

Section V.c. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Preservation Program

This application is available on the King County Department of Transportation website at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment available at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each.

Note: a project may request only one funding source – either STP or CMAQ, but not both.

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION

1	Project title: Roberts Drive Rehabilitation For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	a. Sponsoring agency: City of Black Diamond b. Co-sponsor(s) if applicable: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm WSDOT Local Programs
3	Project contact person: Scott Hanis Address: PO Box 599; 24301 Roberts Drive, Black Diamond, WA 98010 Phone: 360-886-5713 Email: shanis@ci.blackdiamond.wa.us

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The main objective of this project is overlay the 100 year old concrete road to provide a smooth driving surface. The project scope includes first, grinding the major differential lips in the concrete panels, replacing the panels that are cracked into more than 3 pieces, slab jacking the concrete sections that have sunk, and sealing up the cracks. Second, the shoulder will be widened by 4 feet of concrete to match the existing concrete section. This minimal widening is needed. Third, the road will be pre-leveled with asphalt, then apply a pavement reinforcing grid, then overlay with two inches of asphalt. Finally, the storm water will be treated and infiltrated back into the ground or discharged to a constructed wetland on City property and dispersed. The project length is approximately 5,900 feet. Some right of way will be needed for stormwater treatment and discharge.</p> <p>Grant funds will be used for the design, permitting, acquiring of right of way, construction, project management and project administration. State federal grant matching funds will be used to pay for these work items as well on a percentage basis. The City would like to come up with some additional match funds but currently there is not enough available funds to raise the match requirement.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Roberts Drive is a frequently traveled, minor arterial in Black Diamond. It is one of two east/west roads in the City and the only one that continues outside of the City (as Auburn-Black Diamond Road to the west and Black Diamond-Ravensdale Road to the east). This 100 year old concrete panel road is very rough and too narrow (20 feet wide). The trucks and cars roll off the edge of the narrow road and create large ruts in the shoulder gravel. Because the road is too rough, trucks and cars are driving through collector streets to avoid Roberts Drive. A wider, smooth driving surface will provide a safer, quieter, more useable arterial through Black Diamond. The storm water improvements will help protect the water quality of Rock Creek to the west and Ginder Creek to the east.</p>
<p>5</p>	<p>Project location: Roberts Drive in Black Diamond</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Sunny Lane</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SR-169</p>
<p>6</p>	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

Preservation Project

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and

operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset's lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC's Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region's arterials.

A total of \$16.79 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions

Roadway Characteristics

1. Pavement Condition Index (PCI): Select the PCI range for the specific roadway segment for which you are requesting funds. . Please use the most recent information available to you.

- PCI 70 to 100
- PCI 60 to 69
- PCI 50 to 59.
- PCI 40 to 49
- PCI 0 to 39

2. Facility Characteristics

Federal functional classification code (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Rural Functional Classifications	Urban Functional Classifications
“Under 5,000 population” (Outside federal-aid urbanized and federal-aid urban areas) <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input checked="" type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access	“Over 5,000 population” (Inside federal-aid urbanized and federal-aid urban areas) <input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input checked="" type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access

Freight Route Classification: The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT’s most recent update of the FGTS occurred in 2013.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps <http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- T-1: More than 10 million tons per year
- T-2: 4 to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 ton in the last 60 days
- Not on a “Freight Route” classification

Transit/School Bus Service Characteristics: Number of daily weekday transit or school bus trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- \geq 85 daily trips per weekday
- 20-84 trips per weekday
- 8-19 trips per weekday
- Less than 8 trips per weekday

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at paul.takamine@kingcounty.gov or at (206) 477-3822.

Bicycle Facilities:

- There is an existing bicycle lane on the project segment, or the project will include a new bicycle lane upon completion of the preservation project, or the arterial is designated as a bike facility in an adopted plan
- None

3. Centers: Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC's federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them, centers are defined as regional or local centers and manufacturing/industrial centers as identified in VISION 2040, or in local comprehensive plans.(See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- Within or connecting to a designated Regional Growth Center/
Manufacturing/Industrial Center
- Within or connecting to a designated Local Center as identified in your adopted local comprehensive plan

4. Level of Effort: Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores¹. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s reported PCI for 2006, 2008, and 2010 based on the table on the following page.

- Please check if your city has updated its system wide arterial PCI information since 2010. If you would like to use this updated information to revise your jurisdictions PCI average (see Average PCI Table) send the updated system wide arterial average PCI information to Paul Takamine at paul.takamine@kingcounty.gov .

