

FRANKLIN COUNTY RESOLUTION NO. 2023-179

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF FRANKLIN COUNTY, WASHINGTON

*FRANKLIN COUNTY SIX-YEAR STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM (STIP) – 2024-2029*

WHEREAS, pursuant to Section 36.81.121 RCW, the Board of Franklin County Commissioners is responsible for the preparation and adoption of a comprehensive transportation program for the ensuing six calendar years; and

WHEREAS, the Washington State Department of Transportation (WSDOT) requires submittal of such a program as part of the Statewide Transportation Improvement Program for the allocation of Federal Highway Administration (FHWA) funding; and

WHEREAS, pursuant to WAC 136-15-050(1), the comprehensive transportation improvement program was devised with respect to priorities and needs of the County; and

WHEREAS, pursuant to WAC 136-15-050(2), the County Road Engineer's bridge condition report has been provided with the comprehensive transportation improvement program; and

WHEREAS, pursuant to Section 36.81.121 RCW, a public hearing has been held prior to the adoption of the 2024-2029 comprehensive transportation improvement program; and

WHEREAS, the Board of Franklin County Commissioners, constituting the legislative authority of Franklin County, has reviewed the proposed program and finds adoption of said program as being in the best interest of Franklin County;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners hereby adopts the 2024-2029 six-year transportation improvement program as submitted by the Public Works Department and as reviewed in public hearing on June 20, 2023.

APPROVED this 20 day of JUNE, 2023.

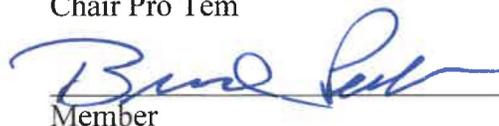
BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON



Chair

ABSENT

Chair Pro Tem



Member

Attest



Clerk of the Board

T-15-N R-27-E R-28-E R-29-E R-30-E R-31-E R-32-E R-33-E R-34-E R-35-E R-36-E R-37-E



GRANT COUNTY

Hanford Reach Natl Monument

WHITMAN COUNTY

COLUMBIA COUNTY

BENTON COUNTY

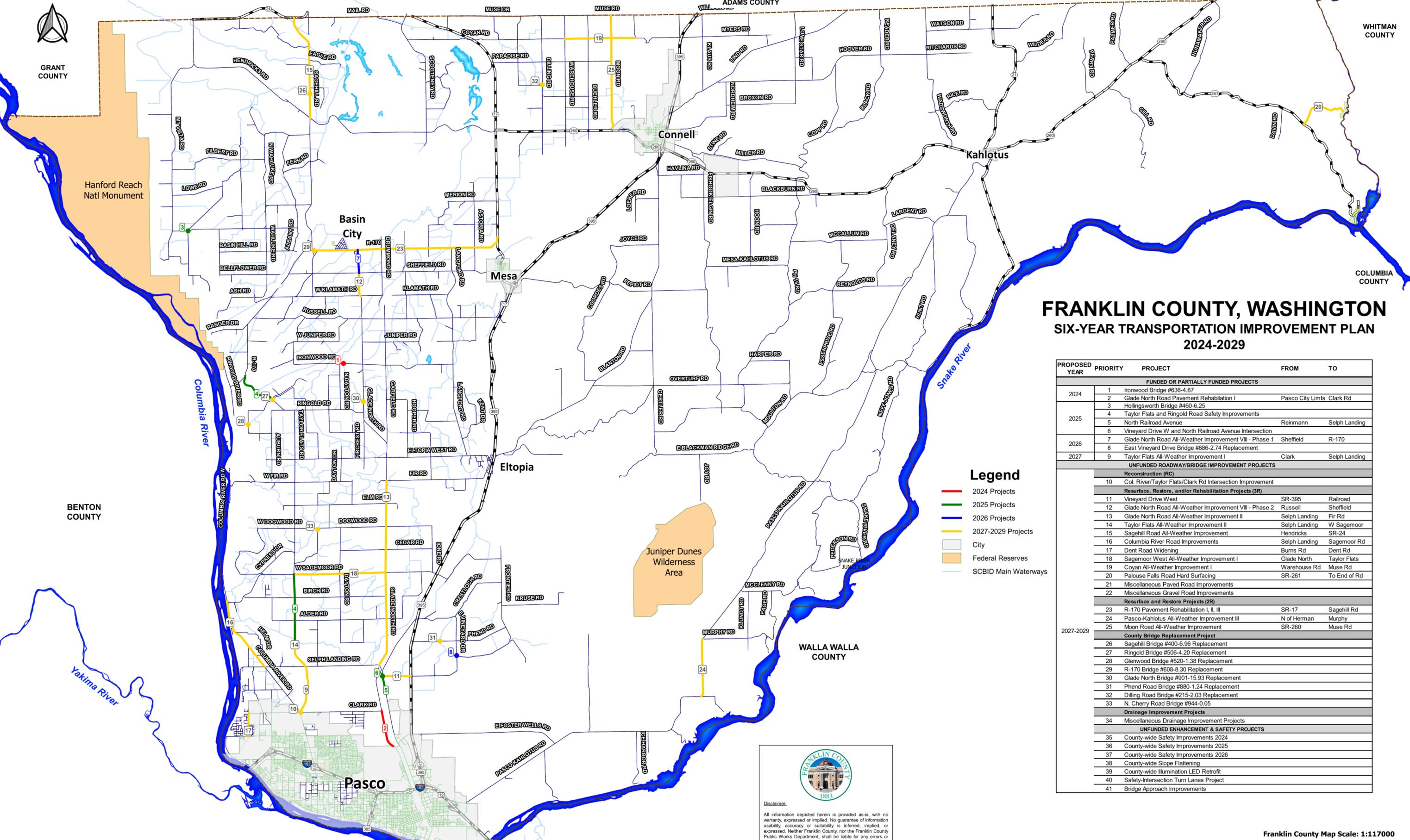
WALLA WALLA COUNTY

Juniper Dunes Wilderness Area

FRANKLIN COUNTY, WASHINGTON

SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

2024-2029



Legend

- 2024 Projects
- 2025 Projects
- 2026 Projects
- 2027-2029 Projects
- City
- Federal Reserves
- SCBID Main Waterways

PROPOSED YEAR	PRIORITY	PROJECT	FROM	TO
FUNDED OR PARTIALLY FUNDED PROJECTS				
2024	1	Ironwood Bridge #636-4.87		
	2	Glade North Road Pavement Rehabilitation I	Pasco City Limits	Clark Rd
	3	Hollingsworth Bridge #460-6.25		
	4	Taylor Flats and Ringold Road Safety Improvements		
2025	5	North Railroad Avenue	Reinmann	Selph Landing
	6	Vineyard Drive W and North Railroad Avenue Intersection		
2026	7	Glade North Road All-Weather Improvement VIII - Phase 1	Sheffield	R-170
	8	East Vineyard Drive Bridge #886-2.74 Replacement		
2027	9	Taylor Flats All-Weather Improvement I	Clark	Selph Landing
UNFUNDED ROADWAY/BRIDGE IMPROVEMENT PROJECTS				
Reconstruction (RC)				
10		Col. River/Taylor Flats/Clark Rd Intersection Improvement		
Resurface, Restore, and/or Rehabilitation Projects (3R)				
11		Vineyard Drive West	SR-395	Railroad
12		Glade North Road All-Weather Improvement VIII - Phase 2	Russell	Sheffield
13		Glade North Road All-Weather Improvement II	Selph Landing	Fir Rd
14		Taylor Flats All-Weather Improvement II	Selph Landing	W Sagemoor
15		Sagehill Road All-Weather Improvement	Hendricks	SR-24
16		Columbia River Road Improvements	Selph Landing	Sagemoor Rd
17		Dent Road Widening	Burns Rd	Dent Rd
18		Sagemoor West All-Weather Improvement I	Glade North	Taylor Flats
19		Coyan All-Weather Improvement I	Warehouse Rd	Muse Rd
20		Palouse Falls Road Hard Surfacing	SR-261	To End of Rd
21		Miscellaneous Paved Road Improvements		
22		Miscellaneous Gravel Road Improvements		
Resurface and Restore Projects (2R)				
23		R-170 Pavement Rehabilitation I, II, III	SR-17	Sagehill Rd
24		Pasco-Kahlotus All-Weather Improvement III	N of Herman	Murphy
25		Moon Road All-Weather Improvement	SR-260	Muse Rd
County Bridge Replacement Project				
26		Sagehill Bridge #400-6.96 Replacement		
27		Ringold Bridge #506-4.20 Replacement		
28		Glenwood Bridge #520-1.38 Replacement		
29		R-170 Bridge #608-8.30 Replacement		
30		Glade North Bridge #901-15.93 Replacement		
31		Phend Road Bridge #880-1.24 Replacement		
32		Dilling Road Bridge #215-2.03 Replacement		
33		N. Cherry Road Bridge #944-0.05		
Drainage Improvement Projects				
34		Miscellaneous Drainage Improvement Projects		
UNFUNDED ENHANCEMENT & SAFETY PROJECTS				
35		County-wide Safety Improvements 2024		
36		County-wide Safety Improvements 2025		
37		County-wide Safety Improvements 2026		
38		County-wide Slope Flattening		
39		County-wide Illumination LED Retrofit		
40		Safety-Intersection Turn Lanes Project		
41		Bridge Approach Improvements		

Disclaimer:
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Franklin County Map Scale: 1:117000



FRANKLIN COUNTY
2024 - 2029
SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM



Proposed Construction Year	PRIORITY	FFC	PROJECT	FUNDING SOURCE	TYPE	TERMINI	LENGTH (MILES)	COST EST *	FUNDING SOURCE						UNDETERMINED FUNDING SOURCE	DESIGN, R/W, & CONSTRUCTION			
									FEDERAL				STATE	COUNTY		2024	2025	2026	2027 to 2029
									STP/STB	BROS	HSIP	TAP	RAP	Estimated		Estimated	Estimated	Estimated	
FUNDED OR PARTIALLY FUNDED PROJECTS																			
2024	1	9	Ironwood Bridge #636-4.87	BROS	BR		0.1	1,887		1887				0	-	1,664	-	-	-
	2	7	Glade North Road Pavement Rehabilitation I	STP	2R	Pasco City Limits Clark Rd	1.7	1,550	1340				210	-	1,425	-	-	-	
2025	3	8	Hollingsworth Bridge #460-6.25	BROS / RAP	BR		0.1	946		761			185	0	-	20	800	-	-
	4	7	Taylor Flats and Ringold Road Safety Improvements	HSIP	Safety		-	2,024			1844		180	-	224	1,800	-	-	
	5	7	North Railroad Avenue	STP	2R	Reimann Selph Landing	1.1	2,135	1847				288	-	150	1,985	-	-	
2026	6	8	Vineyard Drive West and North Railroad Avenue Intersection	RAP	3R			2,381					1530	238	613	300	2,000	-	-
	7	7	Glade North Road All-Weather Improvement VIII - Phase 1	RAP	3R	Sheffield R-170	1.1	1,530					1378	152	-	100	280	1,050	-
2027	8	8	Vineyard Drive E. Bridge #886-2.74 Replacement	BROS	BR		0.1	1,848		1848				0	-	150	150	1,396	-
	9	7	Taylor Flats All-Weather Improvement I	STP	3R	Clark Selph Landing	2.1	3,665	3170				495	-	80	80	80	3,425	
UNFUNDED ROADWAY & BRIDGE IMPROVEMENT PROJECTS																			
<i>Reconstruction (RC)</i>																			
	10	7	Columbia River\Taylor Flats\Clark Rd Intersection Improvement		RC		-	2,500						2,500	-	-	-	-	2,500
<i>Resurface, Restore, and/or Rehabilitation Projects (3R)</i>																			
	11	8	Vineyard Drive West		3R	SR-395 Railroad	1.0	2,385						2,385	-	-	-	-	2,385
	12	7	Glade North Road All-Weather Improvement VIII - Phase 2		3R	Russell Sheffield	2.0	2,200						2,200	-	-	-	-	2,200
	13	7	Glade North Road All-Weather Improvement II, III		3R	Selph Landing Fir Rd	7.6	8,360						8,360	-	-	-	-	8,360
	14	7	Taylor Flats All-Weather Improvement II, III		3R	Selph Landing W Sagemoor	4.1	4,510						4,510	-	-	-	-	4,510
	15	7	Sagehill Road All-Weather Improvement		3R	Hendricks SR24	4.6	5,060						5,060	-	-	-	-	5,060
	16	8	Columbia River Road Improvements		3R	Selph Landing Sagemoor Rd	3.2	3,520						3,520	-	-	-	-	3,520
	17	U	Dent Road Widening		3R	Burns Rd Dent Rd	1.0	1,100						1,100	-	-	-	-	1,100
	18	7	Sagemoor West All-Weather Improvement I		3R	Glade North Taylor Flats	4.1	4,510						4,510	-	-	-	-	4,510
	19	8	Coyan All-Weather Improvement I		3R	Warehouse Rd Muse Rd	3.2	3,520						3,520	-	-	-	-	3,520
	20	9	Palouse Falls Road Hard Surfacing		3R	SR-261 To End of Rd	2.3	2,530						2,530	-	-	-	-	2,530
	21	9	Miscellaneous Paved Road Improvements		3R		-	750						750	-	-	-	-	750
	22	9	Miscellaneous Gravel Road Improvements		3R		-	750						750	-	-	-	-	750
<i>Resurface and Restore Projects (2R)</i>																			
	23	7	R-170 Pavement Rehabilitation I, II, III		2R	SR17 Sagehill Rd	8.4	7,560						7,560	-	-	-	-	7,560
	24	7	Pasco-Kahlotus All-Weather Improvement III		2R	N of Herman Murphy	2.5	2,250						2,250	-	-	-	-	2,250
	25	7	Moon Road All-Weather Improvement		2R	SR260 Muse Rd	4.9	4,410						4,410	-	-	-	-	4,410
<i>County Bridge Replacement Project</i>																			
	26	7	Sagehill Bridge #400-6.96 Replacement		BR		-	2,905						2,905	-	-	-	-	2,905
	27	7	Ringold Bridge #506-4.20 Replacement		BR		-	3,202						3,202	-	-	-	-	3,202
	28	9	Glenwood Bridge #520-1.38 Replacement		BR		-	3,082						3,082	-	-	-	-	3,082
	29	7	R-170 Bridge #608-8.30 Replacement		BR		-	2,197						2,197	-	-	-	-	2,197
	30	7	Glade North Bridge #901-15.93 Replacement		BR		-	2,008						2,008	-	-	-	-	2,008
	31	9	Phend Road Bridge #880-1.24 Replacement		BR		-	1,600						1,600	-	-	-	-	1,600
	32	8	Dilling Road Bridge #215-2.03 Replacement		BR		-	1,600						1,600	-	-	-	-	1,600
	33	9	N. Cherry Road Bridge #944-0.05 Replacement		BR		-	1,750						1,750	-	-	-	-	1,750
<i>Drainage Improvement Projects</i>																			
	34		Miscellaneous Drainage Improvement Projects		Drain		-	100						100	-	-	-	-	100
UNFUNDED ENHANCEMENT & SAFETY PROJECTS																			
	35		County-wide Safety Improvements 2024		Safety		-	750						750	-	-	-	-	750
	36		County-wide Safety Improvements 2026		Safety		-	1,000						1,000	-	-	-	-	1,000
	37		County-wide Safety Improvements 2028		Safety		-	1,000						1,000	-	-	-	-	1,000
	38		County-wide Slope Flattening		Safety		-	750						750	-	-	-	-	750
	39		County-wide Illumination LED Retrofit		Safety		-	150						150	-	-	-	-	150
	40		Safety-Intersection Turn Lanes Project		Safety		-	750						750	-	-	-	-	750
	41		Bridge Approach Improvements		Safety		-	175						175	-	-	-	-	175

