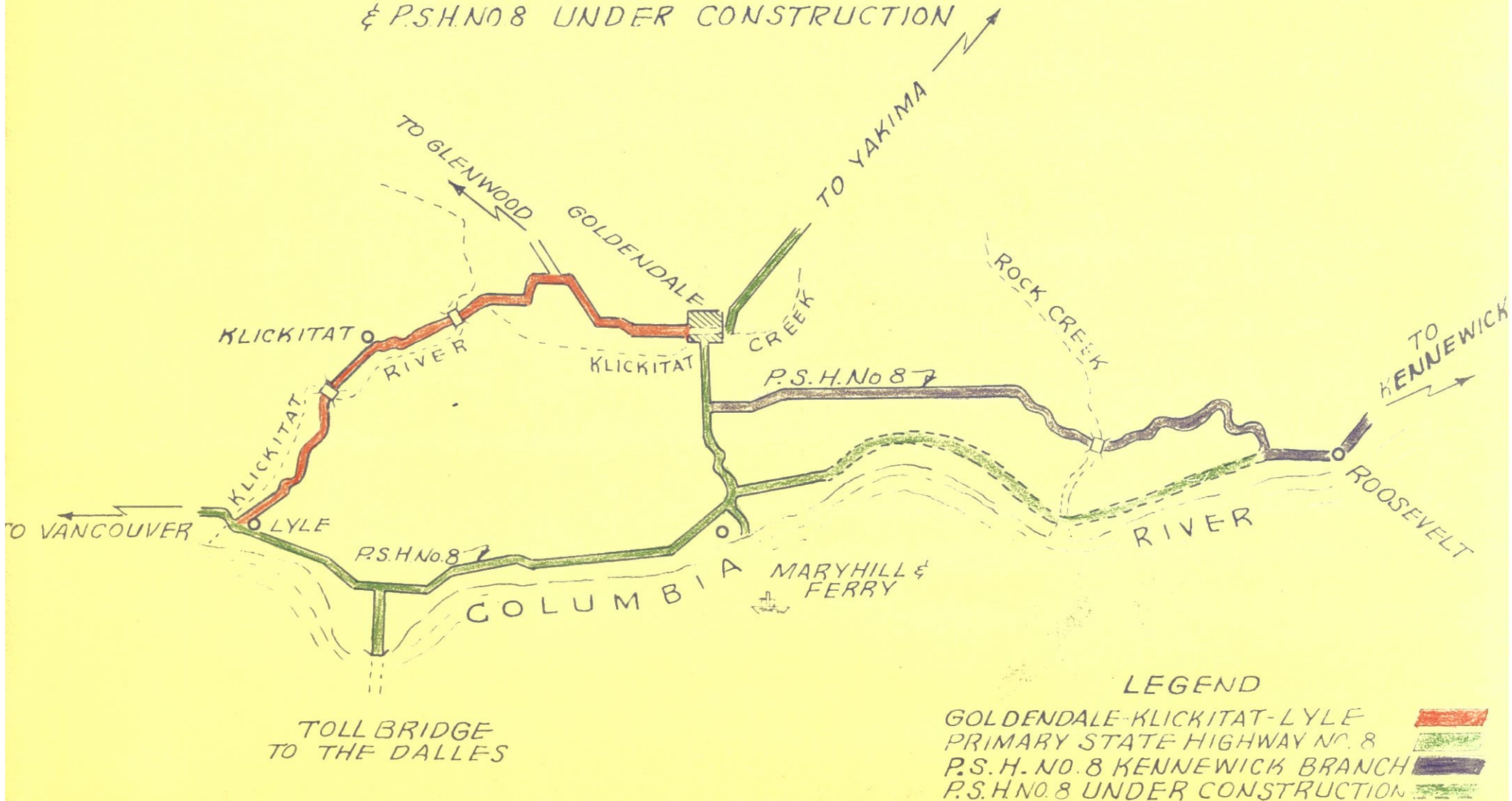


Cover title:

Klickitat County  
Lyle-Klickitat-Goldendale Road

Bound together as a presentation  
to Joint Fact-Finding Committee on Highways,  
Streets, and Bridges

