Agenda Summary Report (ASR)

Franklin County Board of Commissioners

DATE SUBMITTED: June 9, 2025	**PREPARED BY:** Kathleen Neuman, Project Manager
Meeting Date Requested: June 25, 2025	**PRESENTED BY:** Craig Erdman, PE, County Engineer
ITEM: (Select One) ☐ Consent Agenda	X Brought Before the Board Time needed: 5 minutes

SUBJECT:
Public Hearing and Adoption of Franklin County's Six-year Transportation Improvement Program (TIP) 2026-2031.

FISCAL IMPACT:
There are not any costs, other than staff work and effort, associated with preparing and adopting the TIP. Project funding and implementation are authorized by separate Board actions.

BACKGROUND:

RCW 36.81.121 requires counties to prepare and annually update their Six-Year Transportation Improvement Program (TIP) pursuant to one or more public hearings and to file a copy of the adopted TIP with the Washington State Department of Transportation (WSDOT) and the County Road Administration Board (CRAB). The TIP is a planning and project management tool for federal, state, and local governments. The TIP represents the County's priority transportation improvements and all projects listed within the program (regardless of ranking) are eligible for state funds, federal funds, and the County Road funds. The TIP may be changed after it is adopted to add new projects, delete projects, and change projects to accommodate cost, schedule, scope and funding changes.

The County's TIP not only lists the specific projects, but also documents the planned schedule and cost for each project phase (preliminary engineering, right-of-way acquisition, and construction).

Project funding and implementation are authorized by separate Board actions.

COORDINATION:

The STIP was prepared under the direction of Craig Erdman, P.E., Director/County Engineer.

RECOMMENDATION: Adopt the proposed 2026-2031 TIP, after public hearing

ATTACHMENTS: (Documents you are submitting to the Board)

1. Resolution
2. 2026-2031 STIP packet
3. Bridge Condition report

HANDLING / ROUTING: (Once document is fully executed it will be imported into Document Manager. Please list name(s) of parties that will need a pdf) - Copy of Resolution to Kathleen Neuman, Public Works

Craig Erdman

I certify the above information is accurate and complete.

Name: Title: PW Director/County Engineer

FRANKLIN COUNTY RESOLUTION NO. 2025-201

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FRANKLIN COUNTY, WASHINGTON

FRANKLIN COUNTY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – 2026-2031

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 2026-2031 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 2026-2031 six-year transportation improvement program as submitted by the Public Works Department and as reviewed in public hearing on June 25, 2025.

APPROVED this 25 day of JUNE, 2025.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

Chair

Chair Pro Tem

Member

Attest

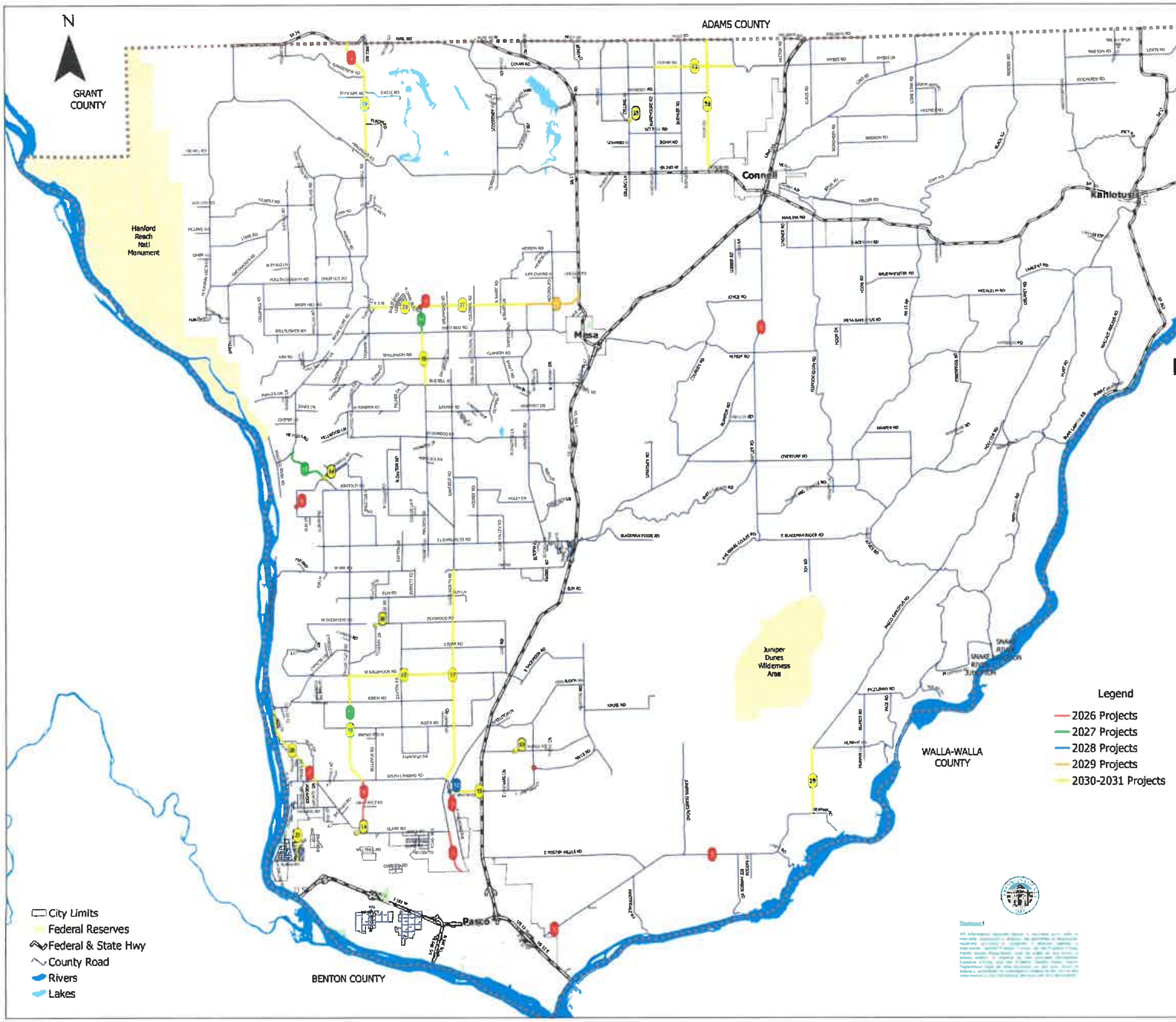
Clerk of the Board

FRANKLIN COUNTY
2026 - 2031
SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Construction Year	PRIORITY	FFC	CRP	PROJECT	FUNDING SOURCE	TYPE	TERMINI		LENGTH (MILES)	COST EST *	FUNDING SOURCE						UNDETERMINED FUNDING SOURCE	DESIGN, R/W, & CONSTRUCTION			
											FEDERAL				STATE	COUNTY		2026	2027	2028	2029 to 2031
											STBG	BROS	HSIP	TAP	RAP			Estimated	Estimated	Estimated	Estimated
FUNDED OR PARTIALLY FUNDED PROJECTS																					
	PROJECTS SCHEDULED TO BEGIN CONSTRUCTION IN LATE 2025																				
	1	7	627	Glade North Road Pavement Rehabilitation I	STBG	2R	Pasco City Limits	Clark Rd	1.7	1,550	1340					210	-	-	-	-	-
	2	7	641	Gill Bridge #173-2.36 and Wilder Bridge #295-0.33 Replacement	COUNTY	BR	varies	varies	-	80	0					80	-	-	-	-	-
2026	3	7	634	North Railroad Avenue	STBG	3R	Reimann	Selph Landing	1.1	2,135	1847					288	-	1,925	-	-	-
	4	7	636	Taylor Flats All-Weather Improvement I	STBG	3R	Pasco City Limits	Selph Landing	1.8	3,665	3170					495	-	150	3,425	-	-
	5	varies	639	Countywide Guardrail Improvements	HSIP	Safety	varies	varies	-	895			895				-	792	-	-	-
	6	varies	638	Glade North Illumination Improvements	HISP	Safety	varies	varies	-	855			855				-	755	-	-	-
	7	varies	640	Elimination of Ditch and Extension of Culverts	HISP	Safety	varies	varies	-	1,403			1403				-	1,252	-	-	-
	8	8	633	Vineyard Drive E. Bridge #836-2.74 Replacement	BROS	BR			0.1	1,848		1669				179	-	150	1,266	-	-
	9	9	637	Glenwood Bridge #520-1.38 Replacement	BROS	BR			0.1	3,082		3082					-	200	3,014	-	-
2027	10	7	632	Taylor Flats and Ringold Road Safety Improvements	HSIP	Safety	varies	varies	-	2,024			1844			180	-	50	75	1,800	-
	11	7	631	Glade North Road All-Weather Improvement VIII - Phase 1	RAP	3R	Sheffield	R-170	1.1	1,530					1377	153	-	280	1,050	-	-
2028	12	8	635	Vineyard Drive West and North Railroad Avenue Intersection	RAP	3R				2,381					1530	238	613	100	100	1,988	-
2029	13	7		R-170 Pavement Rehabilitation I	STBG	2R	SR-17	R-170 Bridge	2.4	1,788	1547					241	-	25	25	75	1,663
	UNFUNDED ROADWAY & BRIDGE IMPROVEMENT PROJECTS																				
	Reconstruction (RC)																				
	14	7		Columbia River\Taylor Flats\Clark Rd Intersection Improvement		RC	varies	varies	-	2,500							2,500	-	-	-	2,500
	Resurface, Restore, and/or Rehabilitation Projects (3R)																				
	15	8		Vineyard Drive West		3R	SR-395	Railroad	1.0	2,385							2,385	-	-	-	2,385
	16	7		Glade North Road All-Weather Improvement VIII - Phase 2		3R	Russell	Sheffield	2.0	2,450							2,450	-	-	-	2,450
	17	7		Glade North Road All-Weather Improvement II, III		3R	Selph Landing	Fir Rd	7.6	8,360							8,360	-	-	-	8,360
	18	7		Taylor Flats All-Weather Improvement II, III		3R	Selph Landing	W Sagemoor	2.2	4,510							4,510	-	-	-	4,510
	19	7		Sagehill Road All-Weather Improvement		3R	Hendricks	SR24	4.6	5,060							5,060	-	-	-	5,060
	20	8		Columbia River Road Improvements		3R	Selph Landing	Sagemoor Rd	3.2	3,520							3,520	-	-	-	3,520
	21	U		Dent Road Widening		3R	Burns Rd	Dent Rd	1.0	1,100							1,100	-	-	-	1,100
	22	7		Sagemoor West All-Weather Improvement I		3R	Glade North	Taylor Flats	4.1	4,510							4,510	-	-	-	4,510
	23	8		Coyan All-Weather Improvement I		3R	SR-17	Warehouse	3.2	3,520							3,520	-	-	-	3,520
	24	9		Palouse Falls Road Hard Surfacing		3R	SR-261	To End of Rd	2.3	2,530							2,530	-	-	-	2,530
	25	9		Miscellaneous Paved Road Improvements		3R			-	750							750	-	-	-	750
	26	9		Miscellaneous Gravel Road Improvements		3R			-	750							750	-	-	-	750
	Resurface and Restore Projects (2R)																				
	27	7		R-170 Pavement Rehabilitation II		2R	R-170 Bridge	Colonial Rd	2.2	1,935							1,935	-	-	-	1,935
	28	7		R-170 Pavement Rehabilitation III, VI		2R	Colonial Rd	Sagehill Rd	4.1	3,690							3,690	-	-	-	3,690
	29	7		Pasco-Kahlotus All-Weather Improvement III		2R	N of Herman	Murphy	2.5	2,250							2,250	-	-	-	2,250
	30	7		Moon Road All-Weather Improvement		2R	SR260	Muse Rd	4.9	4,410							4,410	-	-	-	4,410
	County Bridge Replacement Project																				
	31	7		Sagehill Bridge #400-6.96 Replacement		BR			-	2,905							2,905	-	-	-	2,905
	32	7		R-170 Bridge #608-8.30 Replacement		BR			-	2,197							2,197	-	-	-	2,197
	33	9		Phend Road Bridge #880-1.24 Replacement		BR			-	1,600							1,600	-	-	-	1,600
	34	9		Ringold Road Bridge #506-4.20 Replacement		BR			-	1,600							1,600	-	-	-	1,600
	35	8		Dilling Road Bridge #215-2.03 Replacement		BR			-	1,600							1,600	-	-	-	1,600
	36	9		N. Cherry Road Bridge #944-0.05 Replacement		BR			-	1,750							1,750	-	-	-	1,750
	37			Miscellaneous Structures Replacement		BR			-	250							250	-	-	-	250
	Drainage Improvement Projects																				
	38			Miscellaneous Drainage Improvements		Drain			-	100							100	-	-	-	100
	UNFUNDED ENHANCEMENT & SAFETY PROJECTS																				
	39			Taylor Flats Illumination & County-wide Traffic Management		Safety			-	1,160							1,160	-	-	-	1,160
	40			County-wide Safety Improvements 2028		Safety			-	1,000							1,000	-	-	-	1,000
	41			County-wide Safety Improvements 2030		Safety			-	1,000							1,000	-	-	-	1,000
	42			County-wide Slope Flattening		Safety			-	750							750	-	-	-	750
	43			County-wide Illumination LED Retrofit		Safety			-	150							150	-	-	-	150
	44			Pave Gravel Road Intersections		Safety			-	1,000							1,000		-	-	1,000
	45			Bridge Approach Improvements		Safety			-	175							175	-	-	-	175
	46			Intersection Turn Lanes Improvements		Safety			-	750							750		-	-	750

