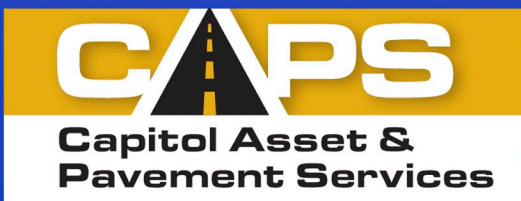


# Pavement Management Program Budget Options Report



July, 2016

City of Mukilteo  
Public Works

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# Introduction

“Keep good roads in good condition.” Nothing lasts forever. Every road surface eventually deteriorates. The key to prolonging a pavement’s lifespan is to protect it from exposure, mechanical wear and water. Pavement preservation is a strategy of managing pavement condition to maximize the pavement’s lifespan at the minimum cost. This is achieved by careful planning and selection of the right preventative maintenance treatment at the optimum time.

The City last updated its pavement management program in 2007. The 2007 Pavement Management Program Update (prepared by Harris & Associates) recommended an annual pavement preservation budget of \$900,000. The purpose of the recommended budget of \$900,000 was to decrease the trend in overall pavement condition decline while slowing the growth of the deferred maintenance backlog. At this budget level, the overall PCI was projected to increase from a 79 in 2007 to 80 by 2016. The 2007 Update recommended treatments of single chip seals and crack seals and evaluated emerging cost effective techniques like rubberized chip seals, thin-bonded wearing courses and rubberized overlays. Between 2007 and 2013 the City chip sealed 19.7 centerline miles, or approximately 32%, of the City Street network at a total cost of \$1,764,000. This equates to an investment of less than \$300,000 annually in pavement preservation and is short of the 2007 recommended budget of \$900,000 annually.

In addition, as part of the 2007 Update, a City-wide pavement condition survey was conducted to gather pavement condition index (PCI) ratings on all City streets. The 2007 PCI overall rating for the City’s street network was 79 on a 100 point scale.

In 2014, the City of Mukilteo contracted with Capitol Asset & Pavement Services to perform inspections on all 59.73 centerline miles of paved streets maintained by the City. The network PCI at that time was 78.

This 2016 Pavement Management Program Budget Options Report serves as an update to the City’s 2015 Pavement Management Program Budget Options Report. This report will summarize the existing condition of the City’s street network and will run several budget scenarios based on current cost information and different pavement maintenance techniques.

## Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Mukilteo Public Works to perform visual inspections of all of the paved streets maintained by the City of Mukilteo (City). All 59.73 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards, and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in July, 2016.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. Budgetary Needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels. Maintenance treatments since the inspections were input into the Streetsaver database, updating PCI values for treated sections.

The City's street network consists of 59.73 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 79. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 79 places the City's street network in the 'Very Good' condition category.

Four scenarios were analyzed for various street maintenance funding. The budget includes preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI condition. All scenarios also assumed that planned treatments for 2017 are completed as planned.

It was determined that the City will need to spend \$8.5 million over the six year period from 2017-2022 to bring the street network into 'optimal' condition, or an overall street network PCI of 81<sup>1</sup>. At this level, the City should be able to maintain the street network in the future with mostly cost-effective preventative maintenance treatments (crack seals and surface seals). Scenarios were also run to determine the effects of the City's planned funding level for streets (Scenario #2-\$900k per year), and the effects of increasing funding for overlays and reconstructions (Scenario #3). A long term scenario was also run to determine the effects of continuing the \$900k per year over 20 years. Table 1 summarizes the findings of the Scenarios.

**Table 1 – Summary of outcome of different funding levels (Scenarios)**

<b>Scenario</b>	<b>#1 Needs</b>	<b>#2 Current Funding</b>	<b>#3 Increased Funding</b>	<b>#4 20 year funding</b>
<b>Years</b>	2017 – 2022	2017 – 2022	2017 – 2022	2017 – 2036
<b>Average yearly budget</b>	\$1.42 million	\$900,000	\$1.16 million	\$900,000
<b>Total budget for</b>	\$8.5 million	\$5.4 million	\$7.0 million	\$18.0 million
<b>Current PCI</b>	79	79	79	79
<b>Current % 'Very Good'</b>	84.9%	84.9%	84.9%	84.9%
<b>PCI in last year (change)</b>	81 (+2)	76 (-3)	77 (-2)	69 (-10)
<b>Backlog in final year</b>	\$0	\$3.6 million	\$3.4 million	\$9.0 million
<b>% 'Very Good' in final year</b>	95.8%	77.9%	78.9%	56.3%
<b>% 'Good' in final year</b>	4.2%	21.5%	21.1%	38.3%
<b>% 'Poor' in final year</b>	0.0%	0.6%	0.0%	3.6%
<b>% 'Very Poor' in final year</b>	0.0%	0.1%	0.0%	1.9%

<sup>1</sup> The 6 year needs is significantly lower than the \$13.4M/6 years reported in the 2015, due to a different decision tree being used in the two reports. This report uses a mix of more cost-effective slurry seals and bonded wearing courses (where appropriate) in place of expensive overlays. This also resulted in lower deferred maintenance backlogs in the scenarios (2&3), than similar scenarios in the 2015 report.



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## Purpose

This report is intended to assist the City of Mukilteo with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of Very Good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over six years and at various funding levels.

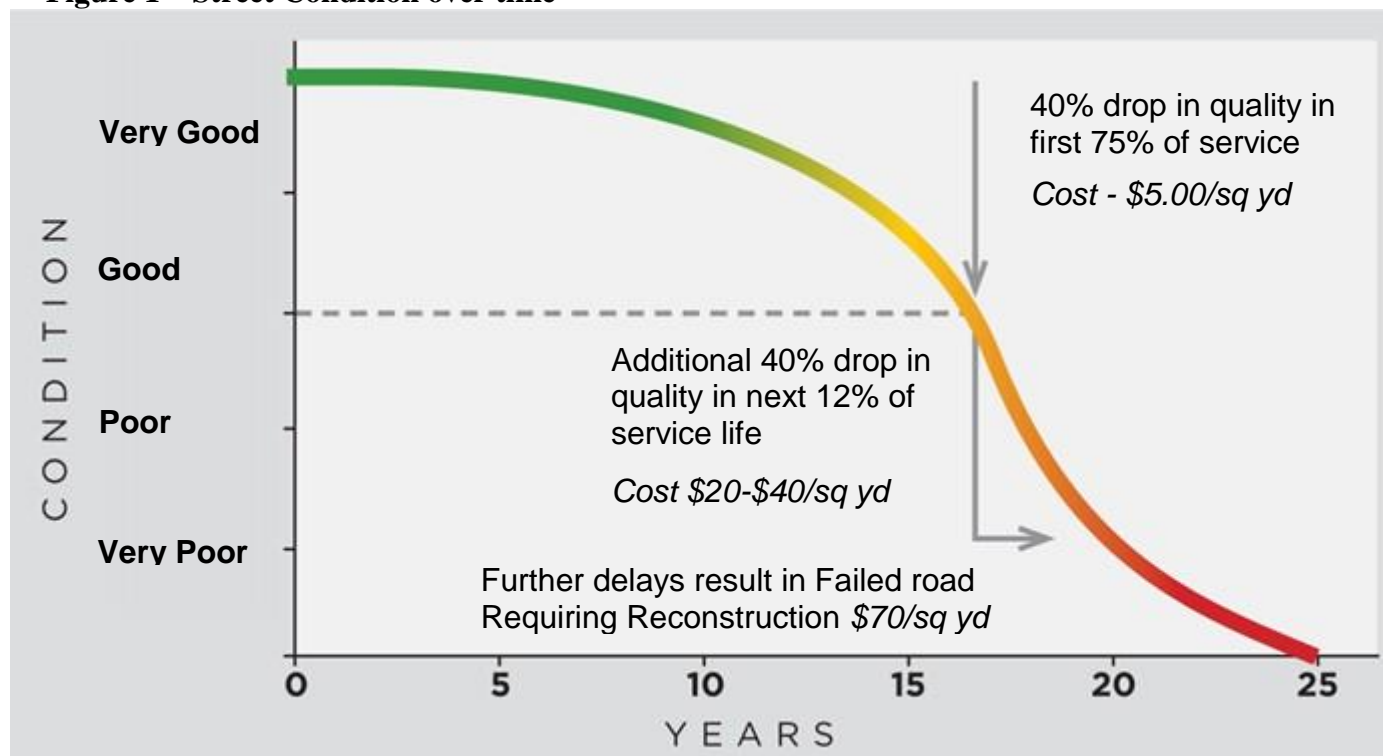
## Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of Asphalt Concrete and Portland Concrete Pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as Overlays or Reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement Management Systems are designed with a more cost-effective, “Best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as Slurry Seals, Chip Seals, and Crack Seals, and extend their life cycle, before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in Good to Very Good condition, where the street shows little sign of deterioration, and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a Very Good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

**Figure 1 – Street Condition over time**



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## Existing Pavement Condition

The City is responsible for the repair and maintenance of 59.73 centerline miles of paved streets. The City's street network replacement value is estimated at \$67.8 million.<sup>2</sup> This asset valuation assumes replacement of the entire street network in present day dollars. This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 79, which indicates that the street network is in 'Very Good' condition. The Pavement Condition Index is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

The overall network PCI increased from 78 in 2014, when inspections were last performed, to 79 currently. Part of the reason for this increase, is since the last inspection cycle, MTC has modified the inspection process. Where in 2014, distress #7 – Weathering & Raveling was one distress, in the 2016 inspections, this was split to two distresses #7 – Raveling and #8 – Weathering. This has been found to result in slightly higher PCIs, especially for streets in 'Very Good' Condition (>70 PCI). Another factor for the PCI increase, is in the 2015 report, the State Route through town was included in the PCI calculation value.

Table 2 details the network statistics and pavement condition by functional class. Table 3 and Figure 2 present the Percent Network Area by Functional and Condition classes.

**Table 2 – Street Network Statistics and Average PCI by Functional Class**

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	4	1.68	3.55	78
Collector	43	11.31	22.77	81
Residential	359	46.64	93.43	78
Totals	406	59.73	119.75	79

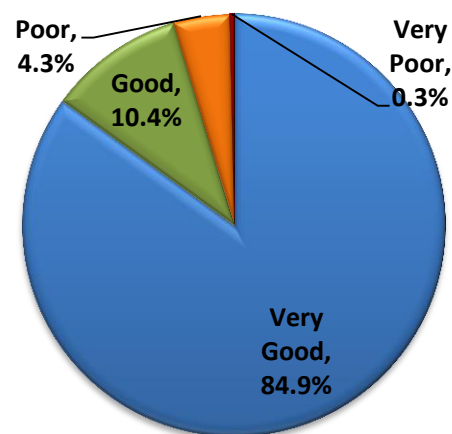
Table 2 details the percentage of the street network area by each PCI range or condition category.

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<sup>2</sup> Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree

**Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition Class**

Condition Class	PCI Range	Arterial	Collector	Residential/ Other	Total
<b>Very Good (I)</b>	70-100	3.5%	21.0%	60.4%	84.9%
<b>Good (II/III)</b>	50-70	0.2%	0.3%	9.9%	10.4%
<b>Poor (IV)</b>	25-49	0.0%	0.6%	3.7%	4.3%
<b>Very Poor (V)</b>	0-24	0.0%	0.5%	0.3%	0.3%
<b>Totals</b>		3.7%	21.9%	74.4%	



## Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the Very Good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Very Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets with a PCI in the 80's (as opposed to 70's) will likely remain in the 'Very Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's Pavement Preservation and Rehabilitation Program of \$8.5 million<sup>3</sup> over the next six-year period (2017 – 2022) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$3.9 million is needed in the first year alone. The six-year cost of \$8.5 million exceeds the City's planned six-year funding level of \$5.4 million by approximately \$3.1 million.

As mentioned earlier, the average PCI for the City's streets is 79, which is in the 'Very Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Very Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$5.00/sq. yd<sup>4</sup>. 84.9% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

<sup>3</sup> Treatment costs are based on this year's average costs per square yard, with future years including a 4% inflation adjustment per year after 2015.

<sup>4</sup> For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

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10.4% of the City's street network falls into the 'Good' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal application or bonded wearing course overlay. These treatments typically range in cost from \$5.00 to \$18.50 /sq. yd. Additional prep work cost may be required if base issues exist (alligator cracking, depressions). This can add up to \$2.0/sq yard to the overall cost.

4.3% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a Thick AC Overlay at \$39.75/sq yd. This includes design costs, as well as average costs to replace ADA ramps.

0.3% of the City's street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruct of the street. Estimated costs to reconstruct the street surface are \$62.50 to \$69.00/sq yd.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Very Good' or 'Good' categories from deteriorating. This is particularly true for streets in the 'Good' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Very Good' streets deteriorate into the 'Good', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. can not deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in "Very Good" condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

## **Budget Needs**

Based on the principle that it costs less to maintain streets in Very Good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 79, which is in the 'Very Good' condition category. The current funding scenario (#2) demonstrates there is a \$1.6 million deferred maintenance backlog<sup>5</sup> in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost-effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP

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<sup>5</sup> Definition of deferred maintenance backlog can be found in Appendix A



Budget Needs module; street maintenance needs are estimated at \$8.5 million over the next six years. If the City follows the strategy recommended by the program, the average network PCI will increase to 81. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next six years, already distressed streets will continue to deteriorate, and the network PCI will drop to 67. The results of the Budget Needs analysis are summarized in Table 5.<sup>6</sup>

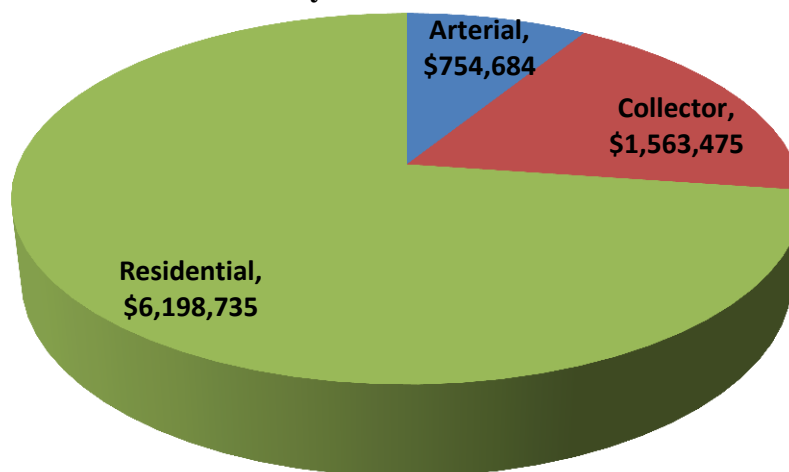
**Table 5. Summary of Results from Needs Analysis**

<i>Fiscal Years</i>	2017	2018	2019	2020	2021	2022	Total
<b>PCI with Treatment</b>	83	82	82	81	81	81	---
<b>PCI, no Treatment</b>	77	75	73	71	69	67	---
<b>Budget Needs</b>	\$3,851,401	\$634,702	\$1,341,819	\$906,071	\$755,701	\$1,027,206	<b>\$8,516,900</b>
<b>Rehabilitation</b>	\$1,094,018	\$395,098	\$530,824	\$261,354	\$718,721	\$879,179	<b>\$3,879,194</b>
<b>Preventative Maintenance</b>	\$2,757,382	\$239,603	\$810,994	\$644,716	\$36,979	\$148,026	<b>\$4,637,700</b>

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 81 and eliminate the current maintenance and rehabilitation backlog. The results of the Budget Needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$8.5 million in maintenance and rehabilitation needs shown, approximately \$4.6 million or 54.5 percent is earmarked for preventive maintenance or life-extending treatments, while \$3.9 million or 45.5 percent is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 3 is based on the Budget Needs Predictive Module. The Pavement Management Program is recommending a funding level of \$8.5 million over a six-year period. Figure 4 illustrates the funding distribution by street functional classification.

**Figure 3. Budget Needs Funding Distribution by Functional Classification**



<sup>6</sup> Actual program outputs are included in Appendixes B through F

## Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for six (6)-year periods (2017-2022).

1. *Unconstrained Needs* — This scenario utilizes the decision tree for only overlay and reconstruction treatments (no surface seals). An average annual budget of \$900,000 is required using this decision tree in order to maintain a minimum network PCI of 73 through the next six years.
2. *Current Funding* — An annual budget of \$900,000 was evaluated over six years, for a total of \$5.4 million, to determine the effects of continuing pavement maintenance at the current budget level.
3. *Increased Funding* — Funding was increased to determine the funding level required to bring all streets into at least 'Good' condition. \$7.0 million would be required over the next six years to attain this goal.
4. *20 years at Current Funding* — The current street maintenance funding level of \$900,000 per year was evaluated over twenty years, for a total of \$18.0 million, to determine the effects of continuing pavement maintenance at the current budget level over the long term.

**Table 6. Scenario Summary**

Scenario Name	Total Budget	2022 PCI (change)	2022 % Very Good	2022 %Good	2022 % Poor	2022 % Very Poor
1 – Unconstrained Needs	\$8.5 million	73 (-4)	77.9%	21.5%	0.2%	4.4%
2 – Current Funding (6 years)	\$5.4 million	73 (-4)	68.8%	24.5%	2.1%	4.7%
3 – Increased Funding	\$7.0 million	73 (-4)	78.3%	14.8%	2.4%	4.4%
Scenario Name	Total Budget	2036 PCI (change)	2036 % Very Good	2036 %Good	2036 % Poor	2036 % Very Poor
4 – Current Funding (20 years)	\$18.0 million	73 (-4)	78.8%	15.3%	1.8%	4.1%

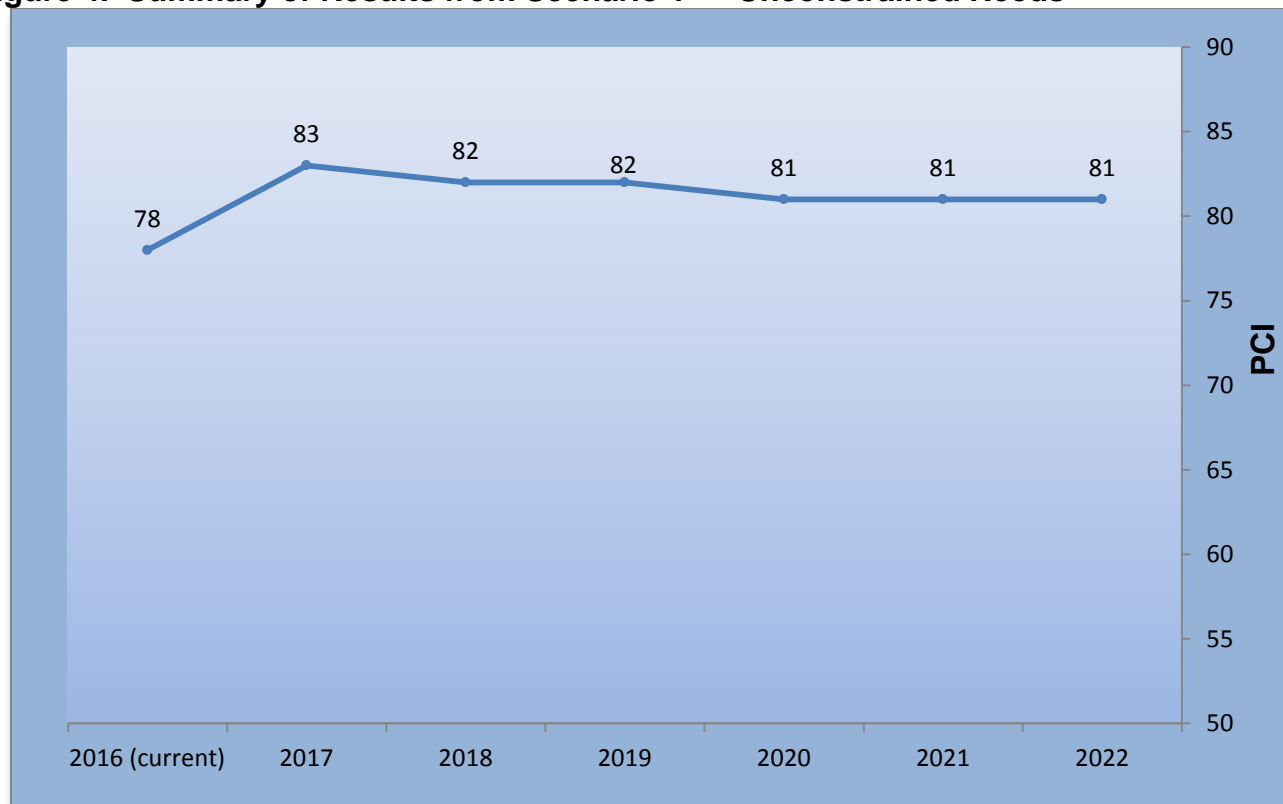
## Scenario 1 — Unconstrained Needs

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). The needs module is recommending \$8.5 million over the next six years for street maintenance and rehabilitation. Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program, raising the PCI to 83. The PCI remains at an optimal level over the entire time period. By 2022, 95.8% of the network will be in the good condition category, an increase from the current level of 84.9% in good condition. These results are shown in both Table 7 and Figure 4.

**Table 7. Summary of Results from Scenario 1 — Unconstrained Needs**

	2017	2018	2019	2020	2021	2022	Total
<b>Budget</b>	\$3,851,401	\$634,702	\$1,341,819	\$906,071	\$755,701	\$1,027,206	<b>\$8,516,900</b>
<b>Rehabilitation</b>	\$1,094,018	\$395,098	\$530,824	\$261,354	\$718,721	\$879,179	<b>\$3,879,194</b>
<b>Preventative Maintenance</b>	\$2,757,382	\$239,603	\$810,994	\$644,716	\$36,979	\$148,026	<b>\$4,637,700</b>
<b>Deferred Maintenance</b>	\$5,836,181	\$7,020,527	\$5,916,936	\$4,840,529	\$4,984,035	\$4,147,865	---
<b>PCI</b>	83	82	82	81	81	81	

**Figure 4. Summary of Results from Scenario 1 — Unconstrained Needs**



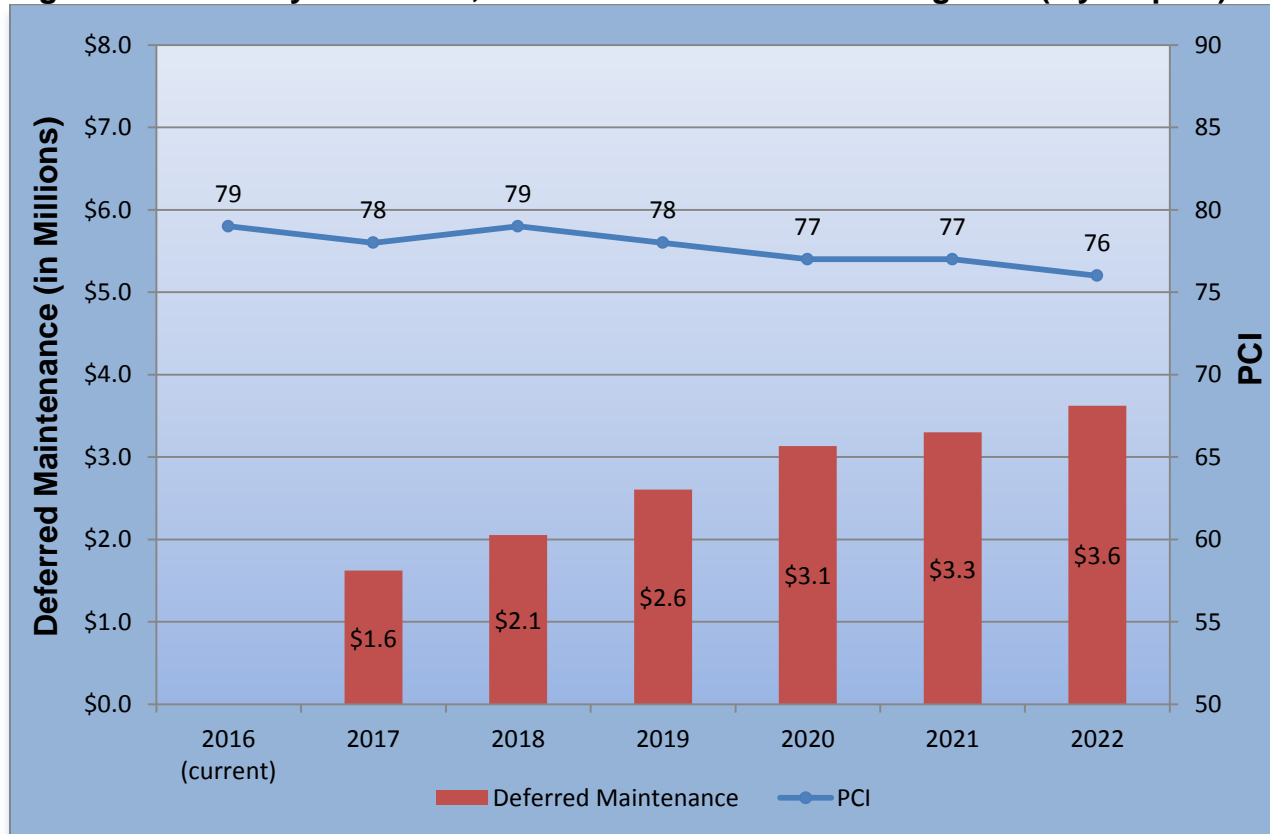
## Scenario 2 — Current Funding level (6 year plan)

This scenario shows the effects of the City's current budget strategy, an investment level of \$900,000 per year starting in 2017, totaling \$5.4 million over six years. Treatments would be performed in 3 year cycles under this plan, where 1/3 of the overall budget would be dedicated for preventative maintenance treatments, which would be performed in 2017 & 2020. In the other four years (2018-19, 2021-22), overlay and reconstruction treatments would be performed. The overall network PCI decreases to 76 by 2022. Under this investment level, the deferred maintenance backlog increases, from \$1.6 million in 2017, to \$3.6 million in 2022. The percentage of the street network in Good condition decreases from 84.9% currently, to 77.9% in 2022. These results are illustrated in Table 8 and Figure 5.

