Agenda Summary Report (ASR)

Franklin County Board of Commissioners

DATE SUBMITTED: June 15, 2020	**PREPARED BY:** Kathleen Neuman, Associate Engineer
Meeting Date Requested: June 23, 2020	**PRESENTED BY:** Craig Erdman, PE, County Engineer CBE
ITEM: (Select One) ☐ Consent Agenda	**X** Brought Before the Board Time needed: 15 minutes

SUBJECT:
Public Hearing and Adoption of Franklin County's Six-year Transportation Improvement Program (TIP) 2021-2026.

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.

RECOMMENDATION: Adopt the proposed 2021-2026 TIP, subsequent to public hearing

COORDINATION:

The STIP was prepared under the direction of Craig Erdman, P.E., County Engineer. It has been reviewed by the Public Works Director and discussed with the County Administrator.

ATTACHMENTS: (**Documents you are submitting to the Board)**

1. Resolution
2. 2021-2026 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

I certify the above information is accurate and complete.

Matt Mahoney

Matt Mahoney, Public Works Director

FRANKLIN COUNTY RESOLUTION NO. _____

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FRANKLIN COUNTY, WASHINGTON

FRANKLIN COUNTY SIX-YEAR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – 2021-2026

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 2021-2026 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 2021-2026 six-year transportation improvement program as submitted by the Public Works Department and as reviewed in public hearing on June 23, 2020.

APPROVED this _____ day of _____, 2020.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

_____
Chair

_____
Chair Pro Tem

_____
Member

Attest

_____
Clerk of the Board

FRANKLIN COUNTY
2021 - 2026
SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

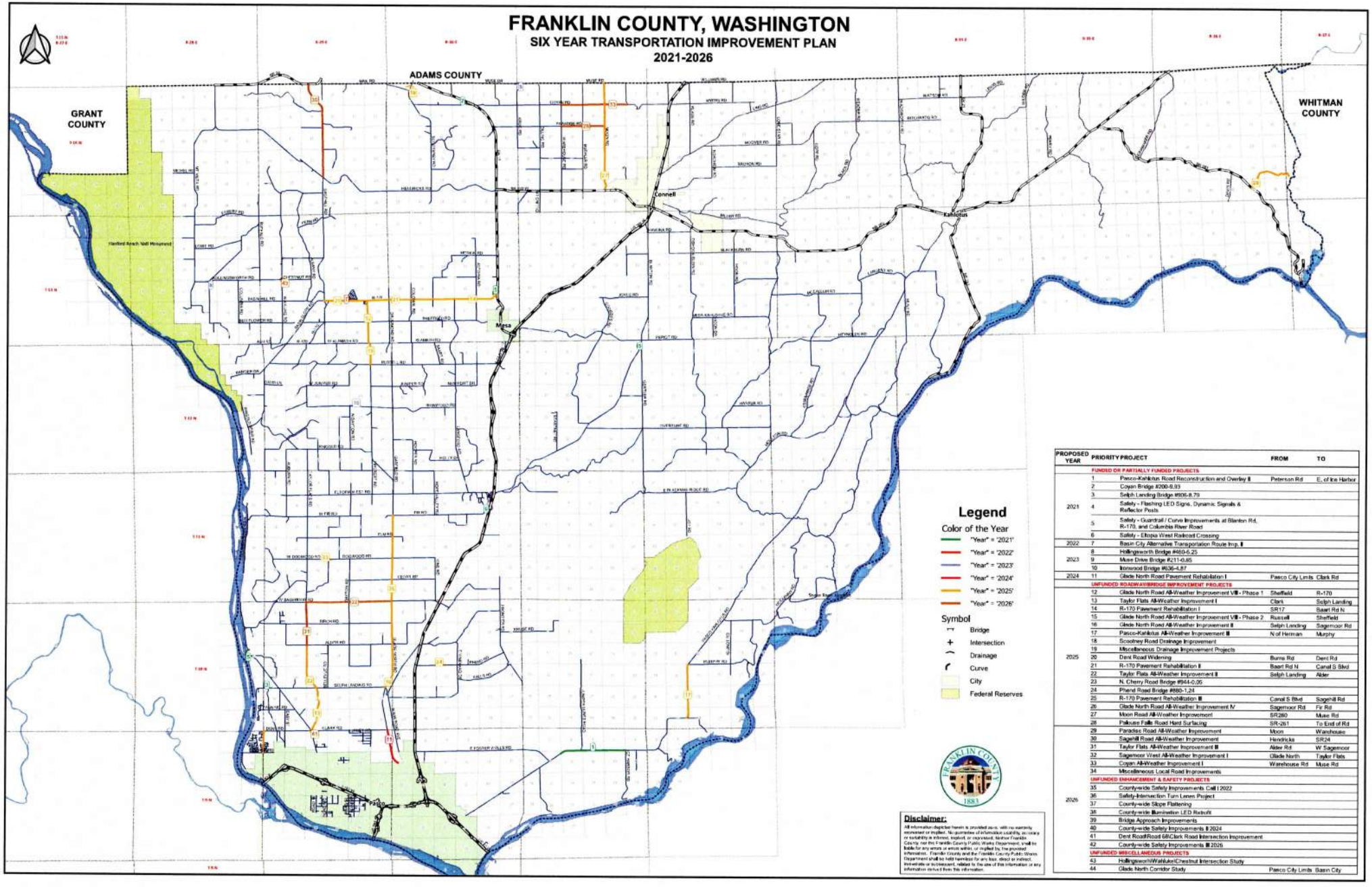
Priority	PROJECT	TERMINI		LENGTH (MILES)	COST EST *	FUNDING SOURCE						UNDETERMINED FUNDING SOURCE	DESIGN, R/W, & CONSTRUCTION			
						FEDERAL				STATE	COUNTY		2021	2022	2023	2024 to 2026
						STP/STB	BROS	HSIP	TAP	CRAB			Estimated	Estimated	Estimated	Estimated
	FUNDED OR PARTIALLY FUNDED PROJECTS															
1	Pasco-Kahlotus Road Reconstruction and Overlay II	Peterson Rd	E. of Ice Harbor	3.1	3,567	1,553				1,620	394	-	2,925	0	0	0
2	Coyan Bridge #200-9.93			0.1	1,399	891				223	285	-	1,165	0	0	0
3	Selph Landing Bridge #906-8.79			0.1	388	290				73	25	-	316	0	0	0
4	Safety - Flashing LED Signs, Dynamic Signals & Reflector Posts			-	314			311			3	-	300	0	0	0
5	Safety - Guardrail / Curve Improvements at Blanton Rd, R-170, and Columbia River Road			-	209			207			2	-	200	0	0	0
6	Safety - Eltopia West Railroad Crossing			-	74			73			1	-	73	0	0	0
7	Basin City Alternative Transportation Route Imp. II			0.2	354	145			162		47	-	13	327	0	0
8	Hollingsworth Bridge #460-6.25			0.1	924		739				185	-	30	80	814	0
9	Muse Drive Bridge #211-0.85			0.1	1,747		1398				349	-	130	90	1,527	0
10	Ironwood Bridge #636-4.87			0.1	2,143		1714				429	-	130	90	1,922	0
11	Glade North Road Pavement Rehabilation I	Pasco City Limts	Clark Rd	1.7	1,550	108					17	1,425	27	45	53	1,425
	UNFUNDED ROADWAY/BRIDGE IMPROVEMENT PROJECTS															
12	Glade North Road All-Weather Improvement VIII - Phase 1	Sheffield	R-170	1.1	1,530							1,530	-	-	-	1,530
13	Taylor Flats All-Weather Improvement I	Clark	Selph Landing	2.9	2,175							2,175	-	-	-	2,175
14	R-170 Pavement Rehabilitation I	SR17	Baart Rd N	3.3	2,475							2,475	-	-	-	2,475
15	Glade North Road All-Weather Improvement VIII - Phase 2	Russell	Sheffield	2.0	2,000							2,000	-	-	-	2,000
16	Glade North Road All-Weather Improvement II	Selph Landing	Sagemoor Rd	4.1	4,100							4,100	-	-	-	4,100
17	Pasco-Kahlotus All-Weather Improvement III	N of Herman	Murphy	2.5	1,875							1,875	-	-	-	1,875
18	Scootney Road Drainage Improvement			-	250							250	-	-	-	250
19	Miscellaneous Drainage Improvement Projects			-	75							75	-	-	-	75
20	Dent Road Widening	Burns Rd	Dent Rd	1.0	750							750	-	-	-	750
21	R-170 Pavement Rehabilitation II	Baart Rd N	Canal S Blvd	3.4	2,528							2,528	-	-	-	2,528
22	Taylor Flats All-Weather Improvement II	Selph Landing	Alder	2.1	2,100							2,100	-	-	-	2,100
23	N. Cherry Road Bridge #944-0.05			-	1,750							1,750	-	-	-	1,750
24	Phend Road Bridge #880-1.24			-	1,750							1,750	-	-	-	1,750
25	R-170 Pavement Rehabilitation III	Canal S Blvd	Sagehill Rd	1.7	1,700							1,700	-	-	-	1,700
26	Glade North Road All-Weather Improvement IV	Sagemoor Rd	Fir Rd	3.5	3,500							3,500	-	-	-	3,500
27	Moon Road All-Weather Improvement	SR260	Muse Rd	4.9	3,675							3,675	-	-	-	3,675
28	Palouse Falls Road Hard Surfacing	SR-261	To End of Rd	2.3	2,300							2,300	-	-	-	2,300
29	Paradise Road All-Weather Improvement	Moon	Warehouse	2.0	2,000							2,000	-	-	-	2,000
30	Sagehill Road All-Weather Improvement	Hendricks	SR24	4.6	4,600							4,600	-	-	-	4,600
31	Taylor Flats All-Weather Improvement III	Alder Rd	W Sagemoor	2.0	2,000							2,000	-	-	-	2,000
32	Sagemoor West All-Weather Improvement I	Glade North	Taylor Flats	4.1	4,100							4,100	-	-	-	4,100
33	Coyan All-Weather Improvement I	Warehouse Rd	Muse Rd	3.2	3,200							3,200	-	-	-	3,200
34	Miscellaneous Local Road Improvements			-	500							500	-	-	-	500
	UNFUNDED ENHANCEMENT & SAFETY PROJECTS															
35	County-wide Safety Improvements Call I 2022			-	750							750	-	100	650	-
36	Safety-Intersection Turn Lanes Project			-	750							750		-	-	750
37	County-wide Slope Flattening			-	750							750	-	0	0	750
38	County-wide Illumination LED Retrofit			-	100							100	-	-	-	100
39	Bridge Approach Improvements			-	175							175	-	0	0	175
40	County-wide Safety Improvements II 2024			-	750							750	-	-	-	750
41	Dent Road\Road 68\Clark Road Intersection Improvement			-	1,000							1,000	-	0	0	1,000
42	County-wide Safety Improvements III 2026			-	750							750	-	-	-	750
	UNFUNDED MISCELLANEOUS PROJECTS															
43	Hollingsworh\Wahluke\Chestnut Intersection Study			-	75							75	-	-	-	75
44	Glade North Corridor Study	Pasco City Limts	Basin City	-	100							100	-	-	-	100