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

* Funding is x1000



FRANKLIN COUNTY, WASHINGTON

SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN
2026 to 2031

Proposed Construction Year	PRIORITY	FFC	CRP	PROJECT	FUNDING SOURCE	TYPE	TERMINI		LENGTH (MILES)
				FUNDED OR PARTIALLY FUNDED PROJECTS					
				PROJECTS SCHEDULED TO BEGIN CONSTRUCTION IN LATE 2025					
	1	7	627	Glade North Road Pavement Rehabilitation I	STBG	3R	Pasco City Limits	Clark Rd	[illegible]
	2	7	641	[illegible] Bridge #173-2.36 and Wilder Bridge #285-0.33 Replacement	CNTY	BR	Various	Various	
2026	3	7	634	North Railroad Avenue	STBG	3R	[illegible]	[illegible]	0.6
	4	7	636	Taylor Flats All-Weather Improvement I	STBG	3R	Pasco City Limits	[illegible]	2.1
	5	[illegible]	[illegible]	Countywide Guardrail Improvements	HSIP	Safety	Various	Various	-
	6	[illegible]	638	Glade North Illumination Improvements	HSIP	Safety	Various	Various	-
	7	[illegible]	640	Elimination of Ditch and Extension of Culverts	HSIP	Safety	Various	Various	-
	8	6	613	Vineyard Drive E. Bridge [illegible] Replacement	BROS	BR			0.1
	9	9	617	[illegible] Bridge [illegible] Replacement	BROS	BR			0.1
2027	10	7	632	Taylor Flats and Ringold Road Safety Improvements	HSIP	Safety			-
	11	7	631	Glade North Road [illegible] Improvement VII - Phase 1	RAP	3R	Sheffield	R-170	1.1
2028	12	[illegible]	635	Vineyard Drive West and North Railroad Avenue Intersection	RAP	3R			
2029	13	[illegible]		[illegible]	STBG	[illegible]	[illegible]	R-170 [illegible]	2.4
				UNFUNDED ROADWAY & BRIDGE IMPROVEMENT PROJECTS					
				Reconstruction (RC)					
	14	7		Columbia River/Taylor Flats/Clark Rd Intersection [illegible]		RC			
				Resurface, Repair, and/or Rehabilitation Projects (3R)					
	15	[illegible]		Vineyard Drive West		3R	SR-395	Railroad	1.0
	16	7		Glade North Road All-Weather Improvement VII - Phase 2		3R	Russell	Sheffield	2.0
	17	7		Glade North Road All-Weather Improvement II, III		3R	[illegible]	Fir Rd	7.8
	18	7		Taylor Flats All-Weather Improvement II, III		3R	Selph Landing	W. Sagemoor	4.1
	19	7		Ringold Road All-Weather Improvement		3R	[illegible]	SR 24	4.8
	20	[illegible]		Columbia River Road Improvements		3R	Selph Landing	Sagemoor [illegible]	3.2
	21	[illegible]		Dent Road Widening		3R	Burns Rd	Dent Rd	1.0
	22	7		Sagemoor West All-Weather Improvement I		3R	Glade North	Taylor Flats	4.1
	23	[illegible]		[illegible] All-Weather Improvement I		3R	Warehouse Rd	Muse Rd	3.2
	24	9		[illegible] Hard Surfacing		3R	SR 261	To End of Rd	2.3
	25	9		Miscellaneous Paved Road Improvements		3R			
	26	9		Miscellaneous Gravel Road Improvements		3R			
				Resurface and Restore Projects (2R)					
	27	7		R-170 Pavement Rehabilitation II		2R	R-170 Bridge	[illegible] Rd	2.2
	28	7		R-170 Pavement Rehabilitation III		2R	[illegible] Rd	Sagehill Rd	4.1
	29	7	[illegible]	Pasco-Kahlotus All-Weather Improvement II		2R	[illegible]	Murphy	7.5
	30	7		[illegible] Road All-Weather Improvement		2R	SR 260	Muse Rd	4.9
				County Bridge Replacement Project					
	31	7		[illegible] Bridge [illegible] Replacement		BR			
	32	7		R-170 Bridge [illegible] Replacement		BR			
	33	[illegible]		[illegible] Road Bridge [illegible] Replacement		BR			
	34	[illegible]		Ringold Road Bridge [illegible] Replacement		BR			
	35	[illegible]		[illegible] Road Bridge [illegible] Replacement		BR			
	36	[illegible]		N. Cherry Road Bridge [illegible] Replacement		BR			
	37			Miscellaneous Structures Replacement		BR			
				Drainage Improvement Projects					
	38			Miscellaneous Drainage Improvements		[illegible]			
				UNFUNDED ENHANCEMENT & SAFETY PROJECTS					
	39			Taylor Flats Illumination & County-wide Traffic Management		Safety			
	40			County-wide Safety Improvements [illegible]		Safety			
	41			County-wide Safety Improvements [illegible]		Safety			
	42			County-wide Slope Flattening		Safety			
	43			County-wide Illumination LED Retrofit		Safety			
	44			Pave Gravel Road Intersections		Safety			
	45			Bridge Approach Improvements		Safety			
	46			Intersection Turn Lanes Improvements		Safety			

FRANKLIN COUNTY, WASHINGTON

2 0 2 4 8 mi.

GLADE NORTH ROAD PAVEMENT REHABILITATION I — Priority # 1

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

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

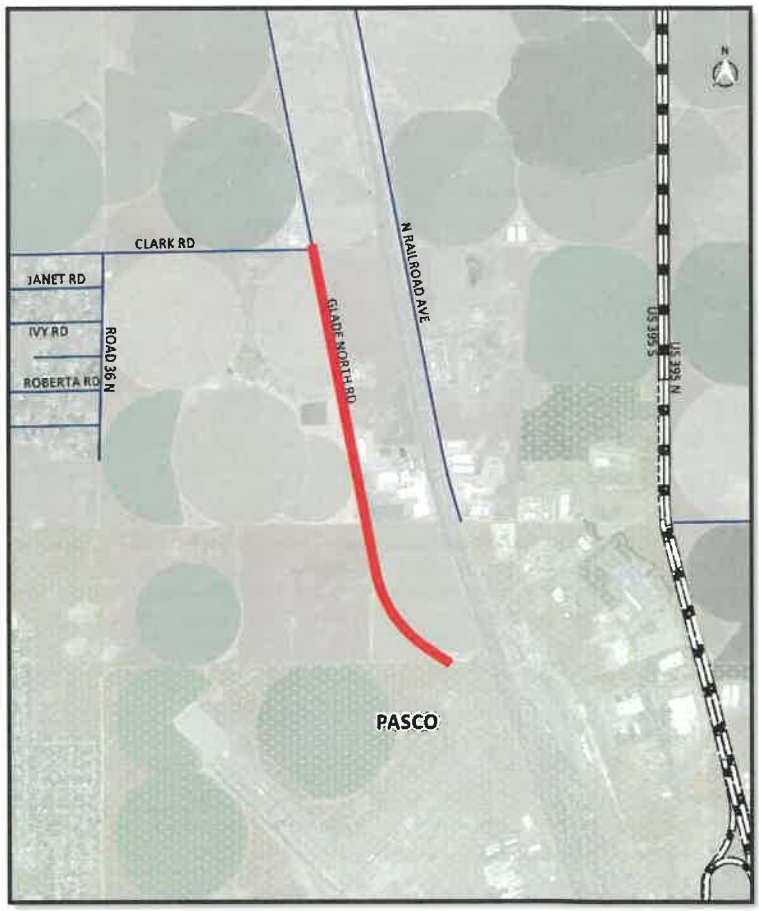
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2025

Project Funding

FHWA (STBG)	$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 will be going out to bid in the summer of 2025.

Gill Bridge #173-2.36 and Wilder Bridge #295-0.33 Replacement — Priority # 2

Project Statistics

Functional Classification	07
Improvement Classification	BR
Road Number	Varies
Milepost	Varies
Mileage	-
Environ. Class.	CE
Utilities	None

Traffic Count

2024	25 ADT

Existing Conditions

Aging timber bridges; structurally deficient

Project Estimate

Preliminary Engineering	$20,000
Right-of-Way	$0
Construction	$60,000
TOTAL	$80,000

Project Schedule

Preliminary Engineering	2025
Right-of-Way	
Construction	2026

Project Funding

FHWA	$0
State	$0
Local Funding	$80,000

VICINITY MAP

Project Description

The project will replace both aging bridges on Gill Road and Wilder Road.

Project Justification

Both Bridges are structurally deficient and in need of replacement. This project will install new culverts to remedy this

Status

Approved by the Board of County Commissioners in 2025. (Resolution 2025–0118) as CRP 641. County Forces plan to install the culverts in late fall and early winter of 2025/2026.

NORTH RAILROAD AVENUE — Priority # 3

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	10100
Milepost - Railroad	2.54 to 3.27
Mileage	0.78
Environ. Class.	CE
Utilities	P, T, W

Traffic Count

2024	1058 ADT

Existing Conditions

Bring to current design standards

Project Estimate

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

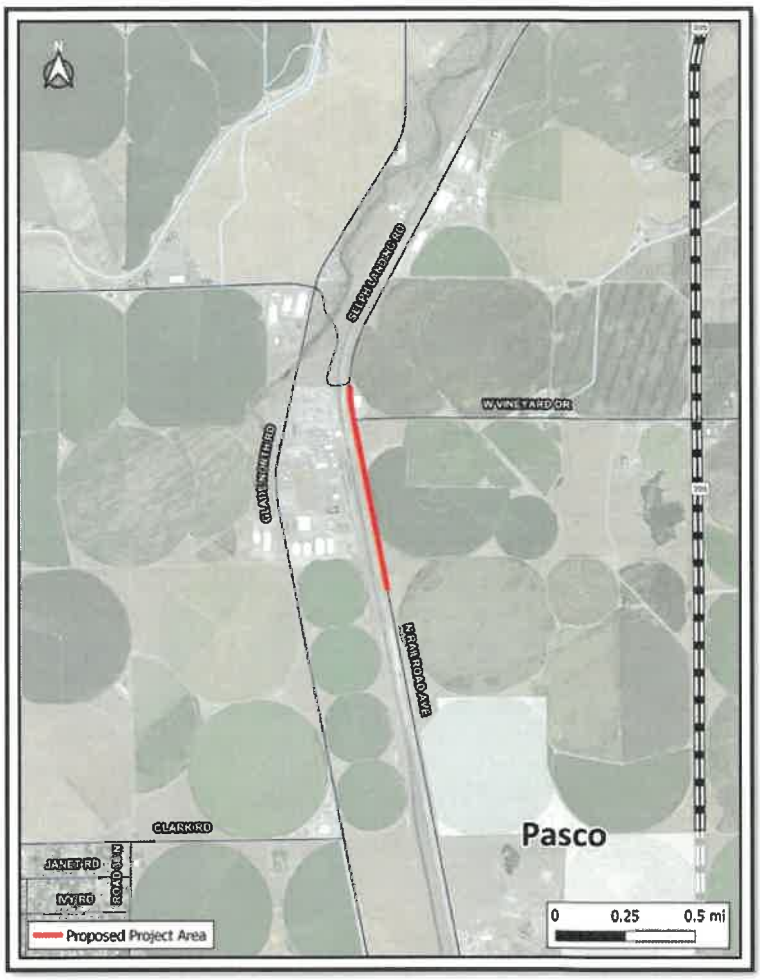
Project Schedule

Preliminary Engineering	2023
Right-of-Way	
Construction	2025

Project Funding

FHWA (STBG)	$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 scheduled for construction obligation in 2025 and work to begin in early spring of 2026 for this project.

TAYLOR FLATS ALL WEATHER IMPROVEMENT I — Priority # 4

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09030
Milepost	Pasco City Limits to 2.09
Mileage	1.80
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2024	6600 ADT

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

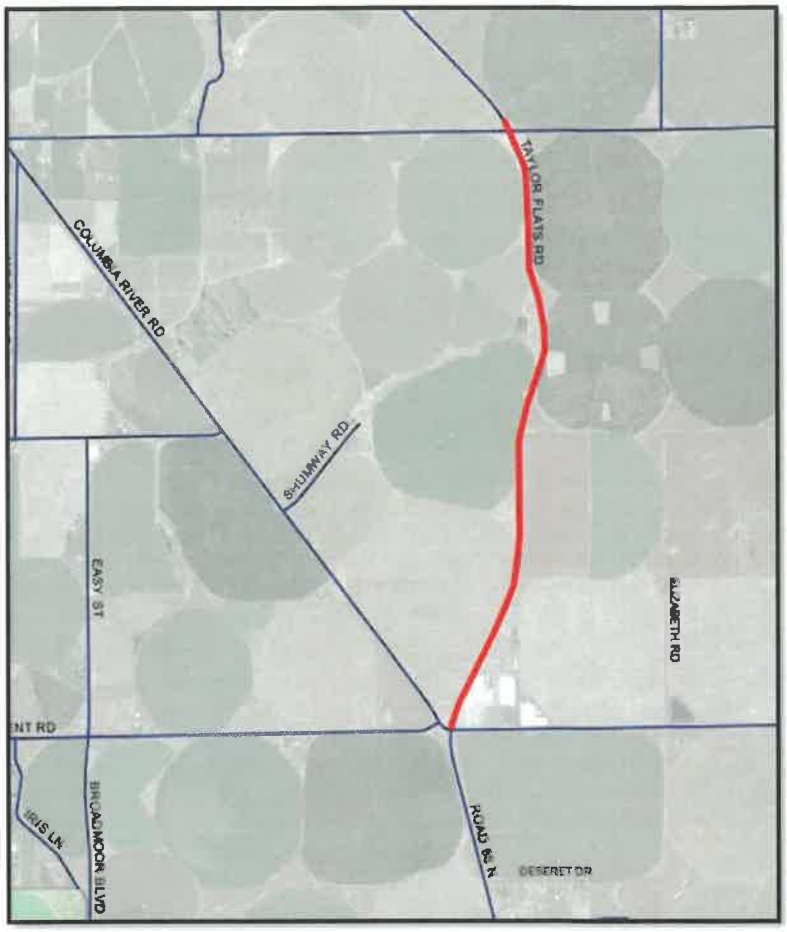
Project Schedule

Preliminary Engineering	2023
Right-of-Way	
Construction	2027

Project Funding

FHWA (HSIP)	$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

Approved by the Board of County Commissioners in 2023 (Resolution 2023-214) as CRP 636.
The County is scheduled for construction obligation in 2026 and work to begin in early spring of 2027 for this project.

SAFETY – COUNTYWIDE GUARDRAIL IMPROVEMENTS — Priority # 5

Project Statistics

Functional Classification	
Improvement Classification	05
Road Number	Varies
Milepost	Varies
Mileage	
Environ. Class.	CE
Utilities	P, T

Traffic Count

Sagehill Road	3066 ADT
Blanton Road	194 ADT
Pasco-Kahlotus Road	3347 ADT

Existing Conditions

Guardrail inadequate in places.

Project Estimate

Preliminary Engineering	$103,000
Right-of-Way	$0
Construction	$792,000
TOTAL	$895,000

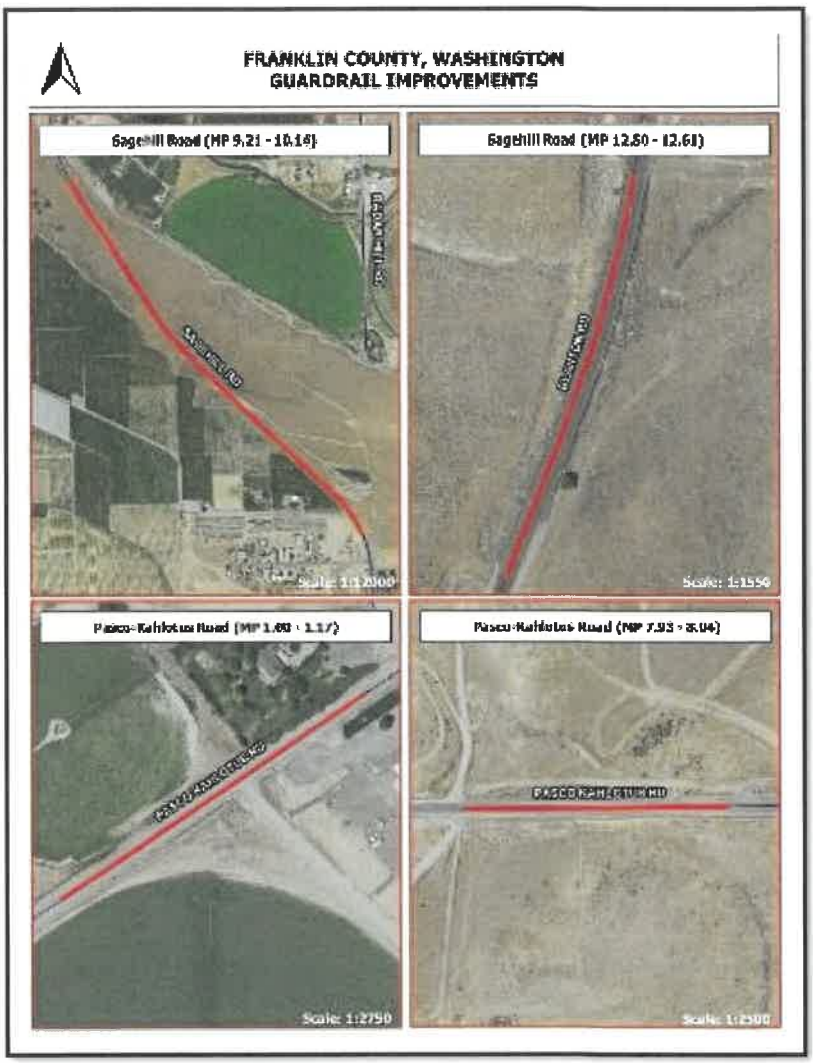
Project Schedule

Preliminary Engineering	2024
Right-of-Way	
Construction	2026

Project Funding

FHWA (HSIP)	$895,000
State	$0
Local Funding	$0

VICINITY MAP



Project Description

The proposed project aims to install/upgrade guardrail for reducing roadway departures/reducing hit objects.

