City of Liberty Lake
Pavement Master Plan



2026

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1. Executive Summary

The City of Liberty Lake's Pavement Management Plan (PMP) provides a data-driven framework for maintaining, preserving, and improving the City's 54 centerline miles of public streets. The PMP supports the City's Strategic Plan Goal #4 — *Planned Growth and Infrastructure* — by prioritizing well-planned investment in reliable, functional, and resilient transportation infrastructure that meets current and future community needs.

Purpose

The primary purpose of the PMP is to ensure that Liberty Lake's street network remains safe, efficient, and cost-effective through proactive maintenance and rehabilitation. By using objective pavement condition data, the PMP helps guide funding decisions, optimize repair timing, and extend the life of existing assets — protecting the City's substantial investment in its roadway system.

Program Overview

Liberty Lake utilizes a combination of in-house staff and contracted services to deliver a comprehensive pavement maintenance program:

- In-House Crews perform minor repairs such as crack sealing, cold mix patching, mastic applications, and small HMA patches.
- Contracted Services are used for larger HMA patching and overlay projects, leveraging local contractors for efficiency and cost control.
- Condition Assessments are conducted by City engineers, technicians, and maintenance staff through visual analysis and periodic data collection to evaluate pavement condition index (PCI) values across the network.

Condition Summary

Initial pavement assessments indicate that Liberty Lake's overall pavement network is in good condition, reflecting consistent investment in preservation and timely rehabilitation. Preventative maintenance strategies, such as crack sealing and mastic treatments, have proven effective in extending pavement life and minimizing costly reconstruction.

Strategic Alignment

The PMP directly supports the City's Strategic Plan Goal #4: Planned Growth and Infrastructure, with measurable results that include:

- Key Result 4.1: Planned facilities that keep pace with expected growth.
- Key Result 4.2: Infrastructure preserved in good condition through proactive maintenance.
- Key Result 4.3: Ongoing public engagement in comprehensive infrastructure planning.

Satisfaction survey data underscores this alignment — nearly half (48%) of residents indicated that *well-maintained roads and infrastructure* contribute to their satisfaction with living and working in Liberty Lake, and 40% identified infrastructure as a top priority area for city focus.

Outcomes

The PMP enables Liberty Lake to:

- Maintain a balanced, lifecycle-based approach to pavement investment.
- Reduce long-term costs through preventative maintenance rather than reactive repair.
- Prioritize projects using transparent, data-supported methods.
- Support Complete Streets principles, integrating multimodal safety and accessibility in all projects.
- Strengthening fiscal stewardship and community trust by linking pavement investments to measurable performance outcomes.

Overview of citywide pavement conditions (average PCI, % good/fair/poor).

- Overall, the city street inventory contains approximately 55 miles of pavement with an average PCI of 77.28, which is considered in good condition. Much of this can be attributed to the age of the city and the number of local streets that have been constructed through new residential developments over the past few years. These local streets (PCI: 80.12) make up roughly 54% by mileage of the city's total inventory. Despite the high average PCI found in the local streets, there are pockets of the city that will require significant investment in the coming years due to age and condition.
- The city's larger arterial and collector streets average a slightly lower PCI than the local streets (PCI:70 – 75) due to their age and increased traffic usage, often by much larger freight vehicles than seen on local streets. In recent years these sections of the city have been given increased focus on local funding as well as state and federal grant programs.

Connection to City Council goals (infrastructure stewardship, mobility, sustainability).

- The Pavement Management Plan (PMP) directly supports the City Council's Strategic Plan Goal #4: Planned Growth and Infrastructure, which emphasizes well-planned growth and strategic investment in public infrastructure to preserve Liberty Lake's unique character and ensure long-term community resilience.
- By establishing a data-driven framework for roadway maintenance, repair, and capital investment, the PMP provides the foundation for achieving several of the City's key strategic outcomes:
    - **Goal 4.1 – Planned facilities keep pace with expected growth**
      The PMP ensures that roadway infrastructure planning and investment are synchronized with Liberty Lake's growth trajectory. By incorporating pavement condition data, traffic

volumes, and network expansion needs, the plan helps anticipate infrastructure demands associated with new development and maintain a balanced, sustainable transportation system.

- **Goal 4.2 – Infrastructure is preserved in good condition**
  The PMP establishes a systematic approach to preserve and extend the life of existing roadways. Through routine maintenance, timely rehabilitation, and the prioritization of preservation treatments, the City can maintain a high average Pavement Condition Index (PCI) while minimizing costly reconstruction. This aligns with the City's commitment to reliable, functional, and resilient infrastructure.

- **Goal 4.3 – Comprehensive planning engagement is growing each year**
  The PMP process promotes community engagement and transparency by using easily understood pavement condition data and mapping tools. Residents can see how their feedback and survey responses influence priorities for roadway investment, helping to build trust and increase participation in broader infrastructure planning efforts such as the Comprehensive Plan and development code updates.

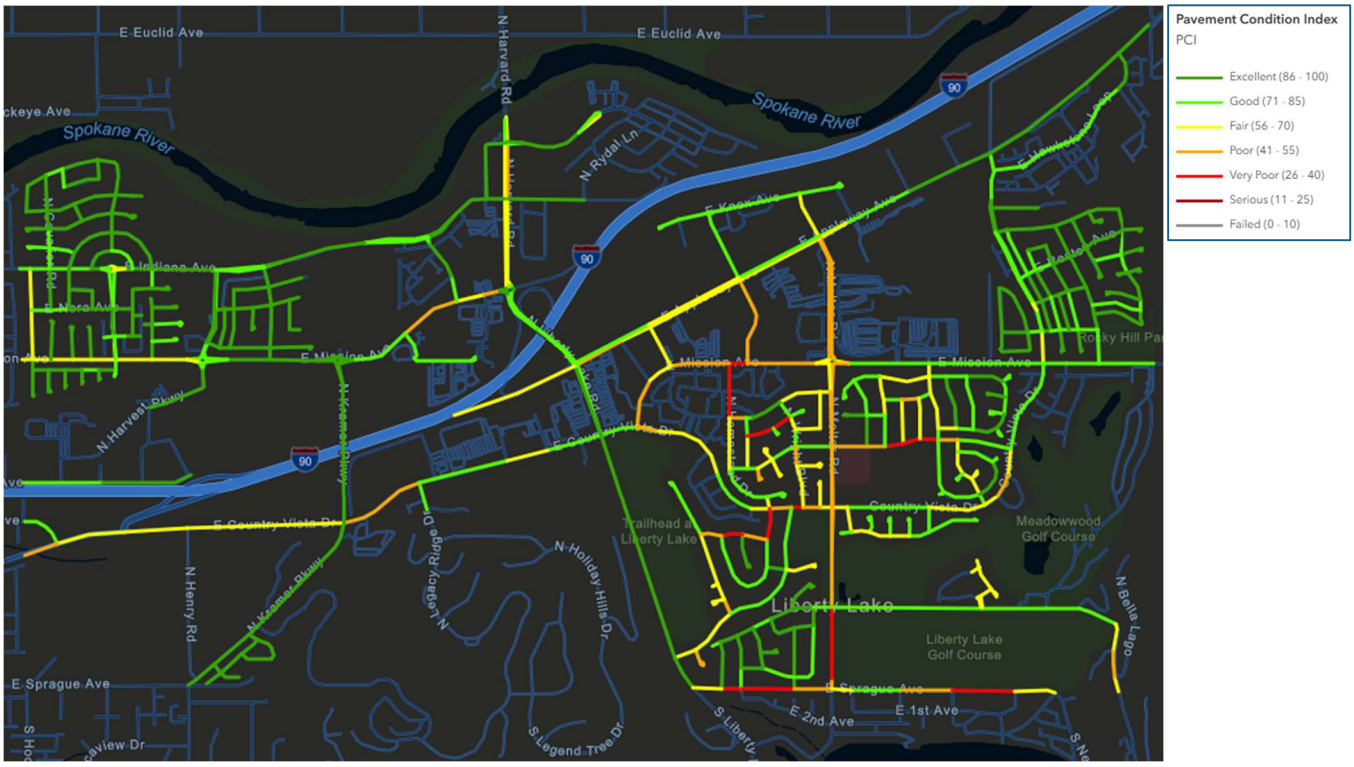
- The City's Community Satisfaction Survey further reinforces the importance of pavement management to residents. Nearly half of respondents (48%) indicated that *well-maintained roads and infrastructure* contribute to their satisfaction with living and working in Liberty Lake, and 40% listed *city facilities and infrastructure* among their top five focus areas for improvement. These results demonstrate that maintaining a high-quality roadway network is not only a technical objective but also a key driver of community satisfaction and livability.
- By aligning the PMP with Council priorities and resident feedback, the City ensures that investments in roadway infrastructure are strategic, transparent, and responsive to community values—providing a durable foundation for future growth and long-term quality of life in Liberty Lake.

Major funding needs and recommended investment levels.

- Increased funding is required to maintain City streets at current service levels, generally corresponding to a Pavement Condition Index (PCI) between 70 and 80. Achieving this performance level will require several million dollars in capital investment across both arterial and local streets. While some may assume roadways are designed to last indefinitely, most pavement structures are typically designed for an average service life of approximately **20 years**, assuming timely maintenance and rehabilitation. As a result, a significant portion of the City's street network will require pavement surface replacement over the next 20 years to maintain conditions in the "good" range (PCI greater than 70).
- At current funding levels, including available tax revenues and grant funding, the City will be unable to address these capital replacement needs. Without increased investment, pavement conditions are projected to decline from "good" to "fair" within the next 10 to 15 years, leading to accelerated deterioration and substantially higher future costs. This funding shortfall is expected to result in a growing backlog of unfunded roadway

improvement needs exceeding **$60 million** over the same timeframe, further compounding maintenance challenges and limiting the City's ability to preserve safe and reliable streets.

- The below pavement condition heat map indicates that most of our city streets, both arterial, collector, and local, are in good overall condition, except for a few older sections of town that have or will soon reach the end of their useful life. Most of the streets shown below in "poor" or "very poor" condition have been included in previous capital facility plans for repair and will remain a high priority for replacement in the next few years. As a relatively new city, many of the streets were found to be in good or excellent condition and are associated with newer development occurring since the city incorporation in 2001.



The table below reflects the number of miles by road classification and the condition of each. While the city maintains a relatively overall healthy PCI in the "good" range; there are several sections of road within the city that are in serious disrepair.

Classification	Excellent (86-100)	Good (71-85)	Fair (56-70)	Poor (41-55)	Very Poor (26-40)	N/A	Total
Major Arterial	1.24	2.20	2.91	0.69	0.00	0.00	**7.25**
Minor Arterial	2.00	1.62	1.02	2.41	0.06	0.00	**7.11**
Collector	2.91	3.35	1.30	1.23	0.78	0.00	**9.57**
Local	14.05	10.10	4.09	0.84	0.54	0.00	**29.62**
Future Road	0.00	0.00	0.00	0.00	0.00	1.12	**1.12**
Total	**20.2**	**17.26**	**9.72**	**5.18**	**1.38**	**1.12**	**54.86**

15-year forecast of condition vs. funding level.

- The below table reflects maintenance scenarios developed using the CityLogix Budget Planner tool to analyze the strategic effect of different PCI goals and the funding levels required for capital projects to maintain levels of service (LOS), as well as the current Streets Fund Operating Costs developed by Public Works. The operating costs shown below do not contribute to activities that increase PCI scores. Each PCI Scenario indicates the funding required to maintain that PCI (i.e. 60-80) by the end of the 15-yr study period. The data below the PCI scenarios indicates the current proposed budget and the difference in additional funding required to maintain that PCI. In some scenarios it is less financially advantageous to lower PCI goals due to deferred maintenance resulting in higher repair costs (i.e. Local streets at PCIs below 70)

Pavement Condition Index Maintenance Scenarios (15-yr)							
Functional Class	**Total Miles**	**2026 PCI**	**PCI:60**	**PCI:65**	**PCI:70**	**PCI:75**	**PCI:80**	**Maintain Current PCI by Functional Class**
Major Arterial	7.25	71.5	$ 8,570,529	$ 10,094,607	**$ 12,306,098**	$ 14,068,877	$ 16,115,432	
Minor Arterial	7.11	70.9	$ 6,522,150	$ 7,799,733	**$ 8,727,282**	$ 9,570,912	$ 9,586,624	
Collector	9.57	74.6	$ 5,930,048	$ 6,538,971	$ 7,274,416	**$ 7,594,285**	$ 8,284,553	
Local	29.79	81.2	$ 14,289,787	$ 14,155,063	$ 13,897,713	$ 14,670,536	**$ 17,786,199**	
15-yr Total (2027-2041)			**$ 35,312,514**	**$ 38,588,374**	**$ 42,205,509**	**$ 45,904,610**	**$ 51,772,808**	**$ 46,413,864**
Annual Funding Required (2026$)			**$ 2,354,168**	**$ 2,572,558**	**$ 2,813,701**	**$ 3,060,307**	**$ 3,451,521**	**$ 3,094,258**
Operating Costs (2026)			**$ 1,294,020**	**$ 1,294,020**	**$ 1,294,020**	**$ 1,294,020**	**$ 1,294,020**	**$ 1,294,020**
Total Funding Required			**$ 3,648,188**	**$ 3,866,578**	**$ 4,107,721**	**$ 4,354,327**	**$ 4,745,541**	**$ 4,388,278**
Total Revenue (Sales/Gas Tax)			**$ 1,155,600**	**$ 1,155,600**	**$ 1,155,600**	**$ 1,155,600**	**$ 1,155,600**	**$ 1,155,600**
Real Estate Excise Tax (REET2)			**$ 620,000**	**$ 620,000**	**$ 620,000**	**$ 620,000**	**$ 620,000**	**$ 620,000**
Grants (Not Guaranteed)			**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**
Remaining Funding Required			**$ 872,588**	**$ 1,090,978**	**$ 1,332,121**	**$ 1,578,727**	**$ 1,969,941**	**$ 1,612,678**

A budget scenario was also run through CityLogix Software using the $1.62M/yr CFP budget (REET2 projection + $1M grant/yr). This scenario resulted in the overall PCI decreasing from 77 (2025) to 57 (2041). This scenario also resulted in a maintenance backlog of $64M (2026$) in 2041.

2. Introduction

Purpose:

The purpose of the Pavement Master Plan (PMP) is to provide a data-driven, transparent framework for managing and investing in the City's pavement assets in a manner that supports safe, reliable, and accessible transportation for all users. The PMP evaluates the condition and performance of the street network and establishes prioritized maintenance and rehabilitation strategies that maximize the life of pavement(s), optimize limited resources, and reduce long-term costs.

The Pavement Master Plan is an integral component of Liberty Lake's broader mobility and infrastructure strategy. It aligns with the City's goals for multimodal transportation, economic vitality, and sustainable asset management by ensuring that streets function as complete corridors supporting vehicles, pedestrians, bicyclists, emergency services, freight, and transit. By coordinating pavement investments with planned utility work, capital projects, and development activity, the PMP promotes efficient project delivery and minimizes disruptions to the community.

Through this plan, Liberty Lake commits to proactive, strategic investments that preserve existing infrastructure, improve safety and ride quality, and maintain equitable access across neighborhoods. The PMP serves as a decision-making tool that helps guide annual budgeting, capital planning, and policy discussions, ensuring that investments in the street network are consistent, defensible, and aligned with the City's long-term mobility and infrastructure objectives.

Relationship with other plans:

The Pavement Master Plan (PMP) is designed to complement and support Liberty Lake's broader suite of planning documents by providing a focused, implementation-oriented framework for managing the City's street pavement assets. While the PMP concentrates specifically on pavement condition, preservation strategies, and investment prioritization, it functions in coordination with other adopted and forthcoming City plans to ensure consistency across land use, mobility, and capital investment decisions.

The PMP aligns with the Comprehensive Master Plan by supporting transportation and land use policies that promote safe, efficient, and connected street networks. By preserving roadway infrastructure in areas targeted for growth, redevelopment, and multimodal use, the PMP helps ensure that pavement conditions do not become a barrier to achieving the City's long-term land use vision and transportation goals.

PMP informs and is informed by the Transportation Improvement Plan (TIP) by identifying pavement preservation and rehabilitation needs that can be incorporated into near- and mid-term transportation programming. This coordination helps balance system preservation with capacity, safety, and multimodal improvements, and supports strategic sequencing of projects.

PMP also serves as a foundational input to the Capital Improvement Plan (CIP) by providing objective condition data, treatment recommendations, and cost projections that guide capital budgeting and investment decisions. Integrating PMP priorities into the CIP promotes fiscal responsibility, extends pavement life, and reduces long-term maintenance liabilities.

Coordination with the City's Parks Master Plan ensures that pavement investments support access to parks, trails, and recreational facilities. The PMP helps prioritize streets and corridors that serve key park assets, trail connections, and community destinations, reinforcing safe and accessible routes for pedestrians, bicyclists, and families.

Together, these plans form an integrated planning framework. The Pavement Master Plan plays a critical role by translating high-level policy goals into actionable pavement investment strategies that support Liberty Lake's mobility, infrastructure, and quality-of-life objectives.

Regional Coordination

The PMP was developed in coordination with regional transportation priorities and asset management practices established by the Washington State Department of Transportation (WSDOT), Spokane County, and the Spokane Regional Transportation Council (SRTC). The PMP supports regional goals for system preservation, safety, and mobility by prioritizing pavement investments that maintain the functionality and reliability of key corridors connecting Liberty Lake to the regional transportation network.

Coordination with WSDOT ensures that pavement strategies along state routes and connecting arterials are consistent with state preservation standards, safety initiatives, and freight and emergency response needs. The PMP also aligns with Spokane County priorities by supporting continuity of pavement conditions across jurisdictional boundaries and coordinating maintenance and rehabilitation efforts on shared and adjacent roadway corridors.

Through alignment with SRTC planning efforts, including the Metropolitan Transportation Plan and Transportation Improvement Program, the PMP helps ensure that Liberty Lake's pavement investments are consistent with regional performance measures, funding eligibility requirements, and long-range mobility objectives. This coordination strengthens the City's ability to compete for state and federal funding and supports efficient, integrated transportation system management across the region.

By aligning local pavement preservation strategies with regional planning frameworks, the PMP reinforces Liberty Lake's role as a connected and reliable component of the broader regional transportation system.

3. Existing Conditions Overview

Purpose: Establish a baseline for the City's street network and current management practices.

