

ORDINANCE NUMBER 04-2020

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

AN ORDINANCE REPEALING EXISTING SECTION 10.08.020 OF THE FRANKLIN COUNTY CODE (ORDINANCE 04-2019), AND REPLACING WITH THE REVISED SECTION.

WHEREAS, the Board of Franklin County Commissioners is given authority to pass regulatory ordinances under the Washington State Constitution Article 11, §11 and RCW 36.32.120(7); and

WHEREAS, the existing regulations regarding speed limits within Franklin County were passed under Ordinance 04-2019 (codified as Chapter 10.08 Franklin County Code); and

WHEREAS, development within Franklin County has occurred since the passing of Ordinance 04-2019, resulting in said ordinance being incomplete with respect to the needs of all County roads; and

WHEREAS, State law (RCW 46.61.400) sets Washington's basic speed law and the maximum speed limit for county roads at 50 MPH; and

WHEREAS, The statute also authorizes agencies to raise or lower these maximum speed limits, when supported by an engineering and traffic investigation as defined in RCW 46.61.415; and

WHEREAS, The Public Works Department has determined, on the basis of an engineering and traffic investigation, that traffic volumes are high and more vehicles, including truck traffic are accessing the road warranting speed reductions to 35 MPH on Glade North (MP 22.28 to 22.60) and R-170 (MP 6.24 to 6.39); and

WHEREAS, it appears to be in the public interest to update the existing speed limit ordinance;

NOW, THEREFORE, BE IT ORDAINED that existing Franklin County Code Section 10.08.020 (Ordinance 04-2019) hereby be repealed; and

BE IT FURTHER ORDAINED BY FRANKLIN COUNTY, as follows:

SECTION 2. Franklin County maximum speed limits.

In accordance with RCW 46.61.400, the maximum speed limit on county roads outside of the urban growth boundary shall be fifty (50) miles per hour, unless otherwise posted as provided in this chapter:

Road Name	Road No.	From	M.P.	To	M.P.	Miles
20 MPH COUNTY ROADS						
PRICE FRONTAGE ROAD	3200	at R-170 ROAD	0.00	at R-170 ROAD	0.20	0.20
FRONTAGE ROAD	6140	at THE BEGINNING OF FRONTAGE ROAD	0.00	at GLADE NORTH ROAD	0.14	0.14
25 MPH COUNTY ROADS						
WELCH ROAD	2410	at SR-260	0.00	at END OF ROAD	0.06	0.06
ACCESS ROAD	2420	at CLARK STREET WEST	0.00	at SR-260	0.49	0.49
BAILIE BLVD	3130	at R-170 ROAD	0.00	at CANAL BLVD NORTH	0.64	0.64
LOEN DRIVE	3150	at R-170 ROAD	0.00	at CANAL BLVD NORTH	0.44	0.44
BASIN DRIVE	3160	at FIRST AVENUE	0.00	at CANAL BLVD NORTH	0.26	0.26
CANAL DRIVE	3180	at CANAL BLVD NORTH	0.00	at FIRST AVENUE	0.15	0.15
CANAL BLVD NORTH	3230	at BAILIE BLVD	0.00	at R-170 ROAD	0.54	0.54
FIRST AVENUE	3280	at CANAL BLVD NORTH	0.00	at BAILIE BLVD	0.50	0.50
FIRST PLACE	3320	at LOEN DRIVE	0.00	at BAILIE BLVD	0.15	0.15
PARK DRIVE	3340	at BAILIE BLVD	0.00	at END OF ROAD	0.10	0.10
ESTELLA DRIVE	3350	at FIRST AVENUE	0.00	at CANAL BLVD NORTH	0.47	0.47
SECOND AVENUE	3360	at BASIN DRIVE	0.00	at BAILIE BLVD	0.23	0.23
CENTER STREET	5920	at R-170 ROAD	0.00	at SECOND STREET EAST	0.16	0.16
SHORT ROAD	5930	at R-170 ROAD	0.00	at FIRST AVENUE	0.06	0.06
FIRST STREET EAST	5940	at GLADE NORTH ROAD	0.00	at CENTER STREET	0.14	0.14
SECOND STREET EAST	5950	at GLADE NORTH ROAD	0.00	at CENTER STREET	0.14	0.14
WALLA WALLA AVENUE	6250	at ELTOPIA WEST ROAD	0.00	at FIFTH STREET	0.34	0.34
FIFTH STREET	6280	at ELTOPIA WEST ROAD	0.00	at SEATTLE AVENUE	0.14	0.14
TACOMA AVENUE	6290	at FIFTH STREET	0.00	at SEATTLE AVENUE	0.35	0.35
FOURTH STREET	6300	at SEATTLE AVENUE	0.00	at WALLA WALLA AVENUE	0.12	0.12
SEATTLE AVENUE	6310	at ELTOPIA WEST ROAD	0.00	at TACOMA AVENUE	0.75	0.75
THIRD STREET	6330	at WALLA WALLA AVENUE	0.00	at TACOMA AVENUE	0.05	0.05
GIESLER ROAD	9070	at SAGEMOOR ROAD WEST	0.00	at END OF ROAD	0.44	0.44
GEMINI DRIVE	9230	at BIRCH ROAD	0.00	at END OF ROAD	0.57	0.57
PISCES DRIVE	9270	at AQUARIUS DRIVE	0.00	at END OF ROAD	0.19	0.19
AQUARIUS DRIVE	9290	at GEMINI DRIVE	0.00	at END OF ROAD	0.21	0.21
ARIES DRIVE	9300	at GEMINI DRIVE	0.00	at END OF ROAD	0.21	0.21
FIR ROAD WEST	9700	at FIR WAY	4.26	at COLUMBIA RIVER ROAD NORTH	5.54	1.28
RIVERSHORE ROAD	9920	at COLUMBIA RIVER ROAD	0.00	at RIDGEVIEW DRIVE	0.07	0.07
RIDGEVIEW DRIVE	9940	at RIVERSHORE ROAD	0.00	at CUL-DE-SAC	0.28	0.28
HILL DRIVE	9950	at SCHOOL ROAD	0.00	at ELTOPIA WEST ROAD	0.53	0.53
SUMMIT LOOP	9960	at HILL DRIVE	0.00	at HILL DRIVE	0.52	0.52
SCHOOL ROAD	9970	at ELTOPIA WEST ROAD	0.00	at END OF ROAD	0.31	0.31
SPUR COURT	9980	at SUMMIT LOOP	0.00	at CUL-DE-SAC	0.21	0.21
ROAD 70 NORTH	10020	at KAU TRAIL ROAD	0.00	at MELODY LANE WEST	0.13	0.13