Project Justification

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

Status

Approved by the Board of County Commissioners in 2024 (Resolution 2024-161) as CRP 639.
The County is scheduled for construction obligation in 2026 and work to begin in early spring of 2027 for this project.

SAFETY – GLADE NORTH ILLUMINATION IMPROVEMENTS — Priority # 6

Project Statistics

Functional Classification	
Improvement Classification	05
Road Number	Varies
Milepost	Varies
Mileage	
Environ. Class.	CE
Utilities	P, T

Traffic Count

Glade N @ Selph Landing	3240 ADT
Glade N @ Eltopia West	2938 ADT
Glade N @ R-170	2045 ADT

Existing Conditions

Signs and street lighting are inadequate.

Project Estimate

Preliminary Engineering	$100,000
Right-of-Way	$0
Construction	$755,000
TOTAL	$855,000

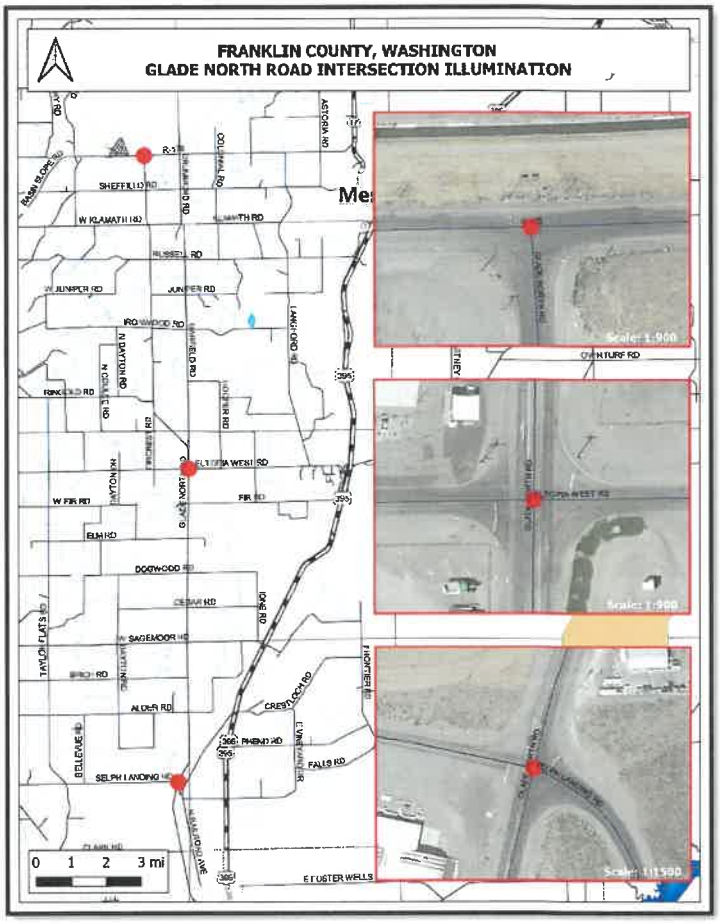
Project Schedule

Preliminary Engineering	2024
Right-of-Way	
Construction	2026

Project Funding

FHWA (HSIP)	$855,000
State	$0
Local Funding	$0

VICINITY MAP



Project Description

The proposed project aims to install street lighting and improve/enhance permanent signs and add new or additional street lights and flashing LED signs.

Project Justification

Federal funding is available to address safety issues aimed at improvements/countermeasures for reducing hit objects collisions and other accidents.

Status

Approved by the Board of County Commissioners in 2024 (Resolution 2024-143) as CRP 638.
The County is scheduled for construction obligation in 2026 and work to begin in early spring of 2027 for this project.

SAFETY – ELIMINATION OF DITCH & EXTENSION OF CULVERTS Priority # 7

Project Statistics

Functional Classification	
Improvement Classification	05
Road Number	Varies
Milepost	Varies
Mileage	
Environ. Class.	CE
Utilities	P, T

Traffic Count

Columbia River Road	796 ADT
Vineyard Dr E & Falls Rd	772 ADT
Russell Rd & Langford Rd	604 ADT

Existing Conditions

Irrigations laterals are situated too near to the road and/or intersections

Project Estimate

Preliminary Engineering	$151,000
Right-of-Way	$0
Construction	$1,252,000
TOTAL	$1,403,000

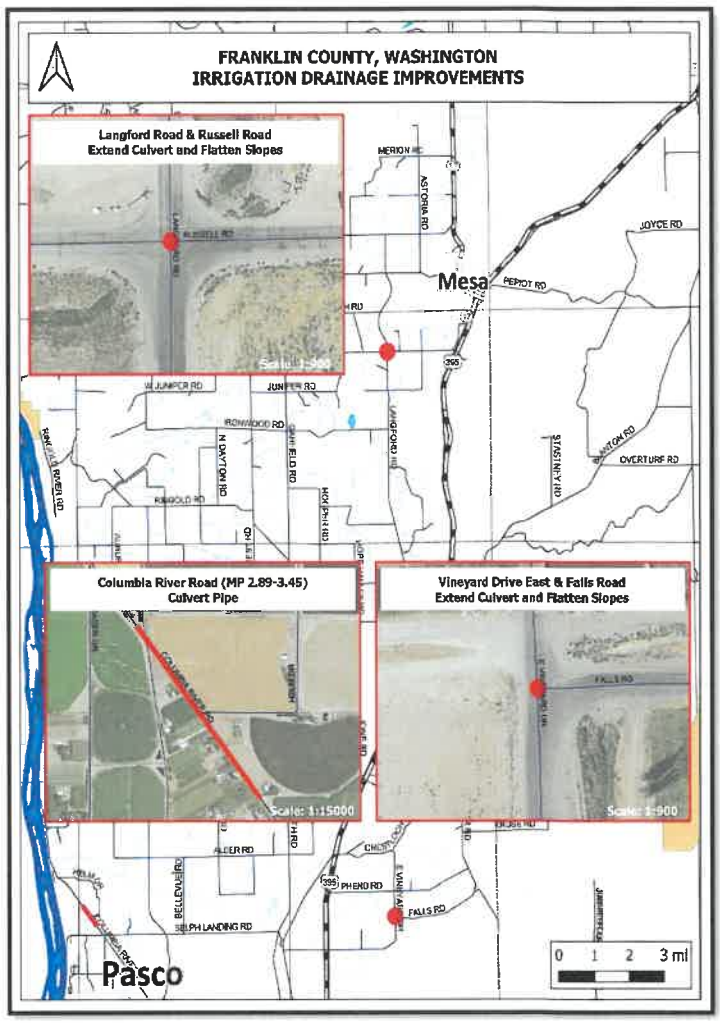
Project Schedule

Preliminary Engineering	2024
Right-of-Way	
Construction	2026

Project Funding

FHWA (HSIP)	$1,403,000
State	$0
Local Funding	$0

VICINITY MAP



Project Description

The proposed project aims to install a culvert pipe (remove ditch), extend culverts, and flattens slopes to minimize severe crashes.

Project Justification

Federal funding is available to address safety issues aimed at improvements/countermeasures for reducing hit objects/overturn collisions and other accidents.

Status

Approved by the Board of County Commissioners in 2024 (Resolution 2024-209) as CRP 640.
The County is scheduled for construction obligation in 2026 and work to begin in early spring of 2027 for this project.

VINEYARD EAST DRIVE BRIDGE #886-2.74 REPLACEMENT — Priority # 8

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

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	n/a
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.

GLENWOOD BRIDGE #520-1.38 REPLACEMENT — Priority # 9

Project Statistics

Functional Classification	09
Improvement Classification	BR
Road Number	05290
Milepost	1.33 to 1.43
Mileage	0.10
Environ. Class.	CE

Traffic Count

2018	204 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$450,000
Right-of-Way	$25,000
Construction	$2,607,000
TOTAL	$3,082,000

Project Schedule

Preliminary Engineering	2024
Right-of-Way	2025
Construction	2026

Project Funding

FHWA (BROS)	$3,082,000
State	$0
Local Funding	$0

VICINITY MAP

Project Description

Replace 93 ft of timber saw girder structure built in 1954 with pre-stressed concrete bulb-tee girder structure.

Project Justification

The bridge is structurally deficient.

Status

Approved by the Board of County Commissioners in 2024 (Resolution 2024-091) as CRP 637.
The County is in the preliminary engineering phase for this project.

TAYLOR FLATS AND RINGOLD ROAD SAFETY IMPROVEMENTS — Priority # 10

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

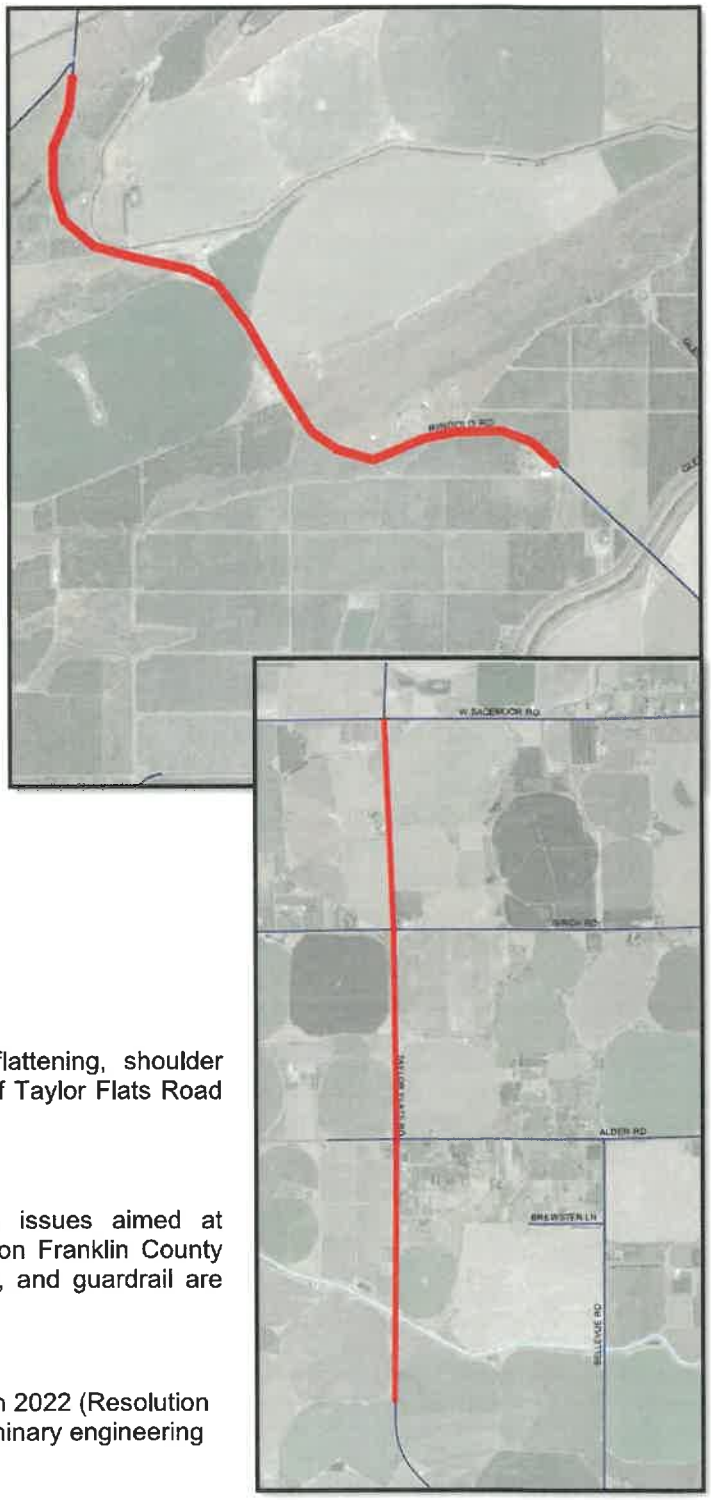
Project Schedule

Preliminary Engineering	2022
Right-of-Way	-
Construction	2027

Project Funding

FHWA (HSIP)	$1,844,000
State	$0
Local Funding	$180,000

VICINITY MAP



Project Description

The project aims to identity 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.

GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – PHASE I Priority # 11

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

2024	2045 ADT

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

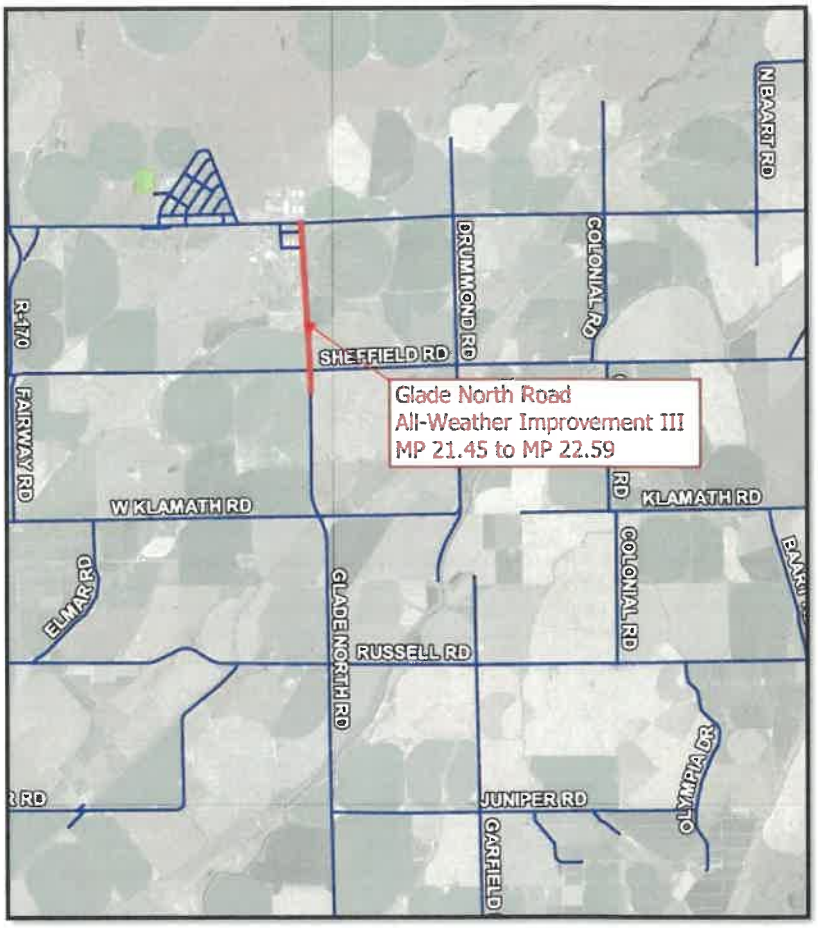
Project Schedule

Preliminary Engineering	2022
Right-of-Way	2026
Construction	2027

Project Funding

FHWA	$0
State (RAP)	$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.

