

FERRY COUNTY
RESOLUTION No. 2014 - 25

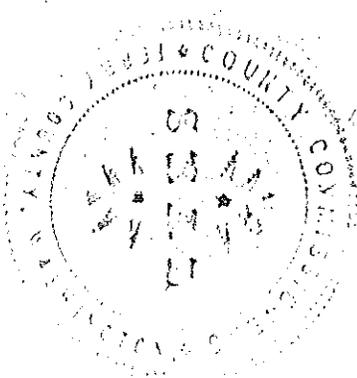
BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FERRY COUNTY,
WASHINGTON:

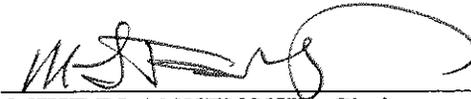
IT IS HEREBY RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

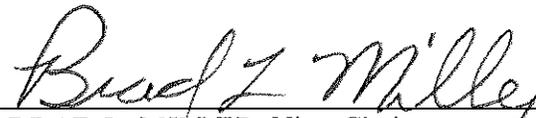
To adopt the 2015 to 2020 Six Year Transportation Improvement Program.
The project priority programming arrays and the Engineer's Report on bridges were
available during preparation of the Six Year Transportation Improvement Program.

ADOPTED this 6th day of October, 2014

FERRY COUNTY BOARD OF COMMISSIONERS
FERRY COUNTY, WASHINGTON

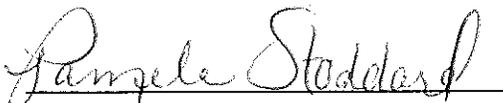



MIKE BLANKENSHIP, Chairman

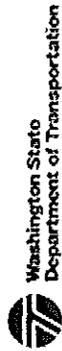

BRAD L. MILLER, Vice-Chair


BRIAN DANSEL, Member

Attest:


Pamela Stoddard
Clerk of the Board

EX-15



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.
County: Ferry
MPO/RTPO: NEW RTPO

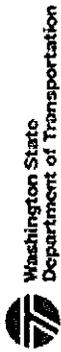
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Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	1	7/L102(012) Bridge Creek Lakes East, BST Bridge Creek #00020 20.4 to 28.0 This project will consist of all work relating to the construction of a Bituminous Surface Treatment with pre-level and patching between M.P. 20.4 and 28.0. Work will also include all activities associated with preliminary engineering, construction engineering, and project management.	FERCO 38	09/10/12	09/17/12	03/19/13	2013-25	05	P T	7.610	DCE	No

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code		State Fund Code	State Funds	Local Funds	Total Funds
			STP(R)	STP(F)				
S	PE	2015	7,000			0	945	7,945
S	CN	2015	481,476			0	75,144	556,620
			Totals			0	76,089	564,565

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase						
PE		7,945	0	0	0	0
CN		556,620	0	0	0	0
Totals		564,565	0	0	0	0



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.

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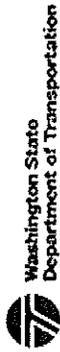
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Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	31 / U101(004)	West Curlew Lake Culvert Replacement West Curlew Lake Road #2030 8.00 to 8.05 This project will consist of all work relating to the replacement of an existing inadequate culvert with a bottomless arch that will meet the runoff requirements, and enhance fish passage. Work will also include all activities associated with preliminary engineering, construction engineering, and project management.	FERCO 17	09/10/12	09/17/12	03/18/13	2013-25	44	T	0.050	DCE	No

Funding	Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
	S	PE	2015	STP(R)	17,300		0	2,700	20,000
	S	CN	2015	STP(R)	123,280		0	19,240	142,520
				Totals	140,580		0	21,940	162,520

Expenditure Schedule	Phase	Year				
		1st	2nd	3rd	4th	5th & 6th
	PE	17,300	0	0	0	0
	CN	142,520	0	0	0	0
	Totals	159,820	0	0	0	0



Six Year Transportation Improvement Program From 2015 to 2020

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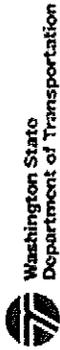
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Y Outside

Functional Class	07	Priority Number	5	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
				Inchelium HWY Reconstruct Inchelium HWY #00030 21.81 to 23.45 Design and reconstruction of 1.64 miles of roadway to include, cement treated base, asphalt paving bituminous surface treatment, as well as roadside guide post, signage and guardrail as needed.	FERCO 2	09/10/12	09/17/12		2012-29	04	C O P S T W	1.640 EA		No

Funding		Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
		P	PE	2015		0	CRAB	165,000	16,500	181,500
		P	CN	2016		0	CRAB	1,653,182	165,318	1,818,500
					Totals	0		1,818,182	181,818	2,000,000

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase						
PE	181,500	0	0	0	0	0
CN	0	1,818,500	0	0	0	0
Totals	181,500	1,818,500	0	0	0	0



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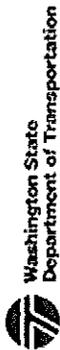
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Y Outside

Functional Class	07	Priority Number	7	B. STIP ID		Hearing	09/10/12	Adopted	09/17/12	Amendment	03/18/13	Resolution No.	2013-25	Improvement Type	04	Utility Codes	P T	Total Length	3,000	CE	Environmental Type		RW Required	No
				G. Structure ID	FERCO 4																			
				F. Project Description	<p>Boulder Creek West Sec 3 Boulder Creek #06020 5.25 to 8.25</p> <p>This project will consist of all work relating to the reconstruction of approximately 3 miles of roadway: to include; repair or replacement of drainage structures, in place asphalt recycling, roadway widening as needed, haul and place CSTC as needed, cement treated base, HMA paving, paint stripe, and installation, adjustment or repair of guard rail, as needed. Work will also include all activities associated with preliminary engineering, construction engineering, and project management.</p>																			

Funding									
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	Total Funds
S	PE	2015	STP(R)	167,702		0	26,173	193,875	193,875
S	CN	2015	STP(R)	1,482,567		0	231,383	1,713,950	1,713,950
			Totals	1,650,269		0	257,556	1,907,825	1,907,825

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	193,875	0	0	0	0
CN	1,713,950	0	0	0	0
Totals	1,907,825	0	0	0	0



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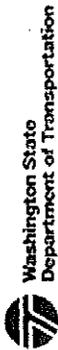
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08	9	Silver Creek BST Section 1 Silver Creek #00670 0.00 to 3.44 Various improvements to include, patching, pre leveling and bituminous surface treatment.	FERCO 21A	09/10/12	09/17/12		2012-29	05	T	3.440	ICE	No

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0	CRAB	18,000	2,000	20,000
				0		18,000	2,000	20,000

Expenditure Schedule	Phase	1st	2nd	3rd	4th	5th & 6th
PE		0	20,000	0	0	0
		0	20,000	0	0	0



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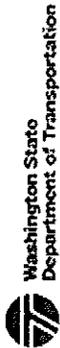
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	Kiwanis Road Resurface Kiwanis Road #05370 1.00 to 2.08 Various improvements to include, patching, pre leveling and bituminous surface treatment.	FERCO 22	09/10/12	09/17/12		2012-29	05	P T	1,080	CE	No

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2015		0		0	2,500	2,500
P	CN	2015		0		0	35,500	35,500
			Totals	0		0	38,000	38,000

Expenditure Schedule	Phase	Fiscal Year			
		1st	2nd	3rd	4th
PE		2,500	0	0	0
CN		35,000	0	0	0
Totals		37,500	0	0	0



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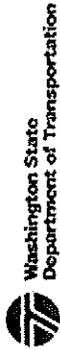
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Y Outside

Functional Class	07	Priority Number	13 / W102(001)	B. STIP ID	FERCO 15	Hearing	09/10/12	Adopted	03/18/13	Amendment	2013-25	Resolution No.	04	Improvement Type	T	Utility Codes		Total Length	9,580 EA	Environmental Type		RW Required	No
A. PIN/Project No.				C. Project Title				D. Road Name or Number				E. Begin & End Termini				F. Project Description							
				Kettle River Road HMA Overlay				Kettle River Road #5010				0.00 to 9.58				This project will consist of all work relating to the construction of a .25' HMA overlay with pre-level between M.P. 0 and 9.58, and all associated guardrail adjustment and repair as needed. Work will also include all activities associated with preliminary engineering, construction engineering, and project management.							

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2016	STP(R)	86,500		0	13,500	100,000
P	CN	2018	STP(R)	3,382,596		0	527,920	3,910,516
Totals				3,469,096		0	541,420	4,010,516

Expenditure Schedule	1st	2nd	3rd	4th	5th & 6th
Phase					
PE	0	50,000		0	0
CN	0	0		3,910,516	0
Totals	0	50,000	50,000	3,910,516	0



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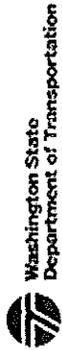
N Inside

Y Outside

Functional Class	09	Priority Number	15	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
				Woods Road Reconstruction Woods Road #02710 0.00 to 0.36 Widen roadway prism as needed and apply new gravel road surface material the entire length of project.	FERCO 33	09/10/12	09/17/12		2012-29	04	P T	0.360		No

Funding									
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	Total Funds
P	PE	2015		0		0	2,500	2,500	2,500
Totals				0		0	2,500	2,500	2,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,500	0	0	0	0
Totals	2,500	0	0	0	0



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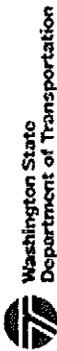
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Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	17	Golden Tiger Trail to Various trail improvements	FERCO 34	09/10/12	09/17/12		2012-29	44				No

Funding		Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2015			0		0	5,000	5,000
				Totals	0		0	5,000	5,000

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase	ALL	5,000	0	0	0	0
Totals		5,000	0	0	0	0



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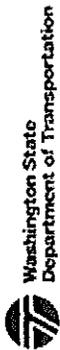
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Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08	19	Knob Hill, BST Knob Hill #01990 0.9 to 3.18 Various improvements to include, patching, pre leveling and bituminous surface treatment.	FERCO 25		09/17/12		2012-29	05	P T	2.800	EA	No

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE			0		0	0	2,500
				0		0	0	2,500

Expenditure Schedule	Phase	Totals			
		1st	2nd	3rd	4th
Phase		0	2,500	0	0
PE		0	2,500	0	0
Totals		0	2,500	0	0



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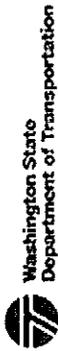
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Y Outside

Functional Class	08	Priority Number	21	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termimi F. Project Description	B. STIP ID G. Structure ID	Hearing	09/10/12	Adopted	09/17/12	Amendment	Resolution No.	2012-29	Improvement Type	05	Utility Codes	P T	Total Length	2,450 EA	Environmental Type		RW Required	No
				Old Kettle Falls Road Old Kettle Fall Road #2800 0.00 to 2.45 Design, plans and specifications, for all work relating to HMA overlay, and guardrail repair.	FERCO 16																	

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017		0		0	0	3,000
				Totals		0	0	3,000

Expenditure Schedule	Phase	1st	2nd	3rd	4th	5th & 6th	Totals
PE		0	0	3,000	0	0	3,000
		0	0	3,000	0	0	3,000



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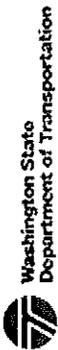
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Y Outside

Functional Class	07	Priority Number	23	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STP ID G. Structure ID	Hearing	10/06/14	Adopted	10/06/14	Amendment	2014-25	Improvement Type	04	Utility Codes	P T	Total Length	2,490 EA	Environmental Type		RW Required	No
				Manilla Creek Reconstruct 0.00 to 2.49 This project will consist of all work relating to the design of and construction of 2.49 miles of roadway to include; cement treated base, asphalt paving as well as road side guide post, signage and guardrail as needed. Work will also include all activities associated with preliminary engineering, construction engineering, and project management.	FERCO 46	10/06/14															

Funding		Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017			CRAB	0	CRAB	117,000	11,700	128,700
P	CN	2018			CRAB	0	CRAB	1,504,170	167,130	1,671,300
Totals						0		1,621,170	178,830	1,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	128,700	0	0
CN	0	0	0	1,671,300	0
Totals	0	0	128,700	1,671,300	0



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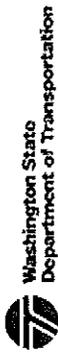
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Functional Class	08	Priority Number	25	B. STIP ID		Hearing	09/10/12	Adopted	09/17/12	Amendment		Resolution No.	2012-29	Improvement Type	04	Utility Codes	P T	Total Length	3,000	EA	Environmental Type		RW Required	No
				G. Structure ID	FERCO 25B																			
				A. PIN/Project No.																				
				C. Project Title																				
				D. Road Name or Number																				
				E. Begin & End Termini																				
				F. Project Description																				
					Customs Road Section 2																			
					Customs Road #05300																			
					3.00 to 6.00																			
					Work will consist of the design, and development plans and specification for reconstruction of roadway within the roadway prism and apply a two application Bituminous Surface Treatment.																			

