



SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2026-2031

Costs in \$1,000's

Priority Number	Project Identification	Improvement	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Funding		State Funding		Local Funds		Total Funds		Expenditure Schedule (Year)				
								Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2026	2027	2028	2029	2030 & 2031		
1	South Cloverdale Road MP 0.13 to MP 0.76	4	S	0.63	COPTW	CN	2026	STP-R	250	CRAB	250	2300	2800	2800						
								Totals		250	250	2300	2800	2800						
2	South Cloverdale Road-Confer Road Intersection MP 0.76 to MP 0.87 - South Cloverdale Road MP 0.00 to MP 0.08 - Confer Road	21	S	0.19	COPTW	CN	2026	STP-R	86			14	100	100						
								Totals		86		14	100	100						
3	Allender Road Bridge Replacement MP 0.68 to MP 0.80 Structure ID 08013300	11	S	0.12	PT	CN	2026	STP(BR)	1975			279	2254	2254						
								Totals		1975		279	2254	2254						
4	Dike Road Reconstruction - Phase 2 MP 3.05 to MP 5.32	6	S	2.27	PT	PE	2026			CRAB		10	10	10						
			S			RW	2026			10	10	10								
			S			CN	2026	CRAB	1602	3398	5000	5000								
			Totals				1602	3418	5020	5020										
5	Rock Creek Culvert - Tower Road MP 4.50 to MP 4.54	8	S	0.04	PT	PE	2026	ARP			10	10	10							
			S			RW	2026			10	10	10								
			S			CN	2026	ARP	COM	1000	3000	4000	4000							
			Totals				1000	3020	4020	4020										
6	Westside Highway Slide Repair Westside Highway MP 4.06 to MP 4.11	6	S	0.05	PT	PE	2026	ARP			85	85	85							
			S			RW	2026			10	10	10								
			S			CN	2026	ARP		350	350	350								
			Totals					445	445	445										
7	Butte Hill Slide Repair MP 0.25 to MP 0.27	6	S	0.02	PT	PE	2026	FEMA	45	DEM	2.5	2.5	50	50						
			S			CN	2026	FEMA	180	DEM	10	200	200							
			Totals				225	12.5	250	250										
8	Bates Road Embankment Repair MP 0.30 to 0.36	6	S	0.06	PT	PE	2026	FEMA	90	DEM	5	5	100	100						
			S			RW	2026			20	20	20								
			S			CN	2026	FEMA	360	DEM	20	400	400							
			Totals				450	25	520	520										
9	Pleasant Hill Road Culvert Replacement MP 4.67 to MP 4.73	11	S	0.06	PT	PE	2026	FEMA	100	DEM	25	25	150	100	50					
			S			CN	2027	FEMA	1800	DEM	100	2000		1000	1000					
			Totals				1900	125	2150	100	1050	1000								



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10	South Toutle Road Culvert Headwall Repair MP 1.07 to 1.09	6	S	0.02	PT	PE	2026					50	50	50						
			RW			2026				5	5	5								
			CN			2026				250	250	250								
			Totals							305	305	305								
11	Allender Road Repair MP 0.78 to MP 0.82	6	S	0.04	PT	PE	2026					50	50	50						
			RW			2026				5	5	5								
			CN			2027				250	250		250							
			Totals							305	305	55	250							
12	Delameter Road Culvert Replacements MP 4.10 to 4.42	6	S	0.32	CPT	PE	2026	PROTECT	850				850	830	20					
			RW			2026			100	100	100									
			CN			2027	PROTECT	5800				5800		5800						
			Totals						6650		100	6750	930	5820						
13	Rose Valley Road Culvert Rose Valley Road MP 7.70 to MP 7.74	11	S	0.04	PT	PE	2026	ER	173			27	200	200						
			RW			2026				50	50	50								
			CN			2026	ER	1125			175	1300	100	1200						
			Totals						1298		252	1550	350	1200						
14	Allender Road Culvert No. 1 Replacement MP 0.31 to MP 0.41	11	S	0.10	PT	PE	2026			FISH	85	15	100	90	10					
			RW			2026				50	50	50								
			CN			2027	FISH	2890			510	3400		3400						
			Totals						2975		575	3550	140	3410						
15	East Canyon View Drive Slide Repair MP 0.27 to MP 0.30	6	S	0.03	PTWSC	PE	2026					75	75	75						
			RW			2026				50	50	50								
			CN			2027				500	500		500							
			Totals						625	625	125	500								
16	Burma Road Ext (Toutle Park Road Replacement) New	1	S	0.38	CPT	PE	2026					200	200	150	50					
			RW			2026				500	500	400	100							
			CN			2028				1000	1000		1000							
			Totals						1700	1700	550	150	1000							
17	Owl Creek Bridge Replacement Old 99 S MP 0.95 to 1.05 Structure ID 08156600	11	S	0.10	COPT	PE	2026	STP(BR)	960				960	650	300	10				
			RW			2027				50	50		50							
			CN			2028	STP(BR)	6158				6158		4000	2158					
			Totals						7118		50	7168	650	350	4010	2158				
18	Gilmore Road Studebaker Creek Culvert Replacement Mlepost 0.09 to 0.19	6	S	0.1	CPT	PE	2026	PROTECT	500				500	350	140	10				
			RW			2027	PROTECT	50				50		50						
			CN			2028	PROTECT	2900				2900		2900						
			Totals						3450			3450	350	190	2910					



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19	Kalama River Road Slide Mitigation MP 13.2 to 13.8	6	S	0.04	PT	PE	2026					500	500	100	200	200				
			P					RW	2027			100	100		20	80				
			P					CN	2028			1500	1500			1500				
			Totals									2100	2100	100	220	1780				
20	Rose Valley Road Culverts Replacement MP 11.76 to MP 11.84	6	S	0.08	CGOPTSW	PE	2026			CRAB	54	6	60	60						
			S					RW	2026			20	20	20						
			S					CN	2027	CRAB	446	54	500		500					
			Totals								500	80	580	80	500					
21	Clear Zone Inventory (Various)	21	S			PE	2026	HSIP	310			310	150	160						
			Totals						310		310	150	160							
22	Whitewater Road Curve Improvements MP 0.20 to MP 0.34	21	S	0.14	PT	PE	2026	HSIP	70			70	40	30						
			S					RW	2027			20	20	20						
			S					CN	2028	HSIP	473		473		473					
			Totals						543		20	563	40	50	473					
23	N Goble Creek Road Box Culvert Replacement MP 1.26 to MP 1.30	11	S	0.04	PT	PE	2026			FISH	382.5	67.5	450	250	200					
			S					RW	2027			50	50	50						
			P					CN	2028	FISH	2380	420	2800		2800					
			Totals						2762.5	537.5	3300	250	250	2800						
24	Powell Road Drainage Improvement MP 0.56 to MP 0.66	6	S	0.10	CGOPTSW	PE	2026			CRAB	49	6	55	30	25					
			S					RW	2027			20	20	10	10					
			S					CN	2028	CRAB	446	354	800		800					
			Totals						495	380	875	30	35	810						
25	Coal Creek Road - Phase 1 MP 1.44 to MP 2.00	4	S	0.56	CPT	PE	2026	STP-R	260	CRAB		140	400	75	200	125				
			S					RW	2027			100	100	10	90					
			P					CN	2029	STP-R	1900	CRAB	1000	200	3100		3100			
			Totals						2160	1000	440	3600	75	210	215	3100				
26	Dike Road Traffic Barrier MP 6.00 to MP 7.00	21	S	1	PTC		2026	HSIP	50			50	25	25						
			S					2028	HSIP	450		450		450						
			Totals						500		500	25	25	450						
27	Cloverdale Road Drainage Improvement MP 1.75 to MP 1.81	6	S	0.06	COPT	PE	2026			CRAB	49	6	55	40	10	5				
			S					RW	2027			50	50	50						
			S					CN	2028	CRAB	446	554	1000		1000					
			Totals						495	610	1105	40	60	1005						