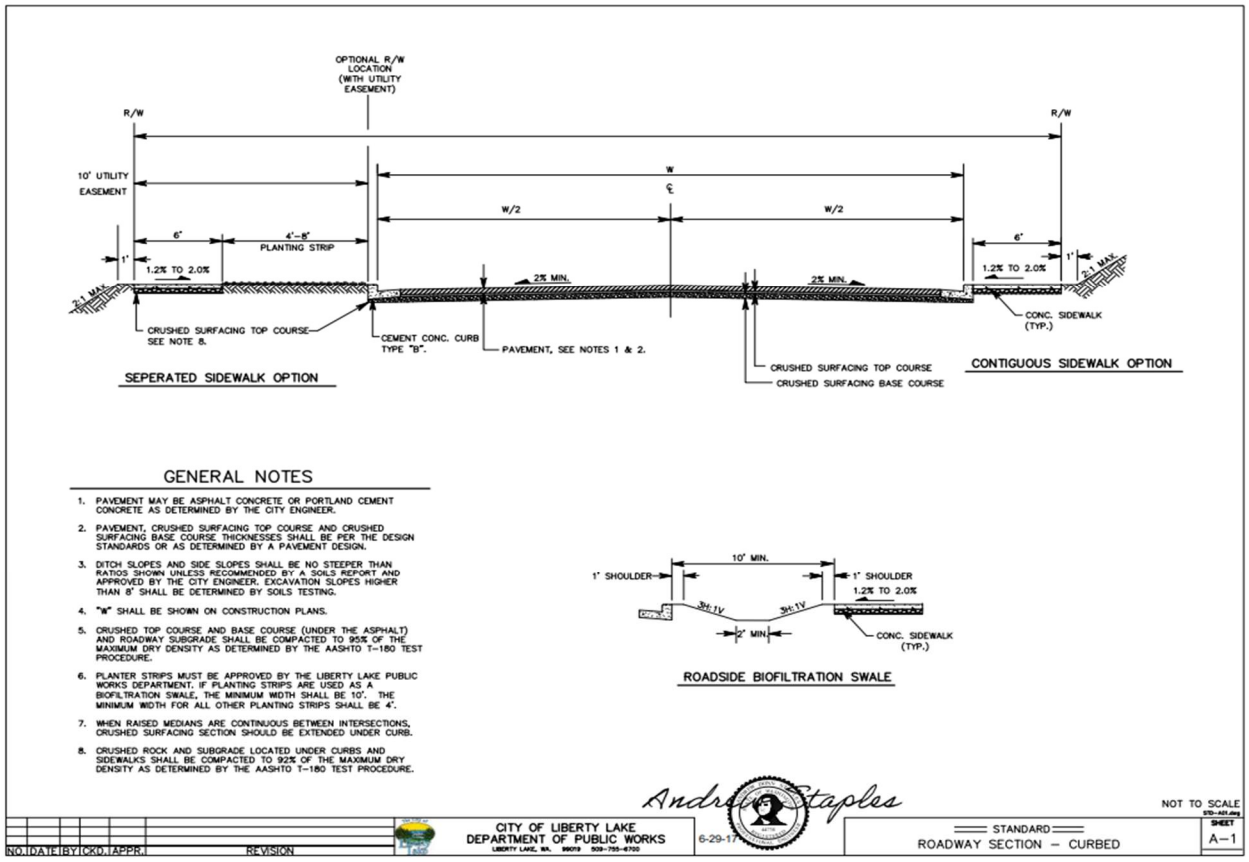
Inventory of total roadway miles by classification with estimated 2026 Repair Costs.

Classification	Road Miles	Average PCI	Estimated Repair Cost
Major Arterial	7.25	71.4	$6,750,039
Minor Arterial	7.11	70.2	$4,730494
Collector	9.57	75.5	$3,937,910
Local	29.79	80.12	$4,930,098
Future Road	1.12	N/A	N/A
Total	**54.86**	**77.28**	**$20,348,541**

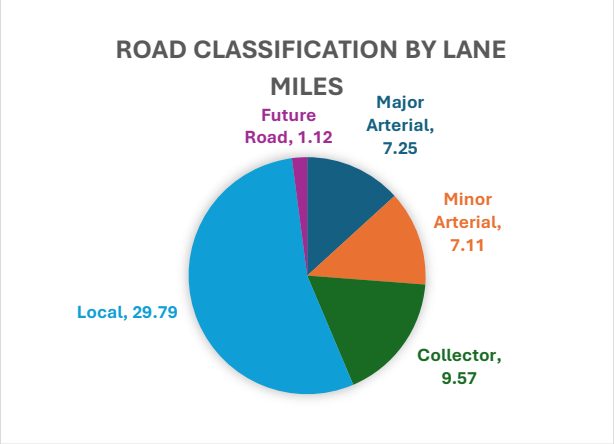
Description of current pavement management and maintenance programs.

- The City utilizes a combination of in-house staff and contracted services to perform a wide range of maintenance and repair activities:
    - In-House Maintenance Activities:
      City Public Works crews perform routine and preventive maintenance on local streets, including crack sealing, cold mix patching, mastic applications, and small hot mix asphalt (HMA) patches. These activities are prioritized annually based on pavement conditions, visual inspection, and available funding. Preventive maintenance efforts focus on sealing pavement surfaces to slow deterioration and reduce the need for costly rehabilitation in the future.
    - Contracted Maintenance and Repairs:
      Larger-scale pavement repairs and overlays requiring specialized equipment or higher production rates—such as major HMA patching or full-depth pavement restoration—are contracted to qualified local paving contractors. This approach allows the City to efficiently address high-priority or large-area needs while maintaining cost-effectiveness and flexibility in resource allocation.
    - Condition Assessment and Monitoring:
      Pavement condition is monitored through a combination of visual inspections conducted by City Public Works staff, engineers, and engineering technicians, along with advanced assessments performed through LiDAR-based pavement condition analysis on a five (5) year interval. These evaluations help identify surface distress, cracking, and other deficiencies to guide project selection, budget planning, and treatment timing.
- Together, these coordinated efforts support a data-driven and preservation-first approach to pavement management, maximizing the useful life of Liberty Lake's roadway assets and ensuring that maintenance investments provide the greatest long-term value to the community.

Existing design standards and materials used (asphalt, chip seal, etc.).



Pie charts of network by classification with cost distributions for each.



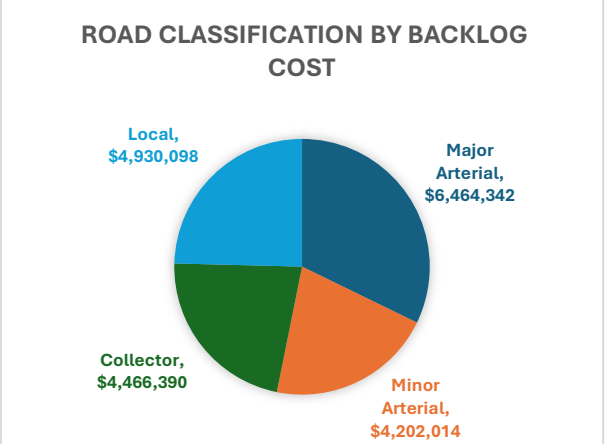


Photo examples of typical street cross-sections

Major Arterial



Figure 1-E Country Vista Dr (PCI:55)

Minor Arterial



Figure 2-E Mission Ave (PCI:77)

Collector



Figure 3-N Country Vista Dr (PCI:80)

Local



Figure 4-N Winrock St (PCI:93)

4. Pavement Condition Assessment

Purpose: Present the LIDAR-based analysis results and interpret the data.

Description of LIDAR survey methodology (date, coverage, data parameters).

The pavement condition survey was performed by CityLogix in July 2025 using a mobile vehicle-mounted LIDAR and high-definition imagery system. The vehicle traversed the entire street network at typical operating speeds, collecting continuous 3D point-cloud and 360° photographic data. The resulting dataset was processed using AI-driven algorithms and human QA/QC to identify pavement surface distresses including cracking, rutting, potholes, and utility-cut failures. Each roadway segment was scored on a 0-100 scale (where 100 indicates near-ideal condition) based on the severity and extent of observed distresses. The condition scores and associated metadata were delivered via a GIS platform, enabling network-wide mapping, scenario modelling, and prioritization of treatments. The data is fully compatible with the City's pavement management system and will be used to inform treatment selection, budget modelling, and integration with our Complete Streets policy objectives

PCI scoring system explanation (0–100 scale).

The pavement condition for each road segment was scored on a 0 to 100 scale using the CityLogix pavement condition assessment platform. A score of 100 represents a roadway in near-ideal condition (minimal distress and deformities), while a score of 0 represents a roadway in failed condition.
Using high-definition LiDAR and 360° imagery, surface distresses (such as cracking, rutting, potholes, utility cut failures, and patches) are detected and mapped. An algorithm then converts these surface distresses into a deducted value from the maximum condition, resulting in the PCI score. The resulting score is then associated with each segment and used in the asset management system for prioritization, budgeting, and forecasting.

For our network, the following categories apply:

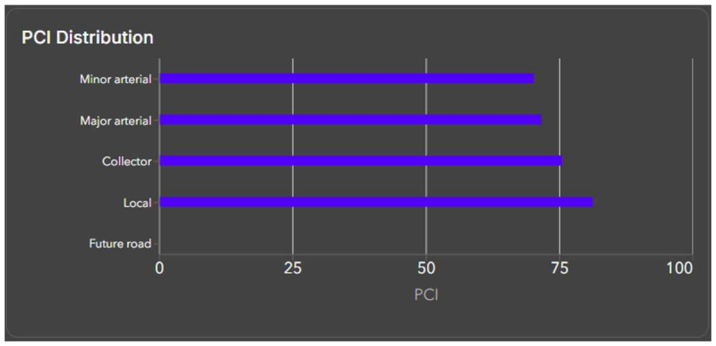
- Excellent = 86-100
- Good = 71-85
- Fair = 56-70
- Poor = 41-55
- Very Poor = 26-40
- Serious = 11-25
- Failed = 0-10

These thresholds will be reviewed annually as part of our pavement management process.

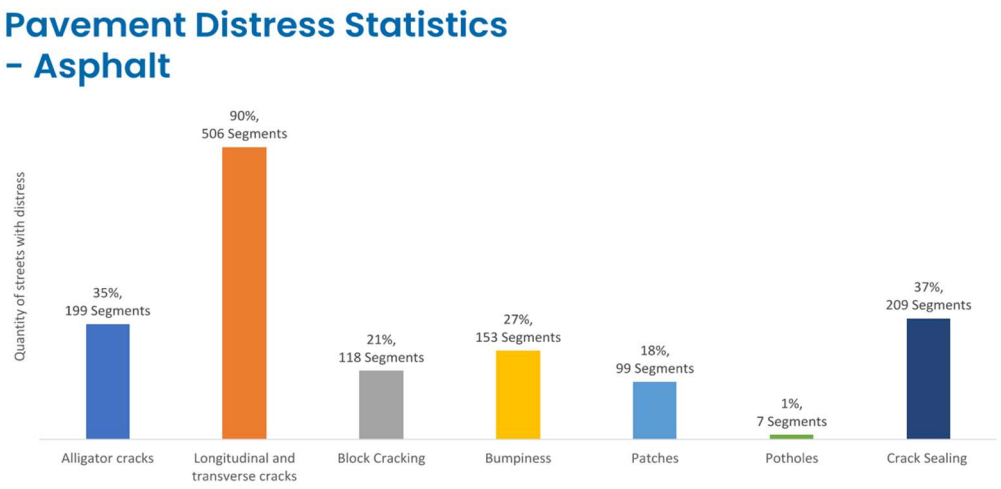
Summary of condition findings:

- **Miles by classification with average PCI**

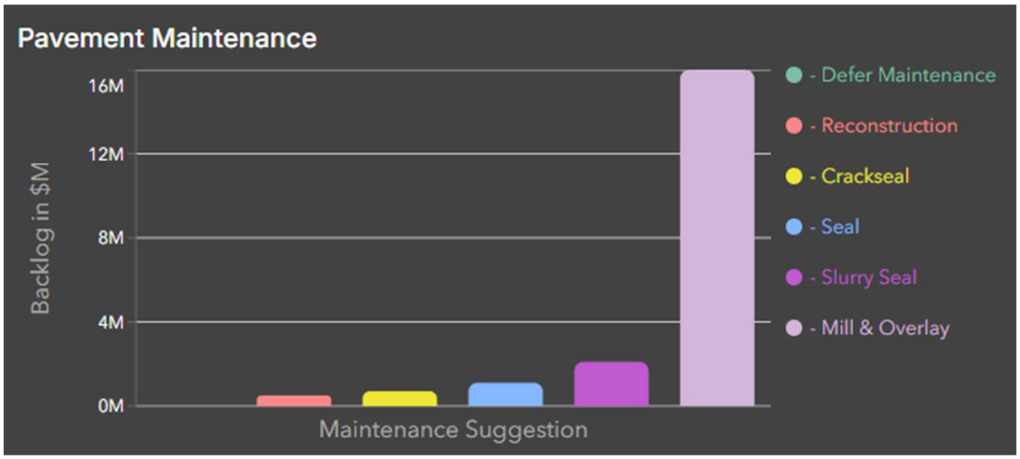
Classification	Road Miles	Average PCI
Major Arterial	7.25	71.4
Minor Arterial	7.11	70.2
Collector	9.57	75.5
Local	29.79	80.12
Future Road	1.12	N/A
Total	**54.86**	**77.28**



- **Common distresses identified (cracking, rutting, oxidation).**



- **Recommended Maintenance Suggestion Chart**



5. Pavement Management Framework

Purpose: The Pavement Management Framework establishes a consistent, data-driven system for evaluating pavement conditions, selecting appropriate treatments, and prioritizing maintenance and rehabilitation investments across the City's street network. The framework is based on the typical pavement life cycle, recognizing that most roadways are designed for an average service life of approximately 20 years when timely maintenance is performed. Early, low-cost preservation treatments can significantly extend pavement life, while deferred maintenance accelerates deterioration and leads to costly reconstruction. By applying life-cycle principles, condition data, and performance targets, the Pavement Management Framework supports proactive decision-making that maximizes the value of public investment, maintains safe and reliable streets, and aligns pavement needs with available funding.

Pavement life cycle overview and deterioration curve.

The pavement life cycle represents the stages a roadway goes through from construction to the end of its serviceable life:

- **Construction / New Pavement**
  - Pavement is built to design specifications.
  - Condition is at its peak (PCI = 100).
- **Initial Service Life**
  - Minimal deterioration occurs.
  - Routine maintenance (e.g., sealing small cracks) keeps pavement in "good" condition.
- **Preventive Maintenance Stage**
  - Small distresses appear (cracks, minor rutting, surface wear).
  - Preventive treatments (crack sealing, thin overlays) slow deterioration.
  - Maintenance costs are low relative to the value preserved.
- **Rehabilitation / Corrective Maintenance Stage**
  - Significant deterioration occurs (potholes, surface cracking, structural issues).
  - Requires more intensive repair (mill & overlay, partial reconstruction).
  - Costs increase as pavement has declined further.
- **End-of-Life / Reconstruction Stage**
  - Pavement fails structurally.
  - Full reconstruction is required.
  - Cost is highest; pavement may no longer be usable for some period.

Pavement Deterioration Curve

The deterioration curve is a graphical representation of pavement condition (e.g., PCI or ride quality) versus time:

- Y-Axis: Pavement condition index (PCI 0–100)
- X-Axis: Time (years)
- Shape of the curve: Typically, a gradually sloping line at first, then steeply declines:
  - Flat segment: Early life; condition stays high with routine maintenance.

- Mild slope: Preventive maintenance can slow decline.
- Steep slope: Deferred maintenance leads to rapid deterioration.
- End-of-life: PCI drops sharply toward failure.

Key insight:

- Early investment in maintenance preserves PCI and reduces long-term costs.
- Delaying maintenance accelerates deterioration and exponentially increases repair costs.

Definition of maintenance and rehabilitation treatments:

- Preventive (mastic patching, crack seal, slurry seal)
- Corrective (mill and overlay, patching)
- Reconstruction (full replacement of existing asphalt and base courses)

Recommended treatment selection matrix (based on PCI range).

	Arterial/Collector	**Local**
Repair Type	**PCI Range**	**PCI Range**
Reconstruction	0-45	0-30
Mill and Overlay	45-65	30-65
Chip/Slurry Seal	65-75	65-75
Crack Seal	75-90	75-90
Defer Maintenance	90+	90+

Service level and performance targets

To support effective asset management and recognize the differing roles of Liberty Lake's roadway network, pavement performance targets may be established by functional classification. These targets balance safety, mobility, and fiscal responsibility while prioritizing higher-volume and higher-risk corridors.

Arterial Streets

- **Target PCI:** ≥ **75**
- **Rationale:** Arterials carry the highest traffic volumes, support freight and emergency response, and serve as key regional and local connectors. Maintaining a higher condition standard minimizes disruptions, enhances safety, and supports economic activity.
- **Treatment Focus:** Preventive maintenance and timely rehabilitation to avoid service disruptions and costly reconstruction.

Collector Streets

- **Target PCI:** ≥ **70**
- **Rationale:** Collectors connect neighborhoods to arterial corridors and serve moderate traffic volumes. Maintaining good pavement conditions supports mobility, access, and neighborhood safety.
- **Treatment Focus:** Preservation treatments and periodic rehabilitation to extend pavement life.

Local Streets

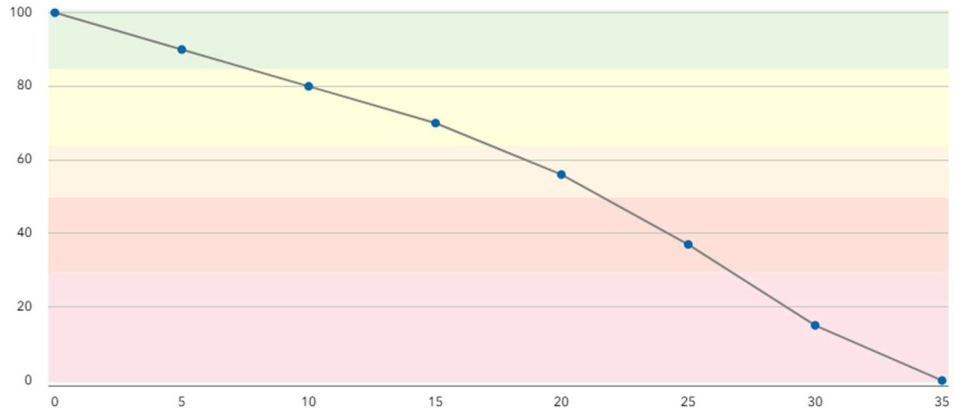
- **Target PCI:** ≥ **70**
- **Rationale:** Local streets primarily serve residential access and experience lower traffic volumes. A slightly lower target balances service expectations with available funding while maintaining safe and functional conditions.
- **Treatment Focus:** Cost-effective preservation strategies and targeted rehabilitation as conditions decline.