**Table 8. Summary of Results, Scenario 2 — Current Funding level (6 year plan)**

	2017	2018	2019	2020	2021	2022	Total
<b>Budget</b>	\$785,500	\$974,000	\$891,500	\$894,500	\$926,500	\$922,500	<b>\$5,394,500</b>
<b>Rehabilitation</b>	\$17,433	\$972,295	\$888,323	\$19,913	\$925,105	\$921,180	<b>\$3,744,249</b>
<b>Preventative Maintenance</b>	\$768,099	\$1,714	\$2,876	\$874,097	\$547	\$1,314	<b>\$1,648,647</b>
<b>Deferred Backlog</b>	\$1,623,533	\$2,051,005	\$2,605,771	\$3,132,599	\$3,298,093	\$3,622,444	
<b>PCI</b>	78	79	78	77	77	76	

**Figure 5. Summary of Results, Scenario 2 — Current Funding level (6 year plan)**



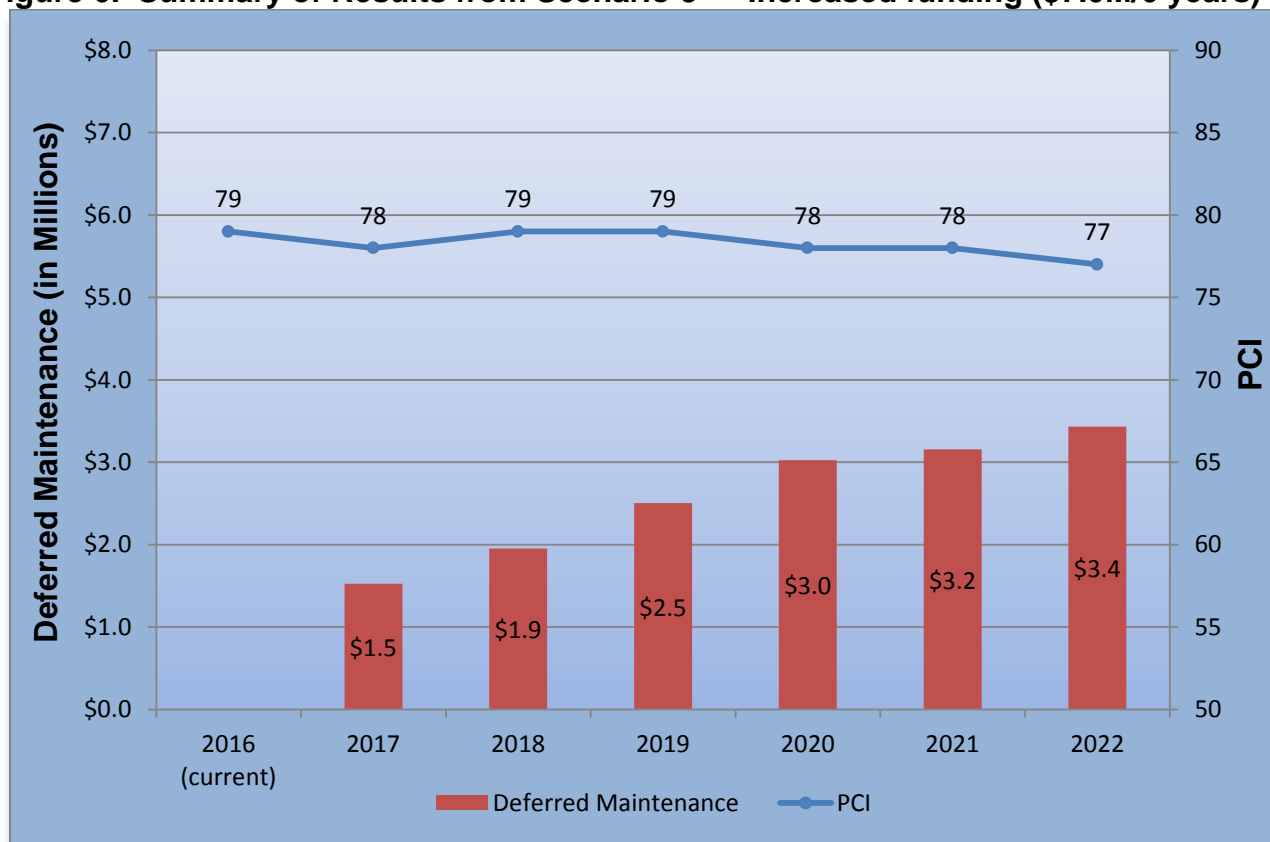
### Scenario 3 — Increased funding (\$7.0M over 6 years)

This scenario starts with the six year plan detailed in scenario 2, and increases funding in order to additionally treat all streets in 'Poor' and 'Very Poor' condition (PCI < 50). \$7.0 million would be required over the next six years to achieve this. Since the additional money all goes towards rehabilitation treatments (overlays and reconstructions), the cost effectiveness of this approach is less than if more money were to be spent on preventative maintenance, however it does achieve the goal of no streets in 'Poor' or 'Very Poor' condition. The percentage of the street network in 'Very Good' condition decreases, from 84.9% currently, to 78.3% in 2022. These results are illustrated in Table 9 and Figure 6.

**Table 9. Summary of Results from Scenario 3 — Increased funding (\$7.0M/6 years)**

	2017	2018	2019	2020	2021	2022	Total
<b>Budget</b>	\$1,374,000	\$973,800	\$1,425,000	\$895,000	\$1,345,500	\$945,000	<b>\$6,958,300</b>
<b>Rehabilitation</b>	\$580,450	\$972,295	\$1,421,689	\$19,913	\$1,344,467	\$943,914	<b>\$5,282,728</b>
<b>Preventative Maintenance</b>	\$793,583	\$1,518	\$3,224	\$874,097	\$547	\$1,081	<b>\$1,674,050</b>
<b>Deferred Maintenance</b>	\$1,525,392	\$1,949,964	\$2,501,415	\$3,025,112	\$3,157,375	\$3,430,294	
<b>PCI</b>	78	79	79	78	78	77	

**Figure 6. Summary of Results from Scenario 3 — Increased funding (\$7.0M/6 years)**





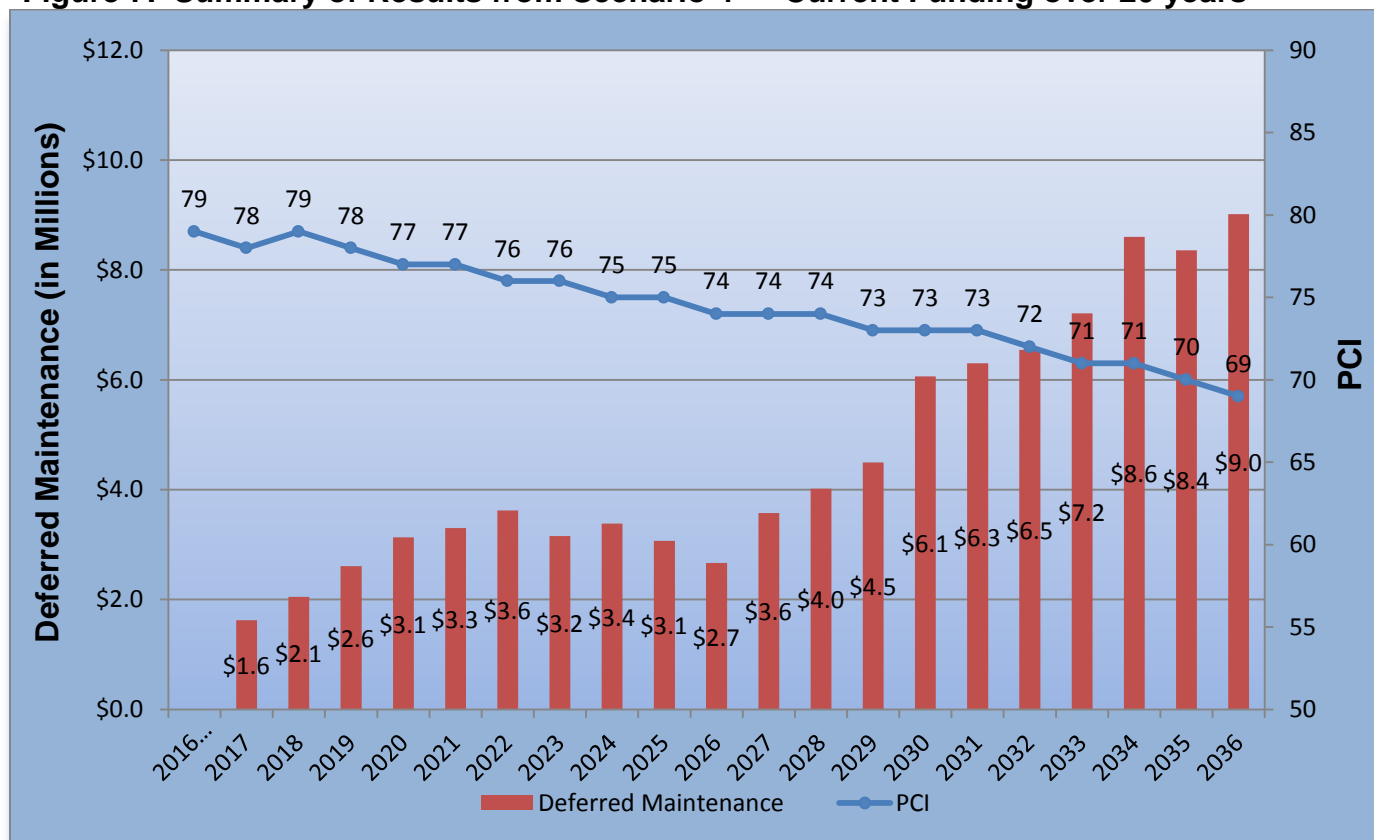
## Scenario 4 — Current Funding over 20 years

This scenario shows the effects of the City's current budget strategy over 20 years. An investment level of \$900,000 per year was analyzed, starting in 2017, totaling \$18.0 million over twenty years. The overall network PCI decreases to 69 in 2036. Scenarios include a 3% inflation rate per year for treatment costs, and this scenario does not increase the annual budget to compensate for the increase in costs. Under this investment level, the deferred maintenance backlog increases, from \$1.6 million in 2017, to \$9.0 million in 2036. The percentage of the street network in Good condition decreases from 84.9% currently, to 56.3% in 2022. The percentage of the street network in 'Very Poor' condition increases to 1.9%, from 0.3% currently. These results are illustrated in Table 10 and Figure 7.

**Table 10. Summary of Results, Scenario 4 — Current Funding over 20 years**

	2017-21	2022-26	2027-31	2032-36	Total
<b>Budget</b>	\$4,472,000	\$4,522,500	\$4,500,000	\$4,500,000	<b>\$18,000,000</b>
<b>Rehabilitation</b>	\$2,823,069	\$2,669,526	\$3,515,842	\$2,655,232	<b>\$13,303,064</b>
<b>Preventative Maintenance</b>	\$1,647,333	\$1,849,923	\$978,574	\$1,832,696	<b>\$4,669,131</b>

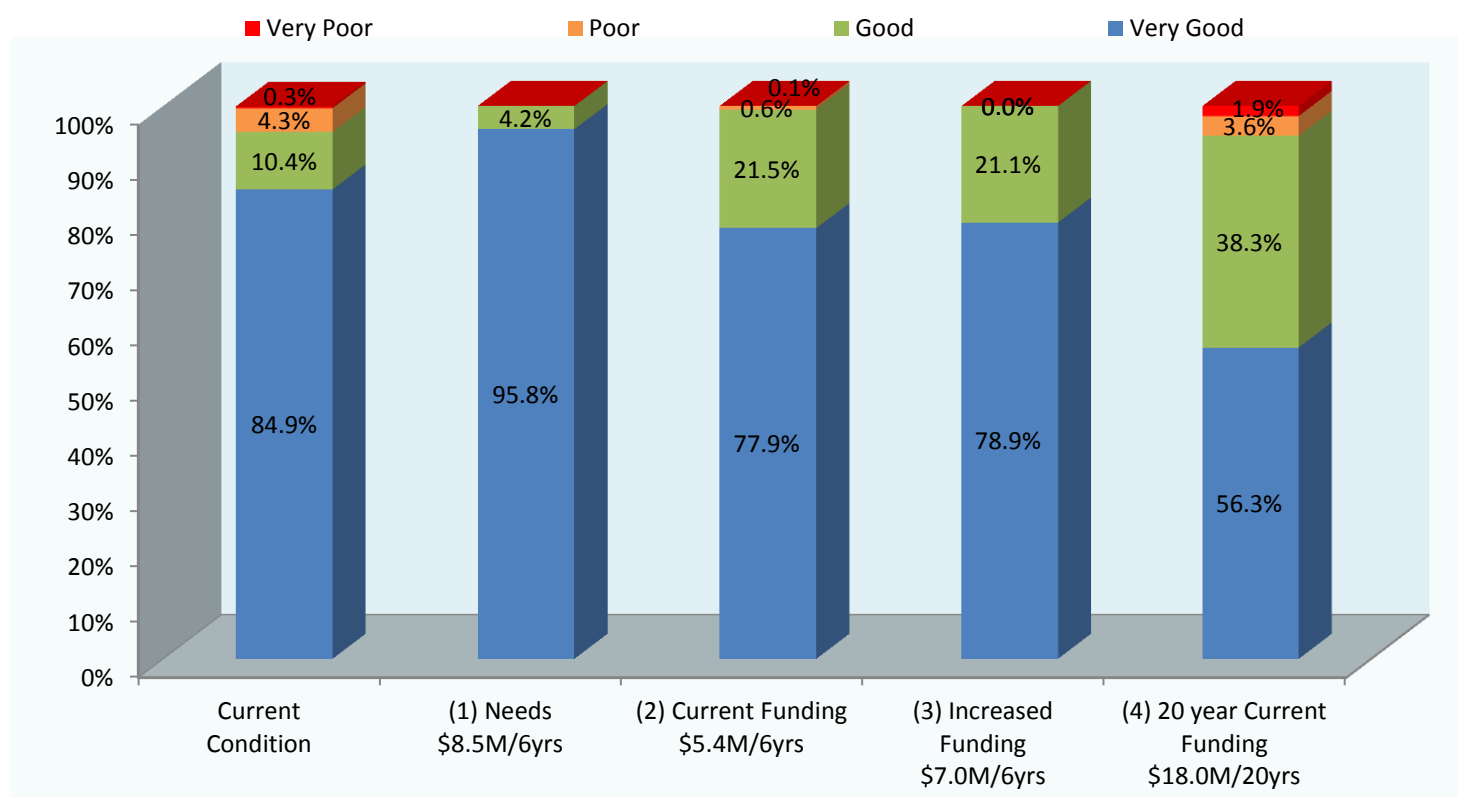
**Figure 7. Summary of Results from Scenario 4 — Current Funding over 20 years**



## Scenario Comparison

The City's projected funding of \$900,000 will be an improvement on what they have typically spent in the past. Even at this funding level, however, the overall network PCI will likely decline, by 3 points, over the next six years. By increasing funding to \$7.0M over the next six years, the City would be able to improve the street network further. Scenario #3 examines this funding level, and shows that, in addition to the streets treated in Scenario #2, the City would be able to rehabilitate (overlay or reconstruction) all streets with a PCI less than 50. This approach will still result in an overall network PCI decline, however, to 77 in 2022. By using a different approach, and spending a majority of the funding in Scenario #3 on preventative maintenance (60% of budget, rather than 24%), the overall network would be maintained at 79, but this would result in 2.1% of the street network falling into 'Very Poor' condition.

**Figure 9 - Area in Pavement Condition Categories of Scenarios 1-4 (final year of scenario)**



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## Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in unconstrained needs, with a six-year expenditure total of \$8.5 million. Not only does this surface management plan improve the network PCI to an optimal level of 83, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$3.9 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and bonded wearing course thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.
- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
- Prepare a brief memo to City Officials outlining the recommended six-year maintenance program. The memo should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

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In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. The street system is in 'Very Good' condition, indicating the City has consistently applied funds to maintain the street network. At the current investment level, the overall street condition will likely decline. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Very Good' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. can not deteriorate any further). At that time, the network would have to be replaced at a cost of \$67.8 million.

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## Appendix A - Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

*Network* is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

*Urban Arterial street* system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

*Urban Collector Street* provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

*Urban Local Street* system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

*Preventive Maintenance* refers to repairs applied while the pavement is in “Very Good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

*Deferred Maintenance* refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “Very Good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

*Stop Gap* refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

*Surface Types* – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal).



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## **Appendix B**

Network Summary Statistics

Network Replacement Cost

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Printed: 09/06/2016

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	3	0.99	1.97	77
Urban Minor Arterial (4)	1	0.79	1.58	79
Collector	43	11.31	22.77	81
Residential/Local	359	46.64	93.43	78
** Combined	0	0.00	0.00	N/A
Total	406	59.73	119.75	

Overall Network PCI as of 9/6/2016: 79

\*\* Combined Sections are those without a PCI Date - they have not been inspected or had a Treatment applied.

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	2.0	\$7.67	177,242	\$1,359
Collector	AC	22.1	\$7.67	2,050,796	\$15,723
	AC/AC	0.6	\$7.67	36,806	\$282
Residential/Local	AC	90.6	\$6.94	6,891,685	\$47,859
	AC/AC	2.8	\$6.94	186,299	\$1,294
Urban Minor Arterial (4)	AC	1.6	\$7.67	170,970	\$1,311
Grand Total:		119.8		9,513,798	\$67,827

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## **Appendix C**

Needs Analysis Reports

Decision Tree Report

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## Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 09/02/2016

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2017	83	77	\$2,757,619	\$1,213,485	\$3,971,104
2018	82	75	\$239,603	\$395,098	\$634,701
2019	82	73	\$810,994	\$530,824	\$1,341,818
2020	81	71	\$672,933	\$532,788	\$1,205,721
2021	81	69	\$36,979	\$718,721	\$755,700
2022	81	67	\$148,062	\$656,903	\$804,965
			% PM	PM Total Cost	Rehab Total Cost
			53.55%	\$4,666,190	\$4,047,819
					Total Cost
					\$8,714,009



# Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 09/02/2016

Treatment	Year	Area Treated		Cost
BWC OR THIN LIFT OVERLAY (PM)	2017	8,934.44	sq.yd.	\$165,288
	2019	18,996.67	sq.yd.	\$372,841
	2020	9,066.67	sq.yd.	\$183,287
	Total	36,997.78		\$721,416
SEAL CRACKS	2017	6,596.9	ft.	\$9,921
	2018	1,131.62	ft.	\$1,755
	2020	286.29	ft.	\$470
	2021	2,003.36	ft.	\$3,388
	2022	16,378.16	ft.	\$28,588
	Total	26,396.32		\$44,122
SLURRY OR CHIP SEAL	2017	41,118.33	sq.yd.	\$205,597
	2018	35,811.22	sq.yd.	\$184,432
	2019	24,822.44	sq.yd.	\$131,671
	2020	47,281.67	sq.yd.	\$258,333
	2021	5,968.89	sq.yd.	\$33,591
	2022	20,611.56	sq.yd.	\$119,474
	Total	175,614.11		\$933,098
SLURRY SEAL (TYPE II)	2017	475,344.67	sq.yd.	\$2,376,813
	2018	10,371.67	sq.yd.	\$53,416
	2019	57,775.11	sq.yd.	\$306,482
	2020	42,249.56	sq.yd.	\$230,843
	Total	585,741		\$2,967,554
Total Quantity		824,749.21		\$4,666,190

# Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 09/02/2016

Treatment	Year	Area Treated		Cost
BWC OR THIN LIFT O/L WITH PATCHING	2017	24,288	sq.yd.	\$485,765
	2018	3,416	sq.yd.	\$70,371
	2019	1,524.44	sq.yd.	\$32,346
	2020	11,958.67	sq.yd.	\$261,354
	2021	8,991.33	sq.yd.	\$202,399
	2022	8,459.11	sq.yd.	\$196,131
	Total	58,637.56	sq.yd.	\$1,248,366
BWC OR THIN LIFT OVERLAY	2017	5,081.11	sq.yd.	\$94,002
	2019	8,492.44	sq.yd.	\$166,679
	2021	13,169.33	sq.yd.	\$274,211
	Total	26,742.89	sq.yd.	\$534,892
SLURRY OR CHIP SEAL W/LOCAL REPAIRS	2018	9,544.89	sq.yd.	\$63,904
	2019	7,325.67	sq.yd.	\$50,518
	2022	3,857.78	sq.yd.	\$29,070
	Total	20,728.33	sq.yd.	\$143,492
SLURRY SEAL (TYPE II)	2017	23,742.89	sq.yd.	\$118,718
	2018	8,748.44	sq.yd.	\$45,057
	2019	8,366.67	sq.yd.	\$44,382
	Total	40,858	sq.yd.	\$208,157
SLURRY (TYPE II) & LOCALIZED PATCHING	2017	45,727.22	sq.yd.	\$297,234
	2018	15,193.44	sq.yd.	\$101,722
	2019	915.56	sq.yd.	\$6,314
	Total	61,836.22	sq.yd.	\$405,270
RECONSTRUCT SURFACE (AC)	2017	3,484.22	sq.yd.	\$217,766
	2018	1,771.56	sq.yd.	\$114,044
	2019	3,477.56	sq.yd.	\$230,585
	2020	3,600	sq.yd.	\$271,434
	2021	3,441.78	sq.yd.	\$242,111
	2022	5,958.22	sq.yd.	\$431,702
	Total	21,733.33	sq.yd.	\$1,507,642
Total Cost				\$4,047,819

## Streetsaver Treatment Decision Tree

Functional Class	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:
Arterial	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50
		Surface Treatment	BWC/Thin Lift OL	\$18.50
		Restoration Treatment	DO NOTHING	\$0.00
	II - Good, Non-Load Related		BWC/Thin Lift OL	\$18.50
	III - Good, Load Related		BWC/Thin Lift OL	\$18.50
	IV - Poor		THICK AC OVERLAY(2.5 - 3 IN)	\$39.75
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$69.00
Collector	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50
		Surface Treatment	CHIP OR SLURRY SEAL	\$5.00
		Restoration Treatment	DO NOTHING	\$0.00
	II - Good, Non-Load Related		CHIP/SLURRY SEAL WITH LOCAL REPAIRS	\$6.50
	III - Good, Load Related		BWC/Thin Lift OL	\$18.50
	IV - Poor		BWC/Thin Lift OL w/Patching	\$20.00
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$69.00
Residential/Local	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50
		Surface Treatment	SLURRY SEAL (TYPE II)	\$5.00
		Restoration Treatment	DO NOTHING	\$0.00
	II - Good, Non-Load Related		SLURRY SEAL (TYPE II)	\$5.00
	III - Good, Load Related		SLURRY (TYPE II) & LOCALIZED PATCHING	\$6.50
	IV - Poor		BWC/Thin Lift OL w/Patching	\$20.00
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$62.50

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## **Appendix D**

### Scenario Analysis Reports

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Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$3,851,401	0%	2020	\$906,071	0%			
2018	\$634,702	0%	2021	\$755,701	0%			
2019	\$1,341,819	0%	2022	\$1,027,206	0%			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	77	83	47.56	95.40
2018	75	82	7.27	14.59
2019	73	82	6.58	13.17
2020	71	81	5.80	11.59
2021	69	81	4.83	9.64
2022	67	81	34.37	69.01

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	21.0%	60.4%	0.0%	84.9%
II / III	0.2%	0.3%	9.9%	0.0%	10.4%
IV	0.0%	0.6%	3.7%	0.0%	4.3%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.7%	21.9%	69.4%	0.0%	95.0%
II / III	0.0%	0.0%	3.4%	0.0%	3.4%
IV	0.0%	0.0%	1.7%	0.0%	1.7%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.7%	21.0%	71.1%	0.0%	95.8%
II / III	0.0%	0.9%	3.3%	0.0%	4.2%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

## Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2017	0%	\$3,851,401	II	\$118,718	Non-Project	\$2,757,382	\$0	\$0	Funded	\$0
			III	\$391,236					Unmet	\$0
			IV	\$428,298	Project	\$0				
			V	\$155,766						
			Total	\$1,094,018						
			Project	\$0						
2018	0%	\$634,702	II	\$108,961	Non-Project	\$239,603	\$0	\$0	Funded	\$0
			III	\$101,722					Unmet	\$0
			IV	\$70,371	Project	\$0				
			V	\$114,044						
			Total	\$395,098						
			Project	\$0						
2019	0%	\$1,341,819	II	\$94,900	Non-Project	\$810,994	\$0	\$0	Funded	\$0
			III	\$172,993					Unmet	\$0
			IV	\$32,346	Project	\$0				
			V	\$230,585						
			Total	\$530,824						
			Project	\$0						
2020	0%	\$906,071	II	\$0	Non-Project	\$644,716	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$261,354	Project	\$0				
			V	\$0						
			Total	\$261,354						
			Project	\$0						
2021	0%	\$755,701	II	\$0	Non-Project	\$36,979	\$0	\$0	Funded	\$0
			III	\$274,211					Unmet	\$0
			IV	\$202,399	Project	\$0				
			V	\$242,111						
			Total	\$718,721						
			Project	\$0						
2022	0%	\$1,027,206	II	\$29,070	Non-Project	\$148,026	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$196,131	Project	\$0				
			V	\$431,702						
			Total	\$656,903						
			Project	\$222,276						

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
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<b>Summary</b>						
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap		
Arterial	\$31,311	\$723,373	\$0	\$0		
Collector	\$647,073	\$916,402	\$0	\$0		
Residential/Local	\$3,200,810	\$2,997,925	\$0	\$0		
Grand Total:	\$3,879,194	\$4,637,700	\$0	\$0		

## Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 09/06/2016

Scenario: (2) Current Funding  
(\$5.4M over 6 years)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$785,500	\$20,000	2020	\$894,500	\$20,000			
2018	\$974,000	\$20,000	2021	\$926,500	\$20,000			
2019	\$891,500	\$20,000	2022	\$922,500	\$20,000			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	77	78	11.22	22.48
2018	75	79	5.16	10.32
2019	73	78	3.80	7.74
2020	71	77	9.64	19.63
2021	69	77	2.54	5.07
2022	67	76	2.84	5.68

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	21.0%	60.4%	0.0%	84.9%
II / III	0.2%	0.3%	9.9%	0.0%	10.4%
IV	0.0%	0.6%	3.7%	0.0%	4.3%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	21.0%	62.4%	0.0%	86.9%
II / III	0.2%	0.3%	8.0%	0.0%	8.5%
IV	0.0%	0.6%	3.7%	0.0%	4.3%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.7%	13.1%	61.1%	0.0%	77.9%
II / III	0.0%	8.8%	12.6%	0.0%	21.5%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
V	0.0%	0.0%	0.1%	0.0%	0.1%
Total	3.7%	21.9%	74.4%	0.0%	100.0%



## Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2017	\$20,000	\$785,500	II	\$0	Non-Project	\$2,801	\$0	\$1,623,533	Funded	\$0
			III	\$17,433					Unmet	\$6,266
			IV	\$0	Project	\$765,298				
			V	\$0						
			Total	\$17,433						
			Project	\$0						
2018	\$20,000	\$974,000	II	\$15,918	Non-Project	\$1,714	\$0	\$2,051,005	Funded	\$0
			III	\$2,623					Unmet	\$3,336
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$18,541						
			Project	\$953,754						
2019	\$20,000	\$891,500	II	\$5,910	Non-Project	\$2,876	\$0	\$2,605,771	Funded	\$0
			III	\$11,034					Unmet	\$1,660
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$16,944						
			Project	\$871,379						
2020	\$20,000	\$894,500	II	\$19,913	Non-Project	\$0	\$456	\$3,132,599	Funded	\$0
			III	\$0					Unmet	\$4,117
			IV	\$0	Project	\$874,097				
			V	\$0						
			Total	\$19,913						
			Project	\$0						
2021	\$20,000	\$926,500	II	\$19,012	Non-Project	\$547	\$0	\$3,298,093	Funded	\$0
			III	\$0					Unmet	\$4,372
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,012						
			Project	\$906,093						
2022	\$20,000	\$922,500	II	\$19,104	Non-Project	\$1,314	\$0	\$3,622,444	Funded	\$0
			III	\$0					Unmet	\$19,874
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,104						
			Project	\$902,076						

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
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Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$805,606	\$0	\$0	\$0
Collector	\$515,626	\$35,922	\$0	\$13,573
Residential/Local	\$2,423,017	\$1,612,725	\$0	\$26,052
Grand Total:	\$3,744,249	\$1,648,647	\$0	\$39,624

## Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 09/06/2016

Scenario: (3) Increased Funding (\$6.9M over 6 years)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$1,374,000	\$20,000	2020	\$895,000	\$20,000			
2018	\$973,800	\$20,000	2021	\$1,345,500	\$20,000			
2019	\$1,425,000	\$20,000	2022	\$945,000	\$20,000			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	76	78	12.13	26.04
2018	74	79	4.98	9.95
2019	72	79	4.54	9.22
2020	70	78	9.64	19.63
2021	68	78	3.13	6.27
2022	66	77	2.64	5.28

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.4%	20.2%	58.0%	0.0%	81.5%
II / III	3.2%	0.3%	9.5%	0.0%	13.0%
IV	1.0%	0.6%	3.6%	0.0%	5.2%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	7.6%	21.1%	71.4%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.1%	20.2%	60.1%	0.0%	86.4%
II / III	0.4%	0.3%	7.4%	0.0%	8.1%
IV	1.0%	0.6%	3.6%	0.0%	5.2%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	7.6%	21.1%	71.4%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	12.1%	59.3%	0.0%	78.9%
II / III	0.0%	9.0%	12.1%	0.0%	21.1%
Total	7.6%	21.1%	71.4%	0.0%	100.0%

## Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (3) Increased Funding (\$6.9M over 6 years)

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2017	\$20,000	\$1,374,000	II	\$0	Non-Project	\$2,577	\$0	\$1,525,392	Funded	\$0
			III	\$17,433					Unmet	\$5,113
			IV	\$0	Project	\$791,006				
			V	\$0						
			Total	\$17,433						
			Project	\$563,017						
2018	\$20,000	\$973,800	II	\$15,918	Non-Project	\$1,518	\$0	\$1,949,964	Funded	\$0
			III	\$2,623					Unmet	\$3,336
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$18,541						
			Project	\$953,754						
2019	\$20,000	\$1,425,000	II	\$5,910	Non-Project	\$3,224	\$0	\$2,501,415	Funded	\$0
			III	\$11,034					Unmet	\$1,660
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$16,944						
			Project	\$1,404,745						
2020	\$20,000	\$895,000	II	\$19,913	Non-Project	\$0	\$467	\$3,025,112	Funded	\$0
			III	\$0					Unmet	\$4,117
			IV	\$0	Project	\$874,097				
			V	\$0						
			Total	\$19,913						
			Project	\$0						
2021	\$20,000	\$1,345,500	II	\$19,012	Non-Project	\$547	\$0	\$3,157,375	Funded	\$0
			III	\$0					Unmet	\$4,114
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,012						
			Project	\$1,325,455						
2022	\$20,000	\$945,000	II	\$22,774	Non-Project	\$1,081	\$0	\$3,430,294	Funded	\$0
			III	\$0					Unmet	\$19,539
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$22,774						
			Project	\$921,140						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,901,989	\$0	\$0	\$0
Collector	\$515,626	\$35,784	\$0	\$14,466
Residential/Local	\$2,865,113	\$1,638,266	\$0	\$23,413
Grand Total:	\$5,282,728	\$1,674,050	\$0	\$37,879

## Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 09/06/2016

Scenario: (4) Current Funding over 20 years

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$785,500	\$20,000	2024	\$900,000	\$20,000	2031	\$900,000	\$20,000
2018	\$974,000	\$20,000	2025	\$900,000	\$20,000	2032	\$900,000	\$900,000
2019	\$891,500	\$20,000	2026	\$900,000	\$900,000	2033	\$900,000	\$20,000
2020	\$894,500	\$20,000	2027	\$900,000	\$20,000	2034	\$900,000	\$20,000
2021	\$926,500	\$20,000	2028	\$900,000	\$20,000	2035	\$900,000	\$900,000
2022	\$922,500	\$20,000	2029	\$900,000	\$900,000	2036	\$900,000	\$0
2023	\$900,000	\$900,000	2030	\$900,000	\$20,000			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	77	78	11.22	22.48
2018	75	79	5.16	10.32
2019	73	78	3.80	7.74
2020	71	77	9.64	19.63
2021	69	77	2.54	5.07
2022	67	76	2.84	5.68
2023	65	76	15.06	29.82
2024	63	75	6.97	13.99
2025	61	75	13.22	26.81
2026	59	74	8.44	16.93
2027	56	74	3.33	6.66
2028	54	74	9.29	18.43
2029	51	73	10.72	21.48
2030	49	73	1.95	3.89
2031	46	73	9.65	19.40
2032	43	72	8.07	16.42
2033	41	71	4.70	8.80
2034	38	71	9.47	18.91
2035	35	70	8.35	16.92
2036	32	69	1.96	3.92

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	21.0%	60.4%	0.0%	84.9%
II / III	0.2%	0.3%	9.9%	0.0%	10.4%
IV	0.0%	0.6%	3.7%	0.0%	4.3%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
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## Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 09/06/2016

Scenario: (4) Current Funding over 20 years

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I	3.5%	21.0%	62.4%	0.0%	86.9%
II / III	0.2%	0.3%	8.0%	0.0%	8.5%
IV	0.0%	0.6%	3.7%	0.0%	4.3%
V	0.0%	0.0%	0.3%	0.0%	0.3%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.9%	18.9%	35.5%	0.0%	56.3%
II / III	1.8%	0.8%	35.7%	0.0%	38.3%
IV	0.0%	0.8%	2.8%	0.0%	3.6%
V	0.0%	1.4%	0.5%	0.0%	1.9%
Total	3.7%	21.9%	74.4%	0.0%	100.0%

## Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (4) Curent Funding over 20 years

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2017	\$20,000	\$785,500	II	\$0	Non-Project	\$2,801	\$0	\$1,623,533	Funded	\$0
			III	\$17,433					Unmet	\$6,266
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$17,433						
			Project	\$765,298						
2018	\$20,000	\$974,000	II	\$15,918	Non-Project	\$1,714	\$0	\$2,051,005	Funded	\$0
			III	\$2,623					Unmet	\$3,336
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$18,541						
			Project	\$953,754						
2019	\$20,000	\$891,500	II	\$5,910	Non-Project	\$2,876	\$0	\$2,605,771	Funded	\$0
			III	\$11,034					Unmet	\$1,660
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$16,944						
			Project	\$871,379						
2020	\$20,000	\$894,500	II	\$19,913	Non-Project	\$0	\$456	\$3,132,599	Funded	\$0
			III	\$0					Unmet	\$4,117
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,913						
			Project	\$874,097						
2021	\$20,000	\$926,500	II	\$19,012	Non-Project	\$547	\$0	\$3,298,093	Funded	\$0
			III	\$0					Unmet	\$4,372
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,012						
			Project	\$906,093						
2022	\$20,000	\$922,500	II	\$19,104	Non-Project	\$1,314	\$0	\$3,622,444	Funded	\$0
			III	\$0					Unmet	\$19,874
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$19,104						
			Project	\$902,076						



Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2023	\$900,000	\$900,000	II	\$0	Non-Project	\$900,048	\$0	\$3,157,848	Funded	\$0
			III	\$0					Unmet	\$16,130
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						
2024	\$20,000	\$900,000	II	\$542,248	Non-Project	\$20,296	\$0	\$3,380,605	Funded	\$0
			III	\$39,738					Unmet	\$3,801
			IV	\$296,288	Project	\$0				
			V	\$0						
			Total	\$878,274						
			Project	\$0						
2025	\$20,000	\$900,000	II	\$243,070	Non-Project	\$28,692	\$0	\$3,067,404	Funded	\$0
			III	\$100,196					Unmet	\$3,556
			IV	\$526,806	Project	\$0				
			V	\$0						
			Total	\$870,072						
			Project	\$0						
2026	\$900,000	\$900,000	II	\$0	Non-Project	\$899,573	\$427	\$2,663,256	Funded	\$0
			III	\$0					Unmet	\$3,872
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						
2027	\$20,000	\$900,000	II	\$13,807	Non-Project	\$21,617	\$0	\$3,575,927	Funded	\$0
			III	\$0					Unmet	\$20,322
			IV	\$863,109	Project	\$0				
			V	\$0						
			Total	\$876,916						
			Project	\$0						
2028	\$20,000	\$900,000	II	\$8,540	Non-Project	\$19,754	\$246	\$4,018,643	Funded	\$0
			III	\$0					Unmet	\$14,306
			IV	\$870,952	Project	\$0				
			V	\$0						
			Total	\$879,492						
			Project	\$0						
2029	\$900,000	\$900,000	II	\$0	Non-Project	\$899,147	\$853	\$4,497,582	Funded	\$0
			III	\$0					Unmet	\$2,773
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2030	\$20,000	\$900,000	II	\$5,431	Non-Project	\$20,290	\$0	\$6,062,036	Funded	\$0
			III	\$0					Unmet	\$9,547
			IV	\$874,028	Project	\$0				
			V	\$0						
			Total	\$879,459						
			Project	\$0						
2031	\$20,000	\$900,000	II	\$84,477	Non-Project	\$17,766	\$2,234	\$6,297,762	Funded	\$0
			III	\$0					Unmet	\$32,904
			IV	\$795,498	Project	\$0				
			V	\$0						
			Total	\$879,975						
			Project	\$0						
2032	\$900,000	\$900,000	II	\$0	Non-Project	\$897,068	\$2,932	\$6,543,072	Funded	\$0
			III	\$0					Unmet	\$41,437
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						
2033	\$20,000	\$900,000	II	\$321,321	Non-Project	\$20,805	\$0	\$7,209,113	Funded	\$0
			III	\$0					Unmet	\$10,250
			IV	\$557,164	Project	\$0				
			V	\$0						
			Total	\$878,485						
			Project	\$0						
2034	\$20,000	\$900,000	II	\$92,903	Non-Project	\$21,104	\$0	\$8,602,697	Funded	\$0
			III	\$0					Unmet	\$2,815
			IV	\$785,343	Project	\$0				
			V	\$0						
			Total	\$878,246						
			Project	\$0						
2035	\$900,000	\$900,000	II	\$0	Non-Project	\$892,549	\$7,451	\$8,358,561	Funded	\$0
			III	\$0					Unmet	\$19,157
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						
2036	\$0	\$900,000	II	\$14,910	Non-Project	\$1,170	\$0	\$9,015,868	Funded	\$0
			III	\$638,858					Unmet	\$46,970
			IV	\$244,733	Project	\$0				
			V	\$0						
			Total	\$898,501						
			Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,444,464	\$2,573	\$0	\$4,330
Collector	\$5,465,838	\$580,248	\$0	\$63,011
Residential/Local	\$6,392,762	\$4,086,310	\$0	\$200,123
Grand Total:	\$13,303,064	\$4,669,131	\$0	\$267,464

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## **Appendix E**

**Section PCI/RSL Listing**

**Map – Current PCI Condition**

Printed: 09/06/2016

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
100P	100	100th Place SW	CIRCLE	W/O 48TH AVE W	293	26	10,562	R - Residential/Local	A - AC	74	22.23
101P	100	101st Place SW	E/O CIRCLE	W/O 48TH AVE W.	260	26	9,704	R - Residential/Local	A - AC	77	24.11
101S	100	101st Street SW	S/O CIRCLE	N/O 53RD AVE W.	1,034	34	37,156	R - Residential/Local	A - AC	72	21
101S	110	101st Street SW	E/O 53RD AVE W.	W/O CIRCLE	313	26	10,000	R - Residential/Local	A - AC	81	26.66
102P	100	102nd Place SW	E/O CIRCLE	W/O 48TH AVE W.	256	26	8,518	R - Residential/Local	A - AC	76	23.48
102S	100	102nd Street SW	E/O 62ND PL W.	W/O DEADEND	429	20	8,580	R - Residential/Local	A - AC	84	28.56
102S	110	102nd Street SW	E/O 53RD AVE W.	W/O CIRCLE	158	26	5,970	R - Residential/Local	A - AC	83	27.93
103P	100	103rd Place SW	E/O CIRCLE	W/O 48TH AVE W.	360	26	11,222	R - Residential/Local	A - AC	77	24.11
103P	110	103rd Place SW	N/O CIRCLE	S/O CENTRAL DR.	155	34	5,270	R - Residential/Local	A - AC	84	28.56
103S	100	103rd Street SW	E/O 53RD AVE W.	W/O CIRCLE	490	26	14,602	R - Residential/Local	A - AC	83	27.93
104P	100	104th Place SW	E/O CIRCLE	W/O 56TH AVE W	212	26	8,456	R - Residential/Local	A - AC	74	22.23
104P	110	104th Place SW	E/O 56TH AVE W.	W/O CIRCLE	104	26	4,566	R - Residential/Local	A - AC	83	27.93
104P	120	104th Place SW	N/O 56TH AVE W	N/O 104TH ST SW	654	34	22,236	R - Residential/Local	A - AC	79	25.38
104S	100	104th Street SW	E/O 104TH PL SW	E/O 51ST PL W.	740	34	25,160	R - Residential/Local	A - AC	79	25.38
104S	110	104th Street SW	E/O 51ST PL W.	W/O CIRCLE	182	26	6,594	R - Residential/Local	A - AC	68	18.64
105P	100	105th Place SW	E/O 56TH AVE W.	N/O CIRCLE	307	26	9,844	R - Residential/Local	A - AC	81	26.66
106S	100	106th Street SW	E/O 59TH AVE W.	N/O CIRCLE	314	26	10,026	R - Residential/Local	A - AC	69	19.22
106S	110	106th Street SW	E/O 47TH PL W.	W/O MUKILTEO SPEEDWAY(525)	897	34	30,498	C - Collector	A - AC	65	9.74
107P	100	107th Place SW	S/O CHENNAULT BEACH DRIVE	W/O CHENNAULT BEACH ROAD	1,116	26	29,016	R - Residential/Local	A - AC	84	28.56
107S	100	107th Street SW	E/O 56TH AVE W.	N/O CIRCLE	336	26	10,598	R - Residential/Local	A - AC	79	25.38
107S	110	107th Street SW	E/O 53RD AVE W.	W/O HARBOUR POINTE BLVD	640	34	21,760	R - Residential/Local	A - AC	81	26.66
107S	120	107th Street SW	E/O 47TH PL W.	W/O 47TH AVE W.	575	34	19,550	C - Collector	A - AC	84	17.51
108P	100	108th Place SW	S/O CIRCLE	S/O 56TH PL W	393	26	12,080	R - Residential/Local	A - AC	84	28.56
108P	110	108th Place SW	E/O 53RD AVE W	W/O HARBOUR POINTE BLVD	318	26	8,268	R - Residential/Local	A - AC	79	25.38
108S	100	108th Street SW	E/O 53RD AVE W	W/O CIRCLE	224	26	8,572	R - Residential/Local	A - AC	81	26.66
109S	100	109th Street SW	E/O 47TH PL W	W/O 47TH AVE W.	398	34	13,532	C - Collector	A - AC	78	14.73
10ST	100	10th Street	E/O(CIRCLE)	W/O PARK AVE.	134	20	4,779	R - Residential/Local	A - AC	82	27.29
10ST	110	10th Street	E/O PARK AVE.	W/O CAMPBELL AVE.	997	20	19,940	R - Residential/Local	A - AC	80	26.02
10ST	120	10th Street	CAMPBELL AVE	PRIVATE PROPERTY	398	25	9,950	R - Residential/Local	A - AC	93	33.26
110P	100	110th Place SW	E/O 58TH AVE W	W/O 55TH AVE W	937	26	24,362	R - Residential/Local	A - AC	84	28.56

Printed: 09/06/2016

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
111P	100	111th Place SW	E/O 60TH AVE W	W/O 58TH AVE W	434	26	11,284	R - Residential/Local	A - AC	86	29.79
111P	110	111th Place SW	E/O 55TH AVE W	W/O CIRCLE	154	26	5,866	R - Residential/Local	A - AC	87	30.38
111S	100	111th Street SW	E/O 59TH AVE W	W/O 58TH AVE W	411	26	10,686	R - Residential/Local	A - AC	85	29.18
112P	100	112th Place SW	E/O CIRCLE	W/O 58TH AVE W	467	26	14,004	R - Residential/Local	A - AC	86	29.79
112P	110	112th Place SW	W/O 58TH AVE W	N/O 113TH ST SW	576	26	14,976	R - Residential/Local	A - AC	86	29.79
112P	120	112th Place SW	S/O 55TH AVE W	N/O CIRCLE	77	26	4,199	R - Residential/Local	A - AC	88	30.95
113P	100	113rd Place SW	E/O 58TH AVE W	W/O CIRCLE	86	26	4,098	R - Residential/Local	A - AC	81	26.66
113S	100	113TH Street SW	E/O 114TH ST SW	W/O HARBOUR HTS PKWY	141	37	5,217	R - Residential/Local	A - AC	86	29.79
114S	100	114th Street SW	E/O 58TH AVE W	S/O 113TH ST SW	465	26	12,090	R - Residential/Local	A - AC	86	29.79
116S	100	116th Street SW	E/O HARBOUR REACH DR	N/O 49TH PL W	1,015	33	33,495	R - Residential/Local	A - AC	82	27.3
117P	100	117TH Place SW	E/O CIRCLE	W/O 59TH AVE W	237	26	8,024	R - Residential/Local	A - AC	81	26.66
11ST	100	11th Street	E/O LOVELAND AVE.	W/O CAMPBELL AVE.	486	20	9,720	R - Residential/Local	A - AC	80	26.02
121P	100	121ST Place SW	E/O END/O GUTTER	WO HARBOUR REACH DR.	525	34	17,850	R - Residential/Local	A - AC	91	32.48
122P	100	122ND Place SW	E/O CHAMPOINSHIP CIRCLE	W/O CIRCLE	220	26	8,468	R - Residential/Local	A - AC	81	26.66
125P	100	125th Place SW	E/O 55TH PL W	S/O CIRCLE	515	26	16,334	R - Residential/Local	A - AC	83	27.93
125P	110	125th Place SW	E/O 54TH AVE W	W/O CIRCLE	103	26	5,622	R - Residential/Local	A - AC	81	26.66
125P	120	125th Place SW	E/O 52ND PL W	W/O CIRCLE	598	26	18,492	R - Residential/Local	A - AC	69	21.41
126S	100	126th Street SW	E/O 61ST AVE W	W/O CIRCLE	200	26	8,144	R - Residential/Local	A - AC	81	26.66
126S	110	126th Street SW	E/O 52ND PL W	N/O CIRCLE	1,012	26	26,312	R - Residential/Local	A - AC	83	27.93
126S	120	126th Street SW	E/O CIRCLE	W/O 63RD PL SW	33	34	3,426	R - Residential/Local	A - AC	83	27.93
127S	100	127th Street SW	S/O 55TH PL W	W/O 52ND PL W	634	34	21,556	R - Residential/Local	A - AC	64	17.79
128S	100	128th Street SW	E/O CIRCLE	W/O 60TH AVE W	738	26	21,936	R - Residential/Local	A - AC	83	27.93
128S	110	128th Street SW	S/O CIRCLE	N/O 56TH PL W	624	26	19,168	R - Residential/Local	A - AC	76	23.48
130P	100	130th Place SW	E/O CIRCLE	W/O 44TH AVE W.	304	26	10,652	R - Residential/Local	A - AC	81	26.66
130P	110	130th Place SW	E/O 44TH AVE W.	W/O 42ND AVE W	489	26	12,714	R - Residential/Local	A - AC	79	25.38
131P	100	131st Place SW	E/O CIRCLE	W/O 45TH ST W.	182	26	6,594	R - Residential/Local	A - AC	83	27.93
131S	100	131st Street SW	S/O 50TH PL W.	W/O 48TH AVE W	905	34	30,770	R - Residential/Local	A - AC	85	29.18
133S	100	133rd Street SW	E/O 45TH AVE W.	W/O 44TH AVE W.	349	26	9,074	R - Residential/Local	A - AC	78	24.74
15PL	100	15th Place	E/O WASHINGTON AVE.	W/O GOAT TRAIL ROAD	672	30	20,160	R - Residential/Local	A - AC	82	27.3
16CT	100	16th Court	N/O GOAT TRAIL LOOP ROAD	W/O (CIRCLE)LA	250	25	9,076	R - Residential/Local	A - AC	82	27.3

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
16PL	100	16th Place	E/O DEADEND	W/O GOAT TRAIL ROAD	358	22	7,876	R - Residential/Local	A - AC	80	26.02
17CT	100	17th Court	N/O GOAT TRAIL LOOP ROAD	W/O (CIRCLE)LA	197	25	7,107	R - Residential/Local	A - AC	82	27.3
17PL	100	17th Place	E/O CIRCLE	W/O WASHINGTON AVE.	240	26	8,102	R - Residential/Local	A - AC	82	27.3
18CT	100	18th Court	E/O(CIRCLE)	W/O GOAT TRAIL LOOP ROAD	115	25	4,566	R - Residential/Local	A - AC	86	29.79
18ST	100	18th Street	E/O LUMLEY AVE.	W/O GOAT TRAIL LOOP ROAD	900	25	22,500	R - Residential/Local	A - AC	80	26.02
19DR	100	19th Drive	E/O MUKILTEO SPEEDWAY(525)	E/O CIRCLE	664	20	16,294	R - Residential/Local	A - AC	87	30.38
19ST	110	19th Street	E/O GOAT TRAIL LOOP ROAD	W/O(DEADEND)	275	33	10,387	R - Residential/Local	A - AC	86	29.79
1LN	100	1st Lane	DEAD END (WEST)	DEAD END (EAST)	301	16	4,816	R - Residential/Local	A - AC	83	27.93
1ST	100	1st Street	DEAD END (WEST)	W/O PARK AVE.	258	20	5,160	R - Residential/Local	A - AC	11	0
2ST	100	2nd Street	E/O MUKILTEO SPEEDWAY (525)	W/O PARK AVE.	540	34	18,360	C - Collector	A - AC	80	15.62
2ST	110A	2nd Street	E/O PARK AVE	PROSPECT AVE	1,516	34	51,544	C - Collector	A - AC	83	17.03
2ST	110B	2nd Street	PROSPECT AVE	W/O BSNE RR R/W	1,024	34	34,816	R - Residential/Local	A - AC	84	28.56
3ST	100	3rd Street	E/O CHURCH AVE.	W/O MUKILTEO SPEEDWAY(525)	645	34	21,930	R - Residential/Local	A - AC	86	29.79
3ST	110	3rd Street	E/O MUKILTEO SPEEDWAY(525)	W/O LOVELAND AVE.	1,096	34	37,264	R - Residential/Local	A - AC	88	30.95
3ST	120	3rd Street	E/O LOVELAND AVE.	W/O BNSE RR R/W	1,500	34	51,000	R - Residential/Local	A - AC	84	28.56
40AW	100	40th Avenue W	N/O SR526	S/O 78TH ST SW	1,050	26	27,300	R - Residential/Local	O - AC/AC	95	47.46
42AW	100	42nd Avenue W	E/O 46TH PL W.	W/O 47TH PL W.	994	26	25,844	R - Residential/Local	A - AC	84	28.56
42AW	110	42nd Avenue W	S/O HARBOUR HTS. DR.	E/O 47TH PL W.	908	26	23,608	R - Residential/Local	A - AC	81	26.66
42AW	120	42nd Avenue W	S/O 130TH PL SW	N/O HARBOUR HTS. DR.	815	26	21,190	R - Residential/Local	A - AC	81	26.66
42C	100	42ND COURT	E/O CIRCLE	W/O 42ND AVE W.	273	26	9,846	R - Residential/Local	A - AC	79	25.38
42PW	100	42nd Place W	S/O 130TH PL SW	N/O CIRCLE	100	26	5,348	R - Residential/Local	A - AC	83	27.93
43AW	100	43rd Avenue W	DEADEND	N/O 130TH PL SW	237	26	6,162	R - Residential/Local	A - AC	87	30.38
44AW	100A	44th Avenue W	S/O 76TH ST. SW	80TH ST SW	1,294	38	49,172	C - Collector	A - AC	80	15.62
44AW	100B	44th Avenue W	80TH ST SW	350FT N/O 84TH ST SW	931	22	20,482	C - Collector	A - AC	80	15.62
44AW	100C	44th Avenue W	350TH N/O 84TH ST SW	N/O 84TH ST SW	350	38	13,300	C - Collector	A - AC	80	15.62
44AW	110A	44th Avenue W	S/O 84TH AVE. W	88TH ST SW	1,225	33	40,425	C - Collector	A - AC	83	17.03
44AW	110B	44th Avenue W	88TH ST SW	89TH PL SW	330	33	10,890	R - Residential/Local	O - AC/AC	96	53.93
44AW	110C	44th Avenue W	89TH PL SW	92ND ST SW	895	33	29,535	R - Residential/Local	O - AC/AC	96	53.93

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
44AW	120	44th Avenue W	S/O 130TH PL SW	N/O HARBOUR HTS. DR.	347	26	9,022	R - Residential/Local	A - AC	84	28.56
44AW	130	44th Avenue W	S/O HARBOUR HTS. DR.	W/O 42ND AVE W.	1,121	26	29,146	R - Residential/Local	A - AC	82	27.29
44PW	100	44th Place W	S/O 71ST PL SW	N/O 73RD PL SW	973	34	33,082	R - Residential/Local	A - AC	78	28.58
45AW	100	45th Avenue W	E/O 71ST PL SW	W/O CIRCLE	141	26	3,666	R - Residential/Local	A - AC	78	28.58
45AW	110	45th Avenue W	S/O 80TH ST SW	N/O CIRCLE	422	26	12,834	R - Residential/Local	A - AC	84	28.56
45AW	120	45th Avenue W	S/O 92ND ST SW	N/O CIRCLE	777	26	20,202	R - Residential/Local	A - AC	52	10.43
45AW	130	45th Avenue W	S/O HARBOUR HTS. DR.	N/O 133RD ST SW	640	26	16,640	R - Residential/Local	A - AC	77	24.11
45C	100	45TH COURT	S/O CIRCLE	N/O 47TH PL W.	266	26	8,778	R - Residential/Local	A - AC	83	27.93
45PW	100	45th Place W	S/O 76TH ST SW	N/O DEADEND	564	22	12,408	R - Residential/Local	A - AC	83	27.93
45PW	110	45th Place W	S/O CIRCLE	N/O 84TH STSW	444	30	15,944	R - Residential/Local	A - AC	31	1.87
45PW	120A	45th Place W	S/O 88TH ST SW	HOUSE #9001	662	26	17,212	R - Residential/Local	A - AC	52	10.43
45PW	120B	45th Place W	HOUSE #9001	92ND ST SW	595	26	15,470	R - Residential/Local	A - AC	82	27.3
46AW	100	46th Avenue W	S/O 73RD ST SW	N/O 76TH ST SW	1,007	34	34,238	C - Collector	A - AC	80	15.62
46AW	110	46th Avenue W	S/O 78TH AVE W.	N/O 80TH ST SW	469	34	15,946	R - Residential/Local	A - AC	83	27.93
46AW	120	46th Avenue W	S/O 80TH STSW	N/O CIRCLE	503	26	13,078	R - Residential/Local	A - AC	91	32.48
46AW	130	46th Avenue W	S/O 92ND ST SW	N/O CIRCLE	150	22	5,434	R - Residential/Local	A - AC	83	27.93
46PW	100	46th Place W	S/O 76TH ST SW	N/O CIRCLE	468	26	14,030	R - Residential/Local	A - AC	84	28.56
46PW	110	46th Place W	S/O 80TH ST SW	N/O CIRCLE	483	26	16,128	R - Residential/Local	A - AC	82	27.29
46PW	120	46th Place W	N/O 84TH ST SW	S/O CIRCLE(Circle not const)	428	20	8,560	R - Residential/Local	A - AC	23	0
46PW	130	46th Place W	S/O 84TH ST SW	N/O CIRCLE	253	17	6,775	R - Residential/Local	A - AC	66	18.46
46PW	140	46th Place W	S/O 88TH ST SW	N/O CIRCLE	426	26	12,779	R - Residential/Local	A - AC	83	27.93
46PW	150	46th Place W	S/O CIRCLE	N/O 92ND ST SW	430	26	13,042	R - Residential/Local	A - AC	84	28.56
46PW	160	46th Place W	W/O CIRCLE	N/O 47TH PL W	310	26	10,808	R - Residential/Local	A - AC	82	27.3
46PW	170	46th Place W	S/O 47TH PL W	N/O CIRCLE	764	26	22,612	R - Residential/Local	A - AC	81	26.66
47AW	100	47th Avenue W	S/O CIRCLE	N/O 71ST PL. SW	316	27	11,596	R - Residential/Local	A - AC	82	27.3
47AW	110	47th Avenue W	S/O CIRCLE	N/O 73RD ST SW	112	22	2,464	R - Residential/Local	A - AC	86	29.79
47AW	120	47th Avenue W	S/O 107TH ST SW	N/O CHENNAULT BEACH ROAD	2,200	34	74,800	C - Collector	A - AC	84	17.51
47PW	100	47th Place W	S/O 80TH ST SW	N/O CIRCLE	154	34	6,554	R - Residential/Local	A - AC	93	33.26
47PW	110	47th Place W	S/O 88TH ST SW	N/O CIRCLE	148	26	5,710	R - Residential/Local	A - AC	81	26.66
47PW	120	47th Place W	S/O HARBOUR POINTE BLVD	N/O 109TH ST SW	2,248	34	76,432	C - Collector	A - AC	78	14.72
47PW	130	47th Place W	S/O HARBOUR HTS DR.	N/O 48TH AVE W.	516	34	17,544	R - Residential/Local	A - AC	85	29.18