The **Average PCI Table** below shows the average PCI scores for the jurisdictions in King County, select the Systemwide Pavement Condition Index category for your jurisdiction

- Systemwide PCI ≥ 70
 Systemwide PCI of 65 - 69
 Systemwide PCI of 60 - 64
 Systemwide PCI of 63 – 51
 Systemwide PCI of 0 – 50

5. Local Match Percentage: Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%,

- Local match – 13.5% to 22%
 Local match - 23% to 31%
 Local match - 32% to 40%
 Local match - 41% to 49%
 $\geq 50\%$

6. Incentive/Innovation - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)

¹ The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a biennial basis.

Average PCI Table

King County PCI Scores By Jurisdiction		
Jurisdiction	2006, 2008, 2010 Average PCI	2010 PCI
Hunts Point	91	82
Duvall	81	69
Beaux Arts Village	81	82
Kent	80	0
Federal Way	80	77
Sammamish	79	0
Redmond	79	76
Kenmore	78	78
SeaTac	78	82
Medina	77	72
Bellevue	77	74
Mercer Island	76	69
Des Moines	74	70
King County	74	65
Maple Valley	73	78
Bothell	72	71
Clyde Hill	71	67
Auburn	69	71
Shoreline	69	61
Issaquah	69	70
Burien	69	0
Seattle	68	69
Normandy Park	64	63
Tukwila	64	67
Algona	63	63
Kirkland	62	62
Renton	62	66
Lake Forest Park	61	54
Yarrow Point	61	62
Black Diamond	61	56
Covington	60	59
Newcastle	59	59
Woodinville	57	58
Enumclaw	55	46
Skykomish	37	58
North Bend	49	48
Snoqualmie	47	43
Milton	45	44
Pacific	44	28
Carnation	#DIV/0!	0

Average or 2010 PCI = 70 to 100

Average or 2010 PCI = 50 to 69

Average or 2010 PCI = 49 or Less

- Missing data for 1 or more years
- Weighted PCI 70 - 100
- Weighted PCI 50 - 69
- Weighted PCI 0 - 49

1. Cities' Federal Functionally Classified Mileage from Transportation Data Office, Functional Class Report
2. County Data from CRAB report submissions for 2007, 2008, and 2010

Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's financial plan and readiness to obligate PSRC funds. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

7. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

7a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

7b. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$220,575.00	2015
Other	\$77,850.00	2016
Construction	\$1,016,375.00	2016

7c. Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design, Other (Project Management, Right of Way, and Services During Construction), and Construction

7d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from the following King County website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Other Considerations

8. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

Roberts Drive links existing homes and will link new homes to the Commercial areas within the project area and will link these homes to the City's Town Center (historic downtown area), which is approximately 0.53 miles to the southwest of Roberts Drive. City residents living west of SR-169 typically have to use Roberts Drive to access these areas, which are all designated local centers in the City's Comprehensive Plan.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

DRAFT

King County - 2006-2008-2010 Weighted PCI Scores By City					
City	Weighted Overall PCI Score - 2006	Weighted Overall PCI Score - 2008	Weighted Overall PCI Score - 2010	Weighted Overall PCI Score - 2011	Average PCI Score - Last Available 3 Yrs.
Algona	63	63	63		63
Auburn	73	64	71		69
Beaux Arts Village	80	80	82		81
Bellevue	79		74		77
Black Diamond	63	63	56	70	63
Bothell	72		71		72
Burien	69				69
Carnation					
Clyde Hill	73	73	67		71
Covington	60	60	59		60
Des Moines	78	73	70		74
Duvall	87	87	69		81
Enumclaw	59	59	46		55
Federal Way	84	79	77		80
Hunts Point	95	95	82		91
Issaquah	68	68	70		69
Kenmore	79	78	78		78
Kent	79	82			80
King County	82	74	65		74
Kirkland	65	58	62		62
Lake Forest Park	65	65	54		61
Maple Valley	70	70	78		73
Medina	80	79	72		77
Mercer Island	79	79	69		76
Milton	46	45	44		45
Newcastle	59	59	59		59
Normandy Park	65	64	63		64
North Bend	50	49	48		49
Pacific	52	52	28		44
Redmond	82		76		79
Renton	65	54	66		62
Sammamish	79				79
SeaTac	82	70	82		78
Seattle	67	68	69		68
Shoreline	72	74	61		69
Skykomish	26	26	58		37
Snoqualmie	49	49	43		47
Tukwila	62	62	67		64
Woodinville	56	56	58		57
Yarrow Point	60	60	62		61

* Federal Functionally Classified Mileage form Transportation Data Office, Functional Class Report effective January 2005

No PCI Data

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Black Diamond
Project Title	Roberts Drive Rehabilitation