Systemwide Target

- **Citywide Average PCI:** ≥ **70**

This tiered approach allows the City to strategically allocate resources, prioritize critical corridors, and maintain equitable service levels across the network. Performance targets will be monitored through routine condition assessments, and targets may be adjusted over time to reflect funding availability, community priorities, and observed system performance.

- **Pavement life cycle curve diagram.** The diagram below reflects a complete degradation (100 to 0) over a 35-year period with no road maintenance being conducted.

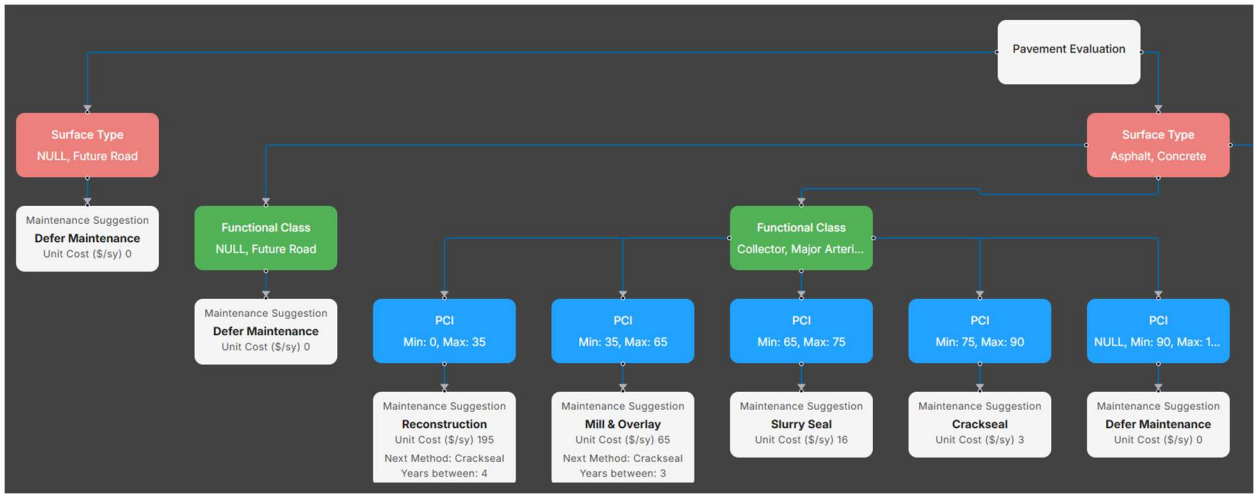


- **Treatment selection matrix table.**

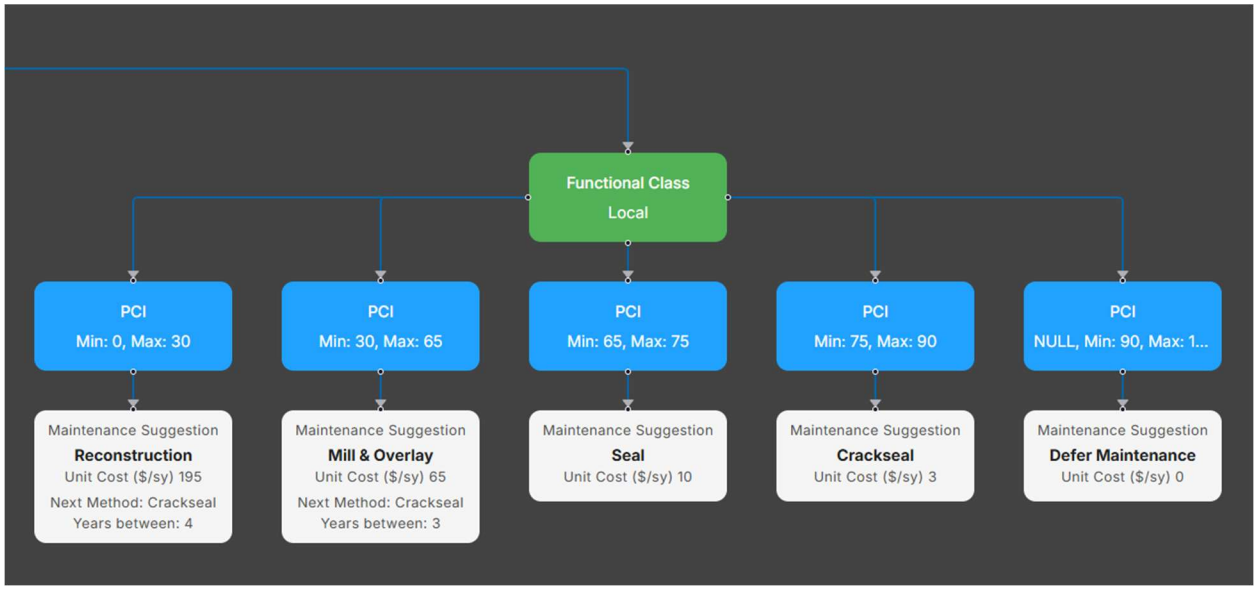
Repair Type	PCI Point Improvement	($) Cost per SY	($) Cost per SY/PCI point	Miles in each Repair Type
Reconstruction	+70 (avg 30 PCI)	$195	$2.79	0.11
Mill and Overlay	+60	$65	$1.08	12.79
Chip/Slurry Seal	+19	$10	$0.53	12.00
Crack Seal	+6	$3	$0.50	14.24
Defer Maintenance	0	$0	$0.00	15.79

- **Pavement Evaluation Decision Tree**

Arterials and Collectors



Locals



6. Project Prioritization and Ranking

Purpose: Repair and rehabilitation projects will be prioritized through a transparent, data-driven ranking process designed to ensure limited resources are invested where they provide the greatest benefit. The prioritization framework considers multiple factors, including pavement condition as measured by the Pavement Condition Index (PCI), roadway functional classification and traffic volumes, and documented safety considerations such as collision history and proximity to school routes. Additional weight is given to projects that enhance network connectivity, support Complete Streets objectives, and provide opportunities to coordinate with planned utility work. Together, these criteria allow the City to strategically prioritize pavement repair projects that improve safety, preserve infrastructure, and maximize the overall value of each investment. Scoring matrix and weightings.

Project Scoring Matrix and Weighted Prioritization Methodology

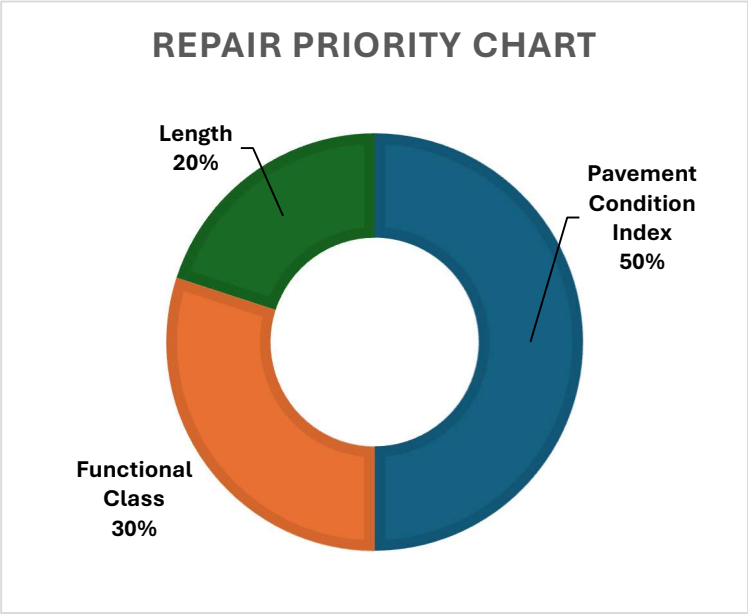
- To ensure that pavement maintenance and rehabilitation projects are prioritized objectively and transparently, the City of Liberty Lake uses a **weighted scoring matrix** based on key engineering and operational factors. This approach enables the City to allocate limited funding to projects that provide the greatest benefit to the roadway network and the traveling public.

Scoring Overview

- Each roadway segment is evaluated using a set of quantifiable criteria that reflect both pavement condition and functional importance. The scoring model assigns a weighted value to each criterion, producing a composite score that ranks segments for potential inclusion in the annual maintenance or capital improvement program.

Prioritization and Programming

- Segments are ranked by Weighted Total Score, then reviewed by City engineering and public works staff to ensure coordination with:
    - Utility projects or future development,
    - Complete Streets opportunities (e.g., bike lanes, crossings, ADA ramps),
    - Available budget and annual funding constraints.



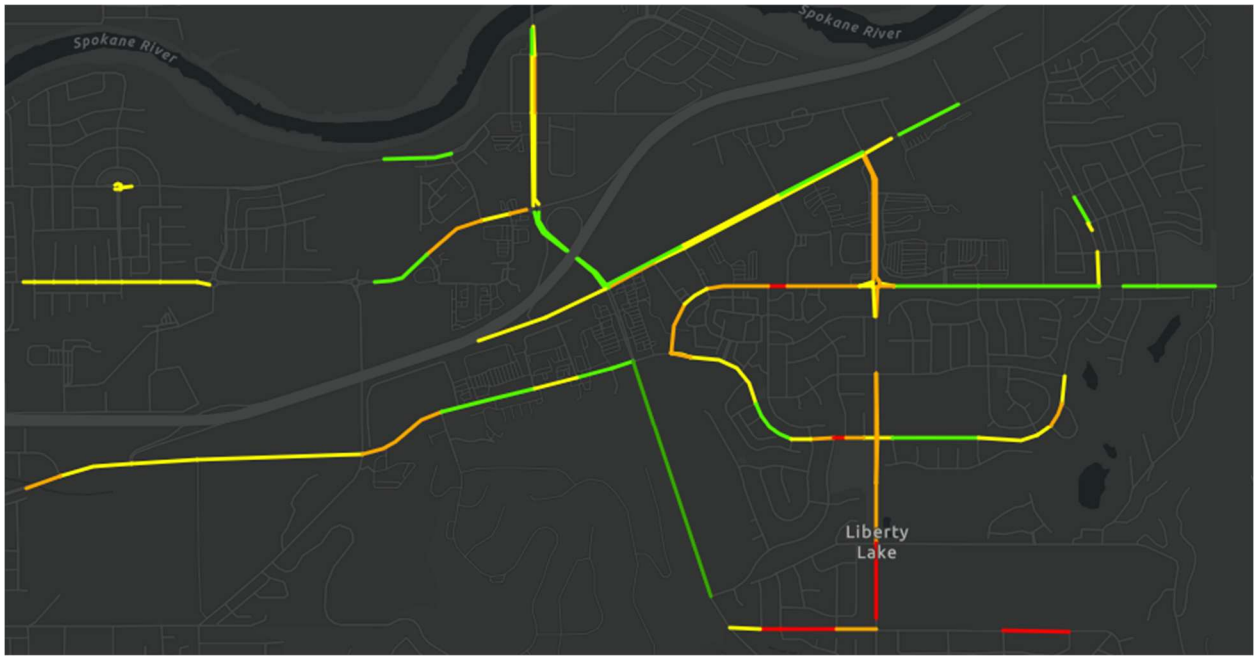
- This process balances technical data with practical field knowledge, ensuring that Liberty Lake's pavement investment decisions are both cost-effective and aligned with the City's strategic infrastructure goals.

Example cumulative scoring table with large project segments.

Street Section	Classification	AVG Repair Priority	AVG PCI	Length (ft)	Est Cost ($)
E Valleyway Ave	Minor Arterial	65.73	70.00	456	$237,120
E Indiana Ave (Eastbound)	Collector	52.49	78.60	3,783	$473,801
E Indiana Ave (Westbound)	Collector	49.72	81.50	3,480	$236,640
E Mission Ave (South)	Minor Arterial	49.67	51.80	19,323	$3,205,168
E Country Vista Dr	Minor Arterial	48.46	51.81	8,814	$1,911,831
E Country Vista Dr	Collector	45.12	67.25	18,918	$1,251,058
E Mission Ave	Minor Arterial	44.77	77.54	23,017	$3,031,840
N Molter Rd	Minor Arterial	44.31	52.37	14,750	$1,635,316
N Country Vista Blvd	Collector	42.15	77.87	9,536	$602,397
E Sprague Ave	Collector	41.97	40.20	8,371	$1,930,844
E Indiana Ave	Collector	41.09	86.37	12,486	$771,241
E Appleway Ave	Major Arterial	17.82	91.00	23,402	$423,200
E Appleway Ave (Eastbound)	Major Arterial	35.01	56.89	18,710	$1,808,826
E Appleway Ave (Westbound)	Major Arterial	21.99	79.90	6,113	$222,978
E Country Vista Dr	Major Arterial	41.11	64.06	14,170	$6,542,650
N Harvard Rd (Northbound)	Major Arterial	35.43	56.33	4,436	$505,418
N Harvard Rd (Southbound)	Major Arterial	35.82	67.50	7,262	$634,524
N Liberty Lake Rd (Northbound)	Major Arterial	28.59	74.13	2,702	$883,871

Project scoring summary. See Appendix (E) for full list of streets by repair priority

Map: Individual street segments by composite score.(>50 Repair Priority)



7. Financial Plan

Purpose: Translate the goals and recommendations of the Pavement Master Plan into a realistic, achievable funding strategy. It evaluates anticipated revenue sources against projected pavement preservation and rehabilitation needs to determine how effectively current and future funding levels support the City's objectives. By comparing desired performance outcomes with available resources, the Financial Plan identifies funding gaps, clarifies tradeoffs, and establishes a clear basis for informed policy and budget decisions. This approach allows the City to align long-term pavement condition goals with fiscal realities while providing transparency around the investments required to sustain safe, reliable, and cost-effective streets.

Unit cost assumptions for treatments (e.g., $/SY for overlay, seal coat).

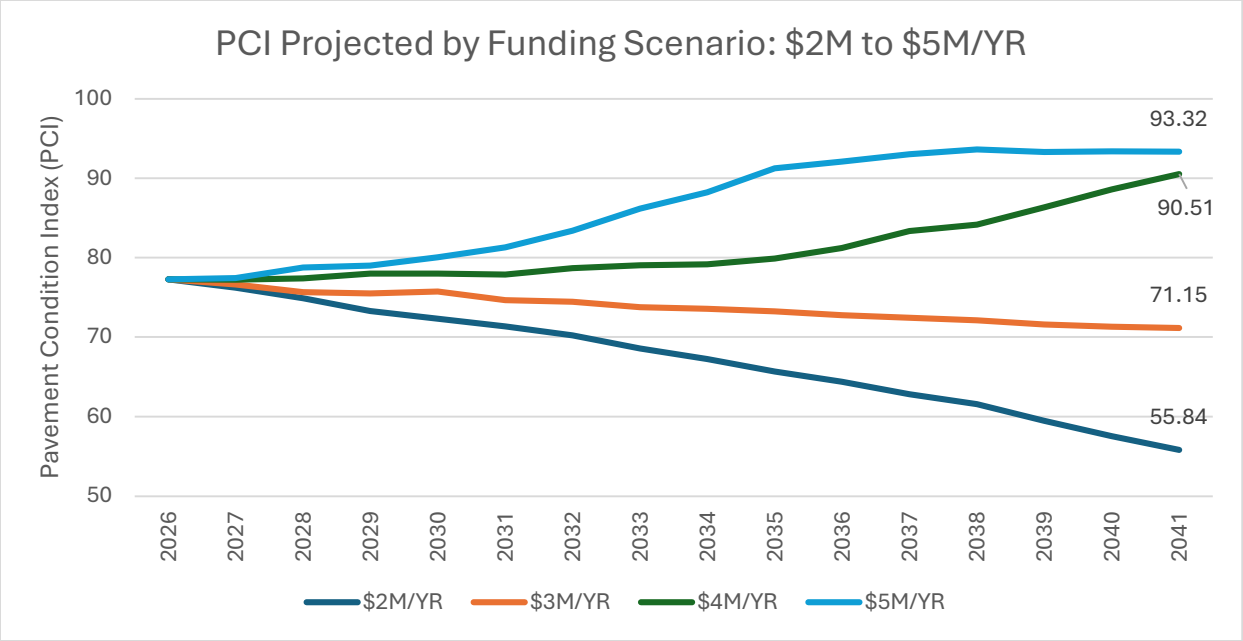
Repair Type	PCI Point Improvement	($) Cost per SY	($) Cost per SY/PCI point
Reconstruction	+70 (avg 30 PCI)	$195	$2.79
Mill and Overlay	+60	$65	$1.08
Chip/Slurry Seal	+19	$10	$0.53
Crack Seal	+6	$3	$0.50
Defer Maintenance	0	$0	$0.00

Funding scenarios modeled (2025$)

- **Baseline: Current funding levels (2026-$1.62M)**
    - Real Estate Excise Tax (REET2): $0.62M
    - Proposed Grant Funding (not guaranteed): $1.00M
    - An additional $1.16M is collected from Gas/Sales Tax Revenue
        - This revenue source funds day-to-day public works operations such as snow plowing, signage replacement, traffic control maintenance, street striping, roadside mowing/landscaping, and other operational functions that do not contribute directly to maintaining pavement condition.
- **Optimal: Funding needed to maintain or improve PCI. ($2.8-3.5M/YR)**
    - PCI-70: $2.81M
    - PCI-75: $3.06M
    - PCI-80: $3.45M
- **Deferred: Consequences of underfunding.**
    - $1.62M/yr CFP budget planning scenario (REET2 + $1M Grant)
        - Overall PCI decreases from 77.28 (2025) to 57.29 (2041)
        - Backlog increases from $20M in 2026 to $64M (2026$) in 2041

- **Funding sources:**
    - Local (Sales Tax, Gas Tax, REET, Transportation Benefit District, Streets Capital Fund).
    - Grants (TIB, FHWA, SRTC, Complete Streets).
    - Utility cost sharing and developer impact fees
        - Utility Tax was eliminated in 2023 resulting in an approximate 20% reduction in revenue when replaced by a combination of sales and gas taxes.

Graph: PCI projection under different funding scenarios.



Sustained and predictable funding is critical to preserving Liberty Lake's pavement network and avoiding the escalating costs and risks associated with deferred maintenance. When routine preservation is delayed, pavement deterioration accelerates, leading to significantly higher long-term repair costs, increased safety hazards, and greater disruption to the community. Proactive investment allows the City to address issues early—when treatments are most cost-effective—while maintaining safe travel conditions, reducing vehicle operating costs for residents, supporting economic activity, and minimizing environmental impacts. Consistent funding also strengthens the City's competitiveness for state and federal grants by demonstrating sound asset management practices and maintaining infrastructure performance standards. By prioritizing timely pavement preservation, the Pavement Master Plan provides a fiscally responsible strategy that protects public investment, enhances quality of life, and ensures the long-term reliability of Liberty Lake's transportation system.