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28	Rose Valley Bridge No. 2 Scour Repair MP 1.13 to MP 1.15	14	S	0.02	CPT	PE	2026					50	50	5	30	15				
			S			RW	2028			10	10									
			S			CN	2028			200	200									
			Totals												260	260	5	30	225	
29	Chapman Road Drainage	4	S		PT	PE	2026					100	100	50	40	10				
			P			RW	2027			50	50									
			P			CN	2028			550	550									
			Totals												700	700	50	90	560	
30	Mill Creek Bridge No. 1 Replacement	11	P		PT	PE	2026	STP(BR)	600			150	750	20	600	130				
			P			RW	2028			50	50									
			P			CN	2029	STP(BR)	2160		540	2700							2000	700
			Totals												740	3500	20	600	180	2000
31	S Toutle Road Culvert Replacement - Studebaker Creek Crossing MP 1.05 to MP 1.11	6	P	0.08	PTW	PE	2027			FISH	340	60	400		50	200	150			
			P			RW	2028			100	100									
			P			CN	2029	FISH	1275	225	1500									
			Totals												1615	385	2000	50	280	1670
32	Abernathy Creek Road Repair MP 4.89 to 4.94	6	P	0.05	PT	PE	2027					40	40		35	5				
			P			RW	2028			20	20									
			P			CN	2028			250	250									
			Totals												310	310		35	275	
33	Lapham Road Culvert Replacement MP 0.72 to 0.76	6	P	0.04	PT	PE	2027			FISH		400	400		50	340	10			
			P			RW	2028			100	100									
			P			CN	2029	FISH	1275	225	1500									
			Totals												1275	725	2000	50	440	1510
34	Westover/Lomor Drainage Improvements MP 0.00 to MP 0.20	6	P	0.20	CGPTSW	PE	2027	HMA	300	DEM	50	50	400		10	290	100			
			P			RW	2029	HMA	300	DEM	50	50	400							
			P			CN	2029	HMA	750	DEM	125	125	1000							
			Totals												1350	225	225	1800	10	290
35	I-5 Emergency Bypass	18	P	0.02	CGPTSW	PL	2027	WSDOT	400			100	500		100	100	300			
			P			PE	2029	WSDOT	850		150	1000								
			Totals												1250	250	1500	100	100	400
36	PH 10 Culvert Replacement MP 3.23 to MP 3.27	6	P	0.02	PT	PE	2027			CRAB	54	6	60		45	15				
			P			RW	2028			50	50									
			P			CN	2029	CRAB	446	54	500									
			Totals												500	110	610	45	65	500



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37	West Canyon View Drive Reconstruction MP 0.00 to MP 0.15	4	P	0.15	CPTSW	PE	2027					60	60				50	10							
										CRAB	360	40	400							400					
								Totals		360		100	460			50	410								
38	Hazel Dell Road Leckler Creek Culvert Replacements MP 1.18 and MP 1.83	6	P	0.12	COPT	PE	2029	AOP	850			90	940						840	100					
																							50	50	
								AOP	5985				100	100											
								Totals	6835			505	7340						890	6450					
39	S Toutle Road Culvert Replacement - Outlet Creek Crossing MP 0.18 to 0.22	6	P	0.04	PT	PE	2028			FISH	153	27	180						75	100	5				
								Totals			FISH	1275	225	1500							1500				
								Totals				1428	302	1730			75	150	1505						
40	Fish Pond Road and Duncan Road Drainage Improvements MP 1.87 to MP 1.91 - Fish Pond Road MP 0.00 to MP 0.08 - Duncan Road	6	P	0.19	PT	PE	2028	PROTECT	270			30	300						100	190	10				
								Totals	2070			330	2400						100	290	2010				
41	S Goble Creek Box Replacement MP 1.46 to MP 1.50	6	P	0.40	PT	PE	2028			FISH	255	45	300						250	50					
								Totals			FISH	1700	300	2000							2000				
								Totals				1955	395	2350			250	100	2000						
42	Young Road Widening Project MP 0.0 to MP 0.88	3	P	0.88	PT	PE	2028					220	220						110	100	10				
								Totals				880	880								880				
								Totals				1350	1350			210	200	940							
43	Fibre Way Bridge and Mill Creek Bridge #3 Repairs Fibre Way MP 0.35 to MP 0.37; Mill Creek MP 1.64 to 1.67	14	P	0.05	COPT	PE	2028	STP(BR)	65			10	75						65	10					
								Totals	697			10	707					65	642						
44	Paradise Acres Culvert Replacement MP 0.10 to MP 0.12	6	P	0.02	PTW	PE	2028					75	75						65	10					
								Totals				1025	1025					105	920						
45	Nevada Drive Safety Improvements MP 0.00 to MP 1.43	21	P	1.43	CPTSW	PE	2028					100	100						80	20					
								Totals	315			185	500					90	410						



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46	South Silver Lake Road MP 1.45 to MP 2.84	4	P	1.39	CPT	PE	2028			CRAB	287	143	430				250	150	30			
			RW			2029							125	125					125			
			CN			2030	STP-R	500	CRAB	2113	1687	4300										4300
			Totals					500		2400	1955	4855								250	275	4330
47	Kalama River Road Slope/Rockfall/Debris Flow Protection Various Locations MP 0.80 to MP 14.2	21	P	13.4	PT	PE	2028					250	250				150	100				
			RW			2029					50	50						50				
			CN			2030	HSIP	450			50	500							250	250		
			Totals					450			350	800							150	400	250	
48	Holcomb-Ostrander Bypass	1	P	1.25		PE	2028					800	800				200	400	200			
			RW			2029					350	350						150	200			
			CN			2030					4000	4000								4000		
			Totals								5150	5150							200	550	4400	
49	Bodine Road Realignment MP 0.6 to MP 0.7	21	P	0.10	CPT	PE	2028					45	45				40	5				
			RW			2028					20	20					20					
			CN			2029					300	300							300			
			Totals								365	365							60	305		
50	Mill Creek Road/Oak Point Road Intersection Improvements Mill Creek Rd MP 0.04 to MP 0.10 Oak Point Rd MP 0.00 to MP 0.10	21	P	0.16	PT	PE	2028					40	40				30	10				
			RW			2028					10	10					5	5				
			CN			2029					280	280							280			
			Totals								330	330							35	295		
51	North Bodine Drainage Improvements MP 0.64 to MP 0.68	6	P	0.04	PT	PE	2028					80	80				60	20				
			RW			2028					10	10					10					
			CN			2029					520	520							520			
			Totals								610	610							70	540		
52	Kalama River Road Turn Lane MP 4.35 to MP 4.38	21	P	0.03	PT	PE	2028					30	30				20	10				
			RW			2029					5	5							5			
			CN			2029					150	150							150			
			Totals								185	185							20	165		
53	Ostrander Rd. Bridge Replacement MP 0.35 to MP 0.45	11	P	0.10	CGPTW	PE	2028	STP(BR)	240			60	300				150	150				
			RW			2029					100	100							100			
			CN			2029	STP(BR)	1600			400	2000							1500	500		
			Totals								1840				560	2400			150	1750	500	
54	Pacific Way Drainage Improvement MP 2.09 to MP 2.11	6	P	0.02	CGPTSW	PE	2028					30	30				30					
			CN			2029					250	250							250			
			Totals								280	280							30	250		