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning			
Planning			
Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	TIB Federal Grant Matching	Reasonably Expected	\$ 34,425
PE/Design	PSRC	Unsecured	\$ 220,575
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 255,000

Estimated PE/Design Completion Date (month and year): 3/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	TIB Federal Grant Matching	Reasonably Expected	\$ 6,750
Right of Way	PSRC	Unsecured	\$ 43,250
Right of Way			

Right of Way TOTAL: \$ 50,000

Estimated ROW Completion Date (month and year): 3/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	TIB Federal Grant Matching	Reasonably Expected	\$ 158,625
Construction	PSRC	Unsecured	\$ 1,016,375
Construction			

Construction TOTAL \$ 1,175,000

Estimated Construction Completion Date (month and year): 12/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Project Mgmt	TIB Federal Grant Matching	Reasonably Expected	\$ 5,400
Project Mgmt	PSRC	Unsecured	\$ 34,600

Other TOTAL: \$ 40,000

Estimated Other Completion Date (month and year): 12/1/2017

TOTAL Estimated Project Cost, All Phases: \$ 1,520,000

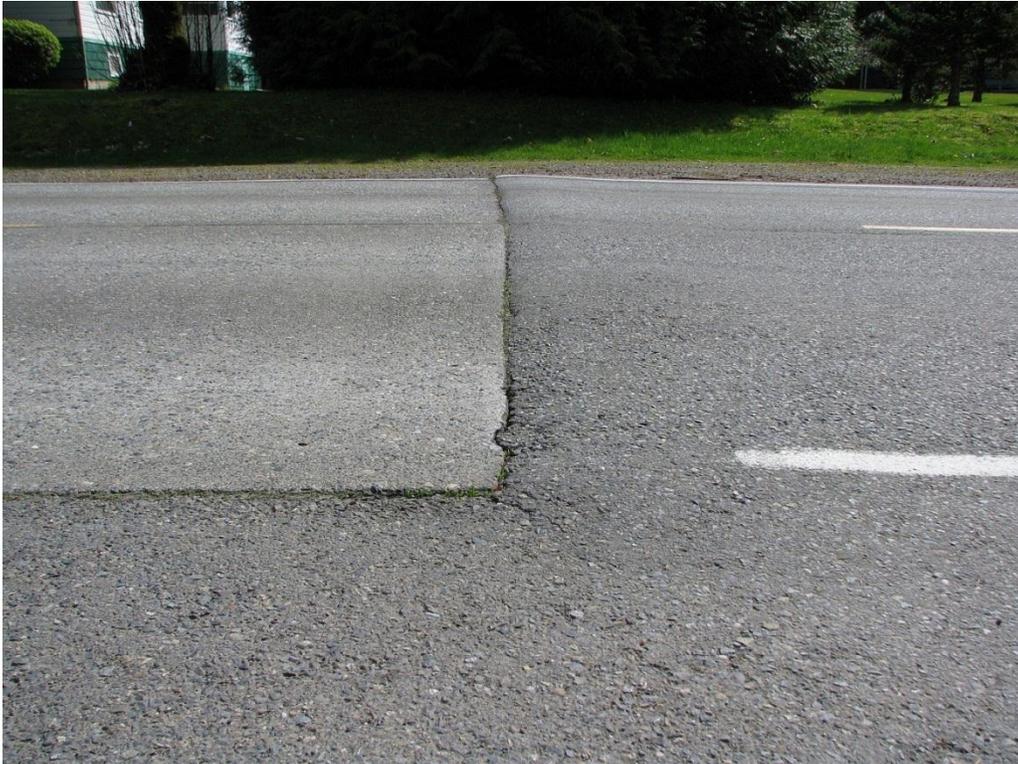
Estimated Project Completion Date (month and year): 12/1/2017

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



Coal car with the east end of Roberts Drive in the background



Start of project at west end, rough transition

CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



Roberts Drive with City Hall in the background



In front of City Hall

CITY OF BLACK DIAMOND Roberts Drive Rehabilitation



Looking east from City Hall (Morgan St. on right, King County Library straight ahead)



At Morgan St.