7 - Major Collector
8 - Minor Collector
9 - Local Access
U - Urban

* Funding is x1000

Project Statistics

Functional Classification	09
Improvement Classification	11
Road Number	06360
Milepost	4.73 to 5.04
Mileage	0.31
Environ. Class.	CE

Traffic Count

2019	298 ADT
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Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	\$223,500
Right-of-Way	\$0
Construction	\$1,633,545
TOTAL	\$1,887,045

Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2023/2024

Project Funding

FHWA (BROS)	\$1,887,045
State	\$0
Local Funding	\$0

VICINITY MAP



Project Description

Replace 82 feet of untreated timber structure built in 1958 with pre-stressed concrete decked bulb-tee girder structure.

Project Justification

The bridge is structurally deficient.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-108) as CRP 630.

The County will be soliciting for bids this summer.

The project is scheduled for construction in the winter of 2023/2024.

GLADE NORTH ROAD PAVEMENT REHABILITATION I **Priority # 2**

Project Statistics

Functional Classification	07
Improvement Classification	05
Road Number	09010
Milepost	0.32 to 2.04
Mileage	1.72
Environ. Class.	CE
Utilities	P, T

Traffic Count

2018	5283 ADT
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Existing Conditions

All-Weather road has deteriorated

Project Estimate

Preliminary Engineering	\$125,000
Right-of-Way	\$0
Construction	\$1,425,000
TOTAL	\$1,550,000

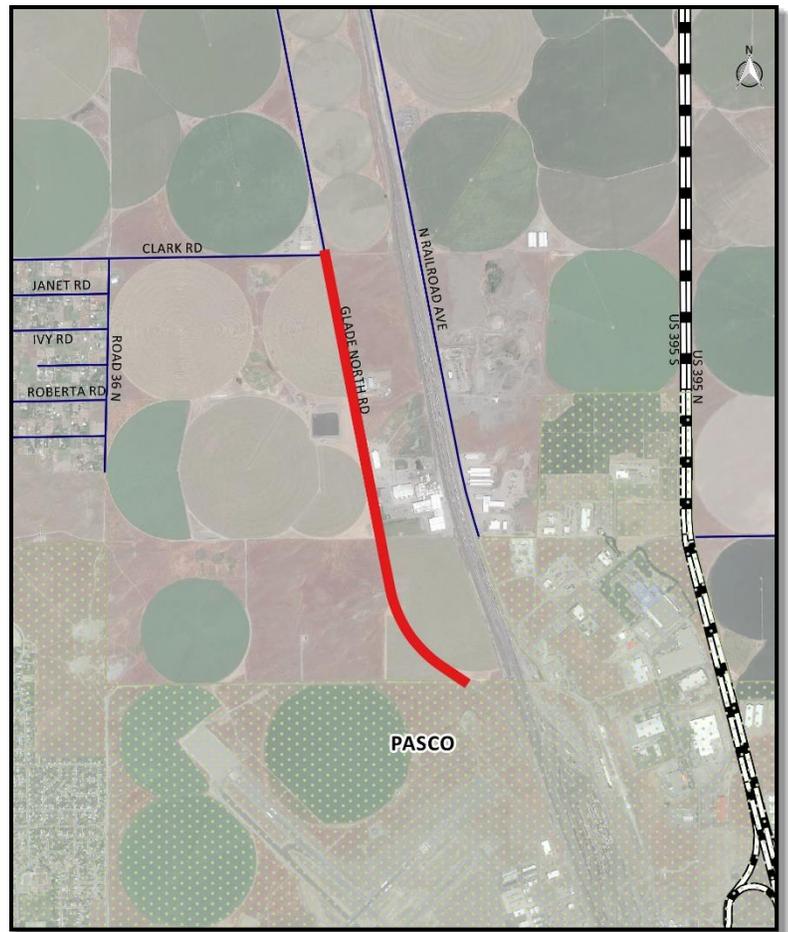
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2024

Project Funding

FHWA	\$1,340,750
State	\$0
Local Funding	\$209,250

VICINITY MAP



Project Description

The proposed project aims to resurface with asphalt and add illumination, as needed.

Project Justification

This section of road was paved with asphalt in 1991; the life of the asphalt structure is nearing its end. If not rehabilitated, this section of roadway will quickly fail.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-094) as CRP 627. The County is in the preliminary engineering phase for this project.

HOLLINGSWORTH BRIDGE #460-6.25 REPLACEMENT **Priority # 3**

Project Statistics

Functional Classification	08
Improvement Classification	11
Road Number	04600
Milepost	6.22 to 6.32
Mileage	0.10
Environ. Class.	CE

Traffic Count

2020	740 ADT
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Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	\$112,500
Right-of-Way	\$0
Construction	\$833,820
TOTAL	\$946,320

Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2024/2025

Project Funding

FHWA (BROS)	\$761,520
State	\$184,800
Local Funding	\$0

VICINITY MAP



Project Description

Replace 28 feet of untreated timber structure built in 1959 with steel or concrete arch structure.

Project Justification

The bridge is structurally deficient.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-106) as CRP 628.

The County is in the preliminary engineering phase for this project.

The project is scheduled for construction in the winter of 2024/2025.

TAYLOR FLATS AND RINGOLD ROAD SAFETY IMPROVEMENTS **Priority # 4**

Project Statistics

Functional Classification	07
Improvement Classification	05
Road Number	09030/05060
Milepost	varies
Mileage	varies
Environ. Class.	CE
Utilities	FO, P, T

Traffic Count

2020 (TF)	4445 ADT
2020 (Ringold)	1760 ADT

Existing Conditions

Shoulder slopes and width
Inadequate in places

Project Estimate

Preliminary Engineering	\$224,000
Right-of-Way	\$0
Construction	\$1,800,000
TOTAL	\$2,024,000

Project Schedule

Preliminary Engineering	2022
Right-of-Way	-
Construction	2025

Project Funding

FHWA	\$1,844,000
State	\$0
Local Funding	\$180,000

Project Description

The project aims to identify and apply slope flattening, shoulder widening, and/or guardrail issues along sections of Taylor Flats Road and Ringold Road.

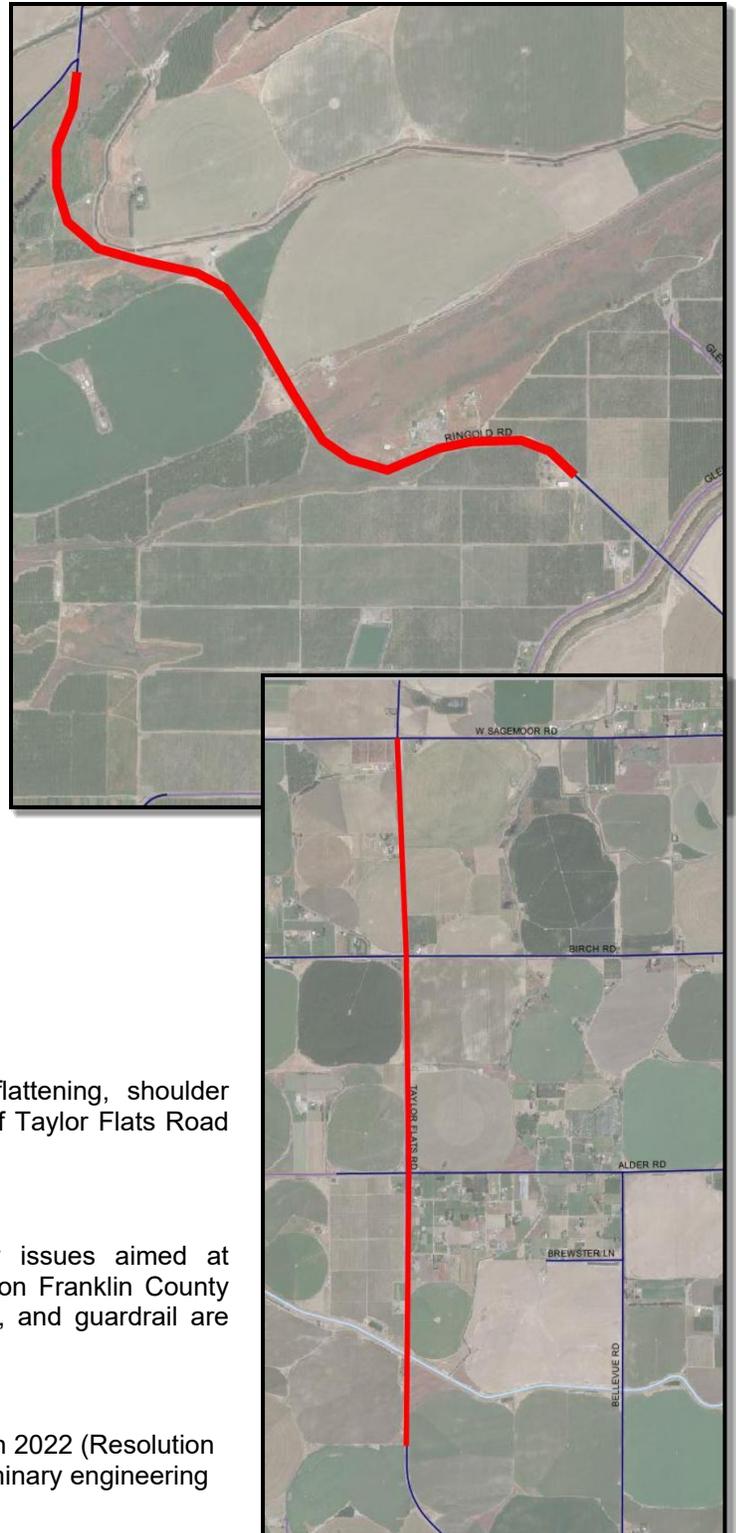
Project Justification

Federal funding is available to address safety issues aimed at preventing collisions and other accidents. Based on Franklin County collision data, slope flattening, shoulder widening, and guardrail are desirable preventative measures.

Status

Approved by the Board of County Commissioners in 2022 (Resolution 2022-169) as CRP 632. The County is in the preliminary engineering phase for this project.

