forces Funds:	\$125,185



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## Yakima County Gives Summitview Road a Timely Upgrade

Summitview Road is a major collector road that supports 5,231 vehicles a day and serves the rural community of Cowiche and the Town of Tieton.



The unimproved roadway was narrow with little or no shoulders. The pavement was in poor condition, and the intersection with North Cowiche Road was a substandard “Y” configuration. Given these conditions and the high traffic volume, the road was desperately in need of an upgrade.

The improvements widened the roadway to provide 12 foot through lanes and 8 foot paved shoulders. Through the limits of the rural community of Cowiche the roadway was improved to a three lane section with curb/gutter sidewalks and enclosed drainage. The intersection of North Cowiche was reconstructed (squared up) to a “T” intersection. The new sidewalks provide students a safe path from the high school to the store in Cowiche.

The improvements widened the roadway to provide 12 foot through lanes and 8 foot paved shoulders. Through the limits of the rural community of

Contractor:  
Granite Construction Co.

RAP Funds: \$1,692,000  
County Funds: \$3,373,930



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## Skagit County Gives Heavily Travelled Francis Road Long- Needed Attention

Francis Road is a two lane rural roadway that was originally a gravel driveway to the adjacent farms. After the bridge was completed over Nookachamps Creek, the roadway was extended to connect Clear Lake with Mount Vernon. Over the years the amount of traffic using Francis Road has steadily grown due to the increase of residents living in the area.

Having tight curves and the lack of shoulders, Francis Road experienced a high number of accidents. The narrow roadway width did not accommodate pedestrians and bicyclists, or allow for stalled, broken down vehicles to move safely out of harm's way.



The improvements combined RAP, Federal and County funded segments to make overall improvement of 1.39 miles. The new roadway provides twelve foot lanes and eight foot shoulders in both directions of travel. The result is an even flow of traffic that provides a safer route for pedestrians, bicyclists, and local farmers who need to move large equipment from time to time.

The paved shoulders also allow law enforcement to monitor traffic and cite speeding drivers in a safe manner. Local citizens originally questioned the proposed improvements, fearing the county was creating a hazardous "freeway" condition within this rural countryside. Upon completion of the project, however, the county received numerous comments thanking them for a safer road that still preserves its original rural charm.



## Table A

# COUNTY BRIDGE DATA - NOVEMBER 2013

### 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	114	2	6,453	3	3,893	38	71,109	71	86,839	16
ASOTIN	18	0	0	0	0	13	134,150	5	9,814	2
BENTON	50	1	593	0	0	23	69,539	26	26,833	8
CHELAN	50	2	14,584	2	1,083	26	111,006	20	44,510	13
CLALLAM	29	1	10,960	1	1,426	10	53,242	17	64,300	9
CLARK	56	0	0	0	0	26	112,474	30	50,155	20
COLUMBIA	62	2	3,722	2	2,059	32	55,003	26	38,949	9
COWLITZ	63	2	7,889	5	23,223	26	117,641	30	71,698	15
DOUGLAS	21	1	1,984	0	0	14	54,494	6	5,037	1
FERRY	21	0	0	1	730	6	9,694	14	22,639	7
FRANKLIN	85	1	2,097	1	594	40	67,039	43	57,834	6
GARFIELD	32	1	1,695	0	0	19	17,117	12	12,538	6
GRANT	193	1	552	3	2,712	102	246,930	87	118,630	11
GRAYS HARBOR	158	5	6,934	3	3,551	67	331,638	83	178,109	20
ISLAND	0	0	0	0	0	0	0	0	0	0
JEFFERSON	29	1	1,078	0	0	10	17,375	18	59,366	4
KING	131	4	62,927	7	14,101	72	361,463	48	121,879	50
KITSAP	32	0	0	2	2,793	19	49,623	11	14,107	4
KITTITAS	111	1	864	1	627	27	78,369	82	136,493	8
KLICKITAT	57	0	0	5	4,161	14	41,221	38	79,042	13
LEWIS	194	4	4,356	1	607	65	215,778	124	218,331	23
LINCOLN	122	2	2,441	7	5,625	42	62,798	71	97,593	13
MASON	52	0	0	1	936	10	41,428	41	105,970	13
OKANOGAN	50	0	0	1	931	12	50,376	37	65,908	6
PACIFIC	60	0	0	0	0	9	28,944	51	130,609	12
PEND OREILLE	27	1	1,092	1	462	11	102,037	14	15,088	7
PIERCE	102	3	51,842	0	0	66	278,983	33	50,112	39
SAN JUAN	4	0	0	1	1,274	1	600	2	1,682	2
SKAGIT	105	1	28,368	3	3,200	41	165,057	60	123,577	21
SKAMANIA	25	0	0	1	1,980	5	30,218	19	55,471	6
SNOHOMISH	165	8	15,253	11	16,210	89	472,934	57	165,029	48
SPOKANE	102	4	6,630	6	6,569	47	222,691	45	108,086	26
STEVENS	48	0	0	0	0	7	25,523	41	74,996	5
THURSTON	98	0	0	0	0	52	205,115	46	112,446	25
WAHKIAKUM	20	0	0	1	2,419	12	35,913	7	12,494	1
WALLA WALLA	105	0	0	0	0	43	125,106	62	110,454	10
WHATCOM	136	1	7,560	2	2,228	34	118,860	99	154,403	26
WHITMAN	250	5	12,268	7	5,753	119	230,576	119	152,425	56
YAKIMA	293	3	7,334	5	5,098	155	405,239	130	205,945	43
<b>TOTAL</b>	<b>3,270</b>	<b>57</b>	<b>259,476</b>	<b>84</b>	<b>114,245</b>	<b>1,404</b>	<b>4,817,303</b>	<b>1,725</b>	<b>3,159,391</b>	<b>604</b>
<b>Total Replacement Cost* (\$ Million):</b>			<b>\$169</b>		<b>\$74</b>		<b>\$3,131</b>		<b>\$2,054</b>	

\*At \$650 per Square Foot

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

**Table B**

**ACTUAL COUNTY ROAD RELATED REVENUES  
2012**

(thousands of dollars)