VINEYARD DRIVE WEST AND NORTH RAILROAD AVENUE — Priority # 12

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

2024 - Railroad	1058 ADT
2024 - Vineyard	783 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

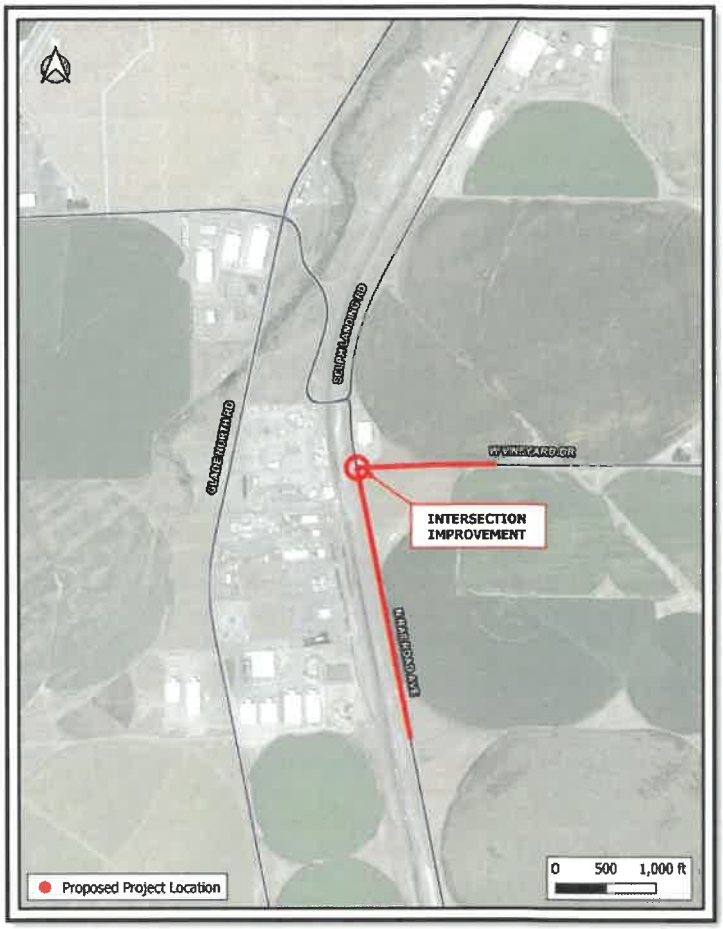
Project Schedule

Preliminary Engineering	2023
Right-of-Way	2025
Construction	2028

Project Funding

FHWA	$0
State (RAP)	$1,529,800
Local Funding	$238,100
Unfunded	$613,100

VICINITY MAP



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.

R-170 PAVEMENT REHABILITATION I — Priority # 13 (2R)

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	SR-17 to OR
Mileage	2.35
Environ. Class.	CE
Utilities	P, T

Traffic Count

2021	765 ADT

Existing Conditions

All-weather - maintain structural integrity of road

Project Estimate

Preliminary Engineering	$125,000
Right-of-Way	$0
Construction	$1,663,000
TOTAL	$1,788,000

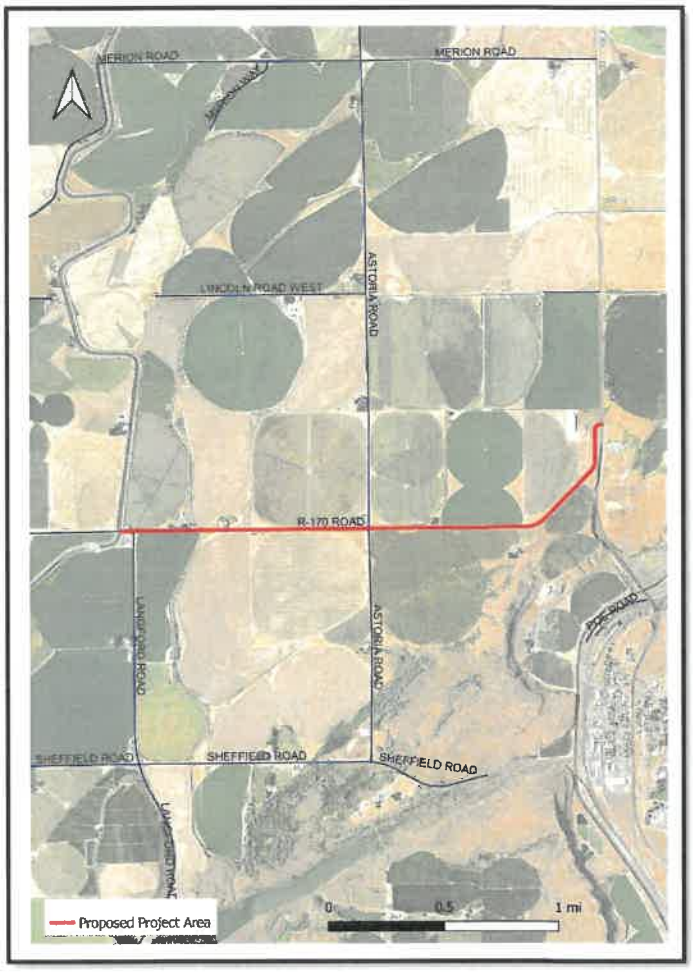
Project Schedule

Preliminary Engineering	2026
Right-of-Way	
Construction	2029

Project Funding

FHWA (STBG)	$1,546,620
State	$0
Local Funding	$241,380
Unfunded	$0

VICINITY MAP



Project Description

The proposed project aims to resurface the existing roadway with an asphalt overlay.

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

The County has recently been awarded STBG funds for this project.

COLUMBIA RIVER/TAYLOR FLATS/CLARK ROAD INTER. IMP. Priority # 14 (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

2024	8,700 ADT

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 # 15 (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

2024	783 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

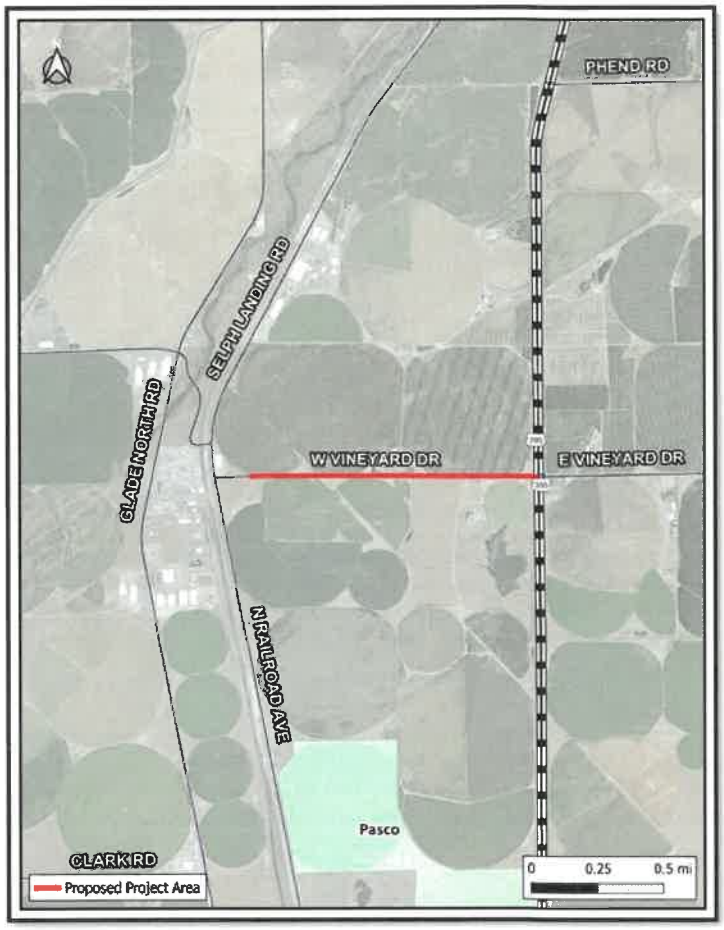
Project Schedule

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 # 16 (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

2024	2450 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	$2,050,000
TOTAL	$2,450,000

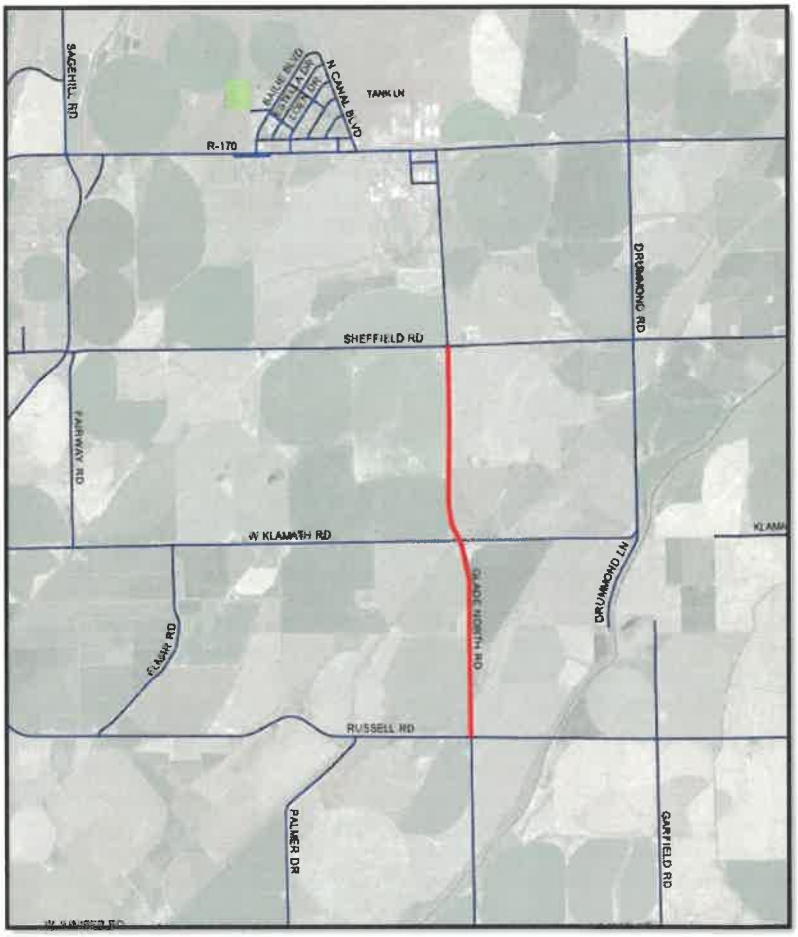
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Unfunded	$2,450,000

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 21% 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,III — Priority # 17 (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, FO, 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

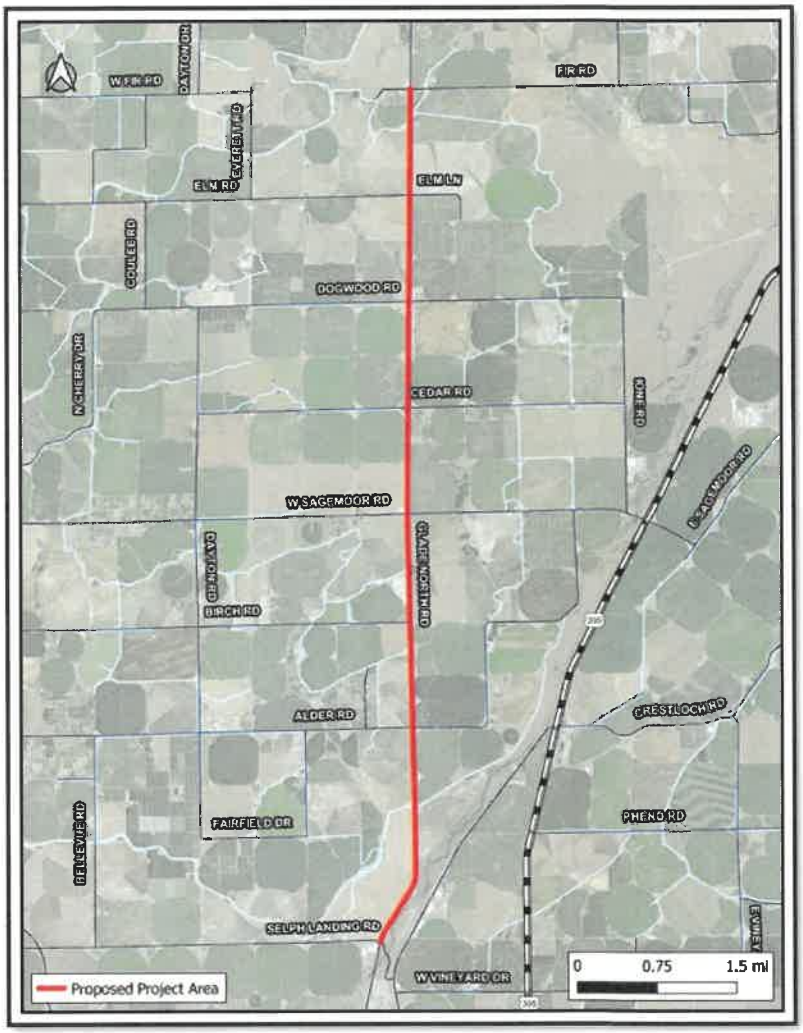
Project Schedule

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, III — Priority # 18 (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

2024	5330 ADT

Existing Conditions

Shoulder slopes and width
Inadequate in places

Project Estimate

Preliminary Engineering	$250,000
Right-of-Way	$0
Construction	$4,260,000
TOTAL	$4,510,000

