FORM OF ORDER AND TRANSMITTAL BY BOARD, COMMISSION, OR COUNCIL

State of Washington

County Road Administration Board
(name of governing body)

(agency name, if applicable)

Resolution No. _____

Administrative Order No. 42

(1) Be it resolved by the County Road Administration Board,
acting at DOT Administration Building Olympia,
(place)
that it does adopt the annexed rules relating to:

Regional Prioritization of RAP projects

(2) **ALTERNATIVE A. Use only for Adoption of Permanent Rules.**

This action is taken pursuant to Notice No. _____ filed with the code reviser on _____. These rules shall take effect:

☐ thirty days after they are filed with the code reviser pursuant to RCW 34.04.040(2).

☐ at a later date, such date being _____.

(2) **ALTERNATIVE B. Use only for Adoption of Emergency Rules.**

We, County Road Administration Board, find that an emergency exists and that this order is necessary for the preservation of the public health, safety, or general welfare and that observance of the requirements of notice and opportunity to present views on the proposed action would be contrary to public interest. A statement of the facts constituting the emergency is:

Projects need to be approved for funding in 1984 based on a priority or need assessment by the County Road Administration Board

These rules are therefore adopted as emergency rules to take effect upon filing with the code reviser.

(3) Pursuant to the requirements of RCW 34.04.026[1] that "every agency shall incorporate the most specific, but in no case omit all, of the following language alternatives when adopting or amending rules" fill in statement (a), (b), or (c) as appropriate:

☐ (a) This rule is promulgated pursuant to RCW _____ and is intended to administratively implement that statute.

☐ (b) This rule is promulgated pursuant to RCW _____ which directs that the

_____
(agency)
has authority to implement the provisions of

_____.
(name of act or RCW citation)

☒ (c) This rule is promulgated under the general rule-making authority of the

County Road Administration Board
(agency)
as authorized in RCW 36.78.

(4) The undersigned hereby declares that the agency has complied with the provisions of the Open Public Meetings Act (chapter 42.30 RCW), the Administrative Procedure Act (chapter 34.04 RCW), and the State Register Act (chapter 34.08 RCW) in the adoption of these rules.

(5) This order, after being first recorded in the order register of this governing body, is herewith tranmitted to the Code Reviser for filing pursuant to chapter 34.04 RCW and chapter 1-12 WAC.

APPROVED AND ADOPTED 9-15, 19 83.

By Charles J. Kleman

Chairman, County Road Administration Board
Title

STATE OF WASHINGTON
FILED
SEP 15 1983
CODE REVISER'S OFFICE
WSR 83-19-038

EMERGENCY RULE REGARDING REGIONAL PRIORITIZATION OF RAP PROJECTS
TO BE APPROVED IN 1984

NEW SECTION MR

WAC 136-130-010 Purpose Chapter 49, Laws of 1983, Extraordinary Session Section 16 provides that the CRABoard shall determine the priority of specific improvement projects based upon the rating of each proposed improvement in relation to all other proposed improvements within each region, taking into account, but not limited to, the following five factors:

(1) Its structural ability to carry loads upon it;
(2) Its capacity to move traffic at reasonable speeds;
(3) Its adequacy of alignment and related geometrics;
(4) Its accident experience; and
(5) Its fatal accident experience.

This WAC Chapter describes how this statutory language will be implemented by the CRABoard.

NEW SECTION MR

WAC 136-130-020 Priorities by Region The CRABoard has determined that the interests of the counties in the several regions will be best served by encouraging developement of a distinct project priority rating system for each region. These rating systems, described in Section 030, 040, 050, and 070, shall be used in the initial prioritization of propsed projects requesting RATA funds submitted by counties in the respective regions.

NEW SECTION MR

WAC 136-130-030 Initial Project Prioritization in Puget Sound Region (PSR)
Each county in the PSR region may submit up to three projects requesting RATA funds. Each project shall be rated by the county engineer in accordance with the procedure detailed in the NER RAP rating worksheets identified as Exhibit -050. PSR RAP rating points shall be assigned on the basis of 100 points for a condition rating and 50 points for a service rating. The priority rating equals two and one half times the product of the service rating to the 1.25 power and the logarithm of one hundred divided by the condition rating. Initial prioritization of PSR projects shall be on the basis of total PSR RAP rating points shown on the project worksheet and prospectus.

NEW SECTION MR

WAC 136-130-040 Initial Project Prioritization in Northwest Region (NWR)
Each county in the NWR may submit projects requesting RATA funds not to exceed $250,000 per project and $500,000 total. No bridge replacement projects will be funded. Each project shall be rated by the county engineer in accordance with the procedure detailed in the NWR RAP rating worksheets identified as Exhibit -040. NWR RAP rating points shall be assigned on the basis of 40 points for structural condition, 40 points for geometrics, 10 points for traffic volume and 10 points for traffic accidents. Initial prioritization of NWR projects shall be on the basis of total NWR RAP rating points shown on the project worksheet and prospectus.

New Section MR

WAC 136-130-050 Initial Project Prioritization in Northeast Region (NER)

Each county in the NER may submit projects requesting RATA funds not to exceed $250,000 per project and 25% of the NER biennial apportionment. No bridge replacement projects will be funded, provided, however, that an RAP project may include a bridge when its cost does not exceed 20% of the total project cost. Each project shall be rated by the county engineer in accordance with the procedure detailed in the NER RAP rating worksheets indentified as Exhibit -050. NER RAP rating points shall be assigned on the basis of 100 points for a condition rating, 50 points for a service rating, and 20 bonus points. The priority rating equals two and one half times the product of the service rating to the 1.25 power and the logarithm of one hundred divided by the condition rating. Initial prioritization of NER projects shall be on the basis of total NER RAP rating points shown on the project worksheet and prospectus.