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55	Kalama River Road Curve Improvements MP 14.95 to MP 15.05	21	P	0.10	PT	PE	2028					70	70			60	10						
																		10					
																					450		
Totals												530	530			70	460						
56	Allen Street Drainage Improvement MP 2.50 to MP 2.80	6	P	0.30	PT	PE	2028	BRIC	110			40	150			140	10						
																		50					
								BRIC	450			150	600						600				
Totals									560			240	800			190	610						
57	Martins Bluff Embankment Repair MP 0.04 to MP 0.10	6	P	0.06		PE	2028					60	60			40	20						
																		10	5				
																					400		
Totals												470	470			45	425						
58	Bodine Road Culvert Replacement MP 0.70 to MP 0.74	6	P	0.04	PT	PE	2028					50	50			40	10						
																		10	10				
																					440		
Totals												500	500			50	450						
59	Italian Creek Road Drainage and Roadway Improvements MP 2.86 to MP 2.90	6	P	0.04	PT	PE	2028					45	45			35	10						
																		10	10				
																					325		
Totals												380	380			40	340						
60	Bridge Rail Upgrades Countywide	21	P		CPGSTW	PE	2029	HSIP	171			19	190				190						
																				750	250		
Totals									1071			119	1190			940	250						
61	Wren Loop/SR411 Intersection Improvements MP 0.00 to MP 0.10 - Wren Loop Road	21	P	0.10	CPTO	PE	2029	HSIP	45			5	50				40						
																				10			
																					10		
																							300
Totals									315			45	360			50	310						
62	S Pekin Rd/ Pinkerton Dr Intersection Improvements MP 0.00 to MP 0.05 - Pinkerton Dr MP 0.90 to MP 1.00 - S Pekin Rd	21	P	0.15	PT	PE	2029					100	100				75						
																		30	30				
																					600	600	
Totals												730	730			85	645						
63	Coal Creek Road Culverts Replacement MP 0.20 to MP 0.25	6	P	0.05	CPT	PE	2029					120	120				100						
																		5	5				
																					800		
Totals												925	925			105	820						



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64	Kalama River Road Realignment (@Old Spreadborough) MP 3.68 to MP 3.78	21	P	0.10	PT	PE	2029	HSIP	54			6	60					50	10							
								HSIP	378			42	420							420						
								Totals	432			68	500					70	430							
65	Coal Creek Road - Phase 2 MP 2.00 to MP 2.50	4	P	0.50	CPTW	PE	2030					240	240						240							
								Totals				1940	1940							1940						
66	Primrose Road Culverts and Surface Upgrade MP 0.05 to MP 0.48	6	P	0.43	PT	PE	2029					75	75					55	20							
								Totals				585	585					60	525							
67	Englert Culvert MP 0.64 to MP 0.68	6	P	0.04	PT	PE	2029					50	50					40	10							
								Totals				570	570					40	530							
68	Greenwood Rd Culvert Replacement MP 0.02 to MP 0.06	6	P	0.04	PT	PE	2029					80	80					40	40							
								Totals				590	590					45	545							
69	Ostrander Road /Pacific Avenue N Intersection Improvements MP 0.00 to MP 0.12 - Ostrander Road MP 3.50 to MP 3.70 - Pacific Ave N	7	P	0.20	CGOPTW	PE	2029					120	120					100	20							
								Totals				930	930					105	825							
70	Delameter Road Reconstruction MP 2.33 to MP 3.33	4	P	1.00	CPT	PE	2029					310	310					260	50							
								Totals				3510	3510					360	3150							
71	South Silver Lake Road Reconstruction MP 4.5 to MP 5.5	4	P	1.00	CPST	PE	2029					500	500					350	150							
										CRAB	1000	2500	3500						3500							
								Totals			1000	3100	4100					350	3750							
72	Allen Street Improvements MP 1.06 to MP 1.95	4	P	0.89	CPT	PE	2030					400	400						400							
								Totals				3200	3200					3200								



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Costs in \$1,000's

Priority Number	Project Identification	Improvement	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Funding		State Funding		Local Funds		Total Funds		Expenditure Schedule (Year)						
								Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2026	2027	2028	2029	2030 & 2031				
73	Allen Street/PG Sweet Intersection Improvements MP 1.92 to MP 1.98 - Allen Street MP 0.00 to MP 0.05 - PG Sweet Rd	21	P	0.11	CPT	PE	2030	HSIP	41.2			8.8	50								50	
			P			RW	2030					20	20								20	
			P			CN	2031	HSIP	300					300								300
								Totals	341.2				28.8	370								370
74	Headquarters Road Climbing Lane Varies	21	P	VARIES	CPST	PE	2030					150	150								150	
			P			RW	2030					100	100								100	
			P			CN	2031					1000	1000								1000	
								Totals					1250	1250								1250
75	Canal Road Dual Culvert Replacement MP 0.86 to MP 0.88	6	P	0.02	PT	PE	2030					100	100								100	
			P			RW	2030					10	10								10	
			P			CN	2031					900	900								900	
								Totals					1010	1010								1010
76	Witherbe Rd Intersection Improvements MP 0.0 to MP 0.5	21	P	0.50	PTC	PE	2030	HSIP	94.5			10.5	105								105	
			P			RW	2030					30	30								30	
			P			CN	2031	HSIP	373.5			41.5	415								415	
								Totals	468			82	550									550
77	Tower Road Bridge Scour Repair MP 2.9	14	P	0.02	PT	PE	2030					50	50								50	
			P			CN	2031					600	600								600	
								Totals					650	650								650
78	Coal Creek Road - Phase 3 MP 2.50 to MP 3.50	4	P	1.0	CPTW	PE	2030					310	310								310	
			P			RW	2030					100	100								100	
			P			CN	2031					3100	3100								3100	
								Totals					3510	3510								3510
79	S Louma Road Turnaround MP 0.16 to MP 0.18	4	P	0.02	CPTSW	PE	2031					60	60								60	
			P			RW	2031					100	100								100	
						CN	2031					250	250								250	
								Totals					410	410								410
80	Tower Road Improvements MP 0.00 to MP 1.50	4	P	1.5	PT	PE	2031					300	300								300	
			P			RW	2031					50	50								50	
								Totals					350	350								350
81	ADA Upgrades Location varies	28	S	VARIES	CGOPSTW	PE	2026					120	120	20	20	20	20				40	
			S			RW	2026					30	30	5	5	5	5				10	
			S			CN	2026					1050	1050	175	175	175	175				350	
								Totals					1200	1200	200	200	200	200				400



SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2026-2031

Costs in \$1,000's

Priority Number	Project Identification	Improvement	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Funding		State Funding		Expenditure Schedule (Year)							
								Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	2026	2027	2028	2029	2030 & 2031	
82	Drainage Improvements	6	S	VARIES	CGOPSTW	PE	2026					300	300	50	50	50	50	100	
	Location varies		S			RW	2026					120	120	20	20	20	20	40	
			S			CN	2027					1500	1500		300	300	300	600	
	Totals											1920	1920	70	370	370	370	740	
83	Safety Improvements	21	P	VARIES	CGOPSTW	PE	2028					200	200			50	50	100	
	Projects on various roads that addresses guardrail, sight distance, shoulders, delineators, signs, etc.		P			RW	2028					80	80			20	20	40	
			P			CN	2028					1200	1200			300	300	600	
		Totals										1480	1480			370	370	740	
84	Slide Improvements	6	P	VARIES	CGOPSTW	PE	2028					400	400			100	100	200	
	Location varies		P			RW	2028					80	80			20	20	40	
			P			CN	2028					1200	1200			300	300	600	
		Totals										1680	1680			420	420	840	
Grand Totals																			
								48169.2			22000		67432.8	137602	20099	16060	22893	26825	51725

Phase
 PL - Planning
 PE - Design Engineering
 RW - Right of Way
 CN - Construction

Status
 S- Funding secured.
 P - Planned -funding has not been secured.