VICINITY MAP



NORTH RAILROAD AVENUE **Priority # 5**

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	10100
Milepost - Railroad	2.13 to 3.27
Mileage	1.14
Environ. Class.	CE
Utilities	P, T, W

Traffic Count

2018 - Railroad	1001 ADT
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Existing Conditions

Bring up to current design standards

Project Estimate

Preliminary Engineering	\$150,000
Right-of-Way	\$0
Construction	\$1,985,000
TOTAL	\$2,135,000

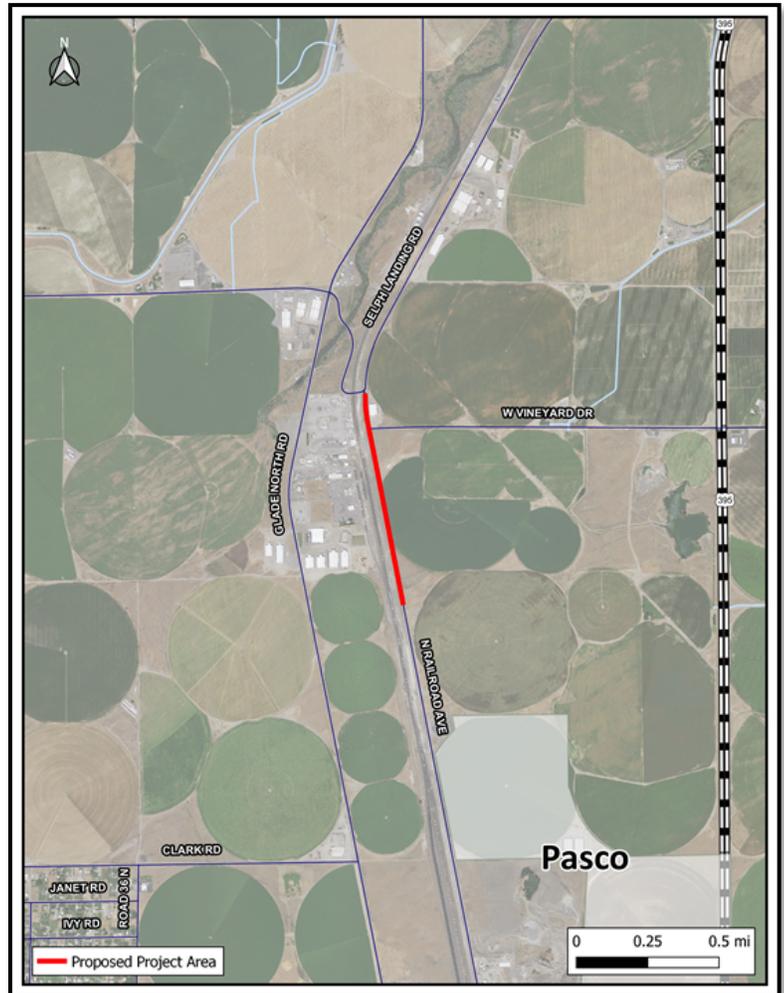
Project Schedule

Preliminary Engineering	2023
Right-of-Way	
Construction	2025

Project Funding

FHWA	\$1,846,775
State	\$0
Local Funding	\$288,225

VICINITY MAP



Project Description

The project will widen and overlay the road to a total paved width of 36 feet (two 12-foot lanes with 6-foot shoulders) and add sufficient asphalt depth to allow commercial trucks servicing the area to operate safely.

Project Justification

Development of the area is highly dependent on the local transportation system serving the area. North Railroad Avenue is the primary road servicing the area, as one of the main connections to SR-395. The road suffers from structure and design deficits that pose both safety and longevity concerns. North Railroad Avenue does not meet current standards to service the area.

Status

Approved by the Board of County Commissioners in 2023 (Resolution 2023-132) as CRP 634. The County is in the preliminary engineering phase for this project.

Project Statistics

Functional Classification	07/08
Improvement Classification	RC
Road Number - Railroad	10100
Road Number - Vineyard	08870
Milepost - Railroad	2.97 to 3.27
Milepost - Vineyard	0.09 to 1.24
Mileage	Varies
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2018 - Railroad	1001 ADT
2015 - Vineyard	505 ADT

Existing Conditions

Site distance issue and not at current design standards

Project Estimate

Preliminary Engineering	\$217,000
Right-of-Way	\$176,000
Construction	\$1,988,000
TOTAL	\$2,381,000

Project Schedule

Preliminary Engineering	2023
Right-of-Way	2024
Construction	2025

Project Funding

FHWA	\$0
State	\$1,529,800
Local Funding	\$238,100
Unfunded	\$613,100

Project Description

The project will address the intersection of Vineyard and Railroad. State funding (RAP) will be used on this minor collector to address Vineyard’s site distance and utility needs.

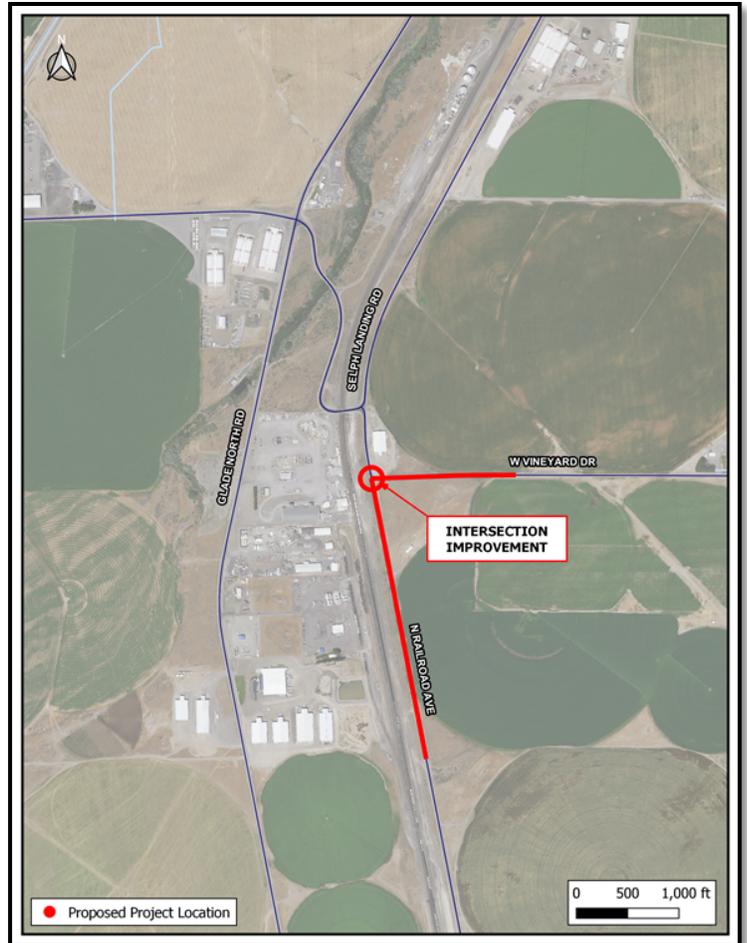
Project Justification

Development of the area is highly dependent on the local transportation system serving the area. N. Railroad Avenue is the primary road servicing the area, while West Vineyard Drive serves as a primary connection from N. Railroad Avenue to SR-395.

Status

Approved by the Board of County Commissioners in 2023 (Resolution 2023-142) as CRP 635. The County is in the preliminary engineering phase for this project.

VICINITY MAP



GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – PHASE I **Priority # 7**

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09010
Milepost	21.45 to 22.59
Mileage	1.14
Environ. Class.	CE
Utilities	P, T, FO

Traffic Count

2018	1987 ADT
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Existing Conditions

28-ft wide road; sight distance issues; heavy truck traffic; deteriorating road; not all weather

Project Estimate

Preliminary Engineering	\$200,000
Right-of-Way	\$280,000
Construction	\$1,050,000
TOTAL	\$1,530,000

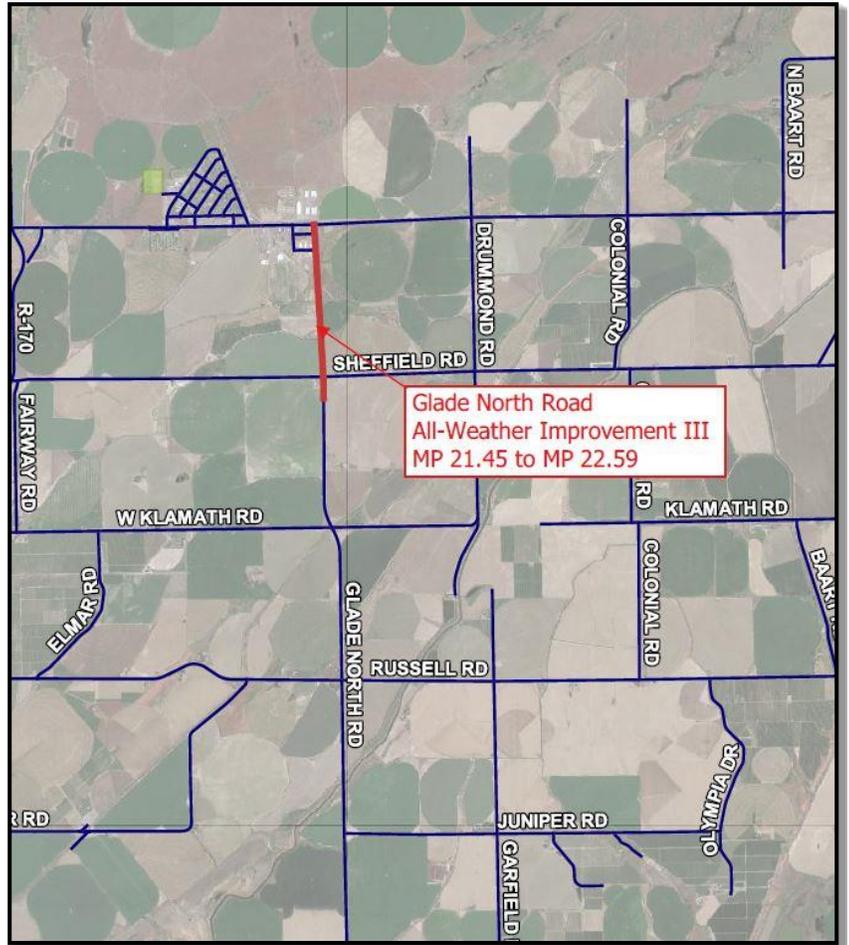
Project Schedule

Preliminary Engineering	2022
Right-of-Way	2024
Construction	2026

Project Funding

FHWA	\$0
State	\$1,377,000
County	\$153,000

VICINITY MAP



Project Description

The project will widen and overlay this major arterial road bringing Glade North Road to current design standards. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

The proposed project will address the most northerly one (1) mile section of Glade North Road that accesses directly into Basin City. This section of roadway is deteriorating rapidly and past its useful life. Repair and maintenance cost have escalated since the road was not built to support the traffic load that it now carries close to 2000 ADT with 32% truck traffic. Besides not being structurally sound, other deficiencies to this section of roadway is the width of the roadway, edge cracking, longitudinal, transverse, and alligator cracking.

Status

Approved by the Board of County Commissioners in 2022 (Resolution 2022-112) as CRP 631. The County is in the preliminary engineering phase for this project.

Project Statistics

Functional Classification	08
Improvement Classification	BR
Road Number	08860
Milepost	2.64 to 2.84
Mileage	0.10
Environ. Class.	CE

Traffic Count

2018	772 ADT
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Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	\$521,700
Right-of-Way	\$11,600
Construction	\$1,314,600
TOTAL	\$1,847,900

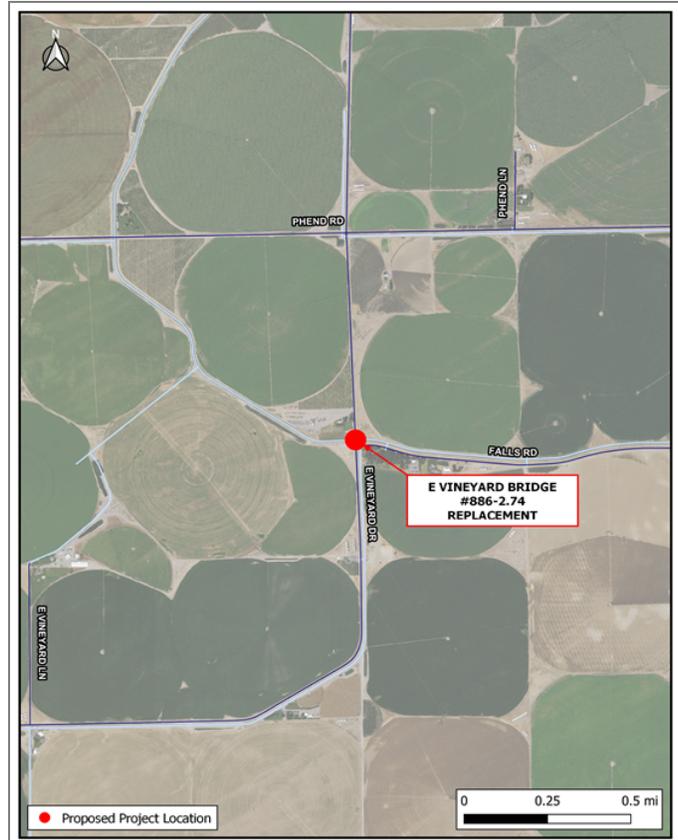
Project Schedule

Preliminary Engineering	2023
Right-of-Way	2025
Construction	2026

Project Funding

FHWA (BROS)	\$1,668,826
State	\$0
Local Funding	\$179,074

VICINITY MAP



Project Description

Replace 40 ft of timber sawn girder structure built in 1965 with steel or concrete structure.

Project Justification

The bridge is structurally deficient.

Status

Approved by the Board of County Commissioners in 2023 (Resolution 2023-130) as CRP 633. The County is in the preliminary engineering phase for this project.