COUNTY	MOTOR VEHICLE FUEL TAX					TAXES				MISC				TOTAL
	COUNTY REGULAR	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	FOREST HARVEST	OTHER TAXES	TOTAL TAXES	FED GRANTS	FED LANDS	REIMB	OTHER	
ADAMS	3,839	0	98	778	4,715	1,436	0	19	1,455	397	2	0	156	6,725
ASOTIN	1,529	0	116	146	1,791	1,129	0	3	1,132	454	39	146	31	3,593
BENTON	2,954	418	1,051	426	4,849	5,267	0	95	5,362	8	785	209	9,029	20,242
CHELAN	2,115	0	1,585	337	4,037	6,815	11	48	6,874	3,318	767	11	498	15,505
CLALLAM	1,836	0	58	187	2,081	6,569	415	33	7,017	1,816	487	835	2,276	14,512
CLARK	6,164	0	313	677	7,154	31,088	234	34	31,356	7,904	3	77	18,326	64,820
COLUMBIA	1,373	0	114	203	1,690	979	5	4	988	361	112	68	125	3,344
COWLITZ	1,872	0	687	320	2,879	9,293	772	83	10,148	1,397	86	430	860	15,800
DOUGLAS	3,854	42	175	344	4,415	4,492	0	33	4,525	101	0	2,836	3,569	15,446
FERRY	1,655	0	1,092	253	3,000	784	30	1	815	22	550	2	1,257	5,646
FRANKLIN	2,690	0	0	492	3,182	2,654	0	19	2,673	1,386	98	0	1,556	8,895
GARFIELD	1,129	0	281	183	1,593	394	17	6	417	952	72	0	226	3,260
GRANT	5,967	0	62	1,197	7,226	8,269	0	153	8,422	868	240	0	2,055	18,811
GRAYS HARBOR	2,270	0	29	373	2,672	4,577	1,148	32	5,757	2,454	200	47	1,524	12,654
ISLAND	2,112	0	311	166	2,589	8,027	0	3	8,030	1,036	0	86	4,723	16,464
JEFFERSON	1,344	0	63	186	1,593	3,276	188	10	3,474	1,010	433	17	332	6,859
KING	13,098	4,698	32	595	18,423	74,182	372	41	74,595	35,585	153	9,580	62,154	200,490
KITSAP	4,940	1,015	26	450	6,431	25,248	78	27	25,353	963	17	95	4,119	36,978
KITTITAS	1,847	0	2,246	438	4,531	4,159	4	10	4,173	1,180	341	162	826	11,213
KLICKITAT	2,532	0	527	503	3,562	4,075	335	13	4,423	607	40	23	1,312	9,967
LEWIS	3,199	73	847	413	4,532	9,821	1,193	11	11,025	2,476	1,058	113	1,464	20,668
LINCOLN	3,967	0	933	550	5,450	1,231	0	15	1,246	89	4	0	902	7,691
MASON	2,145	0	961	378	3,484	8,259	311	22	8,592	966	181	11	2,338	15,572
OKANOGAN	2,896	0	146	582	3,624	3,671	26	14	3,711	1,655	960	48	348	10,346
PACIFIC	1,304	0	469	172	1,945	2,869	559	7	3,435	731	11	35	253	6,410
PEND OREILLE	1,552	0	10	240	1,802	1,182	66	1	1,249	2,216	491	3	474	6,235
PIERCE	10,345	3,400	610	994	15,349	49,256	212	2,442	51,910	2,946	328	1,226	29,173	100,932
SAN JUAN	859	0	457	124	1,440	3,283	0	5	3,288	67	0	0	2,562	7,357
SKAGIT	3,123	4,854	1,017	510	9,504	10,797	287	47	11,131	6,513	296	31	3,692	31,167
SKAMANIA	892	0	0	99	991	1,522	277	6	1,805	142	1	0	216	3,155
SNOHOMISH	8,930	376	253	728	10,287	53,846	303	379	54,528	3,791	0	1,653	20,082	90,341
SPOKANE	8,739	1,340	0	1,073	11,152	15,720	24	0	15,744	3,150	5	701	8,399	39,151
STEVENS	3,550	0	2,236	666	6,452	4,621	256	3	4,880	880	207	106	1,045	13,570
THURSTON	4,709	900	498	424	6,531	16,981	213	335	17,529	3,324	58	266	4,410	32,118
WAHKIAKUM	801	0	97	113	1,011	229	141	1	371	713	2	0	776	2,873
WALLA WALLA	2,789	52	486	574	3,901	4,860	4	65	4,929	2,835	4	0	456	12,125
WHATCOM	3,784	0	58	418	4,260	16,876	282	62	17,220	1,030	454	213	4,679	27,856
WHITMAN	3,973	0	146	600	4,719	2,075	0	36	2,111	547	0	157	2,108	9,642
YAKIMA	5,533	1,603	804	1,056	8,996	12,925	21	22	12,968	4,192	779	39	1,710	28,684
TOTALS	138,210	18,771	18,894	17,968	193,843	422,737	7,784	4,140	434,661	100,082	9,264	19,226	200,041	957,117

% OF TOTAL      14.4%    2.0%    2.0%    1.9%    20.3%    44.2%    0.8%    0.4%    45.4%    10.5%    1.0%    2.0%    20.9%

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

**Table C**

**ACTUAL COUNTY ROAD RELATED EXPENDITURES**

Including RAP and CAPP

**2012**

(thousands of dollars)

COUNTY	CONST	MAINT	ADMIN & OPER	FACIL	FERRY	REIMB	BOND WARRANT RETT	TRAFFIC POLICING **	OTHER ***	TOTAL INCLUDES RAP & CAPP	RAP	CAPP
ADAMS	1,764	2,848	1,303	0	0	176	0	0	1,067	7,158	98	778
ASOTIN	1,425	1,895	688	0	0	0	0	0	0	4,008	156	146
BENTON	6,704	3,728	1,571	0	0	337	316	0 *	1,305	13,961	1,552	426
CHELAN	6,862	5,031	2,297	0	0	6	0	0	195	14,391	1,703	338
CLALLAM	4,845	3,342	2,490	7	0	138	0	300	159	11,281	58	187
CLARK	31,207	15,113	12,148	83	0	0	20	0 *	2,733	61,304	972	677
COLUMBIA	868	1,736	339	11	0	0	132	0	12	3,098	69	154
COWLITZ	6,354	5,117	2,469	46	0	0	71	0 *	22	14,079	687	320
DOUGLAS	5,144	5,103	2,219	28	0	220	949	0	869	14,532	180	657
FERRY	1,476	2,247	629	0	0	0	0	546	1,294	6,192	1,092	285
FRANKLIN	3,306	3,896	1,066	0	0	171	155	33	120	8,747	1,292	866
GARFIELD	1,527	1,259	243	0	0	84	3	0	417	3,533	191	183
GRANT	4,412	11,359	1,741	0	0	176	2	167	814	18,671	62	1,197
GRAYS HARBOR	5,220	5,930	1,584	55	0	115	0	0	257	13,161	29	373
ISLAND	6,321	3,222	2,641	0	0	57	0	0	1,646	13,887	22	310
JEFFERSON	1,031	3,994	1,570	143	0	14	36	0 *	562	7,350	63	186
KING	79,130	35,811	17,670	2,860	0	7,831	9,541	4,000	26,144	182,987	40	733
KITSAP	9,202	12,044	6,912	62	0	952	50	0 *	352	29,574	0	450
KITTITAS	5,760	2,643	1,041	0	0	217	0	0 *	634	10,295	345	500
Klickitat	3,141	5,257	838	0	0	36	1	0	31	9,304	517	503
LEWIS	5,681	11,016	3,218	14	0	0	1	0 *	871	20,801	149	413
LINCOLN	1,062	5,493	1,166	138	0	170	0	0 *	0	8,029	933	550
MASON	5,454	4,706	2,550	98	0	0	1,161	0 *	2,202	16,171	905	0
OKANOGAN	1,969	4,558	2,023	1	0	26	367	0	7	8,951	146	582
PACIFIC	1,845	2,455	729	102	0	5	0	299	61	5,496	469	3
PEND OREILLE	2,621	2,054	804	34	0	320	0	0	141	5,974	10	180
PIERCE	26,471	27,088	24,537	268	5,217	34	61	2,675	22,550	108,901	88	994
SAN JUAN	2,403	2,717	1,415	41	0	105	392	0 *	44	7,117	376	124
SKAGIT	14,634	9,352	5,667	32	1,709	671	0	0	659	32,724	79	511
SKAMANIA	86	1,146	542	0	0	60	0	0	487	2,321	0	0
SNOHOMSH	24,362	24,938	21,342	172	0	4,253	745	0	7,949	83,761	216	728
SPOKANE	15,860	12,019	6,561	6	0	1,490	3,309	0 *	544	39,789	0	1,071
STEVENS	5,906	5,973	893	0	0	1	0	0	0	12,773	2,236	320
THURSTON	5,712	12,573	8,445	1,487	0	0	0	0	1,956	30,173	454	498
WAHIAKUM	1,051	959	258	0	685	24	0	0	72	3,049	193	113
WALLA WALLA	6,378	6,214	1,732	0	0	293	0	0	0	14,617	486	574
WHATCOM	3,920	11,529	4,485	67	2,484	517	0	0 *	325	23,327	53	515
WHITMAN	2,487	3,522	1,201	0	0	0	0	81	0	7,291	146	601
YAKIMA	16,416	8,290	3,086	35	0	351	993	0	27	29,198	883	1,056
<b>TOTALS</b>	<b>330,017</b>	<b>288,177</b>	<b>152,113</b>	<b>5,790</b>	<b>10,095</b>	<b>18,850</b>	<b>18,305</b>	<b>8,101</b>	<b>76,528</b>	<b>907,976</b>	<b>16,952</b>	<b>18,101</b>