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	10,000	10,000
				0		0	10,000	10,000

Expenditure Schedule	Phase	1st	2nd	3rd	4th	5th & 6th	Totals
Phase							
PE	0	0	0	0	0	10,000	10,000
Totals	0	0	0	0	0	10,000	10,000



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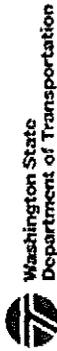
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Y Outside

Functional Class	08	Priority Number	27	B. STIP ID		Hearing	09/17/12	Adopted	09/17/12	Amendment		Resolution No.	2012-29	Improvement Type	04	Utility Codes	P T	Total Length	2.500 EA	Environmental Type		RW Required	No
				G. Structure ID	FERCO 25C																		
				<p>Customs Road Section 1 Customs Road #05300 0.50 to 3.00</p> <p>Work will consist of the design, and development plans and specification for reconstruction of roadway within the roadway prism and apply a two application Bituminous Surface Treatment.</p>																			

Funding		Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE			2020		0		0	10,000	10,000
Totals						0	0	0	10,000	10,000

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase	PE	0	0	0	0	10,000
Totals		0	0	0	0	10,000



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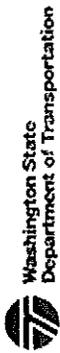
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Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08	29	Barrett Creek Trout Creek Intersection. Barrett Creek #02540 3.90 to 4.08 Design and development plans and specification for intersection realignment at Barrett Creek road and Trout Creek road.	FERCO 27	09/10/12	09/17/12		2012-29	21	P T	0.180	EA	No

Funding	Status	Phase	Phase Start Year (YYYY)	Federal Fund Code			State Fund Code		Local Funds		Total Funds	
				Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Local Funds	Total Funds		
P		PE	2020		0		0		10,000			10,000
				Totals			0		0			10,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	10,000
Totals	0	0	0	0	10,000



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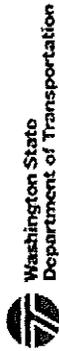
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminals F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	31	Lundimo Slide Lundimo Slide 1.80 to 1.81 Work will consist of the design and development of plans and specifications and construction, for the stabilization of roadway bed and slope.	FERCO 30	09/10/12	09/17/12		2012-29	04	T		EA	No

Funding		Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
Status	P	PE	2020		0		0	10,000	10,000
Totals					0	0	0	10,000	10,000

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase	PE	0	0	0	0	10,000
Totals		0	0	0	0	10,000



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.
 County: Ferry
 MPO/RTPO: NEW RTPO

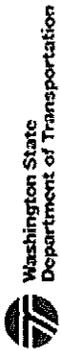
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	33	Paradise Cove Reconstruct Paradise Cove Road #06000 0.00 to 0.75 Work will consist of the design, and development plans and specification for reconstruction of roadway within the roadway prism and apply a two application Bituminous Surface Treatment.	FERCO 32	09/10/12	09/17/12		2012-29	04	P T	0.750	CE	No

Funding Status	Phase	Phase Start Year (YYYY)	Federal Fund Code		State Fund Code	State Funds	Local Funds	Total Funds
			Federal Funds	Totals				
P	PE	2020	0	0		0	2,500	2,500
			0	0		0	2,500	2,500

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase	PE	0	0	0	0	2,500
Totals		0	0	0	0	2,500



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.
County: Ferry

MPO/RTPO: NEW RTPO

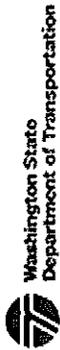
N Inside

Y Outside

Functional Class	09	Priority Number	35	B. STIP ID	FERCO 37	Hearing	09/10/12	Adopted	09/17/12	Amendment	Resolution No.	2012-29	Improvement Type	04	Utility Codes	P T	Total Length	12.700 EA	Environmental Type		RW Required	No
				G. Structure ID	FERCO 37																	
				A. PIN/Project No.																		
				C. Project Title																		
				D. Road Name or Number																		
				E. Begin & End Termini																		
				F. Project Description																		
				Hall Creek Improvements																		
				Hall Creek #0990																		
				0.00 to 12.70																		
				Design and development plans and specification, widen roadway prism as needed and apply new gravel road surface material the entire length of project, signage as needed.																		

Funding		Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
Status	Phase	2017		0		0	3,000	3,000
P	PE			0		0	3,000	3,000
		Totals		0		0	3,000	3,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	3,000	0	0
Totals	0	0	3,000	0	0



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.

County: Ferry

MPO/RTPO: NEW RTPO

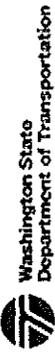
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	37	Bamber Creek Road Side Trail Bamber Creek #05230 0.00 to 0.66 Develop a roadside trail	FERCO46	10/06/14	10/06/14		2014-25	44	P T W	0.660	EA	No

Funding		Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE			2016	Discretionary	13,154		0	2,053	15,207
Totals						13,154		0	2,053	15,207

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase	PE	0	15,207	0	0	0
Totals		0	15,207	0	0	0



Six Year Transportation Improvement Program From 2015 to 2020

Agency: Ferry Co.
County: Ferry
MPO/RTPO: NEW RTPO

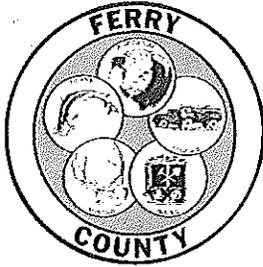
N Inside

Y Outside

Functional Class	00	Priority Number	39	A. PIN/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	G. Structure ID FERCO 42	Hearing	09/10/12	Adopted	09/17/12	Amendment	Resolution No.	2012-29	Improvement Type	40	Utility Codes	Total Length	Environmental Type	RW Required	No
				Miscellaneous bridge repairs															
				to															
				Work will consist of miscellaneous bridge repairs from painting, armoring for protection of approaches, and repairs of areas of spalling.															

Funding	Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019			0		0	7,500	7,500
				Totals	0		0	7,500	7,500

Expenditure Schedule	1st	2nd	3rd	4th	5th & 6th
Phase	0	0	0	0	7,500
PE	0	0	0	0	7,500
Totals	0	0	0	0	7,500



FERRY COUNTY
DEPARTMENT OF PUBLIC WORKS
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(509) 775-5225, FAX: (509) 775-5226

TROY REYNOLDS, DIRECTOR
ROBERT BRESHEARS P.E., COUNTY ENGINEER

MEMORANDUM

To: Board of County Commissioners
Subject: Annual Bridge Inspections
From: Robert Breshears, P.E., County Engineer
Date: July 15, 2014 *R.B.*

I. INTRODUCTION

WAC 136-20-060, as administered by the County Road Administration Board (CRAB), requires that each county engineer furnish the county legislative authority with a written resume of the findings of the bridge inspection effort. This resume shall be made available to said authority and shall be consulted during the preparation of the proposed six-year transportation program revision. The resume 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 the county engineer's report with respect to deficient bridges was available to said authority during the preparation of the program.

II. EXECUTIVE SUMMARY/DISCUSSION

The annual bridge inspections for Ferry County were completed on a portion of the County's bridge inventory in June, 2014 per the requirements of the FHWA National Bridge Inspection Standards (NBIS) and WAC 136-20-020. Ferry County currently maintains an inventory of twenty-eight bridges on county roads, five of these bridges are shared with Stevens County, and Stevens County inspects those. Ferry County inspects the remaining bridges on a twenty-four month schedule per FHWA requirements, twelve in one year and twelve in a succeeding year to minimize the time spent annually. The only bridge inspected on an annual basis is the Curlew Bridge due to the weight restrictions required as a result of its current load rating. A majority of the bridges are in good condition. Currently most of the bridges to be inspected are scheduled in June, which coincides with significant flow through these structures, making it difficult to visually inspect the foundations. Ferry County is beginning the process of advancing routine inspections due in 2015 to late August or early September, during low water conditions to facilitate the routine inspections of the various foundations and abutments.

The following sections provide a more comprehensive discussion of the requirements of National Bridge Inspection Standards (NBIS) and specifics in regard to *Ferry County's bridge inspection program and related activities*, along with attached tables identifying the deficient bridges within the County system.

III. BRIDGE INSPECTIONS*

The Federal Highway Administration (FHWA) has set the national standards for the proper safety inspection and evaluation of bridges in a document called the National Bridge Inspection Standards (NBIS). These standards are located in the Code of Federal Regulations, Title 23 Highways Part 650, Subpart C.

The primary objective of the Federal Highway Bridge Program (HBP) is to ensure public safety through inspection, rehabilitation, and replacement of bridges that meet the requirements for inclusion in the National Bridge Inventory (NBI) as defined by the National Bridge Inspection Standards (NBIS).

A methodical Bridge Inspection Program is required for agencies that want to qualify for HBP funds.

Each structure in the National Bridge Inventory (NBI) shall receive a routine inspection at intervals not to exceed 24 months except as provided in the NBIS.

Bridge owners are required to maintain a complete and current official bridge file for each structure included in the NBI. This file is to be maintained throughout the life of the bridge.

Agencies must identify bridges requiring special attention and must keep these Master Lists with the official bridge files. Lists of bridges that require special inspections such as, Fracture Critical Member Inspections, Underwater Inspections, and Complex Bridge Inspections or are singled out for deficiencies such as Load Posting or having been determined Scour Critical should be included on Master Lists. Additionally, each local agency is required to maintain a current file on each member of the Inspection staff detailing their experience and training.

Inspection Types and Reporting

A number of different types of inspections have been developed to address specific needs. This section will identify and describe the inspection types used by both the state and local agencies. Following is a summary description of the commonly used inspection types.

Routine (A) – Routine Inspections are regularly scheduled inspections consisting of observations, measurements, or both, needed to determine the physical and functional condition of the bridge, to identify any changes from “Initial” or previously recorded conditions, and to ensure that the structure continues to satisfy present service requirements.

Fracture Critical (B) – Fracture-critical members or member components (FCMs) are steel tension members or steel tension components of members whose failure would be expected to result in a partial or full collapse of the bridge.

In-Depth (C) – An In-Depth Inspection is a close-up, hands-on inspection of one or more members above or below the water level to identify any deficiencies not readily detectable using Routine Inspection procedures.

Interim (D) – An interim inspection type in Washington State is referred to as a Special Inspection according to the MBE. This type of inspection is scheduled to monitor a known or suspected deficiency, such as foundation settlement, scour or significant member deterioration.

Damage (E) – A Damage Inspection is an unscheduled one-time inspection to assess structural damage resulting from environmental factors or human actions.

Underwater (F) – An Underwater Inspection is the combined effort of soundings to locate the channel bottom, probing to locate deterioration of substructure and undermining, diving to visually inspect and measure bridge components, or some combination thereof.

Equipment (G) – If portions of the bridge during a Routine Inspection cannot be given close or adequate inspection from the ground (the bridge crosses a deep ravine, for example) or from the shore (the bridge crosses a wide body of water), then an Equipment Inspection may be utilized to supplement the inspection by using specialized access equipment such as a boat or an under bridge inspection truck (UBIT) on an extended frequency as determined by the agency.

Special Feature (H) – Structures with Special Feature Inspections in Washington State are considered Complex bridges according to the NBIS. This inspection type is used for structures with unique design or construction such as movable bridges, floating bridges, suspension and cable-stayed bridges and ferry terminals.

Safety (I) – This inspection type is utilized for structures crossing over public highways which could impact public safety, but are not reported to the NBI. These include railroads, pedestrian bridges, utility bridges, highway lids and tunnels.

Short Span (J) – This inspection type is used for bridges/culverts that have an opening of 20 feet or less.

Two Man UBIT (K) – This inspection type is used when the UBIT, its driver and the UBIT operator are supplied by the BPO, but the responsibility for the inspection and reporting resides with the client agency.

Informational (L) – This report type is used as a means to add notes or to attach files or photos to a report between scheduled inspections.

