

Washington State Freight Truck Origin and Destination Study: Klickitat County



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by

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in cooperation with

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EWITS Research Report: Background and Purpose

This is the twenty-first in a series of Research Reports prepared from the Eastern Washington Intermodal Transportation Study (EWITS). The reports prepared as a part of this study provide information to help shape the multimodal network necessary for the efficient movement of both freight and people into the next century.

EWITS is a six-year study funded jointly by the Federal government and the Washington State Department of Transportation as a part of the Intermodal Surface Transportation Efficiency Act of 1991. Dr. Ken Casavant of Washington State University is Director of the study. A state-level Steering Committee provides overall direction pertaining to the design and implementation of the project. The Steering Committee includes Jerry Lenzi, Chair and Regional Administrator (WSDOT, Eastern Region); Richard Larson, Regional Administrator (WSDOT, South Central Region); Don Senn, Regional Administrator (WSDOT, North Central Region); Charles Howard (WSDOT, Planning Manager), and Eric Berger, Executive Director, County Road Administration Board. Pat Patterson represents the Washington State Transportation Commission on the Steering Committee. An Advisory Committee with representation from a broad range of transportation interest groups also provides guidance to the study. The following are key goals and objectives for the Eastern Washington Intermodal Transportation Study:

- *Facilitate existing regional and state-wide transportation planning efforts.*
- *Forecast future freight and passenger transportation service needs for eastern Washington.*
- *Identify gaps in eastern Washington's current transportation infrastructure.*
- *Pinpoint transportation system improvement options critical to economic competitiveness and mobility within eastern Washington.*

For additional information about the Eastern Washington Intermodal Transportation Study or this report, please contact Ken Casavant at the following address:

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EWITS PREVIOUS REPORTS NOW AVAILABLE

1. Gillis, William R. and Kenneth L. Casavant. "Linking Transportation System Improvements to New Business Development in Eastern Washington." EWITS Research Report Number 1. February 1994.
2. Gillis, William R. and Kenneth L. Casavant. "Lessons from Eastern Washington: State Route Mainstreets, Bypass Routes and Economic Development in Small Towns." EWITS Research Report Number 2. February 1994.
3. Gillis, William-R. and Kenneth L. Casavant. "Washington State Freight Truck Origin and Destination Study: Methods, Procedures, and Data Dictionary." EWITS Research Report Number 3. December 1994.
4. Gillis, William R. and Kenneth L. Casavant. "Major Generators of Traffic on U.S. 395 North of Spokane: Including Freight Trucks and Passenger Vehicles Crossing the International Border." EWITS Research Report Number 4. January 1995.
5. Newkirk, Jonathan, Ken Eriksen, and Kenneth L. Casavant. "Transportation Characteristics of Wheat and Barley Shipments on Haul Roads To and From Elevators in Eastern Washington." EWITS Research Report Number 5. March 1995.
6. Jessup, Eric and Kenneth L. Casavant. "A Quantitative Estimate of Eastern Washington Annual Haul Road Needs for Wheat and Barley Movement." EWITS Research Report Number 6. March 1995.
7. Gillis, William R., Emily Gruss Gillis, and Kenneth L. Casavant. "Transportation Needs of Eastern Washington Fruit, Vegetable and Hay Industries." EWITS Research Report Number 7. March 1995.
8. Casavant, Kenneth L. and William R. Gillis. "Importance of U.S. 395 Corridor For Local and Regional Commerce in South Central Washington." EWITS Research Report Number 8. April 1995.
9. Gillis, William R., Eric L. Jessup, and Kenneth L. Casavant. "Movement of Freight on Washington's Highways: A Statewide Origin and Destination Study." EWITS Report Number 9, November 1995.
10. Chase, Robert A. and Kenneth L. Casavant. "Eastern Washington Transport-Oriented Input Output Study: Technical Report." EWITS Research Report Number 10. March 1996.