Federal and State Funding Codes
 FHWA - Federal Highway Administration
 STP(BR) - Highway Bridge Program
 ER- Emergency Relief Program
 HSIP - Highway Safety Improvement Program
 STP - Surface Transportation Program - (R) - rural, (S) - safety, (U) - urban
 CRAB - County Road Administration Board - Rural Arterial Program
 FISH - Washington Recreation - Fish Barrier Removal Grant
 DEM - Washington State Department of Emergency Management
 WSDOT - Washington State Department of Transportation
 FEMA - Federal Emergency Management Administration
 BRIC - Building Resilient Infrastructure in Communities
 PROTECT - Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation

Improvement Codes
 1 - New Construction Roadway
 3- Reconstruction - Added Capacity
 4 - Reconstruction - No Added Capacity
 5 - 4R Maintenance Resurfacing
 6 - 4R Maintenance - Restoration and Rehabilitation
 7 - 4R Maintenance, Relocation
 8 - Bridge, New Construction
 10 - Bridge Replacement - Added Capacity
 11 - Bridge Replacement - No Added Capacity
 14- Bridge Rehabilitation - No Added Capacity
 15 - Preliminary Engineering
 18 - Planning
 21 - Safety
 28 - Facilities for Pedestrians and Bicycles

Utilities
 C - Cable
 G - Gas
 O - Other
 P - Power
 T - Telephone
 S - Sanitary Sewer
 W-Water



DEPARTMENT OF PUBLIC WORKS

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Board of County Commissioners

Steve Rader	District 1
Steven L. Ferrell	District 2
Richard R. Dahl	District 3

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

2026-2031

TIP Priority No. 1 ~ Project Summary

South Cloverdale Road – Under Construction

Project Limits: Mileposts 0.13 to 0.76
(Todd Road to Confer Road)

Federal Classification: Rural Minor Collector (08)

Project Description: Reconstruct roadway to include two 12-foot-wide travel lanes with 6-foot shoulders. Includes horizontal/vertical alignment improvements. The existing culverts will be replaced and sized to meet current standards.

Basis for Project: The existing roadway is narrow with minimal shoulders. Sections of the roadway have poor visibility due to horizontal/vertical alignment. The Kalama area is developing, and traffic is increasing on this roadway.



Environmental/Safety Considerations: All of the culverts will be analyzed for replacement based on age and barrier requirements. The new culverts will be sized to remove fish barriers if any are found and/or to pass the large storm events to minimize culvert clogging and roadway flooding. All work will be designed to minimize the impact on wetland areas. At a minimum the culvert conveying Bybee Creek will be upgraded to meet fish passage requirements.

During design the horizontal and vertical curves will be analyzed to develop any needed roadway geometry changes to improve driver safety. In addition, wider shoulders will be added to allow use by bicyclists and pedestrians to remove them from travel lanes.

Funding Sources: This project is being funded with a CRAB RAP grant, STP-R grant and local road funds.

Financial Summary		Expenditure Schedule
Expenditures	Funding	
Engineering: \$0	County Funds: \$50,000	Engineering: Complete
Right-of-Way: \$0	State Grants: \$250,000	Right-of-Way: Complete
Construction: <u>\$2,800,000</u>	Federal Grants: \$250,000	Construction: 2025 - 2026
Total: \$2,800,000	ARPA: <u>\$2,250,000</u>	
	Total: \$2,800,000	

TIP Priority No. 2 ~ Project Summary

**South Cloverdale Road-Confer Road
Intersection Improvements
Under Construction**

Project Limits: Mileposts 0.76 to 0.87 – S Cloverdale Rd
Milepost 0.00 to 0.08 - Confer Rd

Federal Classification: Rural Minor Collector (08)

Project Description: Improve vertical curve sight distance south of the intersection of Confer Road with South Cloverdale Road by lowering the roadway at the vertical curve.

Basis for Project: Current vertical alignment limits sight distance for vehicles turning onto Confer Road or continuing on South Cloverdale Road.



Environmental/Safety Considerations: This intersection has a sight distance issue that decreases driver safety.

Funding Sources: This project will be funded with local road funds. It will be completed at the same time as the South Cloverdale Road Project to minimize the disruption to drivers and to take advantage of pricing benefits that generally occur with larger projects.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$0	County Funds:	\$14,000
Right-of-Way:	\$0	State Grants:	\$0
Construction:	<u>\$100,000</u>	Federal Grants:	<u>\$86,000</u>
Total:	\$100,000	Total:	\$100,000
		Engineering:	Complete
		Right-of-Way:	Complete
		Construction:	2025-2026

TIP Priority No. 3 ~ Project Summary

**Allender Road Bridge Replacement
Structure ID 08013300**

Project Limits: Milepost 0.68 to 0.80

Federal Classification: Rural Local Access (09)

Project Description: This project will replace the existing bridge and bridge approaches.

Basis for Project: This bridge was constructed in 1958 and at the projected construction date will be 66 years old. The bridge has a current sufficiency rating of 43.52 which indicates that it is nearing the end of its service life. The bridge is used by residential traffic and log trucks that access the adjacent timber land. The bridge is currently load restricted for 8 types of trucks. This restricts the loads on log trucks and other trucks that use this roadway. The bridge is narrow and does not meet current roadway standards.



Environmental/Safety Considerations: The replacement of this bridge will allow for the unrestricted movement of legal loads through the area which benefits the economy and increases safety because otherwise legal loads that do not meet the bridge load rating standards will no longer be illegally using the bridge and increasing the damage to the structure. If the damage reaches the point of failure there are approximately one dozen homes that would be isolated from emergency services.

The work would need to meet all permitting requirements to work in and around water which would include mitigation for disturbed wetlands, working during the prescribed fish window and correction of fish passage barriers. WDFW SalmonScope website lists the stream as potential habitat for chinook, coho and steelhead.

Funding Sources: This project has been selected for funding through the Federal Bridge Program. The match will come from local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$0	County Funds:	\$279,000
Right-of-Way:	\$0	State Grants:	\$0
Construction:	<u>\$2,254,000</u>	Federal Grants:	<u>\$1,975,000</u>
Total:	\$2,254,000	Total:	\$2,254,000
		Engineering:	Complete
		Right-of-Way:	Complete
		Construction:	2026

TIP Priority No. 4 ~ Project Summary

Dike Road Reconstruction – Phase 2

Project Limits: Milepost 3.05 to 5.32

Federal Classification: Rural Minor Collector (08)

Project Description: This project will reconstruct the roadway section to improve the structural strength of the roadway. This will be completed using full depth reclamation (FDR) as the construction method. Shoulder rock will be placed, and the roadway restriped. The clear zone will be reviewed, and issues addressed.



Basis for Project: Increased truck traffic has caused severe damage to the roadway because this roadway has an inadequate roadway section to support frequent fully loaded trucks. It is anticipated that this increase in truck traffic will continue as the port develops.

Environmental/Safety Considerations: This area is developing including more industrial uses, replacing farms and vacant land outside of the levee. The original roadway was not constructed to a roadway standard, so the increased traffic loading is detrimental to the roadway structure. The large areas of distressed pavement and potholes create hazardous driving conditions increasing the probability of accidents along this roadway.

Funding Sources: This project is being funded with local road funds and CRAB RAP grant funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$10,000	County Funds:	\$3,418,000
Right-of-Way:	\$10,000	State Grants:	\$1,602,000
Construction:	<u>\$5,000,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$5,020,000	Total:	\$5,020,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 5 ~ Project Summary

Rock Creek Culvert – Tower Road

Project Limits: Milepost 4.50 to 4.54

Federal Classification: Rural Collector (07)

Project Description: This project will remove the temporary bridge on Tower Road and install a permanent bridge over Rock Creek.