Unusual Circumstances – Depending on the inspection type, bridges submitted to the NBI have regular inspection intervals that must adhere to the intervals as defined within the NBIS. When a bridge is inspected late, the agency must document a justifiable cause that pushed the inspection beyond the required interval.

Highways and Local Programs (H&LP) provides support and services to local agency bridge inspection programs. In particular, H&LP provides training, manages the inspector certification program, and manages many aspects of the local agency bridge inventory data. The WSDOT Local Agency Bridge Engineer functions as a delegated program manager for all local agency bridges.

As mentioned above, local agencies have a wide variety of bridge inspection programs, which generally fall into the following categories:

- Local agencies with a delegated program manager and bridge inspection staff working directly for him/her.
- Local agencies without a delegated program manager but with bridge inspection staff.
- Local agencies without a bridge inspection program. These agencies, usually smaller and mid-sized cities, generally have agreements with other agencies, usually the surrounding county, to inspect and manage their bridges.

The bridge inspection organization, and the various programs within it, are staffed by individuals who have defined roles and responsibilities described as follows.

A. Statewide Program Manager (SPM)

The Statewide Program Manager is the individual in Washington State who leads the bridge inspection organization. This position is held by the Bridge Preservation Engineer, who must ensure that the organization fulfills its NBIS responsibilities.

B. Delegated Program Manager (DPM)

A delegated program manager assumes some functions for the program manager for the selected subset of bridges under his or her direct control.

C. Team Leader (TL)

A team leader is in charge of an inspection team and responsible for planning, preparing, and performing the field inspection of bridges. The team leader also makes repair recommendations and is responsible for initiating the critical damage procedures including full bridge closure if deemed necessary.

D. Assistant Inspector

An assistant inspector may accompany the team leader during field bridge inspections. Typical duties include helping to organize bridge inspection trips, taking measurements, compiling notes, and taking photographs. When assistant inspectors also fully participate in the inspection process and prepare inspection reports under the direct supervision of a team leader, this work provides qualifying experience towards certification as a team leader.

E. Load Rating Engineer (LRE)

A load rating engineer manages all aspects of maintaining current and accurate load ratings for bridges he/she is responsible for.

F. Underwater Bridge Inspection Diver (UBID)

To qualify as an underwater bridge inspection diver, the individual must meet, at a minimum, the underwater bridge inspection diver requirements as described in the NBIS.

The **Team Leader** is the individual in charge of an inspection team and is responsible for planning, preparing, and performing bridge inspections. The Team Leader is required to be onsite for all condition inspection activities on NBI bridges, and is responsible for inspection reporting and for accurate inventory coding. Qualified Team Leaders are certified by WSDOT and are issued an inspector identification number.

Noncertified bridge inspectors are not allowed to submit bridge inspection data for NBI bridges to the Local Agency Bridge Inventory.

Minimum Qualifications for Team Leader are:

- Qualified Program Manager
- Or, 60 months of bridge inspection experience and successful completion of FHWA approved Comprehensive Bridge Inspection Training Course (2 week training)
- Or, Certified Level III or IV NICET bridge safety inspector and successful completion of FHWA approved Comprehensive Bridge Inspection Training Course
- Or, BS degree in engineering, and successfully passed EIT, and 24 months Bridge Inspection experience, and successful completion of FHWA approved Comprehensive Bridge Inspection Training Course
- Or, Associates degree in engineering, and 48 months bridge inspection experience, and successful completion of FHWA approved Comprehensive Bridge Inspection Training Course

Additionally, each local agency is required to maintain a current file on each member of the Inspection staff detailing their experience and training.

Continued Certification of Bridge Inspection Personnel – Each Program Manager and Team Leader must participate in a 40 hour continuing education program to maintain certification. This program requires the following during a five-year period:

- 40 hours of bridge related training including WSDOT sponsored bridge training, bridge conferences, and other NHI Bridge Training courses.
- An approved Bridge Inspector Refresher Training course.
- Field evaluation performed by WSDOT H&LP during QA reviews.

Ferry County's Bridge Inspection Program currently consists of a single certified bridge inspector, acting as the team leader, and two assistant inspectors. Ferry County currently has twenty-eight bridges on system. Five are shared with Stevens County, and Stevens County inspects those. Most of the bridges are in good condition. Two of the remaining twenty-three bridges require Fracture Critical inspections, (Toroda Bridge and Curlew Bridge), which are performed by a consultant. In addition, several of the remaining bridges require use of an under bridge inspection truck/trailer (UBIT) during alternate routine inspections for close-up inspection of the superstructure.

A listing of the results of the June 2014 Bridge Inspections is attached. In addition to those bridges listed Ferry County Public Works will be adjusting inspection dates to coincide with lower water levels in the creeks and rivers by performing routine inspections 9 or 10 months early to reset the clock and be able to perform better in-depth routine inspections.

FHWA has a Stewardship Agreement with Washington State to submit NBI data on April 1 and October 1 each year. Federal law under 23 CFR Part 500 provides an option for state agencies to maintain a Bridge Management System (BMS), with the incentive that federal funding can be used with more flexibility. Washington State has chosen to implement a BMS and integrally incorporate it into the state inventory for bridges managed under the WSDOT bridge program. In addition, Washington State maintains an inventory to meet WAC 136-20-020, which requires that each county maintain an inventory of bridges in the state inventory. The Washington State Bridge Inventory System (WSBIS) is maintained to meet these federal and state laws and regulations. The WSBIS is also maintained to meet the WSDOT mission statement with respect to operating the state bridge structures, and provides a means for local agencies to do the same.

In Washington State, there are currently two separate databases which hold bridge information, one mostly holding state owned structures (BPO database) and a second mostly holding local agency owned structures (HLP database). A third database (the Bridge Reporting Database) draws data from these two databases and is the source for data reported to FHWA. This third BRD database is maintained by the WSDOT Office of Information Technology (OIT). The Washington State Bridge Inventory System (WSBIS) consists of the data held in the BRD.

The correctness of the bridge information stored in WSBIS is the responsibility of the owner agency. Maintaining the databases' is the responsibility of the WSDOT Bridge Preservation Office (BPO) for State owned bridges and WSDOT Highways and Local Programs (H&LP) for local agency owned bridges. BPO and H&LP each maintain a version of BridgeWorks to be used by bridge program personnel to enter inspection data, correct inventory information, attached files and photos, and submit updated information to the WSBIS.

The Local Agency bridge owner is responsible for the accuracy of all of their bridge data. It is ultimately the owner's responsibility to ensure that all inspection data is correctly entered into the Local Agency Bridge Inventory. The Local Agency Bridge Inventory is the only valid source of Local Agency bridge data used to populate the overall bridge inventory managed by WSDOT OIT. Failure to enter updated inspection data in the Local Agency Bridge Inventory will cause the inspection data to be omitted from the overall bridge inventory and omitted from subsequent submittals to the NBI.

Bridge owners are required to maintain a complete and current official bridge file for each structure included in the NBI. This file is to be maintained throughout the life of the bridge.

IV. DEFICIENT BRIDGES*

FHWA has developed calculations based on the evaluation of various features of the inspected structure to display as a single figure by which the condition of the structure can be determined. This figure is referred to as the Sufficiency Rating. The sufficiency rating is a numeric value which 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. The sufficiency rating is generated automatically in WSBIS (BridgeWorks), or by hand calculation using the Sufficiency Rating Worksheet.

There are two types of deficient bridges — structurally deficient (SD) and functionally obsolete (FO). A structurally deficient bridge, as defined by the FHWA, is one whose condition or design has impacted its ability to adequately carry its intended traffic loads. A functionally obsolete (FO) bridge is one in which the deck geometry, load carrying capacity, clearance, or approach roadway alignment has reduced its ability to adequately meet the traffic needs below accepted design standards. Those bridges meeting the criteria for both SD and FO are only considered SD, the structural deficiency overrides the functional obsolescence and the bridge will be considered in the SD classification.

In general, the lower the sufficiency rating, the higher the priority of the structure, to qualify for replacement, a bridge must have a sufficiency rating of less than 50.0 and be structurally deficient or functionally obsolete. To be eligible for rehabilitation, a bridge must have a SR of 80.0 or less and be structurally deficient or functionally obsolete. In addition, the bridges must be greater than ten years old.

Ferry County has few deficient bridges in the county and all are currently classified as FO (functionally obsolete) apparently due to either deck geometry, alignment issues or narrow widths. See attached worksheet for details.

V. POSTED BRIDGES*

Bridge load ratings can be calculated by using **working stress, load and resistance factor, and/or load factor** methods. In the past, load ratings were completed using **working stress and load factor** methods. Today, load ratings in Washington State are to be performed as follows:

- In order to evaluate the need for load posting, two methods are used to calculate the maximum allowable load for the three AASHTO legal trucks (Types 3, 3S2, and 3-3) and (optional) overload vehicles:
- The **load and resistance factor** method is used for steel and concrete bridge spans.
- The **working stress** method is used for timber bridge spans.

The NBIS require the posting of load limits on a bridge, if a legal load configuration exceeds the Operating Rating for that bridge. Bridges not capable of carrying a minimum gross live load of three tons must be closed.

Washington State uses six trucks to check the capacity levels, but only four are mandated. The first three trucks are AASHTO Type 3, Type 3S2, and Type 3-3 and represent actual legal loads. The fourth truck, AASHTO HS-20, is a national standardized truck. This truck is intended to encompass the majority of loads to which a bridge might be subjected. There are also two overload vehicles used by the state which are optional. The overload vehicles are intended to encompass the typical vehicle which would be allowed to operate under special overload permit in Washington.

In November, 2013 FHWA issued a memorandum addressing Specialized hauling Vehicles (SHV) and requiring that all structures with their shortest span less than 200 feet in length should have their load ratings revised to include the SHV criteria after their next NBIS inspection, but no later than December 31, 2017.

Currently the only Ferry County bridge requiring weight limit restrictions is the Curlew Bridge No. 2 between the town of Curlew and State Highway 21. The resolution restricting the loads on this bridge is attached.

All of Ferry County's bridges will be required to meet the December 31, 2017 deadline for revised load ratings to include Specialized Hauling Vehicles (SHV).

VI. SCOUR EVALUATION

All bridges spanning waterways are required by the NBIS to have a scour evaluation. A scour evaluation is done to identify the susceptibility to erosion of streambed material and the degree of foundation element stability. The evaluation should include as-built foundation details, current condition of the foundation, a stream bed cross section profile, and stream flow rates. Scour evaluations are site specific and additional information may be required to do an accurate analysis.

Upon determining that a bridge is scour critical, the agency needs to develop a written plan of action (POA) to monitor, mitigate, or close the bridge. Monitoring the structural performance of the bridge during and after flood events is particularly important.

Each of Ferry County's bridges susceptibility to scour damage must be determined to be either:

1. Stable for calculated scour conditions (scour code 8, 7, 5, 4).
2. Scour critical (scour code 3, 2, 1, 0).
3. Scour risk cannot be determined due to unknown foundations (scour code 6).

The results of the scour evaluation are to be recorded by the engineer in the Scour Summary Sheet and to be placed in the scour files. Upon completion of all scour evaluations, there should not be any bridges with a code "6." The completed scour evaluations, information required to do the evaluation, and the best mitigation option for the bridge in question are to be incorporated into the permanent bridge file.

All scour critical bridges should receive soundings at least every 24 months.

Currently, the only Ferry County bridge that has been evaluated (2003) to be scour critical is the Lundimo Meadows Bridge No. 18, Structure ID No. 08170800, located at milepost 0.71 of the Lundimo Meadows Road No. 05700 just off of State Route 21, south of Curlew. Riprap has been placed to protect the abutments and has stabilized the channel over the past few inspections. Scour coding should be re-evaluated based on current conditions.

VII. EMERGENCY REPAIRS & INSPECTIONS*

Recommendations for repairs resulting from bridge inspections range from preventive maintenance that will preserve the life of the structure from more rapid deterioration, to routine repairs that correct minor problems, to critical repairs that must be undertaken immediately to restore service or safeguard the public. The ability to identify and track bridge repair needs and to follow the status of repairs is a vital element of a quality bridge management program.

The Bridge Damage Report (BDR) form (copy attached) was developed by the state to assist in documenting and tracking critical structural and safety related deficiencies on damaged structures. When filling out the BDR form, team leaders shall check the appropriate box in the upper right corner of the form. Depending on the level of damage or deficiencies found, the team leader has the following three options to choose from, all of which are briefly described below.

