



City of Snoqualmie: Pavement Management & Street Resurfacing Program



How Pavement Management Works

1. Data Collection:

The City assesses pavement conditions through visual surveys and modern automated tools. Our most recent evaluation used 3D imaging equipment to capture detailed pavement data, which is analyzed for cracking, rutting, and roughness. These results are summarized as a Pavement Condition Index (PCI) score, ranging from 0 (failed) to 100 (excellent).

2. Inventory & Modeling:

the Software stores roadway inventory data such as length, width, and functional classification.

Our network model combines this roadway inventory with current PCI scores, available maintenance treatments, and their associated costs.

Treatment costs are updated annually using the most recent unit bid prices.

The software also uses industry-standard deterioration models, based on ASTM PCI methods and past pavement-condition data, to forecast how pavement conditions will change over time.

3. Budget Scenarios:

The City inputs available budgets and performance goals. Software then runs simulations to determine the most cost-effective use of funds. It can also estimate the budget needed to reach a desired PCI target.



Prioritizing Roadway Sections

PCI Score: Lower PCI values typically indicate higher need, but not always the highest priority.

Cost-Effectiveness: The software often prioritizes preventive maintenance on good roads because it is more cost-effective and extends pavement life.

Functional Classification: Arterial and collector roads receive higher priority than local streets.

Budget Constraints: the city uses pavement software to select treatments that maximize the overall network PCI within the available budget. The software can also recommend the budget needed to achieve specific pavement-condition targets.

Key Principle:

Instead of fixing the worst roads first—which is the most expensive approach—Software often applies a “Keep Good Roads Good” strategy to maintain overall network health.

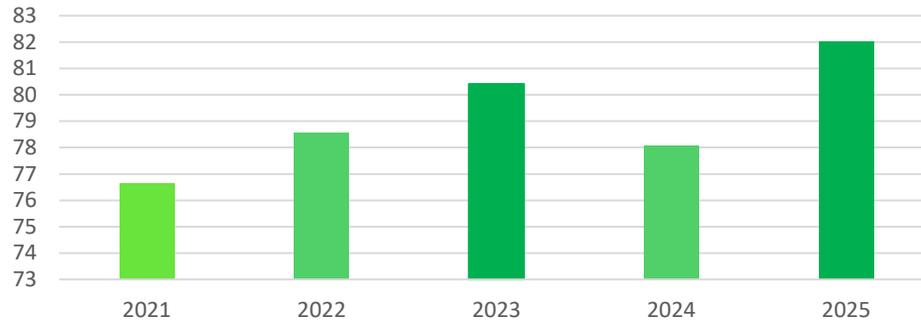
After each completed project, we update the network model to keep the project list current. Updates include:

- Maintenance performed
- Rehabilitation performed
- Treatment options
- Treatment costs
- Budget information

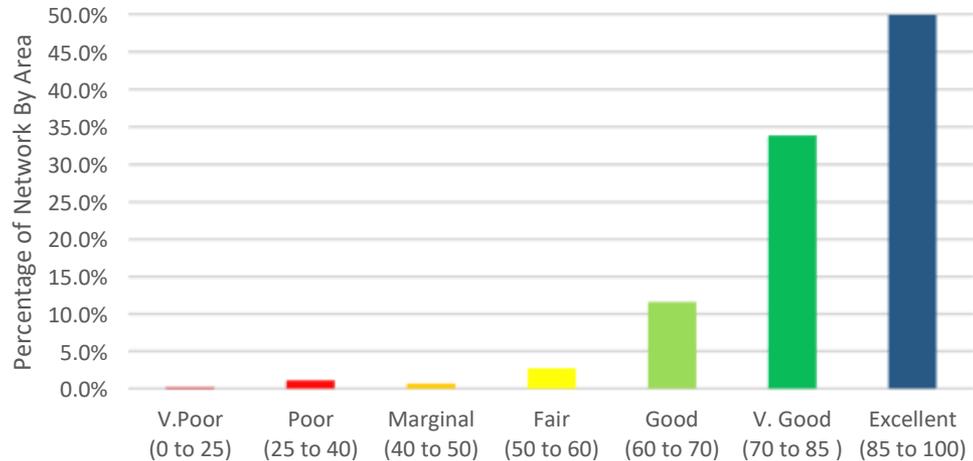


Pavement Condition Index (PCI)

Historical PCI (Excluding Snoqualmie Parkway)



Pavement Condition Rating (Excluding Snoqualmie Parkway)