11. Chase, Robert A. Kenneth L. Casavant. "The Economic Contribution of Transport Industries to Eastern Washington." EWITS Report Number 11. April 1996.
12. Lee, Nancy S. and Kenneth L. Casavant. "Waterborne Commerce on the Columbia-Snake." EWITS Report Number 12. October 1996.
13. Alderson, Lynn C., Kenneth L. Casavant and Eric Jessup. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part I Economic Structure of the Industry." EWITS Research Report Number 13. January 1997.
14. Eriksen, Ken and Kenneth L. Casavant. "Impact of North American Free Trade Agreement (NAFTA) on Washington Highways - Part 1: Commodity and Corridor Projections." EWITS Research Report Number 14. January 1997.
15. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 2 Movement of Raw Logs." EWITS Research Report Number 15. May 1997.
16. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 3 Shipment from Mills." EWITS Research Report Number 16. May 1997.
17. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 4 Commercial Shipments." EWITS Research Report Number 17. February 1997.
18. Jessup, Eric L., John Ellis, and Kenneth L. Casavant. "A GIS Commodity Flow Model for Transportation Policy Analysis: A Case Study of the Impacts of a Snake River Drawdown." EWITS Research Report Number 18. May 1997.
19. Lee, Nancy S. and Kenneth L. Casavant. "A Commodity and Origin-Destination Analysis of Rail Traffic in Washington--1990-1995. EWITS Research Report Number 19. May 1997.
20. Edwards, Richard, Eric L. Jessup, and Kenneth L. Casavant. "Eastern Washington On-Farm and Commercial Grain Storage." EWITS Research Report Number 20. January 1998.

EWITS Previous Working Paper Series Now Available

1. Lee, Nancy and Ken Casavant. "Grain Receipts at Columbia River Grain Terminals." EWITS Working Paper #1, March 1996.
2. Lenzi, Jerry, Eric Jessup, and Ken Casavant. "Prospective Estimates for Road Impacts in Eastern Washington from a Drawdown of the Lower Snake River." EWITS Working Paper #2, March 1996.
3. Ellis, John, Eric Jessup, and Ken Casavant. "Modeling Changes in Grain Transportation Flows in Response to Proposed Snake River Drawdowns: A Case Study for Eastern Washington." EWITS Working Paper #3, March, 1996.
4. Painter, Kate and Ken Casavant. "A Comparison of Canadian Versus All Truck Movements In Washington State With A Special Emphasis On Grain Truck Movements." EWITS Working Paper #4, March 1996.
5. Jessup, Eric L., John Ellis and Kenneth L. Casavant. "Estimating the Value of Rail Car Accessibility for Grain Shipments: A GIS Approach." EWITS Working Paper #5. April 1996.
6. Painter, Kathleen M. and Kenneth L. Casavant. "Truck Movement Characteristics on Selected Truck Routes in Washington State." EWITS Working Paper #6. August 1996.
7. Lee, Nancy S. and Kenneth L. Casavant. "Grain Receipts at Columbia River Grain Terminals, 1980-81 to 1995-96." EWITS Working Paper #7. January 1997.
8. Jessup, Eric L. and Ken Casavant. "Economic Evaluation of Grain Shipment Alternatives: A Case Study of the Coulee City and Palouse River Railroad." EWITS Working Paper #8, March 1997.

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Introduction

A large statewide survey of truck traffic origination, destination, and freight characteristics provided the data for in-depth county level reports of freight truck movement in Washington State. Considerable detail on road usage, truck weight, truck configuration, commodity type, and seasonal traffic variation is available in this survey. We were able to examine a rich set of characteristics for trucks whose freight was either destined for or originating from a particular county. It is important to note the survey does not capture truck movement that did not pass through one of 20 survey sites located on major routes throughout the state (see Table 1A for survey sites). For this reason, considerable intra- and intercounty traffic will not be included for some counties depending on their proximity to a survey site. Again, these truck characteristics reflect only the truck movements as reported at the statewide survey locations.