1. **ALERT** – When damage to the structure does not require bridge or lane closures, or postings on the bridge, the team leader should select the ALERT option. The state utilizes the ALERT option to internally track and document damage to a structure over time.
2. **CRITICAL DAMAGE BRIDGE REPAIR REPORT (CDBRR)** – When a bridge inspection identifies a significant structural problem requiring an emergency load restriction, lane closure, bridge closure, or if a bridge has failed, a Critical Damage Bridge Repair Report (CDBRR) must be completed. The purpose of this option is to provide added visibility and attention to these critical repair recommendations and to ensure all recommendations are acted upon quickly and diligently.
3. **UPDATE** – The UPDATE option is primarily used to update a previously created CDBRR. As defined in the MBE, each bridge owner should establish a tracking system to ensure adequate follow up showing dates, actions taken, and current status of the structure.

Recommendations for repairs resulting from bridge inspections range from preventive maintenance that will preserve the life of the structure from more rapid deterioration, through routine repairs that correct minor problems, to critical repairs that must be undertaken immediately to restore service or safeguard the public. The ability to identify and track bridge repair needs and to follow the status of repairs is a vital element of a quality bridge management program.

Recommendations for repairs are forwarded to the Public Works Director or his designee and if routine in nature scheduled with the division foreman, if conditions require further evaluation they are brought to the attention of the County Engineer and Project Engineer to determine depth of further review and investigation prior to development of repair activities. Attached are copies of the current repair reports for Ferry County Bridges.

VIII. MAINTENANCE ACTIVITIES*

Routine maintenance and repair of bridges and small structures is critical to insuring that they remain safe and structurally sound. The routine inspections are performed to check that age and usage are not damaging the structure to the point that it is no longer safe to use, in addition to identifying any minor repairs required to keep the structure safe. When repairs or maintenance is identified during an inspection the information is passed on to the Public Works Director or his designee for action. The notification is followed up on to verify that the necessary repairs are made satisfactorily. During successive inspections the repairs are monitored to make sure that the repairs were successful and they were not a symptom of a larger problem.

Ferry County does not have a dedicated bridge crew due to the fact that we have but 23 bridges and the majority is in good condition. Minor repairs are handled by the division crew where the bridge is located unless specific repairs require a particular skill only found in another division.

IX. COMPLETED PROJECTS*

No bridge projects have been initiated or completed since the last report.

X. CURRENT PROJECTS*

There are no bridge repair, replacement or rehabilitation projects currently active.

XI. PROGRAMMED PROJECTS*

Currently Ferry County is proposing to use STP Regional funds to perform upgrades to bridge approach rails as well as upgrading the bridge rails on selected Ferry County bridges.

XII. RECOMMENDED PROJECTS*

There are no bridge projects currently recommended for Ferry County

Attachments:

Bridge Inspections Results 2014

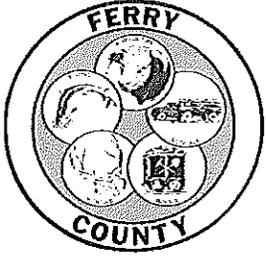
Deficient Bridge List

Weight Restricted Bridges List

Scour Critical Bridge List

Plan of Action for Lundimo Meadows Bridge No. 18

Bridge Repair Reports



FERRY COUNTY
DEPARTMENT OF PUBLIC WORKS
350 E. DELAWARE #8 ° REPUBLIC, WA 99166
(509) 775-5225 ° FAX: (509) 775-5226

TROY REYNOLDS, DIRECTOR
ROBERT BRESHEARS, P.E., COUNTY ENGINEER

DATE: July 7, 2014
TO: Ferry County Board of Commissioners
Troy Reynolds, Director
FROM: Robert Breshears, P.E., Ferry County Engineer
SUBJECT: Annual Bridge Inspection Report

The annual bridge inspections were completed on half of the counties bridges on inventory in June 2014 per the requirements of the FHWA National Bridge Inspection Standards (NBIS). Ferry County currently has twenty-eight bridges on system. Five are shared with Stevens County, and Stevens County inspects those. Most of the bridges are in adequate condition, listed below are some structures with minor problems.

The Curlew Bridge had spalling concrete under the beams seats on the approach span on the Curlew side approach; Public Works worked with a consultant to develop a permanent solution to repair this situation and the Curlew crew has repaired the bridge in the fall of 2013.

A review of all bridge load ratings reveals that there is only one bridge in need of weight restrictions being imposed, as follows:

Curlew Bridge No. 2	Should be posted as follows:	AASHTO Type 3 Truck	18 Tons
		AASHTO Type 3S-2 Truck	23 Tons
		AASHTO Type 3-3 Truck	26 Tons

In order for the weight restrictions to be enforceable per RCW 36.75.270 the Board of County Commissioners has adopted a resolution identifying the structure and the weight limitations. In addition the appropriate signs have been posted for the structure and the Board's resolution was published in the official county paper and is posted on the Public Works website.

The Kiwanis Bridge, Adams Bridge and the Boulder Creek (Hodgson) Bridge all need painting. The painting of these bridges can be placed on hold, as it is not a serious concern at this time.

Several bridges have damaged approach rail not affecting the structural integrity of the bridge or non-existent railings needing replacement or repair. Public Works is in the process of putting together a project using Regional STP funds to upgrade the approach and bridge rail on many bridges county wide.

Sincerely

Robert Breshears P.E.
Ferry County Engineer

Deficient Bridges in Ferry County

SD = Structurally Deficient; FO = Functionally Obsolete																
Bridge No.	Structure ID	Bridge Name	NBIS Length	NBIS	Facility Carried	Over	Owner	Sufficiency Rating	SD or FO	Built / Rebuilt	Funding Eligibility	Deck Geometry	Safe Load	Alignment	Structural	Out to Out
1	8371000	Toroda Bridge	213.0	Y	Kettle River Rd	Kettle River	Ferry County	77.06	FO	1950	Rehab	2	5	6	6	21.5'
2	8166500	Curlew Bridge	202.0	Y	Ferry St, Curlew	Kettle River	Ferry County	49.51	FO	2006	N/A	2	1	3	5	18.5'
12	8374000	Upper Sherman Cr Br	44.0	Y	Inchellum-Kettle Falls Rd	Sherman Creek	Ferry County	63.89	FO	1958	Rehab	4	5	3	6	25.9'
17	8277700	West Silver Creek Br	147.0	Y	Silver Creek Rd	San Poi River	Ferry County	72.16	FO	1961	Rehab	5	5	3	6	26.0'
20	7973400	Boulder Creek Br	85.0	Y	Hodgson Price Rd	Boulder Creek	Ferry County	77.98	FO	1973	Rehab	7	5	3	6	16.5'
4	8571700	Danville Bridge	288.0	Y	East July Street, Danville	Kettle River	Ferry County	91.99	FO	1978	N/A	5	5	3	6	21.7'
26	8646100	Hall-4 Culvert	25.0	Y	Hall Creek Rd	Hall Creek	Ferry County	90.38	FO	1999	N/A	9	5	3	8	0.0'
<i>Weight Restricted Bridges in Ferry County</i>																
Bridge No.	Structure ID	Bridge Name	NBIS Length	NBIS	Facility Carried	Over	Owner	Type 3 - Tandem Axle	Type 352 - Tractor/Trailer							
2	8166500	Curlew Bridge	202.0	Y	Ferry St	Kettle River	Ferry County	13.8	23.3	26.4						
<i>Scour Critical Bridges in Ferry County</i>																
Bridge No.	Structure ID	Bridge Name	NBIS Length	NBIS	Facility Carried	Over	Owner	Scour Code:	POA in Place							
18	8170800	Lundimo Meadow Br	17.0	N	Lundimo Meadow Rd	Curlew Creek	Ferry County	3 - calculated unstable 2 - viewed unstable	No							

SCOUR CRITICAL BRIDGE - PLAN OF ACTION

Structure ID:	08170800	Bridge No.:	18	Bridge Name:	Lundimo Meadows Bridge
Division:	Curlew	Road No.:	05700	Mile Post:	0.71
Owner:	Ferry County	Last Inspection Date:	6/26/2012		
Waterway:	Curlew Creek	Bridge Length:	20'	Main Span:	20'
Year Built:	1974	Yr Rebuilt:	N/A	NBIS Length:	17'
				Approach Spans:	N/A

Foundations:	Spread Footing	Date POA Modified:	4/25/14
Subsurface Soil Information:	<input type="checkbox"/> Non-Cohesive <input checked="" type="checkbox"/> Cohesive <input type="checkbox"/> Rock	Modified By:	R. Breshears
Bridge ADT:	100	Year/ADT:	2008
		% Trucks:	10
Title: County Engineer			

Does the bridge provide service to emergency facilities and/or an evacuation route? Yes N/A

SCOUR VULNERABILITY

NBIS Coding:	Current:	Previous:	Comments:
Scour Code NBIS	3	3	Channel stable w/riprap
Substructure NBIS	5	5	
Channel Protection	7	7	
Waterway Adequacy	6	6	
Pier/Abutment Protection:	N	N	

Source of Scour Rating: Observed Assessment Calculated

Scour Evaluation Summary: The structure has improved riprap and appears to be stable, it should be monitored closely. Currently the abutments have rotated toward mid span while footing at abutment 2 is exposed for 8".

Because of past history and current condition recommend scour code of 3. Date of Eval: 4/5/2003

9 Note:

361 Note: The top of the footing at abutment two is exposed the full length due to scour. Scour depth is 8" on upstream edge and tappers to 0" on downstream edge. 2008 Notation.

677 Note:

680 Note:

Scour History: Bridge washed out in 1974, One abutment was replaced, Scour Code changed from 5 to 3 by 2003 routine

Inspection. 2000 Scour evaluation recommended scour code 3. 2003 scour evaluation also recommended scour code 3.

2006 routine inspection marked as Non-NBIS reportable (to not include this bridge in NBIS submittal).

Scour Critical Elements: Abutment 2 footing.

RECOMMENDED ACTION(S)

	Recommended	Implemented
a. Increased Inspection Frequency:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
a. Flood Monitoring Program:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B. Hydraulic/Structural Countermeasures:	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No

MONITORING PROGRAM

Regular Inspection Program w/ cross sections

 Items to Watch: Abutment vertical orientation

Increased Inspection Frequency of ___ Months w/ cross sections

 Items to Watch:

Underwater Inspection Program:

 Items to Watch:

Flood Monitoring Program Visual Inspection

Flood Monitoring required during event:

 Flood Monitoring Event defined by: (Check all that apply)

Discharge Stage

Elevation measured from _____

Flood warning system: Rainfall: 1 inches per 1 hour

 Frequency of Flood Monitoring: 1 hour 3 hours 6 hours other: Daily

Criteria for termination of flood monitoring: Flood waters receding

Post-flood monitoring required: No Yes within 5 Days Two weeks

Frequency of post-flood monitoring: Daily Weekly Monthly Other

Criteria for termination of post-flood monitoring: No changes/damage observed

Agency and Department responsible for monitoring: Ferry County Curlew Road Division

 Contact Person: Will Rowton Title: Division Foreman

 Contact Number: 509-799-4685 Email: Curlew@co.ferry.wa.us

SCOUR CRITICAL BRIDGE - PLAN OF ACTION (continued)

Structure ID: 08170800 Bridge No. 18 Bridge Name: Lundimo Meadows Bridge

COUNTERMEASURE RECOMMENDATIONS

Only Monitoring Required (See Section 6 and 10)
 Structural/hydraulic countermeasures considered:

	Estimated Costs: Minimal	Estimated Cost:
Priority Ranking:		
1)		
2)		
3)		
4)		

Basis for selection of preferred countermeasures:
 Unclear when riprap was placed to stabilize channel. Bridge is stable but is being monitored.

Countermeasure Implementation Project Type:
 Bridge Rehabilitation Waterway Rehabilitation Maintenance Project
 Road Rebuilding Project Bridge Replacement

Contact Person: Troy Reynolds Title: Public Works Director/Assistant Co. Engr.
 Target design completion date: N/A Email: pwwdir@co.ferry.wa.us
 Target construction completion date: N/A

Countermeasures already completed: Yes No Date: unknown

Countermeasures Installed: Heavy Loose Riprap in waterway protecting abutments.

