Agenda Summary Report (ASR)

Franklin County Board of Commissioners

DATE SUBMITTED: June 29, 2022	**PREPARED BY:** Kathleen Neuman, Project Manager
Meeting Date Requested: July 12, 2022	**PRESENTED BY:** Craig Erdman, PE, County Engineer
ITEM: (Select One) ☐ Consent Agenda	**X** Brought Before the Board Time needed: 10 minutes

SUBJECT:
Public Hearing and Adoption of Franklin County's Six-year Transportation Improvement Program (TIP) 2023-2028.

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 2023-2028 TIP, subsequent to public hearing

COORDINATION:

The STIP was prepared under the direction of Craig Erdman, P.E., Director/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. 2023-2028 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.

Craig Erdman Craig Erdman, PE, Director/County Engineer

FRANKLIN COUNTY RESOLUTION NO. _____

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FRANKLIN COUNTY, WASHINGTON

FRANKLIN COUNTY SIX-YEAR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – 2023-2028

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 2023-2028 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 2023-2028 six-year transportation improvement program as submitted by the Public Works Department and as reviewed in public hearing on July 12, 2022.

APPROVED this _____ day of _____, 2022.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

_____
Chair

_____
Chair Pro Tem

_____
Member

Attest

_____
Clerk of the Board

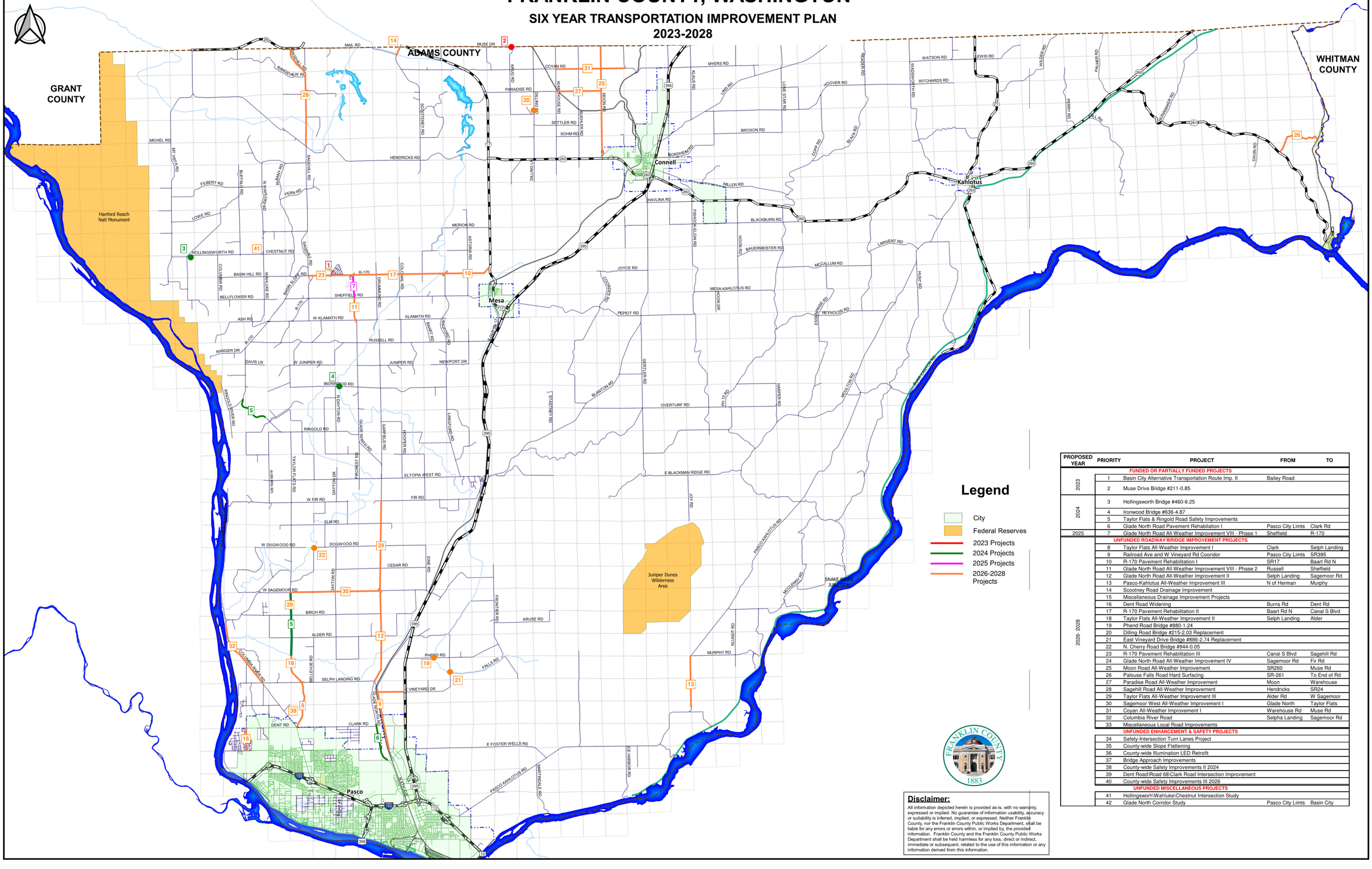
FRANKLIN COUNTY
2023 - 2028
SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Proposed Construction Year	Priority	PROJECT	TYPE	TERMINI		LENGTH (MILES)	COST EST *	FUNDING SOURCE						UNDETERMINED FUNDING SOURCE	DESIGN, R/W, & CONSTRUCTION			
								FEDERAL				STATE	COUNTY		2023	2024	2025	2026 to 2028
								STP/STB	BROS	HSIP	TAP	RAP			Estimated	Estimated	Estimated	Estimated
	FUNDED OR PARTIALLY FUNDED PROJECTS																	
2023	1	Basin City Alternative Transportation Route Imp. II	TAP	Bailey Road		0.2	354	145			162		47	-	324	-	-	-
	2	Muse Drive Bridge #211-0.85	BR			0.1	1,618		1618				0	-	1,345	-	-	-
2024	3	Hollingsworth Bridge #460-6.25	BR			0.1	924		761			63	100	-	87	799	-	-
	4	Ironwood Bridge #636-4.87	BR			0.1	2,141		1754				387	-	73	1,885	-	-
	5	Taylor Flats and Ringold Road Safety Improvements	Safety			-	2,024			1844			180	-	974	820	-	-
	6	Glade North Road Pavement Rehabilation I	2R	Pasco City Limts	Clark Rd	1.7	1,550	1340					210	-	75	25	1,425	-
2025	7	Glade North Road All-Weather Improvement VIII - Phase 1	3R	Sheffield	R-170	1.1	1,530					1129	125	276	50	50	280	1,480
		UNFUNDED ROADWAY/BRIDGE IMPROVEMENT PROJECTS																
	8	Taylor Flats All-Weather Improvement I	3R	Clark	Selph Landing	2.9	2,900							2,900	-	-	-	2,900
	9	North Railroad Ave and Vineyard Dr West Cooridor	RC	Pasco City Limts	SR395	3.8	6,474							6,474	-	-	-	6,474
	10	R-170 Pavement Rehabilitation I	2R	SR17	Baart Rd N	3.3	3,300							3,300	-	-	-	3,300
	11	Glade North Road All-Weather Improvement VIII - Phase 2	3R	Russell	Sheffield	2.0	2,000							2,000	-	-	-	2,000
	12	Glade North Road All-Weather Improvement II	3R	Selph Landing	Sagemoor Rd	4.1	4,100							4,100	-	-	-	4,100
	13	Pasco-Kahlotus All-Weather Improvement III	2R	N of Herman	Murphy	2.5	1,875							1,875	-	-	-	1,875
	14	Scootney Road Drainage Improvement	3R			-	250							250	-	-	-	250
	15	Miscellaneous Drainage Improvement Projects	Drain			-	75							75	-	-	-	75
	16	Dent Road Widening	3R	Burns Rd	Dent Rd	1.0	1,000							1,000	-	-	-	1,000
	17	R-170 Pavement Rehabilitation II	2R	Baart Rd N	Canal S Blvd	3.4	3,370							3,370	-	-	-	3,370
	18	Taylor Flats All-Weather Improvement II	3R	Selph Landing	Alder	2.1	2,100							2,100	-	-	-	2,100
	19	Phend Road Bridge #880-1.24 Replacement	BR			-	1,600							1,600	-	-	-	1,600
	20	Dilling Road Bridge #215-2.03 Replacement	BR			-	1,600							1,600	-	-	-	1,600
	21	East Vineyard Drive Bridge #886-2.74 Replacement	BR			-	1,600							1,600	-	-	-	1,600
	22	N. Cherry Road Bridge #944-0.05	BR			-	1,750							1,750	-	-	-	1,750
	23	R-170 Pavement Rehabilitation III	3R	Canal S Blvd	Sagehill Rd	1.7	1,700							1,700	-	-	-	1,700
	24	Glade North Road All-Weather Improvement IV	3R	Sagemoor Rd	Fir Rd	3.5	3,500							3,500	-	-	-	3,500
	25	Moon Road All-Weather Improvement	2R	SR260	Muse Rd	4.9	3,675							3,675	-	-	-	3,675
	26	Palouse Falls Road Hard Surfacing	3R	SR-261	To End of Rd	2.3	2,300							2,300	-	-	-	2,300
	27	Paradise Road All-Weather Improvement	3R	Moon	Warehouse	2.0	2,000							2,000	-	-	-	2,000
	28	Sagehill Road All-Weather Improvement	3R	Hendricks	SR24	4.6	4,600							4,600	-	-	-	4,600
	29	Taylor Flats All-Weather Improvement III	3R	Alder Rd	W Sagemoor	2.0	2,000							2,000	-	-	-	2,000
	30	Sagemoor West All-Weather Improvement I	3R	Glade North	Taylor Flats	4.1	4,100							4,100	-	-	-	4,100
	31	Coyan All-Weather Improvement I	3R	Warehouse Rd	Muse Rd	3.2	3,200							3,200	-	-	-	3,200
	32	Columbia River Road Improvements	2R	Selph Landing	Sagemoor Rd	3.2	3,200							3,200		-	-	3,200
	33	Miscellaneous Local Road Improvements	3R			-	750							750	-	-	-	750
		UNFUNDED ENHANCEMENT & SAFETY PROJECTS																
	34	Safety-Intersection Turn Lanes Project	Safety			-	750							750		-	-	750
	35	County-wide Slope Flattening	Safety			-	750							750	-	-	-	750
	36	County-wide Illumination LED Retrofit	Safety			-	150							150	-	-	-	150
	37	Bridge Approach Improvements	Safety			-	175							175	-	-	-	175
	38	County-wide Safety Improvements II 2024	Safety			-	1,000							1,000	-	-	-	1,000
	39	Dent Road\Road 68\Clark Road Intersection Improvement	Safety			-	1,250							1,250	-	-	-	1,250
	40	County-wide Safety Improvements III 2026	Safety			-	1,000							1,000	-	-	-	1,000
		UNFUNDED MISCELLANEOUS PROJECTS																
	41	Hollingsworh\Wahluke\Chestnut Intersection Study	Study			-	75							75	-	-	-	75
	42	Glade North Corridor Study	Study	Pasco City Limts	Basin City	-	125							125	-	-	-	125
								1,485	4,133	1,844	162	1,192	1,049	70,570	2,928	3,579	1,705	71,774

*** Funding is x1000**

FRANKLIN COUNTY, WASHINGTON

SIX YEAR TRANSPORTATION IMPROVEMENT PLAN
2023-2028



Legend

- City
- Federal Reserves
- 2023 Projects
- 2024 Projects
- 2025 Projects
- 2026-2028 Projects