Table 1A--Survey Sites and Traffic Direction

Weigh Station	Site Number	Direction of Traffic	Road Designation
Brady West, WA	1	West	SR12
Brady East, WA	2	East	SR12
Cle Elum East, WA	3	East	I90
Cle Elum West, WA	4	West	I90
Deer Park South, WA	6	South	SR395
Douglas POE (BC Border	7	North	I5
Everett North, WA	8	North	I5
Everett South, WA	9	South	I5
Goldendale, WA	10	North/South	SR97
Kelso South, WA	11	South	I5
Othello, WA	12	All Four	SR17
Pasco, WA	13	South	SR395
Peshastin West, WA	15	West	SR2
Plymouth POE, WA	16	North	SR395
East Port Angeles Westbound, WA	17	West	SR101
Sea Tac South, WA	19	South	I5
Sea Tac North, WA	20	North	I5
East Spokane POE, WA	21	West	I90
Tokio East, WA	22	East	I90
Tokio West, WA	23	West	I90
Umatilla POE, WA	24	South	SR395
Vancouver North, WA	25	North	I5
Wallula POE, WA	26	All Four	SR12, SR395, & SR 370
Osoyoos, BC (BC Border	28	North	SR97
Oroville, WA (US Border	29	South	SR97

Information for this report was provided by an extensive study of freight truck movements on major Washington State highways conducted under the Eastern Washington Intermodal Transportation Study (EWITS). This study was the first in the United States to collect statewide freight truck origination and destination data through direct interviews of truck drivers at weigh stations. Over 300 persons conducted these personal interviews of a total of 30,000 truck drivers, providing an extensive database on freight and goods movements in Washington State.

Method of Analysis

Truck traffic characteristics at the county level were analyzed for trucks whose trips either originated or ended in a particular county. Given the survey data, there was no feasible method for analyzing truck traffic that was simply passing through the county. Detailed truck traffic characteristics for each of Washington's 39 counties by season included number of trucks with freight destined for that county per day, their payload weight and commodity type; road usage, including number of trucks per day, freight weight and commodity type; and number of trucks per day, freight weight and commodity type by city of cargo origin and destination. Truck traffic was analyzed on an annual basis for the following characteristics: county road usage, average and total truck tonnage, and number of trucks by commodity; distribution of freight weight by commodity and by road; type of commodity hauled by truck configuration; and truck carriers' home base for truck trips originating or ending in that county. Truck traffic data is likely to be more accurate in terms of relative differences by road, season, etc., than actual magnitude for any one characteristic due to the nature of the survey approach.

Presentation of Results

Detailed truck traffic characteristics are presented for Washington's 39 counties in a set of nine tables for each county. Table 1 presents information by road for truck traffic either originating or ending in that county for each season. Characteristics include total number of trucks, number of trucks with freight, average payload, and total tonnage. In addition, the percentage of loads by commodity on each road is calculated.

Tables 2 and 3 present seasonal truck traffic characteristics by city of cargo origin and city of cargo destination, respectively. For each city, the daily number of trucks, trucks with freight, their average payload weight, and total truck traffic weight are presented. Again, there is a breakdown by commodity type for each city.

Table 4 summarizes truck traffic characteristics for trucks whose trips end in that county by season. Total daily truck traffic, number of trucks with freight, average payload weight, and the total tonnage per day as well as the percentage of truckloads by commodity are presented.

Table 5 analyzes truck traffic originating or ending in that county by commodity. The number of trucks per day as well as the average and total payload by commodity is presented. In addition, truck traffic usage by road is detailed for each commodity.

Table 6 shows distribution of payload weight by commodity for truck traffic originating or ending in that county. Five weight categories in five-ton increments are used. Table 7 presents distribution of payload weight by road for truck traffic originating or ending in that county. Weight characteristics by commodity and by road are easily identified from these two tables.

Table 8 shows truck configuration by commodity for truck traffic originating or ending in that county. The percentage of trucks with freight by configuration is presented for each commodity. Table 9 presents truckers' home base by city and the number of Washington-based carriers for truck traffic originating or ending in the county.