Basis for Project: On February 28, 2022, the existing dual culverts that transported Rock Creek under Tower Road were washed out. A temporary narrow bridge has been installed to reestablish traffic on Tower Road. The permanent bridge will be designed to carry all of the traffic that uses the roadway.



Environmental/Safety Considerations: The temporary bridge is narrow and does not allow for the passage of two large vehicles decreasing driver safety. The Rock Creek channel is reestablishing itself to pre 1980 eruption levels that will allow fish access to Rock Creek beyond Tower Road.

Funding Sources: This project will be funded using local road funds, State directed funding and ARPA money.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$10,000	County Funds:	\$1,020,000
Right-of-Way:	\$10,000	ARPA:	\$2,000,000
Construction:	\$4,000,000	State Grants:	\$1,000,000
Total:	\$4,020,000	Federal Grants:	\$0
		Total:	\$4,020,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 6 ~ Project Summary

Westside Highway Slide Repair

Project Limits: Milepost 4.06 to 4.11

Federal Classification: Rural Collector (07)

Project Description: This project will construct a rock buttress on the cut slope to prevent future slides.

Basis for Project: On February 28, 2022, the cut slope above the roadway became saturated and slid onto the roadway.



Environmental/Safety Considerations: If this cut slope is not repaired it will continue to release debris into the roadway creating unsafe driving conditions.

Funding Sources: This project is going to be funded using local Road Fund dollars and ARPA revenue replacement dollars.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$85,000	County Funds:	\$10,000
Right-of-Way:	\$10,000	ARPA:	\$435,000
Construction:	<u>\$350,000</u>	State Grants:	\$0
Total:	\$445,000	Federal Grants:	<u>\$0</u>
		Total:	\$445,000
		Engineering:	2025
		Right-of-Way:	2025
		Construction:	2025

TIP Priority No. 7 ~ Project Summary

Butte Hill Slide Repair

Project Limits: Milepost 0.25 to 0.27

Federal Classification: Rural Local Access (09)

Project Description: The roadway embankment will be stabilized by constructing a rock embankment benched into the existing embankment.

Basis for Project: During the January 6, 2022 event, the embankment became saturated and slid down to the toe of the slope.



Environmental/Safety Considerations: Embankment instability can lead to failure within the traveled way posing threats to driver safety.

Funding Sources: This project will be funded by local road funds, and FEMA emergency funds with a state match.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$50,000	County Funds:	\$12,500
Right-of-Way:	\$0	State Grants:	\$12,500
Construction:	<u>\$200,000</u>	Federal Grants:	<u>\$225,000</u>
Total:	\$250,000	Total:	\$250,000
		Engineering:	2026
		Right-of-Way:	N/A
		Construction:	2026

TIP Priority No. 8 ~ Project Summary

Bates Road Embankment Repair

Project Limits: Milepost 0.30 to 0.36

Federal Classification: Rural Local Access (09)

Project Description: The project will reinforce the embankment with a combination of relocating the roadway away from the Kalama River and reinforcement of the embankment.

Basis for Project: The main flow of the Kalama River has shifted to the south eroded the embankment of the roadway. The erosion reached the shoulder and is moving into the pavement.

Environmental/Safety Considerations: The continued erosion of the embankment will reduce driver safety by decreasing the driving surface potentially creating conditions prone to head on collisions.

Funding Sources: This project will be funded by local road funds, and FEMA emergency funds with a state match.



Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$100,000	County Funds:	\$45,000
Right-of-Way:	\$20,000	State Grants:	\$25,000
Construction:	\$400,000	Federal Grants:	\$450,000
Total:	\$520,000	Total:	\$520,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 9 ~ Project Summary

Pleasant Hill Road Culvert Replacement

Project Limits: Milepost 4.67 to 4.73

Federal Classification: Rural Minor Collector (08)

Project Description: This project will replace the existing culvert that failed in 2021.

Basis for Project: The 10' diameter corrugated metal culvert failed creating a large pothole in the roadway. In the fall of 2021, the failed culvert was removed and the County's temporary bridge was installed to allow traffic to utilize the roadway. This project will design a permanent structure to replace the culvert and allow for fish passage.



Environmental/Safety Considerations: The failed culvert caused a large sinkhole which required Pleasant Hill Road to be closed to thru traffic. This closure forces emergency services to detour around the area potentially increasing response times.

The work will need to meet all permitting requirements to work in and around water which would include mitigation for disturbed wetlands, working during the prescribed fish window and correction of fish passage barriers.

Funding Sources: This project is being funded with FEMA Emergency funds (90%) and State DEM funds (5%). The remaining match will come from local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$150,000	County Funds:	\$125,000
Right-of-Way:	\$0	State Grants:	\$125,000
Construction:	\$2,000,000	Federal Grants:	\$1,900,000
Total:	\$2,150,000	Total:	\$2,150,000
		Engineering:	2026
		Right-of-Way:	N/A
		Construction:	2027

TIP Priority No. 10 ~ Project Summary

South Toutle Road Headwall Repair

Project Limits: Milepost 0.25 to 0.27

Federal Classification: Rural Major Collector (07)

Project Description: The headwall will be reconstructed, and the embankment stabilized.

Basis for Project: During an inspection in September 2023, the wooden supplemental headwall was found to be failing and the embankment to the east of the culvert was scoured due to a sand and gravel bar that has developed just upstream of the culvert.



Environmental/Safety Considerations: Failure of the upper headwall or the embankment could encroach into the driving lane causing an increased probability of head on collisions.

Funding Sources: This project will be funded by local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$50,000	County Funds:	\$305,000
Right-of-Way:	\$5,000	State Grants:	\$0
Construction:	<u>\$250,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$305,000	Total:	\$305,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 11 ~ Project Summary

Allender Road Repair

Project Limits: Milepost 0.78 to 0.82

Federal Classification: Rural Local Access (09)

Project Description: The roadway embankment will be stabilized by constructing a installing riprap and large woody debris to meet WDFW requirements.

Basis for Project: The creek at the toe of the embankment is undermining the roadway causing the pavement to crack and narrowing the roadway.



Environmental/Safety Considerations: Embankment instability can lead to failure within the traveled way posing threats to driver safety.

Funding Sources: This project will be funded by local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$50,000	County Funds:	\$0
Right-of-Way:	\$5,000	State Grants:	\$0
Construction:	<u>\$250,000</u>	Federal Grants:	<u>\$305,000</u>
Total:	\$305,000	Total:	\$305,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2027

TIP Priority No. 12 ~ Project Summary

Delameter Road Culvert Replacements

Project Limits: Milepost 4.10 to 4.42

Federal Classification: Rural Collector (07)

Project Description: The existing box culverts will be removed and replaced with new large culverts or bridges (to be determined during preliminary design).

Basis for Project: These culverts are at the end of life and are undersized.



Environmental/Safety Considerations: Without replacement this structure will continue to deteriorate and eventually fail. The box culverts are documented partial fish barriers. Replacement of the structures designed to meet the Department of Fish and Wildlife design criteria will open up approximately 1.5 miles of habitat to the next barrier.

Funding Sources: This project will be funded by State PROTECT funds at 100%.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$850,000	County Funds:	\$100,000
Right-of-Way:	\$100,000	State Grants:	\$0
Construction:	<u>\$5,800,000</u>	Federal Grants:	<u>\$6,650,000</u>
Total:	\$6,750,000	Total:	\$6,750,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2027

TIP Priority No. 13 ~ Project Summary

Rose Valley Road Culvert

Project Limits: Milepost 7.70 to 7.74

Federal Classification: Rural Major Collector (07)

Project Description: The temporary repair completed during the winter of 2022 permit required that the entire culvert be replaced to current standards. This work will include replacing the culvert and rebuilding the roadway embankment.