8. Implementation Plan

Next Steps

The City will continue to refine the PMP through regular updates to condition assessments, coordination with the Capital Improvement Program (CIP), and alignment with regional transportation plans. The next update will incorporate pavement performance modeling to forecast future funding needs and optimize maintenance schedules.

Deliverables:

- 5-Year and 10-Year project lists with estimated costs and scope types.
- Annual work plan template (for updates to TIP and budget).
- Coordination process for utilities and development.
    - Regional Pavement Cut Policy
    - Updated Engineering standards
- Recommended timeline for plan updates (every 3 years).
- Rescanning of city streets (every 5 years).
- Year-by-year pavement program. See Appendix D.
- Map: 6-year project plan.

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9. Complete Streets Integration (Pending; to be completed post-2026)

Purpose: Embed multimodal and accessibility improvements into pavement planning.
Include:

- Overview of Liberty Lake's Complete Streets policy goals.
- Crosswalk of Complete Streets and pavement objectives (e.g., smooth surfaces → safer cycling).
- Corridor design standards: lane widths, bike facilities, ADA ramps, and crossings.
- Integration strategy:
    - Identify pavement projects where multimodal upgrades can be added.
    - Prioritize locations with schools, parks, or missing sidewalk links.
- Include a Complete Streets "checklist" to be used during project scoping.
- Example cross-sections (before/after Complete Streets integration).
- Map highlighting candidate corridors for multimodal upgrades.

10. Policy and Program Recommendations

Purpose: Identify supporting policies and procedures for long-term success.
Include:

- Pavement preservation policy (“fix good roads first”).
- Complete Streets implementation checklist and training. (pending completion of Complete Streets Program in 2026)
- Standard details for utility trench restoration. Pavement cut policy
- Pavement management software recommendations (e.g., StreetSaver, Cartegraph).
- Annual performance reporting methods (public dashboard, council briefings).

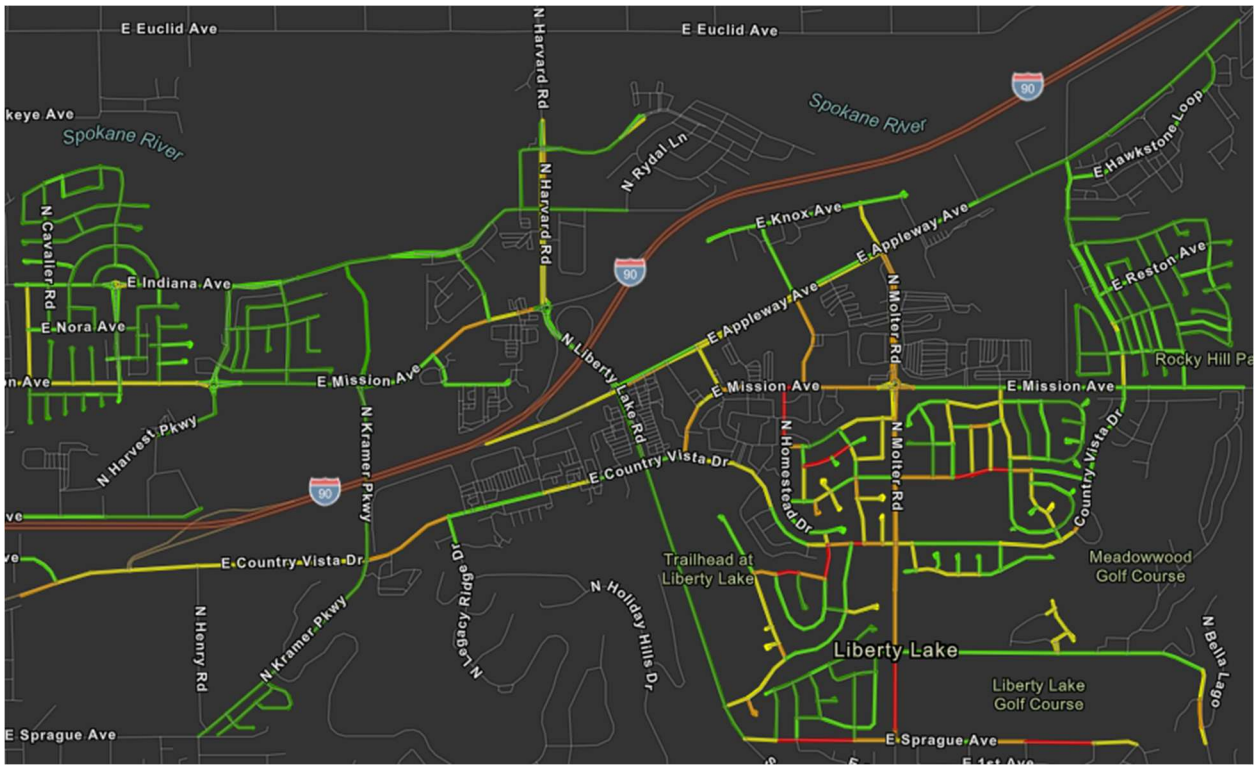
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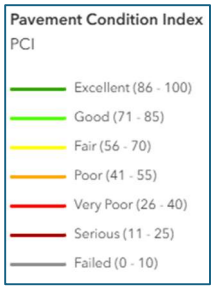
11. Appendices

- **Appendix A: Pavement Condition Maps**
- **Appendix B: Functional Classification Map**
- **Appendix C: Average Repair Priority/PCI Tables by Street (2026)**
- **Appendix D: Street Segment Data with 2026 Maintenance Suggestion**
- **Appendix E: 2026 Capital Facilities Plan (6-yr Transportation Improvements)**
- **Appendix F: Funding Program Summaries (TIB, WSDOT, FHWA)**
- **Appendix G: Glossary and Acronyms**

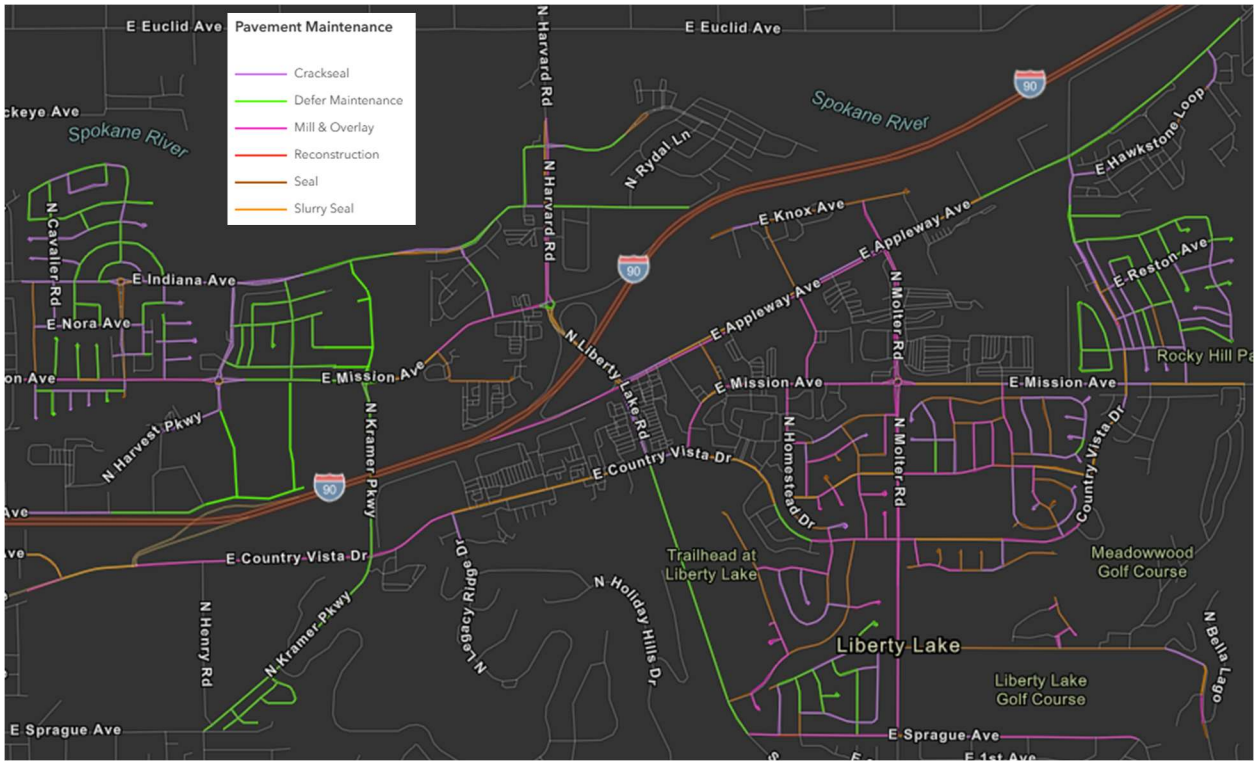
Appendix A: Pavement Condition Maps and Segment Data

Pavement Condition Index





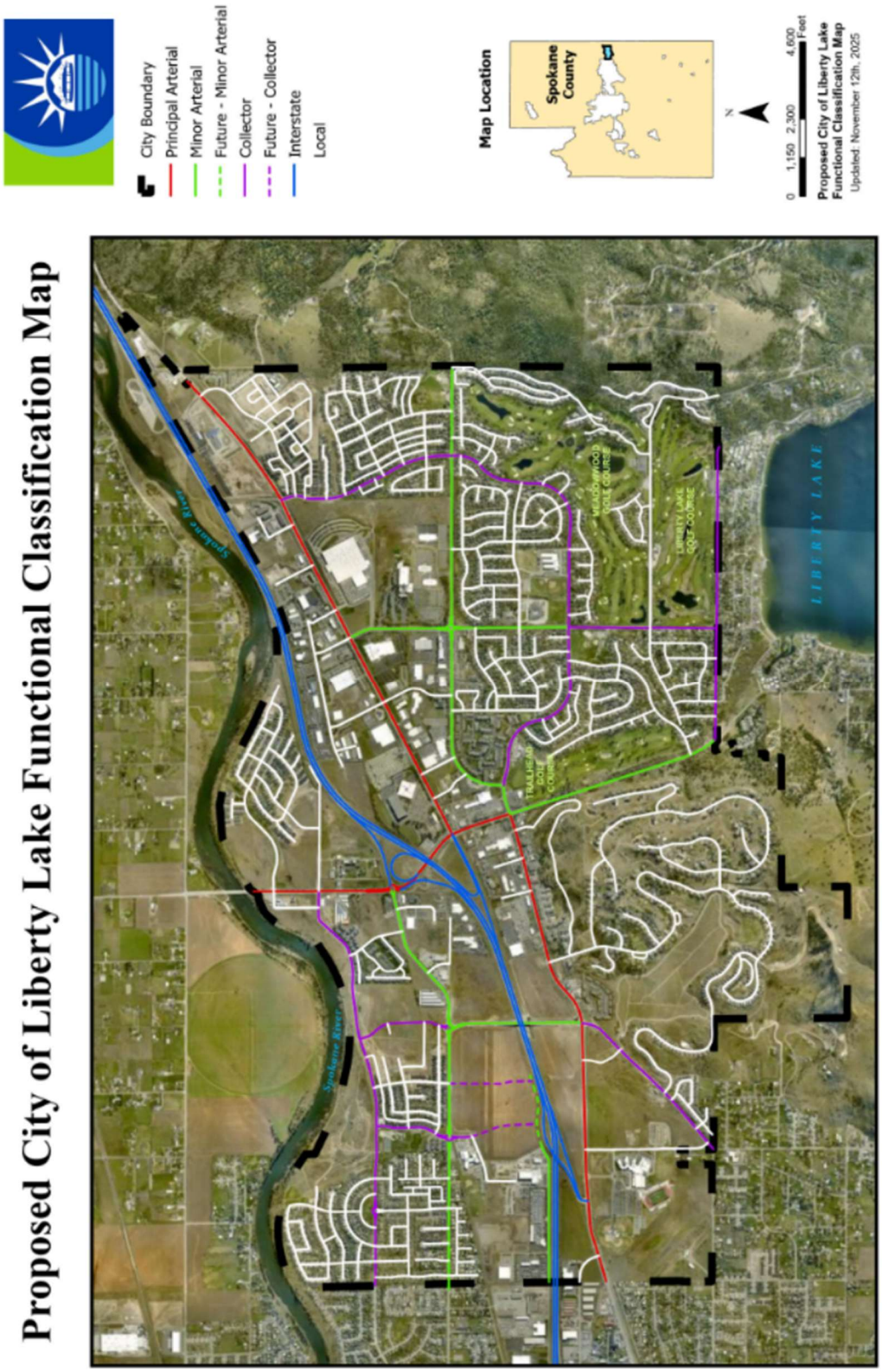
Pavement Maintenance Suggestions (2026)



Pavement Distress Sample Map (Country Vista/Molter)



Appendix B: Functional Classification Map



Appendix C: Average Repair Priority/PCI Tables by Street (2026)

Major Arterial

Street Name	Average Repair Priority	Avg of PCI	Length (ft)
E Appleway Ave	17.82	91.00	23,402
E Appleway Ave (Eastbound)	35.01	56.89	18,710
E Appleway Ave (Westbound)	21.99	79.90	6,113
E Country Vista Dr	41.11	64.06	14,170
N Harvard Rd (Northbound)	35.43	56.33	4,436
N Harvard Rd (Southbound)	35.82	67.50	7,262
N Liberty Lake Rd (Northbound)	28.59	74.13	2,702
N Liberty Lake Rd (Southbound)	21.36	87.50	8,478
Roundabout (Harvard/Mission)	11.01	92.80	2,271

Minor Arterial

Street Name	Average Repair Priority	Avg of PCI	Length (ft)
E Country Vista Dr	61.39	83.00	593
E Mission Ave	44.77	77.54	23,017
E Mission Ave (South)	49.67	51.80	19,323
E Valleyway Ave	65.73	70.00	456
Kramer Pkwy	39.07	100.00	2,972
N Liberty Lake Rd	39.73	96.00	2,875
N Molter Rd	44.31	52.37	14,750
Roundabout (Harvest/Mission)	40.43	80.43	1,236
Roundabout (Kramer/Mission)	35.94	100.00	1,390
Roundabout (Molter/Mission)	43.78	58.71	1,364

Collector

Street Name	Average Repair Priority	Avg of PCI	Length (ft)
E Country Vista Dr	46.31	60.27	27,139
E Indiana Ave	41.09	86.37	12,486
E Indiana Ave (Eastbound)	52.49	78.60	3,783
E Indiana Ave (Westbound)	49.72	81.50	3,480
E Sprague Ave	41.97	40.20	8,371
N Country Vista Blvd	42.15	77.87	9,536
N Harvest Pkwy	27.10	83.00	129
N Henry Rd	37.30	96.00	1,010
N Kramer Pkwy	50.73	96.78	14,098
N Kramer Rd	37.07	94.00	820
N Molter Rd	43.34	47.38	14,194
Roundabout (Holl/Indiana)	39.39	67.71	1,369

Local

Street Name	Average Repair Priority	Avg of PCI	Length (ft)
Cornerstone Way	51.08	74.00	555
E Alki Ln	19.72	62.00	444
E Autumn Crossing Ave	16.88	79.00	1,071
E Bergamot Ave	33.95	86.00	145
E Bitterroot St	13.12	79.00	742
E Boone Ave	16.60	33.00	1,565
E Broadway Ave	23.67	52.88	8,817
E Cataldo Ave	52.28	77.00	1,273
E Cataldo Ct	27.61	66.00	442
E Colony Ct	19.15	61.00	2,328
E Desmet Ct	19.52	56.00	2,044
E Desmet Rd	29.68	71.00	1,242
E George Gee Ave	31.78	73.00	2,106
E Hawkstone Loop	34.31	76.67	2,193
E Kalama Ave	20.12	91.00	1,372
E Knox Ave	23.16	74.17	8,038
E Maxwell Ave	29.20	67.63	3,373
E Maxwell Dr	24.69	68.00	2,451
E Olive Ln	16.36	59.33	2,356
E Prestwick Pl	20.00	64.00	489
E Riverwalk Ave	23.23	93.00	1,782
E Schniedmiller Ct	20.97	64.00	831
E Settler Dr	26.79	68.20	8,124

Street Name	Average Repair Priority	Avg of PCI	Length (ft)
E Shannon Ave	18.17	77.00	3,336
E Sharp Ave	20.84	82.75	2,906
E Sharp Dr	21.72	66.00	1,206
E Sinto Ave	19.45	46.50	6,010
E Sinto Ct	18.64	85.00	2,106
E Valleyway Ave	43.03	74.98	38,247
E Wellington Pkwy	24.79	68.60	2,482
Malvern St	22.78	63.73	4,741
Maxwell Ave	19.26	60.00	1,370
N Aladdin Rd	26.26	67.60	3,618
N Drury Ct	21.86	60.67	2,204
N Eagle Rd	24.33	64.00	2,013
N Etta Ct	51.05	72.00	221
N Fairway Ct	50.53	73.00	394
N Fairway Rd	24.39	62.80	1,661
N Garry Dr	23.01	65.90	14,057
N Harvard Rd	26.42	70.00	462
N Holl Blvd	50.10	74.00	187
N Holl Rd	23.64	70.40	5,072
N Homestead Dr	18.25	39.20	8,687
N Kelsea Ct	18.00	48.00	1,520
N Knudson Ct	18.53	42.00	1,220
N Knudson St	22.12	50.33	3,565
N Lakeside Rd	19.62	42.00	1,732
N Madson St	22.55	69.81	11,688
N Malvern Rd	21.47	62.00	2,120
N Mitchell Ct	23.01	61.00	1,494
N Mitchell Rd	19.53	58.00	2,356
N Molter Rd	20.63	61.00	3,024
N Oakland Rd	17.54	81.00	2,030
N Ormond Ct	28.40	72.00	684
N Signal Rd	23.61	67.00	2,178
N Simpson Rd	22.12	63.64	4,744
N Stevenson Ct	51.49	74.00	350
N Stevenson Rd	20.34	59.00	2,840
N Swing St	18.50	58.00	1,624
N Village Ln	21.80	64.50	2,250
N Winchester St	21.83	95.00	652
N Winchester St	49.99	75.00	644
N Wright Blvd	25.97	61.00	5,038