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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
47PW	140	47th Place W	S/O 131ST ST SW	W/O BEVERLY PARK RD	2,558	34	86,972	R - Residential/Local	A - AC	84	28.56
48AW	100	48th Avenue W	S/O 19TH ST	N/O 73RD ST SW	995	20	19,900	C - Collector	A - AC	80	15.62
48AW	110	48th Avenue W	S/O 73RD ST SW	N/O CIRCLE	423	26	10,998	R - Residential/Local	A - AC	86	29.79
48AW	120	48th Avenue W	S/O 99TH ST SW	N/O HARBOUR POINTE BLVD	1,659	34	56,406	R - Residential/Local	A - AC	76	27.15
48AW	130	48th Avenue W	S/O 76TH SW	N/O DEADEND (No circle const.)	230	20	4,600	R - Residential/Local	A - AC	87	30.38
48AW	140	48th Avenue W	S/O CIRCLE	N/O 131ST ST SW	182	26	6,594	R - Residential/Local	A - AC	87	30.38
48PW	100	48th Place W	S/O 80TH PL W.	N/O CIRCLE	130	34	5,738	R - Residential/Local	A - AC	92	32.9
48PW	110	48th Place W	S/O 87TH ST SW	N/O 88TH ST SW	232	22	6,334	R - Residential/Local	A - AC	68	18.64
48PW	120	48th Place W	S/O 88TH ST SW	E/O 46TH PL W	1,194	26	31,044	R - Residential/Local	A - AC	82	27.3
49AW	100	49th Avenue W	S/O 19TH ST.	N/O CIRCLE	126	29	5,895	R - Residential/Local	A - AC	78	24.99
49AW	110	49th Avenue W	S/O 76TH ST. SW	N/O CIRCLE No circle cons	217	20	4,340	R - Residential/Local	A - AC	81	26.66
49AW	120	49th Avenue W	S/O MUKILTEO SPEEDWAY (525)	N/O CIRCLE(DEADEND)	1,640	40	67,094	R - Residential/Local	A - AC	74	22.23
49AW	130	49th Avenue W	S/O CIRCLE	N/O 50TH PL W.	724	26	21,382	R - Residential/Local	A - AC	87	30.38
49AW	140	49th Avenue W	S/O 50TH PL W.	N/O CIRCLE	159	26	6,882	R - Residential/Local	A - AC	87	30.38
49AW	150	49th Avenue W	70TH ST SW	CIRCLE	235	28	6,580	R - Residential/Local	A - AC	86	29.79
49PW	100	49th Place W	S/O CIRCLE	N/O 78TH PL SW	157	20	4,482	R - Residential/Local	A - AC	87	30.38
49PW	110	49th Place W	S/O 78TH PL W	N/O 80TH ST SW	335	20	6,700	R - Residential/Local	A - AC	85	29.18
49PW	120	49th Place W	E/O 97TH PL SW	W/O 98TH ST SW	528	26	13,728	R - Residential/Local	A - AC	44	6.85
49PW	130	49th Place W	E/O HARBOUR REACH DR	S/O 116TH ST SW	1,320	33	43,560	R - Residential/Local	A - AC	75	26.4
4ST	100	4th Street	E/O BNSE RR R/W	W/O WASHINGTON AVE.	624	24	14,976	R - Residential/Local	A - AC	85	29.18
4ST	110	4th Street	400' W. OF LOVELAND	EAST DEAD END	1,940	34	65,960	R - Residential/Local	A - AC	84	28.56
4ST	120	4th Street	E/O MUKILTEO SPEEDWAY	W/O LINCOLN STREET	132	18	2,376	R - Residential/Local	A - AC	90	32.01
50AW	100	50th Avenue W	S/O 99TH ST SW	N/O CIRCLE	295	26	9,532	R - Residential/Local	A - AC	60	15.28
50PW	100	50th Place W	S/O DEADEND	W/O CIRCLE	552	26	16,214	R - Residential/Local	A - AC	84	28.56
50PW	110	50th Place W	S/O 92ND ST SW	N/O CIRCLE	335	26	8,710	R - Residential/Local	A - AC	5	0
50PW	120A	50th Place W	N/O HARBOUR POINT BLVD	99TH ST SW	1,493	34	50,762	R - Residential/Local	A - AC	96	34.03
50PW	120B	50th Place W	99TH ST SW	E/O CIRCLE	1,137	34	38,658	R - Residential/Local	A - AC	61	15.91
50PW	130	50th Place W	N/O 131ST ST SW	W/O 49TH AVE W.	543	34	18,462	R - Residential/Local	A - AC	85	29.18

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
51PW	100	51st Place W	S/O 104TH ST SW	N/O HARBOUR POINTE BLVD	288	34	9,792	R - Residential/Local	A - AC	79	25.38
52AW	100	52nd Avenue W	S/O 92ND ST SW	N/O 93RD PL SW	175	22	3,850	R - Residential/Local	A - AC	64	17.68
52AW	110	52nd Avenue W	S/O CIRCLE	N/O 108TH PL SW	191	26	7,714	R - Residential/Local	A - AC	81	26.66
52AW	120	52nd Avenue W	N/O CIRCLE	S/O 80TH ST. SW	289	30	8,670	R - Residential/Local	A - AC	83	27.93
52PW	100	52nd Place W	E/O 127TH ST SW	S/O HARBOUR POINTE BLVD	975	34	33,150	R - Residential/Local	A - AC	61	14.78
52PW	110	52nd Place W	S/O 127TH ST SW	N/O CIRCLE	549	26	17,022	R - Residential/Local	A - AC	61	15.91
53AW	100	53rd Avenue W	S/O DEADEND	N/O 84TH ST SW	1,645	20	32,900	R - Residential/Local	A - AC	66	17.5
53AW	110	53rd Avenue W	S/O CIRCLE	N/O 88TH ST SW	463	26	13,900	R - Residential/Local	A - AC	76	23.48
53AW	120A	53rd Avenue W	S/O 88TH ST SW	S/O 89TH PL	420	26	10,920	R - Residential/Local	A - AC	61	14.78
53AW	120B	53rd Avenue W	S/O 89TH PL	N/O 92ND ST SW	819	20	16,380	R - Residential/Local	A - AC	88	30.95
53AW	130	53rd Avenue W	S/O 94TH PL SW	N/O CIRCLE	194	26	5,044	R - Residential/Local	A - AC	84	28.56
53AW	140	53rd Avenue W	S/O 101ST ST SW	N/O 104TH ST SW	1,158	36	41,688	R - Residential/Local	A - AC	78	24.74
53AW	150	53rd Avenue W	S/O 104TH PL SW	N/O CIRCLE	1,935	31	62,343	R - Residential/Local	A - AC	76	23.48
53PW	100	53rd Place W	S/O CIRCLE	N/O 87TH PL. SW	204	26	7,166	R - Residential/Local	A - AC	80	31.02
53PW	110	53rd Place W	S/O CIRCLE	W/O HARBOUR POINTE BLVD	728	34	27,056	R - Residential/Local	A - AC	83	27.93
54AW	100	54th Avenue W	W/O CIRCLE	N/O 127TH ST SW	800	26	23,744	R - Residential/Local	A - AC	83	27.93
54AW	110	54th Avenue W	S/O 127TH ST SW	E/O CIRCLE	258	26	9,652	R - Residential/Local	A - AC	57	12.84
54AW	120	54th Avenue W	85TH PL	84TH ST	368	28	10,304	R - Residential/Local	A - AC	79	28.32
54PW	100	54th Place W	S/O 84TH ST SW	88TH ST SW	1,242	22	27,324	R - Residential/Local	A - AC	77	24.11
55AW	100	55th Avenue W	S/O 94TH PLSW	N/O CIRCLE	123	34	4,182	R - Residential/Local	A - AC	84	28.56
55AW	110	55th Avenue W	E/O 110TH PL SW	N/O HARBOUR HTS PKWY	756	26	19,656	R - Residential/Local	A - AC	84	28.56
55AW	120	55th Avenue W	E/O 128TH ST SW	S/O 127TH ST SW	660	26	17,160	R - Residential/Local	A - AC	71	20.4
55PW	100	55th Place W	S/O 88TH STSW	N/O CIRCLE	371	22	10,296	R - Residential/Local	A - AC	79	25.38
55PW	110	55th Place W	S/O HARBOUR POINTE BLVD	N/O 127TH ST SW	1,119	34	38,046	R - Residential/Local	A - AC	78	24.74
56AW	100	56th Avenue W	E/O CHENNAULT BEACH ROAD	S/O 104TH PL SW	1,046	34	35,564	R - Residential/Local	A - AC	82	27.3
56AW	110	56th Avenue W	S/O 92NDST SW	N/O 93RD PL SW	416	22	9,152	R - Residential/Local	A - AC	65	18.3
56AW	120	56th Avenue W	S/O 94TH PL SW	N/O CIRCLE	256	26	6,656	R - Residential/Local	A - AC	82	27.3
56PW	100	56th Place W	S/O 107TH PL SW	W/O CIRCLE	617	26	17,904	R - Residential/Local	A - AC	83	27.93
56PW	110	56th Place W	E/O 86TH PL SW	N/O 88TH ST SW	943	22	20,746	R - Residential/Local	A - AC	63	16.78

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56PW	120	56th Place W	S/O 88TH ST SW	N/O CIRCLE	390	22	10,714	R - Residential/Local	A - AC	68	19.71
56PW	130	56th Place W	S/O 110TH PL SW	E/O CIRCLE	222	26	7,634	R - Residential/Local	A - AC	86	29.79
56PW	140	56th Place W	S/O 128TH ST SW	N/O CIRCLE	216	26	8,364	R - Residential/Local	A - AC	73	21.61
57AW	100	57th Avenue W	S/O 92ND ST SW	N/O 96TH AVE SW	1,605	37	59,385	R - Residential/Local	A - AC	76	23.48
57AW	110	57th Avenue W	E/O 128TH ST SW	N/O CIRCLE	354	26	11,952	R - Residential/Local	A - AC	64	17.79
57PW	100	57th Place W	W/O CIRCLE	N/O 107TH PL SW	184	26	6,646	R - Residential/Local	A - AC	84	28.56
58AW	100	58th Avenue W	S/O 107TH PL SW	JN/O CIRCLE	133	26	5,320	R - Residential/Local	A - AC	80	26.02
58AW	110	58th Avenue W	S/O 111ST ST SW	N/O HARBOUR HTS PKWY	349	34	11,866	R - Residential/Local	A - AC	86	29.79
58AW	120	58th Avenue W	S/O HARBOUR HTS PKWY	N/O 114TH PL SW	674	26	17,524	R - Residential/Local	A - AC	86	29.79
58PW	100	58th Place W	S/O 96TH ST SW	N/O CIRCLE	634	26	19,428	R - Residential/Local	A - AC	73	21.61
58PW	110	58th Place W	E/O CIRCLE	W/O 58TH PL W	172	26	6,334	R - Residential/Local	A - AC	68	20.63
59AW	100	59th Avenue W	S/O 94TH ST SW	E/O SQUARE (Circle const)	400	34	14,918	R - Residential/Local	A - AC	35	3.31
59AW	110	59th Avenue W	S/O CANYON DRIVE	N/O CHENNAULT BEACH DR	894	27	24,138	R - Residential/Local	A - AC	70	22.2
59AW	120	59th Avenue W	S/O CIRCLE	W/O 111ST ST SW	691	26	19,828	R - Residential/Local	A - AC	83	27.93
59AW	130	59th Avenue W	S/O SAINT ANDREWS DRIVE	N/O CLUBHOUSE LANE	1,938	26	50,388	R - Residential/Local	A - AC	81	26.66
5PL	100	5th Place	E/O CORNELLIA	DEAD END (WEST)	483	20	9,660	R - Residential/Local	A - AC	70	21.19
5ST	100	5th Street	E/O WEBSTER ST	W/O MUKILTEO SPEEDWAY(525)	650	24	15,600	R - Residential/Local	A - AC	89	31.5
5ST	110	5th Street	E/O MUKILTEO SPEEDWAY(525)	W/O PROSPECT AVE.	2,400	34	81,600	A - Arterial	A - AC	78	18.28
60AW	100	60th Avenue W	S/O DEADEND	96TH ST SW	1,196	26	31,096	R - Residential/Local	A - AC	58	14
60AW	110	60th Avenue W	S/O CIRCLE	N/O CHENNAULT BEACH DRIVE	665	22	15,006	R - Residential/Local	A - AC	84	28.56
60AW	120	60th Avenue W	S/O 59TH AVE W	E/O 111ST PL SW	1,022	26	26,572	R - Residential/Local	A - AC	85	29.18
60AW	130	60th Avenue W	S/O DOUBLE EAGLE DR	N/O CIRCLE	1,055	26	30,178	R - Residential/Local	A - AC	84	28.56
60PW	100	60th Place W	S/O SAINT ANDREWS DRIVE	N/O CIRCLE	137	26	5,424	R - Residential/Local	A - AC	94	33.56
61AW	100	61st Avenue W	S/O 92ND ST SW	N/O CIRCLE	912	26	25,574	R - Residential/Local	A - AC	42	6.06
61AW	110	61st Avenue W	S/O CLUBHOUSE LANE	N/O 128TH ST SW	1,540	26	40,040	R - Residential/Local	A - AC	84	28.56
61P	100	61ST Place W	S/O CIRCLE (Not const)	N/O 91ST PL SW	496	18	8,928	R - Residential/Local	A - AC	11	0
62PW	100	62nd Place W	S/O 92ND	E/O 63RD PL W	1,146	22	25,212	R - Residential/Local	A - AC	83	27.93

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62PW	110	62nd Place W	S/O 102ND ST SW	N/O CENTRAL DRIVE	399	20	7,980	R - Residential/Local	A - AC	87	30.38
62PW	120	62nd Place W	S/O CENTRAL DRIVE	N/O CHENNAULT BEACH DRIVE	1,283	20	25,660	R - Residential/Local	A - AC	77	24.11
63P	100	63RD Place S	S/O CLUBHOUSE LANE	N/O CIRCLE	535	26	13,910	R - Residential/Local	A - AC	85	29.18
63PW	100	63rd Place W	S/O 92ND ST SW	N/O DEADEND	934	20	18,680	R - Residential/Local	A - AC	78	24.74
64PW	100	64th Place W	S/O DEADEND	N/O CHENNAULT BEACH DRIVE	2,758	20	55,160	R - Residential/Local	A - AC	83	27.93
66PW	100	66th Place W	E/O MARINEVIEW DRIVE	W/O 64TH PL W.	1,283	22	28,226	R - Residential/Local	A - AC	78	24.74
6ST	100	6th Street	E/O WEBSTER ST.	W/O MUKILTEO SPEEDWAY(525)	440	34	14,960	R - Residential/Local	A - AC	87	30.38
6ST	110	6th Street	E/O WASHINGTON AVE.	W/O LINCOLN AVE.	368	22	8,096	R - Residential/Local	O - AC/AC	96	53.93
6ST	120	6th Street	E/O PARK AVE.	W/O PROSPECT AVE.	1,536	22	33,792	R - Residential/Local	A - AC	72	23.67
70THAV	010	70th Avenue SW	48TH AVE SW	GOAT TRAIL	664	28	18,592	C - Collector	A - AC	82	16.55
71PS	100	71st Place SW	E/O 48TH AVE W.	W/O 44TH PL W.	1,212	34	41,208	R - Residential/Local	A - AC	80	31.02
72P	100	72ND Place SW	E/O CIRCLE	W/O 48TH AVE W.	174	26	6,386	R - Residential/Local	A - AC	82	27.29
73PS	100	73rd Place SW	E/O CIRCLE	W/O 48TH AVE W.	164	26	6,126	R - Residential/Local	A - AC	84	28.56
73PS	110	73rd Place SW	E/O 46TH AVE W.	W/O 44TH PL W.	486	34	16,524	R - Residential/Local	A - AC	79	25.38
73SS	100	73rd Street SW	E/O 48TH AVE W.	W/O 46TH AVE W.	610	26	15,860	C - Collector	A - AC	82	16.55
74SS	100	74th Street SW	E/O CIRCLE	W/O 46TH AVE W.	122	26	3,172	R - Residential/Local	A - AC	80	31.02
75SS	100	75th Street SW	E/O CIRCLE	W/O 46TH AVE W.	332	25	10,230	R - Residential/Local	A - AC	62	16.31
75SS	110	75th Street SW	E/O 46TH AVE W.	W/O CIRLCE	492	31	16,774	R - Residential/Local	A - AC	86	29.79
76SS	100	76th Street SW	E/O MUKILTEO SPEEDWAY(525)	W/O 49TH AVE W.	529	39	20,631	C - Collector	A - AC	77	14.29
76SS	110	76th Street SW	E/O 49TH AVE W.	W/O 44TH AVE W.	1,444	22	31,768	C - Collector	A - AC	78	14.73
78PS	100	78th Place SW	E/O 49TH PL W.	W/O CIRCLE	1,030	34	36,338	R - Residential/Local	A - AC	81	26.66
78SS	100	78th Street SW	E/O 44TH AVE W.	W/O 40TH AVE W.	1,326	23	30,498	R - Residential/Local	O - AC/AC	95	47.46
79PS	100	79th Place SW	E/O CIRCLE	W/O 46TH AVE W.	130	38	5,986	R - Residential/Local	A - AC	85	29.18
7ST	100	7th Street	E/O PARK AVE.	W/O Private driveway(DEAD END)	238	20	4,760	R - Residential/Local	A - AC	61	14.78
80SS	100	80th Street SW	E/O 53RD AVE W.	W/O DEADEND	664	29	19,256	R - Residential/Local	A - AC	83	27.93
80SS	110	80th Street SW	E/O MUKILTEO SPEEDWAY(525)	W/O 44TH AVE W.	1,708	20	34,160	R - Residential/Local	A - AC	75	22.85
81PS	100	81st Place SW	E/O 53RD AVE W.	W/O MUKILTEO SPEEDWAY(525)	1,304	30	39,120	R - Residential/Local	A - AC	50	9.85
81PS	110	81st Place SW	E/O MUKILTEO SPEEDWAY(525)	S/O CIRCLE	1,159	26	32,245	R - Residential/Local	A - AC	66	19.22

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
84SS	100	84th Street SW	E/O NAKETA LANE	W/O 54TH AVE W.	380	26	9,880	R - Residential/Local	A - AC	34	2.97
84SS	110	84th Street SW	E/O 54TH AVE W.	W/O MUKILTEO SPEEDWAY (525)	1,617	26	42,042	R - Residential/Local	A - AC	47	8.11
84SS	120	84th Street SW	E/O MUKILTEO SPEEDWAY (525)	W/O 44TH AVE W	1,711	60	102,660	A - Arterial	A - AC	52	7.69
84SS	130	84th Street SW	E/O 44TH AVE W	W/O PAINE FIELD BLVD	400	60	24,000	A - Arterial	A - AC	66	12.96
85PS	100	85th Place SW	E/O 54TH PL W.	W/O CIRCLE	247	31	7,657	R - Residential/Local	A - AC	83	27.93
85PS	110	85th Place SW	E/O CIRCLE	W/O 44TH AVE W.	254	26	8,466	R - Residential/Local	A - AC	38	4.58
86PS	100	86th Place SW	E/O DEADEND	W/O 56TH PL W.	464	24	11,136	R - Residential/Local	A - AC	67	18.07
86PS	110	86th Place SW	E/O 53RD AVE W.	W/O CIRCLE	367	25	11,105	R - Residential/Local	A - AC	72	22.79
87PS	100	87th Place SW	E/O 53RD PL W.	W/O 53RD AVE W.	310	26	8,060	R - Residential/Local	A - AC	81	26.66
87PS	110	87th Place SW	E/O 53RD AVE W.	W/O CIRCLE	356	25	10,830	R - Residential/Local	A - AC	80	26.02
87SS	100	87th Street SW	E/O 48TH PL W.	W/O CIRCLE	239	22	6,488	R - Residential/Local	A - AC	47	8.43
88SS	100	88th Street SW	E/O DEADEND	W/O 53RD AVE W.	1,620	20	32,400	C - Collector	A - AC	42	3.6
88SS	110	88th Street SW	E/O 53RD AVE W.	W/O MUKILTEO SPEEDWAY(525)	1,293	20	25,860	C - Collector	A - AC	47	4.56
88SS	120	88th Street SW	E/O MUKILTEO SPEEDWAY (525)	W/O 44TH AVE W	1,673	22	36,806	C - Collector	O - AC/AC	95	39.48
89PS	100	89th Place SW	E/O 48TH PL W.	W/O CIRCLE	120	25	4,930	R - Residential/Local	A - AC	74	22.23
89PS	110	89th Place SW	E/O CIRCLE	W/O 44TH AVE W.	156	30	5,706	R - Residential/Local	A - AC	93	33.26
8DR	100	8th Drive	S/O LOVELAND AVE.	N/O GOAT TRAIL ROAD	300	34	10,200	C - Collector	A - AC	82	16.55
8DR	110	8th Drive	S/O 11TH ST	RICE DR (GOAT TRL RD)	1,043	34	35,462	C - Collector	A - AC	80	15.62
8ST	100	8th Street	E/O WEBSTER ST.	W/O MUKILTEO SPEEDWAY(525)	330	22	7,260	R - Residential/Local	A - AC	89	31.5
8ST	110	8th Street	E/O(DEAD END)	W/O CAMPBELL AVE.	412	20	8,240	R - Residential/Local	A - AC	67	18.06
8ST	120	8th Street	E/O CAMPBELL AVE	W/O(DEADEND)	450	20	9,000	R - Residential/Local	A - AC	82	27.3
90PS	100	90th Place SW	E/O 50TH PL W.	W/O 49TH AVE W.	497	26	12,922	R - Residential/Local	A - AC	93	33.26
91PS	100	91st Place SW	S/O 61ST PL W	N/O 92ND ST SW	968	18	17,424	R - Residential/Local	A - AC	39	4.97
92P	100	92ND Place SW	E/O 61ST AVE W	W/O 60TH AVE W	250	26	6,500	R - Residential/Local	A - AC	34	2.97
92P	110	92ND Place SW	E/O CIRCLE	W/O 57TH AVE W	190	26	6,802	R - Residential/Local	A - AC	44	6.85
92SS	100	92nd Street SW	E/O 63RD PL W	S/O 61ST AVE W	697	20	13,940	R - Residential/Local	A - AC	79	25.38
92SS	110	92nd Street SW	E/O 61ST AVE W	S/O 91ST PL SW	357	20	7,140	R - Residential/Local	A - AC	77	24.1
92SS	120	92nd Street SW	E/O 91ST PL SW	W/O 57TH AVE W	1,102	20	22,040	R - Residential/Local	A - AC	58	13.04
92SS	130	92nd Street SW	E/O 57TH AVE W	W/O MUKILTEO SPEEDWAY (525)	2,989	22	65,758	R - Residential/Local	A - AC	81	26.66

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92SS	140	92nd Street SW	E/O MUKILTEO SPEEDWAY (525)	W/O 44TH AVE W	996	20	19,920	R - Residential/Local	A - AC	43	6.35
93PS	100	93rd Place SW	E/O CIRCLE	W/O 57TH AVE W	400	26	12,262	R - Residential/Local	A - AC	45	6.67
93PS	110	93rd Place SW	E/O 56TH AVE W	W/O 52ND AVE W	1,227	20	24,540	R - Residential/Local	A - AC	53	11.37
93PS	120	93rd Place SW	E/O 45TH AVE W	W/O CIRCLE	83	26	4,020	R - Residential/Local	A - AC	60	14.23
93P	100	93RD Place W	E/O 62ND PL W	W/O 61ST AVE W	490	20	9,800	R - Residential/Local	A - AC	59	13.75
94P	100	94TH Place SW	E/O CIRCLE	W/O 57TH AVE W.	227	26	5,902	R - Residential/Local	A - AC	72	21
94P	110	94TH Place SW	E/O 57TH AVE W	W/O 53RD AVE W	1,183	25	29,575	R - Residential/Local	A - AC	68	20.5
94SS	100	94th Street SW	E/O 60TH AVE W	W/O DEADEND	638	34	21,692	R - Residential/Local	A - AC	70	22.07
95PS	100	95th Place SW	S/O 62ND PL W	W/O CIRCLE	343	20	9,130	R - Residential/Local	A - AC	43	6.33
95PS	110	95th Place SW	E/O CIRCLE	W/O 60TH AVE W	124	26	5,086	R - Residential/Local	A - AC	40	5.1
95PS	120	95th Place SW	E/O CIRCLE	W/O 57TH AVE W	246	25	6,150	R - Residential/Local	A - AC	42	5.45
95PS	130	95th Place SW	E/O 57TH AVE W	W/O CIRCLE	141	25	3,525	R - Residential/Local	A - AC	65	18.3
96SS	100	96th Street SW	E/O CIRCLE	W/O 60TH AVE W	213	26	7,400	R - Residential/Local	A - AC	71	22.13
96SS	110	96th Street SW	E/O 60TH AVE W	W/O DEADEND	1,180	25	29,500	R - Residential/Local	A - AC	63	15.85
97PS	100	97th Place SW	E/O 49TH PL W.	W/O CIRCLE	112	26	5,856	R - Residential/Local	A - AC	44	6.76
97SS	100	97th Street SW	E/O 50TH PL W.	W/O 49TH PL W.	350	26	9,100	R - Residential/Local	A - AC	52	10.51
98SS	100	98th Street SW	E/O 50TH PL W.	W/O 49TH PL W.	193	26	5,018	R - Residential/Local	A - AC	74	22.23
99PS	100	99th Place SW	E/O CIRCLE	W/O 48TH AVE W	397	26	13,266	R - Residential/Local	A - AC	80	26.02
99SS	100	99th Street SW	E/O 50TH PL W.	W/O 48TH AVE W	1,210	34	41,140	R - Residential/Local	A - AC	75	22.85
9ST	100	9th Street	E/O WEBSTER ST.	W/O MUKILTEO SPEEDWAY(52	140	22	3,080	R - Residential/Local	A - AC	63	16.93
9ST	110	9th Street	E/O PARK AVE.	W/O (DEADEND)	1,338	20	26,760	R - Residential/Local	A - AC	82	27.3
BVDR	100	Bayview Drive	S/O CIRCLE	N/O CLUBHOUSE LANE	2,117	34	74,962	R - Residential/Local	A - AC	84	28.56
BVPK	100	Beverly Park Road	E/O47TH PL W	W/O MUKILTEO (525)	4,170	41	170,970	UMiA - Urban Minor Arterial (4)	A - AC	79	18.75
BHBV	100	BLUE HERON BLVD.	E/O HUMMINGBIRD ST.	S/O HARBOUR POINTE BLVD.	988	26	25,688	R - Residential/Local	A - AC	91	32.48
BHBV	110	BLUE HERON BLVD.	E/O HUMMINGBIRD STREET	E END (PRIVATE PROP. GATE)	838	26	21,788	R - Residential/Local	A - AC	85	35.09
BPPL	100	BRIDGEPORT PLACE	E/O CIRCLE	W/O HARTFORD WAY	515	22	16,356	R - Residential/Local	A - AC	87	30.38
BRPL	100	BRIGHTON PLACE	DEAD END (WEST)	W/O CIRCLE	375	18	10,598	R - Residential/Local	A - AC	93	33.26
CAPL	100	Camden Place	DEAD END (WEST)	DEAD END (EAST)	500	18	9,000	R - Residential/Local	A - AC	85	29.18
CMPA	100	Campbell Avenue	S/O 6TH STREET	N/O WASHINGTON STREET	185	22	4,070	R - Residential/Local	A - AC	79	29.93