ROAD 76 NORTH	10030	at KAU TRAIL ROAD	0.00	at END OF ROAD	0.13	0.13
ROAD 58 NORTH	10060	at OVERTON ROAD	0.00	at CUL-DE-SAC	0.12	0.12
ROAD 56 NORTH	10070	at SANDIFUR PKWY	0.00	at CITY LIMITS	0.26	0.26
ROAD 36 NORTH	10120	at CLARK ROAD	0.00	at END OF ROAD	0.76	0.76
ROAD 52 NORTH	10130	at JANET ROAD	0.00	at CLARK ROAD	0.13	0.13
ROAD 42 NORTH	10140	at BEGINNING OF ROAD	0.00	at JANET ROAD	0.43	0.43
QUAIL ROAD	10150	at ROAD 36 NORTH	0.00	at CUL-DE-SAC	0.25	0.25
JANET ROAD	10160	at ROAD 36 NORTH	0.00	at ROAD 52 NORTH	1.00	1.00
OVERTON ROAD	10170	at ROAD 52	0.00	at ROAD 60	0.50	0.50
IVY ROAD	10180	at ROAD 36 NORTH	0.00	at END OF ROAD	0.88	0.88
KAU TRAIL ROAD	10190	at ROAD 68 NORTH	0.00	at END OF ROAD	0.54	0.54
ROBERTA ROAD	10200	at ROAD 36 NORTH	0.00	at END OF ROAD	0.56	0.56
MELODY LANE WEST	10210	at ROAD 70 NORTH	0.00	at TURN AROUND	0.02	0.02
MELODY LANE	10220	at ROAD 36 NORTH	0.00	at END OF ROAD	0.37	0.37
ROAD 44 NORTH	10230	at JANET ROAD	0.00	at CLARK ROAD	0.12	0.12
SEAHAWK COURT	10640	at BEGIN OF ROAD	0.00	at END OF ROAD	0.09	0.09
EAGLE CREST DRIVE	10642	at DENT ROAD	0.00	at END OF ROAD	0.48	0.48
FANNING ROAD	10750	at FRASER ROAD	1.49	at CHAROLAIS TRAIL	1.87	0.38
NOCKING POINT ROAD	10770	at BURNS ROAD	0.00	at END OF ROAD	0.19	0.19
QUIVER LANE	10771	at BEGIN OF ROAD	0.00	at NOCKING POINT ROAD	0.04	0.04
WHETSTONE DRIVE	10772	at RECURVE ROAD	0.00	at ARROW SHELF ROAD	0.21	0.21
HOYT COURT	10773	at BEGINNING OF ROAD	0.00	at WHETSTONE DRIVE	0.02	0.02
ARROW SHELF ROAD	10774	at WHETSTONE DRIVE	0.00	at RECURVE ROAD	0.13	0.13
RECURVE ROAD	10775	at WHETSTONE DRIVE	0.00	at ARROW SHELF ROAD	0.16	0.16
FLETCHER ROAD	10776	at RECURVE ROAD	0.00	at DENT ROAD	0.05	0.05
STEALTH ROAD	10780	at WOODSMAN DRIVE	0.00	at END OF ROAD	0.08	0.08
WOODSMAN DRIVE	10781	at EASTON DRIVE	0.00	at DENT ROAD	0.28	0.28
MATHEWS ROAD	10782	at CUL-DE-SAC	0.00	at WOODSMAN DRIVE	0.28	0.28
EASTON DRIVE	10783	at WOODSMAN DRIVE	0.00	at DENT ROAD	0.24	0.24
BEMAN ROAD	10785	at WOODSMAN DRIVE	0.00	at END OF ROAD	0.08	0.08
CAM ROAD	10790	at EASTON DRIVE	0.00	at END OF ROAD	0.04	0.04
SCENIC VIEW DRIVE	10815	at KOHLER ROAD	0.00	at SANDY RIDGE ROAD	0.16	0.16
SCENIC VEW COURT	10816	at SCENIC VIEW DRIVE	0.00	at CUL-DE-SAC	0.07	0.07
RAMSEY DRIVE	10821	at LADD ROAD	0.00	at KOHLER ROAD	0.08	0.08
WILLOW CREEK DRIVE	10822	at SANDY RIDGE ROAD	0.00	at KOHLER ROAD	0.19	0.19
LADD ROAD	10825	at RAMSEY DRIVE	0.00	at WILLOW CREEK DRIVE	0.17	0.17
LADD COURT	10826	at BEGIN ROAD @ CUL-DE-SAC	0.00	at LADD ROAD	0.06	0.06
JAYLEEN WAY	10830	at KOHLER ROAD	0.00	at RICKY ROAD	0.21	0.21
RICKY ROAD	10840	at KOHLER ROAD	0.00	at END OF ROAD	0.39	0.39
HELENS PLACE	10841	at RICKY ROAD	0.00	at CUL-DE-SAC	0.04	0.04
RICKY COURT	10844	at KOHLER ROAD	0.00	at CUL-DE-SAC	0.08	0.08
HUNTER ROAD	10846	at KOHLER ROAD	0.00	at RYDER ROAD	0.16	0.16
RYDER ROAD	10847	at WHISKEY RIVER ROAD	0.00	at HUNTER ROAD	0.07	0.07
WHISKEY RIVER ROAD	10848	at KOHLER ROAD	0.00	at RYDER ROAD	0.16	0.16