Appendix D: Street Segment Data with 2026 Maintenance Suggestion

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
504	Cornerstone Way	E Mission Ave	E George Gee Ave	Local	74	Seal	21.45
583	E Alki Ln	End	N Village Ln	Local	62	Mill & Overlay	27.99
496	E Appleway Ave	N Fairway Ln	N Swing Ln	Major Arterial	74	Slurry Seal	53.92
497	E Appleway Ave	E Appleway Ave	E Appleway Ave	Major Arterial	100	Defer	34.39
498	E Appleway Ave	N Country Vista Dr	N Eagle Ln	Major Arterial	100	Defer	32.65
499	E Appleway Ave	E Appleway Ave	E Country Vista Dr	Major Arterial	99	Defer	34.22
500	E Appleway Ave	N Village Way	N Village Way	Major Arterial	100	Defer	36.12
501	E Appleway Ave	Hawkstone Loop	N Village Way	Major Arterial	100	Defer	33.47
502	E Appleway Ave	N Rocky Hill Ln	N Rocky Hill Ln	Major Arterial	98	Defer	34.74
12	E Appleway Ave (Eastbound)	N Madson St	N Signal Rd	Major Arterial	58	Mill & Overlay	68.85
27	E Appleway Ave (Eastbound)	N Signal Rd	N Meadowwood Ln	Major Arterial	58	Mill & Overlay	62.94
355	E Appleway Ave (Eastbound)	N Swing Ln	N Molter Rd	Major Arterial	60	Mill & Overlay	61.36
550	E Appleway Ave (Eastbound)	N Molter Rd	N Madson St	Major Arterial	56	Mill & Overlay	69.24
554	E Appleway Ave (Eastbound)	N Meadowwood Ln	E Appleway Ave	Major Arterial	54	Mill & Overlay	67.20
354	E Appleway Ave (Westbound)	N Swing Ln	N Molter Rd	Major Arterial	82	Crackseal	46.08
356	E Appleway Ave (Westbound)	E Appleway Ave	E Appleway Ave	Major Arterial	75	Slurry Seal	50.73
551	E Appleway Ave (Westbound)	N Molter Rd	N Madson St	Major Arterial	80	Crackseal	51.92
552	E Appleway Ave (Westbound)	N Madson St	E Appleway Ave	Major Arterial	68	Slurry Seal	61.58
555	E Appleway Ave (Westbound)	E Appleway Ave	E Appleway Ave	Major Arterial	76	Crackseal	51.21
109	E Augusta Ave	N Willamette Rd	N Marne Ln	Local	86	Crackseal	10.56
363	E Augusta Ave	N Holl Blvd	End	Local	83	Crackseal	12.87
463	E Augusta Ave	N Marne Ln	N Holl Blvd	Local	76	Crackseal	17.95
137	E Augusta Ct	End	N Glenbrook Rd	Local	82	Crackseal	15.35
409	E Augusta Ln	End	N Willamette Rd	Local	93	Defer	5.38
84	E Autumn Crossing Ave	E Autumn Crossing Ave	N Wolfe Penn St	Local	79	Crackseal	15.70
85	E Autumn Crossing Ave	N Winrock St	N Winchester St	Local	85	Crackseal	12.13
130	E Autumn Crossing Ave	E Autumn Crossing Ave	N Country Vista Blvd	Local	87	Crackseal	9.87
161	E Autumn Crossing Ave	N Oakland St	N Carson Range St	Local	91	Defer	8.42
162	E Autumn Crossing Ave	N Country Vista Blvd	N Oakland Rd	Local	83	Crackseal	13.22
315	E Autumn Crossing Ave	N Winchester St	N Wolfe Penn - Winchester Aly	Local	84	Crackseal	12.05
427	E Autumn Crossing Ave	N Wolfe Penn St	N Country Vista - Wolfe Penn A	Local	84	Crackseal	12.08
132	E Baldwin Ave	End	N Glenbrook Rd	Local	90	Crackseal	9.65
437	E Bergamot - Ludlow Aly	N Forest Ridge St	N Winrock St	Local	85	Crackseal	14.88
86	E Bergamot Ave	N Winrock St	N Winchester St	Local	100	Defer	1.24
87	E Bergamot Ave	E Autumn Crossing Ave	N Wolfe Penn St	Local	100	Defer	0.48
89	E Bergamot Ave	E Reston Ave	E Country Vista Dr	Local	90	Crackseal	7.65
316	E Bergamot Ave	N Winchester St	N Wolfe Penn - Winchester Aly	Local	86	Crackseal	10.58
317	E Bergamot Ave	N Wolfe Penn St	N Country Vista - Wolfe	Local	87	Crackseal	9.88

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
171	E Bergamot Ct	N Forest Ridge St	End	Local	90	Crackseal	10.42
404	E Bitterroot St	E Indiana Ave	Courtyard Ln	Local	89	Crackseal	8.16
405	E Bitterroot St	E Indiana Ave	Courtyard Ln	Local	79	Crackseal	15.45
406	E Bitterroot St	Courtyard Ln	E Bitterroot St	Local	87	Crackseal	9.94
165	E Blue Ridge Ave	E Reston Ave	E Country Vista Dr	Local	92	Defer	6.40
208	E Blue Ridge Ave	N Winrock St	N Country Vista - Wolfe Penn A	Local	98	Defer	5.34
217	E Blue Ridge Ave	N Forest Ridge St	N Smt Ct	Local	95	Defer	5.91
312	E Blue Ridge Ave	N Wilmington St	N Winrock St	Local	91	Defer	7.73
313	E Blue Ridge Ave	N Smt Ct	N Wilmington St	Local	95	Defer	4.88
36	E Boone Ave	N Molter Rd	N Wright Blvd	Collector	71	Slurry Seal	23.88
66	E Boone Ave	E Country Vista Dr	N Simpson Rd	Collector	73	Slurry Seal	23.87
99	E Boone Ave	N Ormond Rd	N Molter Rd	Collector	51	Mill & Overlay	38.16
172	E Boone Ave	N Simpson Rd	Malvern St	Collector	42	Mill & Overlay	43.38
233	E Boone Ave	Malvern St	N Eagle Rd	Collector	34	Reconstruction	49.06
234	E Boone Ave	N Knudson St	N Madson St	Collector	72	Slurry Seal	20.90
238	E Boone Ave	N Madson St	N Homestead Dr	Collector	74	Slurry Seal	20.04
248	E Boone Ave	N Wright Blvd	N Drury Ct	Collector	74	Slurry Seal	20.89
267	E Boone Ave	N Eagle Rd	N Stevenson Rd	Collector	37	Mill & Overlay	46.81
276	E Boone Ave	N Stevenson Rd	N Fairway Rd	Local	33	Mill & Overlay	49.88
277	E Boone Ave	N Fairway Rd	N Ormond Dr	Collector	46	Mill & Overlay	40.34
471	E Boone Ave	N Drury Ave	E Boone Ave	Collector	61	Mill & Overlay	29.31
219	E Broadway Ave	E Broadway Ave	E Appleway Ave	Minor Arterial	73	Slurry Seal	23.01
303	E Broadway Ave	N Eagle Rd	N Stevenson Ct	Local	76	Crackseal	18.89
304	E Broadway Ave	End	N Eagle Rd	Local	75	Seal	22.57
305	E Broadway Ave	N Knudson St	N Madson Ct	Local	44	Mill & Overlay	42.42
306	E Broadway Ave	N Ormond Ct	N Swing St	Local	63	Mill & Overlay	28.11
307	E Broadway Ave	N Stevenson Ct	N Fairway Ct	Local	66	Seal	25.95
308	E Broadway Ave	N Madson Ct	N Homestead Dr	Local	34	Mill & Overlay	49.32
309	E Broadway Ave	N Homestead Dr	N Garry Dr	Local	48	Mill & Overlay	39.18
310	E Broadway Ave	N Fairway Ct	N Ormond Ct	Local	62	Mill & Overlay	29.04
492	E Broadway Ave	N Swing St	End	Local	73	Seal	20.55
447	E Cataldo Ave	E Cataldo Ave	E Cataldo Ave	Local	77	Crackseal	23.09
565	E Cataldo Ave	E Cataldo Ave	E Cataldo Ave	Local	98	Defer	8.96
103	E Cataldo Ct	N Simpson Rd	End	Local	76	Crackseal	18.19
104	E Cataldo Ct	End	N Simpson Rd	Local	66	Seal	25.48
167	E Caufield Ave	N Holl Blvd	E Shannon Ave	Local	93	Defer	8.61
522	E Caufield Ave	E Caufield Ave	E Indiana Ave	Local	95	Defer	4.78
177	E Cirque Ln	N Cirque Ln	N Willamette Rd	Local	90	Crackseal	7.65
41	E Colleen Ct	End	N Knudson St	Local	93	Defer	6.69

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
474	E Colony Ct	End	E Settler Dr	Local	61	Mill & Overlay	31.02
246	E Colony St	E Settler Dr	N Homestead Dr	Local	86	Crackseal	11.42
25	E Country Vista Dr	E Mission Ave	N Liberty Lake Rd	Minor Arterial	83	Crackseal	45.13
44	E Country Vista Dr	E Appleway Ave	E Hawkstone Loop	Collector	82	Crackseal	44.36
52	E Country Vista Dr	N Kramer Rd	N Henry Ln	Major Arterial	64	Mill & Overlay	69.28
74	E Country Vista Dr	N Molter Rd	N Mitchell Ct	Collector	58	Mill & Overlay	61.07
75	E Country Vista Dr	E Mission Ave	Maxwell Ln	Collector	75	Slurry Seal	48.75
100	E Country Vista Dr	N Swing St	N Molter Rd	Collector	59	Mill & Overlay	60.64
158	E Country Vista Dr	E Country Vista Dr	E Eaglebend Ln	Collector	70	Slurry Seal	58.75
191	E Country Vista Dr	N Legacy Ridge Dr	E Kramer Rd	Major Arterial	55	Mill & Overlay	69.84
230	E Country Vista Dr	Eagle St	N Swing St	Collector	72	Slurry Seal	56.96
244	E Country Vista Dr	E Settler Dr	E Colony Ct	Collector	52	Mill & Overlay	66.30
245	E Country Vista Dr	E Eaglebend Ln	N Doral Ln	Collector	72	Slurry Seal	54.31
255	E Country Vista Dr	N Wright Blvd	E Settler Dr	Collector	36	Mill & Overlay	77.02
279	E Country Vista Dr	N Knudson St	N Doral Ln	Collector	63	Mill & Overlay	58.08
297	E Country Vista Dr	N Mitchell Ct	N Wright Blvd	Collector	45	Mill & Overlay	71.07
299	E Country Vista Dr	E Pinehurst Ln	N Simpson Rd	Collector	58	Mill & Overlay	61.43
300	E Country Vista Dr	E Boone Ave	E Pinehurst Ln	Collector	60	Mill & Overlay	60.92
301	E Country Vista Dr	N Simpson Rd	N Eagle Rd	Collector	61	Mill & Overlay	62.92
444	E Country Vista Dr	N Henry Ln	E Appleway Ave	Major Arterial	65	Mill & Overlay	60.49
445	E Country Vista Dr	I-90 Flyover	E Broadway Ave	Major Arterial	69	Slurry Seal	58.11
446	E Country Vista Dr	E Broadway Ave	West City Limits	Major Arterial	55	Mill & Overlay	65.16
475	E Country Vista Dr	E Mission Ave	E Country Vista Dr	Collector	68	Slurry Seal	54.60
476	E Country Vista Dr	E Mission Ave	E Country Vista Dr	Collector	42	Mill & Overlay	73.40
478	E Country Vista Dr	N Liberty Heights Ln	N Stanford Ln	Major Arterial	72	Slurry Seal	53.00
479	E Country Vista Dr	N Whitman Ln	N Legacy Ridge Dr	Major Arterial	72	Slurry Seal	57.77
480	E Country Vista Dr	N Stanford Ln	N Whitman Ln	Major Arterial	68	Slurry Seal	56.48
481	E Country Vista Dr	N Liberty Lake Rd	N Liberty Heights Ln	Major Arterial	72	Slurry Seal	51.78
489	E Country Vista Dr	E Maxwell Ln	E Sharp Ln	Collector	76	Crackseal	49.28
490	E Country Vista Dr	Sharp Ln	E Boone Ave	Collector	72	Slurry Seal	55.05
491	E Country Vista Dr	Pinehurst Ln	Pinehurst Ln	Collector	55	Mill & Overlay	64.29
145	E Deschutes Ave	E Deschutes Ave	E Nora Ave	Local	91	Defer	9.55
179	E Deschutes Ave	End	N Glenbrook Ave	Local	87	Crackseal	11.11
199	E Deschutes Ave	N Meyers Rd	N Caufield Rd	Local	96	Defer	4.62
226	E Deschutes Ave	N Snoqualmie Rd	E Nora Ave	Local	92	Defer	10.23
572	E Deschutes Ave	Undefined	Undefined	Local	100	Defer	2.62
254	E Desmet Ct	End	N Wright Blvd	Local	56	Mill & Overlay	34.26
485	E Desmet Ct	End	E Desmet Rd	Local	77	Crackseal	17.08
483	E Desmet Rd	N Simpson Rd	E Desmet Rd	Local	71	Seal	23.98
484	E Desmet Rd	E Desmet Rd	N Simpson Rd	Local	88	Crackseal	11.80

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
364	E Domrese Ave	N Wichester St	N Wolfe Penn St	Local	95	Defer	4.95
505	E George Gee Ave	End	Cornerstone Way	Local	73	Seal	24.82
525	E Glenbrook Ave	N Holl Blvd	E Indiana Ave	Local	92	Defer	10.79
33	E Hawkstone Loop	E Pinnacle Ct	N Osprey Ln	Local	82	Crackseal	14.77
34	E Hawkstone Loop	Talon Ln	N Village Way	Local	75	Seal	23.34
62	E Hawkstone Loop	N Osprey Ln	N Country Vista Blvd	Local	79	Crackseal	17.50
81	E Hawkstone Loop	N Village Way	N Red Tail Ln	Local	80	Crackseal	14.68
117	E Hawkstone Loop	N Red Tail Ln	N Swainson Ln	Local	81	Crackseal	14.68
123	E Hawkstone Loop	E Hawkstone Loop	Talon Ln	Local	86	Crackseal	13.26
156	E Hawkstone Loop	N Swainson Ln	E Pinnacle Ct	Local	80	Crackseal	15.75
59	E Indiana Ave	E Meyers Ave	E Caufield Ave	Collector	83	Crackseal	43.95
60	E Indiana Ave	E Indiana Ave	E Meyers Ave	Collector	96	Defer	33.39
133	E Indiana Ave	E Caufield Ave	N Cavalier Rd	Collector	83	Crackseal	43.64
136	E Indiana Ave	E Indiana Ave	Roundabout	Collector	81	Crackseal	44.38
168	E Indiana Ave	E Deschutes Ave	E Meyers Ave	Collector	86	Crackseal	41.47
192	E Indiana Ave	N Aladdin Rd	E Indiana Ave	Collector	77	Crackseal	47.18
195	E Indiana Ave	E Indiana Ave	N Aladdin Rd	Collector	79	Crackseal	46.57
212	E Indiana Ave	N Meyers Ave	E Indiana Ave	Collector	95	Defer	33.94
369	E Indiana Ave	E Indiana Ave	E Meyers Ave	Collector	78	Crackseal	46.36
370	E Indiana Ave	E Indiana Ave	E Meyers Ave	Collector	76	Crackseal	47.81
371	E Indiana Ave	E Indiana Ave	Roundabout	Collector	68	Slurry Seal	53.77
528	E Indiana Ave	N Harvest Pkwy	N Glenbrook Ave	Collector	90	Crackseal	42.41
529	E Indiana Ave	N Rydal Ln	N Harvard Rd	Local	96	Defer	9.18
538	E Indiana Ave	N Harvard Rd	E Wellington Pkwy	Collector	89	Crackseal	39.26
539	E Indiana Ave	E Wellington Pkwy	E Indiana Ave	Collector	100	Defer	32.70
544	E Indiana Ave	E Indiana Ave	E Indiana Ave	Collector	95	Defer	40.77
549	E Indiana Ave	E Indiana Ave	N Harvest Pkwy	Collector	85	Crackseal	41.03
540	E Indiana Ave (Eastbound)	E Indiana Ave	N Bitterroot St	Collector	98	Defer	34.50
543	E Indiana Ave (Eastbound)	N Bitterroot St	E Indiana Ave	Collector	74	Slurry Seal	54.03
545	E Indiana Ave (Eastbound)	E Indiana Ave	N Snoqualmie Rd	Collector	83	Crackseal	43.51
547	E Indiana Ave (Eastbound)	N Snoqualmie Rd	E Indiana Ave	Collector	81	Crackseal	47.19
541	E Indiana Ave (Westbound)	E Indiana Ave	N Bitteroot St	Collector	98	Defer	34.42
542	E Indiana Ave (Westbound)	N Bitterroot St	E Indiana Ave	Collector	82	Crackseal	48.22
546	E Indiana Ave (Westbound)	E Indiana Ave	N Snoqualmie Rd	Collector	86	Crackseal	41.35
548	E Indiana Ave (Westbound)	N Snoqualmie Rd	E Indiana Ave	Collector	81	Crackseal	47.16
511	E Kalama Ave	End	N Holl Blvd	Local	100	Defer	1.93
516	E Kalama Ave	N Cavalier Rd	N Aladdin Rd	Local	91	Defer	8.01
518	E Kalama Ave	N Salmon River St	N Cavalier Rd	Local	97	Defer	4.30
519	E Kalama Ave	N Holl Blvd	N Salmon River St	Local	96	Defer	6.35
6	E Knox Ave	End	N Molter Rd	Local	71	Seal	25.14