Overall, this county-by-county disaggregation of truck movements shows the powerful impact of particular commodity movements on certain roads and during certain seasons. Farm commodities are hauled from the field to the processor or market on a seasonal basis. Lumber harvest has considerable seasonal variation as well. Construction or closures on major roads used for these purposes will need to be planned accordingly. As different industries grow or shrink, they create specific demands on the transportation infrastructure that may need to be accommodated in future transportation planning.

These results represent a summary of truck traffic origin and destination information at the county level. This information should be useful for state and county planning with respect to traffic sources, either origin or destination, and the characteristics of this traffic. It should also be valuable for planning road maintenance and construction at the county and regional level.

Klickitat County Results

The most common truck routes in Klickitat County are State Route 97 (SR97) and State Route 14 (SR14) (Table 1). Traffic on SR97 ranges from an average of 85 trucks per day in fall to 38 per day in winter, while truck traffic on SR14 ranges from 41 per day in fall to 22 per day in spring. Lumber or wood products are the predominant freight on both routes in fall, comprising approximately 40% of loads. During the rest of the year, rock or sand are the predominant freight on SR97. Agricultural products are the most commonly hauled freight on SR14 in winter and spring, while chemicals are the predominant freight in summer. The average payload weight for both routes ranges from 20 to 24 tons across the seasons.

The majority of truck traffic originating from Klickitat County leaves from the town of Goldendale, ranging from an average of 40 trucks per day in fall to 13 per day in winter (Table 2). Other towns in Klickitat County with significant outgoing truck traffic according to this survey include Cliffs and Alderdale in fall, and Bingen in winter and spring. The most common freight leaving Goldendale across the seasons is rock or sand. Other commonly hauled freight in the county includes agricultural products, lumber or wood, and metal. The highest average payload weight of 32 tons occurs for trucks originating from Bingen in winter, when freight consists of lumber or wood and agricultural products. The next highest average payload weight of 30 tons occurs for trucks leaving from Cliffs in fall, all of which are hauling metal.

Trucks headed to destinations in Klickitat County are most likely to be headed for Goldendale and Bingen (Table 3). Truck traffic to Goldendale ranges from a high averaging 29 trucks per day in spring to a low of 19 in winter, while traffic to Bingen ranges from one per day in winter to 21 per day in fall. Freight is quite varied to these destinations. Lumber or wood products are commonly hauled to Goldendale in spring and summer. Other common freight headed to Klickitat County destinations includes chemicals, glass or cement, metal, petroleum, propane, and solid waste. The highest average payload weight of 29 tons occurs for trucks carrying agricultural products to Bingen in spring. Payload weights tend to be heaviest in fall.

Total truck traffic heading for or leaving from Klickitat County ranges from 150 trucks per day in fall to 54 trucks per day in winter (Table 4). The most common freight categories include lumber or wood, metal, and rock or sand. Average payload weights are slightly higher in fall and summer at 23 tons.

Table 5 shows road usage by type of freight for the major commodities hauled into or out of Klickitat County over the entire year. Lumber or wood products is the most common category of freight hauled into and out of Klickitat County, accounting for 14% of trucks with loads and 61% of total tonnage. Rock or sand is the next most common category of freight, accounting for 12% of the loads and 7% of the total tonnage. SR97 is the more frequently used truck route for all trucks except those carrying agricultural products. These are most commonly carried on SR14.

Weight category by commodity for trucks hauling freight into or out of Klickitat County is presented in Table 6. For trucks carrying lumber or wood products, 84% have loads weighing 20 tons or more. For trucks carrying rock or sand, one-half have payload weights of over 30 tons. Of the trucks carrying cargo other than the main groups listed in the table, 38% have payload weights of over 30 tons.

Table 7 shows weight category by roadway for truckloads originating or ending in Klickitat County. The majority of trucks on both SR97 and SR14 have payload weights of 25 tons or more. Thirty percent of the loaded trucks on SR97 and 22% of those on SR14 carry freight weighing over 30 tons.

Truck configuration for trucks carrying loads into or out of Klickitat County fall fairly evenly into three categories: 26% are truck and trailers, 27% are tractor and trailers, and 27% are tractors with two trailers (Table 8). Another 17% of the trucks carrying freight are straight trucks.

