

**2025 NHS Asset Management Program
Application for Funding**



Local Programs

Lead Agency Name: Contact Person: Title: Street Address: City, State, Zip: Phone: Email:	Name of Metropolitan or Regional Planning Organization: State Legislative District #(s): Congressional District #(s): See: http://app.leg.wa.gov/DistrictFinder/Home/
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Project Name:
 Begin Project Limit:
 End Project Limit:
 Length (in miles):

WSDOT Region where project is located:
 Eastern North Central Northwest Olympic South Central Southwest

If any sites in this application involve roadways owned or managed by another jurisdiction, such as a City, County, Tribe, or WSDOT, list the roadways and jurisdiction:

Include a letter or email from each of the other jurisdictions that indicates concurrence with this application. Local projects on state routes must be coordinated with and approved by the applicable WSDOT regional office. Contact the Region Local Programs Engineer at [Contact support for local programs | WSDOT \(wa.gov\)](#) to request concurrence.

Comments:

Attachments: The following items must be included with the application.

- Detailed vicinity map, with clearly marked project limits, that shows the project's location.
- Roadway section with all elements clearly labeled.
- Confirmation that the roadway(s) being addressed are located on the National Highway System (NHS). See <http://www.wsdot.wa.gov/mapsdata/travel/hpms/NHSroutes.htm> for a listing of NHS routes in the State.
- PCI and IRI ratings documentation.

General Project Information
Existing Facility: Enter the elements noted below. Check all boxes that apply.

Roadway Width (feet)		<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Principal Arterial
Number of Thru-Traffic Lanes		<input type="checkbox"/> Paths	<input type="checkbox"/> Minor Arterial
Type of Surfacing (BST, HMA, PCCP)		<input type="checkbox"/> Bike Lanes	<input type="checkbox"/> Major Collector
Posted Speed (mph)		<input type="checkbox"/> Urban	<input type="checkbox"/> Minor Collector
Average Daily Traffic		<input type="checkbox"/> Rural	<input type="checkbox"/> Local Access
Average Daily Bus Trips			

Existing Conditions: Provide an explanation of the condition of the existing surfacing and roadway within the proposed project limits. Describe type(s) of distress the roadway is exhibiting (alligator cracking, rutting, spalling, etc.).

Scope of Work: Provide an explanation of the specific project elements to be constructed.

Pavement Condition: Provide an explanation of how the scope of work directly addresses existing issues and how that will lead to improved International Roughness Index (IRI) and Pavement Condition Index (PCI) scores.

Last Construction Project: Describe the last construction project(s) completed within the proposed project limits, including type of work (reconstruction, overlay, crack sealing, etc.) and provide the month and year it was opened to traffic.

Project Schedule (enter dates as MM/YYYY)	
Project Milestone	Estimated Date
Project added to the Statewide Transportation Improvement Program (STIP)	
Begin PE (PE authorized by WSDOT/FHWA)	
Environmental documents approved (required for every project)	
Right of way completed (certification, if required)	
Contract advertised (CN authorization required by August 31, 2027)	
Contract awarded	
Open to traffic	

Project Budget			
Phase	Total Cost ¹	Other Funds ^{1,2}	Program Funds Requested ^{1,3}
Preliminary Engineering	\$	\$	\$
Right of Way	\$	\$	\$
Construction	\$	\$	\$
Total	\$	\$	\$

1. Round all amounts to the nearest thousand dollars.
2. Although match is not required, enter all non-Program funds (Total Cost minus Program Funds Requested).
3. Maximum project award is \$10,000,000.

Evaluation Information

Pavement Condition Index Value (15 Points Maximum). Include documentation from your pavement management system supporting the PCI values for all roadway segments in the scope of work. If the proposal contains multiple PCI values, an overall PCI value will be calculated based on each segment's share of total thru-traffic lane miles. (Insert additional rows as necessary.)

Segment	From	To	Thru-Traffic Lane Miles	PCI
1				
2				
3				
4				
Total Lane Miles and Overall PCI =				

International Roughness Index Value (15 Points Maximum). Include documentation supporting the IRI values for all roadway segments in the scope of work. If the proposal contains multiple IRI values, an overall IRI value will be calculated based on each segment's share of total lane miles. See ([Local Agency IRI Values](#)) for a listing of IRI values. (Insert additional rows as necessary.)