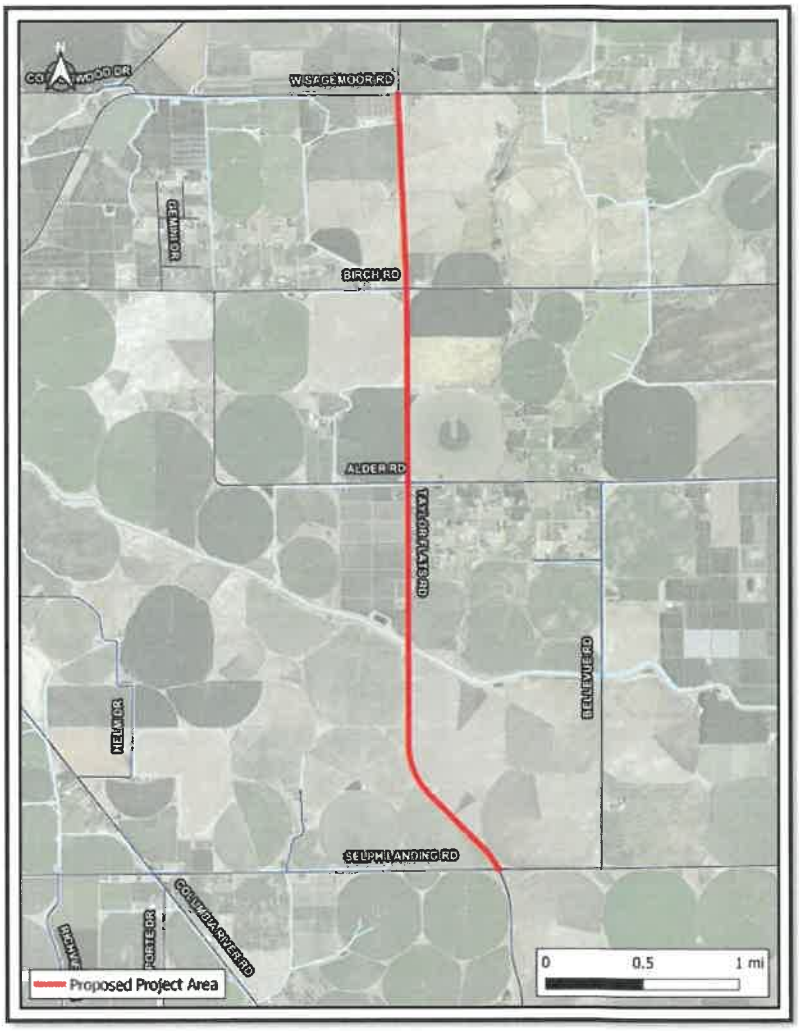
Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$4,510,000

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 5,000 vehicles (18% 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

Sagehill Road All-Weather Improvement — Priority # 19 (3R)

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	4000
Milepost	Hendricks to SR24
Mileage	4.6
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	3460 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$5,060,000
TOTAL	$5,060,000

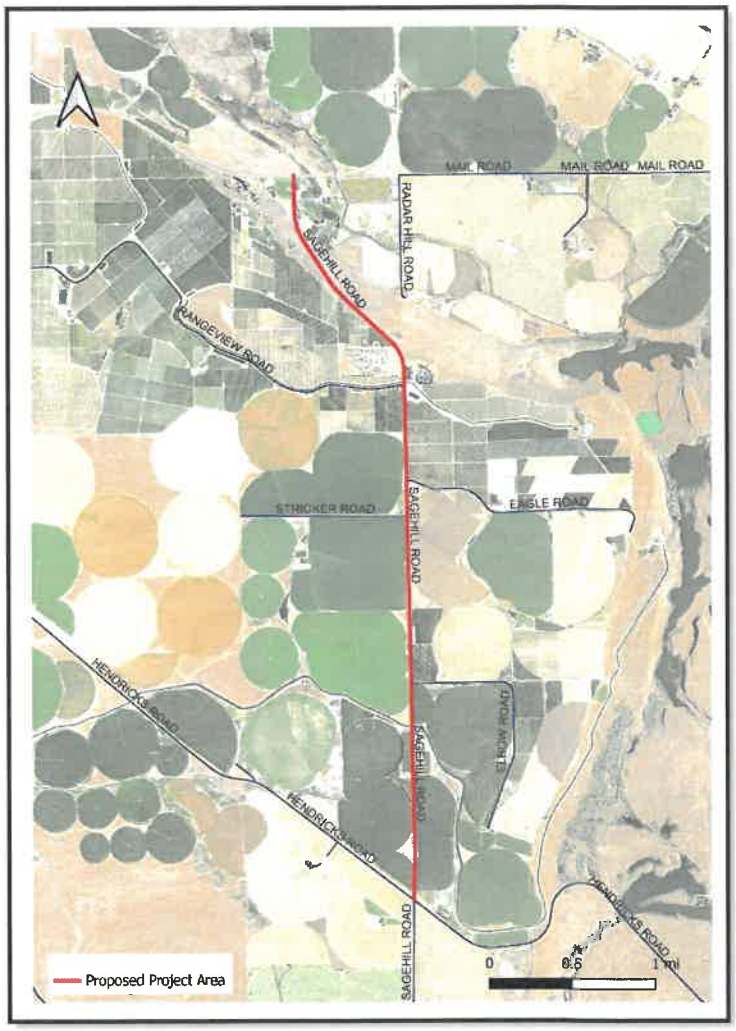
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$5,060,000

VICINITY MAP



Project Description

This project will widen and overlay this major arterial road bring Sagehill Road to current design standards. The added structural strength will upgrade this segment of roadway to an all-weather route.

Project Justification

This project will widen and overlay this major arterial road bring Sagehill Road to current design standards. The added structural strength will upgrade this segment of roadway to an all-weather route.

Status

Planned

Columbia River Road Improvements — Priority # 20 (3R)

Project Statistics

Functional Classification	08
Improvement Classification	3R
Road Number	09260
Milepost	Selph Landing Rd to W Sagemoor RD
Mileage	3.2
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	1410 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$3,520,000
TOTAL	$3,520,000

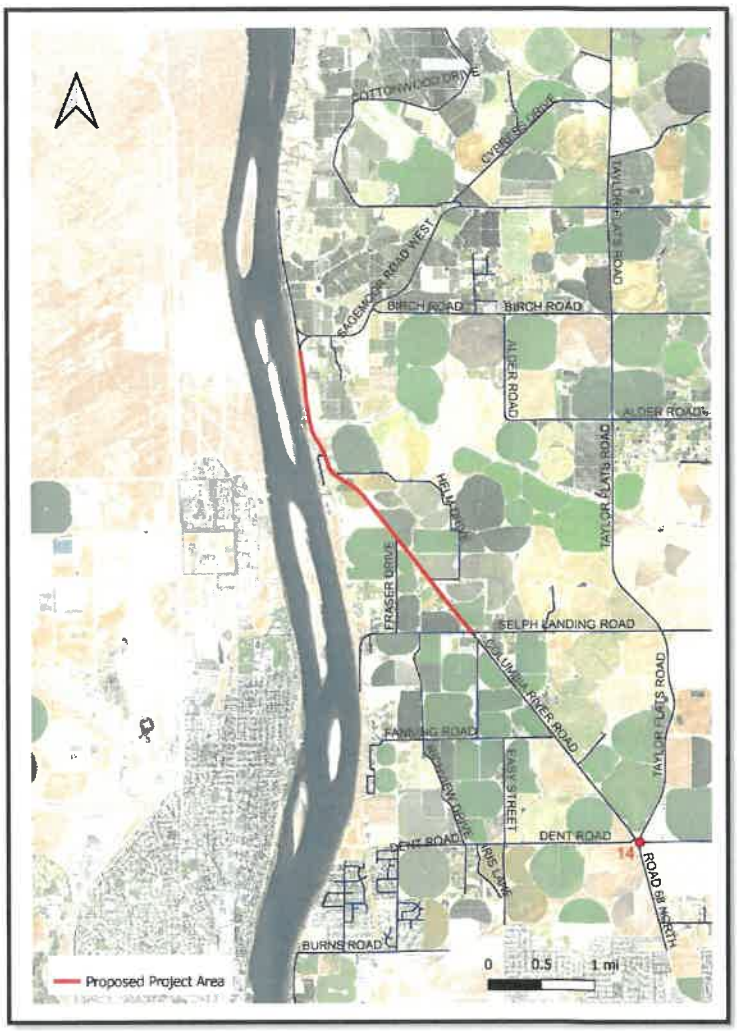
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$3,520,000

VICINITY MAP



Project Description

This project will address the pavement deficiencies of an aging roadway. Current deficiencies to this segment of roadway are not structurally sound and rapidly deteriorating surface and shoulders have passed their useful life.

Project Justification

Columbia River Road has experienced rapid rural and urban growth due to recent and anticipated growth. The project aims to address existing deficiencies, extend the roadway's lifespan, enhance ride quality, and improve overall safety.

Status

Planned

Dent Road Widening — Priority # 21 (3R)

Project Statistics

Functional Classification	18
Improvement Classification	3R
Road Number	10050
Milepost	Burns Rd to Dent Rd
Mileage	1.0
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	3752 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$1,100,000
TOTAL	$1,100,000

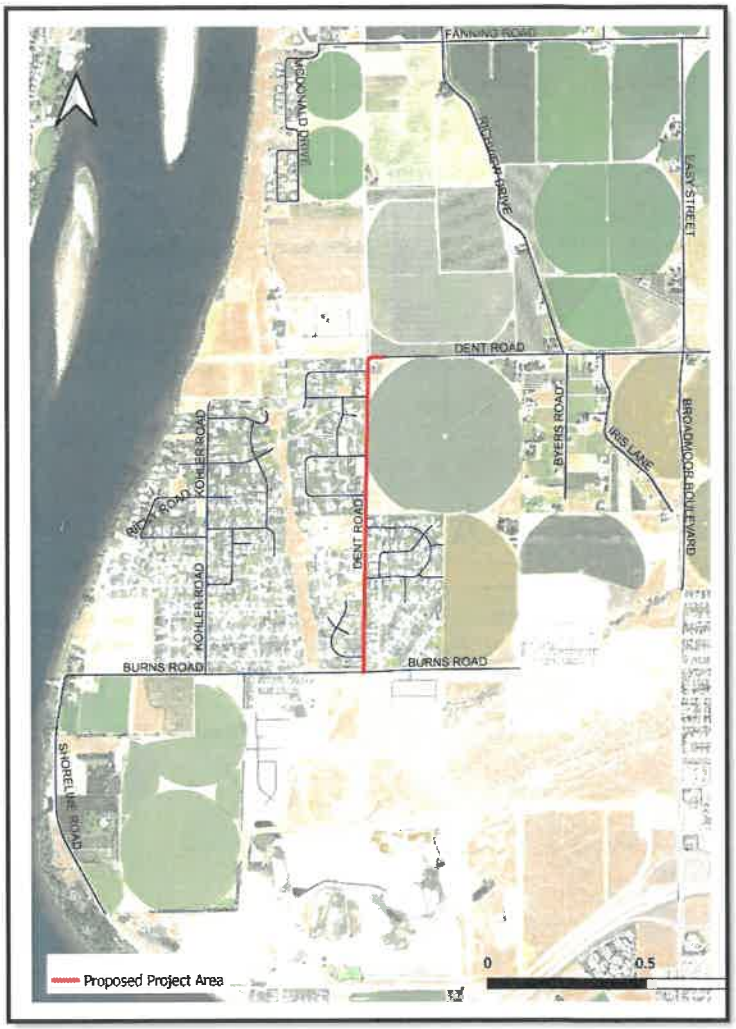
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$1,100,000

VICINITY MAP



Project Description

This project will resolve design deficiencies caused by rapid growth, which has concentrated traffic along this roadway segment.

Project Justification

Dent Road has undergone significant rural and urban expansion due to recent and anticipated development. The project aims to address existing deficiencies, extend the roadway's lifespan, enhance ride quality, and improve overall safety.

Status

Planned

Sagemoor West All-Weather Improvement I — Priority # 22 (3R)

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09080
Milepost	Glade N Rd to Taylor Flats Rd
Mileage	4.1
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	640 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$4,510,000
TOTAL	$4,510,000

Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$4,510,000

VICINITY MAP

Project Description

This project will widen and overlay this major arterial road bring Sagemoor Road to current design standards. The added structural strength will upgrade this segment of roadway to an all-weather route.

Project Justification

Sagemoor Road serves as a key east-west corridor, accommodating more than 640 vehicle, with 23% truck traffic. This segment of roadway is currently subject to winter weight restrictions. The project aims to continue the existing all-weather route that ends at Glade North Road, converting this section into a continuous all-weather route.

Status

Planned

Coyan All-Weather Improvement I — Priority # 23 (3R)

Project Statistics

Functional Classification	08
Improvement Classification	3R
Road Number	02000
Milepost	SR-17 to Warehouse Rd
Mileage	3.2
Environ. Class.	CE
Utilities	P, T

Traffic Count

2015	100 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$3,520,000
TOTAL	$3,520,000

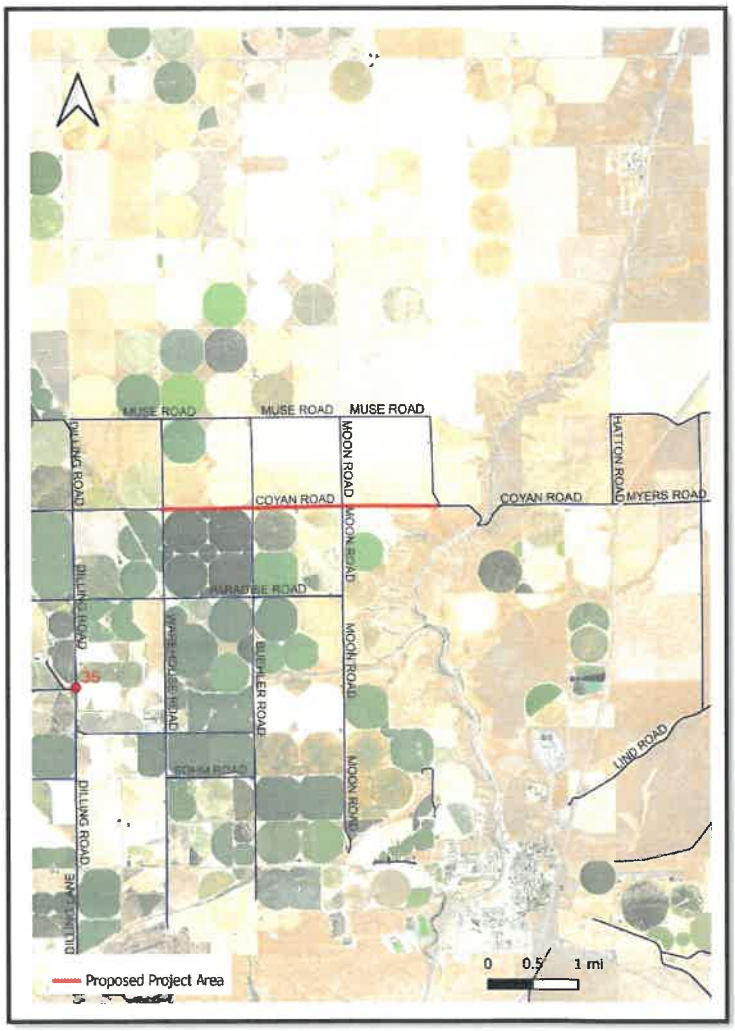
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$3,520,000

VICINITY MAP



Project Description

This project will widen and overlay this minor arterial road bring Coyan Road to current design standards. The added structural strength will upgrade this segment of roadway to an all-weather route.

Project Justification

Coyan Road serves as a key east-west corridor, accommodating more than 100 vehicles a day, with 30% truck traffic. This segment of roadway is currently subject to winter weight restrictions. The project aims to create an all-weather route connecting onto SR-17.