MAP OF  
PORTION OF KLINKITAT COUNTY  
SHOWING  
GOLDENDALE-KLINKITAT-LYLE ROAD,  
PRIMARY STATE HIGHWAY NO. 8,  
P.S.H. NO. 8 KENNEWICK BRANCH  
& P.S.H. NO. 8 UNDER CONSTRUCTION





HENRY A. MILLER, CHAIRMAN  
DISTRICT NO. 2  
CENTERVILLE

R. T. ANDERSON  
~~JOE CROW~~  
DISTRICT NO. 1  
WHITE SALMON

ROY SANDERS  
DISTRICT NO. 3  
GOLDENDALE

VESTA TEBBS  
CLERK OF BOARD



MEETINGS EVERY MONDAY

## Klickitat County Commissioners

GOLDENDALE, WASHINGTON

May 16, 1958

To the Members of the Joint Fact-Finding Committee on  
Highways, Streets and Bridges:

Mrs. Julia Butler Hansen, Chairman:

We, the Commissioners of Klickitat County, hereby submit for your earnest consideration information concerning the Lyle through Klickitat to Goldendale highway, a highway proposed to be made an addition to the state highway system. This highway is designated for consideration in Chapter 172, Section 28, Paragraph 9, Laws of 1957, and is described as follows: a highway beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly and easterly by way of Klickitat to a junction with primary highway No. 8 in the vicinity of Goldendale.

This highway distance is 34.31 miles and furnishes an alternate route between Lyle and Goldendale. Starting at Lyle it follows along the Klickitat River for about half its distance, passing through the town of Klickitat, then climbs out of the canyon to a farmland plateau across which it passes to Goldendale. No more scenic route is to be found in the state, with its swift flowing stream, green canyon walls, and panorama of skyline set off with majestic snowcapped mountains. The Klickitat River is one of the best steelhead and trout fishing streams in the state and the highway is the access to some of the best deer hunting areas. The fishing and hunting is extensively enjoyed by sportsmen from all parts of the state. The highway serves the approximately 1000 residents of the town of Klickitat and others along the way, plus those living on the various roads leading into the hinterland. It is used to carry products to and from the large sawmill and planer located at Klickitat. Dry ice is manufactured near Klickitat and transported over this highway, as are lumber products from smaller mills of the area. Farm produce adds materially to the traffic volume.

This highway is well constructed and in good repair. It is one of



our heaviest travelled county roads and is one of our best constructed and maintained. Klickitat County has steadily improved this highway to the best of its ability with the revenues available. The bridges and culverts are in a condition to give good service for many years and the road is paved with bituminous surfacing for its entire length. Some of the major items of construction and maintenance of recent years are shown in an attached list. (See Sheets 4 & 5)

Industrial use figures compiled for 1956 show a volume for the four largest users totalling 112,000 tons. (See Sheets 6 to 10) To this must be added a considerable tonnage of logs and lumber hauled by smaller operators and the hay, grain and livestock from the agricultural areas.

Traffic counts taken during the week of December 11-17, 1956 showed an average annual daily count up to 495 vehicles. This past week traffic counts taken at the same locations showed the same general pattern. (See Sheet 11) We feel that these traffic counts compare favorably with those on several existing state secondary highways as shown in the 1956 annual traffic report of the Washington State Highway Commission. (See Sheets 12 & 13). A compilation of the ratio of State Secondary Highways to County Roads in the various counties shows that in relation to the number of miles of county road all but two counties have more miles of state secondary highway than does Klickitat. (See Sheet 14). Further, with the addition of these 34 miles of county road to the state mileage in Klickitat County, 22 counties would still have more miles of state secondary in relation to miles of county road than would Klickitat.

We realize that every mile of road added to the state system makes necessary a thinner spread of the funds available for construction and maintenance of that system. To show our sincerity in this proposal we offer to take over the 36.79 miles of the Kennewick Branch of State Highway No. 8 from a junction south of Goldendale to Roosevelt as soon as the state completes the highway along the Columbia River from Maryhill to Roosevelt. The existing highway runs east from the junction south of Goldendale through a farming community at around 1600 feet elevation, separated by a range of hills from the new location on the river at a 300 foot elevation, and need for the present road cannot be supplanted by the new road. This existing highway will have to be maintained in at least as good a condition as at present. The 1956 traffic report of the state highway commission showed 260 cars per day on this highway at its point of maximum use in Klickitat County and through traffic, as determined by the count at the Klickitat-Benton County line of 60 cars per day. We feel that since most of the traffic over this highway is local in nature it would be in the public interest for the state to take over the more heavily travelled Lyle-Klickitat-Goldendale road and plan to turn over to the county the present state highway from the junction south of Goldendale to Roosevelt. The existing and proposed state highways are shown on the accompanying map.