Basis for Project: On January 6, 2022, heavy rains caused the stream to scour and undermine the outlet, resulting in sections of the culvert breaking off leaving a nearly vertical down from the shoulder leaving hanging guardrail posts. A contractor was hired to complete a temporary repair and stabilize the embankment.

Environmental/Safety Considerations: The new culvert will allow fish passage and maintain roadway safety for the drivers.

Funding Sources: This project will be funded with Federal Emergency Relief funds and local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$200,000	County Funds:	\$252,000
Right-of-Way:	\$50,000	State Grants:	\$0
Construction:	<u>\$1,300,000</u>	Federal Grants:	<u>\$1,298,000</u>
Total:	\$1,550,000	Total:	\$1,550,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026-2027

TIP Priority No. 14 ~ Project Summary

Allender Road Culvert No. 1 Replacement

Project Limits: Milepost 0.31 to 0.41

Federal Classification: Rural Local Access (09)

Project Description: Replace existing box culvert with a new box culvert or bridge. The structure will be constructed to allow passage of large storm events and the associated debris and correct the fish passage barrier that can be seen in the photograph.



Basis for Project. This is the first bridge along Allender Road that needs to be replaced. This 30' long box culvert was constructed in 1958 and is approaching its natural end of service life. The bridge is used by residential traffic and log trucks that access the adjacent timber land. The bridge is currently load restricted for 8 types of trucks. This restricts the loads on log trucks and other trucks that use this roadway. The bridge is narrow and does not meet current roadway standards

Environmental/Safety Considerations: The replacement of this bridge will allow for the unrestricted movement of legal loads through the area which benefits the economy and increases safety because otherwise legal loads that do not meet the bridge load rating standards will no longer be illegally using the bridge and increasing the damage to the structure. If the damage reaches the point of failure, there are approximately one dozen homes that would be isolated from emergency services.

The work would need to meet all permitting requirements to work in and around water which would include mitigation for disturbed wetlands, working during the prescribed fish window and correction of fish passage barriers. WDFW SalmonScope website lists the stream as potential habitat for chinook, coho and steelhead.

Funding Sources: The construction funding is not secured but the project is currently ranked number 1 on the Brian Abbott Fish Barrier Board funding list. The funding should be secured the summer of 2025 and cover 85% of the costs with a 15% local match.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$100,000	County Funds:	\$575,000
Right-of-Way:	\$50,000	State Grants:	\$2,975,000
Construction:	<u>\$3,400,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$3,550,000	Total:	\$3,550,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2027

TIP Priority No. 15 ~ Project Summary

East Canyon View Drive Slide Repair

Project Limits: Milepost 0.27 to 0.30

Federal Classification: Urban Local Access (09)

Project Description: The end of the roadway is sliding away creating a hazardous condition and pavement failure.

Basis for Project: This slide could potentially continue up the length of the roadway cutting off access to homes and damaging utilities.



Environmental/Safety Considerations: This roadway is used by residents to access their homes and without it there is no access.

Funding Sources: This project will be funded with local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$75,000	County Funds:	\$625,000
Right-of-Way:	\$50,000	State Grants:	\$0
Construction:	<u>\$500,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$625,000	Total:	\$625,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 16 ~ Project Summary

**Burma Road Extension
(Toutle Park Road Replacement)**

Project Limits: Milepost 0.59 to 0.97

Federal Classification: Rural Local Access (09)

Project Description: Establish a new entrance to the gun range and the end of Toutle Park Road by establishing an extension off of Burma Road.

Basis for Project: The Toutle River is eroding its bank. This erosion is approaching Toutle Park Road. Due to the height of the riverbank and the erosive nature of the soils the repair is estimated to span a large section of the river. As an alternative a new roadway will be established north of this location off the end of Burma Road.



Environmental/Safety Considerations: If the Toutle River continues to move towards the roadway the residents and the gun range will be cut off from emergency services and access to town. The establishment of this alternate route will protect the health and safety of the residents.

Funding Sources: This project will be funded by local funds unless FEMA BRIC funding is obtained for a portion of the construction.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$200,000	County Funds:	\$1,700,000
Right-of-Way:	\$500,000	State Grants:	\$0
Construction:	<u>\$1,000,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$1,700,000	Total:	\$1,700,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2028

TIP Priority No. 17 ~ Project Summary

Owl Creek Bridge Replacement (Old 99 S)

Project Limits: Milepost 0.95 to 1.05

Federal Classification: Minor Arterial (06)

Project Description: The existing bridge will be removed and replaced with a new bridge capable of carrying the current traffic loading.

Basis for Project: This bridge is actually two bridges that have reached the end of life. There is concrete cracking and spalling, and the bridge is load restricted causing oversize vehicles to take alternate routes.



Environmental/Safety Considerations: Without replacement this structure will continue to deteriorate and eventually fail.

Funding Sources: This project will be funded by State Bridge funds at 100% (excluding right of way) if construction is obligated by September 30, 2026. If this deadline is not met the County will be required to provide a 13.5% match from local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$960,000	County Funds:	\$50,000
Right-of-Way:	\$50,000	State Grants:	\$0
Construction:	<u>\$6,158,000</u>	Federal Grants:	<u>\$7,118,000</u>
Total:	\$7,168,000	Total:	\$7,168,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028-2029

TIP Priority No. 18 ~ Project Summary

Gilmore Road – Studebaker Creek Culvert Replacement

Project Limits: Milepost 0.09 to 0.19

Federal Classification: Rural Local Access (09)

Project Description: The existing box culvert will be removed and replaced with a large open bottom structure or small bridge.

Basis for Project: This box culvert is undersized and reaching the end of expected life.



Environmental/Safety Considerations: This box culvert is a documented partial fish passage barrier. Replacement of the structure with a structure designed to meet the Department of Fish and Wildlife criteria will open up approximately 5.6 miles of potential fish habitat.

Funding Sources: This project will be funded by the State PROTECT fund at 100% except for right of way which will be funded with local funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$500,000	County Funds:	\$50,000
Right-of-Way:	\$50,000	State Grants:	\$0
Construction:	<u>\$2,900,000</u>	Federal Grants:	<u>\$3,450,000</u>
Total:	\$3,450,000	Total:	\$3,450,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028

TIP Priority No. 19 ~ Project Summary

Kalama River Road Slide Mitigation

Project Limits: Milepost 13.2 to 13.8

Federal Classification: Rural Collector (07)

Project Description: Currently the County has a geotechnical monitoring project occurring on the roadway. There are inclinometers and a piezometer installed. Readings are being recorded over a minimum of one year. This data will be used to develop an option to minimize future movement. This option will move into design and construction.



Basis for Project: Kalama River Road frequently slides at this location. The roadway must be frequently maintained and is not a full two lanes. A technical memorandum was completed in 2023 recommending site exploration to determine the final mitigation option.

Environmental/Safety Considerations: This portion of the roadway slides creating an uneven and potentially unsafe driving surface. It is currently maintained as gravel.

Funding Sources: This project will be funded by local road funds. Once a stabilization method is recommended the County will apply for a grant to contribute to the construction expenses.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$500,000	County Funds:	\$2,100,000
Right-of-Way:	\$100,000	State Grants:	\$0
Construction:	<u>\$1,500,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$2,100,000	Total:	\$2,100,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2027

TIP Priority No. 20 ~ Project Summary

Rose Valley Road Culverts Replacement

Project Limits: Milepost 11.76 to 11.84

Federal Classification: Rural Major Collector (07)

Project Description: The existing undersized and damaged culverts will be replaced with a single structure to accommodate higher flows and to include passage of aquatic life.

Basis for Project: The existing culverts are frequently plugged, the end sections are damaged, the materials are reaching end of life, and water overtops the roadway during large storm events.



Environmental/Safety Considerations: Replacement of the culverts will prevent water from flowing over the road increasing driver safety during unfavorable weather conditions.