HILL CREST DRIVE	10860	at KOHLER ROAD	0.00	at END OF ROAD	0.23	0.23
SANDY RIDGE ROAD	10870	at HILL CREST DRIVE	0.00	at END OF SPENCER ESTATES PHASE I	0.45	0.45
BITTERROOT AVENUE	10871	at SANDY RIDGE ROAD	0.00	at ROCK CREEK DRIVE	0.18	0.18
STILLWATER STREET	10872	at CLARK FORK ROAD	0.00	at ROCK CREEK DRIVE	0.07	0.07
ROCK CREEK DRIVE	10873	at SANDY RIDGE ROAD	0.00	at KOHLER ROAD	0.26	0.26
ROCK CREEK DRIVE	10873	at KOHLER ROAD	0.26	at GALLATIN ROAD	0.37	0.11
CLARK FORK ROAD	10874	at SANDY RIDGE ROAD	0.00	at END OF ROAD	0.23	0.23
CLARK FORK ROAD	10874	at KOHLER ROAD	0.27	at GALLATIN ROAD	0.39	0.12
FLATHEAD STREET	10875	at BLACKFOOT DRIVE	0.00	at CLARK FORK ROAD	0.08	0.08
BLACKFOOT DRIVE	10876	at SANDY RIDGE ROAD	0.00	at KOHLER ROAD	0.27	0.27
BLACKFOOT DRIVE	10876	at KOHLER ROAD	0.27	at GALLATIN ROAD	0.39	0.12
GALLATIN ROAD	10877	at BLACKFOOT DRIVE	0.00	at ROCK CREEK DRIVE	0.16	0.16
EAGLE REACH COURT	10880	at KOHLER ROAD	0.00	at CUL-DE-SAC	0.08	0.08
KOHLER ROAD	10890	0.04 mi. South of RAMSEY DRIVE	0.25	at END OF ROAD	0.87	0.62
MCDONALD DRIVE	10900	at FANNING ROAD	0.00	at TERRACE DRIVE	0.61	0.61
FRASER ROAD	10902	at FANNING ROAD	2.01	at END OF ROAD	2.41	0.40
ANGUS ROAD	10904	at FANNING ROAD	0.00	at CHAROLAIS TRAIL	0.19	0.19
CHAROLAIS TRAIL	10906	at FRASER ROAD	0.00	at FANNING ROAD	0.24	0.24
BULL PEN LANE	10908	at CHAROLAIS TRAIL	0.00	at CUL DE SAC	0.07	0.07
TERRACE DRIVE	10930	at MCDONALD DRIVE	0.00	at MCDONALD DRIVE	0.28	0.28
QUAIL RUN ROAD	10940	at DENT ROAD	0.00	at QUAIL BLUFF LANE	0.18	0.18
PELICAN ROAD	10942	at DENT ROAD	0.00	at PELICAN LANE	0.19	0.19
PELICAN LANE	10943	at PELICAN COURT	0.00	at PELICAN ROAD	0.08	0.08
PHEASANT COURT	10944	at CUL-DE-SAC	0.00	at PHEASANT LANE	0.04	0.04
PHEASANT RUN ROAD	10945	at DENT ROAD	0.00	at QUAIL BLUFF LANE	0.18	0.18
QUAIL BLUFF LANE	10946	at QUAIL RUN ROAD	0.00	at PHEASANT RUN ROAD	0.12	0.12
PHEASANT LANE	10947	at PHEASANT RUN ROAD	0.00	at GOOSE HOLLOW ROAD	0.18	0.18
GOOSE HOLLOW ROAD	10948	at DENT ROAD	0.00	at PELICAN COURT	0.20	0.20
PELICAN COURT	10949	at CUL-DE-SAC	0.00	at GOOSE HOLLOW ROAD	0.03	0.03
STEELE PLACE	11022	at STEELE COURT	0.00	at ROAD 52	0.08	0.08
STEELE COURT	11024	at BEGIN OF ROAD	0.00	at STEELE PLACE	0.06	0.06
ROAD 56	11060	106 ft. South of LEOLA STREET	0.80	at WERNETT ROAD	1.00	0.20
ROAD 60	11200	106 ft. South of RICHARDSON ROAD	1.04	at ARGENT ROAD	1.44	0.40
ROAD 64	11240	at COURT STREET WEST	0.36	53 ft. North of PEARL STREET	0.62	0.26
ROAD 64	11240	at RICHARDSON ROAD	0.99	at ARGENT ROAD	1.37	0.38
ROAD 67	11270	at BEGINNING OF ROAD	0.00	at BUTTERCREEK COURT	0.31	0.31
ROAD 72	11320	at WERNETT ROAD	0.50	at ARGENT ROAD	1.00	0.50
ROAD 76	11360	211 ft. North of TER-RAY COURT	0.45	at ARGENT ROAD	1.25	0.80
ROAD 80	11400	0.11 mi. North of AGATE STREET	0.32	at END OF PAVEMENT	0.52	0.20
ROAD 80	11400	at BEGINNING OF PAVEMENT	0.52	at ARGENT ROAD	1.01	0.49
RICHARDSON ROAD	11820	at ROAD 48	0.00	at END OF ROAD SEGMENT	0.13	0.13
RICHARDSON ROAD	11820	at ROAD 52	0.25	at ROAD 54	0.38	0.13
RICHARDSON ROAD	11820	at ROAD 60	0.76	at ROAD 68	1.26	0.50