BRIDGE CLOSURE PLAN

Scour monitoring criteria for consideration of bridge closure: Observed Structure movement/settlement

Water Surface Elevation reaches _____ Overtopping road or structure Other

Loss of Approach Road Embankment Movement of riprap/other armor protection

Agency and Department responsible for closure: Curlew Road Division in consultation w/Public Works Director

Closure Contact Name: Will Rowton Contact Number: 509-799-4685

Criteria for reopening the bridge: Repair of damage to bridge and/or re-inspection

Person responsible for reopening bridge after inspection: Troy Reynolds, Director
 Contact Number: 509-775-5225 Email: pwwdir@co.ferry.wa.us

DETOUR ROUTE

Detour Route description (route number, from/to, distance from bridge, etc):

Bridges on detour route:
 Traffic control equipment (detour signing and barriers) and location(s):

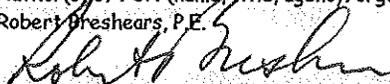
News release, other public notices (include authorized person(s), information to be provided and limitations):

ATTACHMENTS

- Attachment A: Subsurface/Soils Information
- Attachment B: Cross Sections from current and previous inspections
- Attachment C: Bridge Elevation showing existing streambed, foundation depth(s), and observed or calculated scour depths
- Attachment D: Plan view showing location of scour holes, debris, etc.
- Attachment E: Map showing detour route(s)
- Attachment F: Supporting documentation, calculations, estimates, and conceptual designs for scour countermeasures
- Attachment G: Photos
- Attachment H: Other Information:

RESPONSIBILITY FOR PLAN OF ACTION

Author(s) of POA (name, title, agency/organization, telephone, email) Date: 3/26/2014
 Robert Breshears, P.E. County Engineer pweng@co.ferry.wa.us

 Signature

Concurrences on POA (name, title, agency/organization, telephone, email) Date: 3/26/2014
 Troy Reynolds Director/Asst. Engr. pwwdir@co.ferry.wa.us

 Signature

POA to be updated every 48 months Date of next Update: 2018

FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Damage Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08166500	Bridge Number: 2	Mile Post: 0.02	Inspection Date: 9/17/2012	
Bridge Name: Curlew Bridge				Report Submitted Date:	
Inspector's Name: Robert Breshears		Lead Inspector's Cert # A1066	Co-Inspector's Name: Louis Miller		
Incident					
Incident Date: Ongoing	Time of Incident: N/A	Weather/Road Conditions: N/A	Check all that Apply ^(1 Requires CDBRR)		
			Bridge Closure ¹	<input type="checkbox"/>	
			Lane Closure ¹	<input type="checkbox"/>	
			Temporary Load Posting ¹	<input type="checkbox"/>	
			Other Restriction	<input type="checkbox"/>	
Reported By: Inspectors	Division: 50	Phone Number: 509-775-5225			
Fatalities: 0	Injuries: 0	Hazardous Materials: N/A			
Time/Date Reported: N/A	Description of Vehicles Involved: N/A				
Description of Incident: Damage has occurred over many years starting with the completion of the reconstruction Project. Approach span on east end of bridge was designed and constructed with both ends pinned, this created stresses in the east concrete abutment under each beam seat. These stresses have cracked and delaminated the concrete around the anchor bolts in addition to reducing the beam seat width.					
Description of the Facilities Damaged: The beam anchorage has been damaged by delamination and spalling of the concrete around the anchor bolts and reduction in the length of the beam seat under every approach span beam.					
Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken) Monitoring of damage during annual inspections, while development of repair methodology.					
Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting) Remove bolted anchorage at east abutment, rebuild and augment beam seats for approach span beams and replace bolted anchorage with neoprene bearing pads, brace beams at east ends to prevent twisting to replace bolted anchorage.					
POST REPAIR					
Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.) Remove bolted anchorage at east abutment, rebuild and augment beam seats for approach span beams and replace bolted anchorage with neoprene bearing pads, brace beams at east ends to prevent twisting to replace bolted anchorage. Work completed by Curlew road crew.					
Date of Completion: December 31, 2014	Submitted By (Print Name) Robert Breshears			Date Submitted: 4/16/2014	

FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08371000	Bridge Number: 1	Mile Post: 9.52	Inspection Date: 5/28/2014	
Bridge Name: Toroda				Report Submitted Date:	
Inspector's Name: ALP		Lead Inspector's Cert # G0507	Co-Inspector's Name: CEM		

INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ⁽¹⁾ Requires CDBRR		
			Bridge Closure ¹	<input type="checkbox"/>	
Reported By:		Division:	Phone Number:	Lane Closure ¹	<input type="checkbox"/>
				Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction <input type="checkbox"/>		

Time/Date Reported: _____ Description of Vehicles Involved: _____

Description of Incident: _____

Description of the Facilities Damaged: _____

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken) _____

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting) _____

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
12997	1	B	Grind out crack in tack weld in west face of north side of hanger in Girder 2C. Remove remaining tack welds between hangers and girder webs.	6/22/2004			<input type="checkbox"/> Y <input type="checkbox"/> N
12996	3	B	Clean all bridge drains.	10/22/1998			<input type="checkbox"/> Y <input type="checkbox"/> N
12995	2	B	Tighten anchor nut at bearing 2A. Replace missing anchor nuts at bearing 3B.	8/6/1998		9/19/2000	<input type="checkbox"/> Y <input type="checkbox"/> N
12998	2	B	Bridge strengthened since previous inspection. Load posting reflects an operating level (WB76-60) of "2". Re-evaluate load rating and posting.	10/11/2006		9/9/2008	<input type="checkbox"/> Y <input type="checkbox"/> N
13457	2	B	Monitor cracking grout pads. Repair as needed.	5/27/2014			<input type="checkbox"/> Y <input type="checkbox"/> N
13458	2	B	Consider a deck sealer for deck cracking.	5/27/2014			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.) _____

Date of Completion:	Submitted By (Print Name)	Date Submitted:

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08086200	Bridge Number: 3	Mile Post: 0.04	Inspection Date: 4/29/2014
Bridge Name: Lone Ranch				Report Submitted Date:
Inspector's Name:		Lead Inspector's Cert #	Co-Inspector's Name:	

INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR	
			Bridge Closure ¹	<input type="checkbox"/>
			Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
			Other Restriction	<input type="checkbox"/>
Reported By:	Division:	Phone Number:		
Fatalities:	Injuries:	Hazardous Materials:		
Time/Date Reported:	Description of Vehicles Involved:			

Description of Incident:

Description of the Facilities Damaged:

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)

NON-INCIDENT RELATED REPAIRS REQUIRED:			As entered in Bridge Inspection Report				
Repair No.	Priority	Responsible Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
731	3	B	Replace missing bolts on bridge rail. 6 posts missing bolts 2012	4/2/2004			<input type="checkbox"/> Y <input type="checkbox"/> N
732	3	B	Scrape cold mix off of deck on east end of bridge	4/2/2004		6/20/2006	<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
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FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08571700	Bridge Number: 4	Mile Post: 0.04	Inspection Date: 7/7/2014	
Bridge Name: Danville				Report Submitted Date:	
Inspector's Name: Amdrew L P		Lead Inspector's Cert # G0507	Co-Inspector's Name: Charles Mayhan		

INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR		
			Bridge Closure ¹	<input type="checkbox"/>	
Reported By:		Division:	Phone Number:	Lane Closure ¹	<input type="checkbox"/>
				Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction	<input type="checkbox"/>	

Time/Date Reported:	Description of Vehicles Involved:
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Description of Incident:

Description of the Facilities Damaged:

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
1	3	B	Clean exposed rebar and grout spalled area between girders D & E at abutment one.	4/4/2006		6/3/2008	<input type="checkbox"/> Y <input type="checkbox"/> N
3	2	B	Grout pick points on bridge deck	4/4/2006		5/19/2010	<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
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Bridge Repair Report

ALERT
 CDBRR
 Update

Agency Name: Ferry County	Structure ID: 08277700	Bridge Number: 17	Mile Post: 51.07	Inspection Date:
Bridge Name: West Silver Creek Bridge				Report Submitted Date:
Inspector's Name:		Lead Inspector's Cert #	Co-Inspector's Name:	

INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply (¹ Requires CDBRR)	
Reported By:	Division:	Phone Number:	Bridge Closure ¹	<input type="checkbox"/>
			Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction	<input type="checkbox"/>

Time/Date Reported: _____ Description of Vehicles Involved: _____

Description of Incident: _____

Description of the Facilities Damaged: _____

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken) _____

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting) _____

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
10000	3	J	Patch spalling concrete on south side of pier	10/10/2009			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
_____	_____	_____

ALERT
 CDBRR
 Update

Bridge Repair Report

Agency Name: Ferry County	Structure ID: 08374000	Bridge Number: 12	Mile Post: 0.12	Inspection Date:
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Bridge Name: Upper Sherman Creek Bridge	Report Submitted Date:
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Inspector's Name:	Lead Inspector's Cert #	Co-Inspector's Name:
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INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR	
Reported By:	Division:	Phone Number:	Bridge Closure ¹	<input type="checkbox"/>
			Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction	<input type="checkbox"/>

Time/Date Reported:	Description of Vehicles Involved:
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Description of Incident:

Description of the Facilities Damaged:

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
10001	1	B	Northwest approach guardrail destroyed	6/25/2013			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
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FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08571800	Bridge Number: 24	Mile Post: 0.02	Inspection Date:	
Bridge Name: Lynx Creek Bridge				Report Submitted Date:	
Inspector's Name:		Lead Inspector's Cert #	Co-Inspector's Name:		

INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR	
			Bridge Closure ¹	<input type="checkbox"/>
			Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
			Other Restriction	<input type="checkbox"/>

Reported By:	Division:	Phone Number:			
Fatalities:	Injuries:	Hazardous Materials:			
Time/Date Reported:	Description of Vehicles Involved:				
Description of Incident:					
Description of the Facilities Damaged:					
Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)					
Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)					

NON-INCIDENT RELATED REPAIRS REQUIRED:			As entered in Bridge Inspection Report				
Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
1	3	B	Fix approach rail at abt 1. Need 5 six foot post, 2 end posts, 1 piece of rail	4/3/2005			<input type="checkbox"/> Y <input type="checkbox"/> N
2	2	B	Repair a washout under approach rail at abt 2, downstream side.	4/3/2005			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:

FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08704800	Bridge Number: 31	Mile Post: 0.17	Inspection Date: 6/24/2014
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Bridge Name: McMann Bridge	Report Submitted Date: 7/2/2014
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Inspector's Name: R. Breshears	Lead Inspector's Cert # A1066	Co-Inspector's Name: L. Miller
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INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR	
Reported By:	Division:	Phone Number:	Bridge Closure ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Lane Closure ¹	<input type="checkbox"/>
Time/Date Reported:	Description of Vehicles Involved:		Temporary Load Posting ¹	<input type="checkbox"/>
			Other Restriction	<input type="checkbox"/>

Description of Incident:

Description of the Facilities Damaged:
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Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)
--

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)
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NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report							
--	--	--	--	--	--	--	--

Repair No.	Priority	Responsible Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
745	3	J	Wood curbs need replacing, 60% are showing severe deterioration	6/24/2014			<input type="checkbox"/> Y <input type="checkbox"/> N
746	3	J	Wood bridge rails cracked and very worn, need replacing	6/24/2014			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)
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Date of Completion:	Submitted By (Print Name):	Date Submitted:
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FERRY COUNTY DEPARTMENT OF PUBLIC WORKS

Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 07973400	Bridge Number: 20	Mile Post: 3.66	Inspection Date:
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Bridge Name: Boulder Creek	Report Submitted Date:
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Inspector's Name:	Lead Inspector's Cert #	Co-Inspector's Name:
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INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ¹ Requires CDBRR	
			Bridge Closure ¹	<input type="checkbox"/>
Reported By:	Division:	Phone Number:	Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction	<input type="checkbox"/>

Time/Date Reported:	Description of Vehicles Involved:
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Description of Incident:

Description of the Facilities Damaged:

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respbie Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
13328	2	B	Replace missing hold down bolt at beam 1D over pier 2.	10/21/1998			<input type="checkbox"/> Y <input type="checkbox"/> N
13329	2	B	Finish painting the steel members of the bridge.	10/21/1998			<input type="checkbox"/> Y <input type="checkbox"/> N
13330	2	B	Shim the gap between the short timber cross caps and the timber piles.	5/23/2012			<input type="checkbox"/> Y <input type="checkbox"/> N
13331	2	B	Repair the spalling and raveling areas of asphalt.	5/23/2012			<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
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Bridge Repair Report

- ALERT
- CDBRR
- Update

Agency Name: Ferry County	Structure ID: 08414900	Bridge Number: 16	Mile Post: 32.01	Inspection Date:
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Bridge Name: East Silver Creek	Report Submitted Date:
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Inspector's Name:	Lead Inspector's Cert #	Co-Inspector's Name:
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INCIDENT Not Applicable (skip to Non-Incident Repairs Section)

Incident Date:	Time of Incident:	Weather/Road Conditions:	Check all that Apply ⁽¹⁾ Requires CDBRR	
Reported By:	Division:	Phone Number:	Bridge Closure ¹	<input type="checkbox"/>
			Lane Closure ¹	<input type="checkbox"/>
			Temporary Load Posting ¹	<input type="checkbox"/>
Fatalities:	Injuries:	Hazardous Materials:	Other Restriction	<input type="checkbox"/>

Time/Date Reported:	Description of Vehicles Involved:
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Description of Incident:

Description of the Facilities Damaged:

Mitigation Measures Taken (and explain in more detail any closures, postings, restrictions or other actions taken)

Description of Recommended Repair(s) (This may be added while on site or sometime after the field visit prior to submitting)

NON-INCIDENT RELATED REPAIRS REQUIRED: As entered in Bridge Inspection Report

Repair No.	Priority	Respble Crew	Repair Description <small>* For more detailed info on repairs see BIR</small>	Date Noted	Date Repaired	Date Verified	Photo:
10000	3	J	Clean deck and expansion joints	10/10/2009		6/25/2013	<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N
							<input type="checkbox"/> Y <input type="checkbox"/> N

POST REPAIR

Description of Work Done: (This section completed ONLY when a CDBRR. Required within 1 month after verified completion of recommended repair.)