Segment	From	To	Thru-Traffic Lane Miles	IRI
1				
2				
3				
4				
Total Lane Miles and Overall IRI =				

Cost Effectiveness (30 points Maximum). The cost effectiveness of the proposed project will be calculated using the following elements:

- Amount of Program funds requested,
- Thru-Traffic Lane Miles treated*, and,
- Estimated treatment life in years.

$$\text{Cost Effectiveness} = \frac{\text{Program Funds Requested}}{\text{Thru-Traffic Lane Miles}^* \times \text{Estimated Treatment Life}}$$

Program funds requested	\$
Total thru-traffic lane-miles treated*	
Estimated treatment life in years	
Cost Effectiveness (dollars per lane-mile-year)	

*Only thru-traffic lane miles are used in this calculation. Special use lanes, such as two-way left turn, bicycle, etc. should not be included in the overall lane miles treated. Although not included in this calculation, these, and other typically federally eligible elements, such as bike lanes, sidewalks, signals, etc., are eligible and can be funded through this program.

Estimated treatment life should be calculated as the number of years the treatment will extend the pavement to meet pavement condition requirements or until another treatment is needed. In general, the treatment life is defined as the number of years between pavement rehabilitation treatments. Treatment life can vary by location, type of treatment, and individual agency standards. Explain how the estimated treatment life was determined for this project's proposed treatment.

Cost Effectiveness (30 points Maximum) – Continued.

Treatment Life Explanation:

Level of Preservation Effort (30 Points Maximum).

Does the agency have an established pavement management plan? Check the corresponding box that defines your agency's usage of a pavement management plan as high, medium, or low based on elements shown in the table below. Describe how the individual elements support your choice of high, medium, or low.

Overall Pavement Management	Pavement Management Elements
High <input type="checkbox"/>	<ul style="list-style-type: none">• Existing pavement management plan in place.• Pavement management software and/or pavement treatment decision model is currently utilized.
Medium <input type="checkbox"/>	<ul style="list-style-type: none">• Pavement management plan under development.• Basic methods in place for determining pavement replacement.
Low <input type="checkbox"/>	<ul style="list-style-type: none">• No existing pavement management plan.• No pavement management plan in development.• No analytical method in place for determining pavement replacement.

Comments:

How is the roadway system monitored and assessed? Check the corresponding box that defines your agency's roadway system monitoring and assessment as high, medium, low, or <25% based on elements shown in the table below. Describe how the individual elements support your choice of high, medium, or low.

Roadway System Monitoring and Assessment	Monitoring and Assessment Elements
High <input type="checkbox"/>	All roadways are assessed for condition a minimum of once every 4 years.
Medium <input type="checkbox"/>	A minimum of 50% of roadways are assessed for condition at least once every 4 years.
Low <input type="checkbox"/>	A minimum of 25% of roadways have been assessed for condition in the previous 4 years.
<25% <input type="checkbox"/>	Less than 25% of roadways have been assessed for condition in the previous 4 years.

Comments:

How are priorities set and managed? Check the corresponding box that defines your agency's priority setting and management as high, medium, or low based on elements shown in the table below. Describe how the individual elements support your choice of high, medium, or low.

Priority Setting and Management	Priority Setting Elements
High <input type="checkbox"/>	Roadway condition data less than 5 years old is used to inform all pavement preservation expenditures.
Medium <input type="checkbox"/>	Roadway condition data that is 5 years old or more is used to inform all pavement preservation expenditures.
Low <input type="checkbox"/>	Roadway condition data is rarely used to inform pavement preservation expenditures.

Comments:

How are preservation activities incorporated to extend pavement life? Check the corresponding box that defines your agency's preservation activities as high, medium, or low based on elements shown in the table below. Describe the types of pavement treatments used (thin overlays, crack sealing, dig outs, etc.), and how the individual elements support your choice of high, medium, or low.

Preservation Activities	Preservation Elements
High <input type="checkbox"/>	Benefit/Cost or other documented analysis used to determine ideal treatment at the proper time for given condition.
Medium <input type="checkbox"/>	Documented but basic framework that includes ways to prevent "worst first" pavement projects.
Low <input type="checkbox"/>	No documented methodology for determining recommended pavement treatment.

Comments:

Level of funding the agency invests for preservation of their roadway system. List your agency's sources and levels of funding (to the nearest thousand) that are used for pavement preservation activities. Check the corresponding box if any of these sources are dedicated solely to preservation as opposed to improvements. In addition, enter the percentage of your agency's total roadway budget that was utilized on roadway preservation activities during your latest completed fiscal year.

Funding Source	Funding Amount	Dedicated?
	\$	<input type="checkbox"/>
	\$	<input type="checkbox"/>
	\$	<input type="checkbox"/>
	\$	<input type="checkbox"/>
Total	\$	

Percent of Roadway Budget Utilized on Roadway Preservation %

Comments:

Safety Related Improvements (10 Points Maximum)

How are safety improvements for all users incorporated in the proposed project? Detail how the proposed project addresses the safety of all users, including those who walk, bike, drive, ride transit, and travel by other modes.