

Pavement Management Program

Council Study Session • July 2026
Program Update



Today's Overview

01 **Pavement Condition Index (PCI)**
What is PCI?

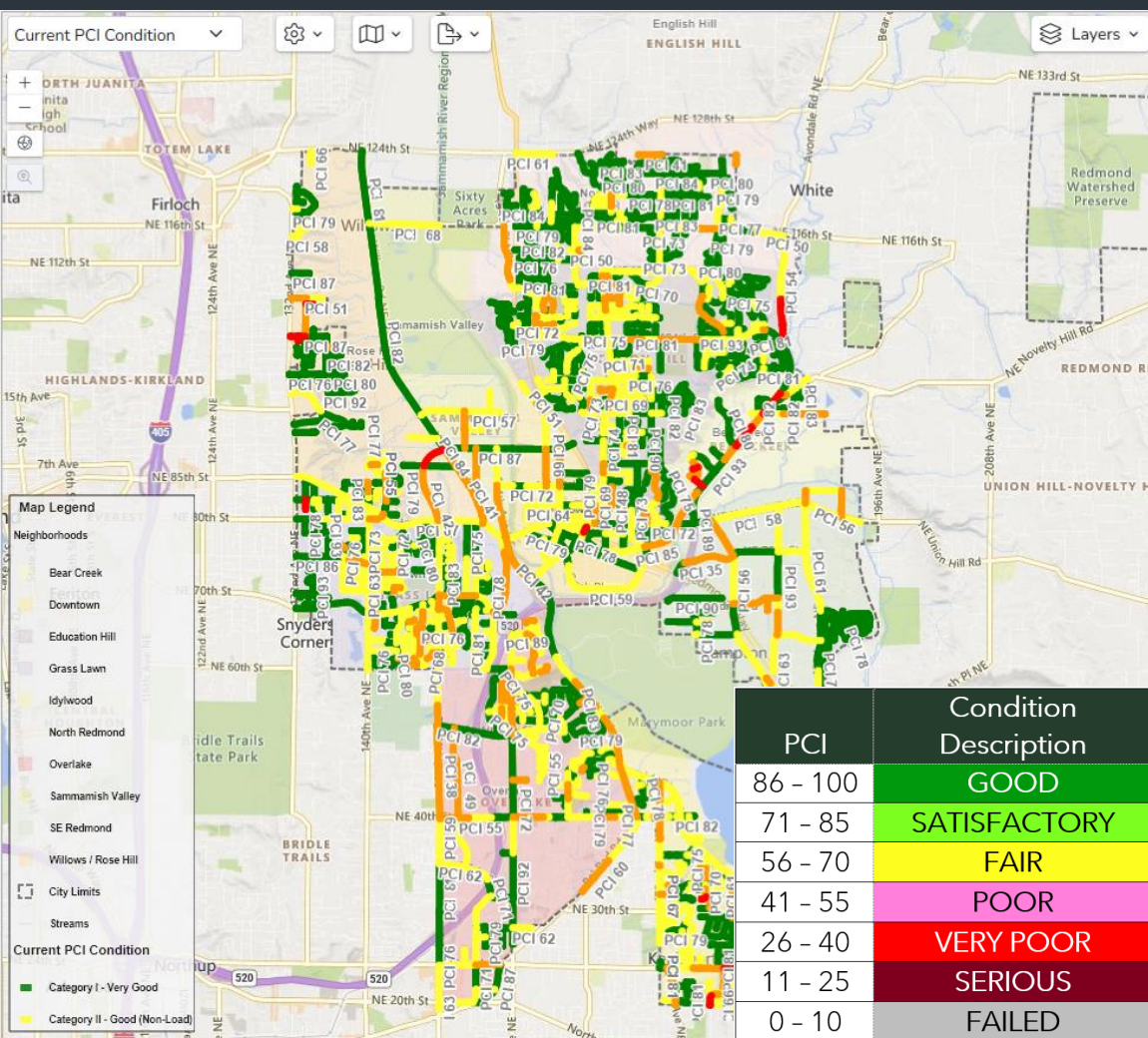
02 **Existing Conditions**
Network PCI data and what it tells us

03 **Budget Needs**
Proposed funding strategy and investment plan

04 **Resource Needs**
Delivery approach

05 **The Path Forward**
Goals, milestones, and Council timeline

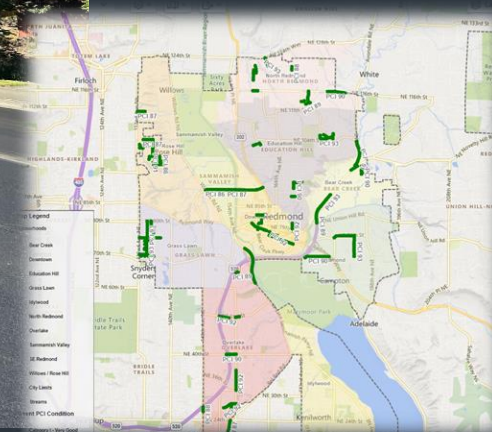
What is a Pavement Condition Index (PCI) ?