*** Funding is x1000**

FRANKLIN COUNTY, WASHINGTON

SIX YEAR TRANSPORTATION IMPROVEMENT PLAN

2021-2026



PROPOSED YEAR	PRIORITY	PROJECT	FROM	TO
		FUNDED OR PARTIALLY FUNDED PROJECTS		
2021	1	Pasco-Kahlotus Road Reconstruction and Overlay II	Peterson Rd	E. of Ice Harbor
	2	Coyan Bridge #200-0.93		
	3	Selph Landing Bridge #906-8.79		
	4	Safety - Flashing LED Signs, Dynamic Signals & Reflector Posts		
	5	Safety - Guardrail / Curve Improvements at Stanton Rd, R-170, and Columbia River Road		
	6	Safety - Ellsqua West Railroad Crossing		
2022	7	Basin City Alternative Transportation Route Imp. II		
2023	8	Hollingsworth Bridge #460-0.25		
	9	Muse Drive Bridge #211-0.85		
	10	Ironwood Bridge #636-4.87		
2024	11	Glade North Road Pavement Rehabilation I	Pasco City Limits	Clark Rd
		UNFUNDED ROADWAY/BRIDGE IMPROVEMENT PROJECTS		
2025	12	Glade North Road All-Weather Improvement VIII - Phase 1	Sheffield	R-170
	13	Taylor Flats All-Weather Improvement I	Clark	Selph Landing
	14	R-170 Pavement Rehabilation I	SR17	Baart Rd N
	15	Glade North Road All-Weather Improvement VIII - Phase 2	Russell	Sheffield
	16	Glade North Road All-Weather Improvement II	Selph Landing	Sagemoor Rd
	17	Pasco-Kahlotus All-Weather Improvement II	N of Herman	Murphy
	18	Scootney Road Drainage Improvement		
	19	Miscellaneous Drainage Improvement Projects		
	20	Dent Road Widening	Burns Rd	Dent Rd
	21	R-170 Pavement Rehabilation II	Baart Rd N	Canal S Blvd
	22	Taylor Flats All-Weather Improvement II	Selph Landing	Alder
	23	N. Cherry Road Bridge #944-0.05		
	24	Pfiend Road Bridge #880-1.24		
	25	R-170 Pavement Rehabilation III	Canal S Blvd	Sagehill Rd
	26	Glade North Road All-Weather Improvement IV	Sagemoor Rd	Fir Rd
	27	Moon Road All-Weather Improvement	SR260	Muse Rd
	28	Pelouse Falls Road Hard Surfacing	SR-261	To End of Rd
2026	29	Paradise Road All-Weather Improvement	Moon	Warehouse
	30	Sagehill Road All-Weather Improvement	Hendricks	SR24
	31	Taylor Flats All-Weather Improvement III	Alder Rd	W Sagemoor
	32	Sagemoor West All-Weather Improvement I	Glade North	Taylor Flats
	33	Coyan All-Weather Improvement I	Warehouse Rd	Muse Rd
	34	Miscellaneous Local Road Improvements		
		UNFUNDED ENHANCEMENT & SAFETY PROJECTS		
	35	County-wide Safety Improvements Cell I 2022		
	36	Safety-Intersection Turn Lanes Project		
	37	County-wide Slope Flattening		
	38	County-wide Illumination LED Retrofit		
	39	Bridge Approach Improvements		
	40	County-wide Safety Improvements II 2024		
	41	Dent Road/Road 68/Clark Road Intersection Improvement		
	42	County-wide Safety Improvements III 2026		
		UNFUNDED MISCELLANEOUS PROJECTS		
	43	Hollingsworth/Wahluke/Chestnut Intersection Study		
	44	Glade North Corridor Study	Pasco City Limits	Basin City

Disclaimer:

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PASCO-KAHLOTUS ROAD RESTORATION AND OVERLAY PHASE II Priority # 1

Project Statistics

Functional Classification	07
Improvement Classification	04
Road Number	08070
Milepost	5.92 to 8.93
Mileage	3.01
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2018	1332 ADT

Existing Conditions

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

Project Estimate

Preliminary Engineering	$205,000
Right-of-Way	$240,000
Construction	$3,122,400
TOTAL	$3,567,000

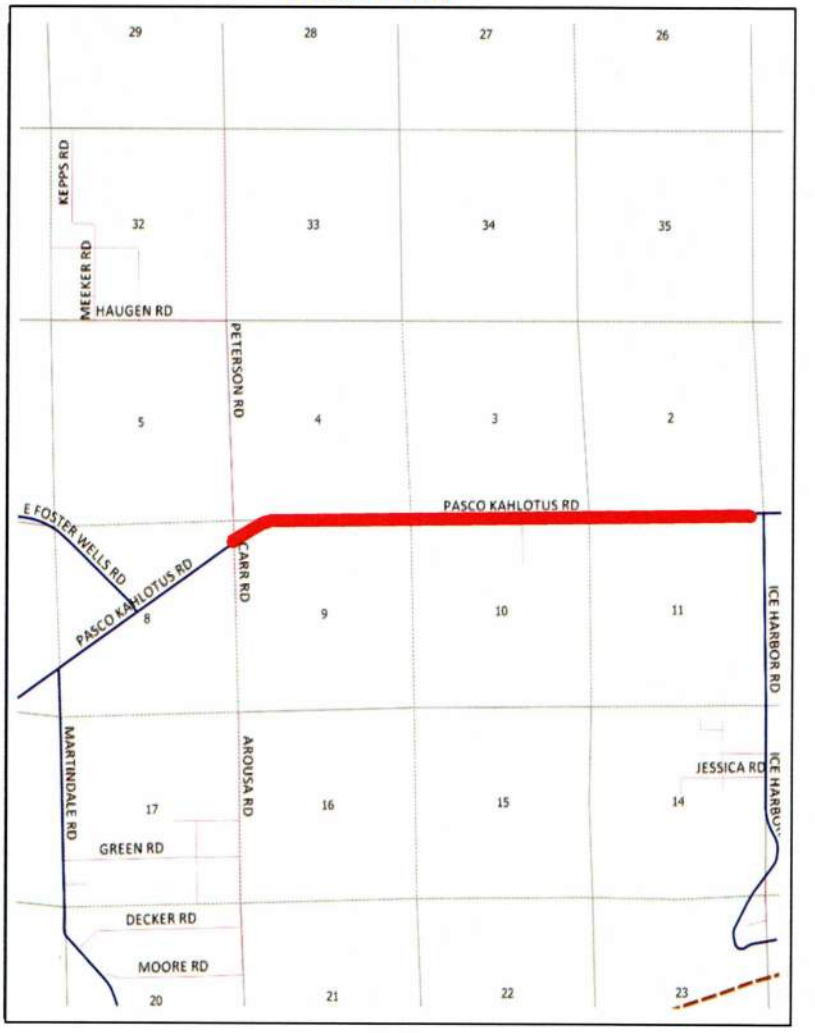
Project Schedule

Preliminary Engineering	2014
Right-of-Way	2018
Construction	2021

Project Funding

FHWA (STP)	$1,553,400
State (RAP)	$1,620,000
Local Funding	$394,000

VICINITY MAP



Project Description

The project will correct vertical curves that are non-compliant with current regulations, repair damaged sections of the roadway, and provide HMA paving over this portion of the roadway.

Project Justification

Pasco-Kahlotus Road (P-K Road) is one of the major throughways of Franklin County, running along the eastern edge between Pasco and Kahlotus. A major trucking route, the roadway is currently subject to weight restrictions in the winter months. It also has several vertical curves that do not permit appropriate sight distance. The project will correct these vertical curves and complete the HMA overlay of P-K Road, turning it into an all-weather route.

Status

Approved by the Board of Franklin County Commissioners in 2013 (Resolution 2013-098).
The County has completed acquiring the right-of-way for this project. The project is scheduled to begin construction in early spring of 2021.

COYAN BRIDGE #200-9.93

Priority # 2

Project Statistics

Functional Classification	09
Improvement Classification	11
Road Number	02000
Milepost	9.80 to 10.04
Mileage	0.24
Environ. Class.	CE
Utilities	None

Traffic Count

2015	92 ADT

Existing Conditions

Structurally–deficient bridge

Project Estimate

Preliminary Engineering	$200,500
Right-of-Way	$20,000
Construction	$1,178,300
TOTAL	$1,398,800

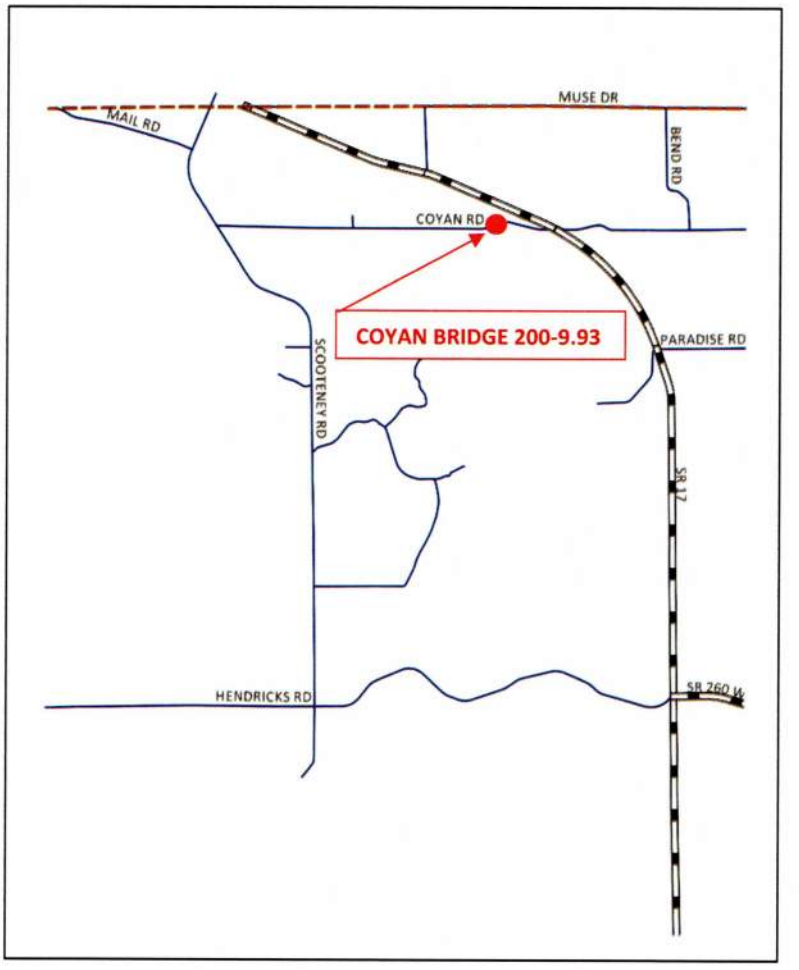
Project Schedule

Preliminary Engineering	2018
Right-of-Way	2019
Construction	2020-2021

Project Funding

FHWA (BROS)	$890,870
State (RAP)	$222,700
Local Funding	$285,230

VICINITY MAP



Project Description

Replace an existing structurally-deficient bridge on Coyan Road.

Project Justification

Coyan Bridge is an 84' timber structure that was built in 1955. This structure was first detected with rotting stringers in 2004. County Forces performed a temporary fix to the west abutment bearing in the winter of 2017. Coyan Bridge needs to be replaced.

Status

Approved by the Board of County Commissioners in 2018 (Resolution 2018-082).
The County is at 95% completion for preliminary engineering and completed acquiring the right-of-way.
The project is scheduled for construction in the winter of 2020/2021.