CITY OF BLACK DIAMOND Roberts Drive Rehabilitation



Looking east (reddish building is King County Library)



Near Library, cracking in westbound lane

CITY OF BLACK DIAMOND Roberts Drive Rehabilitation



Looking west from Library



Looking west at Library; eastbound bike lane

CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



More cracking



Cracking in eastbound lane

CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



Rough patch in westbound lane



Rough patch and joints

CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



CITY OF BLACK DIAMOND
Roberts Drive Rehabilitation



Looking east at Ginder Creek near east end of project



Looking east at end of project (stop sign in distance is intersection with SR 169)

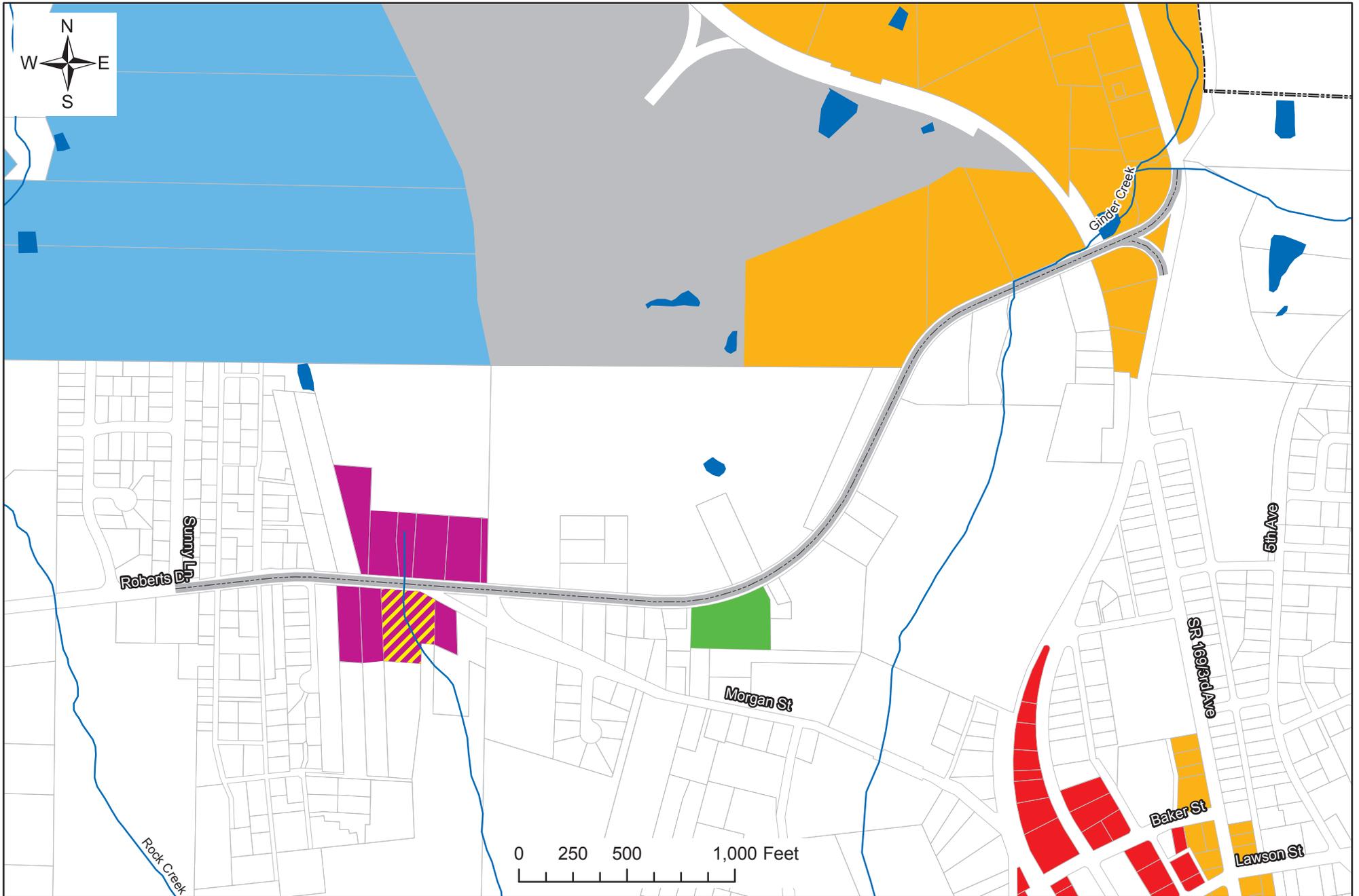
CITY OF BLACK DIAMOND Roberts Drive Rehabilitation