% OF TOTAL      36.3%      31.7%      16.8%      0.6%      1.1%      2.1%      2.0%      0.9%      8.4%

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 D**

**ANTICIPATED COUNTY ROAD FUND REVENUES  
2013 BUDGETS**

(thousands of dollars)

COUNTY	BEGIN FUND BAL	MOTOR VEHICLE FUEL TAX					TAXES			MISC				TOTAL
		COUNTY		OTHER			PROP- ERTY	FOREST HARVEST	OTHER TAXES	FED GRANTS	FED LANDS	REIMB	OTHER	
		REGULAR	TIB	RAP	CAPP	MVFT								
ADAMS	2,668	3,903	0	2,070	872	0	1,415	0	8	1,178	1	14	145	12,274
ASOTIN	997	1,563	0	850	163	0	986	0	0	1,780	35	13	59	6,446
BENTON	1,632	2,988	465	765	475	109	5,825	0	79	1,894	0	0	3,195	17,427
CHELAN	2,450	2,161	304	138	377	0	6,901	44	0	1,350	686	6	1,130	15,547
CLALLAM	13,377	1,867	0	756	0	482	6,723	306	11	7,035	441	0	1,799	32,797
CLARK	27,578	6,400	0	0	678	7,998	30,548	55	101	3,666	7	100	9,491	86,622
COLUMBIA	400	1,350	0	1,408	218	0	885	0	0	1,267	99	0	15	5,642
COWLITZ	4,850	2,268	0	1,724	350	0	9,213	100	70	3,470	0	245	686	22,976
DOUGLAS	2,450	3,300	185	3,453	310	5,841	4,587	0	111	1,824	0	243	508	22,812
FERRY	900	1,683	0	1,600	284	0	824	5	1	771	471	0	400	6,939
FRANKLIN	500	2,626	0	0	553	0	2,279	0	23	2,880	0	100	207	9,168
GARFIELD	768	1,245	0	70	198	0	585	2	4	1,119	65	178	105	4,339
GRANT	8,305	6,064	0	764	1,335	0	8,181	0	1,845	3,125	0	25	481	30,125
GRAYS HARBOR	5,349	2,308	0	1,090	414	0	5,226	450	30	1,980	226	195	1,069	18,337
ISLAND	0	1,800	0	145	408	4,267	8,055	0	2	1,982	0	0	203	16,862
JEFFERSON	4,141	1,366	0	224	210	20	4,070	75	5	6,459	404	0	238	17,212
KING	745	12,132	0	0	776	0	64,555	0	0	9,923	0	17,389	29,455	134,975
KITSAP	19,601	5,065	0	72	389	0	25,949	0	31	3,448	0	390	1,480	56,425
KITTITAS	14,759	1,793	0	336	468	0	4,550	0	0	1,043	100	153	59	23,261
KLICKITAT	2,286	2,400	0	2,600	500	0	4,000	30	0	2,500	0	0	1,116	15,432
LEWIS	9,886	3,253	0	1,325	463	279	9,956	700	6	4,709	1,005	51	2,386	34,019
LINCOLN	750	4,034	0	765	618	0	1,250	0	10	745	0	0	460	8,632
MASON	1,680	2,100	0	1,988	420	0	8,295	250	25	393	2	0	3,132	18,285
OKANOGAN	4,500	3,218	0	982	652	0	4,032	10	0	1,461	780	467	124	16,226
PACIFIC	4,119	1,226	0	1,440	193	0	3,044	271	7	543	0	30	369	11,242
PEND OREILLE	500	1,587	0	21	269	20	1,443	40	1	172	460	2	350	4,865
PIERCE	27,718	10,094	3,780	396	1,116	250	50,154	167	38	3,698	297	2,909	16,993	117,610
SAN JUAN	600	890	0	1,800	105	2,500	3,550	0	3	1,885	0	63	159	11,555
SKAGIT	8,972	3,176	977	702	572	600	11,101	300	45	4,175	300	0	2,592	33,512
SKAMANIA	1,093	835	0	181	137	0	1,584	200	0	3,866	0	0	51	7,947
SNOHOMISH	1,515	9,466	0	0	627	2,299	54,763	265	250	12,652	0	3,001	15,779	100,617
SPOKANE	4,363	8,864	564	143	1,198	1,092	18,847	9	48	7,233	0	457	1,932	44,750
STEVENS	4,000	3,500	0	1,645	562	0	4,860	300	2	1,933	200	20	21	17,043
THURSTON	8,200	4,788	210	2,158	559	0	17,182	0	218	6,851	0	0	6,814	46,980
WAHKIAKUM	1,000	784	0	191	120	495	360	80	1	6,005	0	0	234	9,270
WALLA WALLA	3,700	2,830	0	432	645	0	4,850	2	60	1,687	0	0	633	14,839
WHATCOM	26,455	3,885	0	0	2,055	0	17,707	100	35	501	500	72	4,907	56,217
WHITMAN	6,657	4,000	0	2,900	500	0	2,072	0	25	6,825	0	71	16	23,066
YAKIMA	2,900	5,625	2,650	831	1,189	0	10,100	0	0	5,463	0	0	2,170	30,928
<b>TOTAL</b>	<b>232,364</b>	<b>138,437</b>	<b>9,135</b>	<b>35,965</b>	<b>20,978</b>	<b>26,252</b>	<b>420,507</b>	<b>3,761</b>	<b>3,095</b>	<b>129,491</b>	<b>6,079</b>	<b>26,194</b>	<b>110,963</b>	<b>1,163,221</b>

% OF TOTAL      20.0%    11.9%    0.8%    3.1%    1.8%    2.3%    36.2%    0.3%    0.3%    11.1%    0.5%    2.3%    9.5%

**Table E**

**ANTICIPATED COUNTY ROAD FUND EXPENDITURES  
2013 BUDGETS**

(thousands of dollars)