Date of Completion:	Submitted By (Print Name)	Date Submitted:
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Priority Array - sorted by: Functional Class(AC), Safety Plan Priority(AE), Pavement Type(H),PSC(II), Current ADT(X), Average Accident Severity(AG), AASHTO-Scare-(poor-physical-alignment), Grant Eligibility(AI), Local Significance(AI)

Per-Resolution-2003-43-dated-4/28/2003

Rd No	Road Name	BMP	EMP	Length	Pave Width	Surface (Pavement Type)	2012 PSC	Shoulder Surfacing	Shoulder Width	Lane Width	Roadway Width	Estimated Capacity	Current ADT	Remaining Capacity - Estimated	Level of Service - Current	FFC	Road No.	Safety Plan Priority	AASHTO score	Accident History by Severity (Average)	Local Significance 10-1	Grant Program Eligibility	Six Year TIP Item Number: 2013-2018 TIP	Six Year TIP Item Number: 2014-2019 TIP
6020	BOULDER CREEK ROAD	10.40	21.14	10.74	24	BST	100	BST	0	12	24	804	287	517	A	7 6020	19.00	4	1.44	1	1	8	14	
20	Bridge Creek Road	28.36	28.90	0.54	28	BST	100	BST	0	12	28	1082	949	133	F	7 20	17.50	6	2.50	1	1	41	250	
5010	KETTLE RIVER RD	4.40	6.00	1.60	28	BST	81	BST	3	11	28	1101	528	573	C	7 5010	15.50	6	1.39	1	1	14	13	
30	Inchellum Highway	1.75	4.00	2.25	24	ACP	56	0	2	12	28	987	790	167	C	7 30	12.50	6	1.60	1	1	14	13	
6010	KETTLE RIVER RD	6.00	7.06	1.06	28	BST	88	BST	3	11	28	1101	774	327	E	7 5010	12.50	6	2.33	1	1	14	13	
5010	BOULDER CREEK ROAD	6.89	8.82	1.93	24	BST	84	0	3	12	30	1005	317	688	A	7 6020	12.50	5	1.60	1	1	6.8	7.14	
5010	KETTLE RIVER RD	1.00	3.00	2.00	30	BST	74	BST	3	12	30	1149	774	375	E	7 5010	11.50	6	1.40	1	1	14	13	
5010	KETTLE RIVER RD	0.00	1.00	1.00	30	BST	84	BST	3	12	30	1149	663	486	D	7 5010	10.80	6	1.50	1	1	14	13	
6020	BOULDER CREEK ROAD	8.82	10.40	1.58	30	BST	85	0	0	15	30	986	376	610	B	7 6020	9.50	5	1.00	1	1	8	19	
20	Bridge Creek Road	26.27	28.36	2.09	28	BST	85	BST	2	12	28	1082	816	266	E	7 20	9.50	6	3.00	1	1	41	1	
30	Inchellum Highway	22.00	22.64	0.64	32	BST	84	0	0	16	32	1005	1053	(43)	F	7 30	9.50	6	3.00	1	1	4	5	
6020	BOULDER CREEK ROAD	0.00	0.67	0.67	20	BST	81	0	2	10	24	862	390	462	B	7 6020	9.50	4	1.00	1	1	5	6	
2030	W CURLEW LK RD	7.02	7.52	0.50	22	BST	89	0	4	11	30	1005	425	580	B	7 2030	9.00	6	1.67	1	1	19	13	
5010	KETTLE RIVER RD	3.00	4.40	1.40	28	BST	80	BST	3	11	28	1101	571	530	C	7 5010	8.50	6	1.33	1	1	14	13	
6020	BOULDER CREEK ROAD	0.67	2.31	1.64	22	BST	82	0	2	11	26	890	318	572	A	7 6020	8.00	5	1.50	1	1	5	6	
2700	KLONDIKE RD	1.13	4.55	3.42	28	BST	82	0	2	14	32	1024	1239	(215)	F	7 2700	8.00	6	1.50	1	1	1	1	
20	Bridge Creek Road	23.35	26.15	2.80	28	BST	71	0	0	14	28	890	798	92	F	7 20	8.00	6	2.00	1	1	41	1	
160	Manilla Creek Road	4.30	6.30	2.00	24	BST	96	0	0	12	24	804	256	548	A	7 160	7.50	4	2.00	1	1	39	34	
2030	W CURLEW LK RD	0.24	0.82	0.58	24	BST	83	0	2	12	28	938	423	515	B	7 2030	7.50	6	1.50	1	1	19	13	
6020	BOULDER CREEK ROAD	3.34	6.89	3.55	24	BST	83	0	3	12	30	1005	300	705	A	7 6020	7.50	5	1.50	1	1	6.7	7.12	
20	Bridge Creek Road	30.79	30.93	0.14	28	BST	79	0	0	14	28	890	953	(63)	F	7 20	7.50	6	3.00	1	1	1	1	
30	Inchellum Highway	0.00	1.75	1.75	20	BST	69	0	3	10	26	919	735	184	F	7 30	7.50	6	1.50	1	1	1	1	
20	Bridge Creek Road	28.80	29.50	0.60	30	BST	100	BST	3	12	30	1149	970	179	F	7 20	7.00	6	2.00	1	1	41	1	
2030	W CURLEW LK RD	4.68	5.73	1.05	34	BST	95	BST	3	14	34	1235	425	810	A	7 2030	7.00	6	1.50	1	1	19	13	
5300	CUSTOMS ROAD	9.16	11.38	2.22	20	BST	90	0	3	10	26	919	155	764	A	7 5300	7.00	5	1.50	1	1	1	1	
20	Bridge Creek Road	21.00	22.69	1.69	28	BST	88	0	0	14	28	890	574	316	D	7 20	7.00	6	1.00	1	1	1	1	
2030	W CURLEW LK RD	2.04	2.51	0.47	34	BST	100	BST	3	14	34	1235	912	323	E	7 2030	6.50	6	2.00	1	1	19	13	
6020	BOULDER CREEK ROAD	21.96	22.85	0.89	24	BST	100	0	0	12	24	804	279	525	A	7 6020	6.50	4	1.00	1	1	1	1	
30	Inchellum Highway	12.77	16.21	3.44	18	BST	97	0	2	9	22	814	358	456	B	7 30	6.50	3	1.00	1	1	1	1	
2030	W CURLEW LK RD	2.76	3.72	0.96	34	BST	95	BST	3	14	34	1235	746	489	D	7 2030	6.50	6	2.00	1	1	14	13	
5010	KETTLE RIVER RD	7.39	9.30	1.92	28	BST	89	BST	3	11	28	1101	577	524	C	7 5010	6.50	6	2.00	1	1	14	13	
2030	W CURLEW LK RD	1.14	1.48	0.32	34	BST	84	BST	3	14	34	1235	912	323	E	7 2030	6.50	6	2.00	1	1	19	13	
2030	W CURLEW LK RD	1.46	2.04	0.58	34	BST	84	BST	3	14	34	1235	912	323	E	7 2030	6.50	6	2.00	1	1	19	13	
20	Bridge Creek Road	10.82	13.40	2.58	28	BST	100	0	2	14	32	1024	202	822	A	7 20	6.00	5	1.00	1	1	1	1	
20	Bridge Creek Road	13.40	15.40	2.00	28	BST	100	BST	2	12	28	1082	197	885	A	7 20	6.00	5	1.00	1	1	1	1	
20	Bridge Creek Road	20.40	21.00	0.60	28	BST	95	0	0	14	28	890	574	316	D	7 20	6.00	6	2.00	1	1	19	13	
2030	W CURLEW LK RD	5.73	5.82	0.09	34	BST	92	BST	3	14	34	1235	425	810	A	7 2030	6.00	5	2.00	1	1	19	13	
460	Cache Creek Road	5.56	8.66	3.10	22	BST	88	0	3	11	28	957	330	627	A	7 460	6.00	5	2.00	1	1	19	13	
2030	W CURLEW LK RD	3.75	4.31	0.56	28	BST	88	0	2	14	32	1024	908	116	F	7 2030	6.00	6	1.00	1	1	41	1	
20	Bridge Creek Road	22.69	23.35	0.66	28	BST	87	0	0	14	28	890	480	410	C	7 20	6.00	6	1.00	1	1	41	1	
20	Bridge Creek Road	29.50	30.40	0.90	28	BST	79	0	0	14	28	890	480	410	C	7 20	6.00	6	1.00	1	1	41	1	
20	Bridge Creek Road	8.00	10.82	2.82	32	BST	73	BST	2	12	32	1120	197	923	A	7 20	6.00	5	1.00	1	1	1	1	
4640	TWIN BRIDGE RD	0.00	0.10	0.10	16	BST	0	0	0	8	16	574	318	256	C	7 4640	6.00	2	1.00	1	1	1	1	
20	Bridge Creek Road	4.53	5.00	0.47	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7 20	6.00	5	1.00	1	1	1	1	
30	Inchellum Highway	18.50	19.85	1.35	18	BST	100	0	2	9	22	814	663	151	F	7 30	5.90	6	1.00	1	1	1	1	
30	Inchellum Highway	4.48	6.00	1.52	20	BST	96	0	3	10	26	919	465	454	C	7 30	5.50	6	1.00	1	1	19	13	
2030	W CURLEW LK RD	3.72	3.75	0.03	34	BST	91	BST	3	14	34	1235	912	323	E	7 2030	5.50	6	1.00	1	1	19	13	
2030	W CURLEW LK RD	5.82	7.02	1.20	22	BST	89	0	2	11	26	890	442	448	C	7 2030	5.50	6	1.00	1	1	19	13	
2030	W CURLEW LK RD	0.84	1.14	0.30	34	BST	83	BST	3	14	34	1235	875	360	E	7 2030	5.50	6	1.00	1	1	19	13	
2030	W CURLEW LK RD	0.00	0.23	0.23	34	BST	82	0	2	12	28	938	388	550	B	7 2030	5.50	5	1.00	1	1	19	13	
20	Bridge Creek Road	26.15	26.27	0.12	28	BST	78	BST	2	12	28	1082	798	284	E	7 20	5.50	6	1.50	1	1	41	1	
6290	RIVER STREET	0.00	0.13	0.13	42	BST	58	0	0	21	42	833	213	620	A	7 6290	5.50	3	1.50	1	1	11	1	
5010	KETTLE RIVER RD	9.52	9.56	0.04	20	PCC	100	0	0	10	20	699	232	467	A	7 5010	5.50	3	1.50	1	1	11	1	
4640	TWIN BRIDGE RD	0.10	0.13	0.03	18	PCC	0	0	0	9	18	613	318	295	C	7 4640	5.50	2	1.50	1	1	13	1	
2700	KLONDIKE RD	0.12	0.78	0.66	20	ACP	0	0	0	10	20	737	1116	(379)	F	7 2700	5.00	6	1.00	1	1	1	1	
6020	BOULDER CREEK ROAD	21.14	21.96	0.82	30	BST	100	0	0	15	30	986	337	649	A	7 6020	5.00	5	1.00	1	1	1	1	