PROPOSED YEAR	PRIORITY	PROJECT	FROM	TO
		FUNDED OR PARTIALLY FUNDED PROJECTS		
2023	1	Basin City Alternative Transportation Route Imp. II	Bailey Road	
	2	Muse Drive Bridge #211-0.85		
2024	3	Hollingsworth Bridge #460-6.25		
	4	Ironwood Bridge #636-4.87		
	5	Taylor Flats & Ringold Road Safety Improvements		
	6	Glade North Road Pavement Rehabilitation I	Pasco City Limts	Clark Rd
2025	7	Glade North Road All-Weather Improvement VIII - Phase 1	Sheffield	R-170
		UNFUNDED ROADWAY/BRIDGE IMPROVEMENT PROJECTS		
2026- 2028	8	Taylor Flats All-Weather Improvement I	Clark	Selph Landing
	9	Railroad Ave and W Vineyard Rd Cooridor	Pasco City Limts	SR395
	10	R-170 Pavement Rehabilitation I	SR17	Baart Rd N
	11	Glade North Road All-Weather Improvement VIII - Phase 2	Russell	Sheffield
	12	Glade North Road All-Weather Improvement II	Selph Landing	Sagemoor Rd
	13	Pasco-Kahlotus All-Weather Improvement III	N of Herman	Murphy
	14	Scootney Road Drainage Improvement		
	15	Miscellaneous Drainage Improvement Projects		
	16	Dent Road Widening	Burns Rd	Dent Rd
	17	R-170 Pavement Rehabilitation II	Baart Rd N	Canal S Blvd
	18	Taylor Flats All-Weather Improvement II	Selph Landing	Alder
	19	Phend Road Bridge #880-1.24		
	20	Dilling Road Bridge #215-2.03 Replacement		
	21	East Vineyard Drive Bridge #886-2.74 Replacement		
	22	N. Cherry Road Bridge #944-0.05		
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	24	Glade North Road All-Weather Improvement IV	Sagemoor Rd	Fir Rd
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	26	Palouse Falls Road Hard Surfacing	SR-261	To End of Rd
	27	Paradise Road All-Weather Improvement	Moon	Warehouse
	28	Sagehill Road All-Weather Improvement	Hendricks	SR24
	29	Taylor Flats All-Weather Improvement III	Alder Rd	W Sagemoor
	30	Sagemoor West All-Weather Improvement I	Glade North	Taylor Flats
	31	Coyan All-Weather Improvement I	Warehouse Rd	Muse Rd
	32	Columbia River Road	Selpha Landing	Sagemoor Rd
	33	Miscellaneous Local Road Improvements		
		UNFUNDED ENHANCEMENT & SAFETY PROJECTS		
	34	Safety-Intersection Turn Lanes Project		
	35	County-wide Slope Flattening		
	36	County-wide Illumination LED Retrofit		
	37	Bridge Approach Improvements		
	38	County-wide Safety Improvements II 2024		
	39	Dent Road\Road 68\Clark Road Intersection Improvement		
	40	County-wide Safety Improvements III 2026		
		UNFUNDED MISCELLANEOUS PROJECTS		
	41	Hollingsworh\Wahluke\Chestnut Intersection Study		
	42	Glade North Corridor Study	Pasco City Limts	Basin City

Disclaimer:

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BASIN CITY ALTERNATIVE TRANSPORTATION ROUTE IMPROVEMENTS II — Priority # 1

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	$354,187

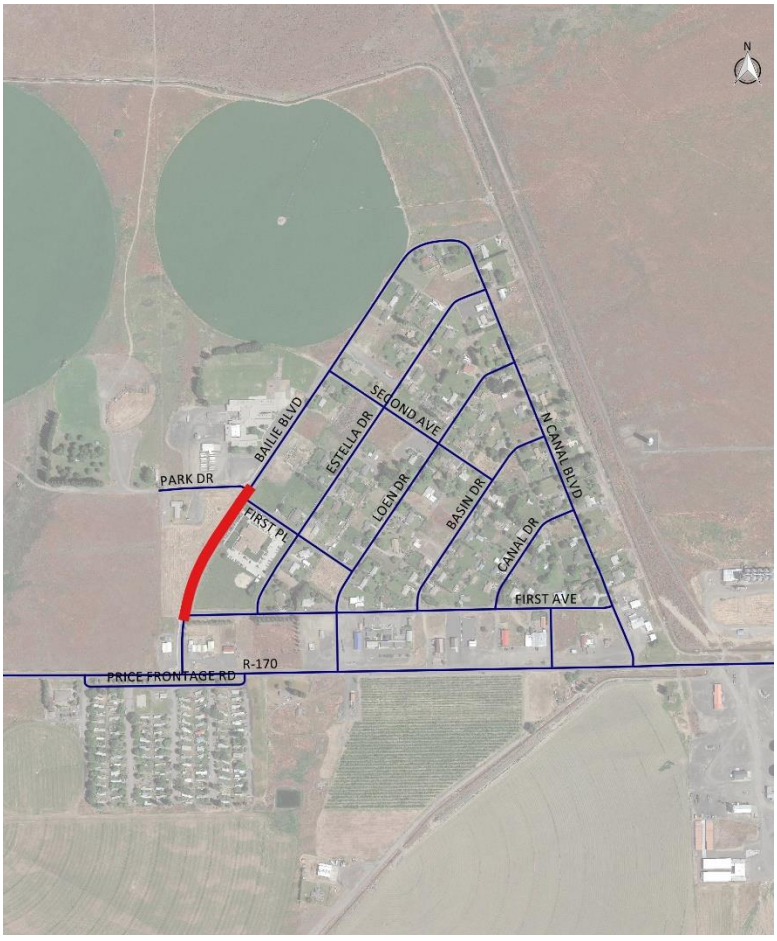
Project Schedule

Preliminary Engineering	2019
Right-of-Way	
Construction	2023

Project Funding

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

VICINITY MAP



Project Description

The project will update pedestrian ramps to current ADA standards, install new /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 2023.

MUSE DRIVE BRIDGE #211-0.85 REPLACEMENT — Priority # 2

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	$223,500
Right-of-Way	$0
Construction	$1,395,335
TOTAL	$1,618,835

Project Schedule

Preliminary Engineering	2020
Right-of-Way	2021
Construction	2023

Project Funding

FHWA (BROS)	$1,618,835
State	$0
Local Funding	$0

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 project is scheduled for construction in the winter of 2022/2023.

HOLLINGSWORTH BRIDGE #460-6.25 REPLACEMENT — Priority # 3

Project Statistics

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

Traffic Count

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	2023
Construction	2023

Project Funding

FHWA (BROS)	$761,520
State	$62,600
Local Funding	$99,655

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 2023/2024.

IRONWOOD BRIDGE #636-4.87 REPLACEMENT — Priority # 4

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	2022
Construction	2023

Project Funding

FHWA (BROS)	$1,755,920
State	$0
Local Funding	$386,980

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 2023/2024.

TAYLOR FLATS AND RINGOLD ROAD SAFETY IMPROVEMENTS Priority # 5

Project Statistics

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

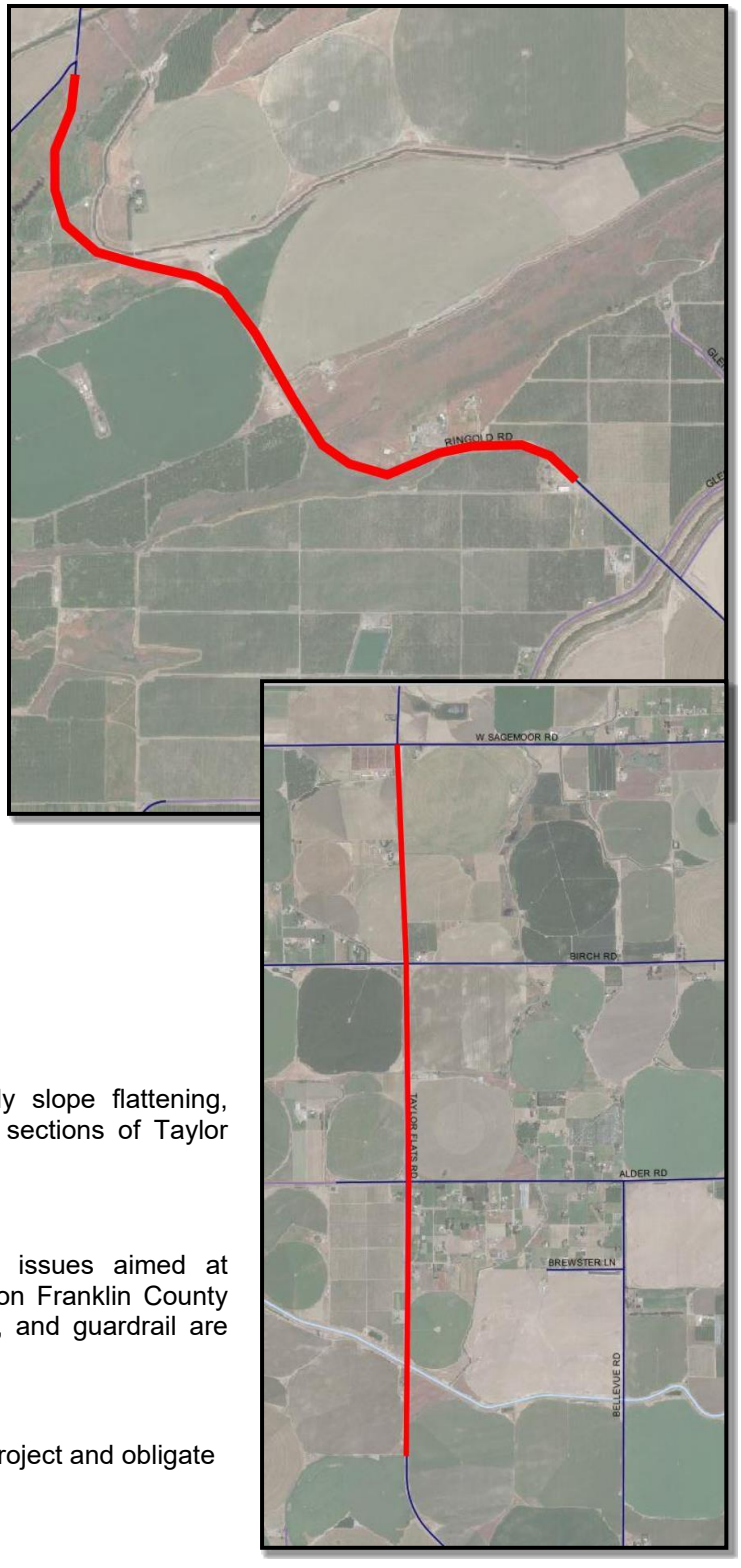
Project Schedule

Preliminary Engineering	2022
Right-of-Way	-
Construction	2024

Project Funding

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

VICINITY MAP



Project Description

The proposed 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

The County is preparing to create a County Road Project and obligate FHWA's HSIP funds for this project.