We have the wholehearted support of all interested persons and organizations of the area in our request that the highway from Lyle through Klickitat to Goldendale be added to the state highway system, as signified by the letters attached. (See Sheets 15 to 24).

In conclusion, we feel that this highway, with its industrial, agricultural, and residential use as well as its great scenic and recreational value merits being a part of the state highway system. We cordially invite you to drive over it--we're certain that you'll enjoy every mile of it--and we sincerely hope that the facts presented shall justify a favorable report by your committee.

Sincerely submitted,

Klickitat County Commissioners

*Henry A. Miller*  
Henry A. Miller, Chairman

*R. T. Anderson*  
R. T. Anderson

*Roy Sanders*  
Roy Sanders

SURFACE LOG  
of  
Lyle-Klickitat-Goldendale Road

Klickitat County Road, Goldendale to Lyle

Mile Post 0.00	West City Limits of Goldendale, Beginning of F.A.S. Route 958, Beginning of Bituminous Pavement
Mile Post 0.50	Beginning of Grading and Surfacing Project completed with 20' Bituminous Pavement 1957
Mile Post 8.00	End of new contract.
Mile Post 15.37	End of Bituminous Pavement, Beginning of Asphaltic Concrete Pavement
Mile Post 21.51	End of Asphaltic Concrete Pavement, Beginning of Bituminous Pavement
Mile Post 34.31	End of Bituminous Pavement, End of Section, Intersection with Primary State Highway No. 8

Total Bituminous Pavement, 28.17 Miles  
Total Asphaltic Concrete Pavement, 6.14 Miles

LOG OF F.A.S. ROUTE NO. 958  
Lyle-Klickitat Goldendale Road

0.00	City Limits of Goldendale
0.24	Bridge Across Little Klickitat Creek
1.33	Intersection with County Road on left
2.09	Intersection with County Road on right
3.73	Intersection with County Road on left
3.94	Bridge Across Spring Creek
4.00	Intersection with County Road on right
5.62	Intersection with County Road on left
6.19	Blockhouse Store and County Road Intersection
6.71	Intersection County Road on Right
8.09	County Road on right
10.48	Intersection of F.A.S. Route No. 398 to Glenwood
15.57	Bridge Across Little Klickitat River
16.95	Twin Bridges Across Klickitat River, Center of First Span
17.00	Twin Bridges Across Klickitat River, Center of Second Span
17.80	Intersection Wahkiacus-Wahkiacus Heights County Road
19.05	Gas-Ice Corporation Plant
21.02	Entering Town of Klickitat
21.13	Intersection County Road to Appleton
21.82	Leaving Town of Klickitat
25.56	Community of Pitt
26.61	Bridge Across Klickitat River
33.13	Intersection with Fisher Hill Road on right
34.31	Intersection with Primary State Highway No. 8

MAJOR EXPENDITURES  
by  
Klickitat County  
on  
Goldendale-Klickitat-Lyle Road  
1953 to 1957

Reconstruction of Timber Through Truss Bridge across Klickitat Creek, Mile Post 15.57, project completed in 1953	\$ 7,864.40
Construction of three Precast, Prestressed Concrete Bridges across Klickitat River, Mile Posts 16.95, 17.00 and 25.61, Federal Aid Contract completed in 1955.	99,570.73
Partial reconstruction of Timber Through Truss Bridge across Klickitat Creek, Mile Post 0.24, completed in 1955	4,882.81
Construction of Metal Culvert, Mile Post 2.67, spring 1956	1,698.12
Construction of Metal Culvert, spring 1956	2,650.78
Construction of Reinforced Concrete Bridge across Spring Creek, Mile Post 3.94, completed in spring of 1956	2,962.03
Construction of asphaltic concrete pavement, Mile Post 15.37 to 21.51, 1955	27,497.44
Grading, Draining, and Surfacing, Mile Post 0.50 to 8.00, summer, 1956	57,157.65
Top Course and Bituminous Surfacing Mile Post 0.50 to 8.00 summer, 1957	<u>44,880.56</u>
TOTAL MAJOR CONSTRUCTION COSTS	\$ 249,164.52
Maintenance, including patching and sealcoat over 26 miles spring 1956	\$ 27,497.44
Maintenance, including sealcoat on balance during 1957	<u>12,024.02</u>
TOTAL MAJOR MAINTENANCE COSTS	\$ 39,521.46