COUNTY	CONST	MAINT	ADMIN & OPER	FACIL	FERRY	REIMB	BOND WARR RETT	TRAFFIC POLICING	OTHER	TOTAL	END FUND BAL	GRAND TOTAL
ADAMS	3,779	4,925	1,223	0	0	60	0	0	84	10,071	2,203	12,274
ASOTIN	2,605	2,381	682	0	0	0	0	0	0	5,668	778	6,446
BENTON	9,018	5,446	1,618	0	0	385	210	523	227	17,427	0	17,427
CHELAN	3,347	7,629	2,045	90	0	4	0	0	200	13,315	2,232	15,547
CLALLAM	13,491	6,065	2,630	0	0	236	0	500	214	23,136	9,661	32,797
CLARK	25,988	27,646	14,218	70	0	0	0	3	3,837	71,762	14,860	86,622
COLUMBIA	2,471	1,898	375	15	0	0	130	0	15	4,904	738	5,642
COWLITZ	7,494	8,373	2,909	145	0	0	0	638	55	19,614	3,362	22,976
DOUGLAS	11,979	6,063	2,037	244	0	63	558	0	648	21,592	1,220	22,812
FERRY	2,764	3,205	647	0	0	38	0	0	22	6,676	263	6,939
FRANKLIN	3,222	3,753	1,052	0	0	155	257	476	74	8,989	179	9,168
GARFIELD	1,185	1,824	259	0	0	50	0	0	337	3,655	684	4,339
GRANT	7,600	11,244	1,722	1,607	0	50	2	210	968	23,403	6,722	30,125
GRAYS HARBOR	5,060	11,186	1,878	46	0	150	0	0	0	18,320	17	18,337
ISLAND	5,091	7,292	1,907	0	0	45	0	0	2,527	16,862	0	16,862
JEFFERSON	5,726	4,430	1,604	592	0	0	35	720	1,048	14,155	3,057	17,212
KING	6,714	58,941	18,618	0	0	14,886	7,856	2,500	26,000	135,515	(540)	134,975
KITSAP	14,355	12,592	10,910	371	0	750	51	2,131	354	41,514	14,911	56,425
KITTITAS	2,430	6,855	1,255	50	0	459	0	0	670	11,719	11,542	23,261
KLICKITAT	8,292	5,100	850	45	0	5	1	0	134	14,427	1,005	15,432
LEWIS	9,507	12,420	3,672	0	0	0	1	0	2,236	27,836	6,183	34,019
LINCOLN	1,510	4,990	1,113	81	0	100	0	0	1	7,795	837	8,632
MASON	6,887	5,997	2,830	296	0	0	1,161	0	666	17,837	448	18,285
OKANOGAN	2,680	6,416	2,235	279	0	67	375	0	61	12,113	4,113	16,226
PACIFIC	2,506	4,235	702	0	0	20	0	497	0	7,960	3,282	11,242
PEND OREILLE	292	2,756	942	65	0	290	0	0	19	4,364	501	4,865
PIERCE	22,986	32,893	29,060	50	1,422	1,851	2,767	0	10,090	101,119	16,491	117,610
SAN JUAN	4,526	3,815	1,549	0	0	0	391	0	0	10,281	1,274	11,555
SKAGIT	13,335	10,486	5,689	215	1,945	96	0	0	0	31,766	1,746	33,512
SKAMANIA	4,034	1,852	814	11	0	0	0	250	430	7,391	556	7,947
SNOHOMISH	33,776	26,449	24,723	965	0	6,404	845	0	7,455	100,617	0	100,617
SPOKANE	11,896	17,979	6,484	1,000	0	758	816	0	0	38,933	5,817	44,750
STEVENS	3,855	7,923	1,092	638	0	35	0	0	0	13,543	3,500	17,043
THURSTON	12,055	15,066	8,850	2,001	0	0	0	0	1,975	39,947	7,033	46,980
WAHKIAKUM	6,605	823	295	0	844	16	0	0	687	9,270	0	9,270
WALLA WALLA	5,969	5,815	1,844	0	0	20	0	0	0	13,648	1,191	14,839
WHATCOM	4,531	13,544	7,240	10	135	316	0	707	3,363	29,846	26,371	56,217
WHITMAN	13,369	6,681	1,596	0	0	0	0	95	0	21,741	1,325	23,066
YAKIMA	15,979	9,073	3,071	0	0	0	967	0	0	29,090	1,838	30,928
<b>TOTAL</b>	<b>318,909</b>	<b>386,061</b>	<b>172,240</b>	<b>8,886</b>	<b>4,346</b>	<b>27,309</b>	<b>16,423</b>	<b>9,250</b>	<b>64,397</b>	<b>1,007,821</b>	<b>155,400</b>	<b>1,163,221</b>

% OF TOTAL      27.4%    33.2%    14.8%    0.8%    0.4%    2.3%    1.4%    0.8%    5.5%    86.6%    13.4%

**Table F**

**COUNTY ROAD LEVY SUMMARY**

As shown in 2013 Budgets

(thousands of dollars)

COUNTY	Unincorp Valuation	County Road Property Tax Levy	County Road Property Tax Revenue Produced	Operating Transfer	Payment for Services	(RCW 36.33.220)		Revenue Remaining in Road Fund	Levy Shift from Road to Current Exp. (RCW 84.52.043)
						Diversion from Road To Current Expense	County Road Property Tax Exp. for Other Purposes		
						Traffic Policing expense paid by:			
ADAMS	1,122,106	2,525	1,493					1,493	0
ASOTIN	1,036,346	2,332	979					979	600
BENTON	3,476,620	7,822	5,815			523		5,292	0
CHELAN	5,090,239	11,453	6,901	300				6,601	400
CLALLAM	4,672,810	10,514	6,707		500			6,207	0
CLARK	16,579,070	37,303	35,804			4,533		31,271	0
COLUMBIA	480,927	1,082	1,000				Divert - Current Expense 115	885	0
COWLITZ	4,649,251	10,461	9,237			638		8,600	1,224
DOUGLAS	2,542,848	5,721	4,687					4,687	0
FERRY	591,487	1,331	1,331			506		825	0
FRANKLIN	1,981,452	4,458	2,279		476			1,803	726
GARFIELD	395,310	889	586					586	0
GRANT	3,861,235	8,688	8,408		210			8,198	0
GRAYS HARBOR	2,623,532	5,903	4,626		663			3,963	750
ISLAND	10,132,479	22,798	8,178		716			7,462	0
JEFFERSON	3,179,598	7,154	4,070			720		3,350	0
KING	30,016,734	67,538	67,538	2,500				65,038	0
KITSAP	15,974,350	35,942	25,856			2,129		23,727	0
KITTITAS	4,260,688	9,587	4,766			200		4,566	0
KLICKITAT	3,025,252	6,807	4,155					4,155	0
LEWIS	5,130,700	11,544	11,220			1,273		9,947	17
LINCOLN	971,264	2,185	1,745			500		1,245	0
MASON	6,379,703	14,354	9,230			875		8,355	0
OKANOGAN	2,977,265	6,699	3,716					3,716	500
PACIFIC	1,767,610	3,977	2,944		497			2,447	0
PEND OREILLE	1,190,978	2,680	1,414					1,414	400
PIERCE	29,508,694	66,395	62,450	2,625			Divert - Traffic and Courts 12,228 *	47,598	0
SAN JUAN	5,823,885	13,104	4,204			650		3,554	0
SKAGIT	7,073,613	15,916	12,417			1,350		11,067	1,000
SKAMANIA	1,065,257	2,397	1,584			250		1,334	0
SNOHOMISH	29,283,077	65,887	55,553	4,354				51,198	0
SPOKANE	11,977,987	26,950	20,197			1,200		18,997	0
STEVENS	2,950,632	6,639	4,856					4,856	354
THURSTON	11,749,083	26,435	20,305			3,250		17,055	0
WAHKIAKUM	335,868	756	323					323	200
WALLA WALLA	2,338,392	5,261	4,920					4,920	0
WHATCOM	11,655,271	26,224	17,974			707		17,268	0
WHITMAN	1,207,240	2,716	2,093		95			1,999	0
YAKIMA	6,090,445	13,704	10,280					10,280	3,000
<b>TOTALS</b>	<b>255,169,295</b>	<b>574,131</b>	<b>451,840</b>	<b>9,779</b>	<b>3,157</b>	<b>19,303</b>	<b>12,343</b>	<b>407,258</b>	<b>9,171</b>