Status

Planned

Palouse Falls Road Hard Surfacing — Priority # 24 (3R)

Project Statistics

Functional Classification	09
Improvement Classification	3R
Road Number	01900
Milepost	SR-261 to State Park
Mileage	2.3
Environ. Class.	CE
Utilities	P, T

Traffic Count

2020	1400 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$2,530,000
TOTAL	$2,530,000

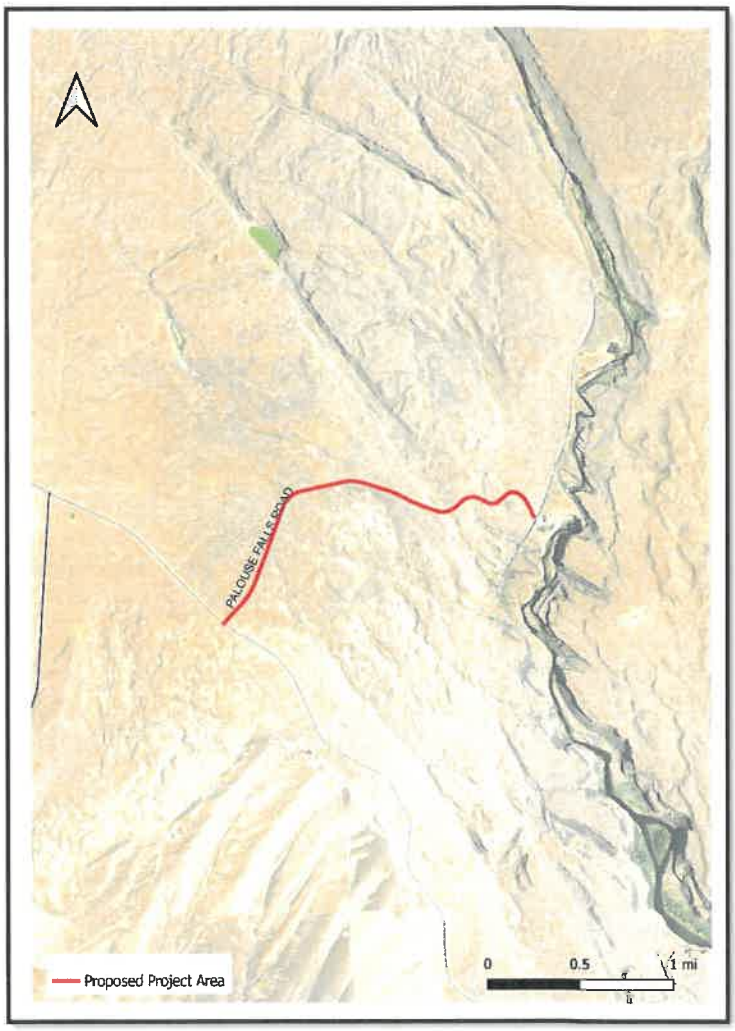
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$2,530,000

VICINITY MAP



Project Description

Construct Palouse Falls Road to current design standards

Project Justification

Palouse Falls Road is a gravel county road that has been experiencing increased traffic volumes due to Palouse Falls being recognized as the official state waterfall in 2014.

Status

Planned

R-170 PAVEMENT REHABILITATION II — Priority # 27 (2R)

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	R-170 Bridge #608-2.35 to Colonial Road
Mileage	2.2
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	1070 ADT

Existing Conditions

All-weather - maintain structural integrity of road

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$1,935,000
TOTAL	$1,935,000

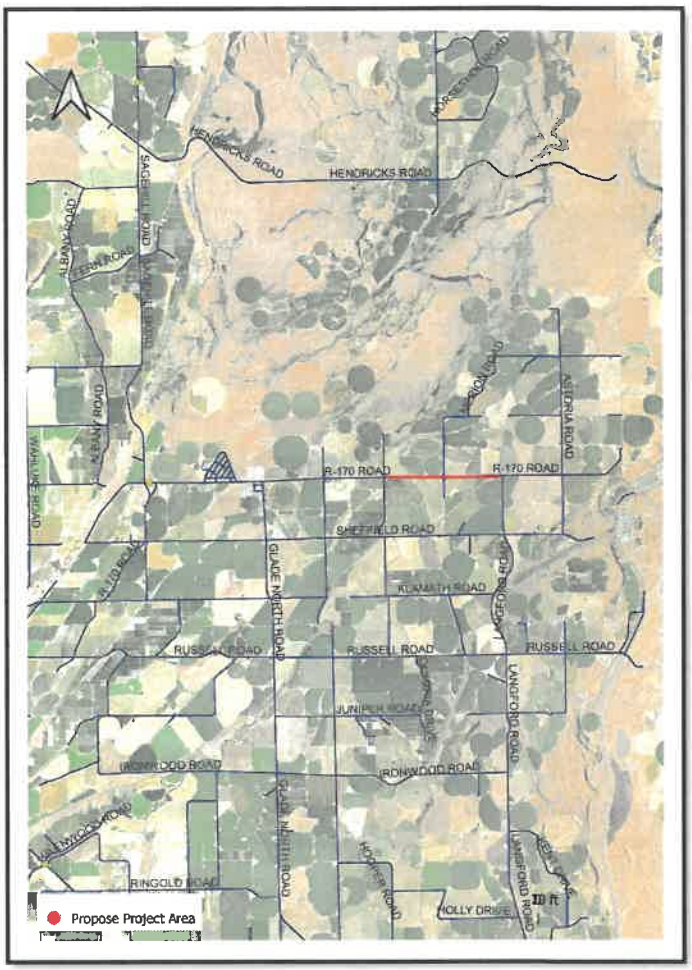
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$1,935,000

VICINITY MAP



Project Description

The proposed project aims to resurface the existing roadway with an asphalt overlay.

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 repairs.

Status

Planned

R-170 PAVEMENT REHABILITATION III, IV — Priority # 28 (2R)

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	Colonial to Sagehill Rd
Mileage	4.1
Environ. Class.	CE
Utilities	P, T

Traffic Count

2024	2,450 ADT

Existing Conditions

All-weather - maintain structural integrity of road

Project Estimate

Preliminary Engineering	$0
Right-of-Way	$0
Construction	$3,690,000
TOTAL	$3,690,000

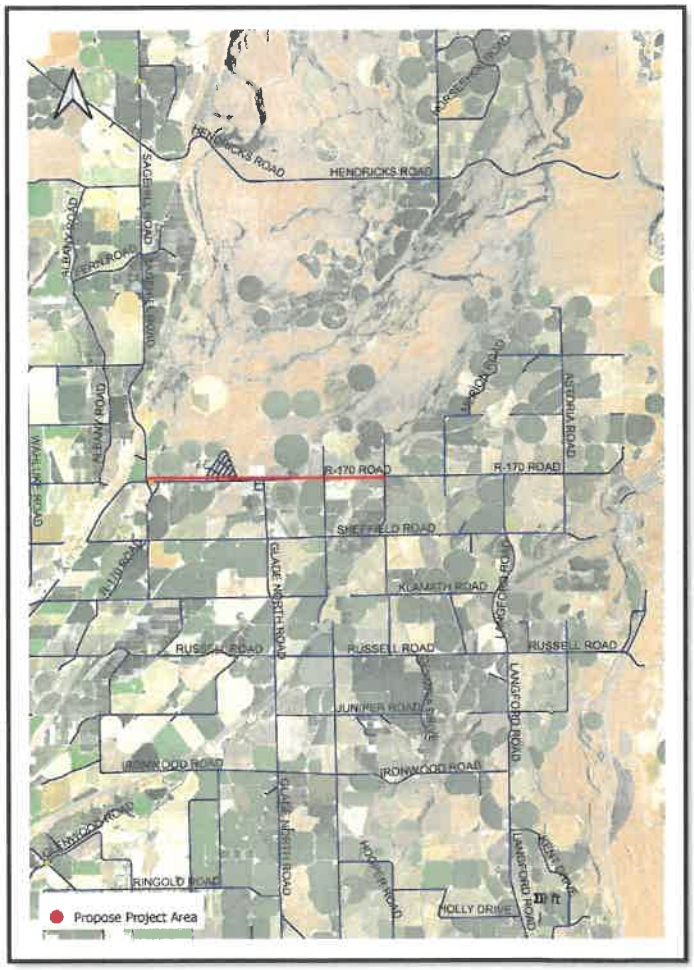
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$3,690,000

VICINITY MAP



Project Description

The proposed project aims to resurface the existing roadway with an asphalt overlay.

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 repairs.

Status

Planned

PASCO-KAHLOTUS ALL-WEATHER IMPROVEMENT III — Priority # 29 (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

2024	610 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

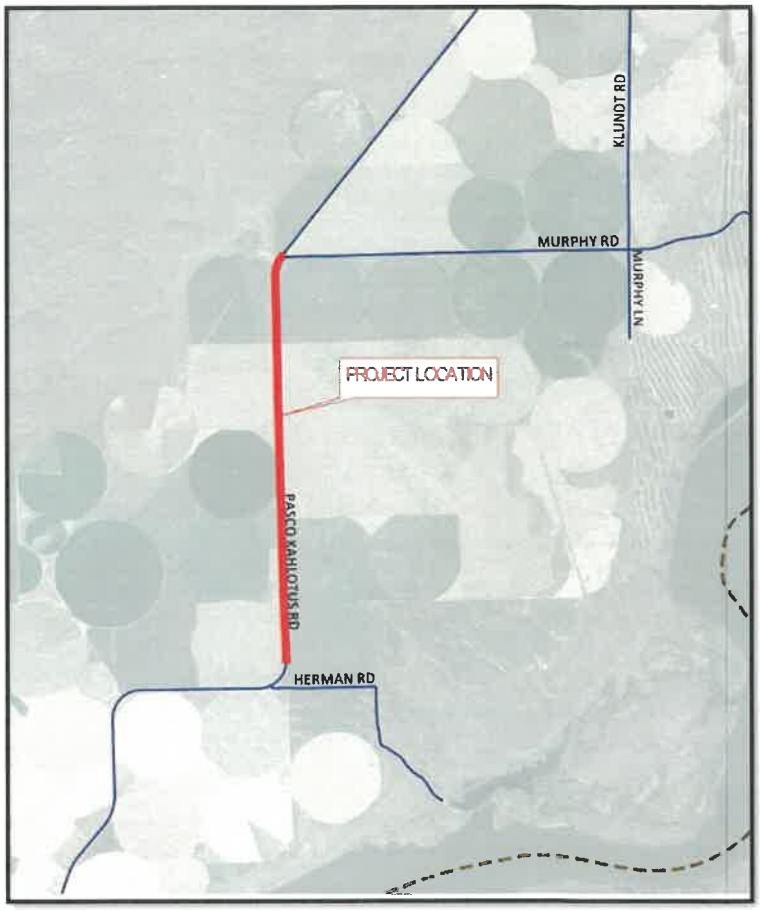
Project Schedule

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 # 30 (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

2024	770 ADT

Existing Conditions

Continue and maintain 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

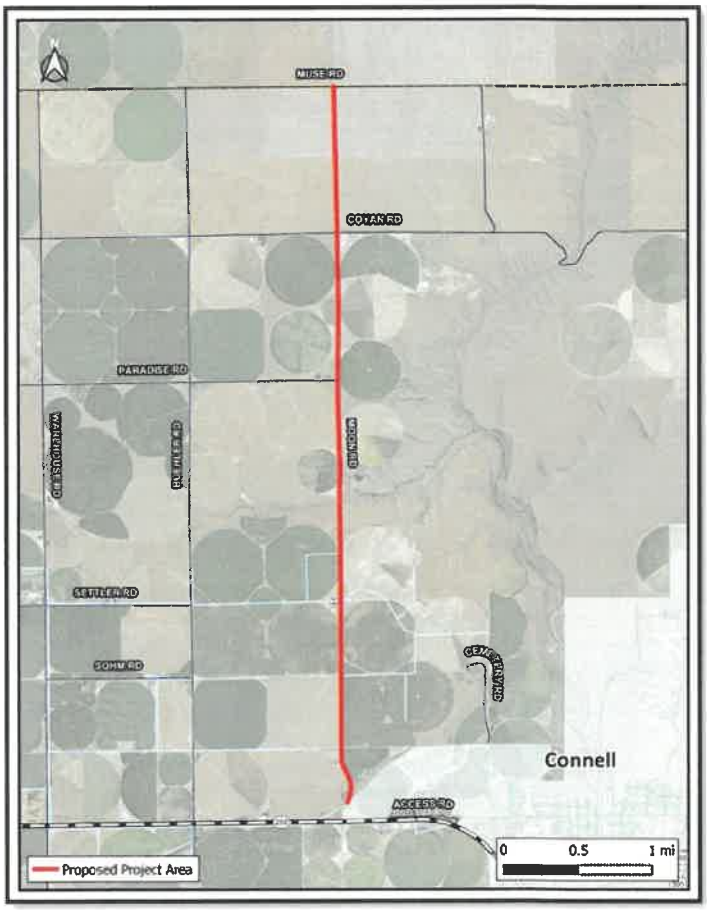
Project Schedule

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 to Coyan Road was constructed to all-weather standards.

Status

Planned

County Bridge Replacement Project — Priority # 31-36

Project Statistics

Functional Classification	Varies
Improvement Classification	BR
Road Number	Varies
Milepost	Varies
Mileage	-
Environ. Class.	CE
Utilities	P, T, FO

Traffic Count

Existing Conditions

Bridges are structurally deficient

Project Estimate

Preliminary Engineering	-
Right-of-Way	-
Construction	-
TOTAL	-

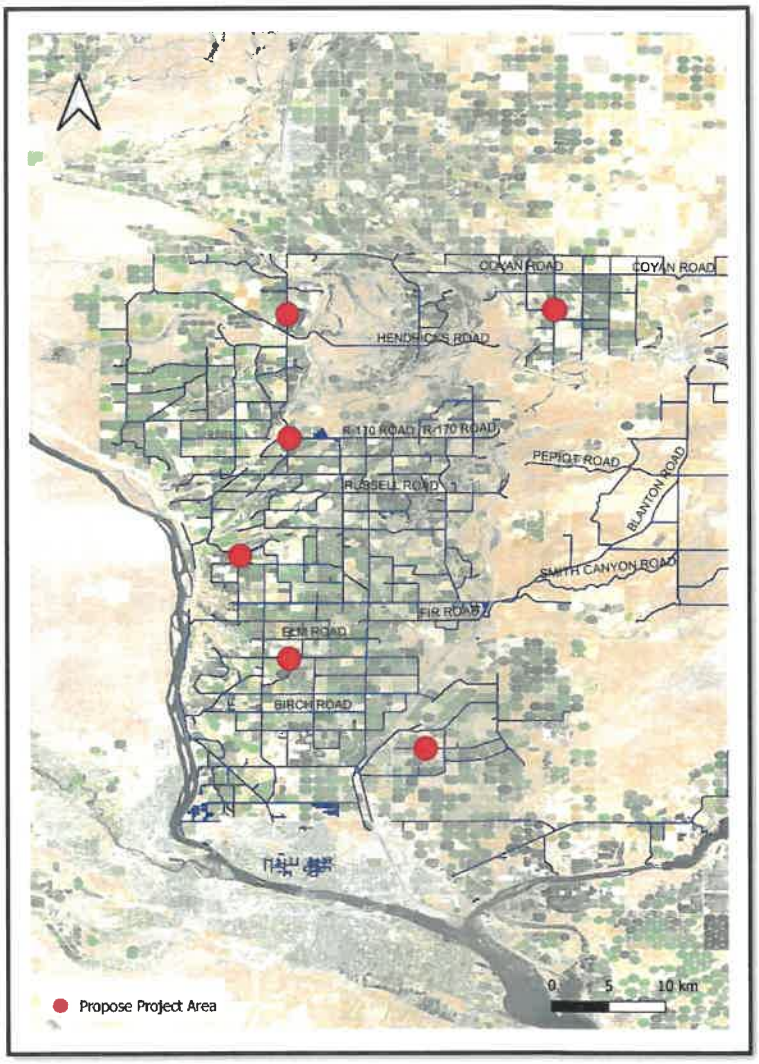
Project Schedule

Preliminary Engineering	-
Right-of-Way	
Construction	-

Project Funding

FHWA	-
State	-
Local Funding	-

VICINITY MAP



Project Description

Sagehill Bridge #400-6.96, R-170 Bridge #608-8.30, Phend Bridge #880-1.24, Ringold Bridge #506-4.20, Dilling Bridge #215-2.03, N. Cherry Bridge #944-0.05 have all been identified in need of being replaced.