# Gas Ice Corporation

200 A MEDICAL ARTS BUILDING  
SEATTLE 1, WASHINGTON  
TELEPHONE MAIN 7588

Klickitat-Washington  
Jan. 2nd. 1957

Mr. Henry Miller,  
Klickitat County Commissioner  
Klickitat County Courthouse  
Goldendale, Washington.

Dear Sir:

Ref. our conversation Re. Total tonnage of our product Dry Ice transported over the Goldendale-Lyle Highway during the period of Jan. 1st. to Dec. 31st. 1956. Both dates Inc.

Having checked our records very carefully we find that during this period of time we have moved 5,100 Long tons of our Dry Ice over the above Highway-8,760,000 Lbs.

If you need any further Information please call on us.

Yours very truly,

Gas Ice Corporation.

*J. E. Newbern*

Copy-  
J. E. Newbern





# J. NEILS LUMBER COMPANY

## MILLS:

Klickitat, Washington  
Libby, Montana  
Troy, Montana

HIGHEST QUALITY FOREST PRODUCTS SINCE 1895

KLICKITAT, WASHINGTON

## SALES OFFICES:

New York  
Chicago  
Minneapolis  
Portland

December 13, 1956



Mr. Henry Miller, County Commissioner  
Road District No. 2  
Goldendale, Washington

Dear Sir:

During your recent visit to our office, you made inquiry about the volume of truck freight which is hauled either to or from Klickitat. The Magee Truck Service hauls a large portion of all freight destined to or from Klickitat. It is our understanding that you will secure figures from that firm covering all materials which they haul. Therefore, the figures shown below do not include freight hauled by the Magee Truck Service.

There is shown below a list of various types of supplies which are delivered to customers in Klickitat. I has been possible to determine tonnages in only a few instances. In all other cases, the number of trips per year are shown:

Oil products	2,115 tons annually
Lumber products	6,950 tons "
Bakery products	520 trips per year
Produce	104 " " "
Grocery products	52 " " "
Dairy products	208 " " "
Garbage Service	52 " " "
Frozen Food & Ice Cream	52 " " "
Misc. Products	154 " " "
Industrial Laundry	52 " " "
Laundry & Dry Cleaners	104 " " "
Tires	104 " " "
Acetylene & similar products	52 " " "
Beer	208 " " "

Deliveries shown above are those of a regular nature. In addition, there are numerous deliveries by sales people and hauling firms who come to Klickitat on unscheduled trips. It would be difficult or impossible to estimate

December 13, 1956

Mr. Henry Miller - Continued

Page 2

either the tonnage or trips for such hauling.

I hope that this information will be helpful to you. If any further figures are necessary, please feel free to contact us.

Yours very truly,

J. NEILS LUMBER COMPANY

A. L. Libke  
Townsite Manager

RFLibke/bd



## *Magee Truck Service*

M.F.L.C.C. 348

Telephone Klickitat 483

Livestock -- Hay -- Fruit -- Household Goods -- Lumber -- Box Shook -- Dry Ice

*Klickitat, Washington*

Dec. 14, 56.

County Commissioners,  
Goldendale, Wash.

Gentlemen:-

From December 1, 55, to Dec. 1, 56, we have moved over the County Road, too and from the town of Klickitat, approximately 31,112 tons. While this is the major commercial movement, it is by no means all. Other commercial activity may amount to 25 % more. By this we mean 25 % of our tonnage.

We give you this information, with the thought that it may be of value to you in arriving at the necessity of having the road through Klickitat, placed on the State System.