Funding Sources: This project will be funded by local road funds, and CRAB RAP funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$60,000	County Funds:	\$80,000
Right-of-Way:	\$20,000	State Grants:	\$500,000
Construction:	<u>\$500,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$580,000	Total:	\$580,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2027

TIP Priority No. 21 ~ Project Summary

Clear Zone Inventory

Project Limits: Various locations throughout the County

Federal Classification: Various Classifications

Project Description: Collect clear zone data throughout the County. The county will rent equipment that can record data of all items within the roadway right of way. This data will be entered into GIS and analyzed for items that are hazards to develop clear zone safety projects.

Basis for Project: With clear zone data in the database staff can identify roadside hazards that can be removed, altered or protected to increase driver safety. These future improvements could include object removal, installation of breakaway posts, or installation of guardrail.

Environmental/Safety Considerations: The goal statewide is to reduce fatal and serious injury accidents to zero and by collection of clear zone data staff will be able to identify safety projects that should be pursued.

Funding Sources: This project is receiving funding from the Federal Highway Safety Improvement Program (HSIP). This program funds 100% of the project costs.



Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Planning:	\$310,000	County Funds:	\$0
Engineering:	\$0	State Grants:	\$0
Right-of-Way:	\$0	Federal Grants:	<u>\$310,000</u>
Construction:	\$0	Total:	\$310,000
Total:	\$310,000		
		Planning:	2026
		Engineering:	N/A
		Right-of-Way:	N/A
		Construction:	N/A

TIP Priority No. 22 ~ Project Summary

Whitewater Road Curve Improvements

Project Limits: Mileposts 0.24 to 0.34

Federal Classification: Rural Local Access (09)

Project Description: This project will improve the existing curve at milepost 0.27 by increasing the radius and widening the roadway.

Basis for Project: The existing roadway is narrow with limited sight distance that creates a hazard for drivers.



Environmental/Safety Concerns: The existing road configuration does not meet current standards and increases the potential for accidents.

Funding Sources: This project is receiving funding from the Federal Highway Safety Improvement Program (HSIP). This program funds 100% of the project costs except for the right of way expenses which is being funded with local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$70,000	County Funds:	\$20,000
Right-of-Way:	\$20,000	State Grants:	\$0
Construction:	<u>\$473,000</u>	Federal Grants:	<u>\$543,000</u>
Total:	\$563,000	Total:	\$563,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028

TIP Priority No. 23 ~ Project Summary

N Goble Creek Road Box Culvert Replacement

Project Limits: Milepost 1.26 to 1.30

Federal Classification: Rural Local Access (09)

Project Description: This project will replace the existing concrete box culvert with a new structure with a simulated stream bottom that will pass large storm events and provide a passable channel for aquatic organisms during all flow conditions.

Basis for Project: The existing concrete box culvert is reaching end of life and is overwhelmed during large storm events.



Environmental/Safety Considerations: This culvert is considered a blockage to fish trying to swim through the area in different conditions.

During the large storm events the culvert can be overwhelmed, and the roadway can be flooded causing hazardous driving conditions.

Funding Sources: This project will be funded by local funds and Brian Abbott Fish Barrier Removal Board grant.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$450,000	County Funds:	\$537,500
Right-of-Way:	\$50,000	State Grants:	\$2,762,500
Construction:	<u>\$2,800,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$3,300,000	Total:	\$3,300,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028

TIP Priority No. 24 ~ Project Summary

Powell Road Drainage Improvement

Project Limits: Milepost 0.56 to 0.66

Federal Classification: Rural Major Collector (07)

Project Description: Replace undersized culverts and construct other improvements to improve drainage and address ongoing deposition.

Basis for Project. Existing culverts fill with sediment causing roadway flooding.



Environmental/Safety Considerations: Roadway flooding increases the hazard to drivers and increases the potential for severe accidents.

Funding Sources: This project will be funded by CRAB funds and local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$55,000	County Funds:	\$380,000
Right-of-Way:	\$20,000	State Grants:	\$495,000
Construction:	\$800,000	Federal Grants:	\$0
Total:	\$875,000	Total:	\$875,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028

TIP Priority No. 25 ~ Project Summary

Coal Creek Road – Phase I

Project Limits: Milepost 1.44 to 2.00

Federal Classification: Rural Minor Collector (06)

Project Description: This project will reconstruct the roadway to include two 12-foot-wide travel lanes with widened shoulders. Work will include horizontal/vertical alignment improvements where they are needed and practicable. Culverts will be replaced as needed along the roadway.

Basis for Project. Coal Creek Road is the main arterial that connects West Longview to the City of Castle Rock. This roadway is used for timber hauling and access to timberlands for recreational purposes. These drivers do not have the familiarity with the roadway that the residents have.

Coal Creek Road narrows from 36 feet to 24 feet at this location, increasing the conflict between vehicles and bicyclists/pedestrians. There are various curves both horizontal and vertical that have poor sight distance.

Environmental/Safety Considerations: The existing roadway does not meet current design standards and needs to be upgraded for safety.

In addition, all of the culverts will be reviewed to determine if it is at the end of its useful life, the ability to pass large storm events without overtopping the roadway. At a minimum there is one culvert that is considered a fish passage barrier (Stewart Creek) and will be replaced.

Funding Sources: This project will be funded by a combination of Federal funds, state funds and local road funds.



Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$400,000	County Funds:	\$440,000
Right-of-Way:	\$100,000	State Grants:	\$1,000,000
Construction:	<u>\$3,100,000</u>	Federal Grants:	<u>\$2,160,000</u>
Total:	\$3,600,000	Total:	\$3,600,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2029

TIP Priority No. 26 ~ Project Summary

Dike Road Traffic Barrier

Project Limits: Mileposts 6.00 to 7.00

Federal Classification: Rural Minor Collector (06)

Project Description: This project will install a traffic barrier to prevent run-off-the-road accidents where the vehicles end up in a slough of the Columbia River.

Basis for Project: The existing roadway turns sharply onto the dike and there is an accident history of run-off-the-road accidents that include a fatality.



Environmental/Safety Concerns: The existing road configuration is difficult to navigate at high speeds and drivers often end up in a Columbia River slough.

Funding Sources: This project is receiving funding from the Federal Highway Safety Improvement Program (HSIP). This program funds 100% of the project costs.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$50,000	County Funds:	\$0
Right-of-Way:	\$0	State Grants:	\$0
Construction:	<u>\$450,000</u>	Federal Grants:	<u>\$500,000</u>
Total:	\$500,000	Total:	\$500,000
		Engineering:	2026
		Right-of-Way:	N/A
		Construction:	2028

TIP Priority No. 27 ~ Project Summary

Cloverdale Road Drainage Improvements

Project Limits: Milepost 1.75 to 1.81

Federal Classification: Rural Minor Collector (08)

Project Description: This project will replace an existing undersized 5' box culvert with “bottomless” culvert to safely pass large events.

Basis for Project: Existing culvert is undersized; it regularly has water backed up and has led to water crossing Cloverdale Road.



Environmental/Safety Considerations: When water crosses the roadway it causes safety issues for drivers and can damage the roadway surface.

The frequent backup of water on the face of the embankment erodes the embankment and weakens the structure by saturating the roadway embankment.

This culvert is not documented as a fish barrier, but WDFW SalmonScape indicates that there is potentially steelhead and coho present in the stream.

All work below the ordinary high-water mark will be permitted and work completed per the permit requirements.