GLADE NORTH ROAD PAVEMENT REHABILITATION I — Priority # 6

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

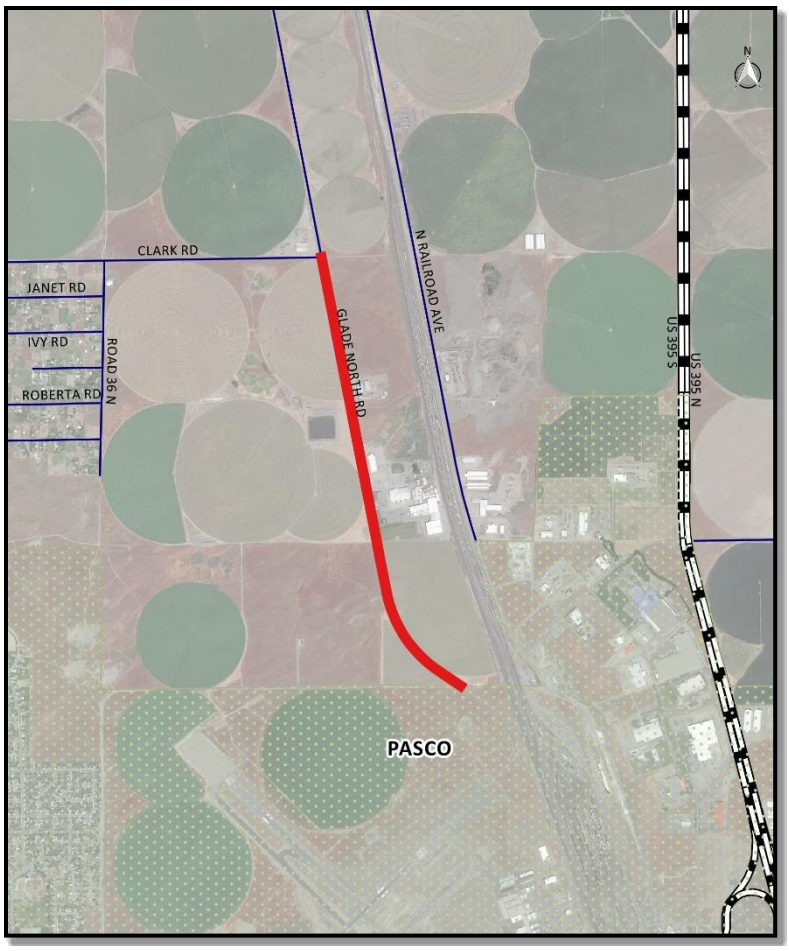
Project Schedule

Preliminary Engineering	2020
Right-of-Way	
Construction	2024

Project Funding

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

VICINITY MAP



Project Description

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

Project Justification

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

Status

Approved by the Board of County Commissioners in 2020 (Resolution 2020-094) as CRP 627.

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

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

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

Project Statistics

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

Traffic Count

2018	1987 ADT

Existing Conditions

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

Project Estimate

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

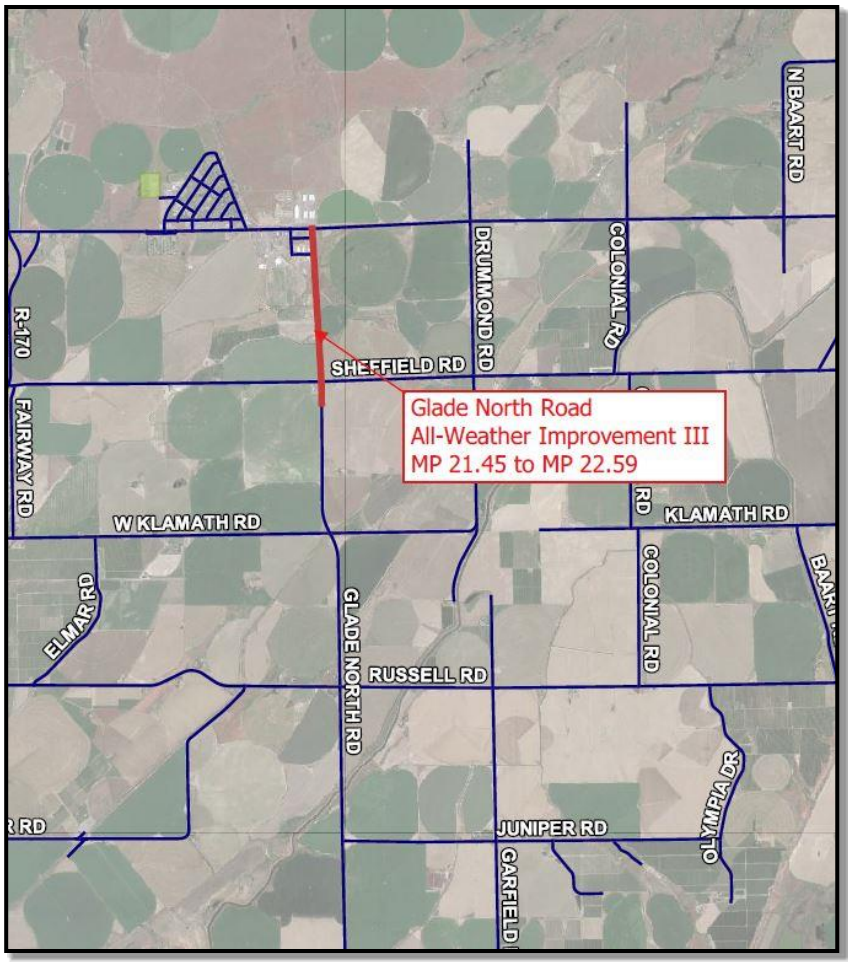
Project Schedule

Preliminary Engineering	2022
Right-of-Way	2024
Construction	2026

Project Funding

FHWA	$0
State	$1,128,950
County	$125,440
Unfunded	$275,610

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

Received State Rural Arterial Preservation (RAP) grant funds.

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

TAYLOR FLATS ALL WEATHER IMPROVEMENT I — Priority # 8

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	$100,000
Right-of-Way	$0
Construction	$2,800,000
TOTAL	$2,900,000

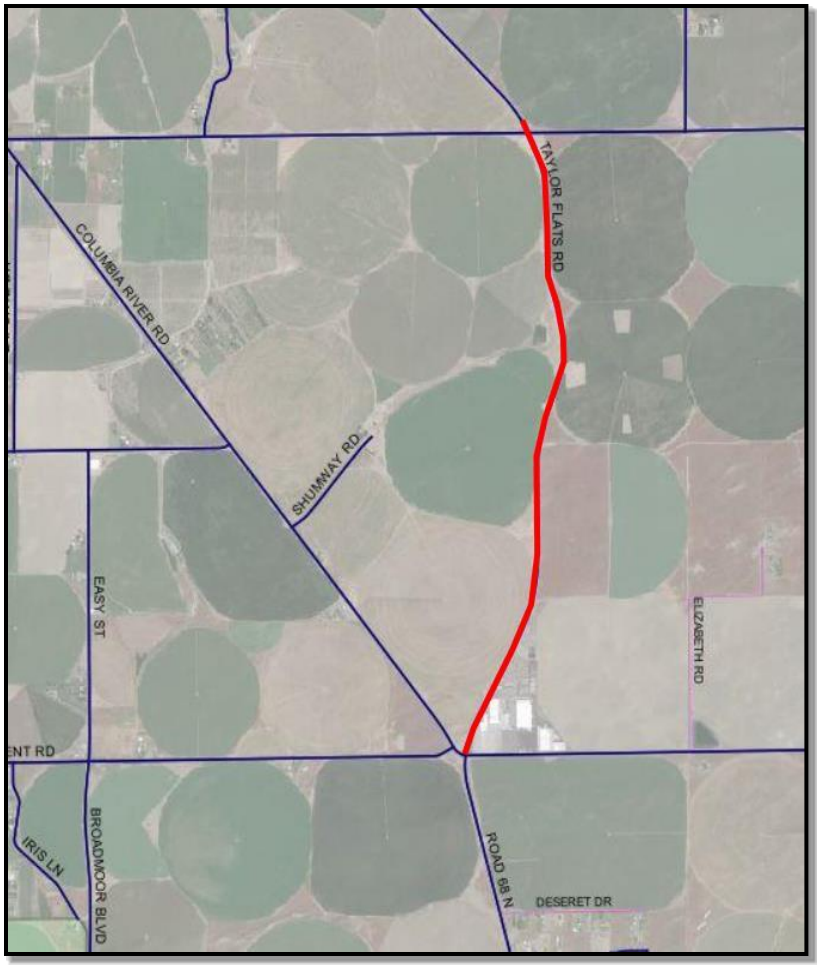
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

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

NORTH RAILROAD AND VINEYARD DRIVE WEST — Priority # 9

Project Statistics

Functional Classification	07/08
Improvement Classification	2R/RC/3R
Road Number - Railroad	10100
Road Number - Vineyard	08870
Milepost - Railroad	0.56 to 3.15
Milepost - Vineyard	0.00 to 1.23
Mileage	3.82
Environ. Class.	UNK
Utilities	P, T, W, FO

Traffic Count

2018 - Railroad	1001 ADT
2015 - Vineyard	505 ADT

Existing Conditions

Bring up to current design standards

Project Estimate

Preliminary Engineering	$262,000
Right-of-Way	$442,000
Construction	$5,770,000
TOTAL	$6,474,000

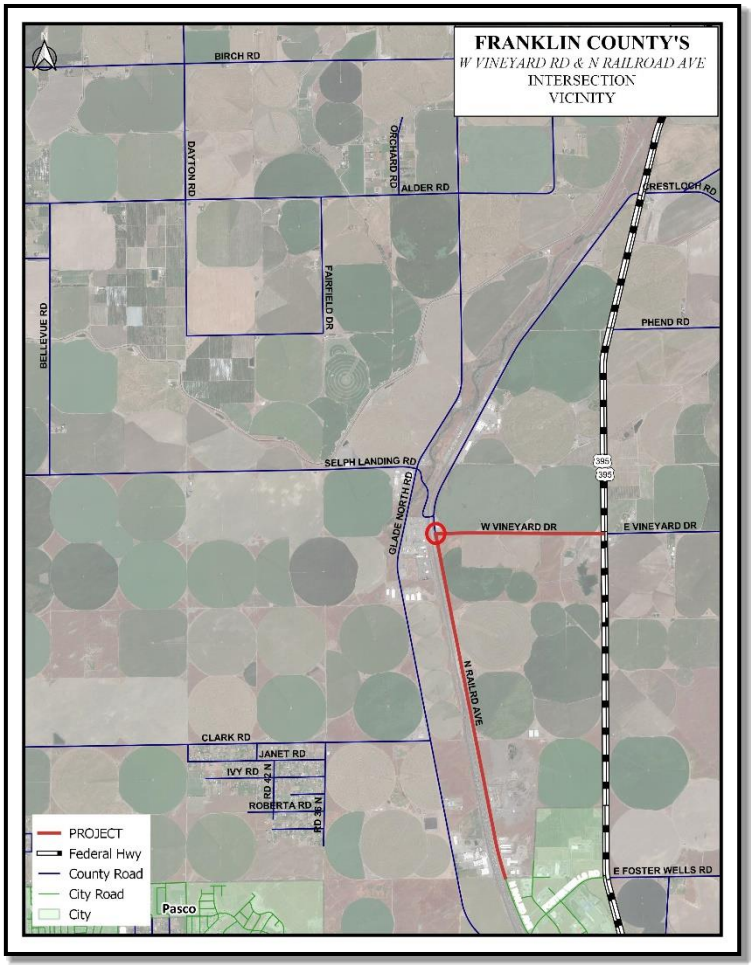
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$6,474,000

VICINITY MAP



Project Description

The project will widen and overlay both roads to a total paved width of 36 feet (two 12 foot lanes with 6 foot shoulders) and brought to a sufficient pavement depth to allow the large trucks servicing the area to operate safely.

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 one of the primary connections from North Railroad Avenue to SR-395. Neither North Railroad Avenue nor West Vineyard Drive meet current standards to service the area.