Over a four-day survey period (one day in each season), a total of 387 trucks, loaded and empty, were either heading for or leaving Klickitat County (Table 9). Of these trucks, 79% are Washington-based carriers. Goldendale is home base for 20% of the surveyed carriers. Six percent are based in Kent and another 5% are based in Yakima.

Table 1--Daily Truck Traffic by Road for Each Season, Klickitat County

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity						
					Category	Percent					
Fall: SR97	85	67	23	1,525	Rock, sand	18					
					Lumber, wood	37					
					Glass, cement	11					
					Metal	8					
					Solid waste	8					
SR14	41	34	24	830	Lumber, wood	41					
					Metal	28					
					Machinery	19					
Winter: SR97	38	24	20	482	Agriculture	27					
					Livestock	5					
					Propane	5					
					Rock, sand	36					
					Lumber, wood	11					
					Glass, cement	5					
					Machinery	5					
					Trans. equipment	5					
					SR14	31	23	23	526	Agriculture	28
										Rock, sand	6
Food	20										
Lumber, wood	17										
Glass, cement	6										
Metal	20										
Trans. equipment	6										

Table 1--Daily Truck Traffic by Road for Each Season, Klickitat County (cont.)

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Spring: SR97	73	37	21	790	Agriculture	10
					Rock, sand	31
					Lumber, wood	19
					Petroleum	10
					Glass, cement	15
SR14	22	7	24	170	Agriculture	50
					Lumber, wood	17
					Petroleum	17
					Rubber, plastic	17
Summer: SR97	63	47	23	1,089	Rock, sand	28
					Food	10
					Lumber, wood	19
					Petroleum	13
					Metal	5
					Recycled materials	11
SR14	37	30	21	614	Food	16
					Lumber, wood	9
					Chemicals	30
					Solid waste	19

¹Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

Table 2--Daily Truck Traffic by City of Cargo Origin for Each Season, Klickitat County

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall:						
Alderdale	8	8	27	213	Agriculture	100
Cliffs	14	14	30	410	Metal	100
Goldendale	40	39	23	901	Agriculture	35
					Rock, sand	19
					Lumber, wood	35
Winter:						
Bingen	12	6	32	206	Agriculture	40
					Lumber, wood	60
Goldendale	13	11	18	201	Livestock	11
					Rock, sand	77
					Machinery	11
					Agriculture	100
Underwood	1	1	8	10	Agriculture	100
Spring:						
Bingen	8	8	21	158	Agriculture	16
					Lumber, wood	84
Goldendale	29	23	24	548	Landscaping	5
					Rock, sand	50
					Lumber, wood	15
					Glass, cement	25
					Agriculture	100
Underwood	1	1	29	35	Agriculture	100
Summer:						
Goldendale	30	27	28	763	Rock, sand	44
					Lumber, wood	27
					Petroleum	5
					Metal	5
					Recycled materials	15

¹Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

Table 3--Daily Truck Traffic by City of Cargo Destination for Each Season, Klickitat County

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity Category	Percent
Fall:						
Bingen	21	21	24	508	Lumber, wood	35
					Pulp, paper	5
					Chemicals	49
Goldendale	26	20	24	477	Livestock	5
					Rock, sand	5
					Rubber, plastic	5
					Glass, cement	31
					Metal	27
					Solid waste	26
Winter:						
Bingen	1	1	23	29	Agriculture	100
Goldendale	19	8	10	87	Propane	15
					Glass, cement	15
					Metal	54
Spring:						
Bingen	5	1	29	34	Agriculture	100
Goldendale	29	8	13	107	Lumber, wood	29
					Petroleum	29
					Metal products	14
					Machinery	14
					Trans. equipment	14
Summer:						
Bingen	9	9	17	143	Food	55
					Lumber, wood	15
					Agriculture	15
					Solid waste	15
Goldendale	28	14	20	281	Petroleum	36
					Glass, cement	9
					Metal	9
					Lumber, wood	27
					Rock, sand	9
					Recycled materials	9

¹Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

Table 4--Truck Traffic for Trips Originating or Ending in Klickitat County by Season