New Section MR

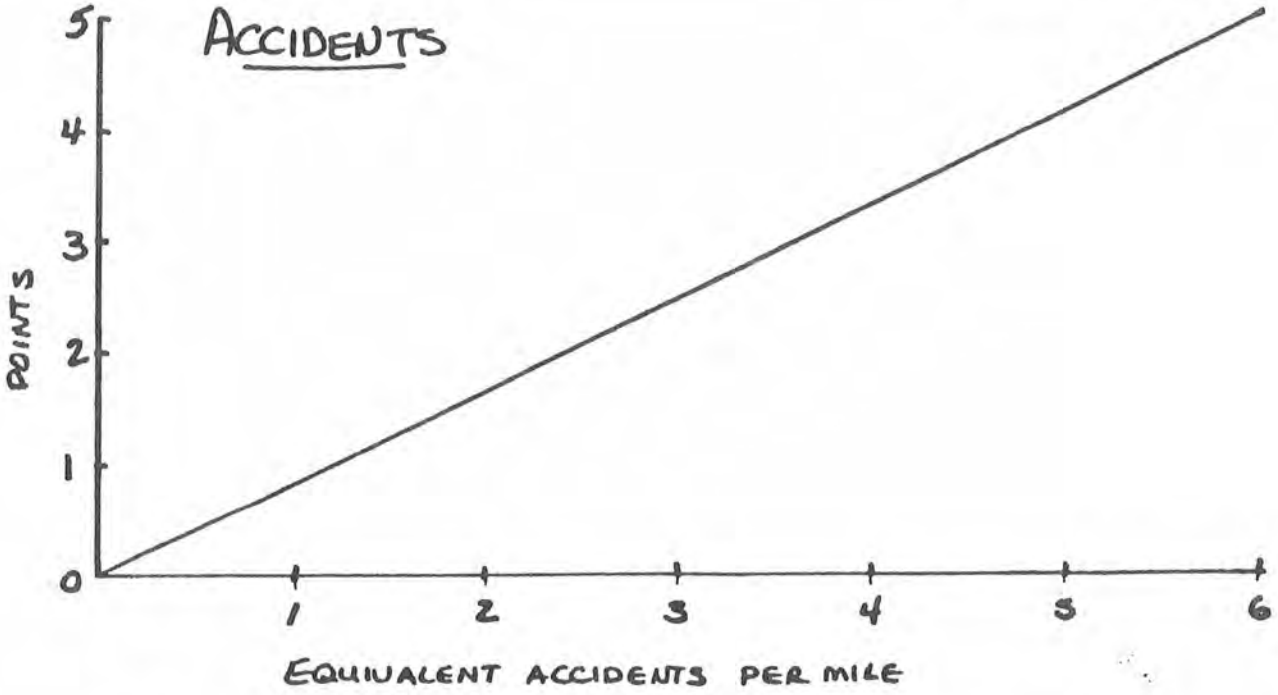
WAC 136-130-060 Initial Project Prioritization in Southeast Region (SER)

Each county in the SER may submit projects requesting RATA funds not to exceed $250,000 per project, $500,000 per county, and three projects per county. No bridge replacement projects will be funded. Each project shall be rated by the county engineer in accordance with the procedure detailed in the SER RAP rating worksheet identified as Exhibit -060. SER RAP rating points shall be assigned on the basis of 40 points for structural condition, 40 points for geometrics, 10 points for traffic volume and 10 points for traffic accidents. Initial prioritization of SER projects shall be on the basis of total SER RAP rating points shown on the project worksheet and prospectus.

New Section MR

WAC 136-130-070 Initial Project Prioritization in Southwest Region (SWR)

Each county in the SWR may submit projects requesting RATA funds not to exceed $200,000 and three projects per county. No bridge replacement projects will be funded. Each project shall be rated by the county engineer in accordance with the procedure detailed in the SWR RAP rating worksheets identified as Exhibit -070. SWR RAP rating points shall be assigend on the basis of 40 points for structural condition, 40 points for geometrics, 10 points for traffic volume and 10 points for traffic accidents. Points for structural condition will be assigend by one independent consultant retained by mutual consent of all counties in the region. Initial prioritization of SWR projects shall be on the basis of total SWR RAP rating points shown on the project worksheet and prospectus.



EQUIVALENT ACCIDENTS PER MILE = $\frac{\text{NUMBER OF ACCIDENTS} + 3 \times \text{FATAL ACCIDENTS}}{\text{LENGTH OF PROJECT}}$

ADT _____

TRUCKS OR COMMODITIES _____

ACCIDENTS _____

TOTAL SERVICE RATING _____ (MAX 50 PTS)

III BONUS POINTS (ADD TO PRIORITY RATING)

A. 5 PTS. - CONNECTS PREVIOUSLY COMPLETED SECTIONS

B. 5 PTS. - CONNECTS TO CITY/TOWN OR ADJOINING COUNTY PROJECT

C. 10 PTS. - PROVIDES VITAL LINK TO INDUSTRY, COMMODITY OR OTHER ESSENTIAL FACILITIES

EACH WILL BE DOCUMENTED BY DETAILED NARRATIVE EXPLAINING AND SUPPORTING THE FACTUAL INFORMATION FOR WHICH THE BONUS POINTS WERE ASSIGNED.