Status

Planned

R-170 PAVEMENT REHABILITATION I — Priority # 10

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	$100,000
Right-of-Way	$0
Construction	$3,200,000
TOTAL	$3,300,000

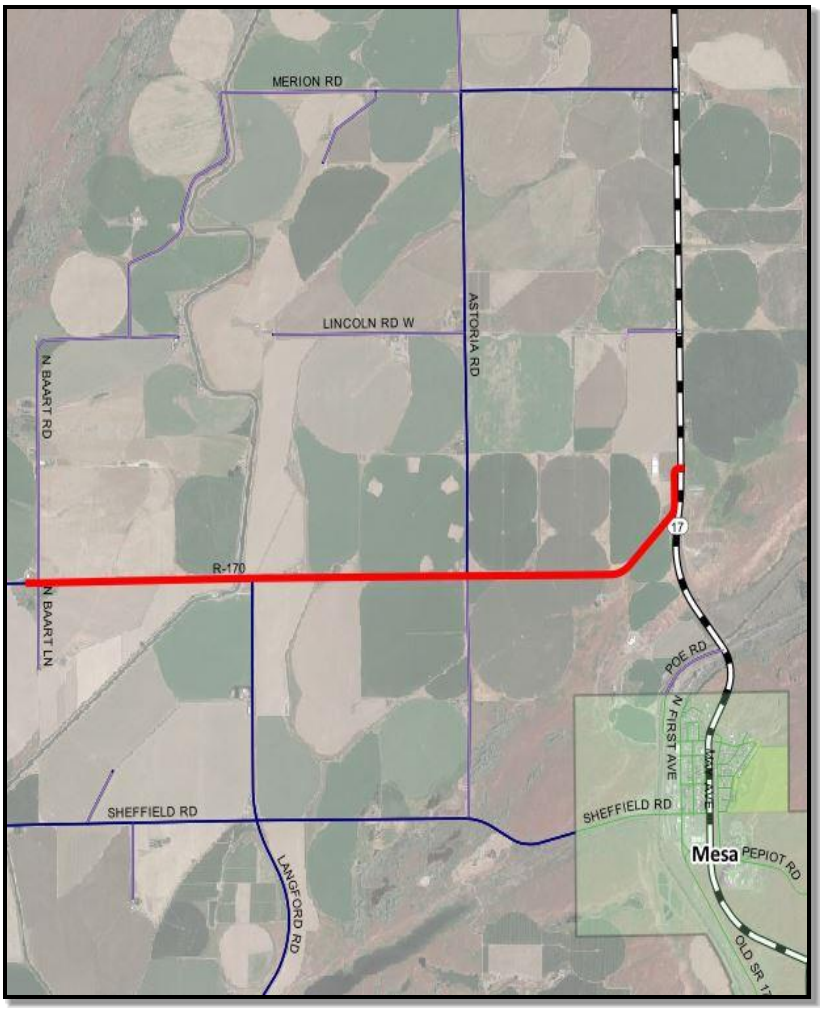
Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

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

VICINITY MAP



Project Description

The proposed project aims to resurface with asphalt.

Project Justification

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

Status

Planned

GLADE NORTH RD ALL-WEATHER IMPROVEMENT VIII – PHASE 2 Priority # 11

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

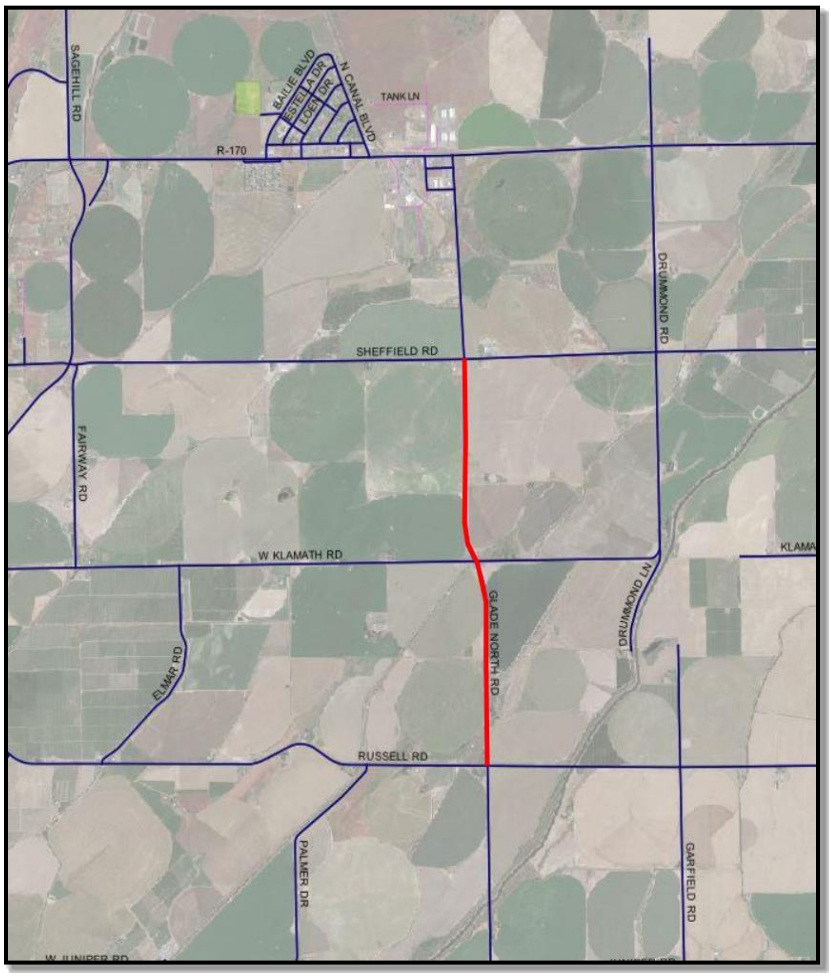
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

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 # 12

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

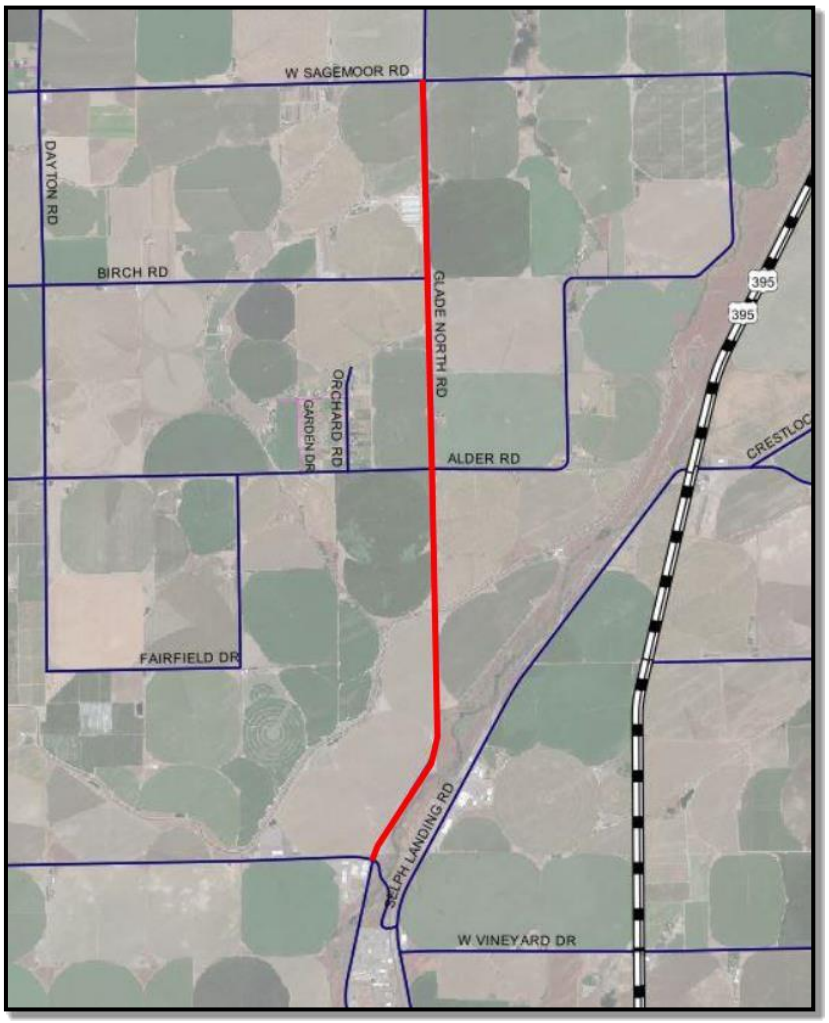
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

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 # 13

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

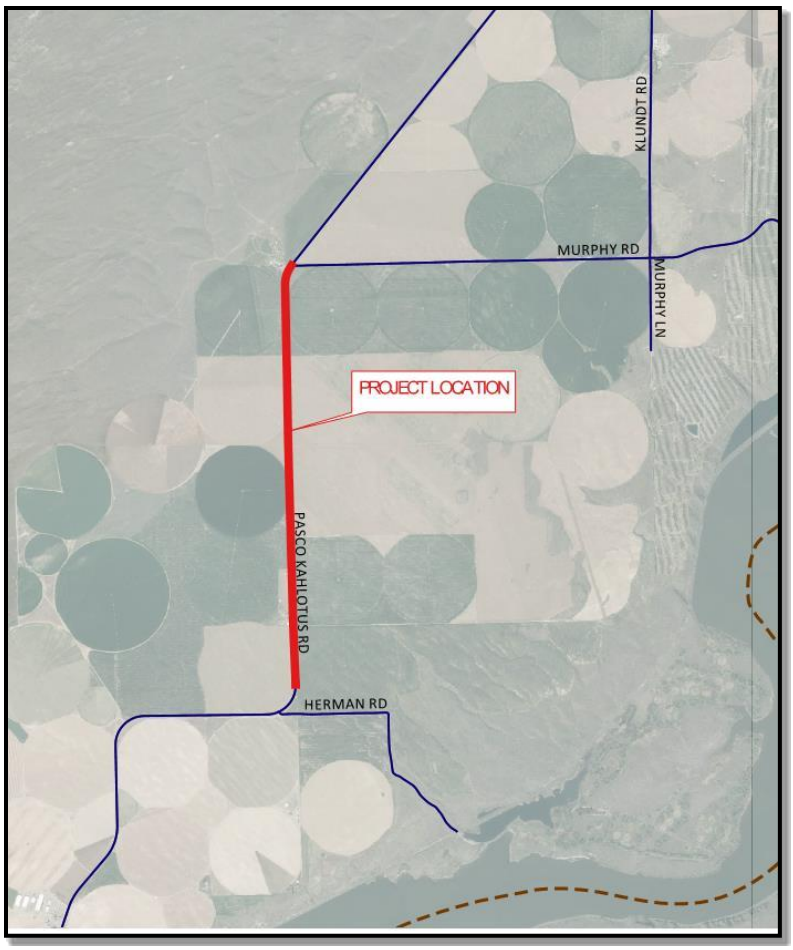
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

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 # 14

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
Right-of-Way
Construction

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 # 15

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

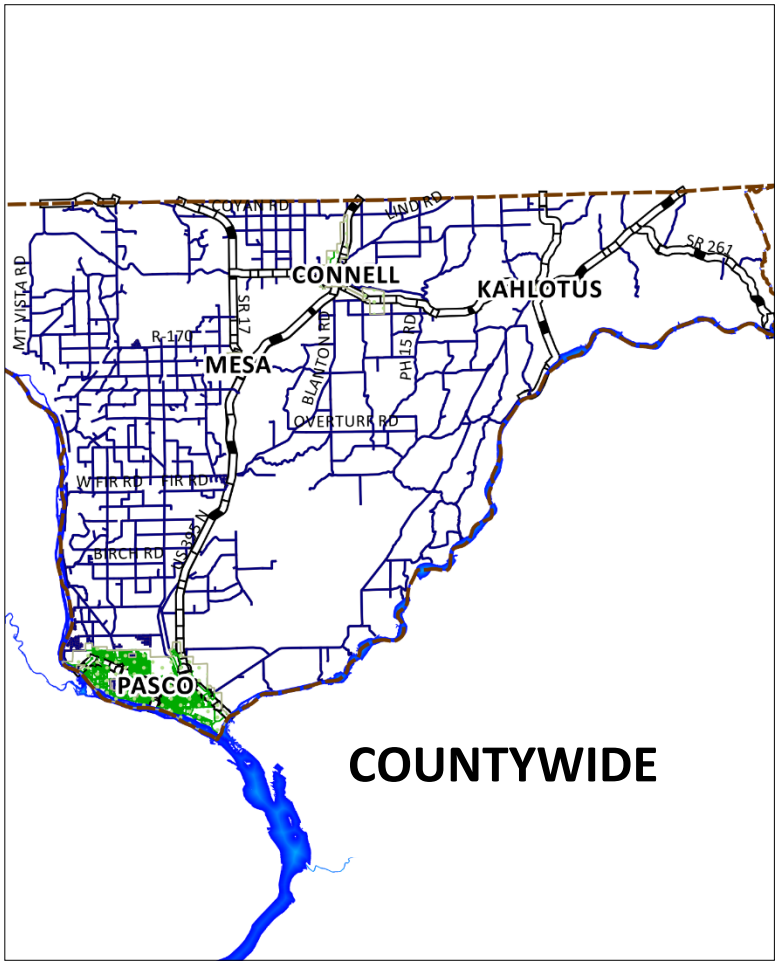
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