\* Increased by voter approval (RCW 84.55.050)



**Table G**

**COUNTY ROAD MILEAGE - 1/1/13**

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		0.01	0.01	1,109.04	666.95	1,775.99	1,776.01	544.38	1,085.87	1,128.59
ASOTIN	61.28	21.04	82.31	165.81	151.90	317.71	400.03	100.35	203.34	233.23
BENTON	80.87	29.90	110.77	434.86	312.79	747.65	858.43	297.21	594.42	257.06
CHELAN	30.08	19.48	49.56	384.47	221.17	605.64	655.20	240.37	481.64	123.43
CLALLAM	17.09	6.78	23.87	336.37	124.80	461.17	485.04	131.58	262.38	2.96
CLARK	406.58	174.39	580.97	275.63	253.51	529.14	1,110.11	427.90	922.46	11.56
COLUMBIA			0.00	272.00	230.42	502.41	502.41	142.66	285.32	354.45
COWLITZ	52.14	29.31	81.45	253.40	194.01	447.41	528.86	223.32	446.69	7.75
DOUGLAS	57.02	36.17	93.19	1,136.22	401.15	1,537.37	1,630.56	293.53	592.04	1,194.11
FERRY			0.00	506.05	231.93	737.98	737.98	177.63	355.63	536.49
FRANKLIN	24.59	14.40	38.99	614.67	340.34	955.01	994.00	349.26	698.64	395.17
GARFIELD			0.00	234.08	213.03	447.10	447.10	123.58	247.15	317.78
GRANT	27.38	16.76	44.13	1,577.05	890.97	2,468.01	2,512.15	827.36	1,664.16	1,067.61
GRAYS HARBOR	9.99	7.57	17.56	291.22	255.97	547.18	564.74	258.24	516.45	39.79
ISLAND	50.27	21.90	72.17	318.20	192.12	510.32	582.49	214.02	430.27	5.07
JEFFERSON	9.04	1.69	10.73	250.96	136.79	387.74	398.47	130.34	261.30	73.61
KING	647.23	192.98	840.20	398.66	264.68	663.33	1,503.54	457.65	956.09	51.29
KITSAP	347.63	145.56	493.20	260.63	161.04	421.67	914.86	306.60	620.48	10.47
KITTITAS	1.45	3.87	5.32	251.76	306.34	558.10	563.42	306.15	613.04	66.82
KLICKITAT			0.00	708.66	375.74	1,084.40	1,084.40	358.98	718.06	528.43
LEWIS	31.73	18.25	49.98	723.79	270.98	994.76	1,044.74	285.01	570.79	44.74
LINCOLN			0.00	1,338.65	658.49	1,997.14	1,997.14	384.80	769.61	1,541.12
MASON	3.81	1.77	5.58	340.34	271.39	611.73	617.32	263.55	527.28	47.56
OKANOGAN			0.00	837.15	497.62	1,334.77	1,334.77	418.33	836.65	659.56
PACIFIC			0.00	219.26	130.12	349.37	349.37	119.85	240.12	47.98
PEND OREILLE			0.00	379.31	180.86	560.16	560.16	167.49	334.98	260.14
PIERCE	630.91	422.03	1,052.94	252.34	251.60	503.94	1,556.88	669.78	1,388.96	23.81
SAN JUAN			0.00	183.79	87.05	270.83	270.83	87.05	174.09	49.53
SKAGIT	56.42	43.94	100.37	388.63	311.86	700.49	800.85	355.80	712.59	40.48
SKAMANIA			0.00	149.19	90.45	239.64	239.64	90.45	181.32	28.80
SNOHOMISH	620.21	212.90	833.10	447.84	284.77	732.61	1,565.71	494.61	1,019.79	10.09
SPOKANE	311.00	137.21	448.21	1,428.10	653.15	2,081.25	2,529.46	717.20	1,473.78	1,152.62
STEVENS			0.00	928.24	560.61	1,488.85	1,488.85	468.41	936.84	825.55
THURSTON	242.46	70.91	313.37	452.04	270.19	722.23	1,035.59	341.10	696.47	23.06
WAHKIAKUM			0.00	57.04	82.27	139.31	139.31	78.87	157.73	13.34
WALLA WALLA	46.09	34.02	80.10	457.02	425.90	882.92	963.02	414.62	830.20	369.08
WHATCOM	73.47	38.98	112.45	510.28	318.62	828.90	941.35	357.60	718.34	31.13
WHITMAN			0.00	1,286.44	614.55	1,900.99	1,900.99	418.54	837.08	1,463.93
YAKIMA	85.26	81.14	166.40	816.13	663.50	1,479.63	1,646.03	722.75	1,464.14	547.23
STATEWIDE	3,923.97	1,782.96	5,706.92	20,975.27	12,549.59	33,524.86	39,231.79	12,766.89	25,826.19	13,585.37
EASTERN	725.00	394.00	1,119.00	14,865.69	8,597.40	23,463.09	24,582.09	7,473.59	15,022.59	13,022.38
WESTERN	3,198.96	1,388.96	4,587.92	6,109.58	3,952.19	10,061.77	14,649.69	5,293.30	10,803.60	562.99