SELPH LANDING BRIDGE #906-8.79

Priority # 3

Project Statistics

Functional Classification	09
Improvement Classification	11
Road Number	09060
Milepost	8.74 to 8.84
Mileage	0.10
Environ. Class.	CE
Utilities	T, P, W

Traffic Count

2019	423 ADT

Existing Conditions

Structurally–deficient bridge

Project Estimate

Preliminary Engineering	$71,670
Right-of-Way	
Construction	$316,790
TOTAL	$388,460

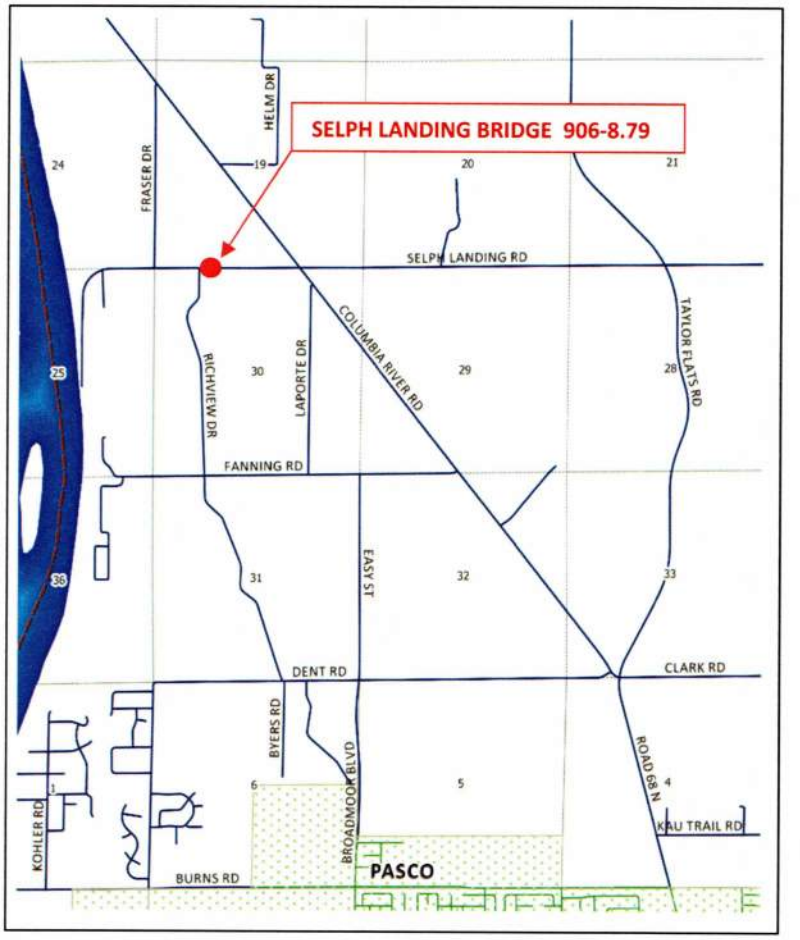
Project Schedule

Preliminary Engineering	2018
Right-of-Way	
Construction	2020/2021

Project Funding

FHWA (BROS)	$290,460
State (RAP)	$72,600
Local Funding	$25,400

VICINITY MAP



Project Description

Replace an existing structurally-deficient bridge on Selph Landing Road.

Project Justification

Selph Landing Bridge is a narrow 23' concrete structure that was built in 1961. This project would replace the existing steel girder & transverse concrete slabs deck with a 50' wide steel or concrete arch structure. There is an intersection on the southwest corner of the bridge that is difficult to negotiate with haul trucks.

Status

Approved by the Board of County Commissioners in 2018 (Resolution 2018-081).
The County is in the preliminary engineering phase for this project.
The project is scheduled for construction in the winter of 2021/2022.

SAFETY – FLASHING LED SIGNS, DYNAMIC SIGNALS & REFLECTOR POST

Priority # 4

Project Statistics

Functional Classification	07
Improvement Classification	21
Road Number	Varies
Milepost	Varies
Mileage	N/A
Environ. Class.	CE
Utilities	P

Traffic Count

Varies	Varies

Existing Conditions

Major/minor rural corridors do not have the safety benefit of Flashing LED Signs and Dynamic Signals.

Project Estimate

Preliminary Engineering	$26,200
Right-of-Way	
Construction	$287,300
TOTAL	$313,500

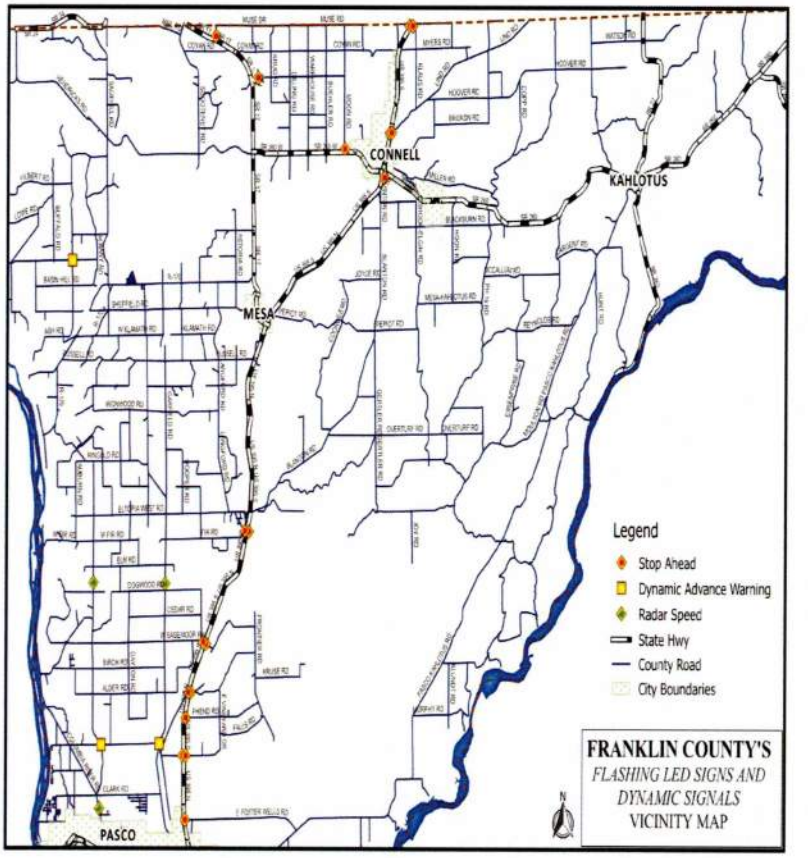
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2021

Project Funding

FHWA (HSIP)	$310,900
State	$0
Local Funding	$2,600

VICINITY MAP



Project Description

This project will install/upgrade signs (LED "Stop Ahead" warning signs), install dynamic intersection warning signs (Entering Traffic When Flashing), install radar speed signs, and install/upgrade Stop signs with reflector posts.

Project Justification

Installing warning and regulatory signs is a low-cost safety improvement targeting intersection accidents.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-082) as CRP 624.

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

The project is scheduled for construction in the Fall of 2021.

SAFETY – GUARDRAIL/CURVE IMPROVEMENTS — Priority # 5

Project Statistics

Functional Classification	07
Improvement Classification	21
Road Number	Varies
Milepost	Varies
Mileage	N/A
Environ. Class.	CE
Utilities	P, T

Traffic Count

Varies	Varies

Existing Conditions

Existing guardrail does not exist or needs to be upgraded to current design standards at these three locations.

Project Estimate

Preliminary Engineering	$17,400
Right-of-Way	$0
Construction	$191,200
TOTAL	$208,600

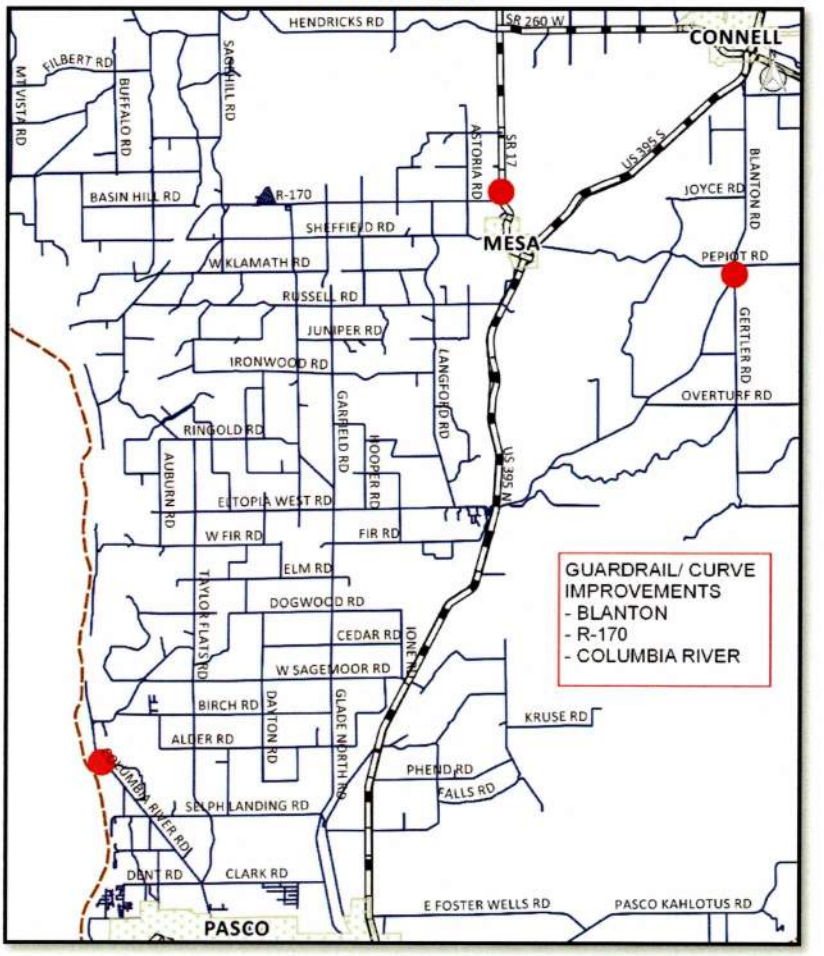
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2021

Project Funding

FHWA (HSIP)	$206,900
State	$0
Local Funding	$1,700

VICINITY MAP



Project Description

Install/upgrade permanent signing, pavement markings, delineation, rumbles strips, and guardrail at predetermined locations on R-170, Blanton Road, and Columbia River Road.

Project Justification

Installing guardrail targets lane departure accidents.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-084) as CRP 625.
The County is in the preliminary engineering phase for this project.
The project is scheduled for construction in the Fall of 2021.

SAFETY- ELTOPIA WEST RAILROAD CROSSING-REDUCE SHOULDER Priority #6

Project Statistics

Functional Classification	07
Improvement Classification	21
Road Number	06000
Milepost	0.00 to 0.13
Mileage	0.13
Environ. Class.	CE
Utilities	-

Traffic Count

2016	1142 ADT

Existing Conditions

Shoulder lane width needs reduced in order to shorten arm to provide safety at crossing.

Project Estimate

Preliminary Engineering	$6,100
Right-of-Way	$0
Construction	$67,400
TOTAL	$73,500

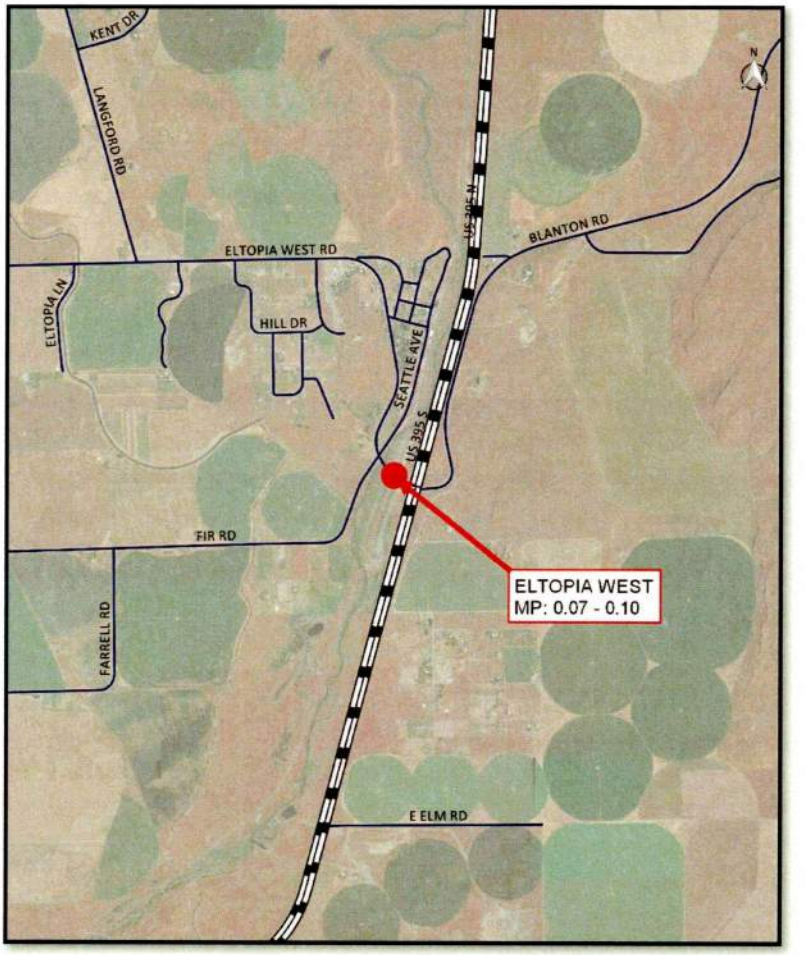
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2021

Project Funding

FHWA (HSIP)	$72,900
State	$0
Local Funding	$73,500

VICINITY MAP



Project Description

The safety project will reduce wide shoulder lane in order to shorten the length of the crossing arm which has a history of breaking in windstorms.