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 # 16

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	$100,000
Right-of-Way	$0
Construction	$900,000
TOTAL	$1,000,000

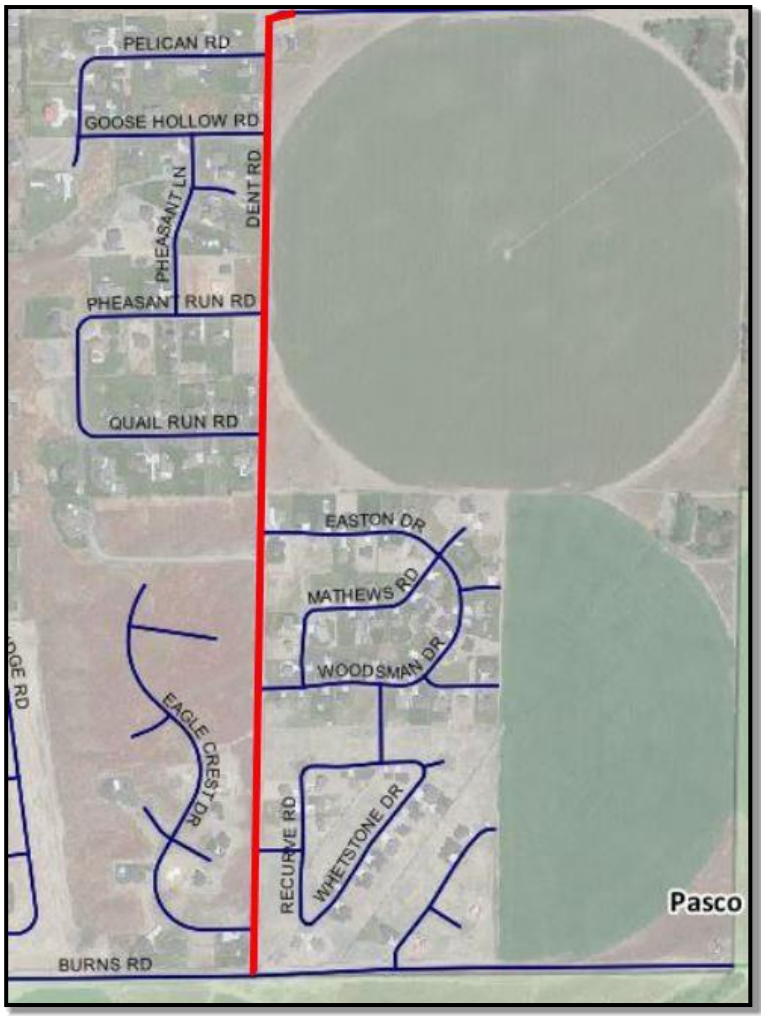
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

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

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.

R-170 PAVEMENT REHABILITATION II — Priority # 17

Project Statistics

Functional Classification	07
Improvement Classification	2R
Road Number	06080
Milepost	3.35 to 6.82
Mileage	3.47
Environ. Class.	CE
Utilities	P, T, W, FO

Traffic Count

2018	1340 ADT

Existing Conditions

Not up to current design standards

Project Estimate

Preliminary Engineering	$100,000
Right-of-Way	$0
Construction	$3,270,000
TOTAL	$3,370,000

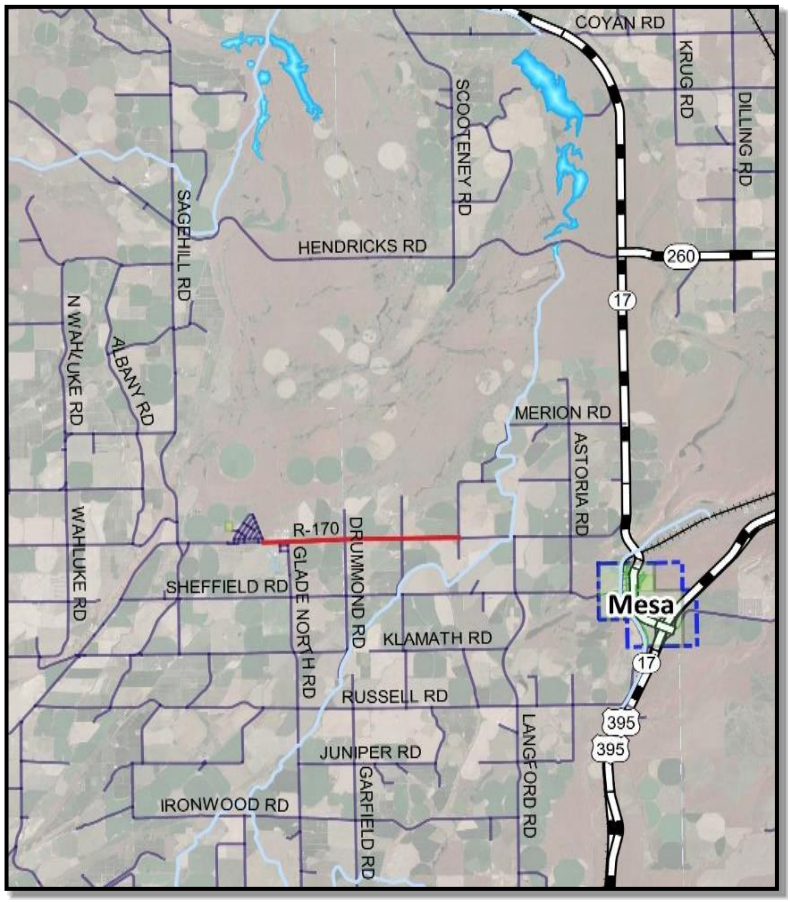
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA	$0
State	$0
Local Funding	$0
Unfunded	$3,370,000

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

TAYLOR FLATS ALL-WEATHER IMPROVEMENTS II — Priority # 18

Project Statistics

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

Traffic Count

2020	4445 ADT

Existing Conditions

Shoulder slopes and width
Inadequate in places

Project Estimate

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

Project Schedule

Preliminary Engineering
Right-of-Way
Construction

Project Funding

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

VICINITY MAP

Project Description

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

Project Justification

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

Status

Planning

PHEND ROAD BRIDGE #880-1.24 REPLACEMENT — Priority # 19

Project Statistics

Functional Classification	09
Improvement Classification	BR
Road Number	03460
Milepost	1.14 to 1.34
Mileage	0.20
Environ. Class.	CE

Traffic Count

2020	458 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$451,250
Right-of-Way	$10,000
Construction	$1,137,150
TOTAL	$1,598,400

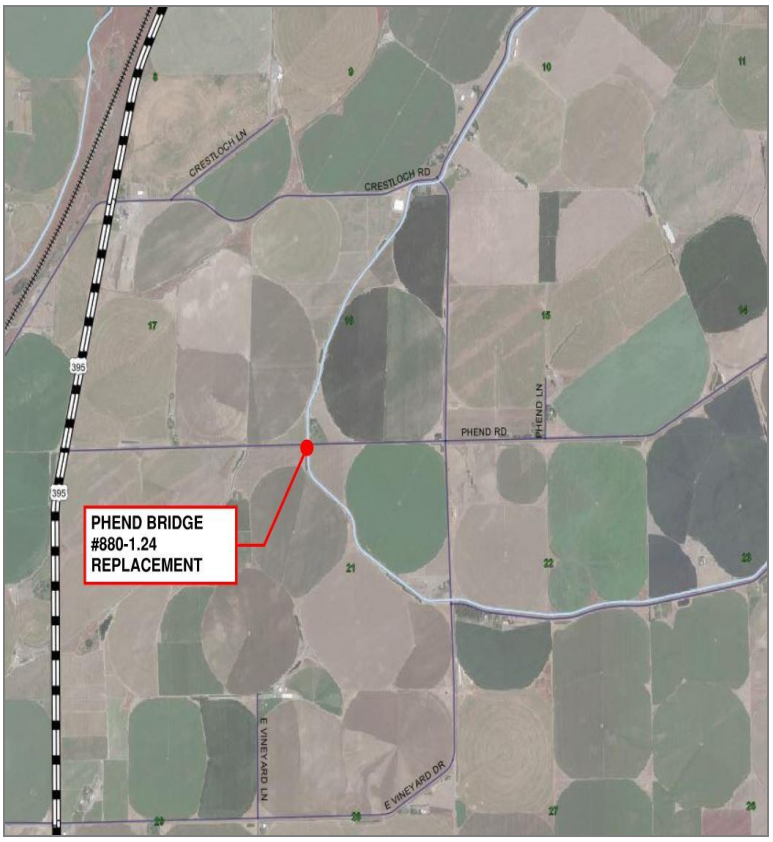
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA (BROS)	$0
State	$0
Local Funding	$0
Unfunded	$0

VICINITY MAP



Project Description

Replace 40 feet of untreated timber structure built in 1965 with steel or concrete structure.

Project Justification

The bridge is structurally deficient.

Status

Planned

This project was recently submitted for FHWA BROS grant funds.

DILLING ROAD BRIDGE #215-2.03 REPLACEMENT — Priority # 20

Project Statistics

Functional Classification	08
Improvement Classification	BR
Road Number	09170
Milepost	1.93 to 2.13
Mileage	0.20
Environ. Class.	CE

Traffic Count

2020	243 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$451,250
Right-of-Way	$10,000
Construction	$1,137,150
TOTAL	$1,598,400

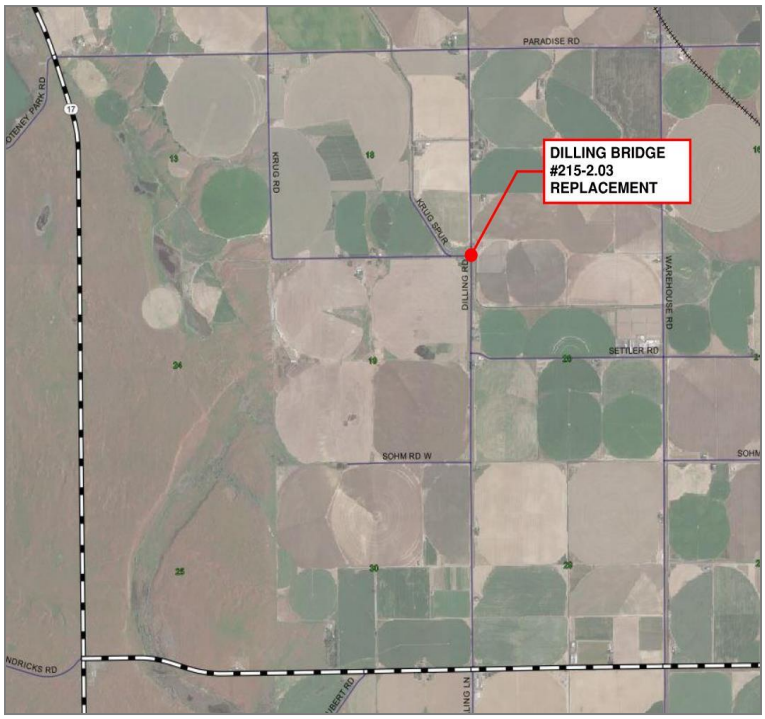
Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA (BROS)	$0
State	$0
Local Funding	$0
Unfunded	$0

VICINITY MAP



Project Description

Replace 39 feet of prestressed concrete structure built in 1973 with steel or concrete structure.