County Road Log Data certified 1/1/2013 by the County Road Administration Board

**Table H**

**COUNTY ARTERIAL PRESERVATION PROGRAM  
2012 ACCOMPLISHMENT SUMMARY**

COUNTY	1/1/11 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 (%)	2012 Arterial Prep/ Repair (\$1,000)	2012 Arterial Sealcoat C/Line (miles)	2012 Arterial Overlay C/Line (miles)	2012 Total Resurf. C/Line (miles)	2012 Percent System Resurf'd
ADAMS	545.05	778.2	778.2	1,100.9	70.7	195.4	32.4	0.0	32.4	5.9
ASOTIN	100.35	145.5	145.5	223.5	65.1	0.0	8.0	0.0	8.0	8.0
BENTON	297.00	425.9	425.9	505.8	84.2	0.0	31.3	0.0	31.3	10.6
CHELAN	235.34	337.5	337.5	606.0	55.7	353.0	10.5	0.0	10.5	4.5
CLALLAM	130.94	187.1	187.1	853.3	21.9	0.0	22.6	0.0	22.6	17.3
CLARK	438.79	677.1	677.1	5,503.7	12.3	553.4	21.1	13.6	34.7	7.9
COLUMBIA	141.50	202.5	153.6	257.3	59.7	257.3	0.0	0.0	0.0	0.0
COWLITZ	223.54	319.9	319.9	988.5	32.4	387.9	21.8	0.0	21.8	9.8
DOUGLAS	293.55	423.6	657.3 *	657.3	100.0	434.7	19.0	0.0	19.0	6.5
FERRY	176.75	253.3	285.3 *	285.3	100.0	36.0	31.0	0.0	31.0	17.5
FRANKLIN	344.14	492.5	865.6 *	998.5	86.7	0.0	36.8	0.0	36.8	10.7
GARFIELD	127.51	182.5	182.5	206.6	88.4	56.6	6.7	0.0	6.7	5.3
GRANT	831.43	1197.1	1197.1	3,906.8	30.6	558.1	78.2	7.1	85.3	10.3
GRAYS HARBOR	261.25	373.1	373.1	1,454.1	25.7	547.0	32.6	0.0	32.6	12.5
ISLAND	215.38	310.3	310.3	1,965.1	15.8	401.7	16.8	6.0	22.8	10.6
JEFFERSON	129.67	186.1	186.1	288.5	64.5	39.4	5.3	0.0	5.4	4.1
KING	485.31	733.3	733.3	4,085.9	17.9	2,607.7	0.0	5.6	5.6	1.2
KITSAP	310.68	450.0	450.0	1,315.0	34.2	626.1	3.1	7.5	10.6	3.4
KITTITAS	305.89	438.4	500.0 *	1,379.1	36.3	140.7	39.6	0.0	39.6	12.9
KLICKITAT	352.74	503.5	503.5	966.0	52.1	20.5	21.8	0.0	21.8	6.2
LEWIS	288.38	413.1	413.1	1,235.6	33.4	355.8	18.6	2.2	20.8	7.2
LINCOLN	384.80	549.8	549.8	992.1	55.4	240.5	26.2	0.0	26.2	6.8
MASON	263.86	377.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OKANOGAN	406.21	581.6	581.6	1,630.0	35.7	634.8	49.8	0.0	49.8	12.3
PACIFIC	119.85	171.9	2.7	695.2	0.4	29.8	8.3	0.6	8.9	7.4
PEND OREILLE	167.49	239.8	180.0	540.1	33.3	540.1	0.0	0.0	0.0	0.0
PIERCE	669.31	994.0	994.0	6,018.1	16.5	1,369.9	125.9	4.5	130.3	19.5
SAN JUAN	86.71	124.1	124.1	280.3	44.3	0.0	4.8	0.0	4.8	5.5
SKAGIT	356.13	510.5	510.5	4,469.4	11.4	0.0	55.9	2.7	58.6	16.5
SKAMANIA	85.38	122.6	0.0	3.9	0.0	3.9	0.0	0.0	0.0	0.0
SNOHOMISH	492.67	728.2	728.2	1,947.5	37.4	470.3	46.4	0.3	46.7	9.5
SPOKANE	726.07	1071.4	1071.4	3,639.7	29.4	1,561.9	63.6	0.0	63.6	8.8
STEVENS	465.18	665.9	320.1	361.9	88.4	361.9	0.0	0.0	0.0	0.0
THURSTON	341.09	498.3	498.3	1,066.6	46.7	230.5	16.3	0.0	16.3	4.8
WAHKIAKUM	78.90	112.9	112.9	112.9	100.0	19.6	1.2	0.0	1.2	1.5
WALLA WALLA	401.48	574.4	574.4	2,030.9	28.3	20.9	60.0	0.0	60.0	14.9
WHATCOM	358.73	515.1	515.1	1,524.8	33.8	837.9	27.2	0.0	27.2	7.6
WHITMAN	419.50	600.5	600.5	1,161.9	51.7	512.9	25.9	0.2	26.1	6.2
YAKIMA	729.53	1055.6	1055.6	2,059.0	51.3	31.6	37.8	3.1	40.9	5.6
<b>TOTAL</b>	<b>12,788.1</b>	<b>18,525.0</b>	<b>18,101.3</b>	<b>57,317.0</b>	<b>31.6%</b>	<b>14,437.9</b>	<b>1,006.5</b>	<b>53.4</b>	<b>1,059.9</b>	<b>7.7</b>

\* Expended amounts higher than received are from carry forward amounts of prior years.

\*\* Includes \$3,500,000 statewide Highway Safety Account (HSA) contribution for County Arterial Preservation.

**AVERAGE 7.7**

**Table I****COUNTY FREIGHT AND GOODS SYSTEM - 1/1/2013**

COUNTY	Freight and Goods System - Truck Route Class					Total FGTS	Total Adequate	% Adequate
	T-1	T-2	T-3	T-4	T-5			
ADAMS		0.53	87.85	208.29	310.94	607.61	226.33	37.2%
ASOTIN		0.15	23.00	19.98		43.13	37.66	87.3%
BENTON			116.41	120.83	89.87	327.11	93.93	28.7%
CHELAN			64.70	82.72	38.47	185.89	60.90	32.8%
CLALLAM			34.40	98.74	9.99	143.13		0.0%
CLARK	0.33	10.18	148.30	159.04		317.85	268.67	84.5%
COLUMBIA			10.30	49.13	146.81	206.24	11.20	5.4%
COWLITZ			78.51	57.38	3.00	138.89	110.95	79.9%
DOUGLAS			6.89	83.77	171.26	261.92	3.22	1.2%
FERRY			108.86	115.71		224.57	27.31	12.2%
FRANKLIN			111.86	154.05	252.51	518.42	248.23	47.9%
GARFIELD				10.13	125.75	135.88	113.03	83.2%
GRANT		10.46	270.12	262.24	305.62	848.44	57.67	6.8%
GRAYS HARBOR		1.10	211.56	7.13		219.79	192.33	87.5%
ISLAND			14.64	31.31	0.20	46.15	45.78	99.2%
JEFFERSON			39.44	33.20	65.75	138.39	106.90	77.2%
KING	18.06	21.38	242.00	106.41		387.85	359.79	92.8%
KITSAP	0.49	4.61	187.17	89.11		281.38	197.73	70.3%
KITTITAS	0.40	6.86	187.18	104.44	8.19	307.08	204.92	66.7%
KLICKITAT			174.68	111.37		286.05	7.63	2.7%
LEWIS			145.98	209.73	45.97	401.68	208.91	52.0%
LINCOLN			131.90	281.78	363.90	777.59	447.51	57.6%
MASON			68.72	52.02	1.46	122.20	4.01	3.3%
OKANOGAN			100.42	118.83	179.33	398.58	5.43	1.4%
PACIFIC				135.41		135.41	26.89	19.9%
PEND OREILLE			38.39	125.40	62.21	226.00	0.49	0.2%
PIERCE	11.19	43.70	318.15	25.59	7.70	406.33	141.52	34.8%
SAN JUAN			23.92	64.57		88.49	57.48	64.9%
SKAGIT		5.08	123.25	111.64		239.97	111.54	46.5%
SKAMANIA			22.66	58.73		81.38	80.96	99.5%
SNOHOMISH	4.64	7.45	330.03	108.93	60.82	511.86	333.53	65.2%
SPOKANE	5.69	29.16	450.50	106.90	109.28	701.53	398.76	56.8%
STEVENS			85.68	197.11	52.50	335.29	12.82	3.8%
THURSTON		9.52	187.46	66.40	4.13	267.51	26.30	9.8%
WAHKIAKUM			12.00	2.67	9.47	24.14	12.80	53.0%
WALLA WALLA		7.83	75.97	289.25	5.39	378.44	25.65	6.8%
WHATCOM			107.95	91.99		199.94	70.95	35.5%
WHITMAN			3.29	37.97	248.72	289.98	36.57	12.6%
YAKIMA		8.45	384.78	133.90	65.56	592.69	586.00	98.9%
<b>TOTAL</b>	<b>40.80</b>	<b>166.46</b>	<b>4,728.89</b>	<b>4,123.80</b>	<b>2,744.80</b>	<b>11,804.74</b>	<b>4,962.27</b>	<b>42.0%</b>