Project Justification

The Eltopia-West Road crossing was identified as a potentially hazardous, under-protected crossing due to an average daily traffic of 1142 cars per day.

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-093) as CRP 626.

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

The project is scheduled for construction in the Fall of 2021.

BASIN CITY ALTERNATIVE TRANSPORTATION ROUTE IMPROVEMENTS II — Priority # 7

Project Statistics

Functional Classification	09
Improvement Classification	05
Road Number	03130
Milepost	0.06 to 0.26
Mileage	0.20
Environ. Class.	CE
Utilities	P, T, W

Traffic Count

2014	375 ADT

Existing Conditions

Severely outdated pathway, drainage

Project Estimate

Preliminary Engineering	$40,000
Right-of-Way	$0
Construction	$314,187
TOTAL	$344,487

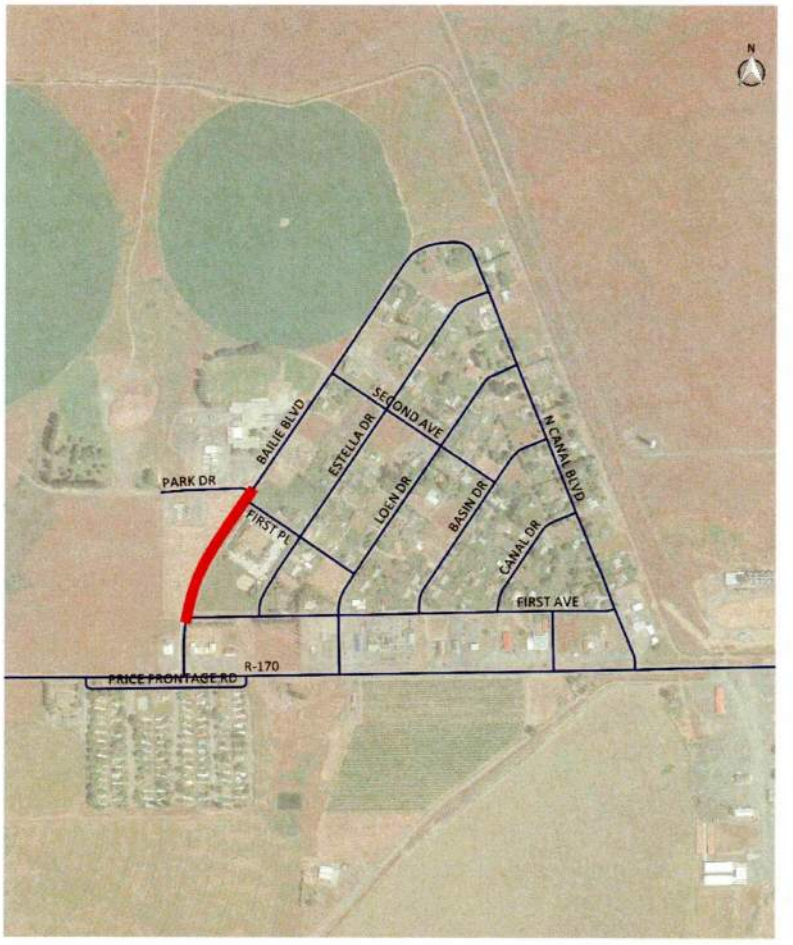
Project Schedule

Preliminary Engineering	2019
Right-of-Way	
Construction	2022

Project Funding

FHWA (TAP)	$306,371
State	$0
Local Funding	$47,816

VICINITY MAP



Project Description

The project will replace pedestrian ramps, install new sidewalk/trail, improve adjunct facilities, and improve site drainage along the west side of Bailie Boulevard.

Project Justification

Franklin County recently updated the intersection of R-170 and Bailie Boulevard in the Basin City community with ADA compliant ramps, flashing beacon crossing, and pedestrian staging area. This second phase will update the outdated pathway with a separated trail or curb and gutter sidewalk. The pathway connects a large residential area on the south side of R-170 to an elementary school, park, churches, and other civic and retail services located on the north side of the roadway. The crossing and associated path are substantially out-of-date and should be improved for safety purposes, as well as ease of access.

Status

Approved by the Board of County Commissioners in 2018 (Resolution 2018-131).

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

The project is scheduled for construction in 2022.

HOLLINGSWORTH BRIDGE #460-6.25 REPLACEMENT

Priority # 8

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

2017	370 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$112,500
Right-of-Way	$12,500
Construction	$798,775
TOTAL	$923,775

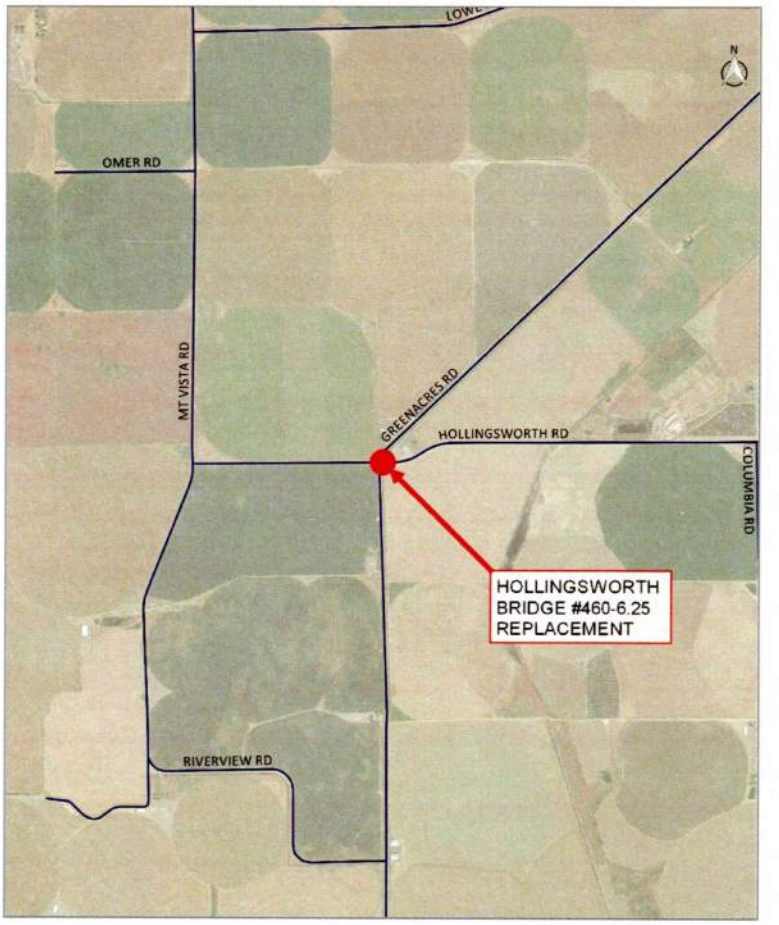
Project Schedule

Preliminary Engineering	2020
Right-of-Way	2021
Construction	2023

Project Funding

FHWA (BROS)	$739,020
State	$0
Local Funding	$184,755

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 2022/2023.

MUSE DRIVE BRIDGE #211-0.85 REPLACEMENT

Priority # 9

Project Statistics

Functional Classification	09
Improvement Classification	11
Road Number	02110
Milepost	0.80 to 0.90
Mileage	0.10
Environ. Class.	CE

Traffic Count

2017	170 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$208,000
Right-of-Way	$12,500
Construction	$1,747,037
TOTAL	$1,397,600

Project Schedule

Preliminary Engineering	2020
Right-of-Way	2021
Construction	2023

Project Funding

FHWA (BROS)	$1,397,630
State	$0
Local Funding	$349,407

VICINITY MAP

Project Description

Replace 59 feet of untreated timber structure built in 1956 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 2020-107) as CRP 629.
The County is in the preliminary engineering phase for this project.
The project is scheduled for construction in the Winter of 2022/2023.

IRONWOOD BRIDGE #636-4.87 REPLACEMENT

Priority # 10

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

2014	172 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$208,000
Right-of-Way	$12,500
Construction	$1,922,400
TOTAL	$2,142,900

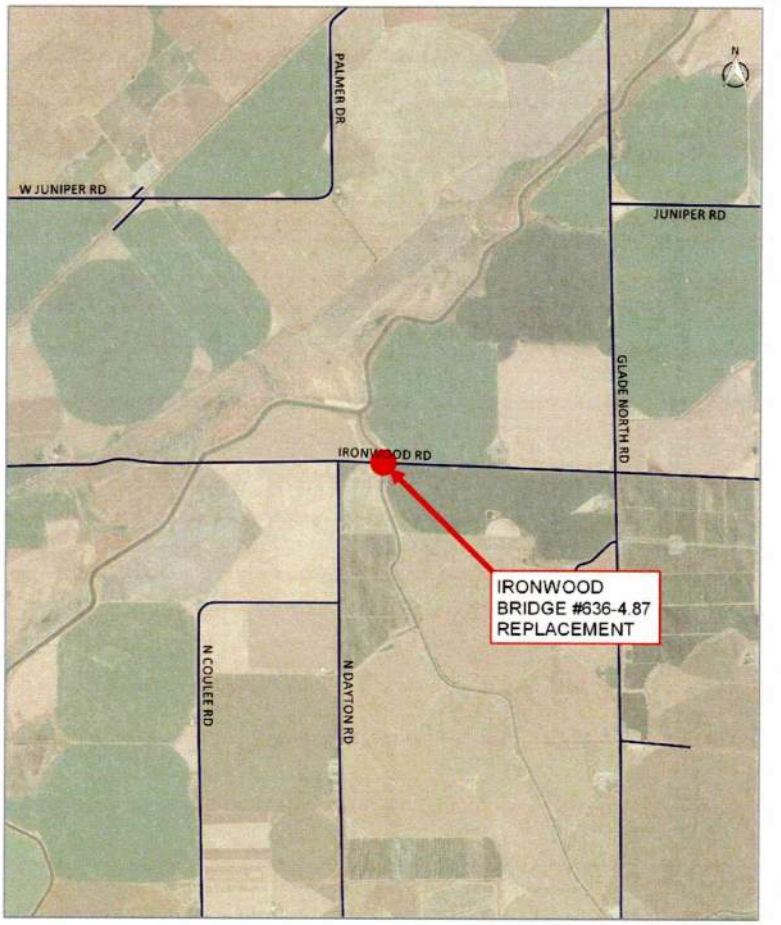
Project Schedule

Preliminary Engineering	2020
Right-of-Way	2021
Construction	2023

Project Funding

FHWA (BROS)	$1,714,320
State	$0
Local Funding	$428,580

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 is in the preliminary engineering phase for this project.
The project is scheduled for construction in the Winter of 2022/2023.