Project Justification

The bridge is structurally deficient.

Status

Planned

This project was recently submitted for FHWA BROS grant funds.

VINEYARD EAST DRIVE BRIDGE #886-2.74 REPLACEMENT — Priority # 21

Project Statistics

Functional Classification	08
Improvement Classification	BR
Road Number	08860
Milepost	2.64 to 2.84
Mileage	0.20
Environ. Class.	CE

Traffic Count

2017	76 ADT

Existing Conditions

Bridge is structurally deficient.

Project Estimate

Preliminary Engineering	$451,250
Right-of-Way	$10,000
Construction	$1,137,150
TOTAL	$1,598,400

Project Schedule

Preliminary Engineering	
Right-of-Way	
Construction	

Project Funding

FHWA (BROS)	$0
State	$0
Local Funding	$0
Unfunded	$0

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

Planned

This project was recently submitted for FHWA BROS grant funds.

Coyan Bridge # 200-9.93

2021 Annual

Bridge Report

Prepared by: Franklin County Public Works

Submitted: June 2022

Franklin County Public Works Department

2021 Bridge Report

Submitted: June 2022

This bridge report is prepared by Franklin County Public Works Engineering Department each year to fulfill requirements of the Washington Administration Code (WAC) 136-20-060. This WAC requires the County Engineer's report of the bridge inspections as follows:

"Each county engineer shall furnish the county legislative authority with a written report of the findings of the bridge inspection effort. This report shall be available to said authority and shall be consulted during the preparation of the proposed six-year transportation program revision. The report shall include the county engineer's recommendations as to replacement, repair or load restriction for each deficient bridge. The resolution of adoption of the six-year transportation program shall include assurances to the effect that county engineer's report with respect to deficient bridges was available to said authority during the preparation of the program. It is highly recommended that deficient short bridges, drainage structures, and large culverts be included in said report."

Prepared by: _____
Salvador Robles
Bridge Co-Inspector

Approved by: _____
Craig Erdman, P.E.
County Engineer
WSDOT Certification No. G1511

Table of Contents

Acronyms

ADT Average Daily Traffic

BIRM Bridge Inspection Reference Manual

FHWA Federal Highway Administration

FO Functionally Obsolete

NBIS National Bridge Inventory System

SHV Specialized Haul Vehicle

SD Structurally Deficient

SR Sufficiency Rating

WAC Washington Administrative Code

WSBIS Washington State Bridge Inventory System

WSBIM Washington State Bridge Inspection Manual

TIP Transportation Improvement Program

Definitions

Bridge All reportable Structures that include bridges, culverts, and tunnels.

Short Span Bridge Bridges defined as spans that are 20-feet or less in length and over 6-feet for timber structures and over 8-feet for steel and concrete structures.

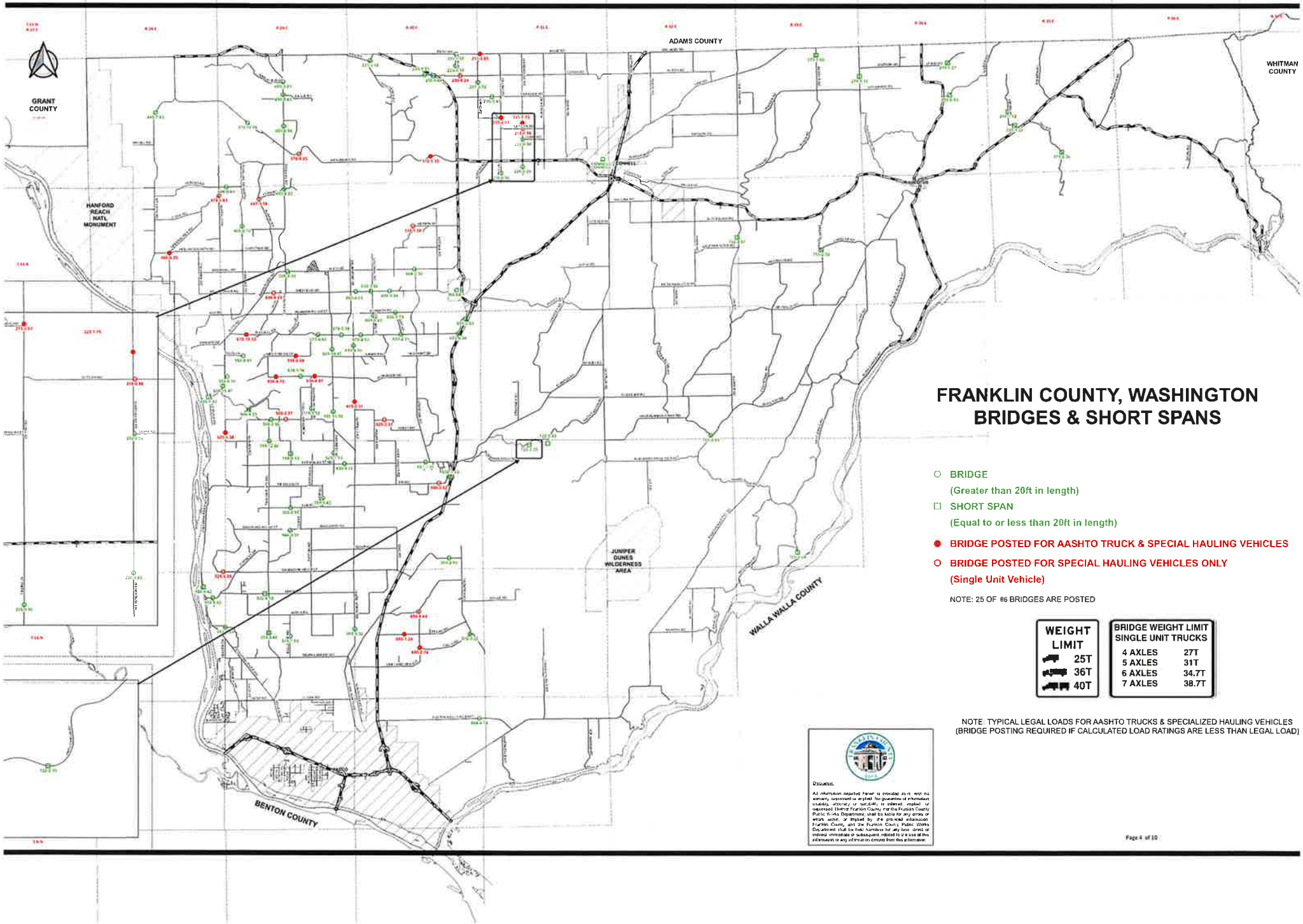
National Bridge Inspections Standards (NBIS) Title 23 Code of Federal Regulations 650 Subpart C defines the NBIS regulations, and establishes requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of state bridge inventory. The NBIS apply to all structures defines as bridges located on all public roads.

Reportable Structure A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

Structurally Deficient (SD) Bridges are considered structurally deficient if significant load carrying elements such as the deck, superstructure, substructure, culvert and retaining walls have a condition rating of 4 (Poor Condition) or less. Or have an appraisal rating of 2 or less of the structural evaluation or waterway adequacy.

Functionally Obsolete (FO) Bridge that have an appraisal rating of 3 or worse in one of the following elements: deck geometry, under clearance, approach roadway alignment, structural evaluation, or waterway adequacy.

Sufficiency Rating (SR) 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.



FRANKLIN COUNTY, WASHINGTON
BRIDGES & SHORT SPANS

- ○ BRIDGE
  (Greater than 20ft in length)
- □ SHORT SPAN
  (Equal to or less than 20ft in length)
- ● BRIDGE POSTED FOR AASHTO TRUCK & SPECIAL HAULING VEHICLES
- ○ BRIDGE POSTED FOR SPECIAL HAULING VEHICLES ONLY
  (Single Unit Vehicle)

NOTE: 25 OF 86 BRIDGES ARE POSTED

WEIGHT LIMIT
25T
36T
40T

BRIDGE WEIGHT LIMIT SINGLE UNIT TRUCKS	
4 AXLES	27T
5 AXLES	31T
6 AXLES	34.7T
7 AXLES	38.7T

NOTE TYPICAL LEGAL LOADS FOR AASHTO TRUCKS & SPECIALIZED HAULING VEHICLES
(BRIDGE POSTING REQUIRED IF CALCULATED LOAD RATINGS ARE LESS THAN LEGAL LOAD)

Bridge Inventory

> **Bridges** Franklin County has responsibility for 83 bridges on its County Road System. Of these, 45 are concrete, 6 steel, and 32 are timber. 11 county road bridges are classified as structurally deficient, 25 bridges are posted with load restrictions, and 1 bridge is presently classified as functionally obsolete.

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

> **Other Bridges** Franklin County also inspects 2 bridges for the City of Connell and 1 bridge for the City of Mesa. (All these bridge inventory records are reported to WSDOT and FHWA)

Inspection Status

> **Bridges** National Bridge Inspection Standards mandate by 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 2021 by PBS Engineering and Environmental Inc. There are currently 4 bridges that require inspection every 12 months. We are in compliance with the required inspection schedules.

> **Short Span Bridges** All short span bridges are inspected every 24 months. Our current short span inventory inspection (7 of 18) was accomplished by the end of December 2021 by PBS Engineering and Environmental Inc.

Load Restricted Bridges

Each bridge in the National Bridge Inventory (NBI) needs to have a "Load Rating" calculation. The load rating determines how much weight the bridge can carry compared to a series of standard trucks. A bridge that is unable to carry the full load of any of the standard trucks is classified and posted with load restrictions. There are currently 25 posted bridges with load restrictions in Franklin County.

Prior to 2017 there were only three standard load rating trucks. In 2017, WSDOT introduced new load posting requirements issued by FHWA regarding the load rating and posting of Specialized Hauling Vehicles (SHV) and Emergency Vehicles. Specialized Hauling Vehicles are known as single Unit Vehicles (SUV) that are trucks without trailer with multi-closely spaced axles, such as dump trucks, construction vehicles, and hauling trucks. There are four SHV trucks including, SU4, SU5, SU6, & SU7. FHWA has mandated that all NBI bridges are to be load rated again to analyze new vehicle configurations.

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. PBS Engineering and Environment Inc. is currently in the process of providing load rating services for 30 each in-service bridges.