RICHARDSON ROAD	11820	at ROAD 72	1.51	at END OF ROAD SEGMENT	1.64	0.13
CHRISTINA COURT	11825	at BEGINNING OF ROAD	0.00	at ROAD 72	0.09	0.09
FRANKLIN ROAD	11830	at ROAD 68	0.00	at END OF PAVEMENT	0.12	0.12
ALDERMAN ROAD	11835	at BEGIN ROAD	0.00	at ROAD 72	0.08	0.08
MAXIM COURT	11845	at BEGINNING OF CUL-DE-SAC	0.00	at ROAD 72	0.09	0.09
TIMOTHY COURT	11846	at ROAD 68	0.00	at CUL-DE-SAC	0.08	0.08
LIVINGSTON ROAD	11850	at ROAD 40	0.04	0.12 mi. West of ROAD 52	0.92	0.88
DRADIE STREET	11860	at CUL-DE-SAC	0.00	158 ft. East of BOSCH COURT	0.41	0.41
DRADIE STREET	11860	at ROAD 72	1.60	at END OF ROAD SEGMENT	1.68	0.08
DRADIE STREET	11860	at ROAD 76	1.85	at ROAD 80	2.11	0.26
VALLEY VIEW PLACE	11910	at ROAD 68	0.00	at CUL-DE-SAC	0.22	0.22
AGATE STREET	12140	at ROAD 52	1.00	at END OF ROAD	1.12	0.12
PEARL STREET	12160	at ROAD 44	1.00	at ROAD 52	1.50	0.50
PEARL STREET	12160	at ROAD 64	2.26	at ROAD 67	2.42	0.16
PEARL STREET	12160	at BEGIN ROAD SEGMENT	2.64	at ROAD 72	2.76	0.12
LEOLA STREET	12170	at BEGIN ROAD SEGMENT	1.13	at ROAD 56	1.25	0.12
BUMPAOUS STREET	12190	at ROAD 48	0.00	at END OF ROAD	0.11	0.11
WALKER WAY	12210	at ROAD 48	0.00	at END OF ROAD	0.11	0.11
WERNETT ROAD	12240	at ROAD 40	0.25	at ROAD 56	1.26	1.01
WERNETT ROAD	12240	at ROAD 68	2.02	at ROAD 76	2.52	0.50
ROAD 40	12400	317 ft. North of PEARL STREET	1.00	at WERNETT ROAD	1.19	0.19
ROAD 40	12400	at WERNETT ROAD	1.19	at END OF ROAD	1.32	0.13
ROAD 40	12400	at ARGENT ROAD	1.55	at WEST ARGENT PLACE	1.70	0.15
ROAD 41	12410	at WERNETT ROAD	0.00	at MELVILLE ROAD	0.27	0.27
ROAD 44	12440	422 ft. North of PEARL STREET	1.00	at CUL-DE-SAC	1.58	0.58
ROAD 44	12440	at ARGENT ROAD	1.66	at ARGENT PLACE	1.69	0.03
ROAD 48	12480	at COURT STREET WEST	0.50	370 ft. South of ARGENT ROAD	1.50	1.00
SADDLEBRED LOOP	12590	at PEARL STREET	0.00	at PEARL STREET	0.28	0.28
LAMB COURT	12595	at ROAD 68	0.00	at CUL DE SAC	0.09	0.09
DOUGVILLE ROAD	12600	at ROAD 44	0.00	at CUL-DE-SAC	0.09	0.09
BLACKHAWK COURT	10644	at CUL DE SAC	0.00	at EAGLE CREST DRIVE	0.09	0.09
QUEEN BEE COURT	12255	at BEGIN OF ROAD/CUL DE SAC	0.00	at ROAD 76	0.10	0.10
HELENS PLACE	10841	at RICKY ROAD	0.00	at END OF CUL DE SAC	0.04	0.04
TALON COURT	10643	at EAGLE CREST DRIVE	0.00	at CUL DE SAC	0.03	0.03
MELVILLE ROAD	11841	at ROAD 40	0.00	at ROAD 41	0.08	0.08
30 MPH COUNTY ROADS						
COURT STREET WEST	11000	0.23 mi. SE of CITY LIMITS	8.03	at CITY LIMITS	8.26	0.23
35 MPH COUNTY ROADS						
PALOUSE FALLS ROAD	1900	at SR-261	0.00	at END OF ROAD	2.28	2.28
SCOOTENEY PARK ROAD	3880	at PARADISE ROAD	0.00	at END OF ROAD	0.80	0.80
SAGEHILL ROAD	4000	158 ft. South of RANGEVIEW ROAD	8.98	370 ft. NW of RADAR HEIGHTS DR	9.21	0.23
ELTOPIA WEST ROAD	6000	at SR-395	0.00	at SCHOOL ROAD	1.06	1.06
R-170 ROAD	6080	at 0.15 Mi. East of GLADE NORTH ROAD	6.24	0.22 mi. East of FAIRWAY COURT	7.96	1.72