County Road Log Data Certified 1/1/2013 by the County Road Administration Board

**Table J****2012 COUNTY FORCES SUMMARY**

COUNTY	2012 County Forces Limit	2012 Proposed County Forces Construction Expenditure	2012 Actual County Forces Construction Expenditure	% Expended of County Forces Limit
ADAMS	821,874	170,000	84,835	10.3%
ASOTIN	808,817	115,000	0	0.0%
BENTON	1,787,261	0	15,854	0.9%
CHELAN	1,269,483	405,000	142,802	11.2%
CLALLAM	1,266,420	150,000	383,665	30.3%
CLARK	3,397,752	837,000	1,579,490	46.5%
COLUMBIA	807,811	400,000	218,554	27.1%
COWLITZ	1,270,046	375,000	21,977	1.7%
DOUGLAS	1,280,765	1,248,000	719,987	56.2%
FERRY	809,552	599,500	70,332	8.7%
FRANKLIN	1,273,880	340,000	295,797	23.2%
GARFIELD	806,990	745,500	85,683	10.6%
GRANT	1,303,340	771,350	936,724	71.9%
GRAYS HARBOR	1,269,783	280,000	21,068	1.7%
ISLAND	1,269,506	280,000	173,536	13.7%
JEFFERSON	1,261,974	10,000	0	0.0%
KING	3,556,647	0	0	0.0%
KITSAP	1,813,490	1,423,000	101,542	5.6%
KITTITAS	1,266,506	20,000	122,964	9.7%
KLICKITAT	814,511	805,000	671,502	82.4%
LEWIS	1,278,330	1,270,000	1,020,117	79.8%
LINCOLN	822,532	778,000	793,884	96.5%
MASON	1,268,961	403,000	99,964	7.9%
OKANOGAN	1,278,698	1,054,475	581,462	45.5%
PACIFIC	807,436	705,000	434,483	53.8%
PEND OREILLE	808,795	563,000	501,720	62.0%
PIERCE	3,499,015	100,000	13,809	0.4%
SAN JUAN	805,041	661,000	178,123	22.1%
SKAGIT	1,277,493	80,000	207,427	16.2%
SKAMANIA	804,694	0	0	0.0%
SNOHOMISH	3,471,618	2,907,000	2,835,194	81.7%
SPOKANE	3,451,591	154,800	146,226	4.2%
STEVENS	1,281,574	0	502,214	39.2%
THURSTON	1,810,247	0	17,660	1.0%
WAHKIAKUM	804,532	198,000	108,289	13.5%
WALLA WALLA	1,274,738	33,200	68,006	5.3%
WHATCOM	1,797,429	870,000	97,869	5.4%
WHITMAN	1,285,281	315,000	209,646	16.3%
YAKIMA	1,819,290	0	0	0.0%
TOTAL	57,803,700	19,066,825	13,462,405	23.3%

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## COUNTY FORCES CONSTRUCTION (CFC) UTILIZATION

### “How do we compare against the bygone days of Day Labor?”

Washington’s 39 county road departments have historically demonstrated their capability to perform construction on the county road system using their own crews. This is now known as County Forces Construction (CFC), formerly Day Labor. County road departments are generally staffed and equipped for engineering, road maintenance and preservation. The road crews are always excited and eager to put their construction skills to the test. The crews take considerable pride in their work since they have a vested interest in the quality of the outcome. These types of projects include road reconstruction, new construction, upgrades in class of roadway, large culverts, bridge replacements, drainage projects, and safety projects.

Performing capital construction work with agency forces is important to the counties. On smaller projects or project phases, considerable cost savings can be realized by administering and constructing in-house, eliminating many of the costs associated with contract administration and inspection. Also, agency forces are able to complete the work less expensively by eliminating the private sector overhead expenses, and prevailing wage on labor. Additionally, and maybe most importantly, some counties survive on and are able to maintain a road crew, due to their ability to offset a couple of months of labor and equipment costs to a grant funded capital road improvement.



*Chelan County Road Crew building an MSE wall on North Dryden Road near Dryden. The project’s goal was to stabilize a chronically unstable roadway embankment.*



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Doing this work, however, puts the counties in direct competition with the private sector for work. A balance must be struck. In 1976 the Legislature enacted statute limiting the amount of capital construction county road departments could perform. The County Road Administration Board was tasked to establish and monitor a standard of good practice regarding agency forces capital construction, then known as “Day Labor”. Some counties took full advantage of the ability to perform Day Labor while others made policy and/or operational decisions to do very little or no Day Labor with their own forces.



*Cowlitz County Road Crew installing a modular steel emergency access bridge intended to provide alternate access during flooding that frequently closes Ostrander Road.*

Not running afoul of the Day Labor limit was problematic at best for those counties who chose to pursue the maximum of their statutory ability. The annual day labor limit for a county was bracketed by a fixed amount and a set percentage of the actual construction completed in the calendar year, whichever was larger, a potentially unpredictable moving

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target one which was not fully known until the end of the construction season and occasionally missed from time to time. This method provided for considerable uncertainty and an unacceptably high potential to exceed the day labor limit and violate the Standard of Good Practice, Chapter 136.18 WAC. A common scenario that would play out in a county was this:

*“Dungeness County” would plan a certain amount of day labor based on their appropriate percentage of the total dollar figure of construction programmed in their Annual Construction Program; counties could perform construction with their own agency forces up to but not exceeding their calculated day labor limit. Construction season would roll around and, because it is generally easier and quicker to move a project forward using your own forces, much or all of the day labor construction work was completed early in the season. Then, one or two projects that were programmed to be constructed in the same season would be delayed or postponed by any number of issues that plague our project timelines, i.e. permitting, right of way, etc. This would lower the amount of **actual** construction completed for that year, automatically re-calculating the day labor limit to a lower number. Since the county has already completed most or all of its planned day labor construction for the season, they are left with limited, or no ability, to adjust for the lower calculated limit if the amount of day labor construction they proposed and/or performed is now over the newly calculated limit. This situation was of course totally unintended by Dungeness County but, no less, a violation of the Standard of Good Practice, necessitating an investigation by CRAB.*

In 2009 the Counties were finally successful in getting RCW 36.77.065 changed to reflect current day practice, definition, and the need for a County Forces Construction (CFC) limit that was predictable. There was also the desire to lift the limit somewhat to account for loss in buying power, this was achieved as well. For years the term Day Labor was used to describe construction work performed by the counties’ own agency forces. To contractors and unions, Day Labor meant workers offered or assigned short-term work, generally out of union labor halls. This perpetuated a long-standing fundamental misunderstanding between the construction/union world and counties as to Day Labor. The construction/union interests opposed the counties’ efforts during a number of legislative sessions because Day Labor meant something totally different to them and they wanted to see as much public agency work get publicly bid as possible. Once there was a common understanding that counties were talking about using their own agency forces to do limited construction, as they always have done, and not going out and hiring day laborers, the opposition to the counties’ bill quickly melted away.

The desire was to provide for a tiered, standardized dollar CFC limit that was stable and predictable while not tied to a percentage of an unpredictable moving target. The result of the successful bill to the Legislature better identifies the following as stated in RCW 36.77.065:

- Definition of County Forces Construction
- Road Construction Project Costs
- Defines how a county’s population and MVFT Distribution Factor factors into the Counties’ county forces limits

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One of the previous concerns or opposition positions regarding the counties' proposed bill to update RCW 36.77.065, now titled 'County Forces Construction Projects or Programs', was the worry that counties would significantly ramp up the amount of construction work done by their own agency forces. Counties countered that in order to do so would require noteworthy increases in staffing and acquisition of expensive construction equipment and the intent, political will, and ability was not there.



*Grant County Road Crew shooting the prime or penetration shot of HFE-150 on the last phase of R-NE between Wilson Creek and Hartline.*

**A Drop in the Bucket? - We Think Not!**

Number of CFC projects 2010-2012	235 projects
Number of Miles improved 2010-2012	234+ miles*
Dollars spent on CFC 2010-2012	\$35,115,933

\*94 (40%) of the 235 CFC projects were listed on the Annual Construction Reports with no Mile Post data. This is a conservative number of miles improved as 40% of the listed CFC projects listed no project length. The types of projects listed this way were culverts, dry wells, traffic signing and striping, storm water outfalls, slide repairs, flood repairs, and wetland mitigation.