Priority Array - sorted by: Functional Class(AC), Safety Plan Priority(AE), Pavement Type(H),PSC(I), Current ADTX, Average Accident Severity(AE), AAHQ-Score-(poor-physical-alignment), Grant Eligibility(AI), Local Significance(A)

Res-Resolution-2003-43-Date:4/28/2003

Rd No.	Road Name	BMP	ENIP	Length	Pave Width	Surface (Pavement Type)	Shoulder Surfacing	Shoulder Width	Lane Width	Roadway Width	Estimated Capacity	Current ADT	Remaining Capacity - Estimated	Level of Service - Current	FFC	Road No.	Safety Plan Priority	AASHTO score	Accident History by Severity (Average)	Local Significance 10-1	Grant Program Eligibility	Six Year TIP Item Number: 2013-2018 TIP	Six Year TIP Item Number: 2014-2019
2030	W CURLEW LK RD	13.40	16.40	1.00	22	BST	100	0	2	11	26	890	197	693	Y	7	20	5.00	5				
2030	W CURLEW LK RD	4.31	4.68	0.37	28	BST	95	0	2	14	32	1024	519	511	Y	7	2030	5.00	6				19
160	Manilla Creek Road	3.62	4.30	0.68	28	BST	84	0	2	14	28	890	256	634	A	7	160	5.00	5				34
20	Bridge Creek Road	16.40	17.40	1.00	22	BST	93	0	2	11	26	890	197	693	A	7	20	5.00	5				
6020	BOULDER CREEK ROAD	2.31	3.34	1.03	24	BST	83	0	3	12	30	1005	317	688	A	7	6020	5.00	5	1.00			7
160	Manilla Creek Road	8.36	8.36	0.16	26	BST	83	0	0	13	26	871	266	615	A	7	160	5.00	5				34
160	Manilla Creek Road	6.30	6.20	1.90	26	BST	83	0	0	13	26	871	224	647	A	7	160	5.00	5				34
20	Bridge Creek Road	2.50	3.09	0.59	28	BST	75	BST	2	12	28	1082	207	875	A	7	20	5.00	5				39
160	Manilla Creek Road	2.00	2.00	2.00	28	BST	72	0	0	14	28	890	109	781	A	7	160	5.00	5				23
160	Manilla Creek Road	2.00	2.57	0.57	28	BST	66	0	0	14	28	890	222	668	A	7	160	5.00	5				23
2700	KLONDIKE RD	0.78	1.13	0.35	22	BST	0	0	0	11	26	890	998	(108)	F	7	2700	5.00	3	1.00			39
5300	CUSTOMS ROAD	2.50	9.16	6.66	0	GRV	0	0	0	11	22	718	53	685	A	7	5300	5.00	6	1.00			27,28,29
20	Bridge Creek Road	3.09	3.25	0.16	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7	20	5.00	5				25,26
20	Bridge Creek Road	3.25	4.53	1.28	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7	20	5.00	5				
20	Bridge Creek Road	5.00	5.30	0.30	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7	20	5.00	5				
20	Bridge Creek Road	5.30	5.87	0.57	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7	20	5.00	5				
20	Bridge Creek Road	5.87	7.00	1.13	32	HMA	100	HMA	4	12	32	1216	207	1009	A	7	20	5.00	5				
20	Bridge Creek Road	7.00	8.00	1.00	32	HMA	100	HMA	4	12	32	1216	197	1019	A	7	20	5.00	5				
1740	Bridge Creek Road	18.37	18.37	0.97	32	HMA	100	HMA	4	12	32	1216	197	1019	A	7	20	5.00	5				
20	Bridge Creek Road	18.37	19.09	0.72	32	HMA	100	HMA	4	12	32	1216	197	1019	A	7	20	5.00	5				
20	Bridge Creek Road	19.09	19.23	0.14	32	HMA	100	HMA	4	12	32	1216	197	1019	A	7	20	5.00	5				
20	Bridge Creek Road	19.23	20.40	1.17	32	HMA	100	HMA	4	12	32	1216	197	1019	A	7	20	5.00	5				
30	Inchellum Highway	19.85	22.00	2.15	30	ACP	92	ACP	3	12	30	1168	807	361	E	7	30	4.50	6				5
2030	W CURLEW LK RD	2.51	2.76	0.25	34	BST	100	BST	3	14	34	1235	912	323	B	7	2030	4.50	6				19
30	Inchellum Highway	6.00	9.10	3.10	20	BST	100	0	3	10	26	919	363	566	B	7	30	4.50	5				34
160	Manilla Creek Road	8.36	10.29	1.93	28	BST	98	BST	2	12	28	1082	89	993	A	7	160	4.50	5				
30	Inchellum Highway	9.10	12.51	3.41	20	BST	97	0	3	10	26	919	663	256	F	7	30	4.50	6				39
30	Inchellum Highway	4.00	4.48	0.48	24	BST	95	0	2	12	28	938	771	167	F	7	30	4.50	6				
30	Inchellum Highway	16.21	17.30	1.09	30	BST	95	BST	3	12	30	1149	663	486	D	7	30	4.50	6				
30	Inchellum Highway	17.30	18.30	1.00	30	BST	94	BST	3	12	30	1149	663	486	D	7	30	4.50	6				
30	Inchellum Highway	18.30	18.50	0.20	30	BST	94	BST	3	12	30	1149	663	486	D	7	30	4.50	6				
160	Manilla Creek Road	3.40	3.62	0.22	28	BST	92	BST	2	12	28	1082	256	826	A	7	160	4.50	5				39
160	Manilla Creek Road	2.57	3.40	0.83	28	BST	90	BST	2	12	28	1082	256	826	A	7	160	4.50	5				39
460	Cache Creek Road	8.66	9.26	0.60	22	BST	88	0	3	11	28	957	353	604	B	7	460	4.50	5				34
2030	W CURLEW LK RD	7.52	8.07	0.55	22	BST	87	0	2	11	26	890	464	426	C	7	2030	4.50	6				
20	Bridge Creek Road	1.28	2.50	1.22	22	BST	86	0	2	11	26	890	207	683	A	7	20	4.50	5				3
30	Inchellum Highway	12.51	12.77	0.26	20	BST	84	0	3	10	26	919	663	256	E	7	30	4.50	6				
2030	W CURLEW LK RD	0.82	0.84	0.02	34	BST	83	BST	3	14	34	1235	654	581	C	7	2030	4.50	6				19
20	Bridge Creek Road	0.85	1.28	0.43	22	BST	83	0	2	11	26	890	207	683	A	7	20	4.50	5				
2030	W CURLEW LK RD	0.23	0.24	0.01	24	BST	82	0	2	12	28	938	436	502	C	7	2030	4.50	6				19
5010	KETTLE RIVER RD	7.06	7.39	0.32	28	BST	80	BST	3	11	28	1101	774	327	E	7	5010	4.50	6				14
30	Inchellum Highway	22.64	23.27	0.63	18	BST	56	0	2	9	22	814	519	295	D	7	30	4.50	6				5
5300	CUSTOMS ROAD	0.00	0.41	0.41	24	HMA	95	HMA	2	12	30	1120	155	985	A	7	5300	4.00	5				
460	Cache Creek Road	4.35	5.56	1.21	24	ACP	98	0	3	12	30	1024	164	860	A	7	460	4.00	5				
460	Cache Creek Road	3.22	4.35	1.13	24	ACP	93	0	3	12	30	1024	363	661	A	7	460	4.00	5				
460	Cache Creek Road	1.55	1.74	0.19	41	ACP	92	ACP	4	11	41	1273	363	910	A	7	460	4.00	5				10
460	Cache Creek Road	1.74	3.22	1.48	30	ACP	91	ACP	4	11	30	1168	363	910	A	7	460	4.00	5				10
460	Cache Creek Road	0.42	0.61	0.19	41	ACP	89	ACP	4	11	41	1273	363	910	A	7	460	4.00	5				
460	Cache Creek Road	0.61	1.55	0.95	30	ACP	89	ACP	4	11	30	1168	363	910	A	7	460	4.00	5				13
460	Cache Creek Road	0.00	0.42	0.42	30	ACP	86	ACP	4	11	30	1168	220	948	A	7	460	4.00	5				
2700	TESSIE AV	0.00	0.12	0.12	20	ACP	0	0	2	10	24	871	1283	(412)	F	7	2700	4.00	5				10
5010	KETTLE RIVER RD	9.56	9.98	0.02	20	BST	100	0	3	10	26	919	232	687	A	7	5010	4.00	5				13
5010	KETTLE RIVER RD	9.30	9.52	0.22	20	BST	91	0	3	10	26	919	236	683	A	7	5010	4.00	5				13
5300	CUSTOMS ROAD	11.38	13.81	2.43	20	BST	89	0	3	10	26	919	93	826	A	7	5300	4.00	5				
20	Bridge Creek Road	0.00	0.85	0.85	22	BST	75	0	2	11	26	890	213	677	A	7	20	4.00	5				
5300	CUSTOMS ROAD	0.41	2.50	2.09	0	GRV	0	0	0	14	28	852	146	706	A	7	5300	4.00	5				27

Priority Array - sorted by: Functional Class(AC), Safety Plan Priority(AE), Pavement Type(H),PSC(I), Current ADT(X), Average Accident Severity(AG), AASHTO-Score-(poor-physical-alignments), Grant Eligibility(AJ), Local Significance(AI)

Per-Resolution-2003-43,-dated-4/28/2003

Rd No	Road Name	Length	Pave Width		Surface (Pavement Type)		Shoulder Surfacing	Shoulder Width	Lane Width	Roadway Width	Estimated Capacity	Current ADT		Remaining Capacity - Estimated (27)	Level of Service - Current	FPC	Road No.	Safety Plan Priority	AASHTO score	Accident History By Severity (Average)	Local Significance 10-1	Grant Program Eligibility	Six Year TP Item Number: 2013-2018 TP	Six Year TP Item Number: 2014-2019 TP
			Pave Width	Length	BSI	PSC						Estimated Capacity	Current ADT											
20	Bridge Creek Road	0.76	28	28	BSI	93	0	0	14	28	890	1169	279	A	7	30	3.50	3	9			1	12	12
6800	MAIN ST	0.34	22	22	BSI	82	0	0	11	22	756	218	588	A	7	6800	3.50	3	3			1	12	12
6800	MAIN ST	0.02	22	22	BSI	83	0	0	11	22	756	283	473	B	7	6800	3.50	3	3			1	12	12
	30 Incheillum Highway	23.27	23.37	0.10	BSI	56	0	5	9	28	948	1103	(155)	F	7	30	3.50	6	6			1	4	4
	30 Incheillum Highway	23.37	23.45	0.08	BSI	37	0	9	12	42	1149	527	622	B	7	30	3.50	6	6			1	4	4
6200	RIVER STREET	0.13	20	20	BSI	89	0	0	10	20	718	213	505	A	7	6200	3.00	3	3			1	11	11
6200	FERRY STREET	0.16	20	20	BSI	82	0	0	10	20	718	129	589	A	7	6200	3.00	3	3			1	11	11
6200	FERRY STREET	0.00	20	20	BSI	67	0	2	10	24	852	129	723	A	7	6200	2.50	4	4			1	11	11
6200	FERRY STREET	0.07	34	34	BSI	67	0	0	17	34	756	129	627	A	7	6200	2.50	5	5			1	11	11