ROADWAY STRUCTURAL CONDITION:

Types of Distress	Degree of Distress		Percentage of Distress		
			1-15%	16-30%	31% +
8. RUTTING	Slight	1/4"-1/2"	0	2	4
	Moderate	1/2"-1"	2	4	5
	Severe	Greater 1"	4	5	4
9. RAVELING	Slight	1/4" to 1/2"	1	2	3
	Moderate	1/2" to 1"	2	3	4
	Severe	Greater 1"	3	4	5
10. CORRUGATIONS	Slight	5% to 10%	1	3	5
	Moderate	10% to 15%	3	5	6
	Severe	more than 15%	5	6	5
11. ALLIGATOR CRACKING	Slight	Less 1/8"	0	1	2
	Moderate	1/8" to 1/4"	1	2	3
	Severe	1/4" or greater	2	3	7
12. TRANSVERSE CRACKING	Slight	Less 1/8"	0 1 2	0 1 2	0 1 2
	Moderate	1/8" to 1/4"	1 2 3	1 2 3	1 2 3
	Severe	1/4" or greater	2 3 4	2 3 5	2 3 5
13. LONGITUDINAL CRACKING	Slight	Less 1/8"	0 1 2	0 1 2	0 1 2
	Moderate	1/8" to 1/4"	1 2 3	1 2 3	1 2 3
	Severe	1/4" or greater	2 3 4	2 3 5	2 3 5
14. PATCHING	Slight		0	1	2
	Moderate		1	2	3
	Severe		2	3	4
15. FLUSHING	Slight	Bleeding	0	1	2
	Moderate	Course Agg.	1	2	3
	Severe	Slick	2	3	5

ROADWAY STRUCTURAL CONDITION RATING TOTAL _____

****

PROJECT IDENTIFICATION:

WORKSHEET RECAP:

A. GEOMETRIC RATING TOTAL _____

B. TRAFFIC ACCIDENT RATING _____

C. TRAFFIC VOLUME RATING _____

D. STRUCTURAL RATING TOTAL _____

TOTAL SWR RAP WORKSHEET RATING _____

ROAD GEOMETRICS: RATING

*1. Pavement Width (= _____) Good (1-3), Fair (4-7), Poor (8-10) _____

**2. Shoulder Width (= _____) Good (1-2), Fair (3-4), Poor (5) _____

***3. Road Bed Width (= _____) Good (1-2), Fair (3-4), Poor (5) _____

4. Horizontal Alignment Good (1-3), Fair (4-7), Poor (8-10) _____

5. Vertical Alignment Good (1-3), Fair (4-7), Poor (8-10) _____

GEOMETRIC RATING TOTAL: _____

ADT	*Pavement Width (ft). Good	Fair	Poor	**Shoulder Width (ft.) Good	Fair	Poor	***Roadbed Width (ft.) Good	Fair	Poor
<400	20+	18-20	<18	4+	2-4	<2	28+	24-28	<24
400-2000	22+	20-22	<20	6+	4-6	<4	34+	30-34	<30
>2000	24+	22-24	<22	8+	6-8	<6	40+	36-40	<36

TRAFFIC ACCIDENTS:

+6. Equivalent Property Damage Only Accidents, Three Year Average

Year	Property Damage Only	Injury	Fatal
19__	_____	_____	_____
19__	_____	_____	_____
19__	_____ X 1	_____ X 6	_____ X 25
	= _____	= _____	= _____