TAYLOR FLATS ALL WEATHER IMPROVEMENT I **Priority # 9**

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09030
Milepost	0.00 to 2.09
Mileage	2.09
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2018	6602 ADT
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Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	\$240,000
Right-of-Way	\$0
Construction	\$3,425,000
TOTAL	\$3,665,000

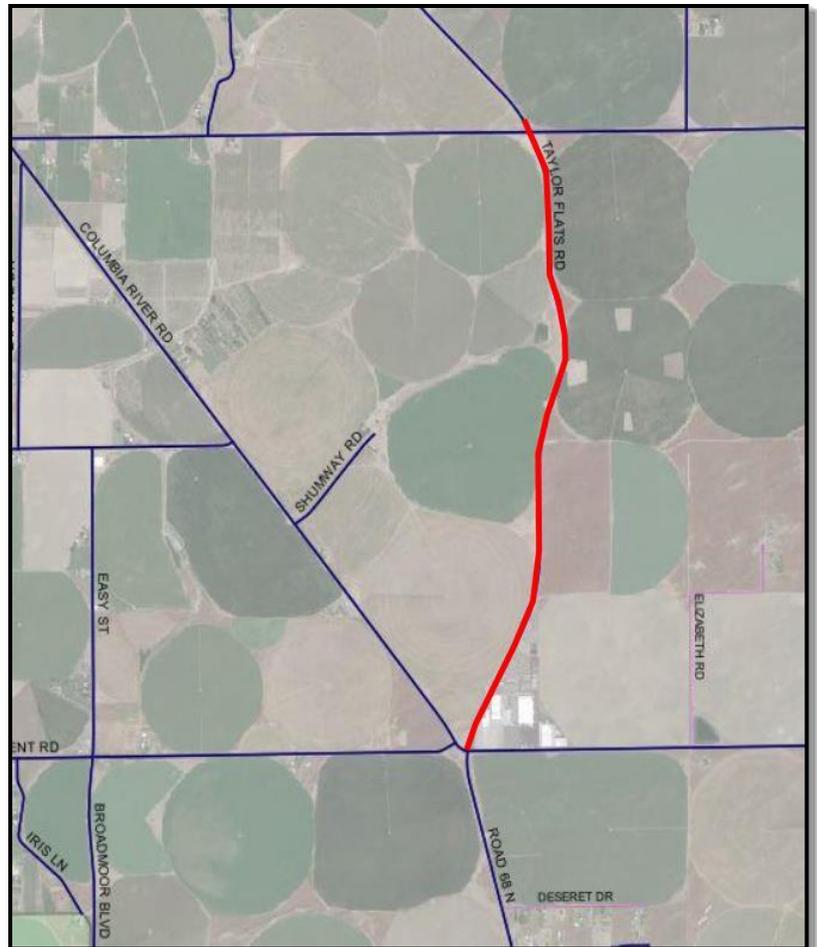
Project Schedule

Preliminary Engineering	2023
Right-of-Way	
Construction	2027

Project Funding

FHWA	\$3,170,225
State	\$0
Local Funding	\$494,775
Unfunded	\$0

VICINITY MAP



Project Description

The project aims to widen and overlay Taylor Flats Road to current design standards. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

Taylor Flats Road is a major arterial road with more than 6,600 vehicles (15% truck traffic) utilizing this section of road. Due to Taylor Flats relatively high ADT and its use of commercial and local vehicles; year-round accessibility is necessary.

Status

Funding is secured and will soon be obligated.

COLUMBIA RIVER/TAYLOR FLATS/CLARK ROAD INTER. IMP. Priority # 10 (RC)

Project Statistics

Functional Classification	07/08
Improvement Classification	RC
Road No.	09260/09030/10010/10050
Milepost	Varies
Mileage	Varies
Environ. Class.	CE
Utilities	P T W FO

Traffic Count

2018	7,470 ADT
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Existing Conditions

Reconfiguration of a five-leg intersection that does not meet current traffic needs.

Project Estimate

Preliminary Engineering	\$200,000
Right-of-Way	\$100,000
Construction	\$2,200,000
TOTAL	\$2,500,000

Project Schedule

- Preliminary Engineering
- Right-of-Way
- Construction

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$2,500,000

VICINITY MAP



Project Description

The proposed project will address the configuration of a five-leg intersection heavily utilized by both commercial and passenger vehicles.

Project Justification

Columbia River, Taylor Flats, Dent, Road 68 N, and Clark Roads intersection has recently been partially annexed into the city. Several residential developments have been constructed with more planned for the future. Safety is a top priority for both the City of Pasco and Franklin County. The joint project will address the traffic flow and safety concerns characteristics of varying vehicle types that utilize this intersection.

Status

Planned.

VINEYARD DRIVE WEST **Priority # 11 (3R)**

Project Statistics

Functional Classification	08
Improvement Classification	3R
Road Number - Vineyard	08870
Milepost	0.00 to 1.0
Mileage	1.0
Environ. Class.	CE
Utilities	P, T, W

Traffic Count

2015	505 ADT
------	---------

Existing Conditions

Bring up to current design standards

Project Estimate

Preliminary Engineering	\$150,000
Right-of-Way	\$235,000
Construction	\$2,000,000
TOTAL	\$2,385,000

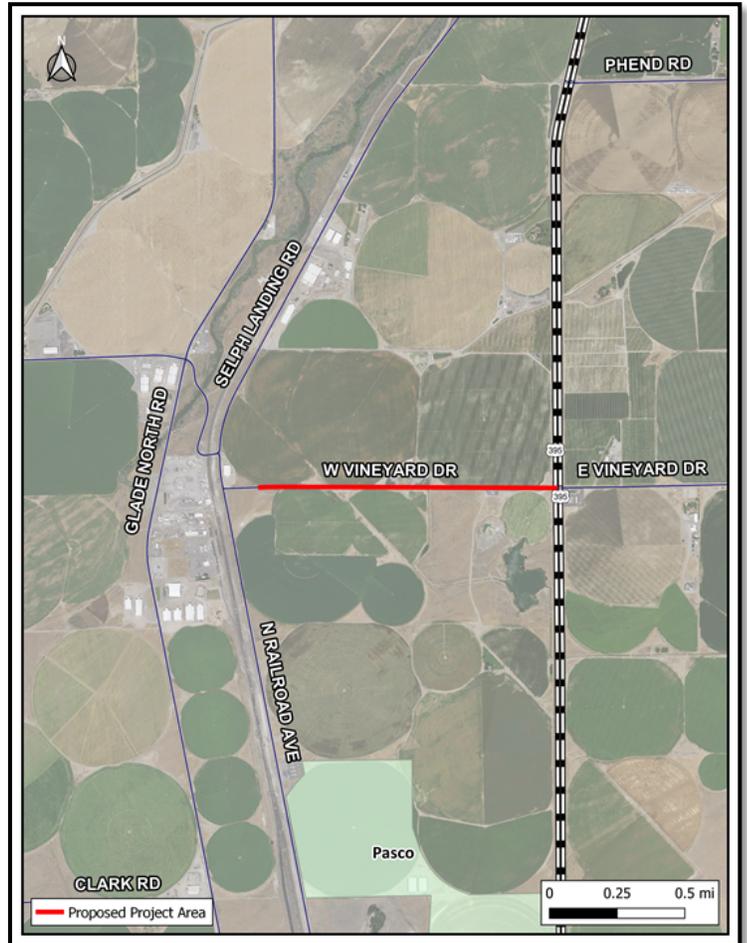
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$2,385,000

VICINITY MAP



Project Description

The project will widen and overlay Vineyard Road to current design standards. Allowing commercial trucks that service the area to access to industrial facilities.

Project Justification

Development of the area is highly dependent on the local transportation system serving the area. West Vineyard Drive serves as one of the primary connections from North Railroad Avenue to SR-395. West Vineyard Drive does not meet current standards to service the area.

Status

Planned

GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – Ph. 2 Priority # 12 (3R)

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09010
Milepost	19.55 to 21.45
Mileage	1.90
Environ. Class.	CE
Utilities	P, T, FO

Traffic Count

2018	2414 ADT
------	----------

Existing Conditions

28-ft wide road; heavy truck traffic; deteriorating road; not all weather

Project Estimate

Preliminary Engineering	\$200,000
Right-of-Way	\$200,000
Construction	\$1,800,000
TOTAL	\$2,200,000

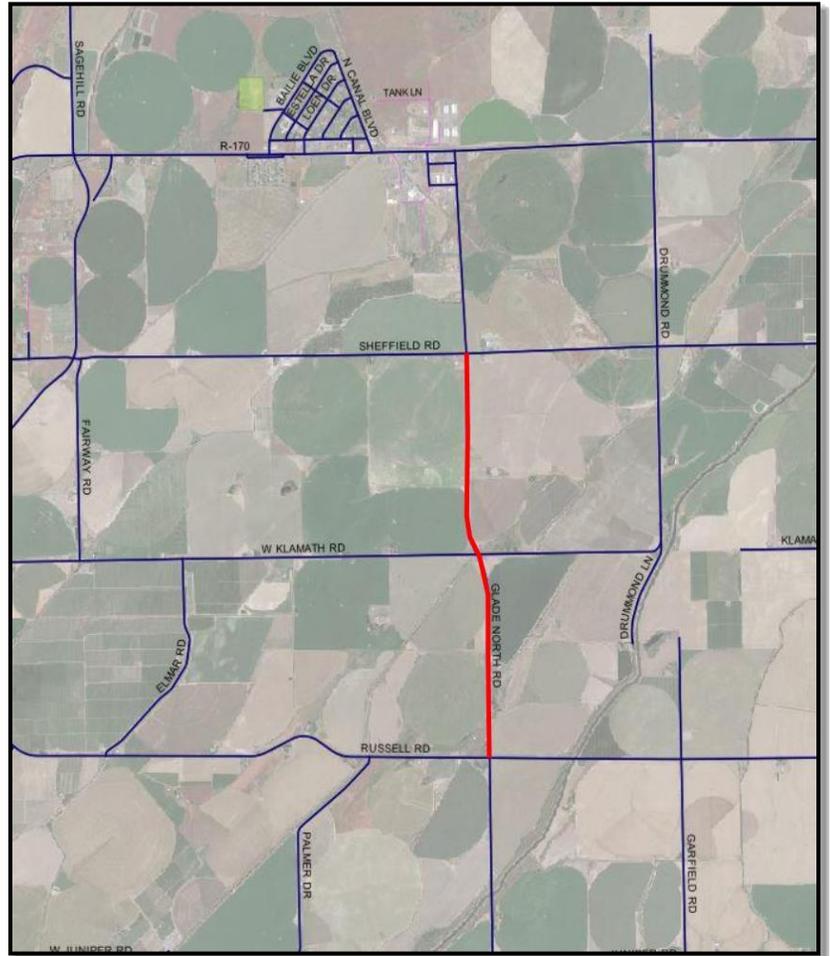
Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

FHWA	\$0
State	\$0
Unfunded	\$2,200,000

VICINITY MAP



Project Description

The proposed project will widen and overlay this major arterial road bringing Glade North Road to current design standards. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

The proposed project will continue to address the northerly section of Glade North Road that accesses directly into Basin City. This section of roadway is deteriorating rapidly and past its useful life. Repair and maintenance cost have escalated since the road was not built to support the traffic load that it now carries over 2400 ADT with 35% truck traffic. Besides not being structurally sound, other deficiencies to this section of roadway is the width of the roadway, edge cracking, longitudinal, transverse, and alligator cracking.