1100

Rd No	Road Name	BMP	EMP	Length	Surface (Pavement Type)				Shoulder Surfacing	Shoulder Width	Lane Width	Roadway Width	Estimated Capacity	Current ADT	Remaining Capacity	Level of Service - Current	FFC	Road No.	Safety Plan Priority	ASHTO score	Accident History (Average)	Local Significance	Grant Program Eligibility	Six Year TIP Item Number: 2013-2018 TIP	Six Year TIP Item Number: 2014-2019 TIP
					Pave Width	2012 PSC	Shoulder Surfacing	Shoulder Width																	
2010	TROUT CREEK RD	0	GRV	0.54	0	0	0	0	10	20	680	110	570	7	82010	17.50	3	1.42	1						
5980	BARSTOW BRIDGE RD	4.32	4.86	1.02	22	BST	89	0	2	11	26	890	419	471	C	81980	12.50	6	1.80	1					
4600	DEADMAN CR RD	0.00	1.41	1.43	30	BST	88	0	0	10	20	880	183	497	A	814600	10.50	3	1.20	1			32		
2800	OLD KETTLE FALLS RD	1.00	2.43	1.43	30	BST	88	0	3	12	30	1149	233	916	A	812800	8.50	5	1.25	1			15		
670	SILVER CR RD	2.01	3.44	1.43	20	BST	79	0	2	10	24	852	82	770	A	81670	8.50	4	3.00	1			20		
670	SILVER CR RD	45.14	47.51	2.37	22	BST	32	0	2	11	26	890	215	675	A	81670	8.50	5	3.00	1			21		
670	SILVER CR RD	35.86	45.14	9.28	22	BST	55	0	4	11	30	1005	84	941	A	81670	8.50	5	3.00	1			21		
670	SILVER CR RD	22.56	26.86	4.30	22	BST	20	0	2	11	26	890	70	820	A	81670	8.00	5	3.00	1			21		
2540	BARRETT CR RD	0.88	1.63	0.75	0	GRV	0	0	0	9	18	593	122	471	A	812540	8.00	2	1.33	1			31		
4600	DEADMAN CR RD	1.41	2.51	1.10	0	GRV	0	0	0	10	20	680	189	491	A	814600	7.50	3	1.50	1			21		
2010	TROUT CREEK RD	3.25	4.32	1.07	0	GRV	0	0	0	13	26	833	171	662	A	812010	7.00	5	1.50	1			31		
2010	TROUT CREEK RD	0.68	3.25	2.57	0	GRV	0	0	0	9	18	593	20	573	A	812010	7.00	2	1.50	1			28		
780	GOLD CR RD	0.46	2.44	1.98	0	GRV	0	0	0	8	16	536	14	522	A	81780	7.00	2	2.00	1			24		
2010	TROUT CREEK RD	8.42	9.52	1.10	18	BST	60	0	2	9	22	814	221	593	A	812010	6.50	3	2.00	1			18		
2540	BARRETT CR RD	0.07	0.12	0.05	0	GRV	0	0	0	7	14	50	122	(72)	F	812540	6.50	0	2.00	1					
5020	TORODA ROAD	0.59	0.68	0.09	28	HMA	99	HMA	2	12	28	1101	440	661	B	815020	6.50	6	1.50	1					
5020	TORODA ROAD	0.68	4.34	3.66	28	HMA	99	HMA	2	12	28	1101	385	716	A	815020	6.50	5	1.50	1					
1900	KNOB HILL RD	0.90	2.00	1.10	22	BST	88	0	2	11	26	890	208	682	A	811990	6.00	5	2.00	1			25		
2800	OLD KETTLE FALLS RD	0.16	1.00	0.84	30	BST	79	ACP	3	12	30	1149	233	916	A	812800	5.50	5	2.00	1			15		
4620	NAPOLEON RD	0.65	0.68	0.03	14	BST	0	0	0	7	14	50	282	(242)	F	814620	5.50	0	2.00	1			15		
2870	JACK MAYS PRIDE RD	0.00	0.87	0.87	0	GRV	0	0	0	9	18	593	335	268	D	812870	5.50	2	1.00	1			32		
4620	NAPOLEON RD	0.00	0.12	0.12	0	GRV	0	0	0	11	22	718	292	426	B	814620	5.50	3	1.00	1					
4620	NAPOLEON RD	0.12	0.63	0.53	0	GRV	0	0	0	11	22	718	292	426	B	814620	5.50	3	1.00	1					
4600	DEADMAN CR RD	2.51	4.00	1.49	0	GRV	0	0	0	10	20	680	189	491	A	814600	5.50	3	1.00	1			32		
670	SILVER CR RD	4.51	13.84	9.33	0	GRV	0	0	0	10	20	680	189	491	A	814600	5.50	3	1.00	1					
2800	OLD KETTLE FALLS RD	6.69	8.05	1.36	0	GRV	0	0	0	11	22	718	42	676	A	81670	5.50	3	2.00	1					
670	SILVER CR RD	0.48	2.01	1.53	20	BST	71	0	2	10	24	852	398	456	C	81670	5.00	4	1.00	1			20		
670	SILVER CR RD	0.00	0.48	0.48	20	BST	60	0	2	10	24	852	451	401	C	81670	5.00	4	1.00	1			20		
1900	CLARK AV	0.15	0.90	0.75	22	BST	0	0	2	11	26	890	208	682	A	811990	5.00	5	1.00	1			20		
2540	BARRETT CR RD	0.12	0.88	0.76	0	GRV	0	0	0	7	14	50	122	(72)	F	812540	5.00	0	1.00	1			9		
2010	TROUT CREEK RD	0.07	0.68	0.61	0	GRV	0	0	0	12	24	766	61	705	A	812010	5.00	4	1.00	1					
990	HALL CR RD	32.23	34.17	1.94	28	BST	83	0	0	14	30	957	562	395	D	81990	4.50	6	1.00	1			18		
2010	TROUT CREEK RD	5.32	6.47	1.15	30	BST	81	0	0	15	30	966	139	847	A	812010	4.50	5	1.00	1			24		
2010	TROUT CREEK RD	6.47	6.89	0.42	30	BST	76	0	0	15	30	966	139	847	A	812010	4.50	5	1.00	1			24		
2010	TROUT CREEK RD	6.89	7.22	0.33	30	BST	74	0	0	15	30	966	147	839	A	812010	4.50	5	1.00	1			24		
2010	TROUT CREEK RD	4.86	5.32	0.46	30	BST	72	0	0	15	30	966	139	847	A	812010	4.50	5	1.00	1			24		
2010	TROUT CREEK RD	8.20	8.42	0.22	22	BST	54	0	0	14	28	890	212	678	A	812010	4.50	5	1.00	1			24		
630	TWIN LAKES ROAD	0.00	1.79	1.79	22	BST	41	0	0	11	22	756	324	432	B	81630	4.50	3	1.00	1			24		
670	SILVER CR RD	26.86	31.93	5.07	22	BST	33	0	2	11	26	890	162	728	A	81670	4.50	5	1.00	1			21		
670	SILVER CR RD	47.51	50.82	3.31	22	BST	33	0	2	11	26	890	162	728	A	81670	4.50	5	1.00	1			21		
670	SILVER CR RD	31.93	35.86	3.93	22	BST	27	0	2	11	26	890	162	728	A	81670	4.50	5	1.00	1			21		
1900	CLARK AV	0.00	0.15	0.15	48	BST	0	0	0	12	48	1034	231	803	A	811990	4.50	5	1.00	1			21		
5950	ROCK CUT RD	0.00	0.02	0.02	12	BST	0	0	0	6	12	50	105	(55)	F	815950	4.50	0	1.00	1			22		
5950	ROCK CUT RD	0.02	0.03	0.01	12	BST	0	0	0	6	12	50	105	(55)	F	815950	4.50	0	1.00	1			22		
2010	TROUT CREEK RD	0.00	0.07	0.07	24	BST	0	0	0	12	24	804	82	722	A	812010	4.50	4	1.00	1			21		
670	SILVER CR RD	3.44	4.51	1.07	0	GRV	100	0	0	10	20	680	53	627	A	81670	4.50	3	1.00	1			21		
630	TWIN LAKES ROAD	3.36	3.69	0.33	0	GRV	0	0	0	6	12	50	414	(364)	F	81630	4.50	0	1.00	1			22		
2540	BARRETT CR RD	1.63	3.93	2.30	0	GRV	0	0	0	9	18	593	78	515	A	812540	4.50	2	1.00	1			31		
670	SILVER CR RD	13.84	22.03	8.19	0	GRV	0	0	0	12	24	766	23	743	A	81670	4.50	4	1.00	1			28		
2800	OLD KETTLE FALLS RD	4.49	6.69	2.20	0	GRV	0	0	0	10	20	680	16	664	A	812800	4.50	3	1.00	1					
780	GOLD CR RD	0.00	0.46	0.46	0	GRV	0	0	0	9	18	593	14	579	A	81780	4.50	2	1.00	1					
2800	OLD KETTLE FALLS RD	8.05	8.55	0.50	20	ACP	100	0	0	10	20	737	46	691	A	812800	4.00	3	1.00	1			15		
2800	OLD KETTLE FALLS RD	0.00	0.03	0.03	26	ACP	78	0	2	13	30	1024	425	599	B	812800	4.00	6	1.00	1			15		
990	HALL CR RD	31.97	32.23	0.26	28	BST	80	0	0	14	28	890	250	640	A	81990	4.00	5	1.00	1			21		
630	TWIN LAKES ROAD	1.79	2.79	1.00	22	BST	78	0	0	11	22	756	176	581	A	81630	4.00	3	1.00	1					
1990	KNOB HILL RD	2.00	3.53	1.53	22	BST	56	0	2	11	26	890	208	682	A	811990	4.00	5	1.00	1			25		

Priority Array - sorted by: Functional Class(AC), Safety Plan Priority(AE), Pavement Type(H),PSC(I), Current ADT(X), Average Accident Severity(A6), AASHQ-Score-(poor-physical-alignment), Grant Eligibility(AU), Local Significance(AI)

Per-Resolution-2003-43- dated-4/28/2003

Rd No	Road Name	BMP	EMP	Length	Surface (Pavement Type)	2012 PSC	Shoulder Surfacing	Shoulder Width	Lane Width	Roadway Width	Estimated Capacity	Current ADT	Remaining Capacity - Estimated	Level of Service - Current	FFC	Road No.	Safety Plan Priority	AASHTO score	Accident History by Severity (average)	Local Significance	Grant Program Eligibility	Six Year TTP Item Number: 2013-2018 TTP	Six Year TTP Item Number: 2014-2019 TTP	
670	SILVER CR RD	50.82	51.01	0.19	30	BST	23	5.0	12	30	1149	215	934	A	81	670	4.00	5			1	21	22	
670	SILVER CR RD	22.23	22.56	0.33	22	BST	18	0	11	26	890	70	820	A	81	670	4.00	5			1	21	22	
670	SILVER CR RD	22.03	22.23	0.20	0	GRV	18	0	13	26	853	68	765	A	81	670	4.00	5			1	21	22	
630	TWIN LAKES ROAD	3.08	3.36	0.28	0	GRV	0	0	9	18	593	414	179	E	81	630	4.00	0			1			
2540	BARRETT CR RD	0.00	0.07	0.07	0	GRV	0	0	10	20	680	122	558	A	81	2540	4.00	3			1			
2540	BARRETT CR RD	3.93	4.05	0.12	0	GRV	0	0	22	44	814	51	763	A	81	2540	4.00	5			1	30	28,29	
2800	OLD KETTLE FALLS RD	0.03	0.16	0.13	24	BST	78	0	2	12	938	233	705	A	81	2800	3.50	5			1			
2010	TROUT CREEK RD	9.52	9.71	0.19	24	BST	75	0	3	12	30	1005	301	704	A	81	2010	3.50	5			1	24	
2010	TROUT CREEK RD	7.22	8.20	0.96	22	BST	60	0	4	11	30	1005	147	859	A	81	2010	3.50	5			1	24	
2800	OLD KETTLE FALLS RD	3.20	4.49	1.29	0	GRV	81	0	0	9	18	593	70	523	A	81	2800	3.50	2			1	24	18
630	TWIN LAKES ROAD	2.79	3.08	0.29	0	GRV	0	0	10	20	680	414	266	D	81	630	3.50	6			1			
5950	ROCK CUT RD	0.03	0.08	0.03	0	GRV	0	0	9	18	593	105	488	A	81	5950	3.50	2			1			
5950	ROCK CUT RD	0.06	0.29	0.23	0	GRV	0	0	9	18	593	105	488	A	81	5950	3.50	2			1			
890	HALL CR RD	30.10	31.97	1.87	0	GRV	0	0	15	30	948	63	885	A	81	890	3.50	5			1			
840	W FORK SANPOIL RD	0.00	1.88	1.88	0	GRV	0	0	7	14	50	2	48	A	81	840	3.50	1			1			
840	W FORK SANPOIL RD	1.88	2.29	0.41	0	GRV	0	0	6	12	50	2	48	A	81	840	3.50	1			1			
5020	TORODA ROAD	0.00	0.59	0.59	28	HMA	95	HMA	2	12	28	1101	327	774	A	81	5020	3.50	5			1		
2800	OLD KETTLE FALLS RD	2.43	3.20	0.77	22	BST	95	0	3	11	28	957	42	915	A	81	2800	3.00	5			1		