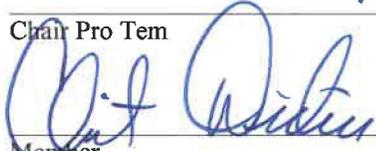
HOPE VALLEY ROAD	6130	at FIR ROAD	0.00	at HOOPER ROAD	3.02	3.02
HOOPER ROAD	6170	at ELTOPIA WEST ROAD	0.00	at GARFIELD ROAD	3.40	3.40
PASCO-KAHLLOTUS ROAD	8070	370 ft. West of SR 263	40.71	at SR 263	40.78	0.07
JUNIPER DUNES ROAD	8140	at PASCO-KAHLLOTUS ROAD	0.00	at END OF ROAD	4.274	4.274
VINEYARD DRIVE EAST	8860	at SR-395	0.00	0.25 mi. East of SR-395	0.25	0.25
GLADE NORTH ROAD	9010	0.16 mi. South of ELTOPIA WEST ROAD	12.96	0.18 mi. North of FRONTAGE ROAD	13.49	0.53
GLADE NORTH ROAD	9010	at 0.150 mi. South of SECOND STREET EAST	22.27	at R-170 ROAD	22.59	0.32
ALDER ROAD	9160	at SAGEMOOR ROAD WEST	0.00	at GLADE NORTH ROAD	3.46	3.46
ALDER ROAD	9160	at TAYLOR FLATS ROAD	7.45	at BIRCH ROAD	9.41	1.96
ORCHARD ROAD	9180	at ALDER ROAD	0.00	at END OF ROAD	0.58	0.58
DAYTON ROAD	9190	at ALDER ROAD	1.00	at SAGEMOOR ROAD WEST	3.00	2.00
ROAD 68	10000	at COURT STREET WEST	0.34	317 ft. South of ARGENT ROAD	1.28	0.94
DENT ROAD	10050	0.05 mi North of PELICAN ROAD	2.22	at BURNS ROAD	3.23	1.01
KOHLER ROAD	10890	at BURNS ROAD	0.00	0.04 mi. South of RAMSEY DRIVE	0.25	0.25
ROAD 52	11020	at AGATE STREET	0.76	at ARGENT ROAD	1.64	0.88
40 MPH COUNTY ROADS						
SAGEMOOR ROAD WEST	9080	at DAYTON ROAD	4.25	0.65 mi. East of TAYLOR FLATS ROAD	5.60	1.35
CLARK ROAD	10110	at ROAD 36 NORTH	0.77	317 ft. West of ROAD 52 NORTH	1.84	1.07
COURT STREET WEST	11000	422 ft. West of ROAD 48	3.16	at ROAD 52	3.34	0.18
ARGENT ROAD	11010	at ROAD 40	1.34	317 ft. NW of ROAD 44	1.68	0.34
ARGENT ROAD	11010	at ROAD 52	2.16	370 ft. West of ROAD 52	2.23	0.07
ARGENT ROAD	11010	at ROAD 64	2.92	158 ft. West of ROAD 64	2.95	0.03
45 MPH COUNTY ROADS						
CAPITOL AVENUE	8060	at CITY LIMITS	1.70	at FOSTER WELLS ROAD EAST	2.21	0.51
GLADE NORTH ROAD	9010	1.00 mi. North of CLARK ROAD	2.95	0.75 mi. North of SELPH LANDING ROAD	4.75	1.80
TAYLOR FLATS ROAD	9030	at COLUMBIA RIVER ROAD	0.00	0.36 mi. NE of COLUMBIA RIVER ROAD	0.36	0.36
COLUMBIA RIVER ROAD	9260	at TAYLOR FLATS ROAD	0.00	0.28 mi. NW of DENT ROAD	0.33	0.33
ROAD 68 NORTH	10010	at CITY LIMITS	0.00	at COLUMBIA RIVER ROAD	1.05	1.05
55 MPH COUNTY ROADS						
HENDRICKS ROAD	3700	at SAGEHILL ROAD	9.06	at SR-24	16.91	7.85
SAGEHILL ROAD	4000	at R-170 ROAD	0.00	158 ft. South of RANGEVIEW ROAD	8.98	8.98
SAGEHILL ROAD	4000	370 ft. NW of RADAR HEIGHTS DR	9.21	at SR-24 & ADAMS COUNTY	10.50	1.29
RINGOLD ROAD	5060	at GLADE NORTH ROAD	0.00	at TAYLOR FLATS ROAD	3.07	3.07
ELTOPIA WEST ROAD	6000	at SCHOOL ROAD	1.06	at TAYLOR FLATS ROAD	9.22	8.16
R-170 ROAD	6080	at SR-17	0.00	at 0.15 mi. East of GLADE NORTH ROAD	6.24	6.24
R-170 ROAD	6080	0.22 mi. East of FAIRWAY COURT	7.96	at RINGOLD ROAD	15.55	7.59
BLANTON ROAD	7010	at SR-395	0.00	at CONNELL CITY LIMITS	17.63	17.63
PASCO-KAHLLOTUS ROAD	8070	at COMMERCIAL AVENUE	0.62	370 ft. West of SR 263	40.71	40.09
FOSTER WELLS ROAD EAST	8840	at SR-395	0.00	at PASCO-KAHLLOTUS ROAD	6.44	6.44
GLADE NORTH ROAD	9010	at CITY LIMITS	0.32	1.00 mi. North of CLARK ROAD	2.95	2.63
GLADE NORTH ROAD	9010	0.75 mi. North of SELPH LANDING ROAD	4.75	0.16 mi. South of ELTOPIA WEST ROAD	12.96	8.21

GLADE NORTH ROAD	9010	0.18 mi. North of FRONTAGE ROAD	13.49	at 0.150 mi. South of SECOND STREET EAST	22.27	8.78
TAYLOR FLATS ROAD	9030	0.36 mi. NE of COLUMBIA RIVER ROAD	0.36	at RINGOLD ROAD	13.42	13.06
Variable 20 MPH COUNTY ROADS						
Baillie Blvd	3130	First Pl	0.22	Second Ave	0.4	0.18
Pasco-Kahlotus Rd	8070	Snake River Rd	24.12	Snake River Rd	24.58	0.46
Elm Rd	9600	Taylor Flats Rd	4	End of Road	4.65	0.65
Wernett Rd	12240	Rd 48	0.76	Rd 52	0.98	0.22
Rd 48	12480	Walker Way	0.9	Wernett Rd	1	0.1