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
10	E Knox Ave	N McKinzie Ln	End	Local	75	Seal	19.99
30	E Knox Ave	E Appleway Ave	Madson	Local	74	Seal	26.58
111	E Knox Ave	N Cavalier Rd	End	Local	89	Crackseal	10.07
169	E Knox Ave	N Madson St	N McKinzie Ln	Local	78	Crackseal	18.26
521	E Knox Ave	N Salmon River St	N Cavalier Rd	Local	90	Crackseal	10.07
527	E Knox Ave	N Holl Blvd	E Kalama Ave	Local	97	Defer	4.46
186	E Knox Ct	End	N Holl Blvd	Local	90	Crackseal	9.60
326	E Legacy Flts Rd	E Mdw Spg Lp	E Legacy Spgs Ct	Local	100	Defer	2.13
327	E Legacy Flts Rd	E Legacy Spgs Ct	End	Local	100	Defer	1.19
451	E Legacy Flts Rd	E Mdw Spg Lp	E Mdw Spg Lp	Local	100	Defer	1.48
324	E Legacy Spgs Ct	N Kramer Pkwy	E Legacy Flts Rd	Local	100	Defer	0.58
325	E Legacy Spgs Ct	E Legacy Flts Rd	End	Local	100	Defer	1.39
106	E Ludlow Ave	N Forest Ridge St	N Winrock St	Local	93	Defer	9.48
139	E Main Ave	N Mitchell Dr	E Riverside Ave	Local	89	Crackseal	9.26
412	E Main Ave	E Main Ave	N Wright Blvd	Local	91	Defer	9.17
361	E Mallon Ct	N Malvern Rd	End	Local	75	Seal	18.55
5	E Marti Ct	N Oakland Rd	End	Local	85	Crackseal	12.31
2	E Maxwell Ave	N Meyers Ct	N Colonial Ct	Local	80	Crackseal	15.59
93	E Maxwell Ave	N Samantha Rd	Malvern St	Local	74	Seal	20.04
96	E Maxwell Ave	N Molter Rd	N Mitchell Rd	Local	64	Mill & Overlay	26.70
97	E Maxwell Ave	N Mitchell Rd	N Right Blvd	Local	67	Seal	27.31
124	E Maxwell Ave	N Simpson Rd	N Samantha Rd	Local	84	Crackseal	12.99
151	E Maxwell Ave	N Spencer Ct	N Simpson Rd	Local	89	Crackseal	10.92
188	E Maxwell Ave	N Holl Blvd	E Maxwell Ave	Local	91	Defer	7.62
189	E Maxwell Ave	N Colonial Ct	E Maxwell Ave	Local	90	Crackseal	8.34
190	E Maxwell Ave	N Caufield Ct	N Cavalier Ct	Local	88	Crackseal	9.81
298	E Maxwell Ave	N Fairway Rd	N Ormond Rd	Local	74	Seal	20.84
455	E Maxwell Ave	End	N Aladdin Rd	Local	100	Defer	1.08
487	E Maxwell Ct	N Ormond Rd	End	Local	76	Crackseal	19.57
269	E Maxwell Dr	Malvern St	N Fairway Rd	Local	68	Seal	27.19
328	E Mdw Spg Lp	N Henry Rd	E Legacy Flts Rd	Local	100	Defer	0.53
329	E Mdw Spg Lp	E Legacy Flts Rd	E Legacy Flts Rd	Local	100	Defer	2.43
452	E Mdw Spg Lp	E Legacy Flts Rd	E Legacy Flts Rd	Local	100	Defer	2.25
523	E Meyers Ave	N Holl Blvd	E Indiana Ave	Local	95	Defer	5.93
524	E Meyers Ave	N Holl Blvd	E Indiana Ave	Local	80	Crackseal	16.88
387	E Mica Peak Rd	End	N Country Vista Blvd	Local	98	Defer	5.11
31	E Mission Ave	N Pepper Ln	N Pepper Ln	Minor Arterial	60	Mill & Overlay	61.10
37	E Mission Ave	N Bitterroot St	Cornerstone Way	Minor Arterial	54	Mill & Overlay	68.36
55	E Mission Ave	N Aladdin Rd	End	Minor Arterial	65	Mill & Overlay	55.86
116	E Mission Ave	E Mission Ave	N Pepper Ln	Minor Arterial	53	Mill & Overlay	65.14

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
140	E Mission Ave	N Caufield Ct	N Cavalier Rd	Minor Arterial	61	Mill & Overlay	59.81
154	E Mission Ave	E Mission Ave	N Holl Blvd	Minor Arterial	62	Mill & Overlay	60.41
185	E Mission Ave	N Cavalier Rd	N Aladdin Rd	Minor Arterial	60	Mill & Overlay	60.24
210	E Mission Ave	N Meyers Ct	N Caufield Ct	Minor Arterial	68	Slurry Seal	54.44
319	E Mission Ave	E Mission Ave	N Snoqualmie Rd	Minor Arterial	100	Defer	34.03
320	E Mission Ave	N Snoqualmie Rd	E Mission Ave	Minor Arterial	100	Defer	33.34
340	E Mission Ave	Roundabout	E Mission Ave	Minor Arterial	90	Crackseal	38.22
341	E Mission Ave	Roundabout	E Mission Ave	Minor Arterial	93	Defer	35.99
342	E Mission Ave	E Mission Ave	Roundabout	Minor Arterial	100	Defer	31.05
343	E Mission Ave	E Mission Ave	Roundabout	Minor Arterial	100	Defer	31.07
348	E Mission Ave	E Mission Ave	Roundabout	Minor Arterial	85	Crackseal	42.36
349	E Mission Ave	E Mission Ave	Roundabout	Minor Arterial	85	Crackseal	42.38
350	E Mission Ave	Roundabout	E Mission Ave	Minor Arterial	77	Crackseal	47.40
351	E Mission Ave	Roundabout	E Mission Ave	Minor Arterial	62	Mill & Overlay	58.21
390	E Mission Ave	Roundabout	N Pepper Ln	Minor Arterial	86	Crackseal	40.36
391	E Mission Ave	Roundabout	N Pepper Ln	Minor Arterial	95	Defer	33.82
453	E Mission Ave	E Mission Ave	E Augusta Ct	Minor Arterial	63	Mill & Overlay	59.55
454	E Mission Ave	N Hall Blvd	N Hall Blvd	Minor Arterial	59	Mill & Overlay	61.48
503	E Mission Ave	E Mission Ave	E Mission Ave	Minor Arterial	73	Slurry Seal	54.29
14	E Mission Ave (South)	N Madson St	N Homestead Dr	Minor Arterial	40	Mill & Overlay	74.78
28	E Mission Ave (South)	E Mission Ave	E Mission Ave	Minor Arterial	41	Mill & Overlay	78.36
45	E Mission Ave (South)	N Meadowwood Ln	E Country Vista Dr	Minor Arterial	51	Mill & Overlay	69.45
67	E Mission Ave (South)	N King James Ln	N Winrock St	Minor Arterial	73	Slurry Seal	53.94
78	E Mission Ave (South)	N Homestead Dr	N Signal Dr	Minor Arterial	49	Mill & Overlay	71.67
82	E Mission Ave (South)	N Signal Dr	N Meadowwood Ln	Minor Arterial	66	Slurry Seal	56.46
125	E Mission Ave (South)	Malvern St	E Mission Ave	Minor Arterial	75	Slurry Seal	54.75
175	E Mission Ave (South)	N Winrock St	N Murray Ln	Minor Arterial	75	Slurry Seal	50.60
220	E Mission Ave (South)	E Mission Ave	Roundabout	Minor Arterial	63	Mill & Overlay	57.67
221	E Mission Ave (South)	E Mission Ave	Roundabout	Minor Arterial	43	Mill & Overlay	72.13
396	E Mission Ave (South)	Roundabout	E Mission Ave	Minor Arterial	64	Mill & Overlay	56.83
397	E Mission Ave (South)	Roundabout	E Mission Ave	Minor Arterial	61	Mill & Overlay	59.03
439	E Mission Ave (South)	N Country Vista Blvd	Malvern St	Minor Arterial	77	Crackseal	56.30
440	E Mission Ave (South)	Murray Ln	N Country Vista Blvd	Minor Arterial	76	Crackseal	48.98
54	E Nora Ave	End	N Glenbrook Rd	Local	79	Crackseal	18.14
58	E Nora Ave	N Caufield Rd	N Cavalier Rd	Local	81	Crackseal	15.05
144	E Nora Ave	N Willamette Rd	N Holl Blvd	Local	87	Crackseal	10.80
148	E Nora Ave	E Nora Ave	N Aladdin Rd	Local	82	Crackseal	14.35
182	E Nora Ave	N Holl Rd	N Meyers Rd	Local	89	Crackseal	9.36
200	E Nora Ave	N Meyers Rd	N Caufield Rd	Local	89	Crackseal	9.68
224	E Nora Ave	N Hood River Rd	N Hood River Rd	Local	100	Defer	0.54

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
323	E Nora Ave	N Malad Ct	N Hood River Rd	Local	91	Defer	7.79
365	E Nora Ave	N Umatilla St	N Snoqualmie Rd	Local	100	Defer	1.27
366	E Nora Ave	End	N Umatilla St	Local	100	Defer	0.58
418	E Nora Ave	N Snoqualmie Rd	N Malad Ct	Local	96	Defer	4.17
420	E Nora Ave	Deschutes Ave	E Nora Ave	Local	100	Defer	0.42
578	E Olive Ln	E Valleyway Ave	E Olive Ln	Local	61	Mill & Overlay	28.81
579	E Olive Ln	E Valleyway Ave	E Olive Ln	Local	58	Mill & Overlay	30.93
580	E Olive Ln	E Olive Ln	N Village Ln	Local	59	Mill & Overlay	30.79
434	E Pine Point Ct	End	N Forest Ridge St	Local	92	Defer	7.06
435	E Pine Point Ct	N Forest Ridge St	End	Local	92	Defer	6.82
357	E Prestwick Pl	N Garry Dr	End	Local	64	Mill & Overlay	26.62
11	E Reston Ave	N Winrock St	N Winchester St	Local	91	Defer	7.80
68	E Reston Ave	N Wolfe Penn St	N Country Vista - Wolfe Penn A	Local	80	Crackseal	14.95
69	E Reston Ave	N Winchester St	N Wolfe Penn St	Local	85	Crackseal	12.11
70	E Reston Ave	N Wilmington St	N Winrock St	Local	86	Crackseal	11.38
314	E Reston Ave	N Country Vista - Wolfe Penn A	E Country Vista Dr	Local	75	Seal	18.53
330	E Reston Ave	N Forest Ridge St	N Wilmington St	Local	92	Defer	9.11
430	E Reston Ct	N Forest Ridge St	N Forest Ridge St	Local	97	Defer	4.02
18	E Riverside Ave	E Main Ave	N Wright Blvd	Local	80	Crackseal	19.95
90	E Riverside Ave	N Knudson St	N Garry Dr	Local	89	Crackseal	9.60
143	E Riverside Ave	N Wright Blvd	N Knudson St	Local	82	Crackseal	15.53
512	E Riverwalk Ave	Kachess	N Colonial St	Local	93	Defer	7.89
513	E Riverwalk Ave	N Colonial St	N Cavalier Rd	Local	84	Crackseal	12.89
282	E Schniedmiller Ct	N Garry Dr	End	Local	64	Mill & Overlay	27.22
9	E Settler Dr	N Kelsea Ct	N Liberty Lake Rd	Local	66	Seal	26.26
274	E Settler Dr	E Country Vista Dr	E Colony Ct	Local	74	Seal	23.97
292	E Settler Dr	N Garry Dr	N Kelsea Ct	Local	64	Mill & Overlay	30.13
293	E Settler Dr	E Colony Ct	N Garry Dr	Local	72	Seal	26.55
88	E Shannon Ave	E Caufield Ave	N Cavalier Rd	Local	77	Crackseal	18.55
110	E Shannon Ave	N Cavalier Rd	End	Local	79	Crackseal	17.20
152	E Sharp Ave	N Simpson Rd	N Samantha Rd	Local	85	Crackseal	12.08
153	E Sharp Ave	N Samantha Rd	Malvern St	Local	70	Seal	22.94
164	E Sharp Ave	E Springdale Ct	N Simpson Rd	Local	87	Crackseal	11.15
242	E Sharp Ave	N Fairway Rd	N Ormond Rd	Local	76	Crackseal	18.60
243	E Sharp Ct	N Ormond Rd	End	Local	88	Crackseal	10.82
268	E Sharp Dr	N Mitchell Rd	N Wright Blvd	Local	66	Seal	26.44
249	E Sinto Ave	N Etta Ct	N Madson St	Local	32	Mill & Overlay	51.38
252	E Sinto Ave	Malvern St	N Eagle Rd	Local	71	Seal	21.77
260	E Sinto Ave	N Stevenson Rd	N Fairway Rd	Local	72	Seal	21.53
284	E Sinto Ave	N Eagle Rd	N Stevenson Rd	Local	54	Mill & Overlay	34.41

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289	E Sinto Ave	N Wright Blvd	N Etta Ct	Local	35	Mill & Overlay	48.51
473	E Sinto Ct	End	N Wright Blvd	Local	85	Crackseal	12.40
205	E Snake River Ave	E Kachess Rd	N Colonial St	Local	86	Crackseal	13.21
20	E Spencer Ct	End	E Maxwell Ave	Local	80	Crackseal	15.46
121	E Sperling Ct	N Oakland Rd	End	Local	86	Crackseal	12.06
21	E Sprague Ave	N Garry Dr	N McKinzie Rd	Collector	31	Reconstruction	73.77
46	E Sprague Ave	S Hillview Rd	S Club House Rd	Collector	51	Mill & Overlay	39.72
47	E Sprague Ave	S Overlook Rd	S Hillview Rd	Collector	37	Mill & Overlay	50.77
65	E Sprague Ave	S Club House Rd	S Ward Rd	Collector	76	Crackseal	21.17
159	E Sprague Ave	E Gage St	S Overlook Rd	Collector	58	Mill & Overlay	33.57
174	E Sprague Ave	E Sprague Ave	N Garry Dr	Collector	40	Mill & Overlay	70.32
493	E Sprague Ave	N McKinzie Dr	N Liberty Lake Rd	Collector	60	Mill & Overlay	53.64
494	E Sprague Ave	N Molter Rd	N Wright Blvd	Collector	42	Mill & Overlay	67.38
495	E Sprague Ave	E Sprague Ave	N Molter Rd	Collector	66	Slurry Seal	26.09
8	E Springdale Ct	E Sharp Ave	End	Local	80	Crackseal	15.43
432	E Stonecrest Ave	N Forest Ridge St	N Wilmington St	Local	85	Crackseal	12.96
431	E Stonecrest Ct	N Forest Ridge St	N Forest Ridge St	Local	86	Crackseal	12.22
225	E Thompson Ave	N Harvest Pkwy	N Harvest Pkwy	Local	100	Defer	0.69
227	E Thompson Ave	N Hood River Rd	N Hood River Rd	Local	92	Defer	6.37
322	E Thompson Ave	N Snoqualmie Rd	N Hood River Rd	Local	98	Defer	4.60
426	E Thompson Ave	End	N Snoqualmie Rd	Local	100	Defer	3.80
163	E Thorton Ave	N Oakland Rd	E Autumn Crossing Ave	Local	93	Defer	7.43
17	E Valleyway Ave	N Dunbarton Oaks Ln	N Olive Ln	Local	72	Seal	48.02
26	E Valleyway Ave	N Mitchell Dr	N Mitchell Ct	Local	95	Defer	4.93
43	E Valleyway Ave	N Mitchell Ct	E Main Ave	Local	89	Crackseal	9.91
63	E Valleyway Ave	N Molter Rd	N Mitchell Dr	Local	73	Seal	20.83
64	E Valleyway Ave	E Main Ave	N Knudson St	Local	79	Crackseal	16.60
92	E Valleyway Ave	N Timberfield Ln	N Lindeblad Ln	Local	82	Crackseal	38.64
122	E Valleyway Ave	N McKinzie Rd	End	Local	74	Seal	19.27
410	E Valleyway Ave	N Garry Dr	N McKinzie Rd	Local	95	Defer	4.88
411	E Valleyway Ave	N Knudson St	N Garry Dr	Local	91	Defer	7.70
506	E Valleyway Ave	N Olive Ln	N Molter Rd	Local	75	Seal	53.25
507	E Valleyway Ave	N Timberfield Ln	N Dunbarton Oaks Ln	Local	73	Seal	44.61
508	E Valleyway Ave	E Valleyway Ave	N Lindeblad Ln	Minor Arterial	70	Slurry Seal	46.33
532	E Wellington Pkwy	E Wellington Pkwy	N Harvest Rd	Local	83	Crackseal	13.38
533	E Wellington Pkwy	E Wellington Pkwy	N Harvest Rd	Local	89	Crackseal	9.03
534	E Wellington Pkwy	E Wellington Pkwy	E Wellington Pkwy	Local	94	Defer	9.24
535	E Wellington Pkwy	N Courtenay Ln	E Wellington Pkwy	Local	67	Seal	26.20
536	E Wellington Pkwy	N Courtenay Ln	E Wellington Pkwy	Local	71	Seal	23.34
537	E Wellington Pkwy	N Harvard Rd	E Indiana Ave	Local	93	Defer	11.07

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
334	East Riverwalk Ave	N Holl Blvd	Kachess	Local	86	Crackseal	11.25
514	East Riverwalk Ave	N Cavalier Rd	N Aladdin Rd	Local	100	Defer	1.46
331	E Indiana Ave	Highway 90	N Rydal Ln	Local		Defer	4.34
332	E Kachess Rd	East Riverwalk Ave	E Snake River Ave	Local	91	Defer	7.58
441	N Kramer Pkwy	Kramer Pkwy	Kramer Pkwy	Minor Arterial	96	Defer	44.54
442	N Kramer Pkwy	Roundabout	Kramer Pkwy	Minor Arterial	100	Defer	31.62
443	N Kramer Pkwy	Roundabout	E Country Vista Dr	Minor Arterial	100	Defer	31.66
567	N Kramer Pkwy	Undefined	Roundabout	Collector	100	Defer	0.57
573	N Kramer Pkwy	Undefined	Roundabout	Collector	100	Defer	0.56
236	Malvern St	E Sharp Ave	E Boone Ave	Local	72	Seal	21.01
251	Malvern St	E Sinto Ave	E Sharp Ave	Local	61	Mill & Overlay	31.01
288	Malvern St	E Maxwell Ave	E Sinto Ave	Local	59	Mill & Overlay	30.91
486	Malvern St	E Boone Ave	E Mallon Ct	Local	77	Crackseal	20.95
247	Maxwell Ave	N Madson St	N Homestead Dr	Local	53	Mill & Overlay	35.26
286	Maxwell Ave	E Colt Ln	N Madson St	Local	74	Seal	19.07
400	Maxwell Ave	N Wright Blvd	E Colt Ln	Local	87	Crackseal	11.72
3	N Aladdin Rd	E Nora Ave	E Mission Ave	Local	70	Seal	25.67
105	N Aladdin Rd	E Indiana Ave	E Nora Ave	Local	66	Seal	27.86
183	N Aladdin Rd	E Maxwell Ave	End	Local	90	Crackseal	9.75
184	N Aladdin Rd	E Mission Ave	E Maxwell Ave	Local	87	Crackseal	9.97
515	N Aladdin Rd	E Riverwalk Ave	E Kalama Ave	Local	100	Defer	1.90
118	N Bitterroot St	E Rockrose Ln	E Mission Ave	Local	81	Crackseal	15.67
407	N Bitterroot St	N Bitterroot St	E Rockrose Ln	Local	92	Defer	8.02
32	N Carson Range St	N Oakland St	E Autumn Crossing Ave	Local	91	Defer	9.99
42	N Carson Range St	E Autumn Crossing Ave	E Thorton Ave	Local	95	Defer	4.92
1	N Caufield Ct	E Maxwell Ave	End	Local	90	Crackseal	8.94
141	N Caufield Ct	End	E Mission Ave	Local	95	Defer	6.78
149	N Caufield Rd	E Deschutes Ave	E Nora Ave	Local	92	Defer	7.20
150	N Caufield Rd	E Indiana Ave	E Deschutes Ave	Local	92	Defer	7.20
180	N Cavalier Ct	E Maxwell Ave	End	Local	94	Defer	6.42
53	N Cavalier Rd	E Shannon Ave	E Indiana Ave	Local	84	Crackseal	13.12
61	N Cavalier Rd	E Knox Ave	E Shannon Ave	Local	85	Crackseal	12.12
134	N Cavalier Rd	E Indiana Ave	E Nora Ave	Local	86	Crackseal	13.33
193	N Cavalier Rd	End	E Mission Ave	Local	96	Defer	6.56
206	N Cavalier Rd	E Riverwalk Ave	E Kalama Ave	Local	93	Defer	7.79
517	N Cavalier Rd	E Kalama Ave	E Knox Ave	Local	91	Defer	7.79
456	N Colonial Ct	E Maxwell Ave	End	Local	90	Crackseal	8.54
333	N Colonial St	East Riverwalk Ave	E Snake River Ave	Local	82	Crackseal	14.30
56	N Country Vista - Wolfe Penn A	E Reston Ave	E Bergamot Ave	Local	88	Crackseal	10.93
57	N Country Vista - Wolfe Penn A	E Bergamot Ave	E Autumn Crossing Ave	Local	86	Crackseal	12.55