Total = _____ ÷3 = _____ ÷ Length (miles) = _____

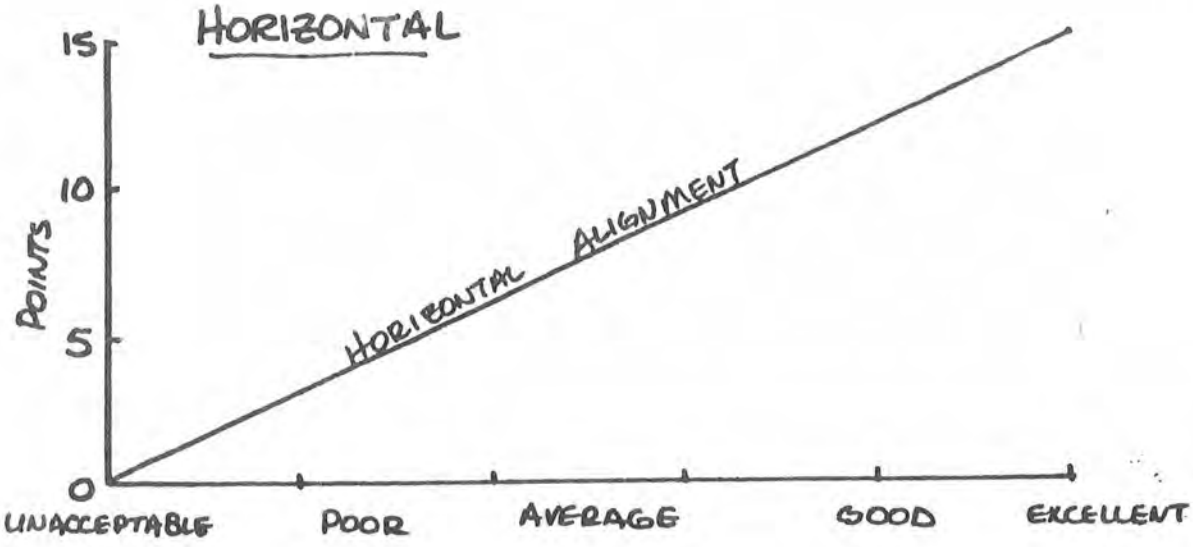
TRAFFIC ACCIDENT RATING: _____

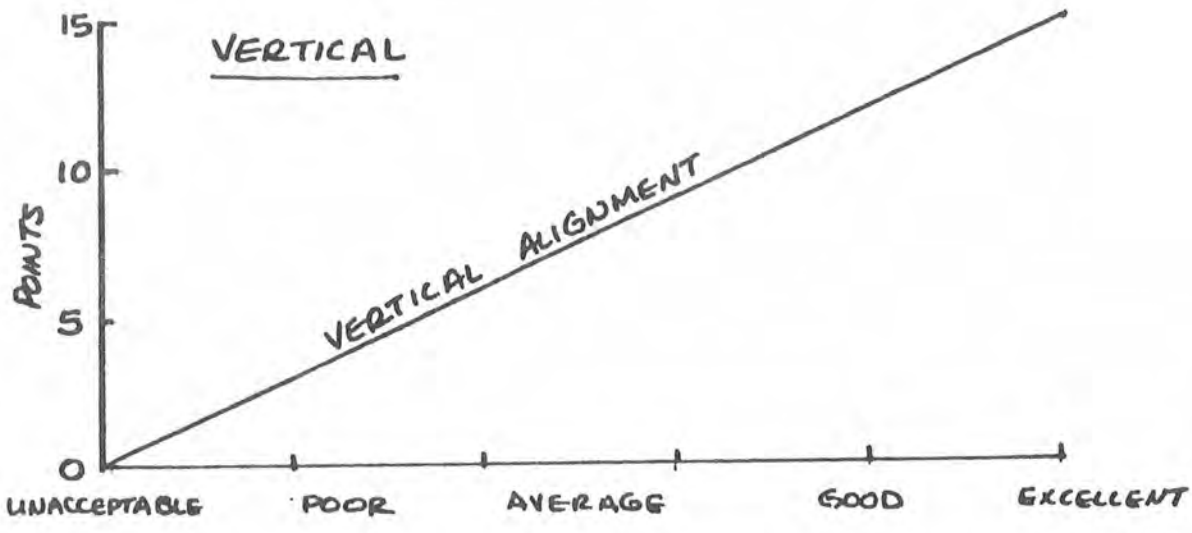
TRAFFIC VOLUME:

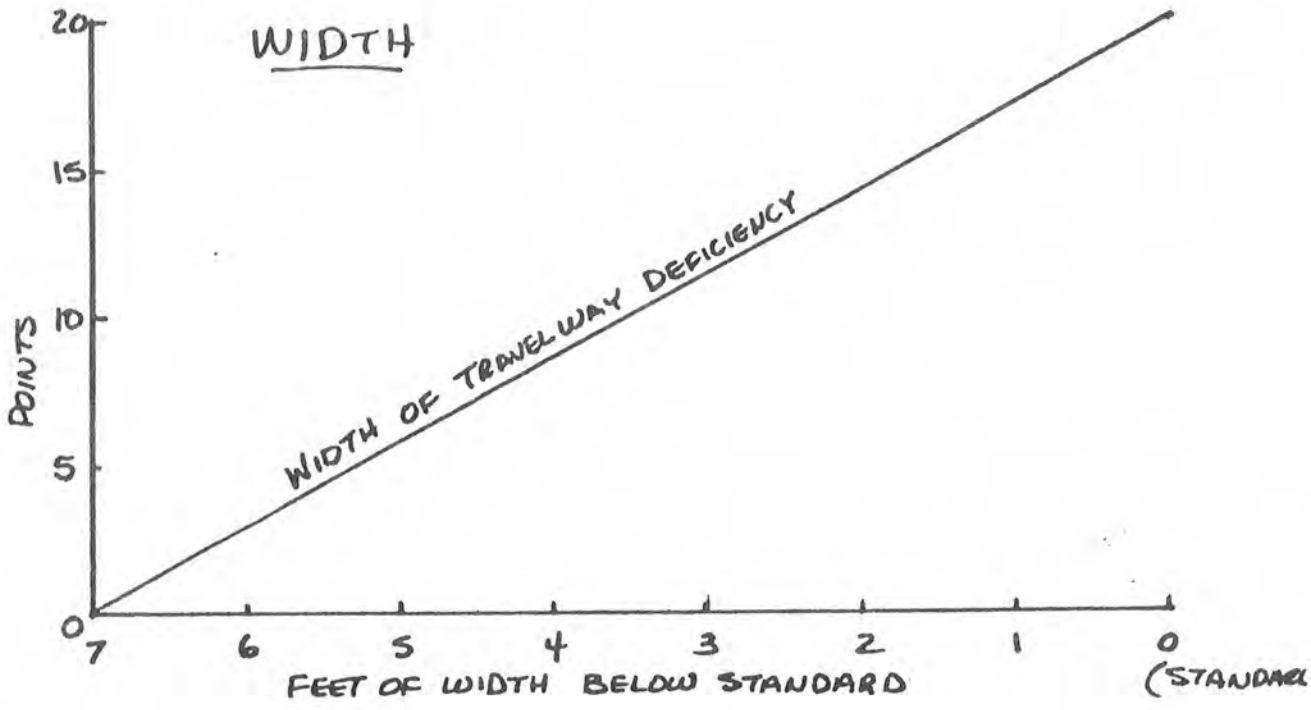
++7. Current Estimated ADT: _____ TRAFFIC VOLUME RATING: _____