APPROVED this 23 day of JUNE, 2020.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON


Chair
Approved by Brad Peck
Telephonically

Chair Pro Tem

Member

Attest


Clerk of the Board

FRANKLIN COUNTY
PUBLIC WORKS DEPARTMENT



Engineering & Traffic Investigation Reports:

Glade North Road (MP 21.58 to 22.60)

&

R-170 (MP 5.35 to 6.39)

18 February 2020



Table of Contents

Glade North Road Engineering and Traffic Investigation	Error! Bookmark not defined. -4
R-170 Engineering and Traffic Investigation	5-6
Appendix	7-12



Public Works Department

Engineering & Traffic Investigation Report

By: Salvador Robles

Date: February 18, 2020

County Road	Number	From MP	To MP	Traffic Count Location (MP)
Glade North Road	9010	21.58	22.60	22.39

Description & Data:

The overall area is 1.02 miles from the intersection of Sheffield Road to R-170.

1. Posted Speed	55 MPH
2. 85 th Percentile Speed	56 MPH
3. 10 mph Pace Speed	50 MPH
4. Average (Mean) Speed	48 MPH
5. Average Daily Traffic (vehicles per day)	1,964 ADT
6. Average Daily Traffic (% Trucks per day)	30% Truck ADT
7. Average Daily Traffic Year	2018
8. Road Classification	Rural Major Collector
9. Existing total roadway width	32 FT (from Roadlog)
10. Lane Width	12 FT
11. Number of Lanes	2
12. Shoulder Width	4 FT
13. Adjacent Comprehensive Land Use	Rural Industrial, Agricultural
14. Crash History Related to Speed	

Accident History:

There have been nine accidents reported on this stretch of road in the past five years; eight of the accidents are intersection related.

Sight Distance:

This section of the road is straight without any horizontal curves. There are four intersections; one is rural major collector and three rural local access roads, located on this portion of the road with multiple approaches.

Conclusion:

Site conditions warrant speed reductions on Glade North Rd (MP 22.28 to 22.60) to 35 MPH. Traffic volumes are high and more vehicles, including truck traffic, are accessing the road. Reducing the speed could help reduce the number of accidents. Based on *WSDOT Design Manual* (February 2019) Chapter 540, classification system for state managed highways consist of five classes. Classes are arranged from

the most restrictive, Class 1, to the least restrictive, Class 5. The goal of restricting and keeping access connection to a minimum is to help preserve the safety, operation, and functional integrity of the state highway. Where Class 1 highways, mobility is the primary function, and Class 5 highways, access needs have the priority over mobility needs. Glade North Road is a rural major collector, this section of road has multiple approaches to both local businesses and rural local access, where access needs have the priority over mobility. In addition, adjacent land to the west is classified as general industrial and to the east from milepost 22.28 to 22.60 land is classified as rural service commercial, both contributing factors to reduce the speed. Future development of a fueling service station adjacent to the intersection of R-170 and Glade North Road (southeast corner) is proposed. Utilizing Trip Generation Rates 8th edition (October 2010) and anticipating eight fueling pumps, it is expected to generate approximately 1,348 daily trips to the proposed fueling facility. "Exhibit 540-2: Minimum Corner Clearance from *WSDOT Design Manual*," distance from access connection to public road or street without a restrictive median, 125 feet may be used for Class 5 facilities with a posted speed limit of 35 mph or less with full access (all four movements right in/right out and left in/left out).



Public Works Department

Engineering & Traffic Investigation Report

By: Salvador Robles

Date: February 18, 2020

County Road	Number	From MP	To MP	Traffic Count Location (MP)
R -170	6080	5.35	6.39	6.22

Description & Data:

The overall area is 1.04 miles east of Glade North Road.

1. Posted Speed	55 MPH
2. 85 th Percentile Speed	51 MPH
3. 10 mph Pace Speed	45 MPH
4. Average (Mean) Speed	43 MPH
5. Average Daily Traffic (vehicles per day)	1,339 ADT
6. Average Daily Traffic (% Trucks per day)	30% Truck ADT
7. Average Daily Traffic Year	2018
8. Road Classification	Rural Major Collector
9. Existing total roadway width	28 FT (from Roadlog)
10. Lane Width	11 FT
11. Number of Lanes	2
12. Shoulder Width	3 FT
13. Adjacent Comprehensive Land Use	Rural, Industrial, Agricultural, and Commercial
14. Crash History Related to Speed	

Accident History:

There has been one accident, to a fixed object, reported on this stretch of road in the past five years.

Sight Distance:

This portion of the road is straight without any vertical or horizontal curves; intercepts with one rural major collector.

Conclusion:

Site conditions warrant speed reductions on R-170 (MP 6.24 to 6.39) to 35 MPH. Traffic volumes are high and more vehicles, including truck traffic, are accessing the road. Based on *WSDOT Design Manual* (February 2019) Chapter 540, classification system for state managed highways consist of five classes.