Table 1

	POSTED LOAD RESTRICTIONS									
	Bridge #	Bridge Name	AASHTO TRUCKS - 1,2,3			SU4	SU5	SU6	SU7	EV2	EV3
			25T	36T	40T	27T	31T	34.7T	38.7T	28.7T	43T
1	447-3.58	Albany (wood)				24T	27T	29T	32T		
2	479-2.63	Buffalo (wood)				23T	25T	27T	30T		
3	926-5.08	Columbia River (concrete)						32T	34T		
4	200-8.24	Coyan RD (wood)				24T	26T	28T	31T		
5	215-2.03	Dilling RD (concrete)	13T	21T	24T	12T	13T	14T	16T	20T	41T
6	980-0.62	Fir RD (wood)						32T	34T		
7	615-2.31	Garfield RD (wood)	24T	36T	40T	22T	23T	25T	26T		
8	520-1.38	Glenwood RD (wood)	23T	32T	38T	22T	23T	23T	24T		
9	370-1.35	Hendricks RD (concrete)	17T	25T	32T	16T	17T	17T	18T	27T	
10	370-8.25	Hendricks RD (concrete)				26T	28T	29T	31T		
11	460-6.25	Hollingsworth RD (wood)	19T	28T	37T	17T	17T	18T	20T	26T	
12	620-2.31	Holly Drive (wood)				25T	27T	27T	28T		
13	636-4.87	Ironwood RD (wood)	22T	33T	39T	21T	22T	22T	22T		
14	636-6.70	Ironwood RD (wood)				21T	22T	23T	25T		
15	539-0.68	Juniper, West RD (wood)	18T	28T	35T	16T	18T	19T	21T	27T	
16	330-1.28	Merion RD (wood)				24T	25T	25T	26T		
17	211-0.85	Muse Drive (wood)	18T	30T	32T	19T	21T	23T	24T	28T	
18	880-1.24	Phend RD (wood)	21T	32T	34T	22T	26T	28T	31T		
19	506-2.27	Ringold RD (concrete)					29T	31T	33T		
20	670-10.10	Russell RD (wood)	24T	36T	40T	22T	23T	24T	27T		
21	218-0.98	Settler RD (wood)				23T	25T	25T	27T		
22	690-8.45	Sheffield RD (wood)				26T	28T	30T	34T		
23	886-2.74	Vineyard Drive, East (wood)	21T	32T	34T	22T	26T	28T	31T		
24	886-4.44	Vineyard Drive, East (wood)				26T	28T	29T	33T		
25	225-1.75	Warehouse (wood)	22T	33T	40T	20T	21T	22T	23T	28T	

Example of a SU5

Example of a SU7

Bridge Replacement and Rehabilitation Plan

The County's current focus is to replace or rehabilitate bridges that are classified as structurally deficient (SD) and/or functionally obsolete (FO) per NBIS.

Coyan Road Bridge 200-9.93 Replacement
The three-span sawn girder bridge built in 1955 was replaced with a new single span concrete bridge that was completed and opened in the winter of 2021.

Coyan Bridge Prestressed Concrete Girders

Selph Landing Road Bridge 906-8.79 Replacement
The single span steel girder & transverse concrete slab deck bridge rebuilt in 1961 was replaced with a multi-plate pipe arch that was completed and opened in the winter of 2021.

Selph Landing Multi-Plate Pipe Arch

Burr Canyon Road 140-4.54 Replacement
Short span timber bridge built in 1960 burned by wild fire was replaced with a steel pipe arch in the summer of 2021.

Burr Canyon Steel Pipe Arch

Muse Drive Bridge 211-0.85 Replacement
Project will replace the existing 59 ft in length narrow two span timber structure. Federal bridge replacement funds were awarded in 2019, construction is planned for the winter of 2022.

Muse Drive Bridge 211-0.85

Ironwood Road Bridge 636-4.87 Replacement
Project will replace three span (82ft total length) untreated timber structure built in 1958. Federal bridge replacement funds for the replacement structure were awarded in 2019 and construction is planned for the winter of 2023.

Ironwood Bridge 636-4.87

Hollingsworth Road Bridge 460-6.25 Replacement
Project will replace existing narrow timber structure (25 ft) that is located adjacent to Greenacres Road intersection. Federal bridge replacement funds for replacement of structure were awarded 2019 and construction is planned for winter of 2022.

Hollingsworth Bridge 460-6.25

2022 Local Bridge Program Call for Projects

Eligibility Criteria

> Structure is reportable to the National Bridge Inventory (NBI) and is subject to the NBIS

- Structurally deficient structure with a culvert, deck, superstructure, and/or substructure overall condition code of 4 or less.
- Have a structural adequacy or waterway adequacy code of 2 or less.

Table 2

Structurally Deficient Bridges

Bridge No.	Bridge Name	Deficiency's	Sufficiency Rating	Status
944-2.18	CHERRY DRIVE, NORTH	Concrete Multi Web Girder Deterioration	69.98	Monitoring
215-2.03	DILLING ROAD	Deterioration of Concrete Deck	45.97	Monitoring
CONNELL 2	ESQUATZEL COULEE - CLARK	Deterioration of Deck	83.42	Monitoring
901-15.93	GLADE NORTH 2	Section Loss of Girder Top Flanges	88.41	Monitoring
370-1.35	HENDRICKS ROAD	Deterioration of Prestressed Concrete Multiple Web Girders	55.49	Monitoring
460-6.25	HOLLINGSWORTH RD	Inadequate Bridge Width	41.02	Federally Funded
636-4.87	IRONWOOD ROAD	Deterioration of Timber Sawn Girders	39.55	Federally Funded
211-0.85	MUSE DRIVE	Deterioration of Timber Deck & Timber Sawn Girders	27.07	Federally Funded
880-1.24	PHEND ROAD	Deterioration of Timber Deck	39.84	Monitoring
506-2.27	RINGOLD ROAD	Deterioration of Concrete U-Tub Girders	56.30	Monitoring
886-2.74	VINEYARD DRIVE, EAST	Deterioration of Bridge Deck & Timber Sawn Girders	48.34	Monitoring

Table 3

Functional Obsolete Bridges

Bridge No.	Bridge Name	Deficiency's	Sufficiency Rating	Status
330-1.28	MERION ROAD	Approach Roadway Alignment	69.98	Monitoring

Recommended Projects

- **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.

- **Dilling Road Bridge 215-2.03** (NBI reportable bridge): This project would replace existing structurally deficient concrete structure that has load restrictions for AASHTO trucks and Special Hauling Vehicles.

- **Vineyard Drive East Bridge 886-2.74** (NBI reportable bridge): This project would replace existing structurally deficient timber structure (25ft wide) that has load restrictions for AASHTO trucks and Special Hauling Vehicles.

- **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.

- **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)

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
447-3.58	ALBANY ROAD			
915-1.00	BELLEVUE ROAD	1) Replace broken and split timber rail components. Consider upgrading to current safety standards.	12/12/2021	
516-0.53	BELLEVUE ROAD, NORTH	Extensive rot in west fascia timber girder(9.3ft length) / Replace with recycled timber girder. 1) Replace east rail post #2 and consider upgrading rail system to current safety standards. 2) Superstructure has significant pigeon nesting, built up retains moisture & accelerates decay of girder ends/ Remove bird waste from bearing seats and install bird screens to prevent nesting. 3) Replace/reuse object marker at the NW corner. 4) Girder 1A is rotten and heavily deteriorated/ Replace/sister girder 1A	1/29/2014 --- 12/17/2021	
229-0.57	BEND ROAD	1) NW object marker is damaged/ Replace 2) 7th timber rail post NW has major split (still functional)/ Monitor.	11/6/2020	
922-4.15	BIRCH ROAD	Longitudinal crack on centerline/ Crack seal.	11/18/2020	
479-2.63	BUFFALO ROAD	South concrete abutment footing is slightly undermined(scour) for 15ft of the 31ft total length. Material placed in void. / Monitor 2) Replace the split posts and decayed bridge rail components (Consider upgrading the rail system to current safety standards. 3) South abutment footing is exposed up to 5" vertically nearly full length North abutment footing is also exposed 5" vertically for 15' at bridge centerline/ Install riprap at toe of abutment to armor against scour.	1996 --- 12/17/2021	2016
140-4.54	BURR CANYON ROAD			
944-0.05	CHERRY DRIVE, NORTH	Concrete multiple web girders exhibit longitudinal cracks in the lower portions of girder stems, cracks vary in width from narrow to over 1/2" wide are common in the majority of girder stems. Exposed longitudinal reinforcing steel exhibits section loss full length (mid span and bearing areas). Girders also exhibits vertical flexure cracks in the stems up to 0.004" wide at midspan. / Remove delamination in girder stems, clean corroding reinforcing steel and coat with zinc rich paint. Cracking in girders continue to increase, continue to monitor.	12/16/2021	
669-0.89	COLONIAL ROAD	1) Reseal deck with tar-heavy chip seal.	12/25/2021	
926-6.42	COLUMBIA RIVER ROAD	1) Install object markers at the N end of the bridge.		
926-5.08	COLUMBIA RIVER ROAD	1) Install object markers at the SE & NE corners of bridge. 2) There are no posts for both the east & west bridge rails over structure causing an unsatisfactory unbraced length for W-beam / Install additional guardrail posts over the structure.	12/16/2021	
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. 1) Stabilize fill loss under wingwalls. 2) 2' deep erosion hole has formed in the approach roadway AC directly behind back wall at the SW corner / Fill erosion hole in the approach roadway.	12/13/2017 --- 12/12/2019 --- 12/17/2021	
200-8.24	COYAN ROAD	1) Sweep off Windrowed BST rock along timber curbing. 2) Repair pothole at the east bridge transition. 3) Strengthen girder 2E. 4) Seal crack in BST overlay with tar/mastic.	12/14/2021	
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	Monitor superstructure for progression of timber decay.	12/14/2021	
554-0.85	DAVIS LANE	SW timber wingwall has dry rot on bottom & NW wingwall is falling and allowing erosion/ Repair and fill with suitable material.	12/19/2020	

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BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
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. 1) Girder A is rotten at mid span, 8" up from bottom to top of girder. Girder L- break girder west face at north end. Girder M- rotten full depth & full height at midspan/ Replace girders A, L, & M.	11/2/2011	
215-2.03	DILLING ROAD	1) Southwest & southeast wingwall support pile is leaning toward the canal/ Replace tie-back wingwall support piles.	12/14/2021	
216-0.56	DILLING LANE	1) Seal cracks in the AC at the bridge transitions/	12/14/2021	
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	Potential problem with erosion at bridge deck corners/ Fill with suitable material	12/14/2020	
600-5.71	ELTOPIA WEST ROAD			
969-0.42	EVERETT ROAD	1) Approach joints need crack seal/	12/14/2020	
408-0.69	FILBERT ROAD	1) Erosion north canal liner / fill with suitable material.	11/6/2020	
980-0.62	FIR ROAD	Approach joints need crack seal/ Minor erosion on NW wingwall/ Fill with suitable material.	12/20/2020	
525-1.13	FIRCREST ROAD			
884-4.74	FOSTER WELLS ROAD, EAST	1)W-beam guardrail exhibits a gap in the post spacing at the culvert headwall location / Install additional guardrail posts at the culvert location.		
876-0.02	FRONTIER ROAD	1) SW bridge rail exhibits impact damage that has compromised the end treatment and end posts / Replace SW bridge rail end terminal and posts. 2) Transverse cracks at bridge approaches/ Crack seal cracks. 3) Clean off bird nests from deck soffit.	12/12/2021	
615-2.31	GARFIELD ROAD	1)Girder 1A exhibits lower west edge damage 1' from south abutment, 1" shell like conditions for 1' right above south abut. bearing area, possible crushing at pier 2 bearing area & 1' rot at the north end. Girder 2A west face is weathered and exhibits 2" deep checking at NA & north end of girder exhibits 1' of minor rot over abutment with 3" shell of sound timber remaining./ Install borate rods at the decayed ends of girders 1A & 2A to slow decay rate. 2) Broom deck along curb lines to help facilitate proper deck drainage.	12/16/2021	
615-4.96	GARFIELD ROAD	Timber rail needs to be reattached to 2nd post from northwest corner of bridge. 1) Accumulation of gravel along the curb / Sweep off gravel from deck.	12/12/2019 ---------- 12/15/2021	
173-2.34	GILL ROAD	1) West side timber rail is loose / Repair 2) Object markers are extremely weathered/ Replace. 3) Girders D, E, F, G, I, & J showing dry rot on bottom of bearing at abutment #2// Monitor.	10/18/2020	
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. 1) Routinely sweep the deck and clean out the deck drains. 2) Replace the missing guardrail transition anchor bolt at the SE transition. 3) Raise the SW and NW object markers to provide full sight distance.	11/15/2013 ---------- 12/12/2021	
901-15.93	GLADE NORTH ROAD	1) Erosion (2ft wide hole) in approach at southwest corner of structure. / Fill with suitable material. 2) Keyway grout repair from 2019 has fail repair is needed again / 3) Diagonal hairline cracks at all flanges by abutments/ Monitor. 4) Flotsam build up at center pier / clear up.	12/16/2021	----------
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.	12/18/2020	