- The Pavement Condition Index rates the condition of the surface of a street on a scale of 0 to 100
- Provides a numerical rating for the condition of road segments within the street network
- Measures the extent and severity of cracks and rutting as well as smoothness and ride comfort
- PCI data is collected every 2 years in Redmond. This allows us to monitor the rate of deterioration over time

PCI 86-100- Good Arterial Street

- PCI after new paving
- Minimal to no treatment
- 25-lane miles or 7% of network



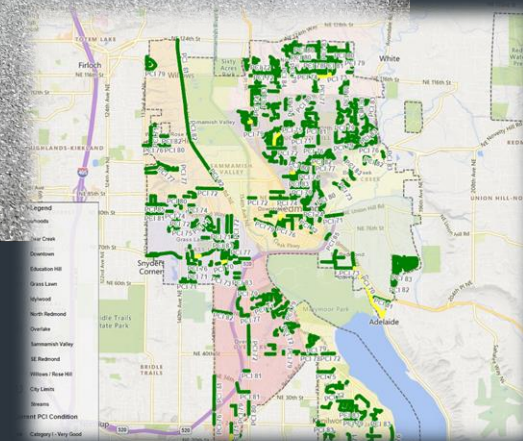
Avondale Road - 2025 After Paving

PCI 71- Satisfactory Residential Street

- Network Target Level of Service
- Preventative maintenance candidate
- 150-lane miles or 42% of network

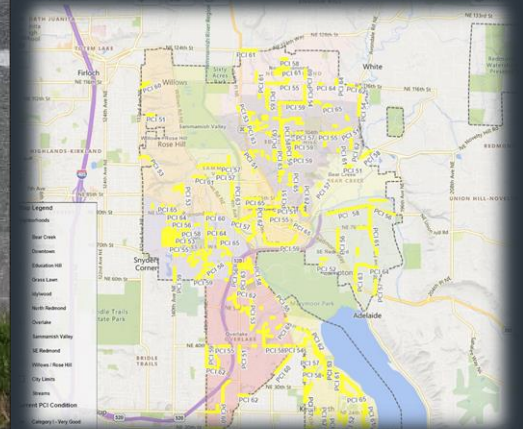


North Redmond 179th Court Residential Street



PCI 55- Poor Arterial Street

- No longer preventative maintenance eligible
- Requires deeper repairs at three times the cost of preventative maintenance
- 51-lane miles or 14% of network
- Majority of network to decline in this category within the next seven years with current funding levels



116th Street by 179th Ave before paving-2022

PCI 20- Failed Arterial Street

- Represents 4-lane miles or 1% of network
- Requires deeper rehabilitation or reconstruction at ten times the cost of preventative maintenance



148th Ave NE by 87th Street-2022 before paving

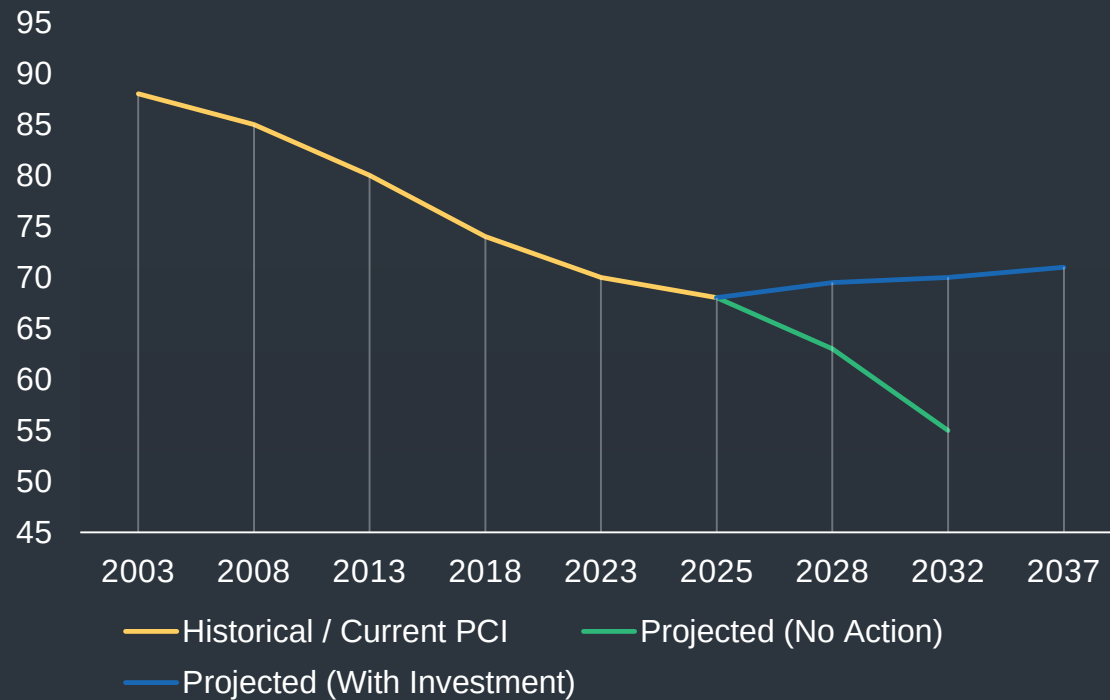
Existing Conditions: 2025 Network Assessment