Funding Sources: This project will be funded using local road funds and CRAB funding.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$55,000	County Funds:	\$610,000
Right-of-Way:	\$50,000	State Grants:	\$495,000
Construction:	\$1,000,000	Federal Grants:	\$0
Total:	\$1,105,000	Total:	\$1,105,000
		Engineering:	2026
		Right-of-Way:	2027
		Construction:	2028

TIP Priority No. 28 ~ Project Summary

Rose Valley Road Bridge No. 2 Scour Repair

Project Limits: Milepost 1.13 to 1.15

Federal Classification: Rural Major Collector (07)

Project Description: The bridge footing will be stabilized to maintain the integrity of the bridge.

Basis for Project: During the September 2023 inspection of the bridge there was noted an increase in the scour to the western footing of the bridge. A gravel bar has developed on the eastern footing directing the flow towards the western footing. If the scour continues there is the potential of the bridge losing stability and causing a roadway collapse.



Environmental/Safety Considerations: If the bridge collapses the roadway will need to be closed causing drivers, including emergency response, to be required to find alternate routes. A bridge collapse would block the movement of aquatic organisms.

Funding Sources: This project will be funded by local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$50,000	County Funds:	\$260,000
Right-of-Way:	\$10,000	State Grants:	\$0
Construction:	<u>\$200,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$260,000	Total:	\$260,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2028

TIP Priority No. 82 ~ Project Summary

ADA Upgrades

Project Limits: Various Locations

Federal Classification: Various Roadway Classifications

Project Description: Replace existing curb ramps with new ramps that meet ADA requirements and install new ramps at intersections that do not include curb ramps.

Basis for Project: The existing sidewalk infrastructure does not meet all of the current ADA requirements. These locations have been identified in the ADA Transition Plan adopted by the County. The first priority will be the ramps in the Lexington area.



Environmental/Safety Considerations: The inadequate curb ramps are a passage barrier for people with disabilities.

Funding Sources: This project will be funded by local road funds.

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$120,000	County Funds:	\$1,200,000
Right-of-Way:	\$30,000	State Grants:	\$0
Construction:	<u>\$1,050,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$1,200,000	Total:	\$1,200,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2026

TIP Priority No. 83 ~ Project Summary

Drainage Improvements

Project Limits: Various Locations

Federal Classification: Various Roadway Classifications

Project Description: Existing mid-sized culverts will be replaced.

Basis for Project: A large number of existing culverts that are midsized (18-inches to 36-inches) are reaching the end of life. For various reasons, (depth, traffic, etc.) these pipes are difficult for the road crew to replace. These culverts will be prioritized as they are identified by the road crews and the culvert inventory.



Environmental/Safety Considerations: If the culverts are not replaced, they could collapse causing roadway failure.

Funding Sources: This project will be funded by local road funds.

Potential Project List: Pacific Way MP 2.10
 Bodine Road MP 0.72
 Englert Road MP 0.66

Financial Summary		Expenditure Schedule	
Expenditures		Funding	
Engineering:	\$300,000	County Funds:	\$1,920,000
Right-of-Way:	\$120,000	State Grants:	\$0
Construction:	<u>\$1,200,000</u>	Federal Grants:	<u>\$0</u>
Total:	\$1,920,000	Total:	\$1,920,000
		Engineering:	2026
		Right-of-Way:	2026
		Construction:	2027

Projects to be constructed after 2027 are summarized in the following table.

Priority No.	Project	Project Type	Project Cost	Construction Year
29	Chapman Road Drainage	Drainage	\$700,000	2028
30	Mill Creek Bridge No. 1 Replacement	Bridge	\$3,500,000	2029
31	S Toutle Road Culvert Replacement – Studebaker Creek Crossing	Drainage	\$2,000,000	2029
32	Abernathy Creek Road Repair	Restoration	\$310,000	2028
33	Lapham Road Culvert Replacement	Drainage	\$2,000,000	2029
34	Westover/Lomar Drainage Improvements	Drainage	\$1,800,000	2029
35	I-5 Emergency Bypass (Planning and Design)	Roadway	\$1,500,000	After 2030
36	PH10 Culvert Replacement	Drainage	\$610,000	2028
37	West Canyon View Drive Reconstruction	Roadway	\$460,000	2027
38	Hazel Dell Road Leckler Creek Culvert Replacements	Drainage	\$7,340,000	2030
39	S Toutle Road Culvert Replacement – Outlet Creek Crossing	Drainage	\$1,730,000	2030
40	Fishpond Road and Duncan Road Drainage Improvements	Bridge	\$2,400,000	2030
41	S Goble Creek Box Culvert Replacement	Bridge	\$2,350,000	2030
42	Young Road Widening	Roadway	\$1,350,000	2030
43	Fibre Way Bridge and Mill Creek Bridge #3 Repairs	Bridge	\$707,000	2029
44	Paradise Acres Culvert Replacement	Drainage	\$1,025,000	2029
45	Nevada Drive Safety Improvements	Safety	\$500,000	2029
46	South Silver Lake Road Reconstruction (MP 1.45 to 2.84)	Roadway	\$4,855,000	2030
47	Kalama River Road Slope/Rockfall/Debris Flow Protection	Safety	\$800,000	2030
48	Holcomb – Ostrander Bypass	Roadway	\$5,150,000	2030
49	Bodine Road Realignment	Safety	\$365,000	2029
50	Mill Creek Road/Oak Point Intersection Improvements	Safety	\$330,000	2029
51	North Bodine Road Drainage Improvements	Drainage	\$610,000	2029
52	Kalama River Road Turn Lanes	Safety	\$185,000	2029
53	Ostrander Road Bridge Replacement	Bridge	\$2,400,000	2029
54	Pacific Way Drainage Improvements	Drainage	\$280,000	2029
55	Kalama River Road Curve Improvements	Safety	\$530,000	2029
56	Allen Street Drainage Improvement	Drainage	\$800,000	2029
57	Martins Bluff Embankment Repair	Landslide	\$470,000	2029
58	Bodine Road Culvert Replacement	Drainage	\$500,000	2029
59	Italian Creek Road Drainage and Roadway Improvements	Drainage	\$380,000	2029
60	Bridge Rail Upgrades	Safety	\$1,190,000	2029

Priority No.	Project	Project Type	Project Cost	Construction Year
61	Wren Loop/SR 411 Intersection Improvements	Safety	\$360,000	2030
62	S Pekin Rd/Pinkerton Dr Intersection Improvements	Safety	\$730,000	2030
63	Coal Creek Road Culverts Replacement	Drainage	\$925,000	2030
64	Kalama River Road Realignment	Safety	\$500,000	2030
65	Coal Creek Road – Phase 2	Roadway	\$1,940,000	2031
66	Primrose Road Culverts and Surface Upgrade	Drainage	\$585,000	2030
67	Englert Culvert Replacement	Drainage	\$570,000	2030
68	Greenwood Road Culvert Replacement	Drainage	\$590,000	2031
69	Ostrander Road/Pacific Avenue N Intersection Improvements	Safety	\$930,000	2030
70	Delameter Road Reconstruction	Roadway	\$3,510,000	2031
71	South Silver Lake Road Reconstruction	Roadway	\$4,100,000	2031
72	Allen Street Improvements	Roadway	\$3,200,000	2031
73	Allen Street/ PG Sweet Intersection Improvements	Safety	\$370,000	2031
74	Headquarters Road Climbing Lane	Safety	\$1,250,000	2031
75	Canal Road Dual Culvert Replacement	Drainage	\$1,010,000	2031
76	Wetherbe Road Intersection Improvements	Safety	\$550,000	2031
77	Tower Road Bridge Scour Repair	Bridge	\$400,000	2031
78	Coal Creek Rd Reconstruction – Phase 3	Roadway	\$3,510,000	2031
79	S Louma Road Turnaround	Roadway	\$410,000	2031
80	Tower Road Improvements (Design only)	Roadway	\$350,000	2031
83	Safety Improvements	Safety	\$1,480,000	2028
84	Slide Improvements	Landslide	\$1,680,000	2028