Classes are arranged from the most restrictive, Class 1, to the least restrictive, Class 5. The goal of restricting and keeping access connection to a minimum is to help preserve the safety, operation, and functional integrity of the state highway. Where Class 1 highways, mobility is the primary function, and Class 5 highways, access needs have the priority over mobility needs. R-170 is a rural major collector, this section of road has multiple approaches to local businesses, where access needs have the priority over mobility. In addition, adjacent land zoning south of MP 6.24 to 6.39 is classified as rural service commercial, both contributing factors to reduce the speed. Future development of a fueling service station adjacent to the intersection of R-170 and Glade North Road (southeast corner) is proposed. Utilizing Trip Generation Rates 8th edition (October 2010) and anticipating eight fueling pumps, it is expected to generate approximately 1,348 daily trips to the proposed fueling facility. Exhibit 540-2: Minimum Corner Clearance *WSDOT Design Manual*, distance from access connection to public road or street without a restrictive median, 125 feet for Class 5 facilities with a posted speed limit of 35 mph or less with full access (all four movements right in/right out and left in/left out).

signed and sealed by a qualified professional engineer who is registered in accordance with RCW 18.43.

2. Private Access Connections

- No more than one access connection may be provided to an individual parcel or to contiguous parcels under the same ownership. This applies unless it can be shown that additional access connections will not adversely affect the desired function of the state highway in accordance with the assigned managed access Class 4 and will not adversely affect the safety or operation of the state highway.
- The minimum distance to another (public or private) access point is 250 feet on the same side of the highway. Nonconforming access connection permits may be issued to provide access connections to parcels whose highway frontage, topography, or location precludes issuance of a conforming access connection permit.
- Variance permits may be allowed if there are special conditions and the exception can be justified to the satisfaction of the department by a traffic analysis in the access connection permit application that is signed and sealed by a qualified professional engineer who is registered in accordance with RCW 18.43.

540.03(5) Class 5

540.03(5)(a) Functional Characteristics

Class 5 highways provide for moderate travel speeds and moderate traffic volumes for primarily short travel distances for intracity and intracommunity trips and for access to state highways of a higher class. Access needs generally may be higher than the need for through-traffic mobility without compromising the public's health, welfare, or safety. These highways will normally have nonrestrictive medians.

540.03(5)(b) Legal Requirements

1. It is the intent that Class 5 highways be designed to have a posted speed limit of 25 to 35 mph. In rural areas, intersecting streets, roads, and highways are planned with a minimum spacing of ¼ mile. Spacing of less than ¼ mile may be allowed where no reasonable alternative exists. In urban areas and developing areas where higher volumes are present or growth that will require changes to intersection control is expected in the foreseeable future, it is imperative that the location of any public access point be planned carefully to ensure adequate traffic progression. Where feasible, major intersecting roadways that might ultimately require changes to intersection control are planned with a minimum of ¼ mile spacing. The addition of all new public or private access points that might require signalization, or other control type, will require an engineering analysis that is signed and sealed by a qualified professional engineer who is registered in accordance with RCW 18.43.
2. Private Access Connections
 - No more than one access connection may be provided to an individual parcel or to contiguous parcels under the same ownership. This applies unless it can be shown that additional access connections will not adversely affect the desired function of

the state highway in accordance with the assigned managed access Class 5 and will not adversely affect the safety or operation of the state highway.

- The minimum distance to another (public or private) access point is 125 feet on the same side of the highway. Nonconforming access connection permits may be issued to provide access to parcels whose highway frontage, topography, or location precludes issuance of a conforming access connection permit.
- Variance permits may be allowed if there are special conditions and the exception can be justified to the satisfaction of the department by a traffic analysis in the access connection permit application that is signed and sealed by a qualified professional engineer who is registered in accordance with RCW 18.43.

Exhibit 540-1 Managed Access Highway Class Description

Class	No- Conforming ⁽¹⁾	Variance ⁽²⁾	Conforming ⁽³⁾	Access Point Spacing ^{**}	Limitations ⁽⁴⁾
Class 1 Mobility is the primary function	Yes*	No	No	1,320 ft	<ul style="list-style-type: none"> One access only to contiguous parcels under same ownership Private access connection is not allowed unless no other reasonable access exists (must use local road/street system if possible)
Class 2 Mobility is favored over access	Yes*	Yes*	No	660 ft	<ul style="list-style-type: none"> One access connection only to contiguous parcels under same ownership unless frontage > 1,320 ft Private access connection not allowed unless no other reasonable access exists; must use local road/street system if possible
Class 3 Balance between mobility and access in areas with less than maximum buildout	Yes	Yes	Yes	330 ft	<ul style="list-style-type: none"> One access connection only to contiguous parcels under same ownership Joint access connection for subdivisions preferred; private connection allowed, with justification
Class 4 Balance between mobility and access in areas with less than maximum buildout	Yes	Yes	Yes	250 ft	One access connection only to contiguous parcels under same ownership, except with justification
Class 5 Access needs may have priority over mobility	Yes	Yes	Yes	125 ft	More than one access connection per ownership, with justification

*The access connection continues only until such time other reasonable access to a highway with a less restrictive class or acceptable access to the local road/street system becomes available and is allowed.

**Minimum, on the same side of the highway.

[1] See 540.07(2).

[2] See 540.07(3).

[3] See 540.07(1).

[4] Unless grandfathered (see 540.06).

540.03(6) Changes in Managed Access Classification

WSDOT, RTPOs, MPOs, or other entities such as cities, towns, or counties may initiate a review of managed access classifications per the process identified by WAC 468-52. In all cases, WSDOT consults with the RTPOs, MPOs, and local agencies and takes into consideration comments received during the review process. For city streets that are designated as state highways, the department will obtain concurrence in the final classification assignment from the city or town.

The modified highway classification list shall be submitted to Headquarters for approval by the Director & State Design Engineer, Development Division, or a designee. WSDOT regions shall notify the RTPOs, MPOs, and local governmental entities in writing of the final determination of the reclassification.