+Equiv. Property Damage Only Accidents/Mile	RAP Rating	++Average Daily Traffic (ADT)
0 - 3	0	1 - 50
4 - 6	2	50 - 100
7 - 9	4	100 - 250
10 - 12	6	250 - 500
13 - 15	8	500 - 750
16 - 18	10	750 - 1000
18 - 21	10	1000 - 1250
21 - 24	10	1250 - 1500
24 - 27	10	1500 - 2000
28 - 30	10	2000 - 2500
30+	10	2500+

II GEOMETRIC CONDITION







NOTE: POINTS MAY BE AWARDED ONLY IF THE PROJECT CORRECTS THE DEFICIENCY NOTED.

HORIZONTAL _____

VERTICAL _____

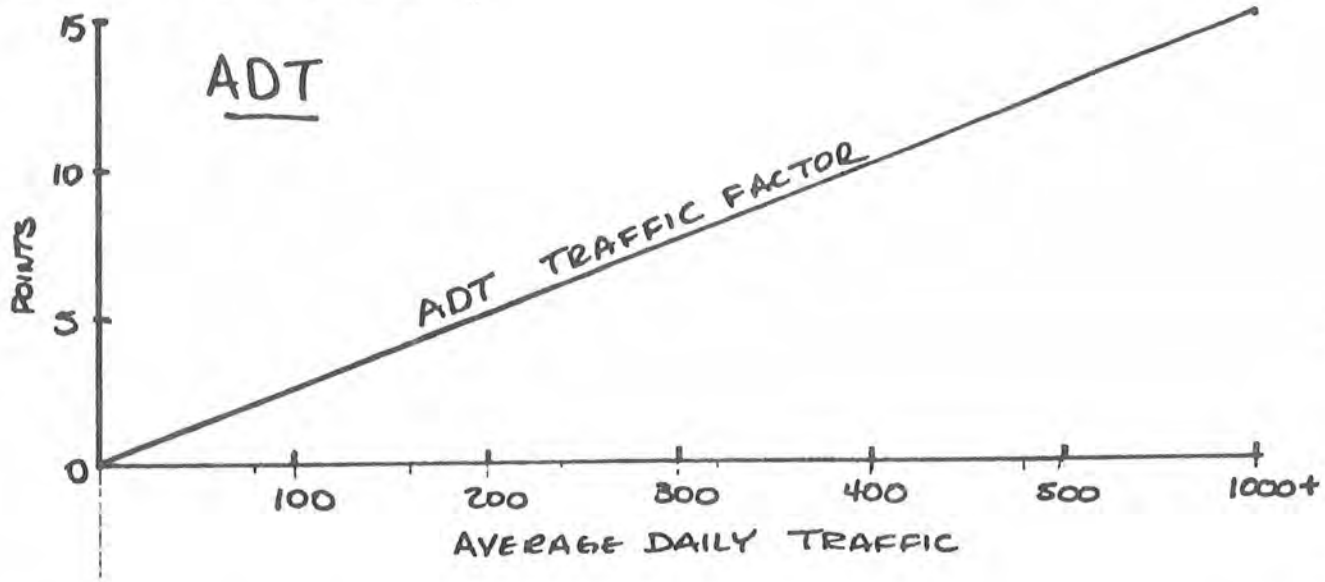
WIDTH _____

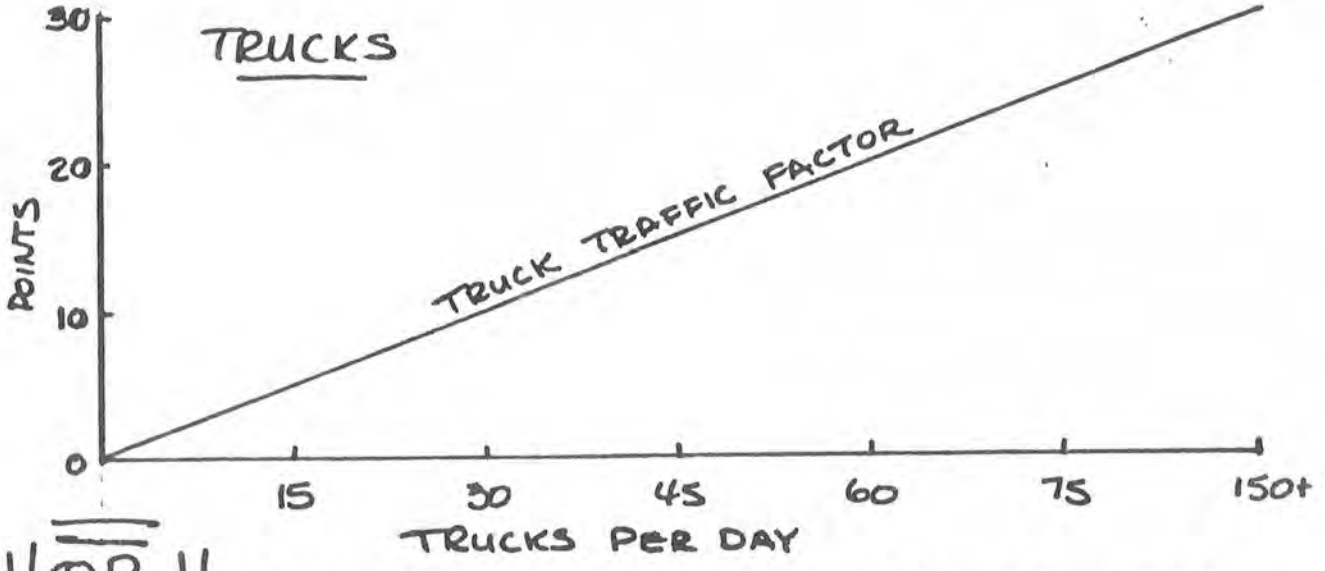
TOTAL GEOMETRIC _____

TOTAL STRUCTURAL _____ (PG. 3)