GLADE NORTH ROAD PAVEMENT REHABILITATION I — Priority # 11

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

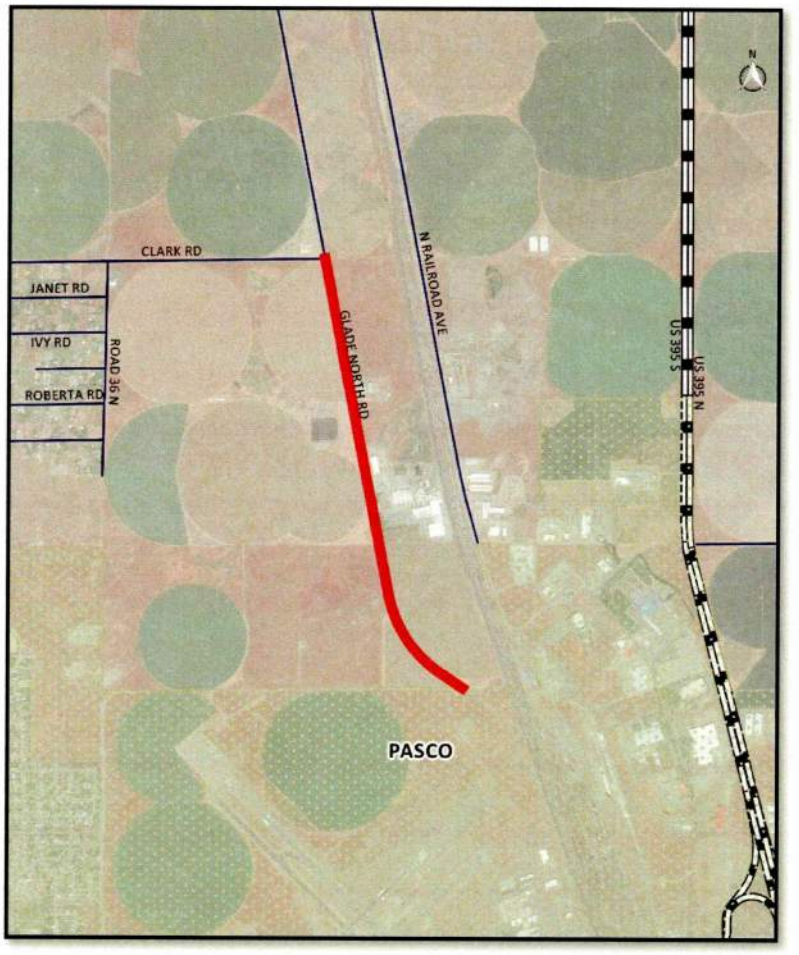
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2024

Project Funding

FHWA	$108,100
State	$0
Local Funding	$1,441,900

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.

The County plans to seek additional grant funding for this project.

GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – PHASE I Priority # 12

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

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	2021
Right-of-Way	2022
Construction	2025

Project Funding

FHWA	$0
State	$0
Unfunded	$1,530,000

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 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

Applied for State Rural Arterial Preservation (RAP) grant funds.

TAYLOR FLATS ALL WEATHER IMPROVEMENT I — Priority # 13

Project Statistics

Functional Classification	07
Improvement Classification	2R
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

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$50,000
Right-of-Way	$0
Construction	$2,125,000
TOTAL	$2,175,000

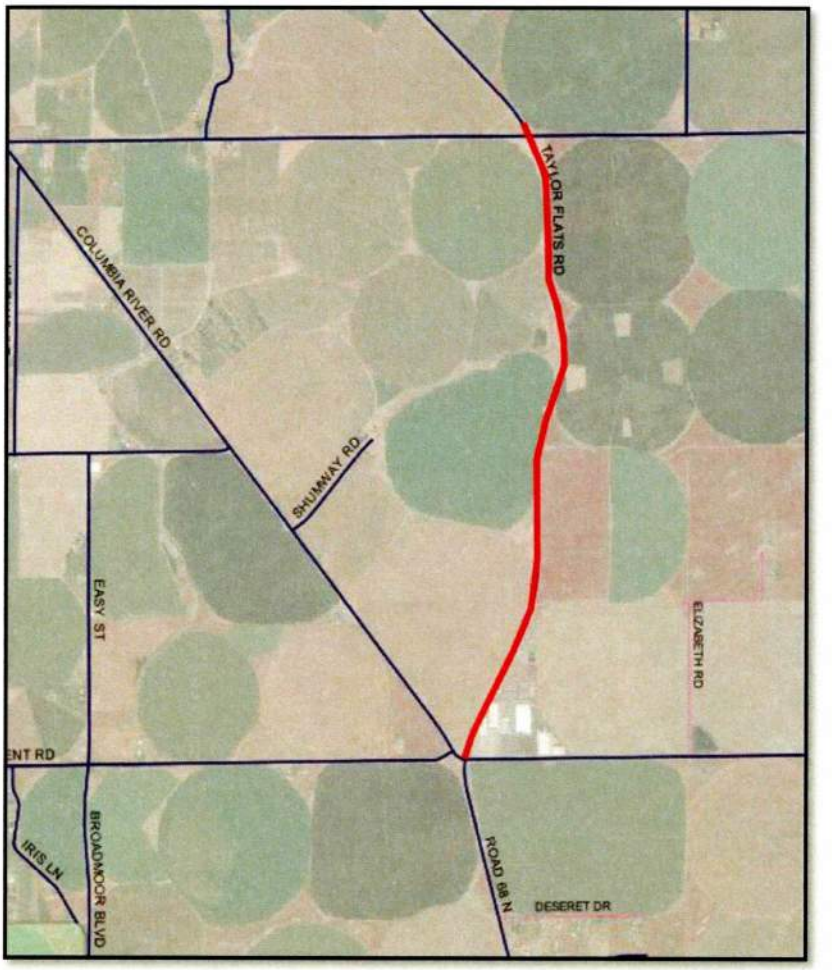
Project Schedule

Preliminary Engineering	2025
Right-of-Way	
Construction	2027

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$2,175,000

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 6,600 vehicles (15% 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

Planned

R-170 PAVEMENT REHABILITATION I

Priority # 14

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	0.00 to 3.35
Mileage	3.35
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2018	763 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$50,000
Right-of-Way	$0
Construction	$2,425,000
TOTAL	$2,475,000

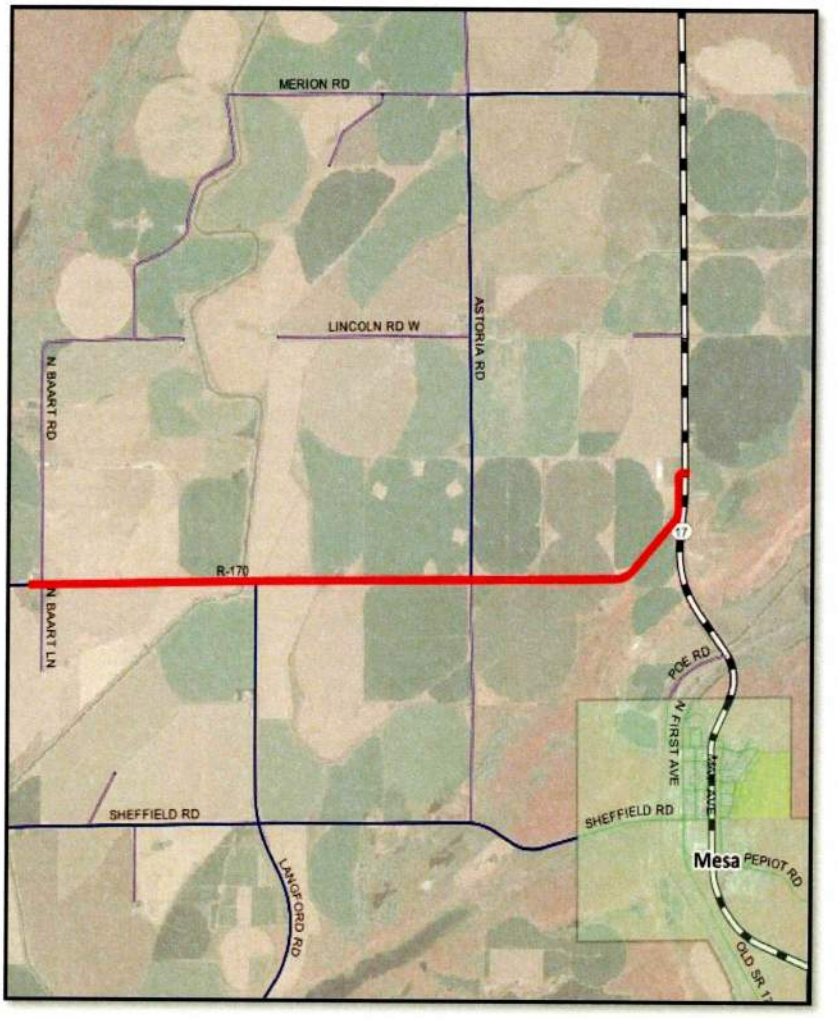
Project Schedule

Preliminary Engineering	2025
Right-of-Way	
Construction	2027

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$2,475,000

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

GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – PHASE 2 Priority # 15

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	$150,000
Right-of-Way	$50,000
Construction	$1,800,000
TOTAL	$2,000,000

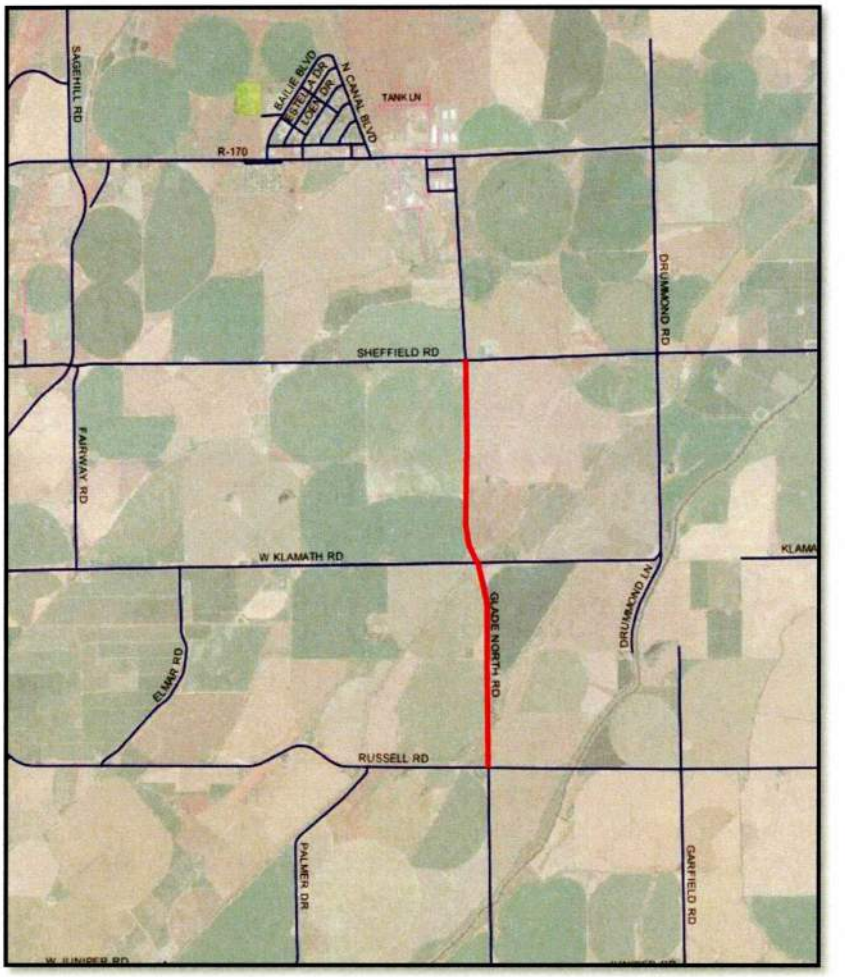
Project Schedule

Preliminary Engineering	2025
Right-of-Way	2026
Construction	2027

Project Funding

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

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 # 16

Project Statistics

Functional Classification	07
Improvement Classification	3R
Road Number	09010
Milepost	4.00 to 8.13
Mileage	4.13
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	$200,000
Right-of-Way	$100,000
Construction	$3,800,000
TOTAL	$4,100,000