Season	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall:	150	121	23	2,790	Agriculture	18
					Rock, sand	10
					Lumber, wood	20
					Chemicals	10
					Glass, cement	6
					Metal	20
Winter:	54	34	20	692	Agriculture	19
					Rock, sand	25
					Food	13
					Lumber, wood	11
					Metal	13
Spring:	84	44	21	930	Agriculture	8
					Rock, sand	26
					Lumber, wood	31
					Petroleum	8
					Glass, cement	13
Summer:	99	68	23	1,593	Rock, sand	19
					Food	7
					Lumber, wood	20
					Chemicals	13
					Petroleum	9
					Solid waste	8
					Recycled materials	8

¹Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

Table 5--Truck Trips by Commodity for Truck Traffic Originating or Ending in Klickitat County

Commodity	Truck Trips	Total Weight		Avg. Payload (Tons)	County Roads Used	
	Per Year (%)	Tons	% of Total		Road	% of Trips
Lumber, wood	14	9243	61	24	SR97	77
					SR14	38
Rock, sand	12	1067	7	24	SR97	100
					SR14	9
Agriculture	9	879	6	27	SR97	39
					SR14	94
Other	65	4077	27	21	SR97	65
					SR14	48

Table 6--Weight Category by Commodity for Truck Loads Originating or Ending in Klickitat County

Weight Category (tons)	Commodity											
	Rock, Sand		Food		Lumber, Wood		Chemicals		Metal		Other	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<5	1	2	5	50	4	7	2	10	0	0	11	11
5 - <10	0	0	0	0	4	7	0	0	0	0	7	7
10 - <15	5	12	5	50	1	2	9	43	0	0	35	35
15 - <20	7	16	0	0	0	0	0	0	5	16	7	7
20 - <25	3	7	0	0	15	27	10	48	1	3	8	8
25 - <30	5	12	0	0	19	34	0	0	16	50	24	24
>30	22	51	0	0	13	23	0	0	10	31	38	38
Total	43	100	10	100	56	100	21	100	32	100	100	100

Table 7--Weight Category by Road for Truck Loads Originating or Ending in Klickitat County

Weight Category (tons)	Road			
	SR97		SR14	
	No.	%	No.	%
<5	18	11	14	12
5 - <10	11	7	4	3
10 - <15	11	7	15	13
15 - <20	18	11	13	11
20 - <25	17	11	6	5
25 - <30	37	23	39	33
>=30	48	30	26	22
Total	160	100	117	100

Table 8-- Type of Commodity Hauled by Truck Configuration, Klickitat County

Commodity	Truck Configuration					No. of Loads
	1	2	3	4	5	
Agricultural products	0	42	0	46	11	33
Livestock	0	45	0	55	0	2
Landscaping materials	0	0	0	100	0	1
Propane	100	0	0	0	0	1
Rock, sand	19	43	12	8	19	45
Food	51	0	0	49	0	9
Lumber, wood products	4	32	0	44	20	55
Pulp, paper	0	0	0	0	100	1
Chemicals	52	0	0	48	0	22
Petroleum products	50	25	0	0	26	10
Rubber, plastic products	0	47	0	53	0	2
Glass, cement products	22	45	0	0	33	15
Metal, metal products	0	0	0	22	78	32
Fabricated metal products	0	100	0	0	0	1
Machinery	54	13	0	34	0	10
Transportation equipment	78	22	0	0	0	5
Misc. manufactured goods	0	100	0	0	0	1
Solid waste	0	12	0	0	88	11
Recycled materials	0	0	0	0	100	5
Total	17%	26%	2%	27%	27%	263

Legend: 1 = straight truck, 2 = truck and trailer, 3 = tractor only, 4 = tractor & trailer, 5 = tractor and two trailers

Table 9--Truckers' Home Base for Truck Trips Originating or Ending in Klickitat County

	Location	Number	Percent
By Town:			
	Goldendale	76	20
	Kent	22	6
	Yakima	18	5
	Other	271	39
	Total	387	100
	Wash. State carriers:	307	79