Status

Planned

GLADE NORTH ROAD ALL-WEATHER II **Priority # 13 (3R)**

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09010
Milepost	4.00 to 11.60
Mileage	7.60
Environ. Class.	CE
Utilities	P, T, F, W

Traffic Count

2018	3979 ADT
------	----------

Existing Conditions

Not an all-weather route;
needs overlay and widening

Project Estimate

Preliminary Engineering	\$300,000
Right-of-Way	\$200,000
Construction	\$7,860,000
TOTAL	\$8,360,000

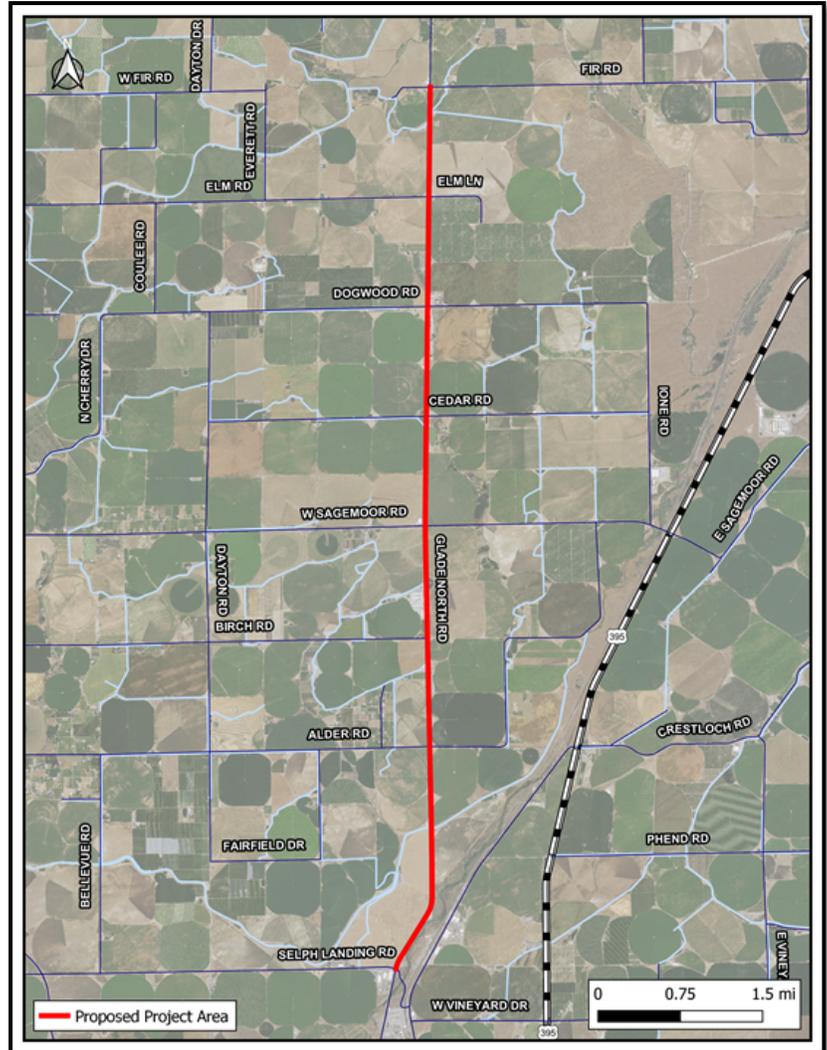
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$8,360,000

VICINITY MAP



Project Description

Glade North is one of two principle, non-highway, north-south routes in the County. It is used by both commercial trucking – which services the agricultural businesses along the corridor – and local vehicles. Because of its relatively high ADT and manner of use, Glade North needs to be an all-weather road. The project will repair, widen, and overlay 7.6 miles of the roadway.

Project Justification

Glade North’s relatively high ADT of both commercial and personal vehicles types; year-round accessibility is necessary. The project will complete a section of Glade North, extending the all-weather route to an existing section of all-weather roadway.

Status

Planned

TAYLOR FLATS ALL-WEATHER IMPROVEMENTS II **Priority # 14 (3R)**

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09030
Milepost	2.08 to 4.25
Mileage	2.17
Environ. Class.	CE
Utilities	FO, P, T

Traffic Count

2020	4445 ADT
------	----------

Existing Conditions

Shoulder slopes and width
Inadequate in places

Project Estimate

Preliminary Engineering	\$100,000
Right-of-Way	\$0
Construction	\$2,000,000
TOTAL	\$2,100,000

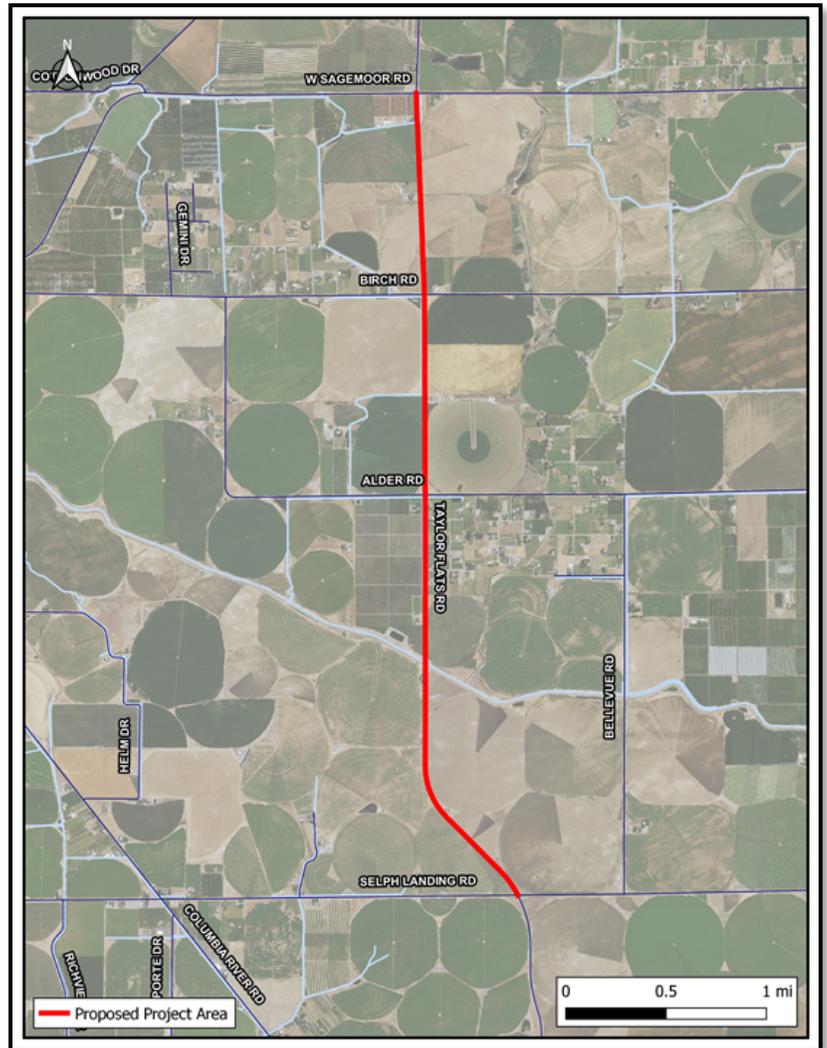
Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$0

VICINITY MAP



Project Description

The project will widen and overlay this major arterial road bringing Taylor Flats Road to current design standards. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

Taylor Flats Road is a major arterial road with more than 4,400 vehicles (31% truck traffic) utilizing this section of road. Because of Taylor Flats relatively high ADT and its use by commercial and local personal vehicles, year-round accessibility is necessary.

Status

Planning

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	0.00 to 8.38
Mileage	8.38
Environ. Class.	CE
Utilities	P, T, W, F

Traffic Count

2018	1340 ADT
------	----------

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	\$160,000
Right-of-Way	\$0
Construction	\$7,400,000
TOTAL	\$7,560,000

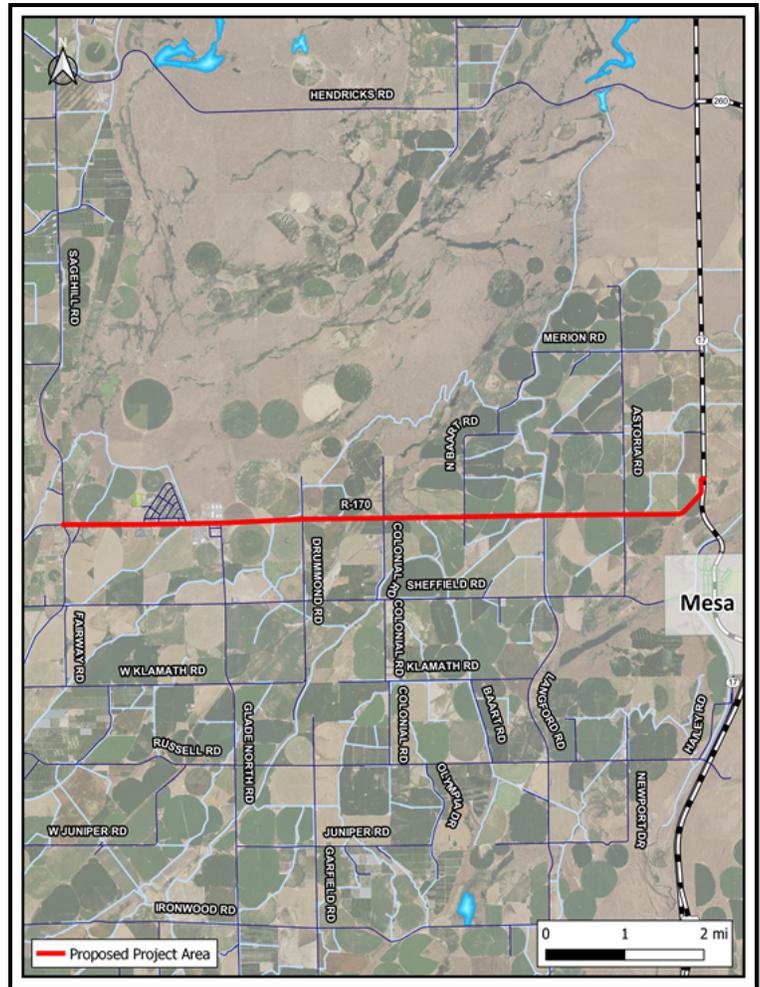
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$3,300,000

VICINITY MAP



Project Description

The proposed project aims to resurface with asphalt.

Project Justification

This section of road was paved with asphalt in 1994; the life of the asphalt structure is nearing its end. If not rehabilitated, this section of roadway will continue to fail, resulting in even more costly repair.

Status

Planned

PASCO-KAHLOTUS ALL-WEATHER IMPROVEMENT III **Priority # 24 (2R)**

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	08070
Milepost	13.08 to 15.60
Mileage	2.52
Environ. Class.	CE
Utilities	P, T, W, F

Traffic Count

2016	368 ADT
------	---------

Existing Conditions

Continue the work of creating an all-weather route

Project Estimate

Preliminary Engineering	\$200,000
Right-of-Way	\$0
Construction	\$2,050,000
TOTAL	\$2,250,000

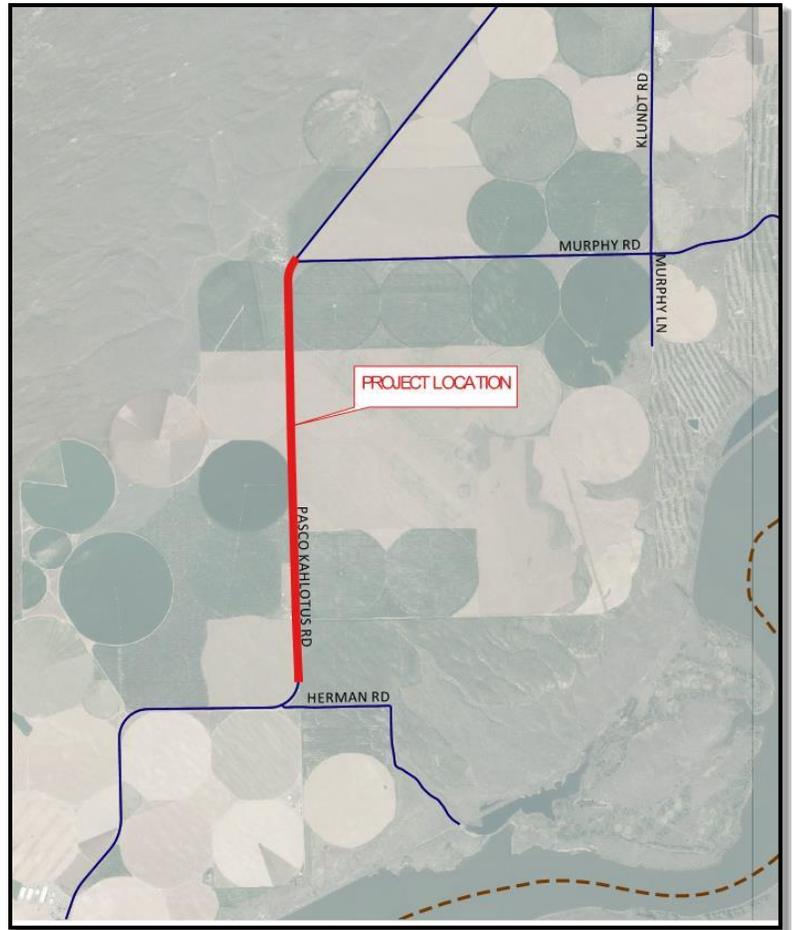
Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$2,250,000

VICINITY MAP



Project Description

The proposed project aims to construct the existing road to current design standards and correct structural deficiencies by adding structural strength by means of an asphalt overly. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

Pasco-Kahlotus Road is the only major arterial linking the eastern section of Franklin County from SR-12 (Pasco) to SR-260 (Kahlotus/Washtucna). The project will continue the work of creating an all-weather route along this farm to market road.