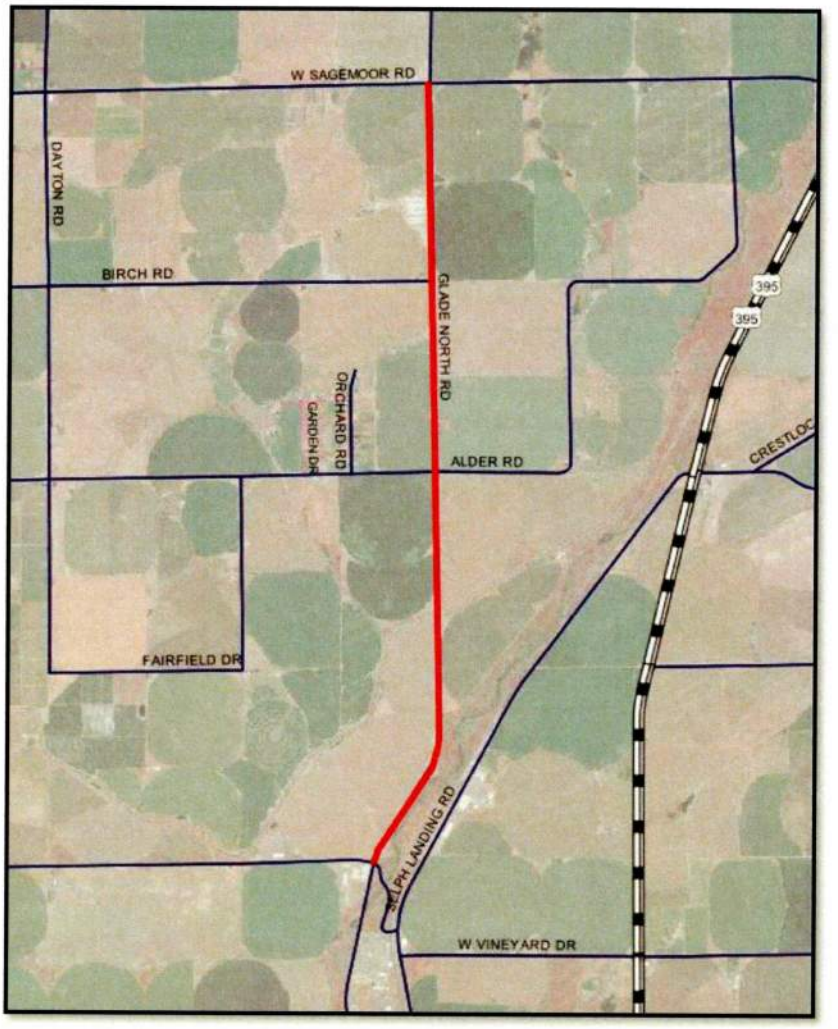
Project Schedule

Preliminary Engineering	2025
Right-of-Way	2026
Construction	2027

Project Funding

FHWA ()	$0
State	$0
Local Funding	$0
Unfunded	$4,100,000

VICINITY MAP



Project Description

Glade North is one of two principle, non-highway, north-south routes in the County. It is used both by commercial trucking – which services the agricultural businesses along the corridor – and local personal vehicles. Because of its relatively high ADT and manner of use, Glade North will need to be an all-weather road. The project will repair 4.13 miles of the roadway and overlay it with HMA.

Project Justification

Because of Glade North's relatively high ADT and its use by commercial and local personal vehicles, year-round accessibility is necessary. The project will complete a section of Glade North, extending the all-weather route this road provides.

Status

Planned

PASCO-KAHLOTUS ALL-WEATHER IMPROVEMENT III — Priority # 17

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	$100,000
Right-of-Way	$0
Construction	$1,775,000
TOTAL	$1,875,000

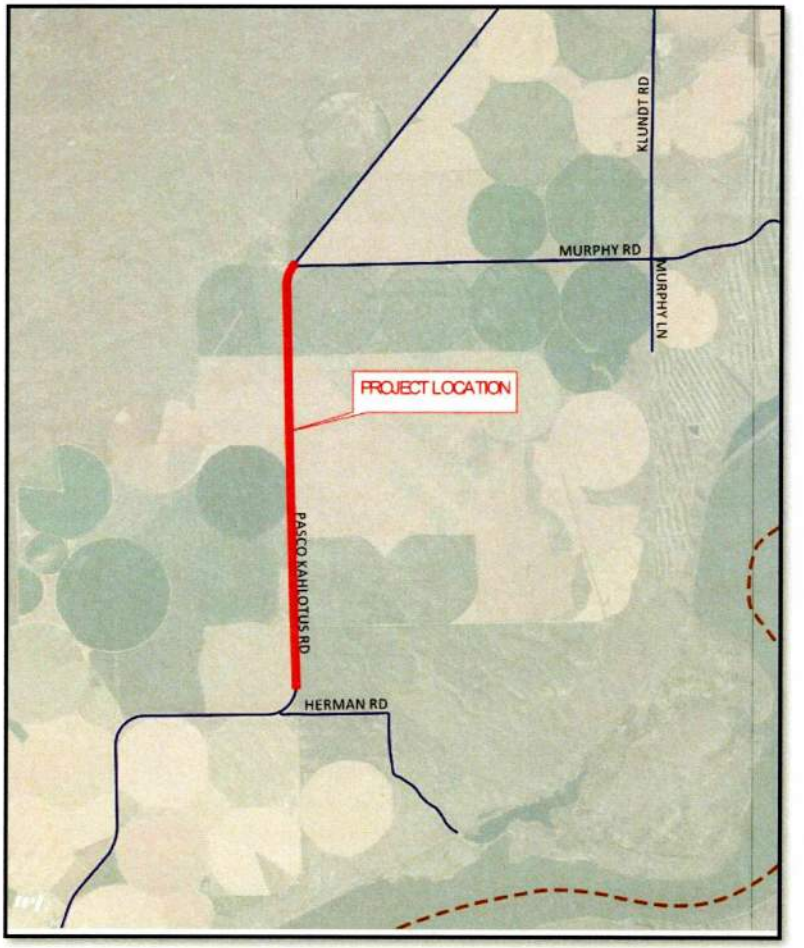
Project Schedule

Preliminary Engineering	2025
Right-of-Way	
Construction	2027

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$1,626,000

VICINITY MAP



Project Description

The proposed project aims to widen the 26' bituminous surface threated road (BST) to current design standards and correct structural deficiencies by adding structural strength to the existing road 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 route.

Status

Planned

SCOOTENEY ROAD DRAINAGE IMPROVEMENT — Priority # 18

Project Statistics

Functional Classification	08
Improvement Classification	06
Road Number	03070
Milepost	5.12 to 5.20
Mileage	0.08
Environ. Class. (presumed)	CE
Utilities	P, T

Traffic Count

2018	343 ADT

Existing Conditions

Water drains into the north side of Scooteney Bridge causing erosion.

Project Estimate

Preliminary Engineering	$50,000
Right-of-Way	
Construction	$200,000
TOTAL	$250,000

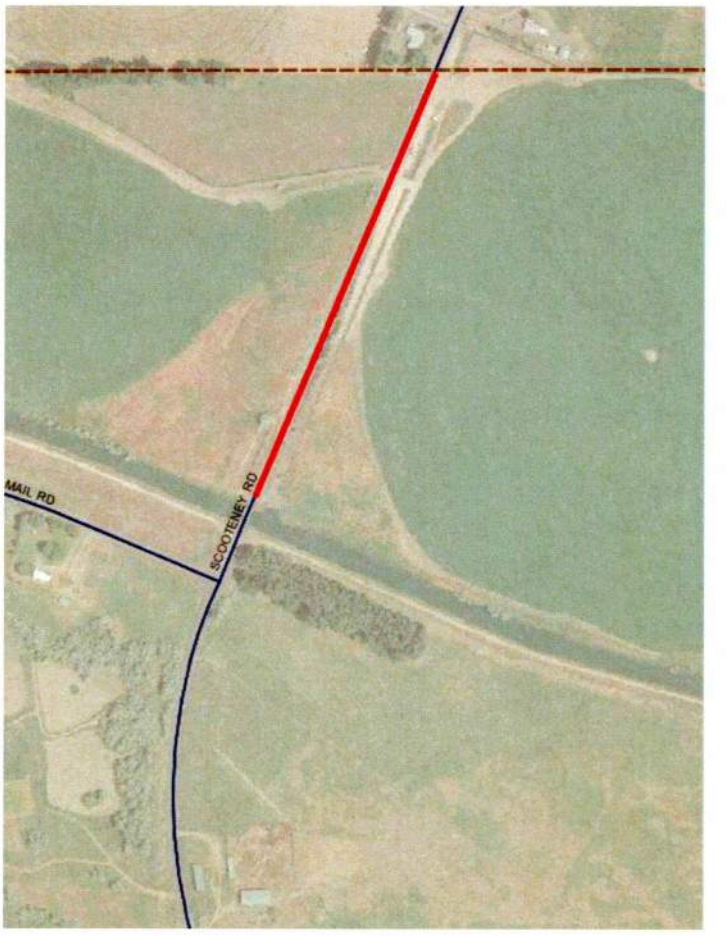
Project Schedule

Preliminary Engineering	2025
Right-of-Way	n/a
Construction	2027

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$200,000

VICINITY MAP



Project Description

The project will correct a drainage issue at on the north side of Scooteney Bridge.

Project Justification

The section of road north of Scooteney Bridge #307-5.18 is constructed at 6.8% grade. The water draining from this section of roadway flows in behind the bridge's wingwalls and abutment causing costly erosion problems. Yearly maintenance is costly and ineffective. The project will correct the drainage issue and bridge repair work, which will result in savings to the County.

Status

Planned.

MISCELLANEOUS DRAINAGE IMPROVEMENTS

Priority # 19

Project Statistics

Functional Classification	00
Improvement Classification	44
Road Number	Varies
Milepost	Varies
Mileage	N/A
Environ. Class. (presumed)	CE
Utilities	P, T

Traffic Count

Varies ADT

Existing Conditions

Drainage improvements.