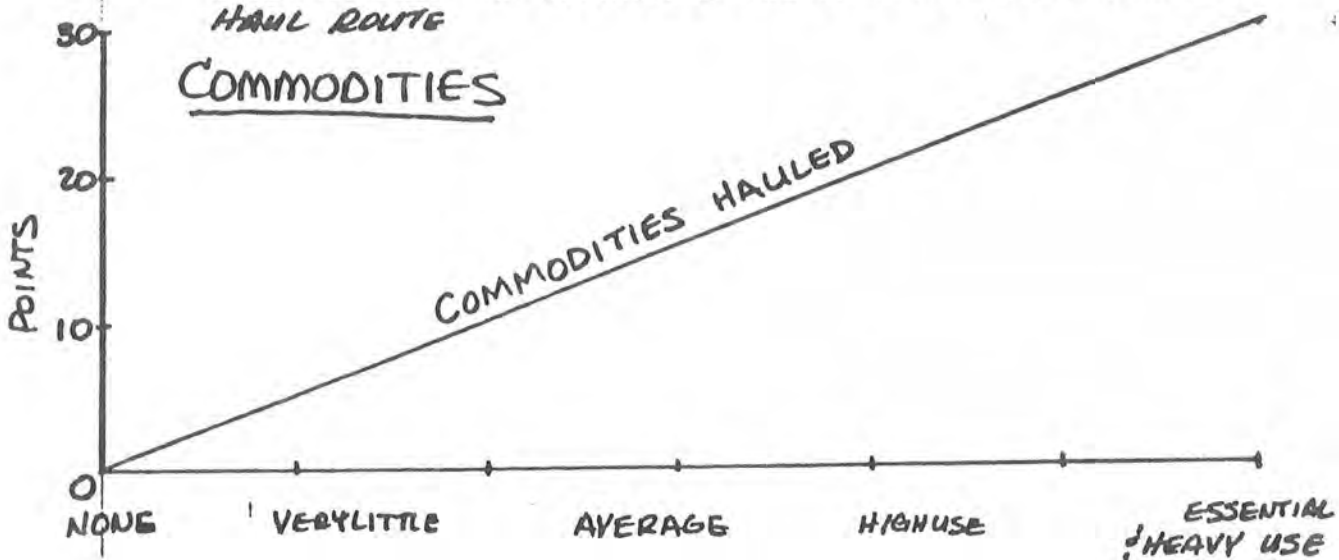
TOTAL CONDITION RATING _____

II. SERVICE RATING





II OR II IF TRUCK COUNTS ARE NOT AVAILABLE OR UNESTIMATABLE, USE KNOWN OR ESTIMATED USE OF ROUTE AS COMMODITY HAUL ROUTE

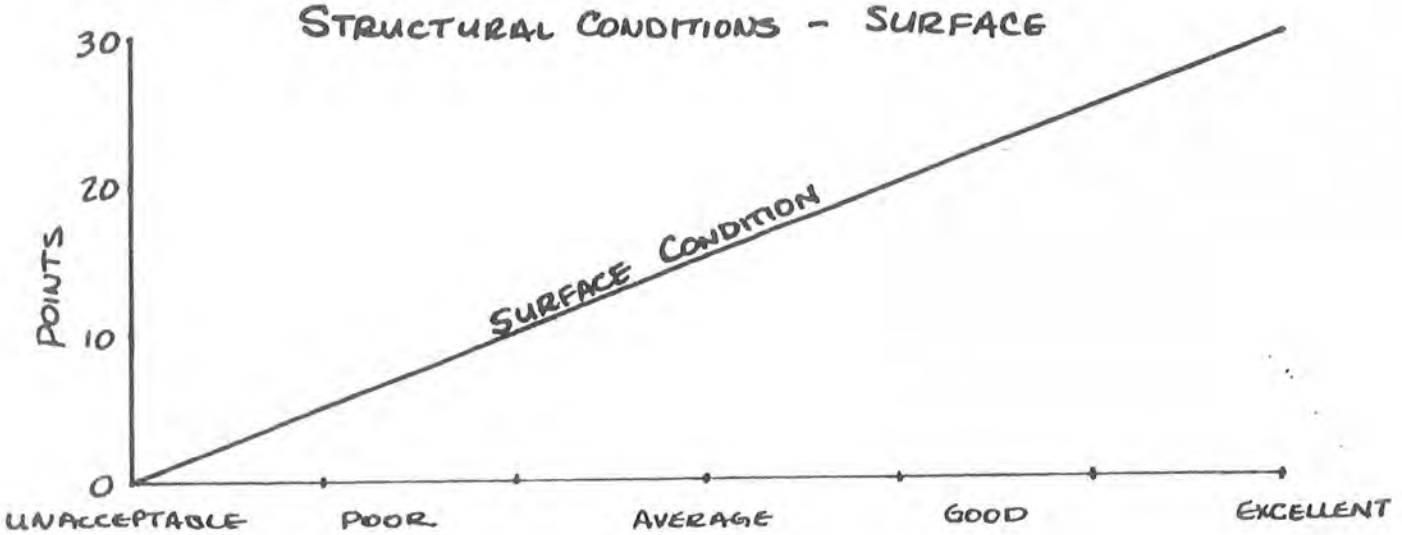


RURAL ARTERIAL PROGRAM