Project Justification

The bridges are structurally deficient.

Status

Planned

FRANKLIN COUNTY

PUBLIC WORKS DEPARTMENT

2024 Annual Bridge Condition Report:

Submitted June 2025

CRAIG BRYAN ERDMAN
STATE OF WASHINGTON
5211
REGISTERED
PROFESSIONAL ENGINEER

6/17/2025

Prepared by: Riley Mahoney

Riley Mahoney

Engineering Technician II

Under the direction of: Craig Erdman

Craig Erdman, PE

Public Works Director/County Engineer

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Appendix 10

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).

***Overall Bridge Condition Classification** For the purposes of national performance measures, the method of assessment to determine the classification of a bridge is the minimum (i.e. lowest) condition rating code from the following items: BC01-Deck Condition Rating, BC02-Superstructure Condition Rating, BC03- Substructure Condition Rating, BC04- Culvert Condition Rating. BC01, BC02, BC03, BC04 components are coded using Table 20 from the Washington State Bridge Inspection Manual (below) and then taking the lowest code, as described previously are sorted into the following classifications:

Condition	Lowest Condition Rating (From Table 20)
Good	7 or 8
Fair	5 or 6
Poor	4,3,2,1, or 0

Table 20-Washington State Bridge Inspection Manual

WSBIS CODE	SNBI CODE	Condition Description
N	N	Not Applicable – Component does not exist.
-	9	Not used in Washington state.
8	8	Very Good- Isolated or some inherent defects.
7	7	Good- Some minor defects
6	6	Satisfactory- Widespread minor or isolated moderate defects.
5	5	Fair- Some moderate defects; strength and performance of the component are not affected.
4	4	Poor- Widespread moderate or isolated major defects; strength and/or performance of the component is affected

3	**3**	Serious- Major defects; strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions
2	**2**	Critical- Major defects; component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
1	**1**	Imminent failure- Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service
0	**0**	Failed- Bridge is closed due to component condition, and is beyond corrective action. Replacement is required to restore service.

***

Inventory Status

Bridges Franklin County has responsibility for 83 bridges on its County Road System. Of these, 47 are concrete, 7 are steel, and 29 are timber. Of the 83 Bridges; 51 are classified as Good condition, 30 are classified as Fair condition, and 2 are classified as Poor condition.

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. (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. In addition, there is 1 bridge from the City of Connell that is load-restricted. With the other bridge from the City of Connell being classified as Poor condition. (See Attachment 'B').

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 (45 of 83 County bridges) was accomplished during the month of November and December in 2024. There are currently 3 bridges that require inspections every 12 months and are listed on Attachment 'C'. 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 the end of December in 2024.

Bridge Restrictions

A load rating report is performed for each bridge in the NBIS inventory by a professional 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 ensure 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.

FHWA has a new requirement to collect and report rating factors for all legal trucks in the State to the NBI starting in 2026. Legal load limits in the State can have a maximum gross vehicle weight up to 105,500 lbs. which aren't enveloped by the typical AASHTO legal trucks. A new truck configuration was developed based on weigh-in motion data to represent these vehicles for WSDOT compliance with the new NBI requirement.

The County has a total of thirty five (35) NBI reportable bridges posted for load restrictions, a list of all posted bridges is shown in Attachment 'D".

Attachment 'A" (Load restricted, and/or Poor Overall Condition Classification)

Bridge #	Bridge Name	Length (ft.)	Curb to Curb Width (ft.)	Material	Overall Condition Classification	Notes
447-3.58	ALBANY ROAD	40	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
479-2.63	BUFFALO ROAD	39	24.0	timber	Good	LOAD RESTRICTED (POSTED)
944-2.18	CHERRY DRIVE, NORTH	26	26.0	prestressed concrete	Poor	
669-0.89	COLONIAL ROAD	31	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
926-5.08	COLUMBIA RIVER RD	23	28.0	concrete	Good	LOAD RESTRICTED (POSTED)
200-8.24	COYAN ROAD	47	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
200-9.93	COYAN ROAD	84	23.4	timber	Good	
215-2.03	DILLING ROAD	39	31.4	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
980-0.62	FIR ROAD	33	24.0	timber	Good	LOAD RESTRICTED (POSTED)
615-2.31	GARFIELD ROAD	46	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
901-15.93	GLADE NORTH 2	50	29.3	prestressed concrete	Fair	
520-1.38	GLENWOOD ROAD	93	24.0	timber	Poor	LOAD RESTRICTED (POSTED)
370-8.25	HENDRICKS ROAD	32	27.4	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
370-1.35	HENDRICKS ROAD	80	27.4	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
620-2.31	HOLLY DRIVE	43	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
636-6.70	IRONWOOD ROAD	24	23.7	timber	Fair	LOAD RESTRICTED (POSTED)
539-0.68	JUNIPER ROAD, WEST	45	24.0	timber	Good	LOAD RESTRICTED (POSTED)
686-0.79	KLAMATH ROAD	59	23.4	timber	Fair	LOAD RESTRICTED (POSTED)
330-1.28	MERION ROAD	86	24.0	timber	Good	LOAD RESTRICTED (POSTED)
230-3.47	PARADISE ROAD	43	23.8	timber	Good	LOAD RESTRICTED (POSTED)
880-1.24	PHEND ROAD	40	24.2	timber	Fair	LOAD RESTRICTED (POSTED)
608-8.30	R-170	51	31.5	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
506-2.27	RINGOLD ROAD	61	26.0	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
506-2.96	RINGOLD ROAD	34	31.6	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
506-4.20	RINGOLD ROAD	85	31.6	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
670-10.10	RUSSELL ROAD	47	24.1	timber	Fair	LOAD RESTRICTED (POSTED)
670-4.63	RUSSELL ROAD	26	29.4	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
670-2.75	RUSSELL ROAD	34	29.4	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
400-4.02	SAGEHILL 2	32	29.5	prestressed concrete	Good	
400-6.96	SAGEHILL 3	76	28.0	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)

400-8.43	SAGEHILL 4	26	35.5	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
400-9.03	SAGEHILL-5	40	35.3	prestressed concrete	Fair	LOAD RESTRICTED (POSTED)
218-0.98	SETTLER ROAD	34	23.4	timber	Fair	LOAD RESTRICTED (POSTED)
690-3.92	SHEFFIELD RD	85	27.5	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
690-8.45	SHEFFIELD RD	43	24.0	timber	Good	LOAD RESTRICTED (POSTED)
690-3.04	SHEFFIELD RD	59	24.1	timber	Fair	LOAD RESTRICTED (POSTED)
903-12.44	TAYLOR FLATS ROAD	30	31.6	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
886-4.44	VINEYARD DRIVE, EAST	44	24.0	timber	Fair	LOAD RESTRICTED (POSTED)
886-2.74	VINEYARD DRIVE, EAST	40	23.4	timber	Fair	LOAD RESTRICTED (POSTED)
226-0.29	WAREHOUSE LANE	28	27.8	prestressed concrete	Good	LOAD RESTRICTED (POSTED)
225-1.75	WAREHOUSE ROAD	34	23.4	timber	Fair	LOAD RESTRICTED (POSTED)

G= Good Overall Condition F= Fair Overall Condition P= Poor Overall Condition

Attachment 'B" (Other Bridges)

Bridge #	Bridge Name	Length (ft.)	Curb to Curb Width (ft.)	Material	Overall Condition Classification	Notes
CONNELL 1	ESQUATZEL COULEE - ADAMS	118	24	Concrete	Fair	LOAD RESTRICTED (POSTED)
CONNELL 2	ESQUATZEL COULEE - CLARK	112	26	prestressed concrete	Poor	
MESA 1	ESQUATZEL C.SHEFFIELD	104	28.6	prestressed concrete	Fair	

Attachment 'C" (Inspection every 12 months)

Bridge #	Bridge Name	Length (ft.)	Curb to Curb Width (ft.)	Material	Overall Condition Classification	Notes
944-2.18	CHERRY DRIVE, NORTH	26	26.0	prestressed concrete	Poor	LOAD RESTRICTED (POSTED)
901-15.93	GLADE NORTH 2	50	29.3	prestressed concrete	Fair	
520-1.38	GLENWOOD ROAD	93	24.0	timber	Poor	

Attachment 'D "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	36	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
980-0.62	FIR ROAD	32	47	50	29	31	32	34	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
620-2.31	HOLLY DRIVE	27	42	47	25	27	27	28	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	33	44	20	21	22	24	YES
330-1.28	MERION ROAD	25	37	44	24	25	25	26	YES
230-3.47	PARADISE ROAD	32	51	62	30	32	34	38	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	17	24	32	15	16	16	17	YES
670-2.75	RUSSELL ROAD	23	36	46	22	25	29	33	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	14	22	27	14	14	14	15	YES
400-8.43	SAGEHILL ROAD 4	30	46	58	29	31	32	35	YES
400-9.03	SAGEHILL ROAD 5	27	42	51	27	30	32	36	YES
218-0.98	SETTLER ROAD	26	38	50	23	25	25	27	YES
690-3.04	SHEFFIELD ROAD	19	36	27	16	17	18	19	YES
690-3.92	SHEFFIELD ROAD	27	40	53	24	25	26	28	YES
690-8.45	SHEFFIELD ROAD	28	45	56	26	28	30	34	YES
903-12.44	TAYLOR FLATS ROAD	18	26	34	16	17	18	19	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
226-0.29	WAREHOUSE LANE	27	40	52	24	25	26	29	YES
225-1.75	WAREHOUSE ROAD	22	33	43	20	21	22	23	YES

Bridge/Short Span Bridge Maintenance and Construction

Maintenance

(**BOLD** indicates 2026-2031 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.
- 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 crews are 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.
- A list of the bridges with general repairs needed is shown in the **Appendix**.

Project Activity

(**BOLD** indicates 2026-2031 TIP items)

- **Glenwood Road Bridge 520-1.38 Replacement** (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. This bridge replacement project has been selected for funding through Federal Highway Bridge Program during the April 2023 Call for Projects. (Tip Priority # 9)
- **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)
- ***Gill 173-2.36 & Wilder 295-0.33 Replacements** This project will replace 2 each 16 foot timber structures that are experiencing accelerated deterioration with Wilder #295-0.33 already being reduced to single lane traffic. The project would remove both of the existing timber structures in favor of a 60" Corrugated metal pipe for Gill #173-2.36 and a corrugated steel arch pipe for Wilder #295-0.33. This bridge replacement project was approved for funding by the Franklin County Board of County Commissioners. (TIP Priority # 2)***
- **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 #45 - State & Local funding)

Recommended Projects

(**BOLD** indicates 2026-2031 TIP items)

- **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 2025 Call for Projects. (Tip Priority # 34)
- **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 2025 Call for Projects. (Tip Priority # 32)
- **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 2025 Call for Projects. (Tip Priority # 31)

Appendix

Bridge Repair List 2024 (See Attached)

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2024

(101 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	ADT	COMPLETED
447-3.58	ALBANY ROAD	1) Girder 2A exhibits rot at bearing with north abutment/ install borate rod rot suppression. 2) Reset the northwest rail end post.	1/11/2022	56	
915-1.00	BELLEVUE ROAD	1) Timber rails and posts have splits and are rotted at connections / replace. 2) Minor BST cracking on approach transitions and structure's deck / clean and crack seal. 3) Debris accumulation along timber curbs / periodically sweep deck.	1/11/2023	341	
516-0.53	BELLEVUE ROAD, NORTH	1) Extensive rot in west fascia timber girder(9.3ft length) / replace with recycled timber girder. 2) Remove bird waste from bearing seats and install bird screens to prevent nesting/ 3) Replace/resecure the object marker at the northwest corner. 4) Replace sister girder 1A	1/29/2014 1/11/2021	96	
229-0.57	BEND ROAD	1) NW object marker is damaged/ Replace 2) 7th timber rail post NW has major split (still functional)/ Monitor. 3) Pier Cap/ Crossbeam exhibit cracking at the east side end // Monitor	11/6/2020 --------- 11/30/2022	40	
922-4.15	BIRCH ROAD	Longitudinal crack on centerline/ Crack seal.	11/18/2020	356	
479-2.63	BUFFALO ROAD	1) Minor erosion at the southeast wingwall/ fill with suitable material. 2) Both abutment footings are exposed/ monitor fill and compact with suitable material.	1/11/2024	48	
944-0.05	CHERRY DRIVE, NORTH	1) Concrete delamination at the bottom of concrete girder stems / Remove delamination in girders stems, clean corroding reinforcing steel and coat with zinc rich paint.	12/1/2022	60	
669-0.89	COLONIAL ROAD	1) Reseal the deck with tar heavy chip seal. 2) Monitor rotation of the timber girders. 3) Install cross bracing between girders J-K.	1/11/2022 1/11/2024	137	
926-6.42	COLUMBIA RIVER ROAD	1) Vandalized or missing object markers / replace.	1/12/2024	26	
926-5.08	COLUMBIA RIVER ROAD	1) No guardrail posts over structure / Install additional guardrail posts. 2) Southeast and northeast object markers are missing / Install object markers.	1/11/2021	796	
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. 3) longitudinal cracks on deck / crack seal.	12/13/2017 ---------- 12/12/2019 1/10/2024	313	
200-8.24	COYAN ROAD	1) Accumulation of chip seal rock along the timber curbs / sweep off. 2) Pothole at the east side approach transition / Repair pothole. 3) Girder 2E is cracked at midspan / replace monitor. 4) Numerous narrow transverse cracks reflected on BST spaced at 1-3 ft./ seal cracks with tar/mastic. 5) Several timber rail posts are cracked in half /replace timber posts.	1/10/2024	226	
200-9.93	COYAN ROAD			135	