Project Estimate

Preliminary Engineering	$15,000
Right-of-Way	$0
Construction	$60,000
TOTAL	$75,000

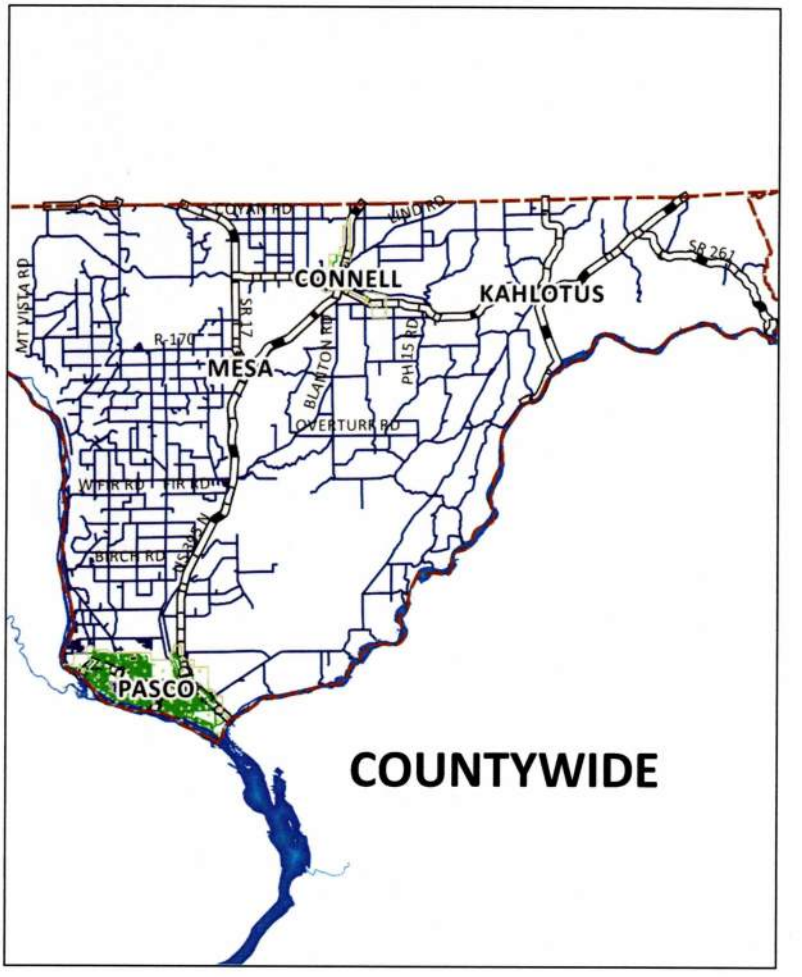
Project Schedule

Preliminary Engineering	2025
Right-of-Way	
Construction	2027

Project Funding

Federal Highway Administration	$0
State	$0
Local Funding	$75,000

VICINITY MAP



Project Description

Install and/or improve drainage structures throughout the County.

Project Justification

Drainage structures are needed for the preservation of roads..

Status

Planned

DENT ROAD WIDENING

Priority # 20

Project Statistics

Functional Classification	08
Improvement Classification	04
Road Number	10050
Milepost	2.19 to 3.23
Mileage	1.04
Environ. Class.	CE
Utilities	P T W

Traffic Count

2017	1,384 ADT

Existing Conditions

Road designed for rural conditions; new residential development

Project Estimate

Preliminary Engineering	$75,000
Right-of-Way	$0
Construction	$675,000
TOTAL	$750,000

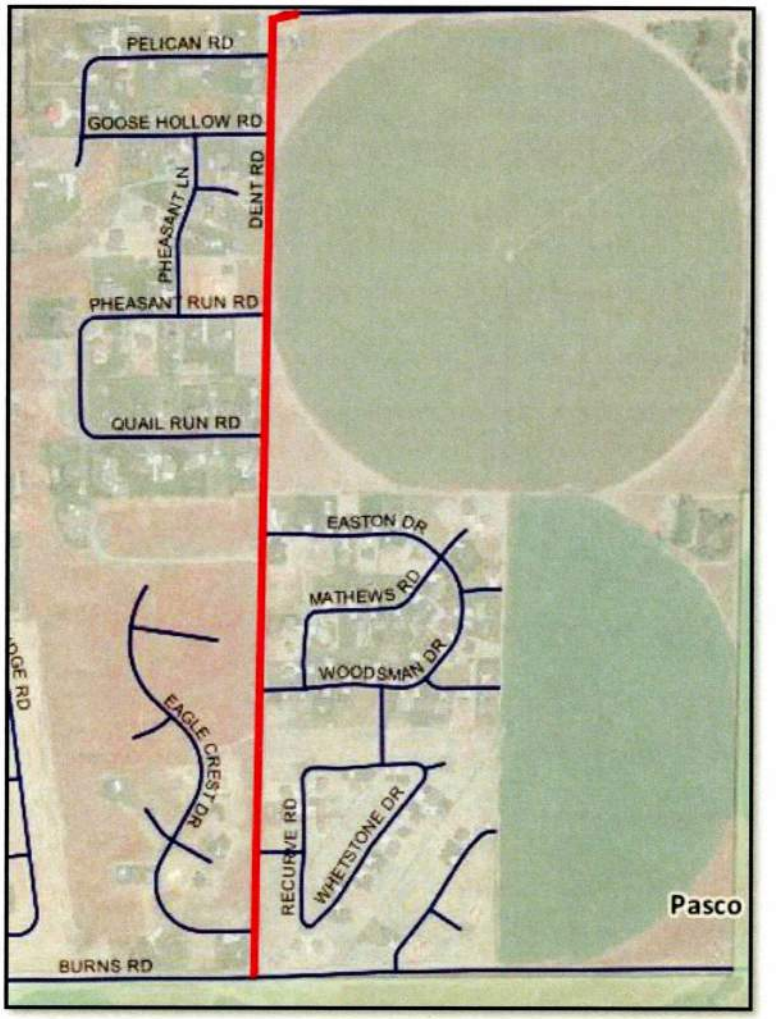
Project Schedule

Preliminary Engineering	2025
Right-of-Way	n/a
Construction	2027

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$750,000

VICINITY MAP



Project Description

The project will widen the existing county road to accommodate additional traffic generated by recent residential development.

Project Justification

Dent Road was developed with rural standards, which matched its usage at the time. Since then, several residential developments have been constructed accessing along Dent Road. With more planned for the future, Dent Road would benefit from being widened to accommodate the additional traffic.

Status

Planned.

FRANKLIN COUNTY

PUBLIC WORKS DEPARTMENT

2019 Annual Bridge Condition Report:

Submitted to the Board of County Commissioners

June 2020

CRAIG BRYAN ERDMAN
STATE OF WASHINGTON
52118
REGISTERED
PROFESSIONAL ENGINEER
6/15/2020

Prepared by: Staff

Staff

Under the direction of: Craig Erdman

Craig Erdman, PE
County Engineer

Table of Contents

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 85 bridges on its County Road System. Of these, 44 are concrete, 7 steel, and 34 timber. Eleven (11) county road bridges are classified as structurally deficient, 28 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 19 short span bridges on its County Road System. Of these, 3 are concrete, 1 steel, and 15 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, 1 bridge for the City of Mesa, and 3 bridges for the City of Pasco. There is 1 City of Pasco bridge that is functionally obsolete (See Attachment 'A') and none of the other city bridges are classified as structurally deficient, posted with load restrictions, or functionally obsolete. (all these bridge inventory records are reported to WSDOT & FHWA)

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 (42 of 85 County bridges) was accomplished during the month of November and December in 2019. There are currently 2 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 (8 of 19) was accomplished by end of December in 2019.

Other Bridges All the City bridges (6 of 6) were inspected in the inventory inspection period of December in 2019. We are in compliance with the required inspection schedules.

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.

FHWA has established the following timelines for rating bridges for SHVs:

Group 1: Bridges with the shortest span not greater than 200 feet and operating rating tonnages less than those shown for the following trucks: Type 3 < 33 Tons, Type 3S2 < 47 Tons, & Type 3-3 < 52 Tons should be re-rated after their next NBIS inspection, but no later than December 31, 2017; and

Group 2: Rate those bridges not in Group 1 no later than December 31, 2022. Franklin County has 47 each bridges in Group 2.

Based on criteria presented in the November 2013 Memorandum, Franklin County had 33 that were load rated in 2017 out of 85 bridges that fall under Group 1. A listing of the bridges that are rated for SHVs (38 each) is shown on Attachment 'C'.

Franklin County has twenty eight (28) NBI bridges with load limits (posted) to carrying traffic. See Attachment 'A'

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

Structure ID	Bridge #	Bridge Name	Year Built	Structure Length	Average Daily Traffic	Sufficiency Rating	NOTE
08032400	447-3.58	ALBANY ROAD	1959	40	S2	76.33	LOAD RESTRICTED (POSTED)
07972200	479-2.63	BUFFALO ROAD	19S9	39	112	67.77	LOAD RESTRICTED (POSTED)
08607200	926-S.08	COLUMBIA RIVER ROAD	19S2	23	796	90.77	LOAD RESTRICTED (POSTED)
07976000	200-8.24	COYAN ROAD	19S7	47	207	79.69	LOAD RESTRICTED (POSTED)
08007600	200-9.93	COYAN ROAD	1955	84	129	32.83	LOAD RESTRICTED (POSTED), SD
08221100	215-2.03	DILLING ROAD	1973	39	310	4S.88	LOAD RESTRICTED (POSTED), SD
08122600	980-0.62	FIR ROAD	19SS	33	151	80.80	LOAD RESTRICTED (POSTED)
08323400	615-2.31	GARFIELD ROAD	196S	46	440	60.09	LOAD RESTRICTED (POSTED)
08421400	520-1.38	GLENWOOD ROAD	19S4	93	197	62.43	LOAD RESTRICTED (POSTED)
08364400	370-1.3S	HENDRICKS ROAD	19S4	80	S34	55.13	LOAD RESTRICTED (POSTED), SD
0831S700	460-6.2S	HOLLINGSWORTH RD	19S9	28	370	30.3S	LOAD RESTRICTED (POSTED), SD
0839S400	620-2.31	HOLLY DRIVE	196S	43	24	7S.74	LOAD RESTRICTED (POSTED)
08178700	636-4.87	IRONWOOD ROAD	19S8	82	172	39.SS	LOAD RESTRICTED (POSTED)
08210700	636-6.70	IRONWOOD ROAD	19S8	24	120	68.79	LOAD RESTRICTED (POSTED)
08108300	S39-0.68	JUNIPER ROAD, WEST	19S8	45	201	6S.14	LOAD RESTRICTED (POSTED)
08092S00	330-1.28	MERION ROAD	19S2	86	32	67.36	LOAD RESTRICTED (POSTED), FO
08044600	211-0.8S	MUSE DRIVE	19S6	59	170	35.02	LOAD RESTRICTED (POSTED), SD
08204800	880-1.24	PHEND ROAD	196S	40	641	47.86	LOAD RESTRICTED (POSTED), SD
08380600	S06-2.27	RINGOLD ROAD	19S4	61	672	S6.30	LOAD RESTRICTED (POSTED), SD
08037900	670-10.10	RUSSELL ROAD	1958	47	230	70.75	LOAD RESTRICTED (POSTED)
082S8100	906-8.79	SELPH LANDING ROAD	1961	23	372	26.13	LOAD RESTRICTED (POSTED), SD
08283S00	218-0.98	SETTLER ROAD	1958	34	38	77.22	LOAD RESTRICTED (POSTED)
08384S00	690-8.4S	SHEFFIELD ROAD	1956	43	30	76.34	LOAD RESTRICTED (POSTED)
08416000	722-0.07	SMITH CANYON ROAD	1948	22	3	41.00	LOAD RESTRICTED (POSTED), SD
08286700	886-2.74	VINEYARD DRIVE, EAST	196S	40	441	48.S9	LOAD RESTRICTED (POSTED), SD
08192200	886-4.44	VINEYARD DRIVE, EAST	1965	44	76	73.94	LOAD RESTRICTED (POSTED)
08269700	22S-1.7S	WAREHOUSE ROAD	19S8	34	209	62.04	LOAD RESTRICTED (POSTED)
085S0100	PASCO 2	TACOMA AVE/LEWIS ST.	1936	27	332	71.63	FO

STRUCTURALLY DEFICIENT= SD FUNCTIONALLY OBSOLETE= FO

Attachment 'B" (inspection every 12 months)

Structure ID	Bridge #	Bridge Name	Year Built	Structure Length	Average Daily Traffic	Sufficiency Rating	NOTE
082S8100	906-8.79	SELPH LANDING ROAD	19S4	23	372	26.13	LOAD RESTRICTED (POSTED), SD
08416000	722-0.07	SMITH CANYON ROAD	1948	22	1	41.00	LOAD RESTRICTED (POSTED), SD

STRUCTURALLY DEFICIENT= SD FUNCTIONALLY OBSOLETE= FO

Attachment 'C" (38 each bridges load rated for SHVs)