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
157	N Country Vista - Wolfe Penn A	E Blue Ridge Ave	E Reston Ave	Local	78	Crackseal	19.90
160	N Country Vista Blvd	E Autumn Crossing Ave	E Mission Ave	Collector	67	Slurry Seal	56.31
311	N Country Vista Blvd	E Hawkstone Loop	E Goshawk Wy	Collector	78	Crackseal	46.48
372	N Country Vista Blvd	N Country Vista Blvd	E Autumn Crossing Ave	Collector	76	Crackseal	48.92
373	N Country Vista Blvd	E Bergamot Ave	N Country Vista Blvd	Collector	75	Slurry Seal	48.45
374	N Country Vista Blvd	E Reston Ave	E Bergamot Ave	Collector	74	Slurry Seal	50.97
375	N Country Vista Blvd	N Country Vista Blvd	Oakland Ln	Collector	80	Crackseal	46.02
376	N Country Vista Blvd	E Blue Ridge Ave	N Country Vista Blvd	Collector	76	Crackseal	48.68
377	N Country Vista Blvd	E Mica Peak Rd	E Blue Ridge Ave	Collector	94	Defer	36.11
378	N Country Vista Blvd	N Country Vista Blvd	E Mica Peak Rd	Collector	92	Defer	36.39
379	N Country Vista Blvd	N Country Vista Blvd	E Mica Peak Rd	Collector	92	Defer	36.40
380	N Country Vista Blvd	E Mica Peak Rd	E Blue Ridge Ave	Collector	96	Defer	34.72
381	N Country Vista Blvd	E Blue Ridge Ave	N Country Vista Blvd	Collector	84	Crackseal	42.89
382	N Country Vista Blvd	N Country Vista Blvd	Oakland Ln	Collector	83	Crackseal	43.84
383	N Country Vista Blvd	Oakland Ln	E Reston Ave	Collector	76	Crackseal	48.07
384	N Country Vista Blvd	E Reston Ave	E Bergamot Ave	Collector	76	Crackseal	49.57
385	N Country Vista Blvd	E Bergamot Ave	N Country Vista Blvd	Collector	62	Mill & Overlay	57.85
386	N Country Vista Blvd	E Goshawk Wy	N Country Vista Blvd	Collector	85	Crackseal	41.98
388	N Country Vista Blvd	Oakland Ln	E Reston Ave	Collector	75	Slurry Seal	48.81
257	N Drury Ct	End	E Boone Ave	Local	68	Seal	24.53
472	N Drury Ct	E Boone Ave	End	Local	57	Mill & Overlay	32.91
278	N Eagle Rd	E Country Vista Dr	E Broadway Ave	Local	78	Crackseal	17.71
488	N Eagle Rd	E Sinto Ave	E Boone Ave	Local	64	Mill & Overlay	29.32
358	N Etta Ct	E Sinto Ave	End	Local	72	Seal	21.13
295	N Fairway Ct	End	E Broadway Ave	Local	73	Seal	21.32
265	N Fairway Rd	E Maxwell Ave	E Sinto Ave	Local	60	Mill & Overlay	30.72
283	N Fairway Rd	E Sinto Ave	E Sharp Ave	Local	67	Seal	24.89
291	N Fairway Rd	E Sharp Ave	E Boone Ave	Local	81	Crackseal	16.16
38	N Forest Ridge St	E Reston Ct	E Stonecrest Ct	Local	84	Crackseal	13.37
48	N Forest Ridge St	N Forest Ridge St	E Pine Point Ct	Local	81	Crackseal	15.18
261	N Forest Ridge St	E Bergamot - Ludlow Aly	E Ludlow Ave	Local	88	Crackseal	9.41
302	N Forest Ridge St	E Bergamot Ct	E Bergamot - Ludlow Aly	Local	76	Crackseal	17.92
335	N Forest Ridge St	E Blue Ridge Ave	E Reston Ct	Local	96	Defer	4.41
436	N Forest Ridge St	E Pine Point Ct	E Bergamot Ct	Local	89	Crackseal	10.29
142	N Garry Dr	N Garry Dr	E Sprague Ave	Local	72	Seal	21.72
170	N Garry Dr	E Valleyway Ave	E Riverside Ave	Local	96	Defer	5.36
241	N Garry Dr	End	E Broadway Ave	Local	71	Seal	26.51
271	N Garry Dr	E Broadway Ave	E Prestwick Pl	Local	70	Seal	25.90
275	N Garry Dr	E Prestwick Pl	E Schniedmiller Ct	Local	61	Mill & Overlay	29.33
281	N Garry Dr	E Schniedmiller Ct	E Settler Dr	Local	53	Mill & Overlay	35.08

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
50	N Glenbrook Ave	E Indiana Ave	E Deschutes Ave	Local	85	Crackseal	12.22
131	N Glenbrook Rd	E Nora Ave	E Augusta Ct	Local	88	Crackseal	9.85
135	N Glenbrook Rd	E Augusta Ct	E Mission Ave	Local	87	Crackseal	10.69
194	N Glenbrook Rd	End	Baldwin Ave	Local	100	Defer	0.42
408	N Glenbrook Rd	E Baldwin Ave	E Nora Ave	Local	95	Defer	4.77
94	N Harvard Rd	N Bella Lago Ln	N Harvard Rd	Local	70	Seal	22.63
24	N Harvard Rd (Northbound)	N Harvard Rd	Roundabout	Major Arterial	65	Mill & Overlay	62.65
73	N Harvard Rd (Northbound)	E Wellington Ave	Indiana Ave	Major Arterial	54	Mill & Overlay	67.74
204	N Harvard Rd (Northbound)	N Harvard Rd	N Harvard Rd	Major Arterial	61	Mill & Overlay	60.22
389	N Harvard Rd (Southbound)	N Harvard Rd	Roundabout	Major Arterial	61	Mill & Overlay	65.56
530	N Harvard Rd (Southbound)	E Wellington Ave	Indiana Ave	Major Arterial	69	Slurry Seal	56.88
531	N Harvard Rd (Southbound)	N Harvard Rd	N Harvard Rd	Major Arterial	73	Slurry Seal	51.28
401	N Harvest Pkwy	Roundabout	N Harvest Pkwy	Collector	84	Crackseal	11.85
402	N Harvest Pkwy	Roundabout	N Harvest Pkwy	Collector	83	Crackseal	12.67
403	N Harvest Pkwy	N Harvest Pkwy	End	Collector	88	Crackseal	14.97
353	N Harvest Pkwy (Northbound)	E Thompson Ave	Roundabout	Collector	84	Crackseal	35.08
421	N Harvest Pkwy (Northbound)	E Indiana Ave	E Nora Ave	Collector	81	Crackseal	39.37
423	N Harvest Pkwy (Northbound)	E Thompson Ave	E Nora Ave	Collector	89	Crackseal	33.17
352	N Harvest Pkwy (Southbound)	E Thompson Ave	Roundabout	Collector	80	Crackseal	37.98
422	N Harvest Pkwy (Southbound)	E Indiana Ave	E Nora Ave	Collector	87	Crackseal	35.02
424	N Harvest Pkwy (Southbound)	E Nora Ave	E Thompson Ave	Collector	86	Crackseal	35.28
449	N Henry Rd	E Valley Vista Dr	E Mdw Spg Lp	Collector	96	Defer	33.64
178	N Holl Blvd	E Knox Ave	E Glenbrook Ave	Local	91	Defer	7.80
181	N Holl Blvd	E Glenbrook Ave	E Meyers Ave	Local	95	Defer	4.90
458	N Holl Blvd	E Maxwell Ave	N Meyers Ct	Local	74	Seal	19.50
510	N Holl Blvd	E Riverwalk Ave	E Kalama Ave	Local	100	Defer	2.64
526	N Holl Blvd	E Kalama Ave	E Knox Ct	Local	87	Crackseal	10.75
49	N Holl Rd	E Mission Ave	E Maxwell Ave	Local	85	Crackseal	11.40
147	N Holl Rd	E Augusta Ct	End	Local	86	Crackseal	10.51
367	N Holl Rd	N Holl Rd	E Nora Ave	Local	74	Seal	21.53
368	N Holl Rd	N Holl Rd	E Nora Ave	Local	73	Seal	22.52
459	N Holl Rd	E Augusta Ave	N Holl Rd	Local	69	Seal	23.38
460	N Holl Rd	E Augusta Ave	N Holl Rd	Local	71	Seal	22.71
461	N Holl Rd	E Nora Ave	E Augusta Ave	Local	73	Seal	21.22
462	N Holl Rd	E Nora Ave	E Augusta Ave	Local	88	Crackseal	10.83
13	N Homestead Dr	E Mission Ave	E Oldenburg Ln	Local	31	Mill & Overlay	50.87
77	N Homestead Dr	E Remington Ln	E Colt Ln	Local	32	Mill & Overlay	50.32
113	N Homestead Dr	E Colt Ln	Maxwell Ave	Local	34	Mill & Overlay	48.51
114	N Homestead Dr	E Oldenburg Ln	E Remington Ln	Local	32	Mill & Overlay	50.14
231	N Homestead Dr	E Boone Ave	N Knudson St	Local	73	Seal	23.80

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
270	N Homestead Dr	Maxwell Ave	E Boone Ave	Local	63	Mill & Overlay	30.83
287	N Homestead Dr	End	N Knudson St	Local	81	Crackseal	15.49
290	N Homestead Dr	E Broadway Ave	E Colony St	Local	83	Crackseal	19.80
419	N Hood River Rd	E Nora Ave	E Thompson Ave	Local	100	Defer	3.05
425	N Hood River Rd	E Nora Ave	E Thompson Ave	Local	100	Defer	3.02
239	N Kelsea Ct	E Settler Dr	End	Local	48	Mill & Overlay	39.36
240	N Knudson Ct	E Boone Ave	End	Local	42	Mill & Overlay	43.31
112	N Knudson St	E Valleyway Ave	Colleen Ct	Local	97	Defer	4.06
166	N Knudson St	E Colleen Ct	E Riverside Ave	Local	95	Defer	4.70
272	N Knudson St	E Broadway Ave	E Colony Ct	Local	73	Seal	21.65
280	N Knudson St	N Homestead Dr	E Country Vista Dr	Local	65	Mill & Overlay	26.09
285	N Knudson St	E Country Vista Dr	E Broadway Ave	Local	37	Mill & Overlay	47.98
203	N Kramer Pkwy	E Legacy Spgs Ct	N Henry Ln	Collector	100	Defer	31.63
448	N Kramer Pkwy	E Kramer Rd	E Country Vista Dr	Collector	95	Defer	45.05
562	N Kramer Pkwy	E Mdw Spg Lp	E Legacy Spgs Ct	Collector	99	Defer	34.41
568	N Kramer Pkwy	Undefined	Undefined	Collector	100	Defer	3.59
574	N Kramer Pkwy	Undefined	Undefined	Collector	100	Defer	1.26
575	N Kramer Pkwy	Undefined	Undefined	Collector	100	Defer	4.56
450	N Kramer Pkwy	N Henry Ln	E Sprague Ave	Collector	94	Defer	34.88
509	N Lakeside Rd	N Lindeblad Ln	N Bella Lago Ln	Local	42	Mill & Overlay	43.99
577	N Legacy Ridge Dr	E Country Vista Dr	N Legacy Ridge Dr	Local	77	Crackseal	18.73
115	N Liberty Lake Rd	E Settler Dr	E Sprague Ave	Minor Arterial	96	Defer	35.62
561	N Liberty Lake Rd	N Kelsea Ct	E Settler Dr	Minor Arterial	99	Defer	50.72
392	N Liberty Lake Rd (Northbound)	Roundabout	N Liberty Lake Rd	Major Arterial	71	Slurry Seal	54.74
477	N Liberty Lake Rd (Northbound)	E Appleway Ave	E Country Vista Dr	Major Arterial	81	Crackseal	49.85
558	N Liberty Lake Rd (Northbound)	N Liberty Lake Rd	E Appleway Ave	Major Arterial	72	Slurry Seal	53.42
559	N Liberty Lake Rd (Northbound)	N Liberty Lake Rd	N Liberty Lake Rd	Major Arterial	75	Slurry Seal	48.92
23	N Liberty Lake Rd (Southbound)	Roundabout	N Liberty Lake Rd	Major Arterial	75	Slurry Seal	52.06
482	N Liberty Lake Rd (Southbound)	E Appleway Ave	E Country Vista Dr	Major Arterial	86	Crackseal	46.19
556	N Liberty Lake Rd (Southbound)	N Liberty Lake Rd	E Appleway Ave	Major Arterial	75	Slurry Seal	51.15
557	N Liberty Lake Rd (Southbound)	N Liberty Lake Rd	N Liberty Lake Rd	Major Arterial	89	Crackseal	38.76
294	N Madson Ct	E Broadway Ave	End	Local	88	Crackseal	11.64
72	N Madson St	E Knox Ave	E Appleway Ave	Local	72	Seal	26.18
176	N Madson St	E Appleway Ave	E Mission Ave	Local	50	Mill & Overlay	43.53
232	N Madson St	E Sinto Ave	E Boone Ave	Local	64	Mill & Overlay	28.60
237	N Madson St	Maxwell Ave	E Sinto Ave	Local	83	Crackseal	13.49
228	N Malad Ct	E Nora Ave	End	Local	100	Defer	2.06
98	N Malvern Rd	E Mission Ave	E Maxwell Ave	Local	56	Mill & Overlay	32.71
138	N Malvern Rd	N Simpson Rd	E Mallon Ct	Local	74	Seal	21.82
22	N McKinzie Rd	E Valleyway Ave	E Sprague Ave	Local	87	Crackseal	13.05

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
211	N Meyers Ct	End	E Mission Ave	Local	94	Defer	7.30
457	N Meyers Ct	E Maxwell Ave	End	Local	91	Defer	7.62
362	N Meyers Rd	E Deschutes Ave	E Nora Ave	Local	95	Defer	4.93
126	N Mitchell Ct	End	E Valleyway Ave	Local	94	Defer	7.53
258	N Mitchell Ct	End	E Country Vista Dr	Local	61	Mill & Overlay	30.57
16	N Mitchell Dr	E Valleyway Ave	E Main Ave	Local	86	Crackseal	11.41
127	N Mitchell Rd	Maxwell Ave	E Sharp Ave	Local	58	Mill & Overlay	33.23
15	N Molter Rd	E Knox Ave	E Appleway Ave	Local	61	Mill & Overlay	31.94
35	N Molter Rd	N Molter Rd	N Molter Rd	Collector	54	Mill & Overlay	60.49
202	N Molter Rd	N Molter Rd	E Sprague Ave	Collector	42	Mill & Overlay	42.65
394	N Molter Rd	E Appleway Ave	Roundabout	Minor Arterial	54	Mill & Overlay	66.17
395	N Molter Rd	E Appleway Ave	Roundabout	Minor Arterial	55	Mill & Overlay	65.31
398	N Molter Rd	Roundabout	E Maxwell Ave	Minor Arterial	44	Mill & Overlay	65.09
399	N Molter Rd	Roundabout	E Maxwell Ave	Minor Arterial	59	Mill & Overlay	54.23
464	N Molter Rd	E Valleyway Ave	N Molter Rd	Collector	40	Mill & Overlay	71.75
465	N Molter Rd	E Country Vista Dr	N Molter Rd	Collector	50	Mill & Overlay	62.15
466	N Molter Rd	E Country Vista Dr	N Molter Rd	Collector	49	Mill & Overlay	62.83
467	N Molter Rd	E Boone Ave	E Country Vista Dr	Minor Arterial	55	Mill & Overlay	60.02
468	N Molter Rd	E Boone Ave	E Country Vista Dr	Minor Arterial	53	Mill & Overlay	61.48
469	N Molter Rd	E Maxwell Ave	E Boone Ave	Minor Arterial	53	Mill & Overlay	60.90
470	N Molter Rd	E Maxwell Ave	E Boone Ave	Minor Arterial	55	Mill & Overlay	59.45
4	N Oakland Rd	E Sperling Ct	E Marti Ct	Local	81	Crackseal	14.97
40	N Oakland Rd	E Autumn Crossing Ave	E Thorton Ave	Local	92	Defer	7.20
91	N Oakland Rd	E Marti Ct	N Springdale Ct	Local	94	Defer	5.43
120	N Oakland Rd	N Spencer Ct	Sperling Ct	Local	84	Crackseal	12.61
438	N Oakland St	N Carson Range St	E Autumn Crossing Ave	Local	94	Defer	8.86
296	N Ormond Ct	End	E Broadway Ave	Local	72	Seal	21.77
235	N Ormond Dr	E Sharp Ave	E Boone Ave	Local	94	Defer	6.74
262	N Ormond Rd	E Maxwell Ave	E Sharp Ave	Local	79	Crackseal	18.15
520	N Salmon River St	E Kalama Ave	E Knox Ct	Local	95	Defer	4.87
29	N Samantha Rd	E Maxwell Ave	E Sharp Ave	Local	87	Crackseal	13.76
553	N Signal Rd	E Appleway Ave	E Mission Ave	Local	67	Seal	27.43
51	N Simpson Rd	E Boone Ave	Desmet Rd	Local	57	Mill & Overlay	31.80
71	N Simpson Rd	Cataldo Ct	Cataldo Ct	Local	66	Seal	25.18
76	N Simpson Rd	Desmet Rd	Cataldo Ct	Local	61	Mill & Overlay	29.97
95	N Simpson Rd	Desmet Rd	E Country Vista Dr	Local	79	Crackseal	15.91
128	N Simpson Rd	Cataldo Ct	Desmet Rd	Local	68	Seal	24.42
173	N Simpson Rd	E Maxwell Ave	E Sharp Ave	Local	73	Seal	23.94
229	N Summit Ct	E Blue Ridge Ave	End	Local	100	Defer	1.95
321	N Snoqualmie Rd	E Thompson Ave	E Mission Ave	Local	100	Defer	0.78