- 362-lane miles of Streets
- 49% of the network is in Satisfactory or better condition
- Residential roads are holding — but arterials are failing fast
- Principal Arterials carry the most traffic and face the steepest decline
- Biannual condition surveys (StreetSaver) provide the data foundation



2026 Residential Street Rehabilitation

The Cost of Waiting: PCI Decline Over Time



- Current Average Investment of \$1.7 Million/Year results in PCI of 54 in seven years.
- Pavement that falls below PCI 56 requires costly rehabilitation at 3–10× the cost of preventive maintenance.

Network Stewardship: **Investment Strategy**

- The plan recommends a \$5M dedicated annual paving budget beginning in 2027
- Grows \$250,000 each year to keep pace with rising costs — \$5.25M in 2028, reaching \$8M by 2039
- Dedicated, consistent funding stream outside the biannual CIP competition
- Initial focus on arterial rehabilitation, where condition decline and traffic exposure are greatest
- Funding strategy will be proposed in the Mayor's 2027–2028 budget later this year



2025 North Redmond Arterial Rehabilitation

Current Program Delivery

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- 21 lane-miles delivered over six years (2020-2025, Average 3.5 lane-miles/year) vs LOS need of 12 lane-miles per year
- One larger rehab project every other year
- Smaller programmatic paving annually
- Preventive maintenance (slurry seals) every other year
- Pavement Manager oversees all projects to 30% design, then transfers to Capital Division



2026 South Redmond Residential Rehabilitation

Proposed Program Delivery

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- Annual arterial and residential paving
- Separate CIP projects for utility/safety scopes — paving stays focused
- Capital Division manages projects from beginning



2024 Residential Preventative Maintenance Slurry Seal

A Phased Approach

Phase 1 Near-Term

- Continue projects already funded or underway through existing capital commitments
- Begin annual preventive maintenance on the residential network

Phase 2 Mid-Term

- Expand annual arterial rehabilitation as the dedicated funding stream matures
- Coordinate paving with planned utility and safety projects where it makes sense
- Pursue grant funding to extend the program's reach

Phase 3 Long-Term

- Sustain arterial rehabilitation as the core of the annual paving program
- Explore innovative pavement strategies at high-stress locations
- Evaluate longer-term policy tools, such as a pavement-cut moratorium
- Revisit the Strategic Plan periodically to track progress toward network condition goals

Frequently Asked Questions

- Why invest in streets that are still in good condition?
 - Preventive maintenance costs 4–6 times less than rehabilitation. Treating streets at the right time protects the \$450M network at the lowest lifecycle cost
- How are streets selected each year?
 - Data-driven prioritization using PCI, traffic, safety, and equity scoring, updated annually as conditions change
- What happens at current funding levels?
 - Network PCI declines to 54 within seven years, pushing most streets past the point of low-cost preventive treatment
- When will Council consider the funding strategy?
 - As part of the Mayor's 2027–2028 budget later this year, tonight's session prepares Council for that conversation
- How will we know it's working?
 - Biannual condition assessments and KPI reporting to Council track progress toward the PCI 71 target

Seeking Council Feedback

- Does the strategic plan's approach align with Council's expectations for stewardship of the City's \$450M pavement asset?
- Are the level-of-service goals (PCI 71 network target per the TMP) consistent with the community outcomes Council wants to see?
- What additional information would help Council feel prepared when the funding strategy comes forward in the Mayor's 2027–2028 budget?
- How would Council like to receive ongoing progress reporting as the program advances?



Thank You

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