Status

Planned

MOON ROAD ALL-WEATHER IMPROVEMENT **Priority # 25 (2R)**

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	08070
Milepost	0.14 to 5.03
Mileage	4.9
Environ. Class.	CE
Utilities	P, T, W

Traffic Count

2016	368 ADT
------	---------

Existing Conditions

Continue the work of creating an all-weather route

Project Estimate

Preliminary Engineering	\$175,000
Right-of-Way	\$0
Construction	\$4,235,000
TOTAL	\$4,410,000

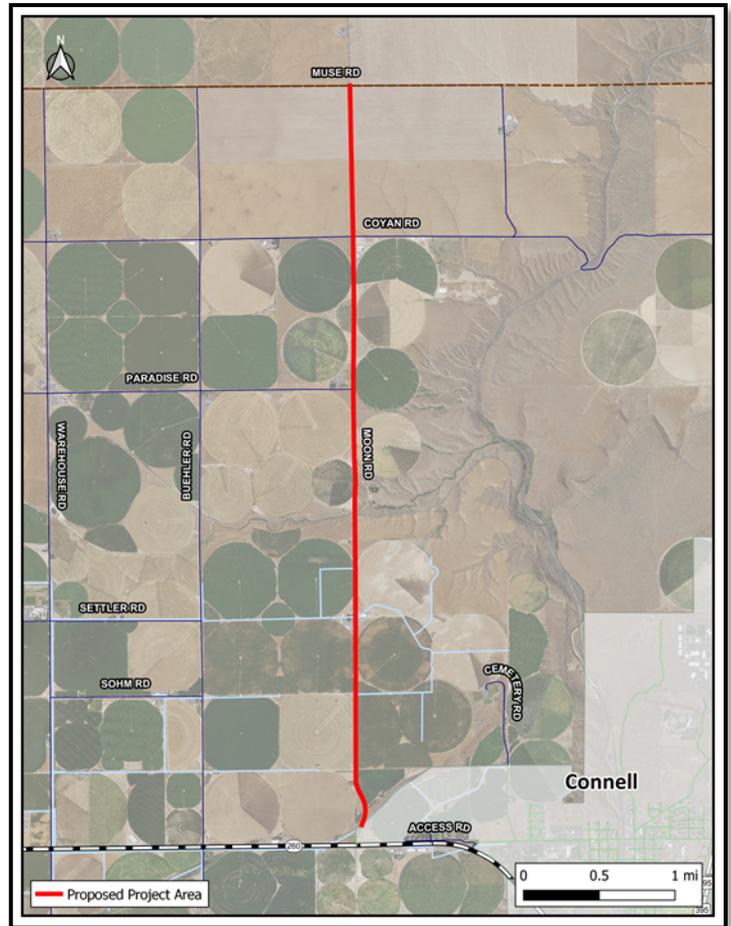
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	\$0
State	\$0
Local Funding	\$0
Unfunded	\$4,410,000

VICINITY MAP



Project Description

The proposed project aims to construct the existing road to current design standards and correct structural deficiencies by adding structural strength by means of an asphalt overly. The added structural strength will upgrade this section of roadway to an all-weather route.

Project Justification

Moon Road access SR-260 and directly enters into the City of Connell’s limits. In 2001, one mile south of Paradise was constructed to all-weather standards.

Status

Planned

FRANKLIN COUNTY
PUBLIC WORKS DEPARTMENT



2022 Annual Bridge Condition Report:

Submitted June 2023



Prepared by: Salvador Robles
Salvador Robles
Lead Inspector

Under the direction of: Craig Erdman
Craig Erdman, PE
County Engineer

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Introduction

WAC 136-20 directs that the county engineer is responsible for all routine and special inspections of all bridges on the county road system in accordance with the National Bridge Inspection Standards (NBIS) as publicized and periodically revised by the WSDOT Highway and Local Programs office. In addition, the WAC requires that each county engineer furnish the county legislative authority with a written resume of the findings of the bridge inspection effort. Accordingly, this report is being provided to the Board for information and consideration.

Definitions

Bridge A structure having a centerline length greater than 20 feet as measured per the criteria in the Washington State Bridge Inspection Manual (WSBIM).

Short Span Bridge A structure having a centerline length less than or equal to 20ft and which meets the Short Span Bridge criteria in the Washington State Bridge Inspection Manual (WSBIM).

Sufficiency Rating (SR) The sufficiency rating is the basis for establishing eligibility and priority for replacement or rehabilitation of bridges with Federal funds administered by the WSDOT. The sufficiency rating is a numeric value that indicates a bridge's relative ability to serve its intended purpose. The value ranges from 100 (a bridge in new condition) to 0 (a bridge incapable of carrying traffic). The sufficiency rating is the summation of four calculated values: Structural Adequacy and Safety, Serviceability and Functional Obsolescence, Essentiality for Public Use, and Special Reductions. In general, the lower the sufficiency rating, the higher the priority for replacement or rehabilitation. Short Span Bridges are not eligible for Federal funds.

Functionally Obsolete (FO) The designation given to a structure where deck geometry, load carrying capacity, clearance, or approach roadway alignment has reduced its ability to adequately meet the traffic needs at accepted design standards.

Structurally Deficient (SD) The designation given to a structure where the condition or design has impacted its ability to adequately carry its intended traffic loads.

Inventory Status

Bridges Franklin County has responsibility for 83 bridges on its County Road System. Of these, 46 are concrete, 6 steel, and 31 timber. Nineteen (19) county road bridges are classified as structurally deficient, 39 bridges are posted with load restrictions, and 1 bridge is presently classified as functionally obsolete. A listing of the structurally deficient, the load restricted, and functionally obsolete bridges is shown on Attachment 'A'. (all these bridge inventory records are reported to WSDOT & FHWA)

Short Span Bridges Franklin County has responsibility for 18 short span bridges on its County Road System. Of these, 3 are concrete, 1 steel, and 14 timber. There are no short span bridges that are classified as structurally deficient, posted with load restrictions, or functionally obsolete. (all these short span inventory records are reported to WSDOT)

Other Bridges Franklin County also inspects 2 bridges for the City of Connell and 1 bridge for the City of Mesa. There is 1 bridge from the City of Connell that is functionally obsolete and another that is load restricted. (See Attachment 'A') .

Inspection Status

Bridges National Bridge Inspection Standards mandated by the Code of Federal Regulations (CFR) and administered by the Washington State Department of Transportation require that public bridge owners routinely inspect their bridges at least once every 24 months. Our current bridge inventory inspection (44 of 83 County bridges) was accomplished during the month of November and December in 2022. There are currently 3 bridges that require inspections every 12 months and are listed on Attachment 'B'. We are in compliance with the required inspection schedules.

Short Span Bridges There are no federal requirements for the inspection of short span bridges. However, we inspect them similarly to the bridges. All these short span bridges are inspected every 24 months. Our current short span inventory inspection (11 of 18) was accomplished by end of December in 2022.

Bridge Restrictions

A load rating report is performed for each bridge in the NBIS inventory by a professional structural engineer in accordance with federal and state regulations. A bridge load rating is the measure of the bridge's load carrying capacity. There are two capacity levels that bracket this ability, the Inventory Rating and the Operating Rating. The Inventory Rating is the load that a bridge can carry for an indefinite number of load cycles without detriment to the bridge. The Operating Rating is the maximum load that can be carried on an infrequent basis without detriment to the bridge.

NBIS regulations require the posting, or restrictions, of load limits on a bridge when the load rating factors for the legal loads is less than 1. Load rating factors have been calculated using six standard truck configurations to check the capacity levels: three truck configurations represent legal loads; a national standard truck; and two overload vehicles. The minimum posting value is three tons at inventory or operating levels. Bridges not capable of carrying a minimum gross weight of three tons must be closed.

On November 15, 2013, a Federal Highway Administration (FHWA) Memorandum was issued requiring that all Specialized Haul Vehicles also receive a load rating. The purpose of this memorandum was to

clarify FHWA's position on the analysis of *Specialized Hauling Vehicles* (SHVs) as defined in the AASHTO's Manual for Bridge Evaluation (MBE) during bridge load rating and posting to comply with the requirements of the *National Bridge Inspection Standards* (NBIS). The intent of the load rating and posting provisions of the NBIS is to insure that all bridges are appropriately evaluated to determine their safe live load carrying capacity considering all unrestricted legal loads, including State routine permits, and that bridges are appropriately posted if required, in accordance with the MBE. The SHVs are closely-spaced multi-axle single unit trucks introduced by the trucking industry in the last decade. Examples include dump trucks, construction vehicles, solid waste trucks, and other hauling trucks.

Franklin County had 47 NBI reportable bridges out of 83 load rated this year. The County has a total of thirty nine (39) NBI reportable bridges posted for load restrictions, a list of all posted bridges is shown in Attachment 'C'.

Attachment 'A' (structurally deficient, load restricted, or functionally obsolete)

Bridge #	Bridge Name	Length (ft)	Curb to Curb Width (ft)	Material	Sufficiency Rating	Notes
447-3.58	ALBANY ROAD	40	24.0	timber	76.33	LOAD RESTRICTED (POSTED)
479-2.63	BUFFALO ROAD	39	24.0	timber	67.77	LOAD RESTRICTED (POSTED)
944-2.18	CHERRY DRIVE, NORTH	26	26.0	prestressed concrete	69.98	SD
669-0.89	COLONIAL ROAD	31	24.0	timber	80.57	LOAD RESTRICTED (POSTED)
926-5.08	COLUMBIA RIVER RD	23	28.0	concrete	92.77	LOAD RESTRICTED (POSTED)
200-8.24	COYAN ROAD	47	24.0	timber	79.68	LOAD RESTRICTED (POSTED)
215-2.03	DILLING ROAD	39	31.4	prestressed concrete	45.97	LOAD RESTRICTED (POSTED), SD
980-0.62	FIR ROAD	33	24.0	timber	80.80	LOAD RESTRICTED (POSTED)
615-2.31	GARFIELD ROAD	46	24.0	timber	61.16	LOAD RESTRICTED (POSTED)
901-15.93	GLADE NORTH 2	50	29.3	prestressed concrete	61.96	SD
520-1.38	GLENWOOD ROAD	93	24.0	timber	40.30	LOAD RESTRICTED (POSTED), SD
370-8.25	HENDRICKS ROAD	32	27.4	prestressed concrete	76.67	LOAD RESTRICTED (POSTED)
370-1.35	HENDRICKS ROAD	80	27.4	prestressed concrete	55.49	LOAD RESTRICTED (POSTED), SD
460-6.25	HOLLINGSWORTH RD	28	24.1	timber	41.02	LOAD RESTRICTED (POSTED), SD
620-2.31	HOLLY DRIVE	43	24.0	timber	75.72	LOAD RESTRICTED (POSTED)
636-6.70	IRONWOOD ROAD	24	23.7	timber	68.79	LOAD RESTRICTED (POSTED)
636-4.87	IRONWOOD ROAD	82	24.0	timber	39.57	LOAD RESTRICTED (POSTED), SD
539-0.68	JUNIPER ROAD, WEST	45	24.0	timber	65.19	LOAD RESTRICTED (POSTED)
686-0.79	KLAMATH ROAD	59	23.4	timber	45.50	LOAD RESTRICTED (POSTED), SD
330-1.28	MERION ROAD	86	24.0	timber	67.35	LOAD RESTRICTED (POSTED), FO
211-0.85	MUSE DRIVE	59	23.4	timber	27.07	LOAD RESTRICTED (POSTED), SD
230-3.47	PARADISE ROAD	43	23.8	timber	72.23	LOAD RESTRICTED (POSTED)

880-1.24	PHEND ROAD	40	24.2	timber	39.84	LOAD RESTRICTED (POSTED), SD
608-8.30	R-170	51	31.5	prestressed concrete	34.65	LOAD RESTRICTED (POSTED), SD
506-2.27	RINGOLD ROAD	61	26.0	prestressed concrete	49.05	LOAD RESTRICTED (POSTED), SD
506-2.96	RINGOLD ROAD	34	31.6	prestressed concrete	60.62	LOAD RESTRICTED (POSTED), SD
506-4.20	RINGOLD ROAD	85	31.6	prestressed concrete	41.90	LOAD RESTRICTED (POSTED), SD
670-10.10	RUSSELL ROAD	47	24.1	timber	70.75	LOAD RESTRICTED (POSTED)
670-4.63	RUSSELL ROAD	26	29.4	prestressed concrete	58.52	LOAD RESTRICTED (POSTED)
670-2.75	RUSSELL ROAD	34	29.4	prestressed concrete	49.95	LOAD RESTRICTED (POSTED), SD
400-4.02	SAGEHILL 2	32	29.5	prestressed concrete	47.33	SD
400-6.96	SAGEHILL 3	76	28.0	prestressed concrete	40.37	LOAD RESTRICTED (POSTED), SD
400-8.43	SAGEHILL 4	26	35.5	prestressed concrete	76.15	LOAD RESTRICTED (POSTED)
400-9.03	SAGEHILL-5	40	35.3	prestressed concrete	71.76	LOAD RESTRICTED (POSTED)
218-0.98	SETTLER ROAD	34	23.4	timber	77.23	LOAD RESTRICTED (POSTED)
690-3.92	SHEFFIELD RD	85	27.5	prestressed concrete	60.97	LOAD RESTRICTED (POSTED)
690-8.45	SHEFFIELD RD	43	24.0	timber	76.34	LOAD RESTRICTED (POSTED)
690-3.04	SHEFFIELD RD	59	24.1	timber	40.00	LOAD RESTRICTED (POSTED), SD
903-12.44	TAYLOR FLATS ROAD	30	31.6	prestressed concrete	67.47	LOAD RESTRICTED (POSTED)
886-4.44	VINEYARD DRIVE, EAST	44	24.0	timber	65.70	LOAD RESTRICTED (POSTED)
886-2.74	VINEYARD DRIVE, EAST	40	23.4	timber	48.34	LOAD RESTRICTED (POSTED), SD
225-1.75	WAREHOUSE ROAD	34	23.4	timber	62.04	LOAD RESTRICTED (POSTED)

SD = STRUCTURALLY DEIFICIENT

OB = FUNCTIONALLY OBSOLETE

Attachment 'B' (Inspection every 12 months)