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CMPA	110	Campbell Avenue	N/O 8TH STREET	S/O 9TH STREET	254	26	6,604	R - Residential/Local	A - AC	82	27.29
CMPA	120	Campbell Avenue	S/O 11TH STREET	S/O 10TH STREET	220	28	6,160	R - Residential/Local	A - AC	82	29.47
CPL-	100	Campus Place	E/O HARBOUR REACH DR.	W/O CIRCLE	430	34	22,473	R - Residential/Local	A - AC	73	21.72
CNYD	100	Canyon Drive	E/O 62ND PL W.	W/O 59TH AVE W.	845	16	13,520	R - Residential/Local	A - AC	77	24.11
CNTD	100	Central Drive	E/O 64TH PL W.	W/O CHENNAULT BEACH DRIVE	2,780	32	88,960	R - Residential/Local	A - AC	84	28.56
CHMC	100	CHAMPIONSHIP CIRCLE	N/O CLUBHOUSE LANE	W/O CLUBHOUSE LANE	1,490	26	38,740	R - Residential/Local	A - AC	85	29.18
CBDR	100	Chennault Beach Drive	E/O MARINEVIEW DR.	W/O CENTRAL DR.	3,304	26	85,904	C - Collector	A - AC	76	13.87
CBRD	100	Chennault Beach Road	S/O CHENNAULT BEACH DR.	N/O HARBOUR PTE. BLVD	2,309	33	76,197	C - Collector	A - AC	83	17.03
CBRD	110	Chennault Beach Road	S/O HARBOUR POINTE BLVD	N/O HARBOUR REACH DR.	1,603	33	52,899	C - Collector	A - AC	84	17.51
CBRD	120	Chennault Beach Road	E/OCHENNAULT BCH ROAD	W/O MUKILTEO SPEEDWAY	2,822	42	118,524	C - Collector	A - AC	80	15.62
CHRA	100	Church Avenue	S/O 3RD ST	N/O 8TH ST.	1,215	22	26,730	R - Residential/Local	A - AC	84	28.56
CLCT	100	Clover Court	S/O CLOVER LANE	W/O CIRCLE	855	25	23,305	R - Residential/Local	A - AC	81	26.66
CLLN	100	Clover Lane	E/O MUKILTEO SPEEDWAY (525)	W/O WASHINGTON AVE.	570	25	14,250	R - Residential/Local	O - AC/AC	97	38.45
CLPL	100	Clover Place	W/O CIRCLE	N/O CLOVER LANE	320	25	9,769	R - Residential/Local	A - AC	85	29.18
CHLN	100	Club House Lane	S/O CIRCLEw/ island	W/O 63TH PL S.	1,638	26	42,588	R - Residential/Local	A - AC	85	29.18
CHLN	110	Club House Lane	E/O 63RD PL S.	W/O 61ST AVE W.	662	34	22,508	R - Residential/Local	A - AC	85	29.18
CHLN	120	Club House Lane	E/O 61ST AVE W.	W/O HARBOUR POINTE BLVD	1,568	34	53,312	R - Residential/Local	A - AC	81	26.66
CONW	100	Concord Way	E/O WILMINGTON WAY	DEAD END (NORTH)	685	18	12,330	R - Residential/Local	A - AC	89	31.5
CRNA	100	Cornelia Avenue	S/O FIRST LANE	N/O 2ND ST.	125	20	2,500	R - Residential/Local	A - AC	84	28.56
CRNA	110	Cornelia Avenue	S/O 2ND ST.	N/O 6TH ST.LA	1,010	20	20,200	R - Residential/Local	A - AC	81	26.66
CRMA	100	Crownmill Avenue	E/O(CIRCLE)	N/O GOAT TRAIL LOOP ROAD	508	26	16,152	R - Residential/Local	A - AC	80	26.02
CYRW	100	Cyrus Way	S/ORUSSELL ROAD	N/OHARBOUR POINTE BLVD	2,390	34	81,260	R - Residential/Local	A - AC	78	24.74
CYRW	110	Cyrus Way	S/OHARBOUR POINTE BLVD	N/OEVERGREEN DRIVE	1,400	24	33,600	R - Residential/Local	A - AC	58	13.84
DBRL	100	Debreton Lane	DEAD END EAST OF LAMAR	DEAD END WEST OF LAMAR	947	23	21,781	R - Residential/Local	A - AC	71	22.02

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DEDR	100	Double Eagle Drive	E/O 61TH AVE W.	W/O HARBOUR POINTE BLVD.	2,198	26	57,148	R - Residential/Local	A - AC	76	26.78
DOCT	100	Dover Court	E/O WILMINGTON WAY	W/O CIRCLE	175	18	6,998	R - Residential/Local	A - AC	91	32.48
ENDR	100	Eagle Nest Drive	DEAD END (EAST)	S/O BLUE HERON BLVD.	1,255	26	32,630	R - Residential/Local	A - AC	92	32.9
EHDR	100	East Horizon Drive	S/O WEST HORIZON DR.	W/O MUKILTEO SPEED(525)	1,352	20	27,040	R - Residential/Local	A - AC	79	29.84
EHDR	110	East Horizon Drive	W/O WEST HORIZON DR.	E/O EAST HORIZON DR.	126	20	2,520	R - Residential/Local	A - AC	80	26.02
EODR	100	East Oakmont Drive	S/O ST. ANDREWS DR.	N/O CIRCLE	566	23	14,609	R - Residential/Local	A - AC	95	33.92
EVRD	100	Evergreen Drive	E/ODEAD END	W/OCYRUS WAY	600	24	14,400	R - Residential/Local	A - AC	71	22.89
EVRD	110	Evergreen Drive	S/OCYRUS WAY	W/O MUKILTEO SPEEDWAY (525)	1,460	24	35,040	R - Residential/Local	A - AC	57	13.52
FIST	100	Finch Street	N/O EAGLE NEST DR.	DEAD END (NORTH)	495	26	12,870	R - Residential/Local	A - AC	91	32.48
FRST	100	Front Street	E/O(DEADEND)	W/OPARK AVE.	770	24	18,480	R - Residential/Local	A - AC	43	6.44
FRST	110	Front Street	W/END	PARK AVE	835	24	21,796	R - Residential/Local	A - AC	76	23.47
GTLR	100	Goat Trail Loop Road	E/O 8TH DR.	N/O GOAT TRAIL LOOP ROAD	4,192	39	163,488	R - Residential/Local	A - AC	80	26.02
GTR	100	Goat Trail Road	E/O MUKILTEO SPEEDWAY(525)	W/O 8TH DR.	1,740	34	59,160	C - Collector	A - AC	81	16.08
GTR	110	Goat Trail Road	S/O 8TH DR.	N/O 19TH ST.	1,280	34	43,520	C - Collector	A - AC	82	16.55
GRHW	100	Graham Way	E/O CIRCLE	N/O 84TH ST SW	485	22	11,890	R - Residential/Local	A - AC	83	27.93
HHDR	100	Harbour Heights Drive	E/O 50TH PL W.	N/O BEVERLY PARK ROAD	3,202	34	108,868	R - Residential/Local	A - AC	80	26.02
HPHW	100	Harbour Heights Parkway	E/O CIRCLE (DEADEND)	N/O POINTE BLVD	4,145	41	171,689	R - Residential/Local	A - AC	79	25.38
HAPL	100	Harbour Place	N/O HARBOUR POINTE BLVD.	S/O CIRCLE	2,230	34	75,820	R - Residential/Local	A - AC	83	27.93
HAPL	110	Harbour Place	E/O HARBOUR PLACE	W/O MUKILTEO SPEEDWAY	250	34	8,500	R - Residential/Local	A - AC	84	28.56
HPBV	100	Harbour Pointe Blvd	W/O MUKILTEO SPEEDWAY( 525)	E/O 51ST PL.W.	2,416	57	137,712	C - Collector	A - AC	83	17.03
HPBV	110	Harbour Pointe Blvd	W/O 51ST PL.W.	E/O CHENNAULT BEACH ROAD	2,090	41	85,690	C - Collector	A - AC	86	18.52
HPBV	120	Harbour Pointe Blvd	W/O CHENNAULT BEACH ROAD	E/O 53RD PL.W.	340	41	13,940	C - Collector	A - AC	85	18.01
HPBV	130	Harbour Pointe Blvd	W/O 53RD PL.W.	E/O HARBOUR HEIGHTS PARKWAY	1,025	41	42,025	C - Collector	A - AC	85	18.01



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HPBV	140	Harbour Pointe Blvd	W/O HARBOUR HEIGHTS PARKWAY	E/O SAINT ANDREWS DRIVE	1,054	41	43,214	C - Collector	A - AC	85	18.01
HPBV	150	Harbour Pointe Blvd	SAINT ANDREWS DRIVE	N/O CLUBHOUSE LANE	1,770	41	72,570	C - Collector	A - AC	86	18.52
HPBV	160	Harbour Pointe Blvd	S/O CLUBHOUSE LANE	W/O 55TH PL.W.	1,355	41	55,555	C - Collector	A - AC	85	18.01
HPBV	170	Harbour Pointe Blvd	W/O 55TH PL. W.	E/O 52ND PL.W.	910	41	37,310	C - Collector	A - AC	86	18.52
HPBV	180	Harbour Pointe Blvd	E/O 52ND PL.W.	W/O HARBOUR REACH DR.	2,620	50	131,000	C - Collector	A - AC	85	18.01
HPBV	190	Harbour Pointe Blvd	E/O HARBOUR REACH DR.	W/O CYRUS WAY	1,620	51	82,620	C - Collector	A - AC	84	17.51
HPBV	200	Harbour Pointe Blvd	E/O CYRUS WAY	W/O MUKILTEO SPEEDWAY (525)	830	56	46,480	C - Collector	A - AC	81	16.08
HRDR	100	Harbour Reach Drive	S/O CHENNAULT BEACH ROAD	N/O HARBOURPTEBLVD	3,425	34	116,450	C - Collector	A - AC	81	16.08
HFVY	100	Hartford Way	E/O WILMINGTON WAY	S/O CAMDEN PLACE	1,020	22	22,440	R - Residential/Local	A - AC	84	28.56
HTCT	100	Highland Terrace Court	E/O GOAT TRAIL RD.	N/O CIRCLE	326	26	14,558	R - Residential/Local	A - AC	86	29.79
HLST	100	Hill Street	DEAD END (NORTH)	HILL COURT	1,130	36	40,680	R - Residential/Local	A - AC	94	33.78
HYST	100	Holyoke Street	E/O WILMINGTON WAY	W/O CONCORD WAY	328	22	7,216	R - Residential/Local	A - AC	91	32.48
HRZD	100	HORIZON Heights Drive	E/O (CIRCLE)	W/O EAST HORIZON DR.	436	20	8,720	R - Residential/Local	A - AC	78	24.74
HRNP	100	Horizon Place	E/O CIRCLE	W/O HORIZON HEIGHTS	175	20	6,327	R - Residential/Local	A - AC	75	22.85
HBLN	100	Hummingbird Lane	N/O BLUE HERON BLVD.	DEAD END (NORTH)	355	26	9,230	R - Residential/Local	A - AC	91	32.48
HBST	100	Hummingbird Street	W/O FINCH STREET	W/O BLUE HERON BLVD.	695	26	18,070	R - Residential/Local	A - AC	91	32.48
IWLN	100	Ironwood Lane	E/O 61ST AVE W	S/O CLUBHOUSE LANE	879	26	22,854	R - Residential/Local	A - AC	84	28.56
KYVY	100	Kay Way	S/O CENTRAL DRIVE	N/O CANYON DRIVE	469	16	7,504	R - Residential/Local	A - AC	86	29.79
LELN	100	Leslie Lane	N/O MUKILTEO BLVD.	S/O CIRCLE	390	22	12,211	R - Residential/Local	A - AC	84	28.56
LNCA	110	Lincoln Avenue	S/O 2ND ST.	N/O 5TH ST	630	36	22,680	R - Residential/Local	A - AC	84	28.56
LNCA	120	Lincoln Avenue	N/O 5TH ST.	N/O 6TH ST.	290	28	8,120	R - Residential/Local	O - AC/AC	96	53.93
LVLA	100	Loveland Avenue	S/O 2ND ST.	N/O 6TH ST.	1,033	22	22,726	R - Residential/Local	A - AC	81	26.66
LVLA	110	Loveland Avenue	S/O (CIRCLE*)	N/O 9TH ST.	470	22	13,814	R - Residential/Local	A - AC	91	32.48
LVLA	120A	Loveland Avenue	S/O 9TH ST	S/O 10TH ST	274	34	9,316	R - Residential/Local	A - AC	82	27.3
LVLA	120B	Loveland Avenue	S/O 10TH ST	S/O 11TH ST	248	34	8,432	C - Collector	A - AC	82	16.55
LMLA	100	Lumley Avenue	S/O GOAT TRAIL LOOP ROAD	N/O 19TH ST.	875	25	21,875	R - Residential/Local	A - AC	86	29.79
McRTL	100	MacArthur Lane	S/O DEADEND	N/O CHENNAULT BEACH DRIVE	337	16	5,392	R - Residential/Local	A - AC	61	14.78

Printed: 09/06/2016

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MVDR	100	Marine View Drive	N/O DEADEND	N/O (9929 MARINEVIEW DR.)	1,615	26	44,737	R - Residential/Local	A - AC	78	29.12
MVDR	110	Marine View Drive	S/O (9929 MARINEVIEW DR.)	N/O CHENNAULT BEACH DRIVE	2,778	26	72,228	C - Collector	A - AC	84	17.51
MUBV	110	Mukilteo Blvd.	LAMAR DR S	EAST CITY LIMITS	448	34	15,232	A - Arterial	A - AC	67	14.84
MUBV	120	Mukilteo Blvd.	LAMAR DR S. INT	W/O PROSPECT AVE.	2,365	34	80,410	A - Arterial	A - AC	77	18.8
MKLN	100	Mukilteo Lane	E/O PARK AVE.	W/O BSNE RR R/W	1,886	16	30,176	R - Residential/Local	A - AC	84	28.56
MKLN	110	Mukilteo Lane	E/O BSNE RR R/W	838 FT E/O BSNE RR R/W	838	16	33,344	R - Residential/Local	A - AC	84	28.56
MKLN	120	Mukilteo Lane	838 FT E/O BSNE RR R/W	MUKILTEO BLVD	1,246	16	33,344	R - Residential/Local	A - AC	78	29.12
NAKL	100	NAKETA LANE	S/O 84TH ST SW	E/O CIRCLE	549	26	18,766	R - Residential/Local	A - AC	83	27.93
NPWY	100	Northport Way	N/O POSSESSION WAY	S/O HARTFORD WAY	350	26	9,100	R - Residential/Local	A - AC	85	29.18
OSLN	100	Osprey Lane	DEAD END (NORTH)	W/O BLUE HERON BLVD.	360	26	9,360	R - Residential/Local	A - AC	93	33.26
PAPL	100	Pacific Place	N/O BEVERLY PARK RD.	S/O CIRCLE	320	26	13,346	R - Residential/Local	A - AC	83	34.17
PAFB	100	PAINE FIELD BLVD	E/O MUKILTEO SPEEDWAY (525)	N/O 84TH ST. SW (SR526)	4,565	60	273,900	A - Arterial	A - AC	72	15.54
PRKA	100	Park Avenue	S/O FRONT ST.	N/O BSNE RR R/W	280	49	13,720	R - Residential/Local	A - AC	56	12.14
PRKA	110	Park Avenue	S/O BSNE RR R/W	N/O 3RD ST.	366	34	12,440	R - Residential/Local	A - AC	82	27.3
PRKA	120	Park Avenue	S/O 5TH ST.	N/O 7TH ST	730	30	21,900	R - Residential/Local	A - AC	42	5.59
PRKA	130	Park Avenue	S/O 9TH ST.	N/O(DEADEND)	433	22	9,526	R - Residential/Local	A - AC	82	27.3
PVLN	100	Possession View Lane	E/O WASHINGTON AVE.	W/O GOAT TRAIL ROAD	672	20	13,440	R - Residential/Local	A - AC	82	27.3
POWY	100	Possession Way	N/O HARBOUR POINTE BLVD.	S/O HARBOUR REACH DR.	2,060	34	70,040	R - Residential/Local	A - AC	84	28.56
PRLN	100	Preswick Lane	E/O BAYVIEW DR.	W/O 59TH AVE. W.	920	26	23,920	R - Residential/Local	A - AC	83	27.93
PRSA	100	Prospect Avenue	S/O 2ND ST.	N/O 5TH ST.	818	20	16,360	C - Collector	A - AC	80	15.62
PRSD	100	Prospect Drive	S/O WEBSTER WAY	N/O CENTRAL DRIVE	754	20	15,080	R - Residential/Local	A - AC	86	29.79
RNDA	100	Randolph Avenue	S/O RIDGE STREET	DEAD END (SOUTH)	406	36	14,616	R - Residential/Local	A - AC	82	31.58
RIST	100	Ridge Street	E/O CAMPBELL AVE.	DEAD END (EAST)	878	36	31,608	R - Residential/Local	A - AC	94	33.78
RSLR	100	Russell Road	(BUSINESS ENTRANCE)	MUKILTEO SPEEDWAY (525)	1,360	26	35,360	R - Residential/Local	A - AC	72	23.25
SPLN	100	Sand Piper Lane	DEAD END (WEST)	W/O FINCH STREET	165	26	4,290	R - Residential/Local	A - AC	91	32.48
SCLN	100	Smugglers Cove Lane	S/O 84th STREET	W/O SMUGGLERS COVE LANE	1,010	30	30,300	R - Residential/Local	A - AC	87	30.38
STHR	100	South Road	E/O CIRCLE	W/OEVERGREEN DRIVE	765	33	27,817	R - Residential/Local	A - AC	71	20.4

Printed: 09/06/2016

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
STHR	110	South Road	SOUTH CORNER TURN (BEND)	S/O BLUE HERON BLVD.	1,637	34	55,658	R - Residential/Local	A - AC	87	38.57
STHR	120	South Road	WEST CORNER TURN (BEND)	W/O CIRCLE (OLD SOUTH RD.)	1,130	21	23,730	R - Residential/Local	A - AC	85	35.09
SPDR	100	Southport Drive	E/O CONCORD WAY	W/O POSSESSION WAY	100	26	2,600	R - Residential/Local	A - AC	85	29.18
SADR	100	StAndrews Drive	116TH ST. SW	W/O HARBOUR POINTE BLVD	4,276	34	145,384	R - Residential/Local	A - AC	72	21
SULN	100	Surey Lane	N/O 92nd STREET SW	S/O CIRCLE	560	28	20,706	R - Residential/Local	A - AC	89	31.5
TRST	100	Terrace Street	E/O RANDOLPH AVE.	W/O HILL ST	310	36	11,160	R - Residential/Local	A - AC	94	33.78
VCPL	100	Village Center Place	N/O HARBOUR POINTE BLVD.	S/O 121st PLACE SW	292	23	6,716	R - Residential/Local	A - AC	85	29.18
WSHA	100	Washington Avenue	S/O BSNE RR R/W	N/O 4TH ST.	424	22	9,328	R - Residential/Local	A - AC	86	29.79
WSHA	110	Washington Avenue	S/O 6TH ST.	N/O GOAT TRAIL ROAD	1,158	20	23,160	R - Residential/Local	O - AC/AC	96	53.93
WSHA	120	Washington Avenue	S/O 15TH PL	N/O POSSESSION VIEW LANE	834	26	21,684	R - Residential/Local	A - AC	78	24.74
WSHA	130	Washington Avenue	S/O CLOVER LANE	N/O MUKILTEO SPEEDWAY (525)	1,378	25	34,450	R - Residential/Local	O - AC/AC	97	38.45
WSCS	100	Washington Court SW	E/O WASHINGTON AVE	W/O CIRCLE	192	26	6,854	R - Residential/Local	A - AC	79	29.84
WSPS	100	Washington Place SW	S/O CIRCLE	N/O WASHINGTON CT. SW	166	26	6,178	R - Residential/Local	A - AC	83	27.93
WBST	100	Webster Street	S/O 5H ST.	N/O (DEAD END)	1,040	22	22,880	R - Residential/Local	A - AC	88	30.95
WBSW	100	Webster Way	S/O DEADEND (Partial gravel)	E/O 64TH PL W.	580	20	11,600	R - Residential/Local	A - AC	86	29.79
WHDR	100	West Horizon Drive	S/O EAST HORIZON DR.	HORIZON HEIGHTS	166	20	3,320	R - Residential/Local	A - AC	80	31.02
WODR	100	West Oakmont Drive	S/O ST. ANDREWS DR.	N/O CIRCLE	630	20	12,600	R - Residential/Local	A - AC	95	33.92
WHITTI	010	Whittington Street	CAMPBELL ST	DEAD END	282	22	6,204	R - Residential/Local	A - AC	53	11.07
WIWY	100	Wilmington Way	N/O BRIGHTON PLACE	S/O BRIDGEPORT PLACE	2,232	26	58,032	R - Residential/Local	A - AC	89	31.5

Total Section Length: 322,035

Total Section Area: 9,914,358

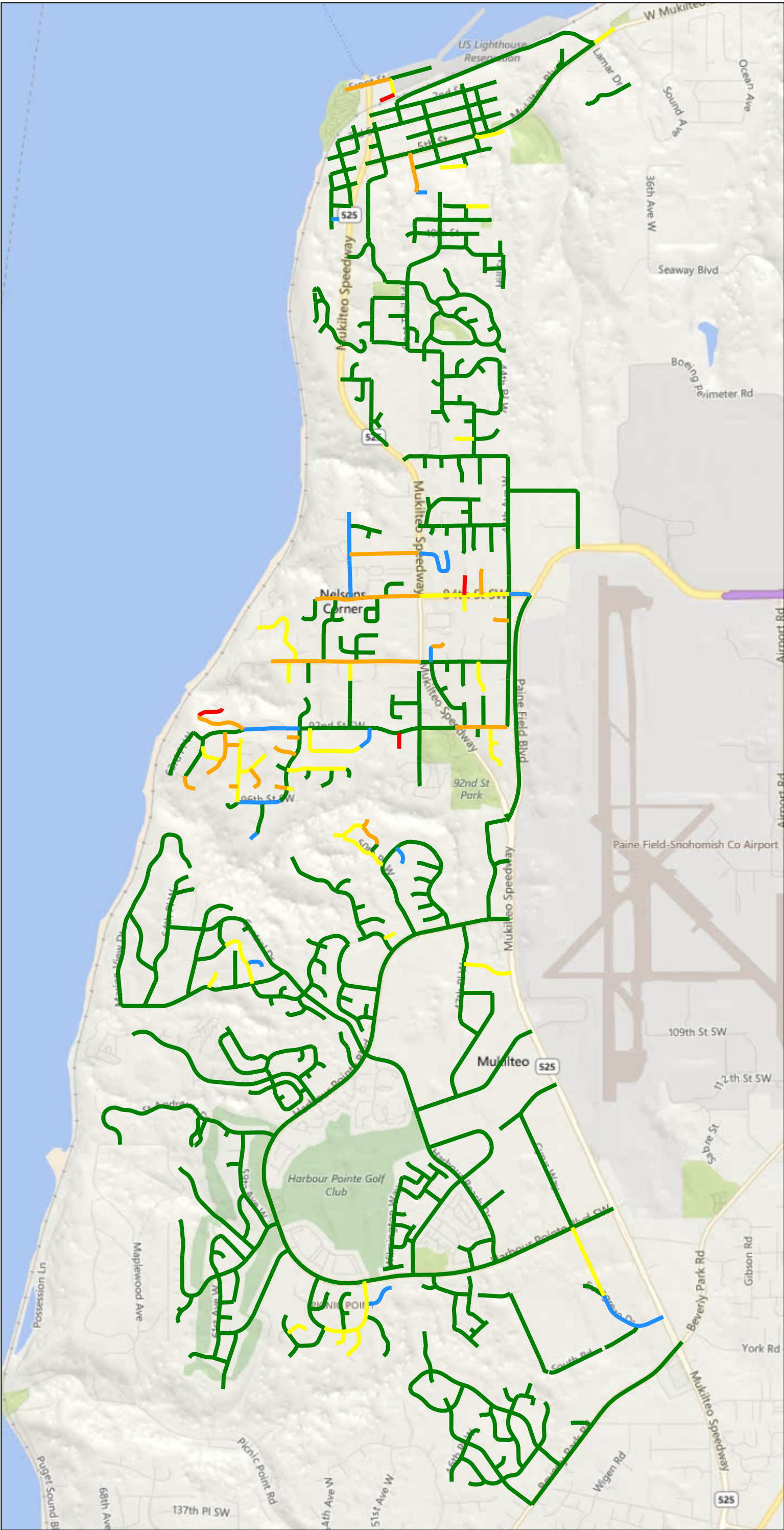


# Current PCI Condition

Printed: 9/6/2016

**Feature Legend**

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



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## **Appendix F**

Sections Selected for Treatment  
*Current Budget Scenario*

Maps – Scenario Treatments

Maps - Scenario Condition

*Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.*

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## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$785,500	\$20,000	2020	\$894,500	\$20,000			
2018	\$974,000	\$20,000	2021	\$926,500	\$20,000			
2019	\$891,500	\$20,000	2022	\$922,500	\$20,000			

## Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**100th Place SW	CIRCLE	W/O 48TH AVE W	100P	100	293	26	10,562	7/25/2016	R	AC	80	\$5,868	21,327	SLURRY SEAL (TYPE II)
**101st Place SW	E/O CIRCLE	W/O 48TH AVE W.	101P	100	260	26	9,704	7/25/2016	R	AC	83	\$5,392	21,267	SLURRY SEAL (TYPE II)
**101st Street SW	E/O 53RD AVE W.	W/O CIRCLE	101S	110	313	26	10,000	7/25/2016	R	AC	86	\$5,556	20,368	SLURRY SEAL (TYPE II)
**102nd Place SW	E/O CIRCLE	W/O 48TH AVE W.	102P	100	256	26	8,518	7/25/2016	R	AC	82	\$4,733	21,342	SLURRY SEAL (TYPE II)
**102nd Street SW	E/O 53RD AVE W.	W/O CIRCLE	102S	110	158	26	5,970	7/25/2016	R	AC	88	\$3,317	19,386	SLURRY SEAL (TYPE II)
**103rd Place SW	E/O CIRCLE	W/O 48TH AVE W.	103P	100	360	26	11,222	7/25/2016	R	AC	83	\$6,235	21,267	SLURRY SEAL (TYPE II)
**103rd Street SW	E/O 53RD AVE W.	W/O CIRCLE	103S	100	490	26	14,602	7/25/2016	R	AC	88	\$8,113	18,998	SLURRY SEAL (TYPE II)
**104th Place SW	E/O CIRCLE	W/O 56TH AVE W	104P	100	212	26	8,456	7/25/2016	R	AC	80	\$4,698	21,327	SLURRY SEAL (TYPE II)
**104th Place SW	E/O 56TH AVE W.	W/O CIRCLE	104P	110	104	26	4,566	7/25/2016	R	AC	88	\$2,537	19,386	SLURRY SEAL (TYPE II)
**104th Place SW	N/O 56TH AVE W	N/O 104TH ST SW	104P	120	654	34	22,236	7/25/2016	R	AC	84	\$12,354	20,986	SLURRY SEAL (TYPE II)
**104th Street SW	E/O 104TH PL SW	E/O 51ST PL W.	104S	100	740	34	25,160	7/25/2016	R	AC	84	\$13,978	20,986	SLURRY SEAL (TYPE II)
**105th Place SW	E/O 56TH AVE W.	N/O CIRCLE	105P	100	307	26	9,844	7/25/2016	R	AC	86	\$5,469	20,368	SLURRY SEAL (TYPE II)
**107th Street SW	E/O 56TH AVE W.	N/O CIRCLE	107S	100	336	26	10,598	7/25/2016	R	AC	85	\$5,888	20,811	SLURRY SEAL (TYPE II)
**107th Street SW	E/O 53RD AVE W.	W/O HARBOUR POINTE BLVD	107S	110	640	34	21,760	7/25/2016	R	AC	86	\$12,089	20,368	SLURRY SEAL (TYPE II)
**108th Place SW	E/O 53RD AVE W	W/O HARBOUR POINTE BLVD	108P	110	318	26	8,268	7/25/2016	R	AC	85	\$4,594	20,811	SLURRY SEAL (TYPE II)
**108th Street SW	E/O 53RD AVE W	W/O CIRCLE	108S	100	224	26	8,572	7/25/2016	R	AC	86	\$4,763	20,368	SLURRY SEAL (TYPE II)
**130th Place SW	E/O CIRCLE	W/O 44TH AVE W.	130P	100	304	26	10,652	7/25/2016	R	AC	86	\$5,918	20,368	SLURRY SEAL (TYPE II)
**130th Place SW	E/O 44TH AVE W.	W/O 42ND AVE W	130P	110	489	26	12,714	7/25/2016	R	AC	84	\$7,064	20,986	SLURRY SEAL (TYPE II)
**131st Place SW	E/O CIRCLE	W/O 45TH ST W.	131P	100	182	26	6,594	7/25/2016	R	AC	88	\$3,664	19,386	SLURRY SEAL (TYPE II)
**131st Street SW	S/O 50TH PL W.	W/O 48TH AVE W	131S	100	905	34	30,770	7/25/2016	R	AC	89	\$17,095	17,973	SLURRY SEAL (TYPE II)
**133rd Street SW	E/O 45TH AVE W.	W/O 44TH AVE W.	133S	100	349	26	9,074	7/25/2016	R	AC	84	\$5,042	21,151	SLURRY SEAL (TYPE II)
**42nd Avenue W	E/O 46TH PL W.	W/O 47TH PL W.	42AW	100	994	26	25,844	7/25/2016	R	AC	89	\$14,358	18,748	SLURRY SEAL (TYPE II)
**42nd Avenue W	S/O HARBOUR HTS. DR.	E/O 47TH PL W.	42AW	110	908	26	23,608	7/25/2016	R	AC	86	\$13,116	20,368	SLURRY SEAL (TYPE II)
**42nd Avenue W	S/O 130TH PL SW	N/O HARBOUR HTS. DR.	42AW	120	815	26	21,190	7/25/2016	R	AC	86	\$11,773	20,368	SLURRY SEAL (TYPE II)
**42ND COURT	E/O CIRCLE	W/O 42ND AVE W.	42C	100	273	26	9,846	7/25/2016	R	AC	84	\$5,470	20,986	SLURRY SEAL (TYPE II)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**42nd Place W	S/O 130TH PL SW	N/O CIRCLE	42PW	100	100	26	5,348	7/25/2016	R	AC	88	\$2,972	19,386	SLURRY SEAL (TYPE II)
**43rd Avenue W	DEADEND	N/O 130TH PL SW	43AW	100	237	26	6,162	7/25/2016	R	AC	91	\$3,424	16,117	SLURRY SEAL (TYPE II)
**44th Avenue W	S/O 130TH PL SW	N/O HARBOUR HTS. DR.	44AW	120	347	26	9,022	7/25/2016	R	AC	89	\$5,013	18,226	SLURRY SEAL (TYPE II)
**44th Avenue W	S/O HARBOUR HTS. DR.	W/O 42ND AVE W.	44AW	130	1,121	26	29,146	7/25/2016	R	AC	87	\$16,193	19,952	SLURRY SEAL (TYPE II)
**45th Avenue W	S/O HARBOUR HTS. DR.	N/O 133RD ST SW	45AW	130	640	26	16,640	7/25/2016	R	AC	83	\$9,245	21,267	SLURRY SEAL (TYPE II)
**45TH COURT	S/O CIRCLE	N/O 47TH PL W.	45C	100	266	26	8,778	7/25/2016	R	AC	88	\$4,877	19,388	SLURRY SEAL (TYPE II)
**46th Place W	W/O CIRCLE	N/O 47TH PL W	46PW	160	310	26	10,808	7/25/2016	R	AC	87	\$6,005	19,951	SLURRY SEAL (TYPE II)
**46th Place W	S/O 47TH PL W	N/O CIRCLE	46PW	170	764	26	22,612	7/25/2016	R	AC	86	\$12,563	20,368	SLURRY SEAL (TYPE II)
**47th Place W	S/O 88TH ST SW	N/O CIRCLE	47PW	110	148	26	5,710	7/25/2016	R	AC	86	\$3,173	20,368	SLURRY SEAL (TYPE II)
**47th Place W	S/O HARBOUR HTS DR.	N/O 48TH AVE W.	47PW	130	516	34	17,544	7/25/2016	R	AC	89	\$9,747	17,974	SLURRY SEAL (TYPE II)
**47th Place W	S/O 131ST ST SW	W/O BEVERLY PARK RD	47PW	140	2,558	34	86,972	7/25/2016	R	AC	89	\$48,318	18,226	SLURRY SEAL (TYPE II)
**48th Avenue W	S/O 99TH ST SW	N/O HARBOUR POINTE BLVD	48AW	120	1,659	34	56,406	7/25/2016	R	AC	83	\$31,337	30,291	SLURRY SEAL (TYPE II)
**48th Avenue W	S/O CIRCLE	N/O 131ST ST SW	48AW	140	182	26	6,594	7/25/2016	R	AC	91	\$3,664	16,117	SLURRY SEAL (TYPE II)
**48th Place W	S/O 87TH ST SW	N/O 88TH ST SW	48PW	110	232	22	6,334	7/25/2016	R	AC	75	\$3,519	20,579	SLURRY SEAL (TYPE II)
**49th Avenue W	S/O 19TH ST.	N/O CIRCLE	49AW	100	126	29	5,895	10/9/2007	R	AC	84	\$3,275	21,077	SLURRY SEAL (TYPE II)
**49th Avenue W	S/O 76TH ST. SW	N/O CIRCLE No circle cons	49AW	110	217	20	4,340	7/25/2016	R	AC	86	\$2,412	20,368	SLURRY SEAL (TYPE II)
**49th Avenue W	S/O CIRCLE	N/O 50TH PL W.	49AW	130	724	26	21,382	7/25/2016	R	AC	91	\$11,879	16,121	SLURRY SEAL (TYPE II)
**49th Avenue W	S/O 50TH PL W.	N/O CIRCLE	49AW	140	159	26	6,882	7/25/2016	R	AC	91	\$3,824	16,119	SLURRY SEAL (TYPE II)
**50th Place W	N/O 131ST ST SW	W/O 49TH AVE W.	50PW	130	543	34	18,462	7/25/2016	R	AC	89	\$10,257	17,973	SLURRY SEAL (TYPE II)
**51st Place W	S/O 104TH ST SW	N/O HARBOUR POINTE BLVD	51PW	100	288	34	9,792	7/25/2016	R	AC	84	\$5,440	20,986	SLURRY SEAL (TYPE II)
**52nd Avenue W	S/O 92ND ST SW	N/O 93RD PL SW	52AW	100	175	22	3,850	7/25/2016	R	AC	72	\$2,139	23,307	SLURRY SEAL (TYPE II)
**52nd Avenue W	S/O CIRCLE	N/O 108TH PL SW	52AW	110	191	26	7,714	7/25/2016	R	AC	86	\$4,286	20,368	SLURRY SEAL (TYPE II)
**53rd Avenue W	S/O CIRCLE	N/O 88TH ST SW	53AW	110	463	26	13,900	7/25/2016	R	AC	82	\$7,723	21,342	SLURRY SEAL (TYPE II)
**53rd Avenue W	S/O 101ST ST SW	N/O 104TH ST SW	53AW	140	1,158	36	41,688	7/25/2016	R	AC	84	\$23,160	21,151	SLURRY SEAL (TYPE II)
**53rd Avenue W	S/O 104TH PL SW	N/O CIRCLE	53AW	150	1,935	31	62,343	7/25/2016	R	AC	82	\$34,635	21,342	SLURRY SEAL (TYPE II)
**53rd Place W	S/O CIRCLE	N/O 87TH PL. SW	53PW	100	204	26	7,166	7/25/2016	R	AC	86	\$3,982	31,692	SLURRY SEAL (TYPE II)
**54th Avenue W	85TH PL	84TH ST	54AW	120	368	28	10,304	7/25/2016	R	AC	85	\$5,725	26,502	SLURRY SEAL (TYPE II)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**54th Place W	S/O 84TH ST SW	88TH ST SW	54PW	100	1,242	22	27,324	7/25/2016	R	AC	83	\$15,180	21,267	SLURRY SEAL (TYPE II)
**55th Place W	S/O 88TH STSW	N/O CIRCLE	55PW	100	371	22	10,296	7/25/2016	R	AC	84	\$5,720	20,986	SLURRY SEAL (TYPE II)
**56th Avenue W	E/O CHENNAULT BEACH ROAD	S/O 104TH PL SW	56AW	100	1,046	34	35,564	7/25/2016	R	AC	87	\$19,758	19,951	SLURRY SEAL (TYPE II)
**57th Avenue W	S/O 92ND ST SW	N/O 96TH AVE SW	57AW	100	1,605	37	59,385	7/25/2016	R	AC	82	\$32,992	21,342	SLURRY SEAL (TYPE II)
**58th Place W	S/O 96TH ST SW	N/O CIRCLE	58PW	100	634	26	19,428	7/25/2016	R	AC	79	\$10,794	21,228	SLURRY SEAL (TYPE II)
**58th Place W	E/O CIRCLE	W/O 58TH PL W	58PW	110	172	26	6,334	7/25/2016	R	AC	76	\$3,519	26,325	SLURRY SEAL (TYPE II)
**81st Place SW	E/O MUKILTEO SPEEDWAY(525)	S/O CIRCLE	81PS	110	1,159	26	32,245	7/25/2016	R	AC	73	\$17,914	25,660	SLURRY SEAL (TYPE II)
**85th Place SW	E/O 54TH PL W.	W/O CIRCLE	85PS	100	247	31	7,657	7/25/2016	R	AC	88	\$4,254	19,000	SLURRY SEAL (TYPE II)
**86th Place SW	E/O 53RD AVE W.	W/O CIRCLE	86PS	110	367	25	11,105	7/25/2016	R	AC	79	\$6,170	24,905	SLURRY SEAL (TYPE II)
**87th Place SW	E/O 53RD PL W.	W/O 53RD AVE W.	87PS	100	310	26	8,060	7/25/2016	R	AC	86	\$4,478	20,368	SLURRY SEAL (TYPE II)
**87th Place SW	E/O 53RD AVE W.	W/O CIRCLE	87PS	110	356	25	10,830	7/25/2016	R	AC	85	\$6,017	20,711	SLURRY SEAL (TYPE II)
**89th Place SW	E/O 48TH PL W.	W/O CIRCLE	89PS	100	120	25	4,930	7/25/2016	R	AC	80	\$2,739	21,326	SLURRY SEAL (TYPE II)
**94TH Place SW	E/O CIRCLE	W/O 57TH AVE W.	94P	100	227	26	5,902	7/25/2016	R	AC	78	\$3,279	21,147	SLURRY SEAL (TYPE II)
**96th Street SW	E/O CIRCLE	W/O 60TH AVE W	96SS	100	213	26	7,400	7/25/2016	R	AC	78	\$4,112	24,772	SLURRY SEAL (TYPE II)
**99th Place SW	E/O CIRCLE	W/O 48TH AVE W	99PS	100	397	26	13,266	7/25/2016	R	AC	85	\$7,370	20,711	SLURRY SEAL (TYPE II)
**99th Street SW	E/O 50TH PL W.	W/O 48TH AVE W	99SS	100	1,210	34	41,140	7/25/2016	R	AC	81	\$22,856	21,313	SLURRY SEAL (TYPE II)
**Debreton Lane	DEAD END EAST OF LAMAR	DEAD END WEST OF LAMAR	DBRL	100	947	23	21,781	7/25/2016	R	AC	78	\$12,101	24,657	SLURRY SEAL (TYPE II)
**Harbour Heights Drive	E/O 50TH PL W.	N/O BEVERLY PARK ROAD	HHDR	100	3,202	34	108,868	7/25/2016	R	AC	86	\$60,483	20,499	SLURRY SEAL (TYPE II)
**NAKETA LANE	S/O 84TH ST SW	E/O CIRCLE	NAKL	100	549	26	18,766	7/25/2016	R	AC	88	\$10,426	18,997	SLURRY SEAL (TYPE II)
Treatment Total												\$718,033		
**101st Street SW	S/O CIRCLE	N/O 53RD AVE W.	101S	100	1,034	34	37,156	7/25/2016	R	AC	78	\$26,835	16,267	SLURRY (TYPE II) & LOCALIZED PATCHING
**104th Street SW	E/O 51ST PL W.	W/O CIRCLE	104S	110	182	26	6,594	7/25/2016	R	AC	75	\$4,763	15,830	SLURRY (TYPE II) & LOCALIZED PATCHING
59th Avenue W	S/O CANYON DRIVE	N/O CHENNAULT BEACH DR	59AW	110	894	27	24,138	7/25/2016	R	AC	77	\$17,433	21,288	SLURRY (TYPE II) & LOCALIZED PATCHING
**94th Street SW	E/O 60TH AVE W	W/O DEADEND	94SS	100	638	34	21,692	7/25/2016	R	AC	77	\$15,667	20,530	SLURRY (TYPE II) & LOCALIZED PATCHING
Treatment Total												\$64,698		

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026



## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

## Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
18th Court	E/O(CIRCLE)	W/O GOAT TRAIL LOOP ROAD	18CT	100	115	25	4,566	7/25/2016	R	AC	85	\$17	543,671	SEAL CRACKS
47th Avenue W	S/O 107TH ST SW	N/O CHENNAULT BEACH ROAD	47AW	120	2,200	34	74,800	7/25/2016	C	AC	82	\$334	612,265	SEAL CRACKS
8th Drive	S/O LOVELAND AVE.	N/O GOAT TRAIL ROAD	8DR	100	300	34	10,200	7/25/2016	C	AC	80	\$52	578,045	SEAL CRACKS
Chennault Beach Road	S/O HARBOUR POINTE BLVD	N/O HARBOUR REACH DR.	CBRD	110	1,603	33	52,899	7/25/2016	C	AC	82	\$236	612,265	SEAL CRACKS
Campbell Avenue	S/O 11TH STREET	S/O 10TH STREET	CMPA	120	220	28	6,160	7/25/2016	R	AC	82	\$28	638,717	SEAL CRACKS
Harbour Pointe Blvd	W/O MUKILTEO SPEEDWAY( 525)	E/O 51ST PL.W.	HPBV	100	2,416	57	137,712	7/25/2016	C	AC	82	\$621	613,749	SEAL CRACKS
Harbour Pointe Blvd	W/O 51ST PL.W.	E/O CHENNAULT BEACH ROAD	HPBV	110	2,090	41	85,690	7/25/2016	C	AC	84	\$332	646,697	SEAL CRACKS
Harbour Pointe Blvd	SAINT ANDREWS DRIVE	N/O CLUBHOUSE LANE	HPBV	150	1,770	41	72,570	7/25/2016	C	AC	84	\$281	646,638	SEAL CRACKS
Harbour Pointe Blvd	S/O CLUBHOUSE LANE	W/O 55TH PL.W.	HPBV	160	1,355	41	55,555	7/25/2016	C	AC	84	\$218	649,174	SEAL CRACKS
Harbour Pointe Blvd	W/O 55TH PL. W.	E/O 52ND PL.W.	HPBV	170	910	41	37,310	7/25/2016	C	AC	85	\$136	659,070	SEAL CRACKS
Harbour Pointe Blvd	E/O 52ND PL.W.	W/O HARBOUR REACH DR.	HPBV	180	2,620	50	131,000	7/25/2016	C	AC	83	\$546	635,973	SEAL CRACKS
Treatment Total												\$2,801		
Year 2017 Area Total						2,050,447		Year 2017 Total				\$785,532		

## Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
South Road	E/O CIRCLE	W/OEVERGREEN DRIVE	STHR	100	765	33	27,817	7/25/2016	R	AC	76	\$15,918	20,200	SLURRY SEAL (TYPE II)
Treatment Total												\$15,918		
95th Place SW	E/O 57TH AVE W	W/O CIRCLE	95PS	130	141	25	3,525	7/25/2016	R	AC	71	\$2,623	17,197	SLURRY (TYPE II) & LOCALIZED PATCHING
Treatment Total												\$2,623		
**45th Place W	S/O 88TH ST SW	HOUSE #9001	45PW	120A	662	26	17,212	7/25/2016	R	AC	100	\$39,397	21,507	BWC OR THIN LIFT O/L WITH PATCHING

\*\* - Treatment from Project Selection

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**49th Place W	E/O 97TH PL SW	W/O 98TH ST SW	49PW	120	528	26	13,728	7/25/2016	R	AC	100	\$31,422	22,474	BWC OR THIN LIFT O/L WITH PATCHING
**50th Avenue W	S/O 99TH ST SW	N/O CIRCLE	50AW	100	295	26	9,532	7/25/2016	R	AC	100	\$21,818	19,337	BWC OR THIN LIFT O/L WITH PATCHING
**50th Place W	99TH ST SW	E/O CIRCLE	50PW	120B	1,137	34	38,658	7/25/2016	R	AC	100	\$88,484	19,214	BWC OR THIN LIFT O/L WITH PATCHING
**60th Avenue W	S/O DEADEND	96TH ST SW	60AW	100	1,196	26	31,096	7/25/2016	R	AC	100	\$71,176	20,139	BWC OR THIN LIFT O/L WITH PATCHING
**81st Place SW	E/O 53RD AVE W.	W/O MUKILTEO SPEEDWAY(525)	81PS	100	1,304	30	39,120	7/25/2016	R	AC	100	\$89,542	21,710	BWC OR THIN LIFT O/L WITH PATCHING
**84th Street SW	E/O 54TH AVE W.	W/O MUKILTEO SPEEDWAY (525)	84SS	110	1,617	26	42,042	7/25/2016	R	AC	100	\$96,230	22,188	BWC OR THIN LIFT O/L WITH PATCHING
**87th Street SW	E/O 48TH PL W.	W/O CIRCLE	87SS	100	239	22	6,488	7/25/2016	R	AC	100	\$14,851	22,122	BWC OR THIN LIFT O/L WITH PATCHING
**92ND Place SW	E/O CIRCLE	W/O 57TH AVE W	92P	110	190	26	6,802	7/25/2016	R	AC	100	\$15,570	22,474	BWC OR THIN LIFT O/L WITH PATCHING
**93RD Place W	E/O 62ND PL W	W/O 61ST AVE W	93P	100	490	20	9,800	7/25/2016	R	AC	100	\$22,432	20,170	BWC OR THIN LIFT O/L WITH PATCHING
**93rd Place SW	E/O CIRCLE	W/O 57TH AVE W	93PS	100	400	26	12,262	7/25/2016	R	AC	100	\$28,067	22,481	BWC OR THIN LIFT O/L WITH PATCHING
**93rd Place SW	E/O 56TH AVE W	W/O 52ND AVE W	93PS	110	1,227	20	24,540	7/25/2016	R	AC	100	\$56,170	21,201	BWC OR THIN LIFT O/L WITH PATCHING
**97th Place SW	E/O 49TH PL W.	W/O CIRCLE	97PS	100	112	26	5,856	7/25/2016	R	AC	100	\$13,404	22,488	BWC OR THIN LIFT O/L WITH PATCHING
**97th Street SW	E/O 50TH PL W.	W/O 49TH PL W.	97SS	100	350	26	9,100	7/25/2016	R	AC	100	\$20,829	21,485	BWC OR THIN LIFT O/L WITH PATCHING
**Whittington Street	CAMPBELL ST	DEAD END	WHITTI	010	282	22	6,204	7/25/2016	R	AC	100	\$14,201	21,113	BWC OR THIN LIFT O/L WITH PATCHING
Treatment Total												\$623,593		
**61ST Place W	S/O CIRCLE (Not const)	N/O 91ST PL SW	61P	100	496	18	8,928	7/21/2014	R	AC	100	\$0	0	MEDIUM AC OVERLAY (2 IN)
**88th Street SW	E/O DEADEND	W/O 53RD AVE W.	88SS	100	1,620	20	32,400	7/25/2016	C	AC	100	\$0	0	MEDIUM AC OVERLAY (2 IN)
**88th Street SW	E/O 53RD AVE W.	W/O MUKILTEO SPEEDWAY(525)	88SS	110	1,293	20	25,860	7/25/2016	C	AC	100	\$0	0	MEDIUM AC OVERLAY (2 IN)
**Harbour Pointe Blvd	E/O CYRUS WAY	W/O MUKILTEO SPEEDWAY (525)	HPBV	200	830	56	46,480	7/25/2016	C	AC	100	\$0	0	MEDIUM AC OVERLAY (2 IN)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

								Treatment Total				\$0		
**50th Place W	S/O 92ND ST SW	N/O CIRCLE	50PW	110	335	26	8,710	7/25/2016	R	AC	100	\$62,301	6,899	RECONSTRUCT SURFACE (AC)
**59th Avenue W	S/O 94TH ST SW	E/O SQUARE (Circle const)	59AW	100	400	34	14,918	7/25/2016	R	AC	100	\$106,706	6,883	RECONSTRUCT SURFACE (AC)
**84th Street SW	E/O NAKETA LANE	W/O 54TH AVE W.	84SS	100	380	26	9,880	7/25/2016	R	AC	100	\$70,670	6,888	RECONSTRUCT SURFACE (AC)
**92ND Place SW	E/O 61ST AVE W	W/O 60TH AVE W	92P	100	250	26	6,500	7/25/2016	R	AC	100	\$46,494	6,888	RECONSTRUCT SURFACE (AC)
**95th Place SW	E/O CIRCLE	W/O 57TH AVE W	95PS	120	246	25	6,150	7/25/2016	R	AC	100	\$43,990	6,814	RECONSTRUCT SURFACE (AC)
								Treatment Total				\$330,161		
19th Street	E/O GOAT TRAIL LOOP ROAD	W/O(DEADEND)	19ST	110	275	33	10,387	7/25/2016	R	AC	83	\$45	535,225	SEAL CRACKS
3rd Street	E/O LOVELAND AVE.	W/O BNSE RR R/W	3ST	120	1,500	34	51,000	7/25/2016	R	AC	81	\$247	534,484	SEAL CRACKS
4th Street	E/O BNSE RR R/W	W/O WASHINGTON AVE.	4ST	100	624	24	14,976	7/25/2016	R	AC	82	\$69	535,225	SEAL CRACKS
4th Street	400' W. OF LOVELAND	EAST DEAD END	4ST	110	1,940	34	65,960	7/25/2016	R	AC	82	\$307	534,973	SEAL CRACKS
4th Street	E/O MUKILTEO SPEEDWAY	W/O LINCOLN STREET	4ST	120	132	18	2,376	7/25/2016	R	AC	87	\$8	491,696	SEAL CRACKS
Church Avenue	S/O 3RD ST	N/O 8TH ST.	CHRA	100	1,215	22	26,730	7/25/2016	R	AC	81	\$130	534,484	SEAL CRACKS
Campbell Avenue	N/O 8TH STREET	S/O 9TH STREET	CMPA	110	254	26	6,604	7/25/2016	R	AC	80	\$35	528,527	SEAL CRACKS
Goat Trail Road	S/O 8TH DR.	N/O 19TH ST.	GTR	110	1,280	34	43,520	7/25/2016	C	AC	79	\$244	542,417	SEAL CRACKS
Harbour Pointe Blvd	E/O HARBOUR REACH DR.	W/O CYRUS WAY	HPBV	190	1,620	51	82,620	7/25/2016	C	AC	80	\$433	559,707	SEAL CRACKS
Highland Terrace Court	E/O GOAT TRAIL RD.	N/O CIRCLE	HTCT	100	326	26	14,558	7/25/2016	R	AC	83	\$62	534,857	SEAL CRACKS
Lumley Avenue	S/O GOAT TRAIL LOOP ROAD	N/O 19TH ST.	LMLA	100	875	25	21,875	7/25/2016	R	AC	83	\$94	535,225	SEAL CRACKS
Washington Avenue	S/O BSNE RR R/W	N/O 4TH ST.	WSHA	100	424	22	9,328	7/25/2016	R	AC	83	\$40	535,222	SEAL CRACKS
								Treatment Total				\$1,714		
Year 2018 Area Total						813,542		Year 2018 Total				\$974,009		

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
106th Street SW	E/O 59TH AVE W.	N/O CIRCLE	106S	100	314	26	10,026	7/25/2016	R	AC	73	\$5,910	19,041	SLURRY SEAL (TYPE II)
East Horizon Drive	W/O WEST HORIZON DR.	E/O EAST HORIZON DR.	EHDR	110	126	20	2,520	7/25/2016	R	AC	84	\$1,486	19,859	SLURRY SEAL (TYPE II)
Treatment Total												\$7,396		
Evergreen Drive	E/ODEAD END	W/OCYRUS WAY	EVRD	100	600	24	14,400	7/25/2016	R	AC	75	\$11,034	18,976	SLURRY (TYPE II) & LOCALIZED PATCHING
Treatment Total												\$11,034		
**106th Street SW	E/O 47TH PL W.	W/O MUKILTEO SPEEDWAY(525)	106S	110	897	34	30,498	7/25/2016	C	AC	100	\$66,509	25,112	BWC OR THIN LIFT OVERLAY
**47th Place W	S/O HARBOUR POINTE BLVD	N/O 109TH ST SW	47PW	120	2,248	34	76,432	7/25/2016	C	AC	100	\$166,679	20,992	BWC OR THIN LIFT OVERLAY
Treatment Total												\$233,188		
**45th Avenue W	S/O 92ND ST SW	N/O CIRCLE	45AW	120	777	26	20,202	7/25/2016	R	AC	100	\$47,628	21,192	BWC OR THIN LIFT O/L WITH PATCHING
**52nd Place W	E/O 127TH ST SW	S/O HARBOUR POINTE BLVD	52PW	100	975	34	33,150	7/25/2016	R	AC	100	\$78,153	19,568	BWC OR THIN LIFT O/L WITH PATCHING
**52nd Place W	S/O 127TH ST SW	N/O CIRCLE	52PW	110	549	26	17,022	7/25/2016	R	AC	100	\$40,131	19,127	BWC OR THIN LIFT O/L WITH PATCHING
**54th Avenue W	S/O 127TH ST SW	E/O CIRCLE	54AW	110	258	26	9,652	7/25/2016	R	AC	100	\$22,756	20,221	BWC OR THIN LIFT O/L WITH PATCHING
**92nd Street SW	E/O MUKILTEO SPEEDWAY (525)	W/O 44TH AVE W	92SS	140	996	20	19,920	7/25/2016	R	AC	100	\$46,963	22,005	BWC OR THIN LIFT O/L WITH PATCHING
**93rd Place SW	E/O 45TH AVE W	W/O CIRCLE	93PS	120	83	26	4,020	7/25/2016	R	AC	100	\$9,478	19,810	BWC OR THIN LIFT O/L WITH PATCHING
**Cyrus Way	S/O HARBOUR POINTE BLVD	N/O EVERGREEN DRIVE	CYRW	110	1,400	24	33,600	7/25/2016	R	AC	100	\$79,214	19,861	BWC OR THIN LIFT O/L WITH PATCHING
**Evergreen Drive	S/OCYRUS WAY	W/O MUKILTEO SPEEDWAY (525)	EVRD	110	1,460	24	35,040	7/25/2016	R	AC	100	\$82,609	20,143	BWC OR THIN LIFT O/L WITH PATCHING
**MacArthur Lane	S/O DEADEND	N/O CHENNAULT BEACH DRIVE	McRTL	100	337	16	5,392	7/25/2016	R	AC	100	\$12,712	19,567	BWC OR THIN LIFT O/L WITH PATCHING
Treatment Total												\$419,644		
**1st Street	DEAD END (WEST)	W/O PARK AVE.	1ST	100	258	20	5,160	7/25/2016	R	AC	100	\$38,016	6,698	RECONSTRUCT SURFACE (AC)
**45th Place W	S/O CIRCLE	N/O 84TH STSW	45PW	110	444	30	15,944	7/25/2016	R	AC	100	\$117,466	6,698	RECONSTRUCT SURFACE (AC)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