Respectfully,

Magee Truck Service, Inc.,

*W. H. E. Schmitz Pres.*

# Bert Wilkins Logging Company

Phone 2753

Goldendale, Washington

December 14, 1956

Mr. Henry Miller  
County Commissioner  
Goldendale, Wash.

Dear Henry,

As per our conversation today where you asked for figures on are logging operation, which is hauled over the Goldendale to Klickitat road.

The following figures are on 12 months of are logging operation From December 1, 1955 to November 30, 1956.

Total footage hauled	16,492,990 ft.
<u>Total weight of footage hauled</u> (This figure is based on Wash. Pub. Service Comm. average weight of a log at 8lbs per. ft.)	65,972 tons
Total miles traveled on Gold. to Klickitat Road	63,820 miles
Approximate Fuel tax paid on above road (Based on are overall Miles per Gal. average)	\$1,080.24

Hoping that these figures will help you, we remain,

Sincerely yours

Bert Wilkins Log. Co.

*Arthur H. Wickman*  
Arthur H. Wickman  
Acct.



TRAFFIC COUNTS  
ON  
LYLE-KLICKITAT-GOLDENDALE ROAD

LOCATION	ACCRUED ROUTE MILES	AV. DAILY TRAFFIC DEC., 1956	AV. DAILY TRAFFIC MAY, 1958
West City Limit of Goldendale	0.00	495	607
Jct. with Road to Glenwood	10.48	165	180
East City Limits of Klickitat	20.92	341	384
West City Limits of Klickitat	21.92	329	371
North of Lyle	34.11	210	309

# COMPARABLE STATE SECOND'RY HIGHWAYS

## 1956 TRAFFIC COUNT

<u>Location</u>	<u>Accrued Route Miles</u>	<u>Av. Daily Traffic Volume-1956</u>
Secondary State Highway No. 2-G		
JCT SSH 11F North of Sprague	000.00	180
South of Edwall	016.00	160
At Edwall	016.29	
North of Edwall	016.50	240
JCT PSH 2 West of Reardan	029.02	300
Secondary State Highway No. 2-I		
JCT PSH 3 NW of Ellensburg	000.00	360
JCT PSH 2 at Virden	015.43	220
Secondary State Highway No. 3-F*		
JCT PSH 3 in Colfax	000.00	
ECL Colfax	000.15	457
7.70 Miles East of Colfax	007.85	149
WCL Palouse	016.10	234
JCT PSH 3 in Palouse	016.34	
Secondary State Highway No. 3-L		
JCT PSH 3 North of Dayton	000.00	160
JCT Co Rd 0.70 Mi E of Turner	005.30	100
JCT Co Rd 0.70 Mi E of Turner	005.30	80
Columbia Garfield County Line	014.90	
JCT PSH 3 West of Pomeroy	017.13	60

\* 1953. Average Daily Traffic Volume



Secondary State Highway No. 10-B

JCT PSH 2 at Farmer	000.00	160
JCT OLD PSH 10 WYE Connection	019.10	
JCT OLD PSH 10 WYE Connection	019.10	
JCT OLD PSH 10 W of Mansfield	020.10	280
JCT OLD PSH 10 W of Mansfield	020.10	400
WCL Mansfield	022.11	
ECL Mansfield	023.14	260
JCT PSH 10 at Sims Corner	035.62	80
Mileage Coincident with PSH 10	049.32	
JCT PSH 10 at Leahy	049.32	
Douglas Grant County Line	069.15	
NCL Grand Coulee	070.31	320
SWCL Grand Coulee	070.61	
JCT SSH 2F and SSH 4G	070.96	

Secondary State Highway No. 11-E

JCT SSH 11B in Washtucna	000.00	280
South of Ralston	017.47	380
North of Ralston	017.67	380
SCL Ritzville	027.17	400
JCT PSH 11 in Ritzville	028.00	

Secondary State Highway No. 11-F

JCT PSH and 18 in Sprague	000.00	360
NCL Sprague	000.46	360
JCT SSH 2G North of Sprague	001.01	360
JCT SSH 2G North of Sprague	001.01	200
9.00 Mi SE of Harrington	013.49	100
ECL Harrington	022.49	240
JCT PSH 7 in Harrington	023.08	