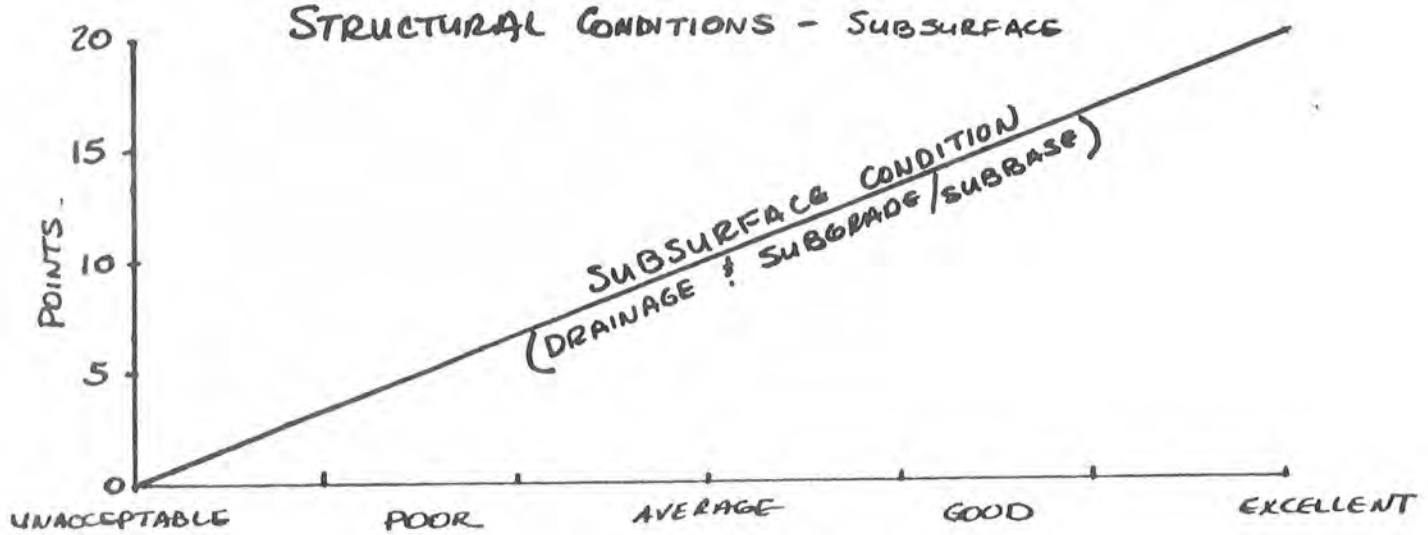
PROPOSED PROJECT PRIORITY ANALYSIS

I. CONDITION RATING — MAXIMUM 100 POINTS

STRUCTURAL CONDITIONS - SURFACE



STRUCTURAL CONDITIONS - SUBSURFACE



NOTE: POINTS MAY BE AWARDED ONLY IF THE PROJECT CORRECTS THE DEFICIENCY NOTED.