## Year: 2019

								Last	Surf						
Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Inspected	FC	Type	PCI	Cost	Rating	Treatment	
**46th Place W	N/O 84TH ST SW	S/O CIRCLE(Circle not const)	46PW	120	428	20	8,560	7/25/2016	R	AC	100	\$63,065	6,698	RECONSTRUCT SURFACE (AC)	
Treatment Total												\$218,547			
2nd Street	E/O MUKILTEO SPEEDWAY (525)	W/O PARK AVE.	2ST	100	540	34	18,360	7/25/2016	C	AC	74	\$135	433,158	SEAL CRACKS	
2nd Street	PROSPECT AVE	W/O BSNE RR R/W	2ST	110B	1,024	34	34,816	7/25/2016	R	AC	80	\$190	512,483	SEAL CRACKS	
3rd Street	E/O CHURCH AVE.	W/O MUKILTEO SPEEDWAY(525)	3ST	100	645	34	21,930	7/25/2016	R	AC	82	\$103	519,668	SEAL CRACKS	
3rd Street	E/O MUKILTEO SPEEDWAY(525)	W/O LOVELAND AVE.	3ST	110	1,096	34	37,264	7/25/2016	R	AC	83	\$162	519,282	SEAL CRACKS	
5th Street	E/O WEBSTER ST	W/O MUKILTEO SPEEDWAY(525)	5ST	100	650	24	15,600	7/25/2016	R	AC	85	\$61	511,549	SEAL CRACKS	
6th Street	E/O WEBSTER ST.	W/O MUKILTEO SPEEDWAY(525)	6ST	100	440	34	14,960	7/25/2016	R	AC	83	\$69	520,465	SEAL CRACKS	
8th Street	E/O WEBSTER ST.	W/O MUKILTEO SPEEDWAY(525)	8ST	100	330	22	7,260	7/25/2016	R	AC	84	\$30	514,444	SEAL CRACKS	
Goat Trail Road	E/O MUKILTEO SPEEDWAY(525)	W/O 8TH DR.	GTR	100	1,740	34	59,160	7/25/2016	C	AC	76	\$400	467,830	SEAL CRACKS	
Lincoln Avenue	S/O 2ND ST.	N/O 5TH ST	LNCA	110	630	36	22,680	7/25/2016	R	AC	80	\$124	512,483	SEAL CRACKS	
Prospect Avenue	S/O 2ND ST.	N/O 5TH ST.	PRSA	100	818	20	16,360	7/25/2016	C	AC	75	\$116	449,851	SEAL CRACKS	
Treatment Total												\$1,390			
Year 2019 Area Total							589,928	Year 2019 Total		\$891,199					

## Year: 2020

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**107th Place SW	S/O CHENNAULT BEACH DRIVE	W/O CHENNAULT BEACH ROAD	107P	100	1,116	26	29,016	7/25/2016	R	AC	85	\$17,615	18,970	SLURRY SEAL (TYPE II)
**108th Place SW	S/O CIRCLE	S/O 56TH PL W	108P	100	393	26	12,080	7/25/2016	R	AC	85	\$7,334	18,970	SLURRY SEAL (TYPE II)
**110th Place SW	E/O 58TH AVE W	W/O 55TH AVE W	110P	100	937	26	24,362	7/25/2016	R	AC	85	\$14,790	19,138	SLURRY SEAL (TYPE II)
**111th Street SW	E/O 59TH AVE W	W/O 58TH AVE W	111S	100	411	26	10,686	7/25/2016	R	AC	85	\$6,488	18,881	SLURRY SEAL (TYPE II)
**117TH Place SW	E/O CIRCLE	W/O 59TH AVE W	117P	100	237	26	8,024	7/25/2016	R	AC	83	\$4,872	19,462	SLURRY SEAL (TYPE II)
**122ND Place SW	E/O CHAMPOINSHIP CIRCLE	W/O CIRCLE	122P	100	220	26	8,468	7/25/2016	R	AC	83	\$5,141	19,462	SLURRY SEAL (TYPE II)

\*\* - Treatment from Project Selection

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**125th Place SW	E/O 55TH PL W	S/O CIRCLE	125P	100	515	26	16,334	7/25/2016	R	AC	84	\$9,916	19,215	SLURRY SEAL (TYPE II)
**125th Place SW	E/O 54TH AVE W	W/O CIRCLE	125P	110	103	26	5,622	7/25/2016	R	AC	82	\$3,413	19,505	SLURRY SEAL (TYPE II)
**125th Place SW	E/O 52ND PL W	W/O CIRCLE	125P	120	598	26	18,492	7/25/2016	R	AC	72	\$11,226	22,845	SLURRY SEAL (TYPE II)
**126th Street SW	E/O 61ST AVE W	W/O CIRCLE	126S	100	200	26	8,144	7/25/2016	R	AC	82	\$4,944	19,505	SLURRY SEAL (TYPE II)
**126th Street SW	E/O 52ND PL W	N/O CIRCLE	126S	110	1,012	26	26,312	7/25/2016	R	AC	84	\$15,974	19,304	SLURRY SEAL (TYPE II)
**126th Street SW	E/O CIRCLE	W/O 63RD PL SW	126S	120	33	34	3,426	7/25/2016	R	AC	84	\$2,080	19,304	SLURRY SEAL (TYPE II)
**128th Street SW	E/O CIRCLE	W/O 60TH AVE W	128S	100	738	26	21,936	7/25/2016	R	AC	84	\$13,317	19,304	SLURRY SEAL (TYPE II)
**128th Street SW	S/O CIRCLE	N/O 56TH PL W	128S	110	624	26	19,168	7/25/2016	R	AC	77	\$11,637	19,261	SLURRY SEAL (TYPE II)
**1st Lane	DEAD END (WEST)	DEAD END (EAST)	1LN	100	301	16	4,816	7/25/2016	R	AC	84	\$2,924	19,200	SLURRY SEAL (TYPE II)
**44th Place W	S/O 71ST PL SW	N/O 73RD PL SW	44PW	100	973	34	33,082	7/25/2016	R	AC	81	\$20,084	26,023	SLURRY SEAL (TYPE II)
**45th Avenue W	E/O 71ST PL SW	W/O CIRCLE	45AW	100	141	26	3,666	7/25/2016	R	AC	81	\$2,226	26,023	SLURRY SEAL (TYPE II)
**45th Avenue W	S/O 80TH ST SW	N/O CIRCLE	45AW	110	422	26	12,834	7/25/2016	R	AC	85	\$7,792	19,138	SLURRY SEAL (TYPE II)
**45th Place W	S/O 76TH ST SW	N/O DEADEND	45PW	100	564	22	12,408	7/25/2016	R	AC	84	\$7,533	19,304	SLURRY SEAL (TYPE II)
**45th Place W	HOUSE #9001	92ND ST SW	45PW	120B	595	26	15,470	7/25/2016	R	AC	83	\$9,392	19,460	SLURRY SEAL (TYPE II)
**46th Avenue W	S/O 78TH AVE W.	N/O 80TH ST SW	46AW	110	469	34	15,946	7/25/2016	R	AC	84	\$9,681	19,305	SLURRY SEAL (TYPE II)
**46th Avenue W	S/O 92ND ST SW	N/O CIRCLE	46AW	130	150	22	5,434	7/25/2016	R	AC	84	\$3,299	19,304	SLURRY SEAL (TYPE II)
**46th Place W	S/O 76TH ST SW	N/O CIRCLE	46PW	100	468	26	14,030	7/25/2016	R	AC	85	\$8,518	19,138	SLURRY SEAL (TYPE II)
**46th Place W	S/O 88TH ST SW	N/O CIRCLE	46PW	140	426	26	12,779	7/25/2016	R	AC	84	\$7,758	19,305	SLURRY SEAL (TYPE II)
**47th Avenue W	S/O CIRCLE	N/O 71ST PL. SW	47AW	100	316	27	11,596	7/25/2016	R	AC	83	\$7,040	19,460	SLURRY SEAL (TYPE II)
**50th Place W	S/O DEADEND	W/O CIRCLE	50PW	100	552	26	16,214	7/25/2016	R	AC	85	\$9,844	18,970	SLURRY SEAL (TYPE II)
**52nd Avenue W	N/O CIRCLE	S/O 80TH ST. SW	52AW	120	289	30	8,670	7/25/2016	R	AC	84	\$5,264	19,200	SLURRY SEAL (TYPE II)
**53rd Avenue W	S/O 94TH PL SW	N/O CIRCLE	53AW	130	194	26	5,044	7/25/2016	R	AC	85	\$3,063	19,138	SLURRY SEAL (TYPE II)
**53rd Place W	S/O CIRCLE	W/O HARBOUR POINTE BLVD	53PW	110	728	34	27,056	7/25/2016	R	AC	84	\$16,425	19,304	SLURRY SEAL (TYPE II)
**54th Avenue W	W/O CIRCLE	N/O 127TH ST SW	54AW	100	800	26	23,744	7/25/2016	R	AC	84	\$14,415	19,304	SLURRY SEAL (TYPE II)
**55th Avenue W	S/O 94TH PLSW	N/O CIRCLE	55AW	100	123	34	4,182	7/25/2016	R	AC	85	\$2,539	18,969	SLURRY SEAL (TYPE II)
**55th Avenue W	E/O 110TH PL SW	N/O HARBOUR HTS PKWY	55AW	110	756	26	19,656	7/25/2016	R	AC	85	\$11,933	19,138	SLURRY SEAL (TYPE II)
**55th Place W	S/O HARBOUR POINTE BLVD	N/O 127TH ST SW	55PW	110	1,119	34	38,046	7/25/2016	R	AC	79	\$23,097	19,428	SLURRY SEAL (TYPE II)
**56th Avenue W	S/O 94TH PL SW	N/O CIRCLE	56AW	120	256	26	6,656	7/25/2016	R	AC	83	\$4,041	19,460	SLURRY SEAL (TYPE II)
**56th Place W	S/O 107TH PL SW	W/O CIRCLE	56PW	100	617	26	17,904	7/25/2016	R	AC	84	\$10,869	19,216	SLURRY SEAL (TYPE II)
**57th Place W	W/O CIRCLE	N/O 107TH PL SW	57PW	100	184	26	6,646	7/25/2016	R	AC	85	\$4,035	19,138	SLURRY SEAL (TYPE II)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**58th Avenue W	S/O 107TH PL SW	JN/O CIRCLE	58AW	100	133	26	5,320	7/25/2016	R	AC	81	\$3,230	19,524	SLURRY SEAL (TYPE II)
**59th Avenue W	S/O CIRCLE	W/O 111ST ST SW	59AW	120	691	26	19,828	7/25/2016	R	AC	84	\$12,037	19,304	SLURRY SEAL (TYPE II)
**59th Avenue W	S/O SAINT ANDREWS DRIVE	N/O CLUBHOUSE LANE	59AW	130	1,938	26	50,388	7/25/2016	R	AC	82	\$30,590	19,505	SLURRY SEAL (TYPE II)
**60th Avenue W	S/O DOUBLE EAGLE DR	N/O CIRCLE	60AW	130	1,055	26	30,178	7/25/2016	R	AC	85	\$18,321	19,138	SLURRY SEAL (TYPE II)
**61st Avenue W	S/O CLUBHOUSE LANE	N/O 128TH ST SW	61AW	110	1,540	26	40,040	7/25/2016	R	AC	85	\$24,308	19,138	SLURRY SEAL (TYPE II)
62nd Place W	S/O CENTRAL DRIVE	N/O CHENNAULT BEACH DRIVE	62PW	120	1,283	20	25,660	7/25/2016	R	AC	78	\$15,578	19,376	SLURRY SEAL (TYPE II)
**63RD Place S	S/O CLUBHOUSE LANE	N/O CIRCLE	63P	100	535	26	13,910	7/25/2016	R	AC	85	\$8,445	18,881	SLURRY SEAL (TYPE II)
**71st Place SW	E/O 48TH AVE W.	W/O 44TH PL W.	71PS	100	1,212	34	41,208	7/25/2016	R	AC	83	\$25,017	28,075	SLURRY SEAL (TYPE II)
**73rd Place SW	E/O 46TH AVE W.	W/O 44TH PL W.	73PS	110	486	34	16,524	7/25/2016	R	AC	81	\$10,032	19,503	SLURRY SEAL (TYPE II)
**79th Place SW	E/O CIRCLE	W/O 46TH AVE W.	79PS	100	130	38	5,986	7/25/2016	R	AC	85	\$3,634	18,881	SLURRY SEAL (TYPE II)
**80th Street SW	E/O 53RD AVE W.	W/O DEADEND	80SS	100	664	29	19,256	7/25/2016	R	AC	84	\$11,690	19,305	SLURRY SEAL (TYPE II)
92nd Street SW	E/O 61ST AVE W	S/O 91ST PL SW	92SS	110	357	20	7,140	7/25/2016	R	AC	78	\$4,335	19,376	SLURRY SEAL (TYPE II)
**Bayview Drive	S/O CIRCLE	N/O CLUBHOUSE LANE	BVDR	100	2,117	34	74,962	7/25/2016	R	AC	85	\$45,508	19,138	SLURRY SEAL (TYPE II)
**Club House Lane	S/O CIRCLEw/ island	W/O 63TH PL S.	CHLN	100	1,638	26	42,588	7/25/2016	R	AC	85	\$25,854	18,881	SLURRY SEAL (TYPE II)
**Club House Lane	E/O 63RD PL S.	W/O 61ST AVE W.	CHLN	110	662	34	22,508	7/25/2016	R	AC	85	\$13,664	18,881	SLURRY SEAL (TYPE II)
**Club House Lane	E/O 61ST AVE W.	W/O HARBOUR POINTE BLVD	CHLN	120	1,568	34	53,312	7/25/2016	R	AC	82	\$32,365	19,505	SLURRY SEAL (TYPE II)
**CHAMPIONSHIP CIRCLE	N/O CLUBHOUSE LANE	W/O CLUBHOUSE LANE	CHMC	100	1,490	26	38,740	7/25/2016	R	AC	85	\$23,518	18,881	SLURRY SEAL (TYPE II)
**Campbell Avenue	S/O 6TH STREET	N/O WASHINGTON STREET	CMPA	100	185	22	4,070	7/25/2016	R	AC	83	\$2,471	27,579	SLURRY SEAL (TYPE II)
**Cornelia Avenue	S/O FIRST LANE	N/O 2ND ST.	CRNA	100	125	20	2,500	7/25/2016	R	AC	85	\$1,518	18,970	SLURRY SEAL (TYPE II)
**Cornelia Avenue	S/O 2ND ST.	N/O 6TH ST.LA	CRNA	110	1,010	20	20,200	7/25/2016	R	AC	83	\$12,263	19,462	SLURRY SEAL (TYPE II)
**Double Eagle Drive	E/O 61TH AVE W.	W/O HARBOUR POINTE BLVD.	DEDR	100	2,198	26	57,148	7/25/2016	R	AC	79	\$34,693	24,913	SLURRY SEAL (TYPE II)
**Graham Way	E/O CIRCLE	N/O 84TH ST SW	GRHW	100	485	22	11,890	7/25/2016	R	AC	84	\$7,219	19,304	SLURRY SEAL (TYPE II)
**Ironwood Lane	E/O 61ST AVE W	S/O CLUBHOUSE LANE	IWLN	100	879	26	22,854	7/25/2016	R	AC	85	\$13,874	18,969	SLURRY SEAL (TYPE II)
**Loveland Avenue	S/O 2ND ST.	N/O 6TH ST.	LVLA	100	1,033	22	22,726	7/25/2016	R	AC	82	\$13,797	19,505	SLURRY SEAL (TYPE II)

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

## Year: 2020

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
**Mukilteo Lane	E/O PARK AVE.	W/O BSNE RR R/W	MKLN	100	1,886	16	30,176	7/25/2016	R	AC	85	\$18,319	19,138	SLURRY SEAL (TYPE II)
**Pacific Place	N/O BEVERLY PARK RD.	S/O CIRCLE	PAPL	100	320	26	13,346	7/25/2016	R	AC	87	\$8,102	29,199	SLURRY SEAL (TYPE II)
**Possession Way	N/O HARBOUR POINTE BLVD.	S/O HARBOUR REACH DR.	POWY	100	2,060	34	70,040	7/25/2016	R	AC	85	\$42,520	19,106	SLURRY SEAL (TYPE II)
**Park Avenue	S/O BSNE RR R/W	N/O 3RD ST.	PRKA	110	366	34	12,440	7/25/2016	R	AC	84	\$7,552	19,363	SLURRY SEAL (TYPE II)
**Preswick Lane	E/O BAYVIEW DR.	W/O 59TH AVE. W.	PRLN	100	920	26	23,920	7/25/2016	R	AC	84	\$14,522	19,215	SLURRY SEAL (TYPE II)
Treatment Total												\$805,495		
**127th Street SW	S/O 55TH PL W	W/O 52ND PL W	127S	100	634	34	21,556	7/25/2016	R	AC	68	\$17,012	15,655	SLURRY (TYPE II) & LOCALIZED PATCHING
**55th Avenue W	E/O 128TH ST SW	S/O 127TH ST SW	55AW	120	660	26	17,160	7/25/2016	R	AC	73	\$13,543	14,248	SLURRY (TYPE II) & LOCALIZED PATCHING
**6th Street	E/O PARK AVE.	W/O PROSPECT AVE.	6ST	120	1,536	22	33,792	7/25/2016	R	AC	75	\$26,669	18,283	SLURRY (TYPE II) & LOCALIZED PATCHING
Treatment Total												\$57,224		
**2nd Street	E/O PARK AVE	PROSPECT AVE	2ST	110A	1,516	34	51,544	7/25/2016	C	AC	81	\$31,291	20,122	SLURRY OR CHIP SEAL
Treatment Total												\$31,291		
Year 2020 Area Total						1,450,859		Year 2020 Total				\$894,010		

## Year: 2021

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
HORIZON Heights Drive	E/O (CIRCLE)	W/O EAST HORIZON DR.	HRZD	100	436	20	8,720	7/25/2016	R	AC	78	\$5,453	18,824	SLURRY SEAL (TYPE II)
Washington Avenue	S/O 15TH PL	N/O POSSESSION VIEW LANE	WSHA	120	834	26	21,684	7/25/2016	R	AC	78	\$13,559	18,727	SLURRY SEAL (TYPE II)
Treatment Total												\$19,012		
**5th Street	E/O MUKILTEO SPEEDW AY(525)	W/O PROSPECT AVE.	5ST	110	2,400	34	81,600	7/25/2016	A	AC	100	\$188,786	26,876	BWC OR THIN LIFT OVERLAY
**Beverly Park Road	E/O47TH PL W	W/O MUKILTEO (525)	BVPK	100	4,170	41	170,970	7/25/2016	UMi A	AC	100	\$395,547	26,809	BWC OR THIN LIFT OVERLAY
**Mukilteo Blvd.	LAMAR DR S	EAST CITY LIMITS	MUBV	110	448	34	15,232	7/25/2016	A	AC	100	\$35,240	31,180	BWC OR THIN LIFT OVERLAY

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026



## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

## Year: 2021

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment	
**Mukilteo Blvd.	LAMAR DR S. INT	W/O PROSPECT AVE.	MUBV	120	2,365	34	80,410	7/25/2016	A	AC	100	\$186,033	26,398	BWC OR THIN LIFT OVERLAY	
Treatment Total												\$805,606			
**Park Avenue	S/O FRONT ST.	N/O BSNE RR R/W	PRKA	100	280	49	13,720	7/25/2016	R	AC	100	\$34,316	19,927	BWC OR THIN LIFT O/L WITH PATCHING	
Treatment Total												\$34,316			
**85th Place SW	E/O CIRCLE	W/O 44TH AVE W.	85PS	110	254	26	8,466	7/25/2016	R	AC	100	\$66,171	6,313	RECONSTRUCT SURFACE (AC)	
Treatment Total												\$66,171			
47th Avenue W	S/O 107TH ST SW	N/O CHENNAULT BEACH ROAD	47AW	120	2,200	34	74,800	7/25/2016	C	AC	75	\$547	434,103	SEAL CRACKS	
Treatment Total												\$547			
Year 2021 Area Total						475,602		Year 2021 Total				\$925,652			

## Year: 2022

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
10th Street	E/O PARK AVE.	W/O CAMPBELL AVE.	10ST	110	997	20	19,940	7/25/2016	R	AC	78	\$12,843	18,245	SLURRY SEAL (TYPE II)
11th Street	E/O LOVELAND AVE.	W/O CAMPBELL AVE.	11ST	100	486	20	9,720	7/25/2016	R	AC	78	\$6,261	18,245	SLURRY SEAL (TYPE II)
Treatment Total												\$19,104		
**Chennault Beach Road	E/OCHENNAULT BCH ROAD	W/O MUKILTEO SPEEDWAY	CBRD	120	2,822	42	118,524	7/25/2016	C	AC	100	\$282,438	21,125	BWC OR THIN LIFT OVERLAY
Treatment Total												\$282,438		
**53rd Avenue W	S/O 88TH ST SW	S/O 89TH PL	53AW	120A	420	26	10,920	7/25/2016	R	AC	100	\$28,132	18,859	BWC OR THIN LIFT O/L WITH PATCHING
**7th Street	E/O PARK AVE.	W/O Private driveway(DEAD END)	7ST	100	238	20	4,760	7/25/2016	R	AC	100	\$12,263	18,990	BWC OR THIN LIFT O/L WITH PATCHING
**92nd Street SW	E/O 91ST PL SW	W/O 57TH AVE W	92SS	120	1,102	20	22,040	7/25/2016	R	AC	100	\$56,779	19,482	BWC OR THIN LIFT O/L WITH PATCHING

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 09/06/2016

Scenario: (2) Current Funding (\$5.4M over 6 years)

								Treatment Total				\$97,174			
**61st Avenue W	S/O 92ND ST SW	N/O CIRCLE	61AW	100	912	26	25,574	7/25/2016	R	AC	100	\$205,884	6,129	RECONSTRUCT SURFACE (AC)	
**91st Place SW	S/O 61ST PL W	N/O 92ND ST SW	91PS	100	968	18	17,424	7/25/2016	R	AC	100	\$140,273	6,129	RECONSTRUCT SURFACE (AC)	
**Park Avenue	S/O 5TH ST.	N/O 7TH ST	PRKA	120	730	30	21,900	7/25/2016	R	AC	100	\$176,307	6,129	RECONSTRUCT SURFACE (AC)	
								Treatment Total				\$522,464			
44th Avenue W	S/O 130TH PL SW	N/O HARBOUR HTS. DR.	44AW	120	347	26	9,022	7/25/2016	R	AC	82	\$46	475,622	SEAL CRACKS	
47th Place W	S/O HARBOUR HTS DR.	N/O 48TH AVE W.	47PW	130	516	34	17,544	7/25/2016	R	AC	83	\$89	476,309	SEAL CRACKS	
48th Avenue W	S/O 99TH ST SW	N/O HARBOUR POINTE BLVD	48AW	120	1,659	34	56,406	7/25/2016	R	AC	80	\$341	672,947	SEAL CRACKS	
53rd Place W	S/O CIRCLE	N/O 87TH PL. SW	53PW	100	204	26	7,166	7/25/2016	R	AC	83	\$35	747,809	SEAL CRACKS	
54th Avenue W	85TH PL	84TH ST	54AW	120	368	28	10,304	7/25/2016	R	AC	81	\$59	597,043	SEAL CRACKS	
58th Place W	E/O CIRCLE	W/O 58TH PL W	58PW	110	172	26	6,334	7/25/2016	R	AC	72	\$54	507,413	SEAL CRACKS	
59th Avenue W	S/O CANYON DRIVE	N/O CHENNAULT BEACH DR	59AW	110	894	27	24,138	7/25/2016	R	AC	74	\$194	550,915	SEAL CRACKS	
86th Place SW	E/O 53RD AVE W.	W/O CIRCLE	86PS	110	367	25	11,105	7/25/2016	R	AC	75	\$87	494,341	SEAL CRACKS	
94th Street SW	E/O 60TH AVE W	W/O DEADEND	94SS	100	638	34	21,692	7/25/2016	R	AC	74	\$176	526,524	SEAL CRACKS	
96th Street SW	E/O CIRCLE	W/O 60TH AVE W	96SS	100	213	26	7,400	7/25/2016	R	AC	74	\$60	484,506	SEAL CRACKS	
Debrelon Lane	DEAD END EAST OF LAMAR	DEAD END WEST OF LAMAR	DBRL	100	947	23	21,781	7/25/2016	R	AC	74	\$173	487,286	SEAL CRACKS	
								Treatment Total				\$1,314			
Year 2022 Area Total						443,694		Year 2022 Total				\$922,494			
Total Section Area:						5,824,072		Grand Total				\$5,392,896			

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria: General Code &lt;&gt; SR - STATE ROUTE

