

Washington State Freight Truck Origin and Destination Study: Pend Oreille 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.
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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.

Pend Oreille Results

The predominant truck routes in Pend Oreille County are State Routes 2, 20, and 211 (SR2, SR20, and SR211) (Table 1). Truck traffic either originating from or headed to Pend Oreille County is highest on SR2, ranging from an average of 77 per day in spring to 49 per day in summer. On SR20, traffic is highest in winter, averaging 47 trucks per day, and lowest in summer at 22 per day. Traffic on SR211 ranges from a high of 47 trucks per day in winter to a low of 4 in summer. Freight on these trucks consists mainly of lumber or wood products, paper or pulp, printed materials, and chemicals. The highest average payload weight of 34 tons occurs for SR31 in fall.

According to the survey results, truck traffic leaving Pend Oreille County originates from the towns of Usk, lone, and Newport (Table 2). The highest numbers are recorded for trucks leaving from Usk, ranging from an average of 48 per day in spring to 27 per day in both winter and summer. Trucks leaving from Newport average from 33 per day in spring to none in fall, while truck traffic from lone range from an average of 14 per day in winter to none recorded in the survey for fall. Lumber or wood products and paper or pulp products are the major types of freight from Newport and Usk. Freight from lone included rock or sand, agricultural products, and glass or cement. The highest average payload weight of 35 tons is recorded for traffic from Newport in winter, when freight in the survey consists entirely of lumber or wood products.

Table 3 presents the daily truck traffic characteristics of trucks destined for towns in Pend Oreille County by season. Usk averages from 23 incoming trucks per day in winter to none in summer. Newport averages 27 incoming trucks per day in summer, but none in winter and spring, and lone averages 11 incoming trucks per day in spring and 7 in winter. (Due to the small number of trucks for each town and season, this survey data may not necessarily be an accurate reflection of actual truck traffic in each season.) Freight destined for Usk consists of lumber or wood products, chemicals, and pulp or paper. Trucks headed to lone haul machinery and glass or cement, according to the survey data, while food products, wood and lumber products, metal products, and machinery are being hauled into Newport. The heaviest average payload weight of 31 tons occurs for trucks headed to Newport in fall.

Daily truck traffic counts for trucks either destined for or originating from Pend Oreille County show that total traffic is highest in spring at 106 per day and lowest in fall at 68 per day (Table 4). The predominant freight category in all seasons is lumber and wood products, ranging from 40% of all trucks with loads in winter to 36% of all trucks with loads in summer. In spring, pulp or paper products make up 26% of trucks with loads, and lumber or wood products and print materials each makeup another 24% of loaded trucks. Other important freight categories include chemicals, machinery, rock or sand, and metal. The average payload weight ranges between 23 and 27 tons across the seasons.

One-quarter of all loaded trucks in Pend Oreille County carry lumber or wood products (Table 5). The average payload weight for these trucks is 32 tons, which is significantly

heavier than any of the other categories of freight listed in the table. The next most common freight is paper or pulp products with an average payload weight of 23 tons. The majority of freight in the county is hauled on SR2, although approximately half of the trucks hauling the main categories of freight also use SR20 and SR211.

Payload weight is broken down by five-ton increments for each major category of freight in Table 6. Lumber and wood products exceed 30 tons for 45% of the loads. All other types of commodities have another 26% of loads in this range, perhaps due to the heavy payload weights in the rock and sand category. Loads in the agricultural products and food products categories tended to be in the lower weight categories.

The distribution of weight categories by major routes for all truck traffic is presented in Table 7. In our survey, the highest number of trucks with freight headed to or leaving from Pend Oreille County are traveling on SR2. Over 90% of the trucks on this route have payloads of 20 tons or more, and 44% have payloads of over 30 tons. SR20 is the next most heavily traveled route, with a similar payload weight distribution as for SR2. Traffic on SR211 is somewhat lower than for SR20, according to our survey, with a slightly smaller percentage of trucks hauling loads in the higher weight categories.

Type of truck configuration by commodity hauled is presented in Table 8. Forty-four percent of trucks with loads are a tractor-trailer configuration, while another 37% are tractors plus two trailers. Just 8% of all freight is hauled by straight trucks and 11% is hauled by trucks with a truck and trailer configuration.

Table 9 presents the distribution of truckers' home base for truck trips originating or ending in this county. The most common base is Tacoma, with 13% of the truck trips. Boise, Idaho, and Wallula are the next most common bases, with 10% of total truck trips each. Washington-based carriers represented 64% of all truck trips in the survey for this county.

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

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall: SR2	56	40	28	1143	Lumber, wood	42
					Pulp, paper	26
					Print materials	13
					Chemicals	10
SR20	34	34	25	865	Lumber, wood	24
					Pulp, paper	31
					Print materials	16
					Chemicals	12
SR211	22	22	26	558	Machinery	12
					Food	31
					Pulp, paper	25
					Print materials	25
SR31	11	11	34	368	Chemicals	20
Winter: SR2	56	42	28	1169	Lumber, wood	100
					Pulp, paper	53
					Print materials	23
					Chemicals	12
SR20	47	26	29	770	Lumber, wood	12
					Pulp, paper	64
					Chemicals	17
SR211	47	32	25	787	Chemicals	19
					Lumber, wood	54
					Pulp, paper	30

