

# PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

## *NARRATIVE PROJECT INFORMATION* *October 2011*

---

**Project Sponsor:** *City of Kirkland*

**Project Name:** *Arterial Street Preservation*

**Project Location:** City-wide

**What type of project is it:** Support Centers   X   Corridors Serving Centers   X  

**Plan Consistency:**

- Transportation 2040 project number: \_\_\_\_\_
- Is the project consistent with the Transportation 2040: Yes   X   No \_\_\_\_\_

**Project Description - No more than one full page -** (see evaluation criteria for information to include):

- Briefly describe the project
- What is the intended outcome & benefit

*Perform maintenance and rehabilitation activities on a selection of main arterial streets throughout the City; activities include: crack sealing, subgrade repair, grinding, and the application of a new surface layer of asphalt. Rehabilitation also includes installation of new curb ramps, as required by the Americans with Disabilities Act, and replacement of adjacent broken curb and sidewalk panels. Using various preservation techniques including overlay, crack seal and others the City can restore serviceability, improve mobility and safety and extend pavement life in a cost effective manner. The intended benefit of this project is to help rehabilitate and maintain the roadway network in order to maintain mobility and safety standards. Activities performed will preserve or extend the life of an existing pavement structure. By performing preventive maintenance in a timely manner, the pavement's useful life is extended and rehabilitation costs are reduced. Pavement preservation and rehabilitation of City streets can contribute significantly to the vitality of a community. Preservation is beneficial to the community in many ways: economically, socially, developmentally, and environmentally. Good condition roads allow for quicker, safer trips, better access to businesses and work places for all modes of travel.*

*Given the pressure on available local funding for various categories in the City's transportation system the overall PCI for the City continues to decline. The 2008 report indicated the overall Pavement Condition Index (PCI) for the City's street network declined from 70 to 65; principal arterials declined from 58 to 46 over a 4 year period from 2004 to 2008. Engineering and cost-benefits analysis show that maintaining a network at 85 allows you to keep your deferred maintenance at an acceptable level, enables the lowest cost/per mile investments over time, and is the most appropriate approach from a life-cycle cost model.*

#### Project Status & Timeline

Where is the project at in development?

What is the timeline for this project from start to completion?

*(Please identify the major phases)*

*Arterial preservation is an annual program project for Kirkland. Our current network condition summary is such that we can bring our Arterials to a PCI of 85 over a 3 year period at a funding level of \$7.5 Mill each year; or over a 6 year period at a spending level of \$4.5 Mill each year. The City's current level of spending is planned at \$2.5 Mill per year for the next 6 years for all city streets.*

#### Additional Comments

*Federal and state transportation policies prioritize maintenance and preservation of existing transportation infrastructure. Transportation 2040 also commits "as a top priority to fully funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state." (PG 54 Transportation 2040).*