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BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
520-1.38	GLENWOOD ROAD	1) Facial girders have rot and decay/ Replace all facial girders 2) Crack seal over piers and at the transitions with mastic. 3) Remove accumulated soil on deck along curbs. 4) Timber endpost at the NW corner has rot at base. Bridge railing is extremely weathered/ Replace post and consider upgrading bridge rail to current standards.	12/13/2020 12/16/2021	
681--0.90	HAILEY ROAD	Loose gravel on concrete deck / Power-broom gravel off deck. 1)Replace pier 2 joint gland with a compressive seal 2) Repair potholes at bridge transitions. 3) Grind down the protruding joint armor anchors	12/7/2017 12/15/2021	
912-1.69	HELM ROAD	Vertical hairline cracks on u-tub girders every 2-3ft & multiple mid-span of tub longitudinal cracks/ Monitor.	12/21/2020	
370-1.35	HENDRICKS ROAD	1) East abutment breastwall exhibits two large spalls which reduce the bearing area for the supplemental abutment cap/ Repair spalls in the east abutment breastwall 2) Reseal east abutment joint with mastic. 3) Monitor girder unit webs to top of flange interface for cracking on vertical separation.		
370-8.25	HENDRICKS ROAD	1) Repair damaged bridge rail QuadTrend 350 end treatment system bridge rail/ 2) Replace object marker stickers (southwest & northeast) 3) Replace missing advance warning load posting sign at the intersection of Hendricks RD & Scootnery Rd.	12/14/2021	
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. 1) Replace the split posts and decayed rail panels.	12/30/2019 ---------- 12/17/2021	
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. 1) Gravel sifting through laminated timber deck from girder 2E to girder 2H at the west abutment/ Dig out west transition and install steel plate repair over broken deck planks to repair pothole at the west transition. 2) Remove soil build up from west abutment bearing seat to reduce potential decay at girder ends. 3) Remove gravel built up along curbs to facilitate proper drainage off deck.	12/14/2005 ---------- 12/16/2021	
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	1) Transverse cracking in BST for whole bridge width over pier 2/ Crack seal with mastic/rubberized tar cracks over pier 2. 2) Girder 2N exhibits heavy decay with 1" shell like condition for the west 1/2 girder length/ Replace/sister girder 2N.	12/15/2021	
217-2.72	KRUG ROAD	Crack seal approach joints/ deck joints	11/6/2020	
293-1.27	LEWIS ROAD			
330-1.28	MERION ROAD	1) Minor erosion at SW &NW of wingwall/ fill with suitable material	12/17/2020	
445-7.83	MTN. VISTA ROAD	1) Approach joints need crack seal/	11/6/2020	

FRANKLIN COUNTY
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BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
211-0.85	MUSE DRIVE	1) All 4 each fascia timber girders(2 span bridge) have major dry rot. / Replace with recycled timber girders. 2) Restrict lane width on south side to direct traffic away from rotten girders and deck. 3) Install the advanced warning load posting sign at the intersection of Muse RD. and S. Fox RD.	11/30/2015 --- 12/14/2021 --- 12/14/2021	
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) Girder 1A (south facial) shakes near mid span & wide crack at neutral axis north side exhibits a break in girder with 0.5" lateral displacement/ Replace with recycled timber girder. 3) Fill the depressions and smooth the transition at the west end.	12/4/2017 --- 12/3/2019 12/14/2021	
230-3.47	PARADISE ROAD	1) Full width transverse cracks spaced 1-3' at midpan/ crack seal with mastic/rubberized tar.	12/14/2021	
297-0.21	PERRY ROAD	1) Gravel approach at southwest corner of structure has small erosion hole(4" dia.). / Fill hole with suitable material. 2) Deck plank rot(3ft in length) at southwest corner of structure. / Replace planks. 3) SE timber deck planks are exposed 7SF / Cover with suitable material.	12/12/2012 --- 10/18/2018 --- 10/18/2020	
297-1.12	PERRY ROAD	Weathered object markers /	10/18/2020	
706-8.57	PH-15 ROAD	1) Install object markers at the NE and SW corners of the bridge. 2) Deterioration of timber lagging is resulting crushing & splitting of the lagging at the abutment causing approach roadway fill loss / Program wingwall replacement project.	12/13/2021	
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. 1) N bridge timber rails are typically split at the post connectors & exhibit minor impact damage / Replace the split timber rails & consider upgrading bridge rail system to current safety standards. 2) Shim gap between girders and deck in span 2. 3) West abutment footing top is exposed for 10' at the center of the bridge / Install riprap in front of the east abutment footing.	12/14/2017 --- 11/14/2018 --- 12/12/2021	--- 11/15/2018
608-2.35	R-170 ROAD	Water(freeze/thaw) seeping through grouted deck keyways / Crack seal keyways. 1) Replace QuadTrend 350 system end treatment and repair concrete bridge rail spall. 2) Reseal bridge approach joints.	12/7/2017 --- 11/15/2021	
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. Update: A fracture has formed in facial rib (rib 4) of panel/ Repair/replace girder panel 1H 2) Stabilize fill loss under wingwalls & add riprap to canal banks at base of wingawalls. 3) Press/pound bearing pads and shim back into place where possible.	12/8/2015 --- 12/15/2021	
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	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 --- 12/19/2020	

FRANKLIN COUNTY
PUBLIC WORKS

BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
506-4.20	RINGOLD ROAD	Erosion at southwest bridge deck corner. / Fill with suitable material. 2) Deck approach joints need crack seal/	12/17/2014 12/29/2020	
925-1.33	RINGOLD RIVER ROAD	1) Dry rot on surface of 1 each deck timber plank(4"x 12") at south abutment, 2) 8.8ft from southwest deck corner (1 SF). / Continue to monitor 3) BST covered planks have 1/2" to 1" gap in between deck planks/	11/20/2019 ----------	
670-0.08	RUSSELL ROAD	1) Crack seal approach slab/	12/17/2020	
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	1) Longitudinal crack at centerline & center of west bound lane/ crack seal.	12/17/2020	
670-5.54	RUSSELL ROAD			
670-6.61	RUSSELL ROAD	1) Stringer 2A (facial span #2) is rotted out at abutment/ Replace with recycled timber girders.	12/18/2020	
670-10.10	RUSSELL ROAD	Outside girders 1A & 2A have rot at bearing at center pier/ Monitor.	12/19/2020	
400-4.02	SAGEHILL ROAD 2			
400-6.96	SAGEHILL ROAD 3	1) Monitor soffit spalls and delamination for potential throgh spalls. 2) Add riprap at the base of the northwest wingwall to prevent approach roadway fill loss. 3) Raise the southeast object marker.	12/15/2021	
400-8.43	SAGEHILL ROAD 4	1) Replace southeast approach guardrail end treatment. 2) Monitor delamination in girder webs and coat primary reinforcing steel with zinc rich paint.	12/12/2021	
400-9.03	SAGEHILL ROAD 5	1) Northwest approach guardrail has been impacted with 5 ea. posts compromised / Replace posts. 2) Southwest approach guardrail is missing a post/ Replace post. 3)Girder 2A exterior web exhibits 4' Lx 3.5" W x 4" H delamination & spall due to reinforcing steel corrosion at mid span /Remove delaminated concrete from girder 2A & coat exposed reinforcement with zinc rich paint.	12/13/2021	
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	Multiple longitudinal cracks mid-span on tub girder/ monitor.	12/21/2020	
307-5.18	SCOOTENEY ROAD	Northwest approach guardrail post is missing timber block./ Replace	11/14/2020	
906-8.79	SELPH LANDING ROAD			
218-0.98	SETTLER ROAD	1) Girders 1A & 1M are weathered, exhibits triangular area of rot above the west bearing area/ Monitor west end of girders A & M for rot progression and crushing.	12/14/2021	
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) Resecure the south bridge rail & consider upgrading rail system to current safety standards.	1/30/2012 ---------- 12/6/2017 ---------- 12/15/2021	
690-3.92	SHEFFIELD ROAD	1) Reseal cracks at transitions and over piers with mastic/rubberized tar. 2) Wingwall bracing piles at all four corners are leaning toward the canal/ Replace or tie-back wingwall bracing piles.	12/15/2021	
690-4.63	SHEFFIELD ROAD			
690-8.45	SHEFFIELD ROAD	1) NW timber retaining wall exhibits decay resulting in fill loss between planks/ Fasten a cover plate over hole in the NW wingwall. 2) Reattach the disconnected rail plank at the SW corner. Consider upgrading rail system to current safety standards.	12/17/2021	
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	

FRANKLIN COUNTY
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BRIDGE REPAIR LIST 2021

(104 each structures)

BRIDGE #	BRIDGE NAME	DEFICIENCY / RECOMMENDED REPAIR	NOTED	COMPLETED
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 1) North abutment is leaning slightly inward/ Monitor rotation of the north abutment for growth. 2) BST is pulling apart at the southeast corner of timber structure/ Repair approach roadway settlement at the SE corner. 3) Install rail system for structure and approaches.	12/9/2019 --- 12/17/2021	
705-9.85	SNAKE RIVER ROAD	Minor erosion at bridge deck corners/ Fill with suitable material.	12/14/2020	
222-0.98	SOHM ROAD	Asphalt surfacing is cracked along approach deck joints/ Crack seal. 3 of 4 each object markers are damaged/ Replace.	12/25/2020	
903-3.46	TAYLOR FLATS ROAD	Narrow steel beam / concrete deck structure replaced with 40ft wide prestressed concrete bulb-T girder structure. 1) Install object markers at all four corners of the bridge. 2) Debris accumulation along deck shoulders / sweep deck shoulders.	1/22/2019 --- 12/12/2021	5/31/2019
903-11.83	TAYLOR FLATS ROAD			
903-12.44	TAYLOR FLATS ROAD	Minor erosion NW side of abutment #2/ Fill with suitable material.	12/19/2020	
886-2.74	VINEYARD ROAD, EAST	1) N abutment footing is exposed up to 5" high for 10' in length at the center of the bridge / Add riprap in front of N abutment footing. 2) Sediment has built up in front of S abutment and west end of pier / Continue to monitor & contact South Columbia Irrig. District. 2) Notify Utility owner of broken utility conduit at the west side. 3) Install advanced warning load posting signs at intersections of Phend Rd & Vineyard Dr. and Edwards Rd. & E Vineyard Dr.	12/12/2021	
886-4.44	VINEYARD ROAD, EAST	1) Replace the split and rotten timber rail posts and consider upgrading rail to current safety standards. 2) 29' long undermining at center of S abutment / Repair undermining with concrete and add riprap to armor against future scour. 3) Install advance load posting sign at the intersection of Phend & Vineyard Dr. 4) Section of rotted laminated timber 2"x 4" deck at the SW corner/ Replace with 4" x 4" x 4' (5 ea.).	12/12/2021	
279-5.13	WADSWORTH			
405-0.19	WAHLUKE ROAD, NORTH			
225-1.75	WAREHOUSE ROAD	1) Install a load posting sign at the intersection of Settler RD. and Warehouse RD. 2) Girder 1M exhibits advance decay with 1.5" shell like condition from south abutment to midspan/ Replace girder 1M	12/14/2021	
226-0.29	WAREHOUSE LANE	Sweep deck & possibly needs BST at both ends of bridge (50ft) to prevent future damage to deck from loose gravel.	12/14/2021	
295-0.33	WILDER ROAD	SE deck planks are exposed about 10SF (exposed first plank is damaged)/ Repair first plank and cover with suitable material.	10/18/2020	