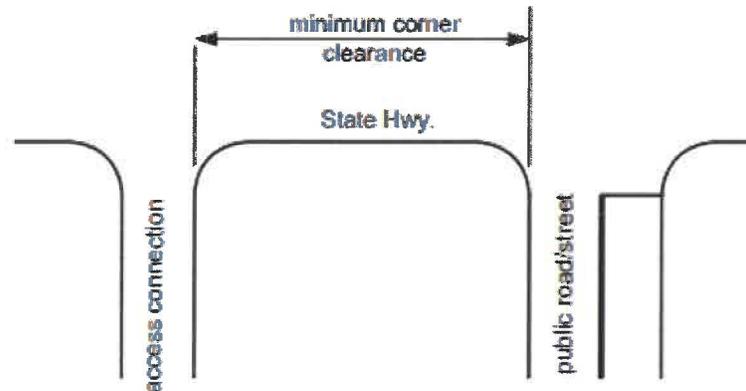
540.04 Corner Clearance Criteria

In addition to the five access control classes, there are also corner clearance criteria that must be used for access connections near intersections (see Exhibit 540-2).

Corner clearance spacing must meet or exceed the minimum access point spacing requirements of the applicable managed access highway class. A single access connection may be placed closer to the intersection, in compliance with the permit application process specified in WAC 468-51 and in accordance with the following criteria:

- The minimum corner clearance criteria in Exhibit 540-2 may be used where access point spacing cannot be obtained due to property size and where a joint-use access connection cannot be secured or where it is determined by WSDOT not to be feasible because of conflicting land use or conflicting traffic volumes or operational characteristics.
- Some local agencies have adopted corner clearance as a design element in their design standards; these standards are to meet or exceed WSDOT standards. Coordinate with the local agency regarding corner clearance of an access connection on or near an intersecting local road or street.
- When a joint-use access connection or an alternate road/street system access—meeting or exceeding the minimum corner clearance requirements—becomes available, the permit holder must close the permitted access connection unless the permit holder shows to WSDOT's satisfaction that such closure is not feasible.

Exhibit 540-2 Minimum Corner Clearance: Distance From Access Connection to Public Road or Street



With Restrictive Median		
Position	Access Allowed	Minimum (ft)
Approaching Intersection	Right In/Right Out	115
Approaching Intersection	Right In Only	75
Departing Intersection	Right In/Right Out	230*
Departing Intersection	Right Out Only	100
Without Restrictive Median		
Position	Access Allowed	Minimum (ft)
Approaching Intersection	Full Access**	230*
Approaching Intersection	Right In Only	100
Departing Intersection	Full Access**	230*
Departing Intersection	Right Out Only	100
*125 ft may be used for Class 5 facilities with a posted speed of 35 mph or less.		
**Full Access = All four movements (Right in/Right out; Left in/Left out)		

540.05 Access Connection Categories

Whenever an access connection permit is issued on a managed access state highway, the permit must also specify one of four access connection categories: Category I to Category IV. Categories I through III are based on the maximum vehicular usage of the access connection. Category IV specifies temporary use, usually for less than a year. Access connection permits must specify the category and the maximum vehicular usage of the access connection in the permit.

All access connections are determined by WSDOT to be in one of the following categories (WAC 468-51-040):

Agenda Summary Report (ASR)

Franklin County Board of Commissioners

DATE SUBMITTED: June 16, 2020	PREPARED BY: Leann Leyva, Engineering Technician
Meeting Date Requested: June 23, 2020	PRESENTED BY: Craig Erdman, County Engineer <i>CBE</i>
ITEM: (Select One) Consent Agenda	X Brought Before the Board Time needed: 15 minutes
SUBJECT: Amend Speed Limit Ordinance – Public Hearing	
FISCAL IMPACT: Franklin County Public Works Department will update and install the needed signs. The cost will be paid from the County Road fund.	
BACKGROUND: On August 6, 2019, the Board of County Commissioners passed Ordinance 04-2019, which set the regulations for speed limits in Franklin County with respect to Section 46.61.400 RCW. The ordinance was codified in the Franklin County Code as Chapter 10.08. Said ordinance has been in effect since that time without revision. The Public Works Department has drafted an ordinance that will repeal the aforementioned section and replace it with conditions that have changed as shown below and address new roads that have been adopted since the passage of Ordinance 04-2019. Also, roads that have been annexed have been removed from the list. State law (RCW 46.61.400) sets Washington's basic speed law and the maximum speed limits for state highways, county roads, and city streets. County roads are set at 50 MPH. The statute also authorizes agencies to raise or lower these maximum speed limits, when supported by an engineering and traffic investigation as defined in RCW 46.61.415. The Public Works Department has determined, on the basis of an engineering and traffic investigation, that the conditions have changed and warrant changes to the following speed limits: <ul style="list-style-type: none">• Glade North Road (MP 22.27 to MP 22.59) – Reduce from 50 MPH to 35 MPH due to traffic volume, including truck traffic.• R-170 Road (MP 6.24 to MP 7.96) – Reduce from 50 MPH to 35 MPH due to traffic volume, including truck traffic. Public Works Department advertised a public hearing for consideration of adoption of the said changes.	
RECOMMENDATION: Adopt the proposed speed ordinance revision subsequent to a public hearing. SUGGESTED MOTION: I move that the Board of County Commissioners hereby adopt the attached revisions to Section 10.08.020 of the Franklin County Code.	
COORDINATION: The ordinance was prepared under the direction of Matt Mahoney, Public Works Director, and Craig Erdman, County Engineer. It has been discussed with Keith Johnson, County Administrator. The proposed changes have also been discussed with the Franklin County Sheriff Department.	
ATTACHMENTS: <ol style="list-style-type: none">1. Speed Limit Ordinance2. DRAFT – Speed Limit Ordinance3. Engineer's Report: Engineering & Traffic Investigation	