SS1026

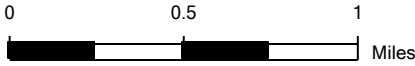
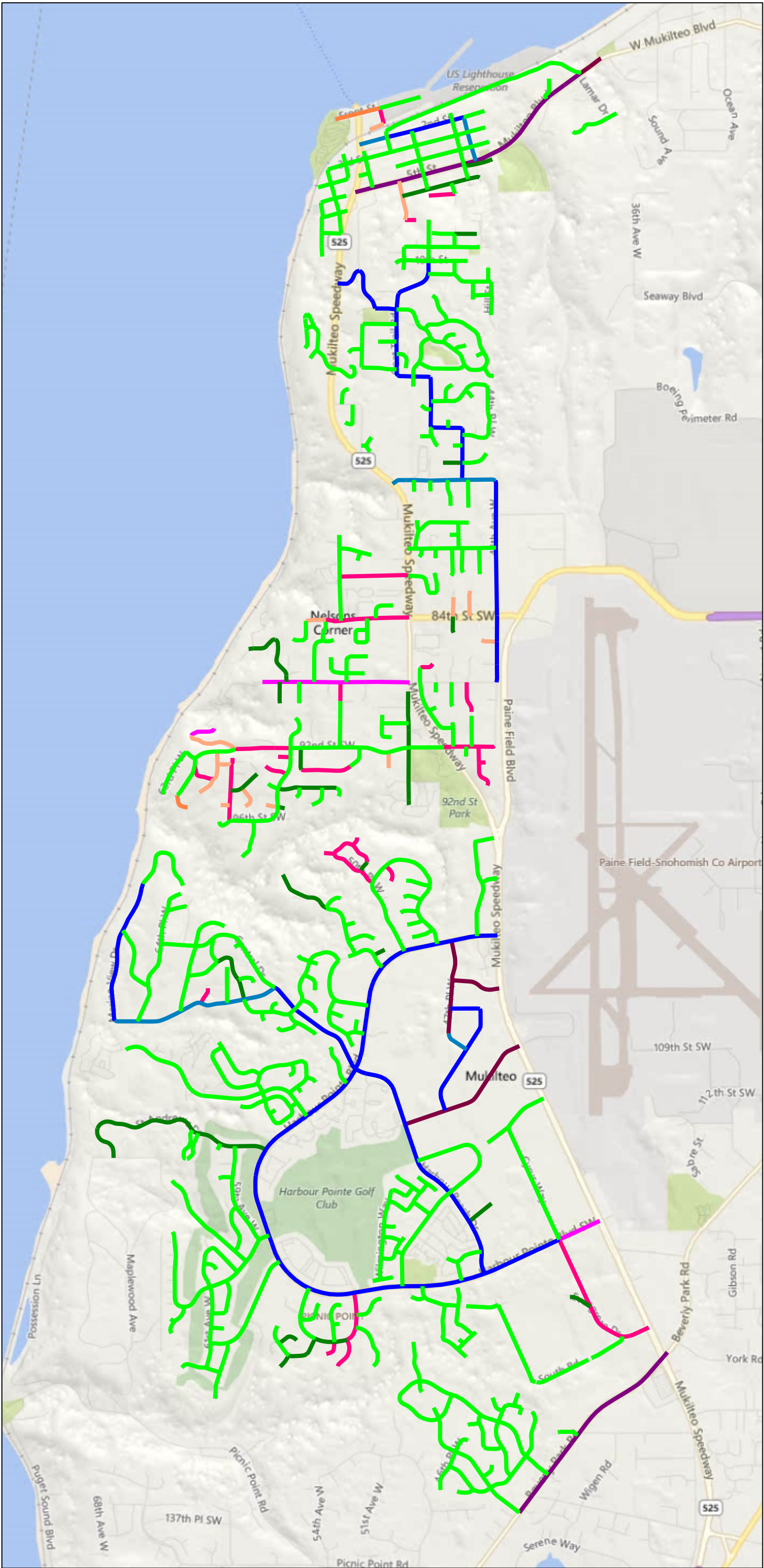


# Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 9/6/2016

## Feature Legend

- BWC OR THIN LIFT O/L WITH PATCHING
- BWC OR THIN LIFT OVERLAY
- BWC OR THIN LIFT OVERLAY (PM)
- MEDIUM AC OVERLAY (2 IN)
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY (TYPE II) & LOCALIZED PATCHING
- SLURRY OR CHIP SEAL
- SLURRY OR CHIP SEAL W/LOCAL REPAIRS
- SLURRY SEAL (TYPE II)





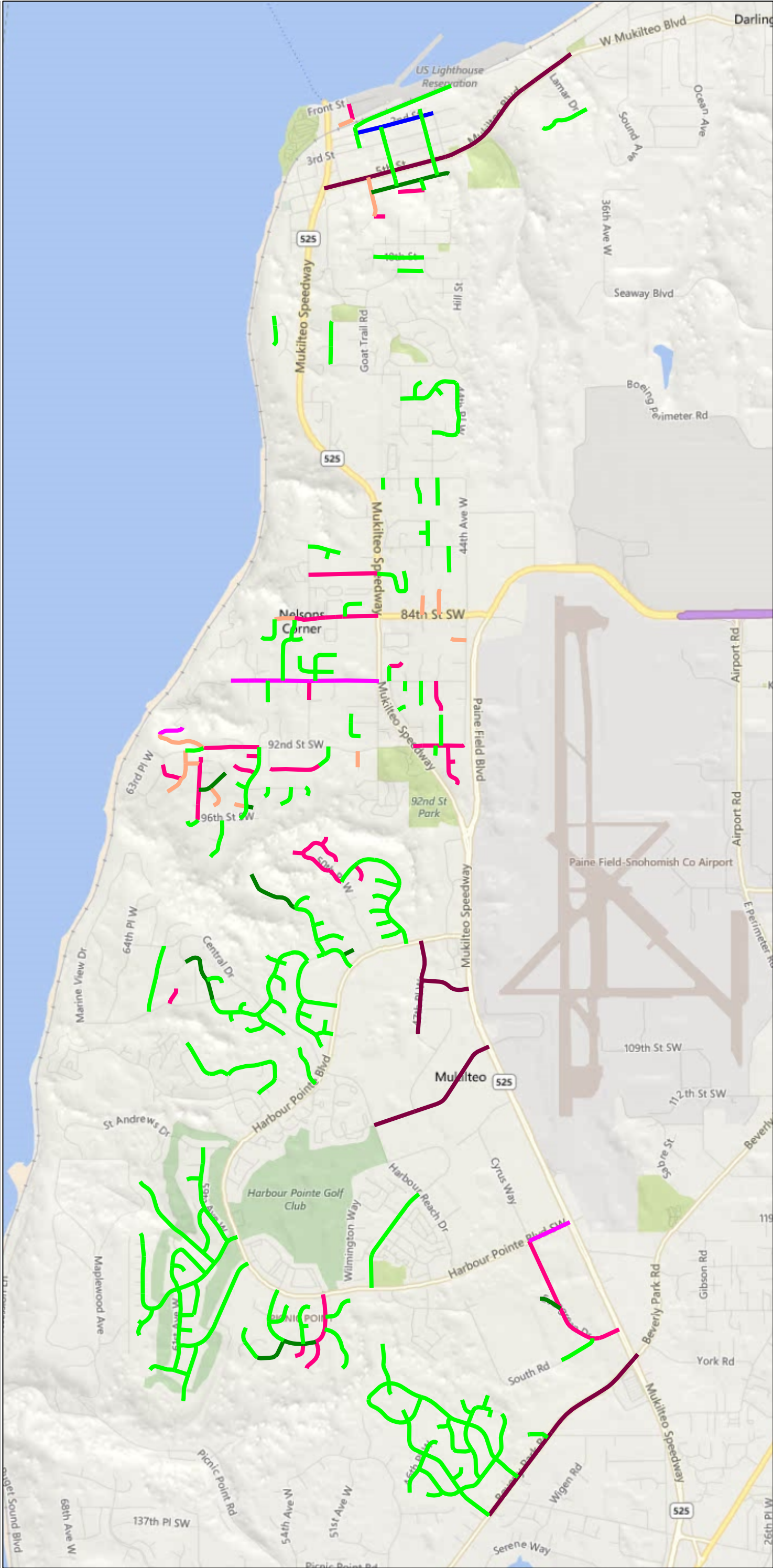


# Scenario Treatments

(2) 6 year plan (\$5.4M over 6 years) - All Project Periods - Printed: 9/6/2016

**Feature Legend**

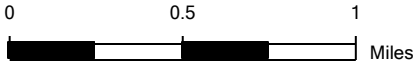
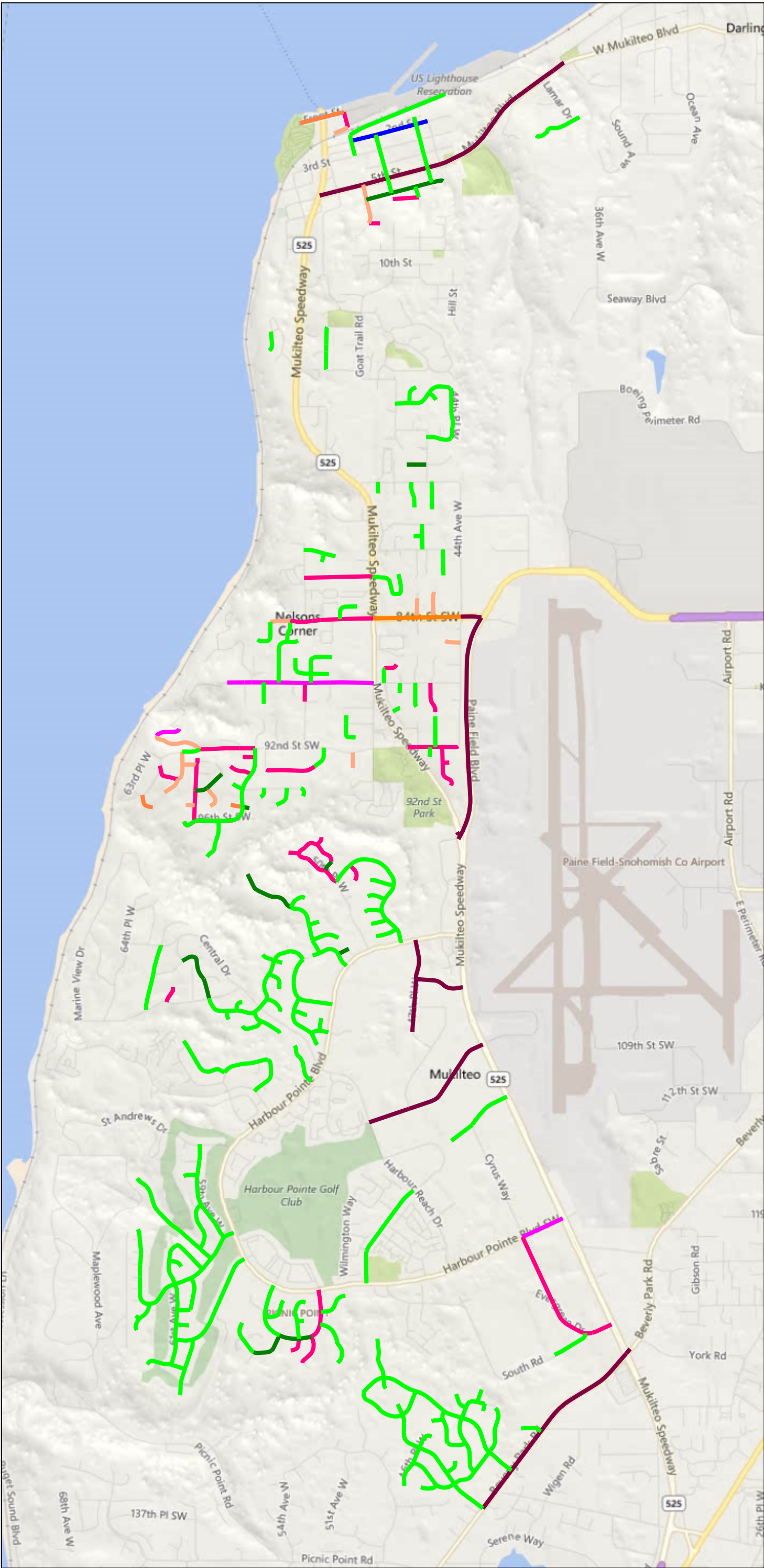
- BWC OR THIN LIFT O/L WITH PATCHING
- BWC OR THIN LIFT OVERLAY
- MEDIUM AC OVERLAY (2 IN)
- RECONSTRUCT SURFACE (AC)
- SLURRY (TYPE II) & LOCALIZED PATCHING
- SLURRY OR CHIP SEAL
- SLURRY SEAL (TYPE II)







- Feature Legend**
- BWC OR THIN LIFT O/L WITH PATCHING
  - BWC OR THIN LIFT OVERLAY
  - MEDIUM AC OVERLAY (2 IN)
  - RECONSTRUCT STRUCTURE (AC)
  - RECONSTRUCT SURFACE (AC)
  - SLURRY (TYPE II) & LOCALIZED PATCHING
  - SLURRY OR CHIP SEAL
  - SLURRY SEAL (TYPE II)
  - THICK AC OVERLAY(2.5 - 3 IN)





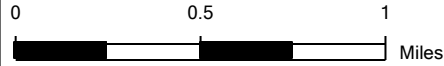
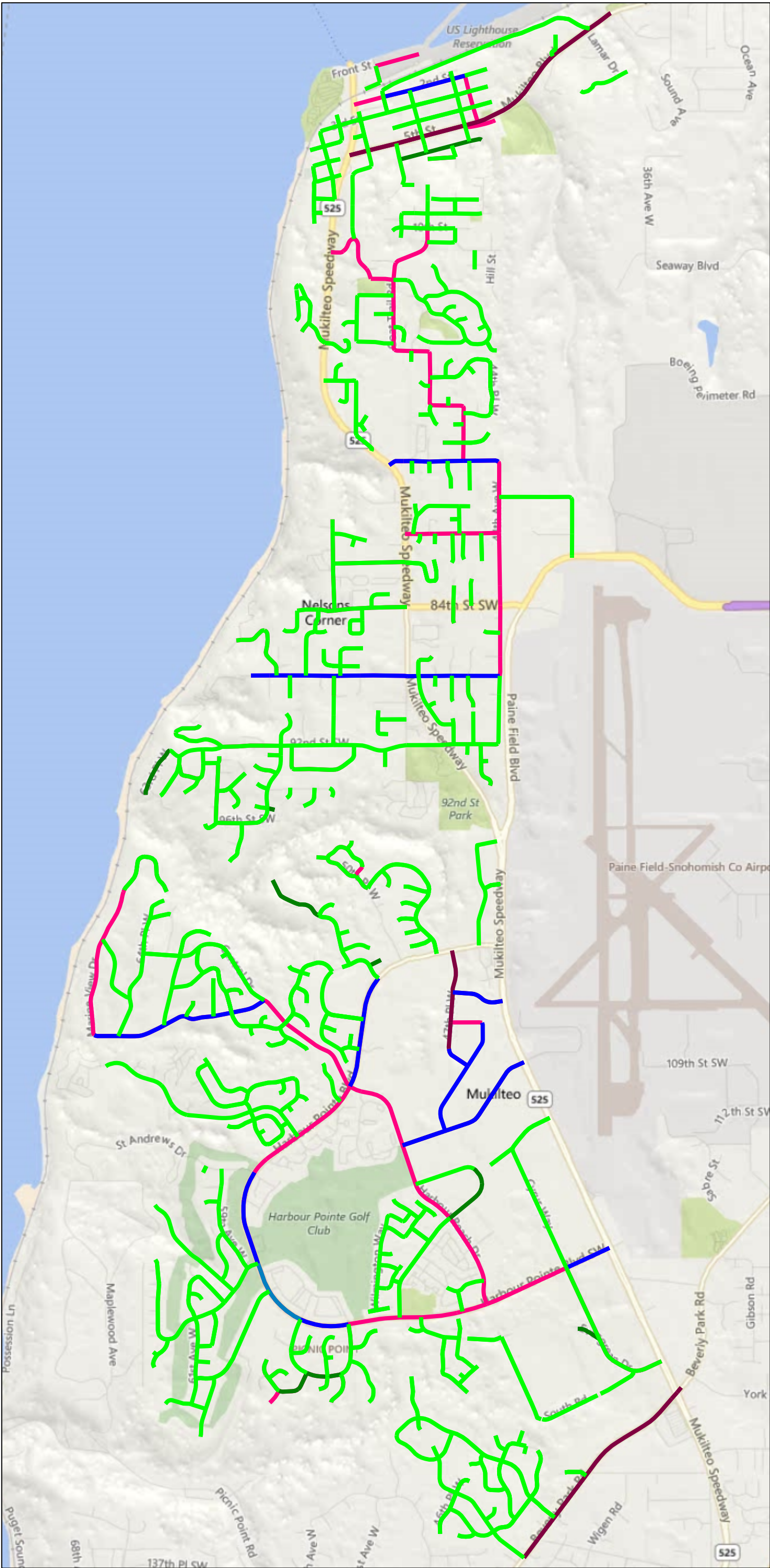


# Scenario Treatments

(4) 20 year plan - All Project Periods - Printed: 9/6/2016

**Feature Legend**

- BWC OR THIN LIFT O/L WITH PATCHING
- BWC OR THIN LIFT OVERLAY
- MEDIUM AC OVERLAY (2 IN)
- RECONSTRUCT SURFACE (AC)
- SLURRY (TYPE II) & LOCALIZED PATCHING
- SLURRY OR CHIP SEAL
- SLURRY OR CHIP SEAL W/LOCAL REPAIRS
- SLURRY SEAL (TYPE II)







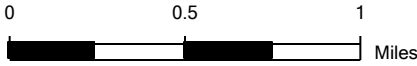
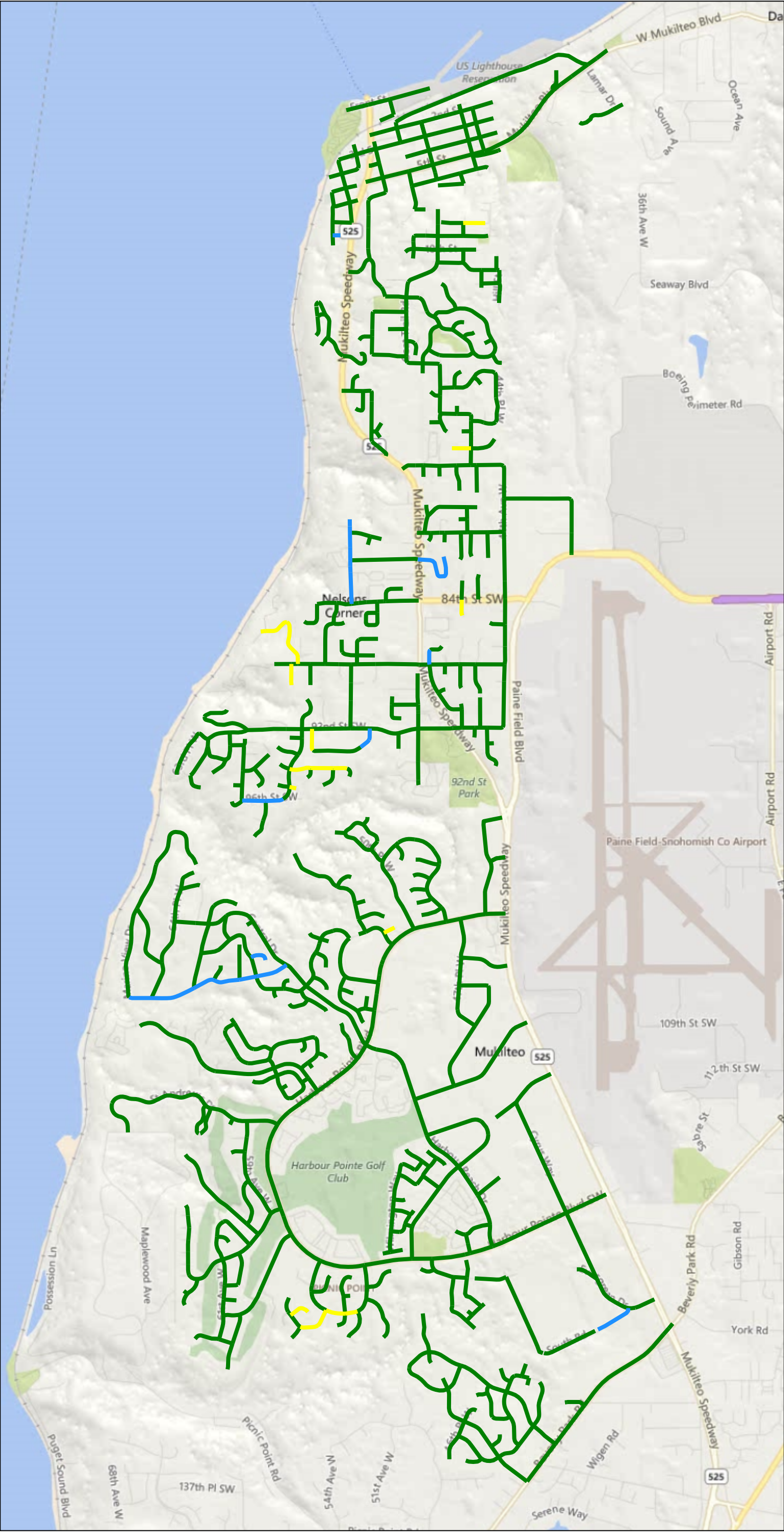
# Scenario PCI Condition

(1) Unconstrained Needs - 2022 Project Period

Printed: 9/6/2016

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)







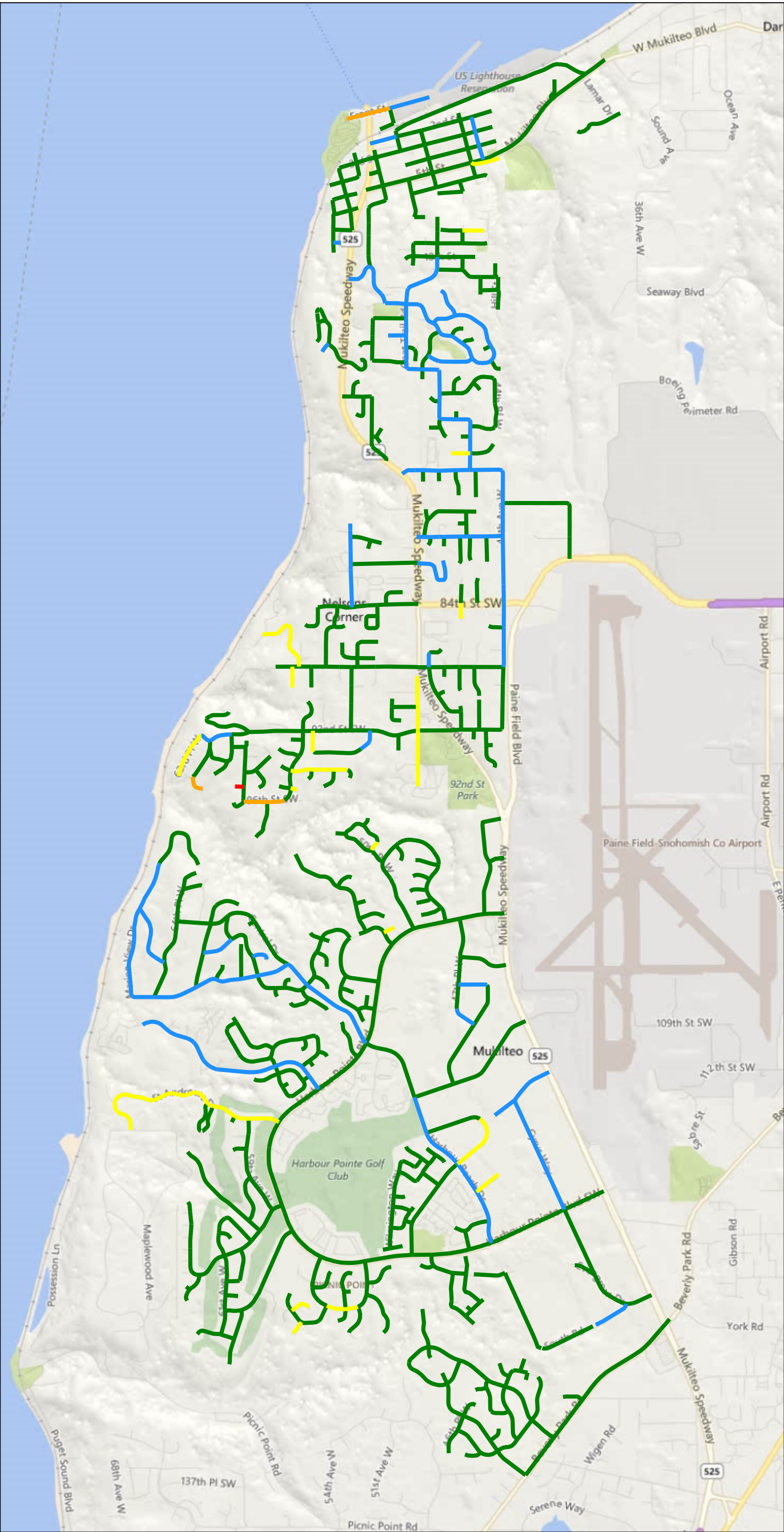
# Scenario PCI Condition

(2) Current Funding (\$5.4M over 6 years) - 2022 Project Period

Printed: 9/6/2016

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor







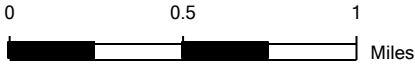
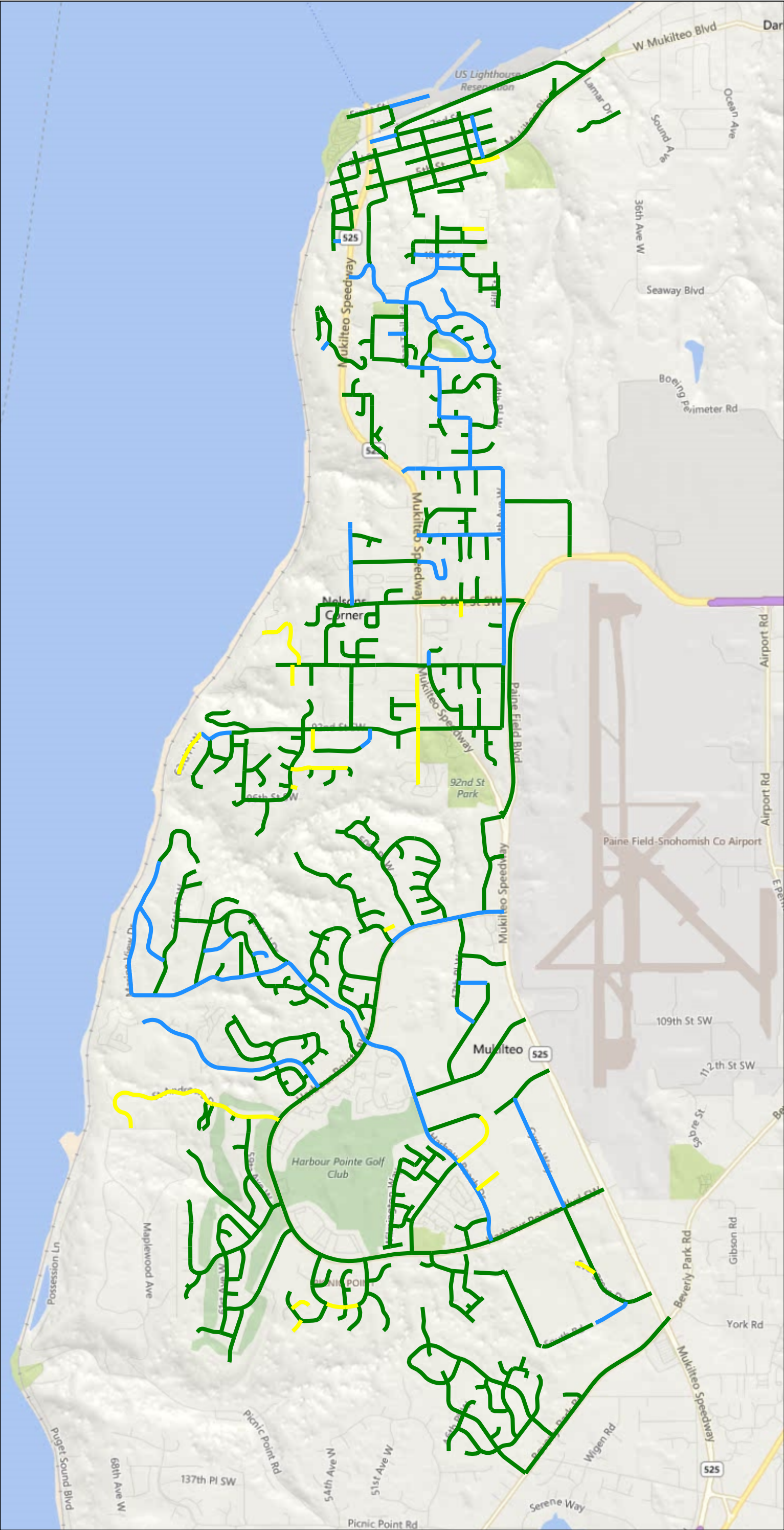
# Scenario PCI Condition

(3) Increased Funding (\$6.9M over 6 years) - 2022 Project Period

Printed: 9/6/2016

**Feature Legend**

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)







Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