200-9.48	COYAN ROAD	1) Girder A bearing section with east abutment exhibit rot/ install borate rods to slow decay.	1/11/2022	267	
554-0.85	DAVIS LANE	1) SW timber wingwall has dry rot on bottom & NW wingwall is falling and allowing erosion/ Repair and fill with suitable material. 2) Clean bird nests located in between timber girders /	12/19/2020 12/1/2022	30	
519-1.52	DAYTON ROAD, NORTH			202	
751-2.74	DELANEY ROAD	1) Fascia girders (7 3/4"x 19"x 17ft-2") exhibit rot mid-span and cross checking on girder L / replace girders A, L, & M. 2) Abutment #1 footing is exposed/ fill with suitable material.	1/9/2024	7	
215-2.03	DILLING ROAD	1) Both asphalt roadway approaches higher than bridge deck / adjust approach grade & repave. 2) Replace or tie back the southeast and southwest wingwall support piles.	1/13/2014 1/10/2024	266	
216-0.56	DILLING LANE			44	
960-2.98	ELM ROAD			300	
600-0.10	ELTOPIA WEST ROAD	1) Aproach guardrail damaged at southwest side of bridge numerous times in the past. Continue to monitor. 2) Accumulation of debris under bridge / contact irrigation & monitor	12/31/2019 12/1/2022	1145	
600-1.91	ELTOPIA WEST ROAD	Potential problem with erosion at bridge deck corners/ fill with suitable material.	12/14/2020	839	
600-5.71	ELTOPIA WEST ROAD			727	
969-0.42	EVERETT ROAD	1) Approach joints need crack seal/.	12/14/2020	112	
408-0.69	FILBERT ROAD	1) Erosion north canal liner / fill with suitable material. 2) Erosion at the Southeast concrete canal liner/ fill with suitable material.	11/6/2020 11/18/2022	402	3/2/2021
980-0.62	FIR ROAD	1) Approach joints need crack seal /. 2) Minor erosion on NW wingwall/ fill with suitable material.	12/20/2020	152	
525-1.13	FIRCREST ROAD			88	
884-4.74	FOSTER WELLS ROAD, EAST			277	
876-0.02	FRONTIER ROAD	1) Replace southwest bridge rail end terminal posts. 2) Transverse cracks on approach transition area/ crack seal. 3) Accumulation of debris along curbs/ sweep structure's deck.	1/11/2022	135	
615-2.31	GARFIELD ROAD	1) Lower west edge damage and possible crushing at pier #2 / install borate rods at the decayed end of girders 1A and 2A to slow decay rate. 2) Debris accumulation along curbs / broom deck along the curb lines to help facilitate proper deck drainage. 3) BST cracking along the wheel path/ apply crack seal.		272	
615-4.96	GARFIELD ROAD	1) Debris accumulation along curbs / sweep deck. 2) Replace deficient timber traffic barrier posts.	12/12/2019 1/12/2021	183	
173-2.36	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	25	3/1/2021
901-5.34	GLADE NORTH ROAD	1) Accumulation of rocks and dirt along bridge traffic barrier / routinely sweep the deck and clean out deck drains. 2) Replace missing southwest guardrail transition anchor bolt at the/ 3) Damaged utility conduit/ Inform owner. 4) Object marker at the southwest and northeast are not fully visible to traffic / raise the object markers.	11/15/2013 1/11/2023	2331	

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. 2) Diagonal hairline cracks at all flanges by abutments/ monitor. 3) Multiple thrie beam bridge rail posts at the east side of the bridge are missing bolts/ replace.	11/30/2022 12/12/2023	2303	4/1/2023
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	2148	
520-1.38	GLENWOOD ROAD	1) All fascia girders are rotted out (3 EA spans) / replace fascia girders. Bridge has been reduced to 1 lane traffic. 2) Clean deck remove accumulated dirt and vegetation. 3) Reseal all cracks on deck. 4) Stabilize fill loss under southeast wingwall. 5) WSDOT Local Programs has selected this bridge for replacement in the 2023 call for projects.	11/28/2022	204	
681--0.90	HAILEY ROAD	1) Loose gravel on concrete deck / power-broom gravel off deck. 2) Crack seal grouted deck keyways. 3) Replace the pier 2 joint gland with a compression seal. 4) Repair potholes at the bridge transitions. 5) Grind down the protruding joint armors anchors upward at the pier joint #2.	12/7/2017 1/11/2022	18	
912-1.69	HELM DRIVE	1) Vertical hairline cracks on u-tub girders every 2-3ft & multiple mid-span of tub longitudinal cracks/ monitor.	12/21/2020	36	
370-1.35	HENDRICKS ROAD	1) Repair spalls in the east abutment breast wall. 2) Reseal the east abutment joint with mastic. 3) Monitor the girder unit webs to top flange interface for cracking or vertical separation. 4) Northwest rail post #2 is missing bolts/ . 5) Clean spider webs under girders before condition inspections. 6) Mid-span flexural cracking at span #2 / monitor.	1/11/2022	412	
370-8.25	HENDRICKS ROAD	1) Minor damage to QuadTrend 350 end terminal, functional/ monitor.	1/12/2024	457	
370-11.16	HENDRICKS ROAD			254	
552-0.10	HI-POINT ROAD	1) Water(freeze/thaw) seeping through grouted deck keyways / crack seal keyways.	12/5/2014	99	
460-6.25	HOLLINGWORTH ROAD			357	
620-2.31	HOLLY DRIVE	1)Dig out west transition and install steel plate to repair over broken deck planks. 2) Remove soil built up from west abutment bearing seat to reduce potential decay on girder ends. 3) Remove gravel built up along curbs to facilitate proper drainage of deck. 4) Replace Timber rail posts. Struck by vehicle	12/14/2021 04/22/2025	34	2/28/2023
636-4.87	IRONWOOD ROAD			160	
636-5.54	IRONWOOD ROAD	1) Crack seal approach / deck joints.	12/8/2016	165	
636-6.70	IRONWOOD ROAD	1) Fascia timber girder on south side of bridge has major rot at bearing on east abutment. / replace with recycled timber girder.	12/8/2016	165	

539-0.68	JUNIPER ROAD, WEST	1) Void in approach asphalt at northeast corner of structure & pothole(12"x12") in eastbound lane 13ft from east approach / fill with suitable material. 2) Local scour at center pier, pile of debris on canal under second span/ Remove debris and backfill center pier with suitable material. 3) Scour at Abutment #1 NE section of spread footing is exposed fill / fill with suitable material.	12/20/2018 ---------- 11/28/2022	106	
686-0.79	KLAMATH ROAD	1) Seal cracks in chip seal over pier #2 with mastic/rubberized tar. 2) Timber girder 2N exhibits heavy decay / replace sister girder 2N. 3) Debris accumulation on deck / clean deck.	1/11/2022 1/11/2024	105	
217-2.72	KRUG ROAD	1) Crack seal approach joints/ deck joints.	11/6/2020	77	
293-1.27	LEWIS ROAD	1) Abutments footings are exposed/ fill with suitable material.	11/15/2022	1	
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	52	
445-7.83	MTN. VISTA ROAD	1) Approach joints need crack seal/.	11/6/2020	369	
211-0.85	MUSE DRIVE			349	
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. 3) Multiple shaken forming in girder 1A / replace girder. 4) Depression at the west side approach transition / fill and smooth. 5) Accumulation of debris on deck / sweep.	12/4/2017 ---------- -- 12/3/2019 1/12/2022 1/11/2024	69	
230-3.47	PARADISE ROAD	1) Top layer of BST exhibit full width transverse cracking/ seal cracks in BST with mastic/ rubberized tar. 2) Accumulation of debris under span 1 / remove.	1/10/2024	120	
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	7	
297-1.12	PERRY ROAD	1) Weathered object markers / replace 4 ea. object markers.	11/15/2022	7	
706-8.57	PH-15 ROAD	1) Install object Markers at the northeast and southwest corners of structure/. 2) Program wingwall replacement project/. 3) Erosion at the northeast corner by wingwall / fill with suitable material.	1/9/2022 1/11/2024	33	
880-1.24	PHEND ROAD	1)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. 3) Replace the split timber rails. Consider upgrading the bridge rail system to current safety standards. 3) Shim gap between girders and deck in spam 2. 4) Abutment footings are exposed/ fill &compact with suitable material and place riprap on top. 5) Minor erosion at the southwest wingwall/ fill with suitable material.	11/14/2018 1/11/2022	458	11/15/2018

608-2.35	R-170 ROAD	1) Water(freeze/thaw) seeping through grouted deck keyways / crack seal keyways. 2) Replace northeast QuadTrend 350 system end treatment and repair concrete traffic barrier. 3) Reseal approach joints. 4) Accumulation of debris along bridge's traffic barrier / sweep deck.	12/7/2017 1/11/2021	972	
608-8.30	R-170 ROAD	1) North side rib-deck concrete girder with guardrail attached needs crack patched with epoxy. Guardrail was damaged & repaired at an earlier date. 2) Concrete girder 1H is fractured due to vehicle impact / repair -replace girder. 3) Stabilize fill loss under wingwalls and add riprap to canal banks at the base of wingwalls. 4) Reset bearings and shims that are walking out. 5) Crack seal approach transitions and longitudinal cracking on deck BST.	12/8/2015 1/11/2022 1/11/2024	1178	
608-15.47	R-170 ROAD	1) Crack seal approach / deck joints. 2) Remove chip seal rocks from bridge deck /.	12/7/2016 12/8/2022	1663	
273-1.66	READER ROAD			1	
506-2.27	RINGOLD ROAD			943	
506-2.96	RINGOLD ROAD	1) Both asphalt roadway approaches higher than bridge deck / adjust approach grade & repave. 2) Approach joints need crack seal/ 3) Minor erosion at 4 each bridge sides/ fill with suitable material.	11/15/2013 ---------- 11/19/2022	943	
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	1760	
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 2) BST covered planks have 1/2" to 1" gap in between deck planks/ 3) 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	124	
670-0.08	RUSSELL ROAD	1) Crack seal approach slab / . 2) Replace object marker at the northeast /.	12/17/2020 11/20/2022	255	
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. 3) Large crack on centerline on keyway area / regrout keyway and crack seal.	1/22/2014 ---------- 3/6/2018 ---------- 12/7/2022	255	
670-4.63	RUSSELL ROAD	1) Longitudinal crack at centerline & center of west bound lane/ crack seal. 2) Minor erosion at the southeast side of bridge / fill with suitable material.	12/17/2020 ---------- 12/7/2022	315	
670-5.54	RUSSELL ROAD			255	
670-6.61	RUSSELL ROAD	1) Stringer 2A (facial span #2) is rotted out at abutment/ replace with recycled timber girders. 2) Spread footing at abutment #1 is exposed/ fill with suitable material.	12/18/2020 ---------- 12/11/2022	245	
670-10.10	RUSSELL ROAD	Outside girders 1A & 2A have rot at bearing at center pier/ monitor.	12/19/2020	255	
400-4.02	SAGEHILL ROAD 2			2966	

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 / 3) Monitor soffit spalls and delamination's for potential through spalls/ 4) Add riprap at base of the northwest wingwall to prevent approach roadway fill loss. 5) Raise the southeast bridge object marker	11/29/2022	2356	
400-8.43	SAGEHILL ROAD 4	1) Vehicle impact of the southwest approach guardrail end treatment/ replace it. 2) Monitor delamination in girder webs. Consider removing delamination's and coating primary reinforcement steel with zinc rich paint.	1/11/2022 1/11/2022	2810	4/10/2022
400-9.03	SAGEHILL ROAD 5	1) Remove delaminated concrete from girder 2A and coat exposed reinforcement with zinc rich paint.	1/11/2022	2810	
909-2.90	SAGEMOOR ROAD, EAST	1) Damaged w-beam guardrail timber spacers(3 each) / replace timber spacers. 2) See through hole on corrugated steel soffit between girder E & F / patch. 3) Soffit transverse crack between girders F & G by abutment #1 / patch. 4) Remove accumulated debris on canal at the north side of the bridge/. 5) Replace object marker at the northeast /.	12/18/2018 11/18/2022	200	
908-9.42	SAGEMOOR ROAD, WEST	1) Multiple longitudinal cracks mid-span on tub girder/ monitor.	12/21/2020	385	
307-5.18	SCOOTENEY ROAD	1) Northwest approach guardrail post is missing timber block./ Replace	11/14/2020	267	1/26/2021
218-0.98	SETTLER ROAD	1) Monitor west end of girders A & M for rot and crushing progression / install borate rods to slow decay of girders.	1/10/2024	26	
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. 3) Resecure the south bridge rail. Consider upgrading the railing system to current safety standards. 4) Erosion by the southwest wingwall/ fill with suitable material. 5) Transverse cracking on deck/ crack seal. 6) Pothole at the west side approach transition/ patch.	1/30/2012 ---------- --- 12/6/2017 1/11/2022 1/11/2024	327	
690-3.92	SHEFFIELD ROAD	1) Reseal the cracks in the chip seal at the transitions and over the piers with mastic/rubberized tar. 2) Replace or tie-back wingwall bracing piles	1/12/2022	480	
690-4.63	SHEFFIELD ROAD	1) Erosion at the southeast wingwall / remove vegetation and fill with suitable material.	12/7/2022	507	
690-8.45	SHEFFIELD ROAD	1) Fasten a cover plate over the hole in the northwest wingwall. 2) Reattach the disconnected rail plank at the southwest corner. Consider upgrading the rail system to current safety standards.	1/11/2022	39	
722-2.35	SMITH CANYON ROAD			2	
722-2.43	SMITH CANYON ROAD			2	
705-0.24	SNAKE RIVER ROAD	1) BST is pulling apart at the southeast corner of timber structure/ patch with suitable material. 2) North abutment wall is leaning slightly inward / monitor rotation. 3) Install rail system for structure and approaches.	12/9/2019 1/11/2022	7	
705-9.85	SNAKE RIVER ROAD	Minor erosion at bridge deck corners/ Fill with suitable material.	12/14/2020	37	

222-0.98	SOHM ROAD	1) Asphalt surfacing is cracked along approach deck joints/ Crack seal. 3 of 4 each object markers are damaged/ Replace. 2) Object marker at the Southeast is facing the wrong way /.	12/25/2020 11/17/2022	41	
903-3.46	TAYLOR FLATS ROAD	1) No object markers installed / Install object markers at all four corners of structure. 2) Debris accumulation along concrete curbs / sweep deck. 3) Damaged Southwest approach guardrail/ still functional, monitor.	1/22/2022 1/11/2023	4842	12/20/2023
903-11.83	TAYLOR FLATS ROAD			2571	
903-12.44	TAYLOR FLATS ROAD	1) Abutment #2 footing is exposed/ fill with suitable material.	11/30/2022	2181	
886-2.74	VINEYARD ROAD, EAST	1) Minor scour at north abutment footing / continue to monitor & contact South Columbia Irrig. District. 2) WSDOT Local Programs has selected this structure for replacement in the 2022 call for projects.	12/14/2017	85	
886-4.44	VINEYARD ROAD, EAST	1) Scour at the abutments / fill with suitable material and add riprap. 2) Damaged and rotten timber rail posts / replace timber posts.	12/14/2017 1/11/2022	98	
279-5.13	WADSWORTH	1) Fascia girders & girder D exhibit dry rot at bearing / replace girders.	11/17/2022	5	
405-0.19	WAHLUKE ROAD, NORTH			164	
225-1.75	WAREHOUSE ROAD	1) Timber girder (21"H x 7.75 W) 1M exhibits advance decay / replace girder 1M. 2) Southeast object marker is damaged / replace. 3) Pothole mid-span of structure / patch. 4) Verify that load posting sign at the south side of structure is installed.	1/10/2024	124	
226-0.29	WAREHOUSE LANE	1) Loose roadway approach gravel wearing away concrete deck / apply KwikBond polymer or similar product to deck. 2) Deck needs to be swept, if possible apply 50LF approach of BST on both ends of structure to prevent damage on deck from loose gravel.	1/11/2012 1/10/2024	141	
295-0.33	WILDER ROAD	1)SE deck planks are exposed about 10SF (exposed first plank is damaged)/ repair first plank and cover with suitable material. 2) Fascia girders exhibit dry rot at bearing / replace.	10/18/2020	8	7/2/2021