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
413	N Snoqualmie Rd	E Indiana Ave	Deschutes Ave	Local	100	Defer	0.43
414	N Snoqualmie Rd	Deschutes Ave	E Deschutes Ave	Local	100	Defer	0.58
415	N Snoqualmie Rd	Deschutes Ave	E Nora Ave	Local	95	Defer	4.87
416	N Snoqualmie Rd	E Nora Ave	E Thompson Ave	Local	98	Defer	4.82
263	N Stevenson Ct	End	E Broadway Ave	Local	74	Seal	20.36
266	N Stevenson Rd	E Sinto Ave	E Boone Ave	Local	59	Mill & Overlay	33.15
264	N Swing St	E Country Vista Dr	E Broadway Ave	Local	58	Mill & Overlay	32.26
417	N Umatilla St	E Nora Ave	End	Local	100	Defer	3.19
581	N Village Ln	E Olive Ln	End	Local	63	Mill & Overlay	27.69
582	N Village Ln	E Olive Ln	E Alki Ln	Local	66	Seal	27.07
359	N Winchester St	E Domrese Ave	E Reston Ave	Local	95	Defer	5.02
146	N Willamette Rd	E Nora Ave	E Cirque Ln	Local	90	Crackseal	7.53
187	N Willamette Rd	E Cirque Ln	E Augusta Ln	Local	90	Crackseal	8.64
155	N Wilmington St	E Reston Ave	E Stonecrest Ave	Local	90	Crackseal	8.25
201	N Wilmington St	E Blue Ridge Ave	E Reston Ave	Local	94	Defer	6.75
433	N Wilmington St	E Stonecrest Ave	End	Local	97	Defer	4.00
102	N Winchester Ct	E Autumn Crossing Ave	End	Local	86	Crackseal	12.30
107	N Winchester St	E Bergamot Ave	E Autumn Crossing Ave	Local	75	Seal	21.20
119	N Winchester St	E Reston Ave	E Bergamot Ave	Local	91	Defer	8.98
7	N Winrock St	E Ludlow Ave	E Autumn Crossing Ave	Local	90	Crackseal	8.26
39	N Winrock St	E Bergamot Ave	E Bergamot - Ludlow Aly	Local	89	Crackseal	9.32
79	N Winrock St	E Reston Ave	E Bergamot Ave	Local	97	Defer	4.75
83	N Winrock St	E Autumn Crossing Ave	N Winchester St	Local	82	Crackseal	15.67
209	N Winrock St	E Bergamot - Ludlow Aly	E Ludlow Ave	Local	92	Defer	6.29
218	N Winrock St	E Blue Ridge Ave	E Reston Ave	Local	93	Defer	7.69
429	N Wolfe Penn	E Bergamot Ave	E Autumn Crossing Ave	Local	97	Defer	5.04
101	N Wolfe Penn Ct	E Autumn Crossing Ave	End	Local	89	Crackseal	10.11
80	N Wolfe Penn St	E Reston Ave	E Bergamot Ave	Local	88	Crackseal	10.98
207	N Wolfe Penn St	E Domrese Ave	E Reston Ave	Local	79	Crackseal	16.81
428	N Wolfe Penn St	E Bergamot Ave	E Autumn Crossing Ave	Local	81	Crackseal	16.41
19	N Wright Blvd	E Riverside Ave	E Sprague Ave	Local	92	Defer	6.52
129	N Wright Blvd	E Main Ave	E Riverside Ave	Local	94	Defer	8.24
250	N Wright Blvd	Maxwell Ave	E Sinto Ct	Local	74	Seal	20.04
253	N Wright Blvd	E Sinto Ct	E Sharp Ave	Local	68	Seal	24.08
256	N Wright Blvd	E Sharp Ave	E Boone Ave	Local	74	Seal	20.04
259	N Wright Blvd	E Boone Ave	E Desmet Ct	Local	54	Mill & Overlay	34.67
273	N Wright Blvd	E Desmet Ct	E Country Vista Dr	Local	58	Mill & Overlay	33.74
108	Roundabout (Harvard/Mission)	N Harvard Rd	N Harvard Rd	Major Arterial	100	Defer	30.12
196	Roundabout (Harvard/Mission)	N Harvard Rd	N Harvard Rd	Major Arterial	95	Defer	34.12
197	Roundabout (Harvard/Mission)	N Harvard Rd	E Mission Ave	Major Arterial	100	Defer	30.16

CLX UID	Street Name	From Street Name	To Street Name	Functional Class	PCI	Maintenance Suggestion	Repair Priority
198	Roundabout (Harvard/Mission)	E Mission Ave	N Harvard Rd	Major Arterial	83	Crackseal	42.57
344	Roundabout (Harvest/Mission)	E Mission Ave	E Mission Ave	Minor Arterial	87	Crackseal	39.42
345	Roundabout (Harvest/Mission)	E Mission Ave	N Harvest Pkwy	Minor Arterial	75	Slurry Seal	48.33
346	Roundabout (Harvest/Mission)	N Harvest Pkwy	E Mission Ave	Minor Arterial	75	Slurry Seal	48.34
347	Roundabout (Harvest/Mission)	E Mission Ave	E Mission Ave	Minor Arterial	77	Crackseal	46.95
213	Roundabout (Holl/Indiana)	E Indiana Ave	E Indiana Ave	Collector	70	Slurry Seal	51.94
214	Roundabout (Holl/Indiana)	E Indiana Ave	E Indiana Ave	Collector	58	Mill & Overlay	60.46
215	Roundabout (Holl/Indiana)	E Indiana Ave	E Indiana Ave	Collector	67	Slurry Seal	54.13
216	Roundabout (Holl/Indiana)	E Indiana Ave	E Indiana Ave	Collector	75	Slurry Seal	48.15
336	Roundabout (Kramer/Mission)	E Mission Ave	E Mission Ave	Minor Arterial	100	Defer	30.23
337	Roundabout (Kramer/Mission)	Kramer Pkwy	E Mission Ave	Minor Arterial	100	Defer	30.19
338	Roundabout (Kramer/Mission)	Kramer Pkwy	Kramer Pkwy	Minor Arterial	100	Defer	30.10
339	Roundabout (Kramer/Mission)	Kramer Pkwy	E Mission Ave	Minor Arterial	100	Defer	30.21
222	Roundabout (Molter/Mission)	N Molter Rd	N Molter Rd	Minor Arterial	54	Mill & Overlay	63.63
223	Roundabout (Molter/Mission)	N Molter Rd	N Molter Rd	Minor Arterial	75	Slurry Seal	48.23
360	Roundabout (Molter/Mission)	N Molter Rd	E Mission Ave	Minor Arterial	54	Mill & Overlay	63.48
393	Roundabout (Molter/Mission)	E Mission Ave	N Molter Rd	Minor Arterial	60	Mill & Overlay	59.13

Appendix E: Year-by-year pavement program (6 years)

2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROADWAY PROJECTS



SIX YEAR TRANSPORTATION CAPITAL FACILITIES PLAN, 2026 -2031													
Roadway Projects													
LINE NO.	**PROJECT TYPE**	**PROJECT NAME**	**LOCATION**	**FUNDING SOURCE**	**CURRENT 2025**	**PROJECT TOTAL (2026-2031)**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**NOTES:**
TP-1	Enhancement/ New Construction	Harvard Rd Bridge /Kramer Overpass & Rd Ext	Between Country Vista & Mission	CW/TIF/LIFT/TBD		TBD							
TP-2	Preservation/ Enhancement	Country Vista Rebuild/ Operational Improvements	W City Limits to Liberty Lake Rd	REET2		$ 4,416,000	$ 196,000	$ 2,008,000	$ 2,212,000				
TP+A7:N 32-3	Enhancement	Appleway Frontage Improvements	Fairway to E City Limits	REET/TBD		$ 4,281,726					$ 335,386	$ 3,946,340	
TP-4	Enhancement	Mission Ave Frontage Improvements	W City Limits east to Glenbrook (southside)	REET2/COMMERCE	$ 200,025	$ 1,493,975	$ 1,493,975						Commerce Grant = $999,100
TP-5	Enhancement	Upgrade Molter /Appleway Signal	Molter/Appleway		$ 57,000	$ -							
TP-6	Enhancement	Smart Signal Control	Multiple Locations	HRM		$ 51,000			$ 51,000				
TP-7	Preservation	Mission Ave Overlay	Country Vista to Molter	SRTC/REET/TBD		$ 1,368,400	$ 1,368,400						
TP-8	Preservation	Sprague Avenue Rebuild	Liberty Lake Road to Gage	REET/TBD		$ 3,029,371			$ 204,194	$ 1,359,530	$ 1,465,647.40		
TP-9	Plan/Report	Pavement Condition Study/ Preservation Master Plan	Citywide	TBD	$ 75,000	$ -							
TP-10	Preservation	Mission Ave Grind & Overlay (North)	Storage Facility to Harvard	REET2/TIB		$ 1,030,000	$ 1,030,000						Moved to 2026; adjusted for inflation
TP-11	Preservation	Molter Grind & Overlay, North Segment	Mission to Appleway	REET2/SRTC		$ 1,622,000	$ 142,000	$ 1,480,000					Local match=$370,000, SRTC Grant =$1,110,000
TP-12	Preservation	Country Vista Drive Grind & Overlay	Mission Avenue to Molter	REET/TBD		$ 2,014,299		$ 141,603	$ 1,872,696				
TP-13	Plan/Report	Network Analysis	City-wide	HRM/PUG	$ 97,930	$ -							
TP-14	Preservation	Street Tree Replacement	City-wide	TBD		$ 138,806	$ 20,000	$ 21,160.00	$ 22,387.28	$ 23,685.74	$ 25,059.52	$ 26,512.97	Removal and periodic replacement of damaged street trees
TP-15	Preservation	Roundabout/ Median Beautification	City-wide	TBD		$ 208,208	$ 30,000	$ 31,740.00	$ 33,580.92	$ 35,528.61	$ 37,589.27	$ 39,769.45	Periodic replacement of damaged or missing landscaping or hardscape
TP-16	Preservation	Street Repair Allocation	City-wide	TBD		$ 694,028	$ 100,000	$ 105,800.00	$ 111,936.40	$ 118,428.71	$ 125,297.58	$ 132,564.84	Small pavement repairs not included in other CFP pavement preservation projects
TP-17	Enhancement	Intersection Improvement	N Liberty Lake Rd/ E Country Vista Drive	HRM/TIB		$ -		TBD					Dual EBL turn lane; to be constructed with TP-2
TP-18	Preservation	Molter Grind & Overlay, Center Segment	Mission to Country Vista	REET/TBD/TIB		$ 1,754,166				$ 1,754,166.07			
TP-19	Preservation	Molter Grind & Overlay, South Segment	Country Vista to Sprague	REET/TBD/TIB		$ 2,121,037					$ 2,121,037.37		
				TOTAL, ROADWAY PROJECTS	**$ 429,955**	**$ 24,055,111**	**$ 4,380,375**	**$ 3,788,303**	**$ 4,339,890**	**$ 3,291,339**	**$ 4,110,017**	**$ 4,145,187**	

Appendix F: Funding Program Summaries

Transportation Improvement Board (TIB) Programs

The Transportation Improvement Board administers a suite of grant programs that support local transportation projects, including arterial improvements, pavement preservation, Complete Streets enhancements, and active transportation facilities. Typical programs include:

- Urban Arterial Program (UAP) – for safety and mobility improvements on major urban streets.
- Arterial Preservation Program (APP) – for pavement preservation treatments on urban arterials.
- Small City Preservation and Arterial Programs – for cities under state population thresholds.
- Active Transportation and Complete Streets Programs – support multimodal enhancements that align with Complete Streets policies.

Highway Safety Improvement Program (HSIP)

Administered by WSDOT with federal funds, HSIP provides funding to reduce serious injuries and fatalities on city and county roads through evidence-based engineering countermeasures. Eligible project scopes include roadway safety improvements identified through crash data and local safety plans.

Safe Routes to School Program

Funds infrastructure improvements within two miles of schools to make walking and biking safer and more appealing; pavement-related work on school routes may qualify under this program.

National Highway Freight and System Asset Management Programs

These federal programs, managed via WSDOT, support freight mobility improvements and systematic preservation of key roadway assets, which may include pavement work on designated freight corridors.

Freight Mobility Strategic Investment Program (FMSIB)

A state freight-focused program providing competitive funding for high-priority freight-related roadway and intersection improvements that support the movement of goods and economic activity.

Federal Funding Sources

Surface Transportation Block Grant Program (STBG)

STBG is one of the most flexible federal-aid programs and provides significant funding for local pavement preservation, rehabilitation, and other road improvements. Jurisdictions typically access STBG funds through the regional Transportation Improvement Program (TIP) process.

Programming and Planning Mechanisms

Statewide Transportation Improvement Program (STIP)
The STIP compiles federally funded projects programmed by WSDOT and regional partners; inclusion in the STIP is generally required for federal fund eligibility.

Transportation Improvement Program (TIP)
The TIP is the regional four-year program of transportation projects that schedules federal and state funds (such as STBG, CMAQ, and CRP) for construction and implementation; local roadway projects funded through these programs are typically included in the TIP.

Regional and Local Funding Programs

Spokane Regional Transportation Council (SRTC) Competitive Grants
Through periodic *Calls for Projects*, SRTC programs federal funds (like STBG, STBG set-aside, CMAQ, and Carbon Reduction Program) to local jurisdictions in Spokane County for preservation, mobility, safety, and multimodal improvements. Projects must be consistent with regional priorities and included in the TIP. The program has historically funded roadway preservation, multimodal facilities, and safety enhancements, with millions awarded across the region.

Spokane Transit Authority (STA) Grants
While STA primarily focuses on transit and multimodal improvements, several STA-associated programs fund related infrastructure that can support Complete Streets components or corridor enhancements connected to pavement projects. For example, Federal Transit Administration competitive grants (e.g., Reconnecting Communities Pilot) have funded design advance work on active transportation and transit corridors that complement roadway investments.

Regional Mobility Grant (via WSDOT / Regional partners)
Although administered by WSDOT, the *Regional Mobility Grant* program supports capital construction and connectivity improvements that span regional centers, often in partnership with local agencies. Eligible project types include capital construction and transportation demand management, which can intersect with pavement and corridor improvements when coordinated regionally.

Neighborhood Access & Equity-Type Programs
Federal competitive grant programs like the U.S. DOT *Reconnecting Communities and Neighborhoods* initiative can be accessed through collaborative applications with regional partners (e.g., STA, Spokane County, City of Spokane, etc.) to fund pedestrian, bicycle, and connectivity improvements along key streets, enhancing safety and mobility that tie into pavement projects.

Appendix G: Glossary and Acronyms

Glossary

Arterial Street – A major roadway designed to carry high traffic volumes and provide regional or citywide connectivity.

Asset Management – A systematic process of operating, maintaining, and upgrading infrastructure assets cost-effectively over their life cycle.

Collector Street – A roadway that connects local streets to arterial streets and carries moderate traffic volumes.

Complete Streets – A policy and design approach that ensures streets are planned, designed, and operated to be safe and accessible for all users, including pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities.

Condition Assessment – The process of evaluating pavement condition through visual inspections, automated surveys, or other data collection methods to determine distress types, severity, and extent.

Deferred Maintenance – The practice of delaying routine maintenance activities, often resulting in accelerated deterioration and higher long-term repair costs.

Functional Classification – A system for categorizing roadways based on their role in the transportation network, typically including arterials, collectors, and local streets.

Life-Cycle Cost Analysis – An evaluation of the total cost of an asset over its useful life, including construction, maintenance, rehabilitation, and reconstruction.

Local Street – A roadway primarily providing access to adjacent properties with low traffic volumes and limited through movement.

Maintenance – Routine activities such as crack sealing, patching, and sweeping that preserve pavement condition and slow deterioration.

Network-Level Analysis – Evaluation of pavement condition and performance across the entire roadway system rather than individual projects.

Performance Target – A measurable goal used to evaluate the condition and performance of the pavement system (e.g., maintaining a citywide PCI of 70 or higher).

Preventive Maintenance – Planned treatments applied to pavements in good or fair condition to slow deterioration and extend service life, such as seal coats or crack sealing.

Preservation – A strategy focused on maintaining existing pavement assets through timely maintenance and rehabilitation to maximize service life and minimize long-term costs.

Rehabilitation – Structural or surface treatments that restore pavement condition and extend service life, such as overlays or partial-depth repairs.

Reconstruction – Full replacement of the pavement structure, typically required when pavement has reached the end of its useful life.

Right-of-Way (ROW) – Public land reserved for transportation facilities, including roadways, sidewalks, and utilities.

Safety Improvement – A project or treatment intended to reduce the frequency or severity of traffic crashes.

Service Level – The desired condition or performance standard established for a roadway or asset class.

Treatment – A maintenance, preservation, rehabilitation, or reconstruction activity applied to pavement to improve or restore condition.

Utility Coordination – The practice of aligning pavement work with planned underground utility projects to minimize repeated street cuts and disruptions.

Acronyms

APP – Arterial Preservation Program (Transportation Improvement Board program)

ADA – Americans with Disabilities Act

CIP – Capital Improvement Plan; the City's multi-year program of planned capital projects

CMAQ – Congestion Mitigation and Air Quality Improvement Program; federal funding for projects that reduce congestion and improve air quality

CRP – Carbon Reduction Program; federal funding for projects that reduce transportation-related greenhouse gas emissions

FMSIB – Freight Mobility Strategic Investment Board; state program funding freight-related transportation projects

FHWA – Federal Highway Administration

HSIP – Highway Safety Improvement Program; federal and state funding for projects that reduce serious injuries and fatalities

PCI – Pavement Condition Index; a numerical rating (0–100) that describes the structural and surface condition of pavement

PMP – Pavement Master Plan; the City's long-range plan for managing pavement assets

RCW – Revised Code of Washington

SRTC – Spokane Regional Transportation Council; the metropolitan planning organization (MPO) for the Spokane region

STA – Spokane Transit Authority; the regional public transportation provider

STBG – Surface Transportation Block Grant Program; flexible federal funding for roadway and transportation projects

STIP – Statewide Transportation Improvement Program; the federally required listing of all programmed transportation projects in Washington State

TIB – Transportation Improvement Board; state agency administering grant programs for local transportation projects

TIP – Transportation Improvement Program; the regional four-year program of federally funded transportation projects

UAP – Urban Arterial Program (Transportation Improvement Board program)

WSDOT – Washington State Department of Transportation