Bridge #	Bridge Name	Length (ft)	Curb to Curb Width (ft)	Material	Sufficiency Rating	Notes
944-2.18	CHERRY DRIVE, NORTH	26	26.0	prestressed concrete	69.98	SD
901-15.93	GLADE NORTH 2	50	29.3	prestressed concrete	61.96	SD
520-1.38	GLENWOOD ROAD	93	24.0	timber	40.30	LOAD RESTRICTED (POSTED), SD

SD = STRUCTURALLY DEIFICIENT

OB = FUNCTIONALLY OBSOLETE

Attachment 'C' Load Restricted Bridges

BRIDGE #	BRIDGE NAME	AASHTO TRUCKS			SPECIAL HAULING VEHICLES				POSTED
		TYPE 3 (25 TONS)	TYPE 3S-2 (36 TONS)	TYPE 3-3 (40 TONS)	SU4 (27 TONS)	SU5 (31 TONS)	SU6 (34.7 TONS)	SU7 (38.7 TONS)	
447-3.58	ALBANY ROAD	26	42	52	24	27	29	32	YES
479-2.63	BUFFALO ROAD	25	39	48	23	25	27	30	YES
669-0.89	COLONIAL ROAD	35	69	51	31	33	34	35	YES
926-5.08	COLUMBIA RIVER ROAD	29	46	58	30	33	32	34	YES
200-8.24	COYAN ROAD	27	42	52	24	26	28	31	YES
215-2.03	DILLING ROAD	13	21	24	12	13	14	16	YES
980-0.62	FIR ROAD	32	47	50	29	31	32	34	YES
615-2.31	GARFIELD ROAD	24	37	47	22	23	25	26	YES
520-1.38	GLENWOOD ROAD	23	32	38	22	23	23	24	YES
370-1.35	HENDRICKS ROAD	17	25	32	16	17	17	18	YES
370-8.25	HENDRICKS ROAD	30	43	59	26	28	29	31	YES
460-6.25	HOLLINGWORTH ROAD	19	28	37	17	17	18	20	YES
620-2.31	HOLLY DRIVE	27	42	47	25	27	27	28	YES
636-4.87	IRONWOOD ROAD	22	33	39	21	22	22	22	YES
636-6.70	IRONWOOD ROAD	24	35	46	21	22	23	25	YES
539-0.68	JUNIPER ROAD, WEST	18	28	35	16	18	19	21	YES
686-0.79	KLAMATH ROAD	23	44	33	20	21	22	24	YES
330-1.28	MERION ROAD	25	37	44	24	25	25	26	YES
211-0.85	MUSE DRIVE	18	30	32	19	21	23	24	YES
230-3.47	PARADISE ROAD	32	51	62	30	32	33	37	YES
880-1.24	PHEND ROAD	21	32	34	22	26	28	31	YES
608-8.30	R-170 ROAD	10	16	19	9	10	10	10	YES
506-2.27	RINGOLD ROAD	29	38	45	28	29	31	33	YES
506-2.96	RINGOLD ROAD	26	39	52	23	25	26	28	YES
506-4.20	RINGOLD ROAD	15	23	28	14	15	15	16	YES
670-2.75	RUSSELL ROAD	23	36	46	20	22	26	30	YES
670-4.63	RUSSELL ROAD	18	28	35	17	18	20	23	YES
670-10.10	RUSSELL ROAD	24	37	46	22	23	24	27	YES
400-6.96	SAGEHILL ROAD 3	21	22	27	14	14	14	22	YES
400-8.43	SAGEHILL ROAD 4	30	46	58	29	31	31	33	YES
400-9.03	SAGEHILL ROAD 5	27	42	51	27	29	31	34	YES
218-0.98	SETTLER ROAD	26	38	50	23	25	25	27	YES
690-3.04	SHEFFIELD ROAD	19	27	36	16	17	18	19	YES
690-3.92	SHEFFIELD ROAD	27	40	53	23	23	23	24	YES
690-8.45	SHEFFIELD ROAD	28	45	56	26	28	30	34	YES

903-12.44	TAYLOR FLATS ROAD	31	45	61	28	29	28	30	YES
886-2.74	VINEYARD ROAD, EAST	21	32	34	22	26	28	31	YES
886-4.44	VINEYARD ROAD, EAST	28	43	55	26	28	29	33	YES
225-1.75	WAREHOUSE ROAD	22	33	43	20	21	22	23	YES

Bridge/Short Span Bridge Maintenance and Construction

Maintenance

(**BOLD** indicates 2024-2029 TIP items)

- **Glade North Road Bridge 901-15.93** (NBI reportable structure): Structure keyways located in the wheel path of vehicles keep on breaking and through holes create a hazard to motorcycles. After hiring a professional structural engineer, it was decided to install 5' (L) x 2' (W) x .5" (D) steel cover plates along the full length of structure's keyways. (Tip Priority # 30)
- Numerous timber bridges throughout the County continue to have the timber guardrails demolished on one side or the other by wide-load agricultural vehicles/trailers in the last few years. Typically the timber structures are 25 feet wide from face of guardrail to face of guardrail. Maintenance crew lowering railing/posts from 45" vertical height from bridge deck to 31" vertical height (standard height for guardrail) if timber railing is severely damaged to help prevent farm equipment from hitting timber guardrail in the future.
- Wilder Road Short Span Bridge 295-0.33 (non NBI reportable): With the use of recycled timber girders Road Maintenance crew replaced two each extremely weathered girders.
- A list of the bridges with general repairs needed is shown in **Appendix**.

Project Activity

(**BOLD** indicates 2024-2029 TIP items)

- **Hollingsworth Road Bridge 460-6.25** (NBI reportable bridge): This project would replace the existing narrow timber structure (25ft wide) that is over an irrigation canal and is located adjacent to Greenacres Road intersection with a steel multi-plate arch structure. Semi-trailer tractor vehicles have difficulty turning onto Green Acres Road without damaging timber guardrail. Also, asphalt deck surfacing has alligator cracking in wheel-lines as if to indicate laminated 2" x 4" timber decking is crushing. The bridge is posted for AASHTO trucks and Special Hauling Vehicles load restrictions. This bridge replacement project has been selected for funding through Federal Highways Bridge Program during the April 2019 Call for Projects. (TIP Priority #2 - Federal Highway Administration, State, & Local funding)
- **Ironwood Road Bridge 636-4.87** (NBI reportable bridge): All 6 each exterior timber girders have major dry rot. This project would replace 3 span (82ft total length) untreated timber structure built in 1958 with pre-stressed concrete decked bulb-tee girder structure. This bridge replacement

project has been selected for funding through Federal Highways Bridge Program during the April 2019 Call for Projects. (TIP Priority #1- Federal Highway Administration, State, & Local funding)

- **Muse Drive Bridge 211-0.85** (NBI reportable bridge): This project replaced structurally deficient structure that had severe dry rotting on all fascia girders. This bridge replacement was completed in the spring of 2023. (Federal Highway Administration, State, & Local funding.)
- **Vineyard Drive, East 886-2.74** (NBI reportable bridge): Two span timber structure (40ft total length) that was built in 1956. Structure's superstructure flexes and rattles severely when loaded semi-trucks cross creating severe transverse reflective cracking that mirrors timber deck planks. Structure is also posted for load restrictions on both AASHTO and Special Hauling Vehicles. This bridge would be replaced with a pre-stressed concrete decked bulb-tee girder structure. This bridge replacement project has been selected for funding through Federal Highway Bridge Program during the April 2022 Call for Projects. (Tip Priority # 8- Federal Highway Administration, State, & Local funding.)
- **Bridge Approach Adjustment** (NBI reportable bridges): The following bridges have approaches that are higher or lower than their decks; Hendricks 370-11.16 (low); Hendricks 370-1.35 (low); Russell 670-2.75 (low); Dilling 215-2.03 (high); Ringold 506-2.96 (high with extreme impact). The project will adjust the approach grade to better match the deck and then repave for a smooth transition. (TIP Priority #41 - State & Local funding)

Recommended Projects

(**BOLD** indicates 2023-2028 TIP items)

- **Glade North Road #2 Bridge 901-15.93** (NBI reportable bridge): This project would replace a two span (50ft in length) concrete structure. This bridge is located in one of the primary north-south throughways in Franklin County. An application to replace this structure has been submitted to the Federal Bridge Program during the 2023 Call for Projects. (Tip Priority # 30)
- **Glenwood Road Bridge 520-1.38** (NBI reportable bridge): This project would replace a three span timber structure (93ft in length) that exhibits extreme dry rotting in all six fascia girders. Structure is posted for both AASHTO and Specialized Vehicles. An application for funding to replace structurally deficient structure has been submitted to the Federal Bridge Program during the 2023 Call for Projects. (Tip Priority # 28)
- **Ringold Road Bridge 506-4.20** (NBI reportable bridge): This project would replace a three span (85ft in length) concrete structure that is posted for both AASHTO and Specialized Haul Vehicles. Bridge is located in one of the primary north-south throughways in Franklin County. An application for funding to replace structurally deficient structure has been submitted to the Federal Bridge Program during the 2023 Call for Projects. (Tip Priority # 27)
- **R-170 Road Bridge 608-8.30** (NBI reportable bridge): This project would replace a two span (51ft in length) concrete structure that is posted for both AASHTO and Specialized Haul Vehicles. Bridge is located 0.78 miles west of Basin City. An application for funding to replace this structurally deficient structure has been submitted to the Federal Bridge Program during the 2023 Call for Projects. (Tip Priority # 29)
- **Sagehill Road #3 Bridge 400-6.96** (NBI reportable bridge): This project would replace a three span concrete structure that is posted for both AASHTO and Specialized Haul Vehicles. Structure is located in one of the primary north-south throughways in Franklin County. An application for

funding to replace this structure has been submitted to the Federal Bridge Program during the 2023 Call for Projects. (Tip Priority # 26)

Appendix

Bridge Repair List 2022 (See Attached)



BRIDGE REPAIR LIST 2022

(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
447-3.58	ALBANY ROAD			
915-1.00	BELLEVUE ROAD			
516-0.52	BELLEVUE ROAD, NORTH	Extensive rot in west fascia timber girder(9.3ft length) / Replace with recycled timber girder.	1/29/2014	
229-0.57	BEND ROAD	1) NW object marker is damaged/ Replace 2) 7th timber rail post NW has major split (still functional)/ Monitor. 1) Pier Cap/ Crossbeam exhibit cracking at the east side end // Monitor	11/6/2020 ----- 11/30/2022	
922-4.15	BIRCH ROAD	Longitudinal crack on centerline/ Crack seal.	11/18/2020	
479-2.63	BUFFALO ROAD	South concrete abutment footing is slightly undermined(scour) for 15ft of the 31ft total length. Material placed in void. / Monitor	1996	2016
140-4.54	BURR CANYON ROAD			
944-0.05	CHERRY DRIVE, NORTH	1) Concrete delamination at the bottom of concrete girder stem- Continue to monitor// Remove delamination in girders stems, clean corroding reinforcing steel and coat with zinc rich paint.	12/1/2022	
669-0.89	COLONIAL ROAD			
926-6.42	COLUMBIA RIVER ROAD			
926-5.08	COLUMBIA RIVER ROAD			
935-0.77	COTTONWOOD DRIVE	1) Minor scour at east abutment footing / Continue to monitor & contact South Columbia Irrig. District. 2) Erosion hole(1 SF +/-) at southwest corner of structure. / Fill with suitable material.	12/13/2017 ----- 12/12/2019	
200-8.24	COYAN ROAD			
200-9.93	COYAN ROAD	1) The 5th timber girder from south in Span #3(west end) has major rot at abutment #4 at bearing (4" depth of rot). Added 4"x 4" steel post with bracing(33 ton capacity) adjacent to the abutment wall on the concrete footing. Also added additional post w/ bracing at timber girders that are on each side of #5 girder. Load restriction posted. 2) Structure to be replaced with 34ft wide prestressed concrete bulb-T girder structure in 2020-21.	12/2/2016 ----- 12/6/2017	2/15/2017 -----
200-9.48	COYAN ROAD	Two each timber guardrail posts on south side & 1 each post on north side are damaged. / Replace posts.	12/3/2019	12/10/2019
554-0.85	DAVIS LANE	SW timber wingwall has dry rot on bottom & NW wingwall is falling and allowing erosion/ Repair and fill with suitable material. 1) Clean bird nests located in between timber girders /	12/19/2020 ----- 12/1/2022	
519-1.52	DAYTON ROAD, NORTH			
751-2.74	DELANEY ROAD	Fascia timber girder (7 3/4"x 19"x 17ft-2") on east side is rotted out at mid-span / Replace with recycled timber girder.	11/2/2011	
215-2.03	DILLING ROAD	Both asphalt roadway approaches higher than bridge deck. / Adjust approach grade & repave.	1/13/2014	
216-0.56	DILLING LANE			
960-2.98	ELM ROAD			
600-0.10	ELTOPIA WEST ROAD	Approach guardrail damaged at southwest side of bridge numerous times in the past. Continue to monitor. 1. Accumulation of bedris under bridge // contact irrigation & monitor	12/31/2019 ---- 12/1/2022	
600-1.91	ELTOPIA WEST ROAD	Potential problem with erosion at bridge deck corners/ Fill with suitable material	12/14/2020	
600-5.71	ELTOPIA WEST ROAD			
969-0.42	EVERETT ROAD	1) Approach joints need crack seal/	12/14/2020	
408-0.69	FILBERT ROAD	1) Erosion north canal liner / fill with suitable material. 1) Erosion at the Southeast concrete canal liner// fill with suitable material.	11/6/2020 11/18/2022	3/2/2021
980-0.62	FIR ROAD	Approach joints need crack seal/ Minor erosion on NW wingwall/ Fill with suitable material.	12/20/2020	
525-1.13	FIRCREST ROAD			
884-4.74	FOSTER WELLS ROAD, EAST			