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

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Spring: SR2	77	63	24	1529	Laundry	8
					Lumber, wood	27
					Pulp, paper	30
					Print materials	34
SR20	32	23	24	547	Lumber, wood	5
					Pulp, paper	23
					Print materials	49
					Glass, cement	23
SR211	42	28	24	656	Lumber, wood	24
					Pulp, paper	37
					Print materials	39
Summer: SR2	49	40	26	1067	Lumber, wood	57
					Pulp, paper	21
					Metal products	22
SR20	22	22	30	678	Lumber, wood	81
					Pulp, paper	19
SR211	4	4	24	102	Pulp, paper	100

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, Pend Oreille County

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall:						
Usk	46	41	25	1034	Lumber, wood	41
					Pulp, paper	36
					Print materials	13
					Machinery	10
Winter:						
lone	14	10	25	255	Rock, sand	100
Newport	14	4	35	127	Lumber, wood	100
Usk	27	22	27	587	Lumber, wood	33
					Pulp, paper	44
					Print materials	23
Spring:						
lone	1	1	22	22	Glass, cement	100
Newport	33	33	22	700	Laundry	16
					Lumber, wood	48
					Furniture	36
Usk	48	43	24	1041	Pulp, paper	49
					Print materials	51
Summer:						
lone	3	3	28	78	Agriculture	100
Newport	16	16	16	261	Food	70
					Lumber, wood	30
Usk	27	27	29	780	Lumber, wood	68
					Pulp, paper	32

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, Pend Oreille County

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall:						
Newport	5	5	31	146	Food	33
					Lumber, wood	33
Usk	16	6	28	163	Lumber, wood	27
					Chemicals	73
Winter:						
lone	7	4	5	20	Machinery	100
Usk	23	16	28	457	Lumber, wood	69
					Chemicals	31
Spring:						
lone	11	5	4	21	Glass, cement	100
Usk	14	10	25	251	Lumber, wood	65
					Pulp, paper	35
Summer:						
Newport	27	18	24	429	Metal products	50
					Machinery	50

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 Pend Oreille County by Season

Season	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage ¹	Commodity	
					Category	Percent
Fall:	68	51	27	1364	Lumber, wood	39
					Pulp, paper	28
					Print materials	11
					Chemicals	8
					Machinery	8
Winter:	90	56	26	1460	Rock, sand	19
					Lumber, wood	40
					Pulp, paper	17
					Print materials	9
					Chemicals	9
Spring:	106	92	23	2063	Machinery	7
					Laundry	6
					Lumber, wood	24
					Furniture	13
					Pulp, paper	26
Summer:	80	63	26	1625	Print materials	24
					Glass, cement	7
					Agriculture	4
					Food	18
					Lumber, wood	36
					Pulp, paper	13
					Metal products	14
					Machinery	14

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 Pend Oreille County

Commodity	Truck Trips Per Year (%)	Total Weight		Avg. Payload (Tons)	County Roads Used	
		Tons	% of Total		Road	% of Trips
Lumber, wood	25	2741	44	32	SR2	94
					SR20	51
					SR211	43
Pulp, paper	17	1314	21	23	SR2	100
					SR20	44
					SR211	53
Print materials	9	808	13	25	SR31	19
					SR2	100
					SR20	53
Other	49	1355	22	16	SR211	50
					SR2	60
					SR20	23
					SR211	15
					SR31	6

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

Weight Category (tons)	Commodity									
	Lumber, Wood		Pulp, Paper		Print Materials		Machinery		Other	
	No.	%	No.	%	No.	%	No.	%	No.	%
<5	0	0	0	0	0	0	0	0	38	28
5 - <10	0	0	0	0	0	0	4	24	7	5
10 - <15	5	6	0	0	0	0	0	0	0	0
15 - <20	0	0	4	7	0	0	4	24	8	6
20 - <25	6	7	50	88	21	64	0	0	71	51
25 - <30	2	2	0	0	6	18	0	0	0	0
>30	75	85	3	5	6	18	9	53	14	10
Total	88	100	57	100	33	100	17	100	138	100

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

Weight Category (tons)	SR2		Road SR20		SR211	
	No.	%	No.	%	No.	%
<5	10	6	0	0	5	5
5 - <10	3	2	10	9	5	5
10 - <15	0	0	0	0	4	4
15 - <20	0	0	4	3	0	0
20 - <25	81	45	40	34	46	48
25 - <30	6	3	7	6	0	0
>30	79	44	55	47	36	38
Total	179	100	116	100	96	100

Table 8--Truck Configuration by Type of Commodity Hauled, Pend Oreille County (%)

Commodity	Truck Configuration				No. of Loads
	1	2	4	5	
Agricultural products	0	0	100	0	3
Rock & sand	0	0	100	0	10
Food	100	0	0	0	13
Laundry, misc. apparel	100	0	0	0	5
Lumber & wood products	0	0	24	76	87
Furniture	0	0	100	0	12
Pulp & paper	0	15	59	25	57
Printed materials	0	0	65	35	32
Chemicals	0	0	100	0	9
Glass and cement products	0	18	82	0	6
Fabricated metal products	39	61	0	0	9
Machinery	0	77	0	23	17
Total	8%	11%	44%	37%	261

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

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

Location	Number	Percent
By Town:		
Boise	34	10
Tacoma	43	13
Wallula	33	10
Other	234	67
Total	344	100
Wash. State carriers:	220	64