Cracking near east end of project



Looking west at logging truck traveling westward on Roberts Drive

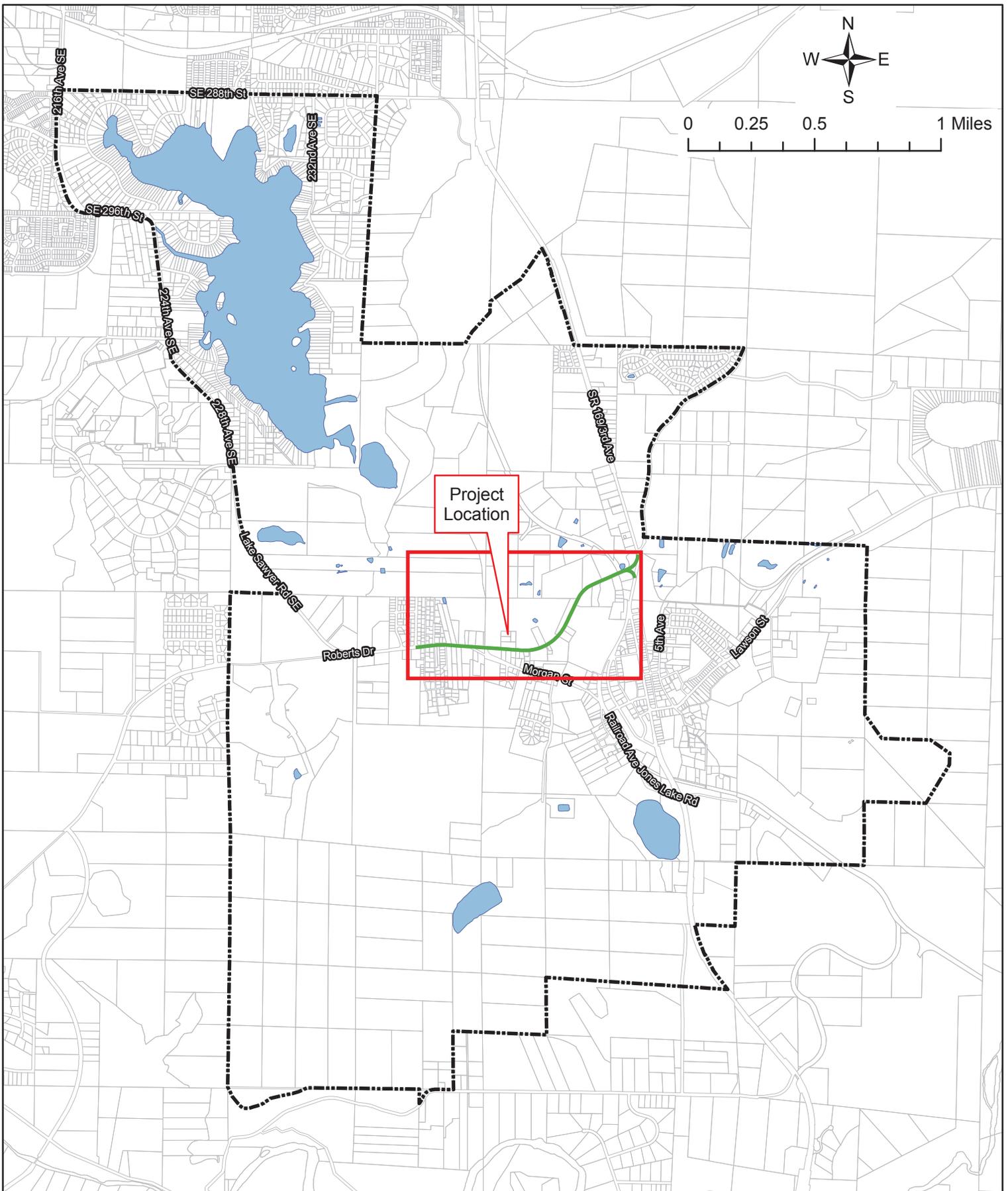


Author: Scott Hanis
 Revised: April 30, 2014

Roberts Drive Rehabilitation Project Limits

Legend

- | | |
|--------------------|------------------------|
| Project Limits | Town Center |
| City Hall | Community Comm. |
| Library | Business Park/Lt. Ind. |
| Neighborhood Comm. | Industrial |



Author: Scott Hanis
 Revised: April 30, 2014

1st Avenue & Railroad Avenue Roberts Drive Rehabilitation

Vicinity Map

Weighted Pavement Condition Index (PCI) Calculator

Instructions: For use if a project has various segments with different PCI levels. To use this tool enter each segment length in miles in the 'Segment Length' column. To the right enter each segment's corresponding PCI score under 'Segment PCI'. The Total Weighted Average PCI for the project will appear in the red box. See "Example" tab for project example.

****Note**** If your project has more than 8 differing segments, let King County staff know and we can adjust the tool to fit your project's needs.

Segment #	Segment Length	Segment PCI (0-100)
1	0.34	63
2	0.76	57
3		
4		
5		
6		
7		
8		

Total Weighted Average PCI for Project

58.85