A comparison of the first three years (2010, 2011, and 2012) of County Forces Construction (CFC) versus the last three years (2007, 2008, and 2009) of Day Labor reveals an insignificant change in the use habits of the counties. Additionally, no violations of the CFC limit have occurred since the update went into effect. We can partly attribute this to a predictable limit that does not vary as a percentage of the actual construction accomplished.

Average CFC % of Total Construction 2010-2012 = 7.38%

Average DL % of Total Construction 2007-2009 = 6.50%

Average % of CFC Limit used 2010-2012 = 22.54%

Average % of DL Limit used 2007-2009 = 24.73%\* (\*Average day labor adjusted for increase to average CFC)

Six year Comparison of County Forces Construction v.s. Day Labor Limits 2007 to 2012												
	2012		2011		2010		2009		2008		2007	
	% of CFC Limit Used	CFC % of Total Used	% of CFC Limit Used	CFC % of Total Used	% of CFC Limit Used	CFC % of Total Used	% of DL Limit Used	DL % of Total Used	% of DL Limit Used	DL % of Total Used	% of DL Limit Used	DL % of Total Used
	Adams	10.3%	23.5%	24.5%	11.4%	49.0%	26.8%	44.3%	13.3%	10.9%	3.3%	19.3%
Asotin	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.6%	8.4%
Benton	0.9%	1.4%	0.8%	1.4%	1.4%	1.1%	0.0%	0.0%	0.3%	0.0%	4.0%	1.4%
Chelan	11.3%	3.4%	53.0%	12.9%	23.3%	15.0%	76.9%	15.4%	0.0%	0.0%	0.0%	0.0%
Clallam	30.3%	10.6%	49.3%	20.0%	20.8%	27.0%	28.1%	4.2%	21.0%	3.2%	41.9%	6.3%
Clark	46.5%	8.3%	21.9%	4.5%	39.3%	10.4%	27.4%	4.1%	19.0%	2.9%	53.1%	8.0%
Columbia	27.1%	41.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.2%	1.3%	0.6%	10.2%	12.6%
Cowlitz	1.7%	1.3%	28.2%	30.4%	0.7%	1.1%	29.7%	4.5%	35.7%	7.1%	7.0%	1.1%
Douglas	56.2%	78.7%	76.7%	45.3%	10.3%	6.8%	67.2%	20.2%	70.1%	17.5%	4.0%	1.2%
Ferry	8.6%	5.9%	88.3%	34.3%	56.9%	25.1%	42.0%	18.9%	6.9%	7.6%	0.0%	0.0%
Franklin	23.2%	11.2%	0.0%	0.0%	0.0%	0.0%	99.4%	20.8%	51.6%	10.3%	8.0%	1.7%
Garfield	10.7%	7.5%	30.5%	7.0%	0.0%	0.0%	0.4%	100.0%	21.5%	17.2%	52.3%	23.5%
Grant	71.9%	24.9%	95.0%	27.7%	73.6%	19.7%	79.3%	11.9%	99.8%	15.0%	93.9%	14.1%
Grays Harbor	1.7%	1.1%	1.3%	0.5%	9.0%	4.7%	37.3%	13.1%	16.0%	5.6%	8.6%	1.5%
Island	13.7%	62.1%	28.3%	5.3%	24.9%	17.2%	33.0%	6.6%	22.4%	3.4%	39.0%	6.1%
Jefferson	0.0%	0.0%	11.9%	22.2%	1.1%	1.7%	2.4%	1.1%	5.5%	5.2%	64.7%	34.3%
King	0.0%	0.0%	7.4%	0.6%	0.2%	0.2%	0.1%	0.0%	4.0%	0.6%	1.5%	0.2%
Kitsap	5.6%	2.7%	19.9%	5.0%	16.7%	8.2%	89.1%	13.4%	31.4%	4.7%	35.9%	5.4%
Kittitas	9.7%	3.6%	0.1%	0.3%	0.5%	4.7%	6.2%	2.2%	3.9%	1.2%	18.8%	8.5%
Klickitat	82.5%	26.7%	41.8%	10.4%	99.6%	18.3%	49.4%	12.4%	38.0%	9.5%	74.1%	22.3%
Lewis	79.8%	27.1%	76.9%	31.2%	58.4%	8.7%	144.5%	22.6%	28.8%	5.8%	58.8%	8.8%
Lincoln	96.5%	79.4%	24.3%	4.5%	98.5%	39.9%	67.9%	20.4%	99.7%	29.9%	61.9%	18.5%
Mason	7.9%	2.4%	18.9%	6.9%	10.3%	5.0%	51.4%	18.0%	14.1%	2.8%	68.0%	17.6%
Okanogan	45.4%	55.9%	2.4%	1.5%	18.1%	25.2%	28.6%	10.5%	7.5%	2.2%	43.2%	13.4%
Pacific	53.8%	37.3%	96.0%	100.0%	64.7%	52.4%	9.3%	4.2%	3.5%	1.6%	77.1%	29.5%
Pend Oreille	62.1%	22.9%	13.8%	5.0%	69.8%	28.2%	15.3%	3.8%	0.7%	7.4%	90.9%	61.6%
Pierce	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	1.0%	5.5%	0.8%
San Juan	22.1%	52.0%	23.9%	15.0%	63.8%	99.3%	56.7%	14.2%	22.5%	15.7%	29.5%	18.0%
Skagit	16.2%	1.7%	6.6%	2.6%	0.5%	0.2%	26.9%	5.5%	12.0%	2.4%	33.1%	6.6%
Skamania	0.0%	0.0%	0.0%	0.0%	4.8%	4.0%	0.0%	0.0%	98.5%	45.4%	75.6%	34.0%
Snohomish	81.7%	20.3%	56.0%	20.0%	64.3%	8.8%	55.7%	8.4%	50.7%	7.6%	89.6%	13.4%
Spokane	4.2%	2.2%	19.1%	14.6%	5.9%	3.2%	75.8%	11.4%	62.6%	9.4%	126.0%	18.9%
Stevens	39.2%	10.4%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	33.5%	8.4%	82.4%	24.7%
Thurston	1.0%	0.5%	0.6%	0.1%	0.6%	0.2%	0.3%	0.0%	79.5%	11.9%	49.2%	7.4%
Wahkiakum	13.4%	13.7%	31.5%	100.0%	4.8%	3.3%	3.0%	0.9%	19.3%	10.0%	6.4%	2.9%
Walla Walla	5.3%	1.2%	33.8%	8.8%	10.7%	3.2%	0.0%	0.0%	4.8%	0.7%	1.6%	0.3%
Whatcom	5.5%	4.2%	10.0%	5.3%	7.7%	3.0%	8.4%	1.3%	66.0%	13.2%	15.2%	2.3%
Whitman	16.3%	21.6%	32.9%	33.0%	21.4%	10.7%	35.0%	10.5%	57.4%	17.2%	42.3%	14.5%
Yakima	0.0%	0.0%	0.7%	0.2%	1.2%	0.4%	3.6%	0.6%	0.0%	0.0%	1.1%	0.2%
	<b>23.29%</b>	<b>7.01%</b>	<b>23.63%</b>	<b>7.01%</b>	<b>20.69%</b>	<b>8.12%</b>	<b>36.07%</b>	<b>6.87%</b>	<b>30.35%</b>	<b>5.46%</b>	<b>38.53%</b>	<b>7.17%</b>

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