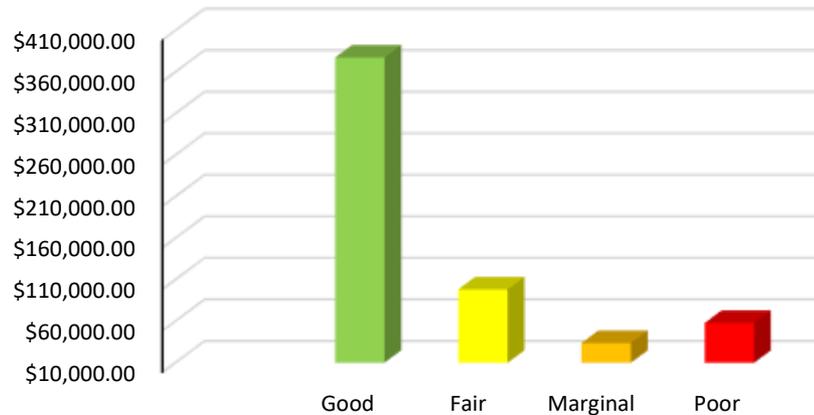
Street Resurfacing Budget

City of Snoqualmie Historical Paving Projects & Programs 2021-2025

	2021	2022	2023	2024	2025	Total
Street Resurfacing Program	217,457	64,888	551,624	238,700	5,150	1,077,819
Annual Total	217,457	64,888	551,624	238,700	5,150	1,077,819

City of Snoqualmie Street Resurfacing Programs 2026

	2026
Street Resurfacing Program	971,995
Annual Total	971,995



2026 Budget by Condition Rating

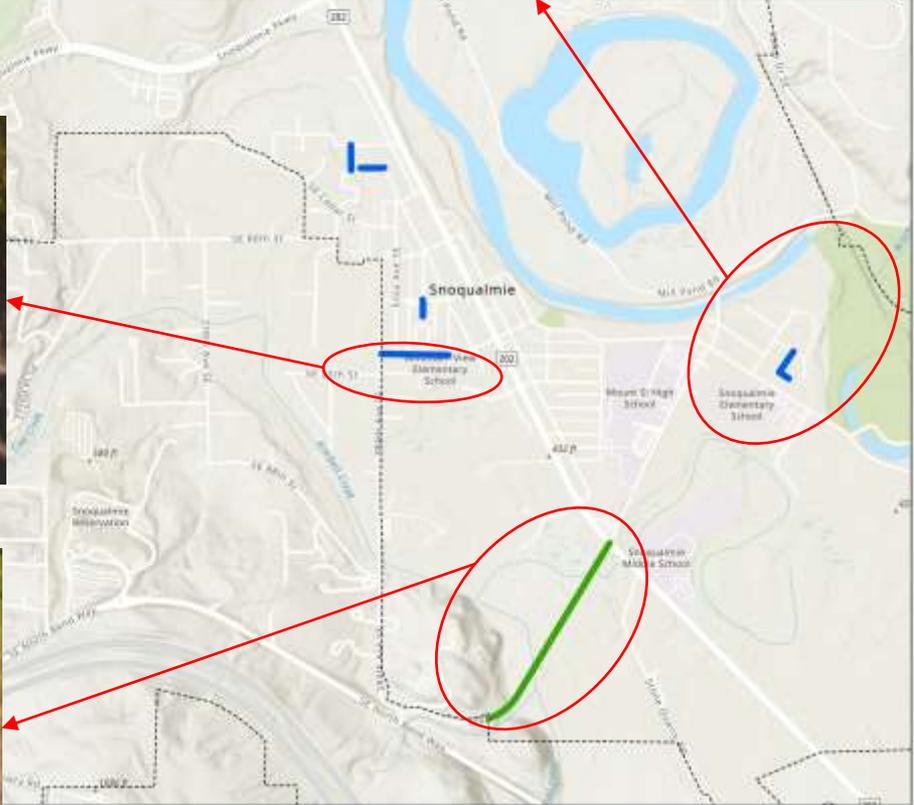
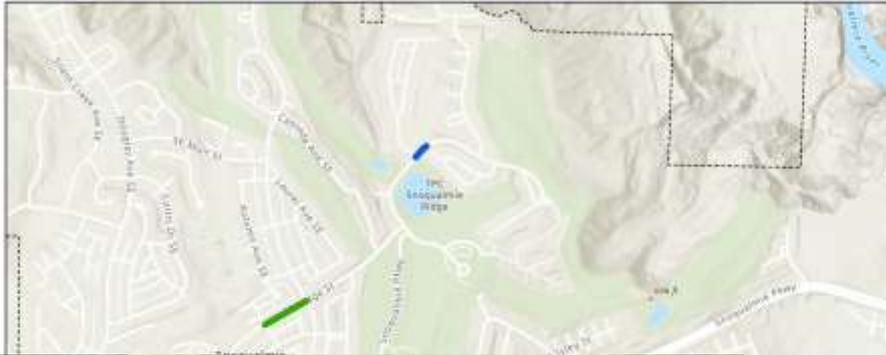


2026 Preliminary Paving List



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Please Note: timing and type of treatments, may change in response to budget availability and bidding strategies





Thank You

Questions?



The City of Snoqualmie is responsible for approximately 48 centerline miles of pavement.



of which 25.7 miles are local roadways.



The remaining mileage consists of **arterial and collector roads**.