

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the agency.

1. COUNTY or CITY NAME  <b>City of Camas</b>	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i>  <b>0145</b>
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS  <b>James Carothers, Engineering Manager / <a href="mailto:jcarothers@cityofcamas.us">jcarothers@cityofcamas.us</a></b>	TELEPHONE NO.  <b>(360) 817-7230</b>
3. LOCAL NAME OF ROUTE  <b>NW Brady Rd</b>	ROUTE NO. <i>(if State Route use SR No.)</i>  <b>200002010</b>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM <b>South East City Limits</b> TO <b>NW 16<sup>th</sup> Ave.</b> LENGTH: Miles <b>0.48</b>	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION  <b>Collector</b>	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION  <b>Minor Arterial</b>  <i>(Other Freeway/Expressway, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i>
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>0.75</b>	
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(if yes – concurrence from the other affected agency is required.)</i>	
9. EXISTING ROAD CHARACTERISTICS Roadway Width (incl. shoulders): <b>40</b> ft. Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input checked="" type="checkbox"/> ACP <input type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. VPD)</i>  INDUSTRIAL: Employees _____ VPD <b>1450</b> AIRPORTS: Annual Flights _____ VPD _____ MILITARY INSTALLATIONS: Type _____ VPD _____ SHOPPING CENTER: No. Stores _____ VPD _____ OTHER: Type _____ VPD _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors <b>150,000</b> <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: VPD <b>500</b>

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**There are no growth restrictions. This section of road serves several properties currently zoned as commercial or light industrial situated to the north. Improving service along this corridor will encourage growth of new facilities and expansion of existing facilities.**

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12. TRAFFIC (at significant volume change locations)

Location NW McIntosh Rd Existing Traffic 8,318VPD  
Future Traffic (20 years) 10,450 VPD

Location NW 16<sup>th</sup> Ave Existing Traffic 6,067VPD  
Future Traffic (20 years) 7,500 VPD

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13. Written description of route (*general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.*)

**Brady Rd transitions from a County road at the City Limits with a paved width of 34 FT at the intersection with McIntosh Rd to a 40 FT paved surface at the north end where it intersects NW 16<sup>th</sup> Ave. The speed limit along this section of road is 35 MPH. The majority of the road has sidewalk on at least one side and curbs on both sides. The road segment climbs 140 FT elevation and meanders in a northwesterly direction until it aligns with the intersection at NW 16<sup>th</sup> Ave, where it proceeds northward. Both segments north and immediately south of this section of Brady Rd are classified as a Minor Arterial leaving this one segment as an isolated section of "Collector." This segment of road serves commercial and light industrial areas to the north, residential areas to the east, and a school and commercial/industrial property to the west.**

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14. A brief description why the proposed change is requested and justification for the change.

**The City is expanding zoning opportunities for commercial and light industrial properties at the north end of this corridor. Future commercial and industrial development north of this segment on this same corridor will utilize this segment of roadway. Changing this classification will bring this segment of road into the same classification as the rest of this corridor.**

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15. Additional remarks to more fully explain the situation.

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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.