BRIDGE REPAIR LIST 2022

(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
876-0.02	FRONTIER ROAD			
615-2.31	GARFIELD ROAD			
615-4.96	GARFIELD ROAD	Timber rail needs to be reattached to 2nd post from northwest corner of bridge.	12/12/2019	
173-2.34	GILL ROAD	1) West side timber rail is loose / Repair 2) Object markers are extremely weathered/ Replace. 1) Dry rot at bearing on girders G,H, & I (RED TAGGED)/ Replace girders.	10/18/2020 11/15/2022	3/1/2021
901-5.34	GLADE NORTH ROAD	Asphalt approaches higher than concrete bridge deck. Extreme impact at north end in southbound lane. / Adjust approach grade and repave.	11/15/2013	
901-15.93	GLADE NORTH ROAD	1) Steel plates from previous repair on deck are moving, edge of plates are reflected on HMA deck// repair bridge deck per details provided by PBS engineering. 3) Diagonal hairline cracks at all flanges by abutments/ Monitor. 1) Multiple thrie beam bridge rail posts at the east side of the bridge are missing bolts.	11/30/2022	
901-18.87	GLADE NORTH ROAD	1) Deck keyway grout in southbound lane beginning to show signs of cracking & breaking up in two areas(less than 1 ft lengths). / Apply patching material before it gets worse. 2) Approach guardrail post at the NW is missing timber block // Replace	12/18/2020 11/28/2022	
520-1.38	GLENWOOD ROAD	1) All fascia girders are rotted out (3 EA spans) /// Replace fascia girders 1) Clean deck remove accumulated dirt and vegetation	11/28/2022	
681--0.90	HAILEY ROAD	Loose gravel on concrete deck / Power-broom gravel off deck.	12/7/2017	
912-1.69	HELM ROAD	Vertical hairline cracks on u-tub girders every 2-3ft & multiple mid-span of tub longitudinal cracks/ Monitor.	12/21/2020	
370-1.35	HENDRICKS ROAD			
370-8.25	HENDRICKS ROAD			
370-11.16	HENDRICKS ROAD			
552-0.10	HI-POINT ROAD	Water(freeze/thaw) seeping through grouted deck keyways / Crack seal keyways.	12/5/2014	
460-6.25	HOLLINGWORTH ROAD	Selected for Federal funding through the WSDOT Local Bridge Program to replace timber structure.	12/30/2019	
620-2.31	HOLLY DRIVE	Timber deck has 4" gap at west abutment, 9.3ft from face of south guardrail, is allowing gravel to fall through onto the abutment sill below. / Fill void with suitable material & clean gravel off timber sill / abutment.	12/14/2005	
636-4.87	IRONWOOD ROAD	Selected for Federal funding through the WSDOT Local Bridge Program to replace timber structure.	12/30/2019	
636-5.54	IRONWOOD ROAD	Crack seal approach / deck joints.	12/8/2016	
636-6.70	IRONWOOD ROAD	Fascia timber girder on south side of bridge has major rot at bearing on east abutment. / Replace with recycled timber girder.	12/8/2016	
539-0.68	JUNIPER ROAD, WEST	Void in approach asphalt at northeast corner of structure & pothole(12"x12") in eastbound lane 13ft from east approach / Fill with suitable material. 1) Local scour at center pier, pile of debris on canal under second span/ Remove debris and backfill center pier with suitable material. 2) Scour at Abutment #1 NE section of spread footing is exposed fill // fill with suitable material.	12/20/2018 11/28/2022	
686-0.79	KLAMATH ROAD			
217-2.72	KRUG ROAD	Crack seal approach joints/ deck joints	11/6/2020	
293-1.27	LEWIS ROAD	Abutments footings are exposed/ fill with suitable material	11/15/2022	
330-1.28	MERION ROAD	1) Minor erosion at SW &NW of wingwall/ fill with suitable material 2) "Narrow Bridge" sign at the east side of structure is down	11/30/2022	
445-7.83	MTN. VISTA ROAD	1) Approach joints need crack seal/	11/6/2020	



BRIDGE REPAIR LIST 2022

(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
211-0.85	MUSE DRIVE	1) All 4 each fascia timber girders(2 span bridge) have major dry rot. / Replace with recycled timber girders. 2) Timber girder 1C & 1D(3rd & 4th girders from the south in span #1) have 1" & 3" vertical of dry rot on top at mid-span for a length of 6ft +/- . / Install recycled timber girder between girders with dry rot for a temporary repair. 3) Selected for Federal funding through the WSDOT Local Bridge Program to replace timber structure.	11/30/2015 ----- 10/8/2019 ----- 12/30/2019	3/12/2020
211-1.97	MUSE DRIVE	1) Laminated nontreated 3"x 4"x 25' timber decking at west end, 2.5ft width from deck edge, is flexing & breaking up asphalt surfacing.(Note: Remainder of timber decking is laminated treated 2"x 4"x 25' timber) / Replace with 4"x 12"x 25' timber planks. 2) Tarp debris hung-up against center pier / Contact Irrigation District	12/4/2017 ----- 12/3/2019	
230-3.47	PARADISE ROAD	Mirror cracking of timber plank decking in BST surfacing. / Monitor	1/11/2012	
297-0.21	PERRY ROAD	1) Gravel approach at southwest corner of structure has small erosion hole(4" dia.). / Fill hole with suitable material. 2) Deck plank rot(3ft in length) at southwest corner of structure. / Replace planks. 3) SE timber deck planks are exposed 7SF / Cover with suitable material.	12/12/2012 ----- 10/18/2018 ----- 10/18/2020	
297-1.12	PERRY ROAD	Weathered object markers / Replace 4 ea. Object markers.	11/15/2022	
706-8.57	PH-15 ROAD			
880-1.24	PHEND ROAD	1) Minor scour at east abutment footing / Continue to monitor & contact South Columbia Irrig. District. 2) Deck planks(3 each) flexing on centerline timber girder(spikes protruding) at east end of bridge. / Insert metal shims between girder/deck, re-nail with abrasive spikes, & patch with cold-mix asphalt. Continue to monitor.	12/14/2017 ----- 11/14/2018	11/15/2018
608-2.35	R-170 ROAD	Water(freeze/thaw) seeping through grouted deck keyways / Crack seal keyways.	12/7/2017	
608-8.30	R-170 ROAD	North side rib-deck concrete girder with guardrail attached needs crack patched with epoxy. Guardrail was damaged & repaired at an earlier date.	12/8/2015	
608-15.47	R-170 ROAD	Crack seal approach / deck joints. 1) Remove chip seal rocks from bridge deck /	12/7/2016 ----- 12/8/2022	
273-1.66	READER ROAD			
506-2.27	RINGOLD ROAD			
506-2.96	RINGOLD ROAD	1) Both asphalt roadway approaches higher than bridge deck. / Adjust approach grade & repave. 2) Approach joints need crack seal/ 1) Minor erosion at 4 each bridge sides/ fill with suitable material.	11/15/2013 ----- 11/19/2022	
506-4.20	RINGOLD ROAD	1) Spall on concrete deck at the northeast side of bride with exposed rebar/ patch. 2) Erosion at the north side abutments // Fill with suitable material.	11/28/2022	
925-1.33	RINGOLD RIVER ROAD	1) Dry rot on surface of 1 each deck timber plank(4"x 12") at south abutment, 2) 8.8ft from southwest deck corner (1 SF). / Continue to monitor 3) BST covered planks have 1/2" to 1" gap in between deck planks/ 1) BST deck is breaking up at the south side of the bridge 10" radius hole on deck / patch bridge deck.	11/20/2019 ----- 12/7/2022	
670-0.08	RUSSELL ROAD	1) Crack seal approach slab/ 1) Replace object marker at the northeast//	12/17/2020 ----- 11/20/2022	
670-2.75	RUSSELL ROAD	1) East asphalt roadway approach lower than bridge deck. / Adjust concrete headwall to match concrete deck, adjust approach grade, & repave. 2) Erosion at southeast bridge deck corner. / Fill with suitable material. 1) Large crack on centerline on keyway area // regrout keyway and crack seal.	1/22/2014 ----- 3/6/2018 ----- 12/7/2022	



BRIDGE REPAIR LIST 2022

(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
670-4.63	RUSSELL ROAD	1) Longitudinal crack at centerline & center of west bound lane/ crack seal. 1) Minor erosion at the southeast side of bridge / fill with suitable material.	12/17/2020 ----- 12/7/2022	
670-5.54	RUSSELL ROAD			
670-6.61	RUSSELL ROAD	1) Stringer 2A (facial span #2) is rotted out at abutment/ Replace with recycled timber girders. 1) Spread footing at abutment #1 is exposed/ Fill with suitable material	12/18/2020 ----- 12/11/2022	
670-10.10	RUSSELL ROAD	Outside girders 1A & 2A have rot at bearing at center pier/ Monitor.	12/19/2020	
400-4.02	SAGEHILL ROAD 2			
400-6.96	SAGEHILL ROAD 3	1)Excess sand built up along approach guardrail at all 4 corners of structure. Rail needs to meet height requirement. / Remove excess material. 2) Pier #3 weld tie between girders B-C is broken /	11/29/2022	
400-8.43	SAGEHILL ROAD 4			
400-9.03	SAGEHILL ROAD 5			
909-2.90	SAGEMOOR ROAD, EAST	Damaged w-beam guardrail timber spacers(3 each). / Replace timber spacers. 1) See through hole on corrugated steel soffit between girder E & F // patch 2) Soffit transverse crack between girders F & G by abutment #1// Patch 3) Remove accumulated debris on canal at the north side of the bridge/ 4) Replace object marker at the northeast//	12/18/2018 11/18/2022	
908-9.42	SAGEMOOR ROAD, WEST	Multiple longitudinal cracks mid-span on tub girder/ monitor.	12/21/2020	
307-5.18	SCOOTENEY ROAD	Northwest approach guardrail post is missing timber block./ Replace	11/14/2020	1/26/2021
218-0.98	SETTLER ROAD			
690-3.04	SHEFFIELD ROAD	1) The 4th timber girder(1C) from the south at span #1 is cracked 6" below top longitudinally from abutment to mid-span. / Monitor 2)Both fascia timber girders(2 spans) on north side are rotted out at abutment bearing. / Replace with 2 each recycled timber girders.	1/30/2012 ----- 12/6/2017	
690-3.92	SHEFFIELD ROAD			
690-4.63	SHEFFIELD ROAD	1) Erosion at the southeast wingwall / remove vegetation and fill with suitable material.	12/7/2022	
690-8.45	SHEFFIELD ROAD			
722-0.07	SMITH CANYON ROAD	1) Section loss at east timber cap. Cap is crushing(rotten) at 2 of 4 timber piles. / Monitor 2)Remove timber structure and replace with 57"x 38" corrugated steel pipe arch culvert.	7/26/2012 ----- 12/6/2016	
722-2.35	SMITH CANYON ROAD			
722-2.43	SMITH CANYON ROAD			
705-0.24	SNAKE RIVER ROAD	BST asphalt surfacing is pulling apart at southeast corner of timber structure. It appears retaining wall(recycled timber girders) is moving & material behind it has shifted slightly. / monitor	12/9/2019	
705-9.85	SNAKE RIVER ROAD	Minor erosion at bridge deck corners/ Fill with suitable material.	12/14/2020	
222-0.98	SOHM ROAD	Asphalt surfacing is cracked along approach deck joints/ Crack seal. 3 of 4 each object markers are damaged/ Replace. 1) Object marker at the Southeast is facing the wrong way //	12/25/2020 11/17/2022	
903-3.46	TAYLOR FLATS ROAD	Narrow steel beam / concrete deck structure replaced with 40ft wide prestressed concrete bulb-T girder structure.	1/22/2019	5/31/2019
903-11.83	TAYLOR FLATS ROAD			
903-12.44	TAYLOR FLATS ROAD	Abutment #2 footing is exposed/ fill with suitable material.	11/30/2022	
886-2.74	VINEYARD ROAD, EAST	Minor scour at north abutment footing / Continue to monitor & contact South Columbia Irrig. District.	12/14/2017	
886-4.44	VINEYARD ROAD, EAST	Minor scour at east abutment footing / Continue to monitor & contact South Columbia Irrig. District.	12/14/2017	



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(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
279-5.13	WADSWORTH	Dry rot of fascia girders & girder D / Replace Girders	11/17/2022	
405-0.19	WAHLUKE ROAD, NORTH			
225-1.75	WAREHOUSE ROAD			
226-0.29	WAREHOUSE LANE	Loose roadway approach gravel wearing away concrete deck. / Apply KwikBond polymer or similar product to deck.	1/11/2012	
295-0.33	WILDER ROAD	SE deck planks are exposed about 10SF (exposed first plank is damaged)/ Repair first plank and cover with suitable material.	10/18/2020	