Structure ID	Bridge #	Bridge Name	Year Built	Structure Length	Operating Tons	Inventory Tons	NOTE
8032400	447-3.58	AL8ANY ROAD	19S9	40	24	18	LOAD RESTRICTED (POSTED)
8871000	922-4.1S	8IRCH ROAD	2015	14	50	36	
7972200	479-2.63	8UFFALO ROAD	1959	39	23	17	LOAD RESTRICTED (POSTED)
8607200	926-S.08	COLUM8IA RIVER ROAD	19S2	23	S4	36	LOAD RESTRICTED (POSTED)
7976000	200-8.24	COYAN ROAD	19S7	47	34	23	LOAD RESTRICTED (POSTED)
8007600	200-9.93	COYAN ROAD	1955	84	17	13	LOAD RESTRICTED (POSTED), SD
8347600	S19-1.52	DAYTON ROAD, NORTH	19S6	22	23	17	
8221100	21S-2.03	DILLING ROAD	1973	39	11	9	LOAD RESTRICTED (POSTED), SD
88S3300	408-0.69	FIL8ERT ROAD	2013	28	50	36	
8122600	980-0.62	FIR ROAD	19SS	33	3S	24	LOAD RESTRICTED (POSTED)
7968800	52S-1.13	FIRCREST ROAD	19S7	71	41	29	
8846400	884-4.74	FOSTER WELLS ROAD, EAST	2012	34	49	36	
8323400	61S-2.31	GARFIELD ROAD	196S	46	28	16	LOAD RESTRICTED (POSTED)
8421400	S20-1.38	GLENWOOD ROAD	1954	93	24	14	LOAD RESTRICTED (POSTED)
8237S00	912-1.69	HELM DRIVE	1954	30	37	28	
8364400	370-1.3S	HENDRICK5 ROAD	19S4	80	22	13	LOAD RESTRICTED (POSTED), SD
8370700	370-8.2S	HENDRICKS ROAD	1974	32	42	20	
8315700	460-6.2S	HOLLINGSWORTH ROAD	19S9	28	22	11	LOAD RESTRICTED (POSTED), SD
839S400	620-2.31	HOLLY DRIVE	196S	43	30	18	LOAD RESTRICTED (POSTED)
8178700	636-4.87	IRONWOOD ROAD	19S8	82	23	14	LOAD RESTRICTED (POSTED)
8210700	636-6.70	IRONWOOD ROAD	19S8	24	28	19	LOAD RESTRICTED (POSTED)
8108300	S39-0.68	JUNIPER ROAD, WEST	19S8	4S	23	16	LOAD RESTRICTED (POSTED)
8092S00	330-1.28	MERION ROAD	19S2	86	27	16	LOAD RESTRICTED (POSTED), FO
8193900	44S-7.83	MOUNTAIN VISTA ROAD	1974	100	24	19	
8044600	211-0.8S	MUSE DRIVE	19S6	59	17	13	LOAD RESTRICTED (POSTED)
8204800	880-1.24	PHEND ROAD	196S	40	1S	11	LOAD RESTRICTED (POSTED), SD
8863800	608-2.3S	R-170 ROAD	2014	92	55	42	
8380600	S06-2.27	RINGOLD ROAD	19S4	61	21	16	LOAD RESTRICTED (POSTED), SD
7991000	670-6.61	RUSSELL ROAD	19S8	36	2S	19	
8037900	670-10.10	RUSSELL ROAD	19S8	47	24	18	LOAD RESTRICTED (POSTED)
8478300	909-2.90	SAGEMOOR ROAD, EAST	1970	43	167	100	
8258100	906-8.79	SELPH LANDING ROAD	1961	23	27	16	LOAD RESTRICTED (POSTED), SD
8283S00	218-0.98	SETTLER ROAD	19S8	34	28	19	LOAD RESTRICTED (POSTED)
8384S00	690-8.4S	SHEFFIELD ROAD	19S6	43	24	18	LOAD RESTRICTED (POSTED)
8906600	903-3.46	TAYLOR FLATS ROAD	2019	87	54	41	
8286700	886-2.74	VINEYARD DRIVE, EAST	196S	40	1S	11	LOAD RESTRICTED (POSTED), SD
8192200	886-4.44	VINEYARD DRIVE, EAST	196S	44	24	18	LOAD RESTRICTED (POSTED)
8269700	22S-1.75	WAREHOUSE ROAD	19S8	34	2S	15	LOAD RESTRICTED (POSTED)

STRUCTURALLY DEFICIENT= SD FUNCTIONALLY OBSOLETE= FO

Bridge/Short Span Bridge Maintenance and Construction

Maintenance

(**BOLD** indicates 2020-2025 TIP items)

- **Smith Canyon Road Bridge 722-0.07** (NBI reportable bridge): This project will consist of removing the load restricted timber structure and replacing it with a 57"x 38" corrugated steel pipe arch. (TIP Priority #1 - local funding)
- 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.
- A list of the bridges with general repairs needed is shown in **Appendix**.

Project Activity

(**BOLD** indicates 2020-2025 TIP items)

- **Coyan Road Bridge 200-9.93** (NBI reportable bridge): 3 of 14 each timber girders are rotting at bearing on west abutment. Replace 3 span (84ft total length) untreated timber structure built in 1955 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 2017 Call for Projects. (TIP Priority #7 - Federal Highway Administration, State, & Local funding)
- **Selph Landing Road Bridge 906-8.79** (NBI reportable bridge): This project would replace the existing steel girder & transverse concrete slab deck structure with a steel multi-plate arch structure. Existing bridge deck has numerous spalls with reinforcing bar exposed on underside (soffit). Complaints have been made by nearby property owners about vibration noise when traffic goes over structure. This bridge replacement project has been selected for funding through Federal Highways Bridge Program during the April 2017 Call for Projects. (TIP Priority #8 - Federal Highway Administration, State, & Local funding)
- **Muse Drive Bridge 211-0.85** (NBI reportable bridge): This project would replace the existing 59ft in length narrow two span timber structure, 25ft wide, that is over an irrigation canal. Span #1 has 3 each interior timber girders with dry rot and all exterior timber girders for both spans have dry rot at bearing. This bridge replacement project has been selected for funding through Federal Highways Bridge Program during the April 2019 Call for Projects. (TIP Priority #13 - Federal Highway Administration, State, & Local funding)
- **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 #14 - 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 #15 - 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); Glade North 901-5.34 (high with extreme impact); 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 #30 - State & Local funding)
- Taylor Flats 903-3.46 Bridge (NBI reportable bridge): This project replaced an existing bridge that doesn't meet AASHTO standards for roadway widths on Taylor Flats Road, one of the primary north-south throughways in Franklin County. This bridge replacement project was completed in the spring of 2019. (Federal Highway Administration, State, & Local funding)

Recommended Projects

(**BOLD** indicates 2020-2025 TIP items)

- **North Cherry Road Bridge 944-0.05** (NBI reportable bridge): This project would replace a single span (32ft) precast concrete channel girder/deck that has horizontal medium cracks near bottom of girders. (TIP Priority #32)
- **Phend Road Bridge 880-1.24** (NBI reportable bridge): This project would replace the existing narrow timber structure(25ft wide) that has load restrictions for AASHTO trucks and Special Hauling Vehicles ..... (TIP Priority #33)
- Glenwood Road Bridge 520-1.38 (NBI reportable bridge): This project would have the County maintenance crew remove 3 each rotten timber girders(31ft lengths) that are located on the face of the superstructure and replace with recycled timber girders. (Local funding)
- Ironwood Road Bridge 636-6.70 (NBI reportable bridge): This project would have the County maintenance crew remove 1 each rotten timber girder(24ft length) that is located on the face of the superstructure and replace with recycled timber girder. (Local funding)
- Delaney Road Bridge 751-2.74 (short span bridge): This project would have the County maintenance crew remove 1 each rotten timber girder(17ft length) that is located on the face of the superstructure and replace with recycled timber girder. (Local funding)
- Bridge Load Rating Update by 2022 (NBI reportable bridges): Franklin County has 48 each bridges that need to be rated for Specialized Haul Vehicles (SHV).

Appendix

Bridge Repair List 2019 (See Attached)

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2019

(104 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			
922-4.15	BIRCH ROAD			
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	Concrete "u-tub" girders have vertical hairline cracks every foot +/- starting at bottom of girder. The 4th u-tub girder from the west has horizontal cracking 5" above bottom at mid-span (10ft length). The 10th girder from the west has same cracking from abutment to mid-span. Cracking in girders is increasing slowly. / Continue to monitor.	1/20/2011	
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	
554-0.85	DAVIS LANE			
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.	12/31/2019	
600-1.91	ELTOPIA WEST ROAD			
600-5.71	ELTOPIA WEST ROAD			
969-0.42	EVERETT ROAD			
408-0.69	FILBERT ROAD			
980-0.62	FIR ROAD			
525-1.13	FIRCREST ROAD			
884-4.74	FOSTER WELLS ROAD, EAST			
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			

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2019

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
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) Erosion (2ft wide hole) in approach at southwest corner of structure. / Fill with suitable material. 2) Additional deck keyway grout has broken out (12" in length) in span #1 in wheel-line adjacent to centerline of bridge in northbound lane. Same keyway that was repaired in 2013 & 2018. Remove remaining grout that is in poor condition and replace with KwikBond polyester-based polymer patching. Continue to monitor.	12/8/2016 --- 10/8/2019	--- 11/21/2019
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.	11/21/2019	
520-1.38	GLENWOOD ROAD	1) Fascia timber girder(3A) on west side of span #3(north span) has major dry rot at mid-span / Replace with recycled timber girder. 2)Fascia timber girders(2M & 3M) on east side of span #2 & #3 are rotted out at bearing on Pier #3. / Replace with recycled timber girders.	1/19/2011 --- 12/7/2016	
681--0.90	HAILEY ROAD	Loose gravel on concrete deck / Power-broom gravel off deck.	12/7/2017	
912-1.69	HELM ROAD			
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.	12/20/2018	
686-0.79	KLAMATH ROAD			
217-2.72	KRUG ROAD			
293-1.27	LEWIS ROAD			
330-1.28	MERION ROAD			
445-7.83	MTN. VISTA ROAD			
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(3nd & 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	---
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	

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2019

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
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.	12/12/2012 --- 10/18/2018	
297-1.12	PERRY ROAD			
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.	12/7/2016	
273-1.66	READER ROAD			
506-2.27	RINGOLD ROAD			
506-2.96	RINGOLD ROAD	Both asphalt roadway approaches higher than bridge deck. / Adjust approach grade & repave.	11/15/2013	
506-4.20	RINGOLD ROAD	Erosion at southwest bridge deck corner. / Fill with suitable material.	12/17/2014	
925-1.33	RINGOLD RIVER ROAD	Dry rot on surface of 1 each deck timber plank(4"x 12") at south abutment, 8.8ft from southwest deck corner (1 SF). / Continue to monitor	11/20/2019	
670-0.08	RUSSELL ROAD			
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.	1/22/2014 --- 3/6/2018	
670-4.63	RUSSELL ROAD			
670-5.54	RUSSELL ROAD			
670-6.61	RUSSELL ROAD			
670-10.10	RUSSELL ROAD			
400-4.02	SAGEHILL ROAD 2			
400-6.96	SAGEHILL ROAD 3	Excess sand built up along approach guardrail at all 4 corners of structure. Rail needs to meet height requirement. / Remove excess material.	11/30/2015	
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.	12/18/2018	
908-9.42	SAGEMOOR ROAD, WEST			
307-5.18	SCOOTENEY ROAD			
906-8.79	SELPH LANDING ROAD			
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			
690-8.45	SHEFFIELD ROAD			

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2019

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
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			
222-0.98	SOHM ROAD			
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			
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	
279-5.13	WADSWORTH			
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			