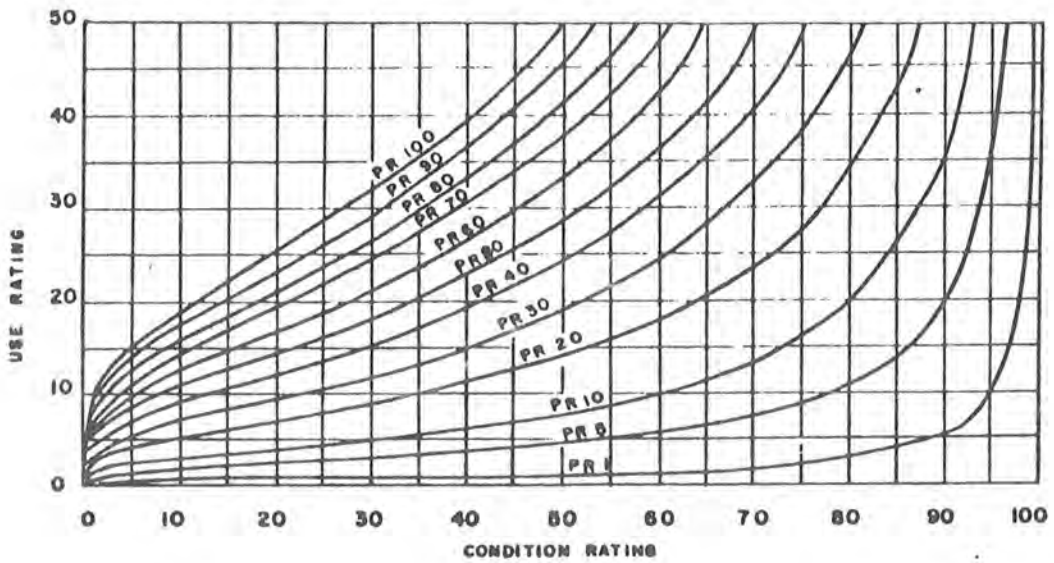
SURFACE CONDITION _____

SUBSURFACE CONDITION _____

TOTAL STRUCTURAL _____ (MAX 50PTS

PROPOSED PRIORITY RATING METHOD
RURAL ARTERIAL PROGRAM

USING THE PRIORITY RATING METHOD AS PRESENTED IN CRAB "PRIORITY PROGRAMMING" MANUAL, THE GRAPH PRESENTED BELOW FROM PAGE 19 COMBINES THE TWO MAIN "INGREDIENTS" FOR DETERMINING PRIORITY OF NEED, AND DETERMINING A PRIORITY RATING NUMBER.



WHERE - CONDITION RATING IS MADE UP OF:

STRUCTURAL CONDITION

GEOMETRIC CONDITION

FOR A MAXIMUM OF 100 PTS. AND

(USE) SERVICE RATING IS MADE UP OF:

TRAFFIC VOLUME

TRUCK TRAFFIC OR COMMODITY TRAFFIC

ACCIDENT HISTORY

FOR A MAXIMUM OF 50 PTS

PRIORITY RATING ELEMENTS

I. CONDITION RATING — MAXIMUM 100 POINTS

- A. STRUCTURAL CONDITION (MAXIMUM 50 POINTS)
  - 1) SURFACE CONDITION (MAXIMUM 30 POINTS)
  - 2) SUBSURFACE CONDITION (MAXIMUM 20 POINTS)
- B. GEOMETRIC CONDITION (MAXIMUM 50 POINTS)
  - 1) HORIZONTAL ALIGNMENT (MAXIMUM 15 POINTS)
  - 2) VERTICAL ALIGNMENT (MAXIMUM 15 POINTS)
  - 3) WIDTH OF TRAVELWAY (MAXIMUM 20 POINTS)

II. SERVICE RATING — MAXIMUM 50 POINTS

- A. TRAFFIC FACTORS (MAXIMUM 45 POINTS)
  - 1) AVERAGE DAILY TRAFFIC (MAXIMUM 15 POINTS)
  - 2) TRUCK COUNT OR COMMODITY HAUL EST. (MAXIMUM 30 POINTS)
- B. ACCIDENT FACTORS (MAXIMUM 5 POINTS)

III. BONUS POINTS — MAXIMUM 20 POINTS

D. ROADWAY STRUCTURAL CONDITION:

	Types of Distress	Degree of Distress	Percentage of Distress		
			1 - 15%	16-30%	31% +
8.	RUTTING	Slight ¼" - ½"	0	1	2
		Moderate ½" - 1"	1	2	3
		Severe Greater 1"	2	3	4
9.	RAVELING	Slight ¼" to ½"	1	2	3
		Moderate ½" to 1"	2	3	4
		Severe Greater 1"	3	4	5
10.	CORRUGATIONS	Slight 5% to 10%	1	2	3
		Moderate 10% to 15%	2	3	4
		Severe more than 15%	3	4	5
11.	ALLIGATOR CRACKING	Slight Less 1/8"	1	2	4
		Moderate 1/8" to 1/4"	2	4	5
		Severe ¼" or greater	4	5	7
12.	TRANSVERSE CRACKING	Slight Less 1/8"	0 1 2	1 2 3	1 2 3
		Moderate 1/8" to 1/4"	1 2 3	2 3 4	2 3 4
		Severe ¼" or greater	2 3 4	3 4 5	3 4 5
13.	LONGITUDINAL CRACKING	Slight Less 1/8"	0 1 2	1 2 3	1 2 3
		Moderate 1/8" to 1/4"	1 2 3	2 3 4	2 3 4
		Severe ¼" or greater	2 3 4	3 4 5	3 4 5
14.	PATCHING	Slight	0	1	2
		Moderate	1	2	3
		Severe	2	3	4
15.	FLUSHING	Slight Bleeding	1	2	3
		Moderate Course Agg.	2	3	4
		Severe Slick	3	4	5

ROADWAY STRUCTURAL CONDITION RATING TOTAL: _____

E. PROJECT IDENTIFICATION:

F. WORKSHEET RECAP:

A. GEOMETRIC RATING TOTAL _____

B. TRAFFIC ACCIDENT RATING _____

C. TRAFFIC VOLUME RATING _____

D. STRUCTURAL RATING TOTAL _____

TOTAL NWR RAP WORKSHEET RATING _____

A. ROAD GEOMETRICS:

		RATING
*1. Pavement Width (= _____)	Good (1-3), Fair (4-7), Poor (8-10)	_____
**2. Shoulder Width (= _____)	Good (1-2), Fair (3-4), Poor (5)	_____
***3. Road Bed Width (= _____)	Good (1-2), Fair (3-4), Poor (5)	_____
4. Horizontal Alignment	Good (1-3), Fair (4-7), Poor (8-10)	_____
5. Vertical Alignment	Good (1-3), Fair (4-7), Poor (8-10)	_____

GEOMETRIC RATING TOTAL: _____

	*Pavement Width (ft.)			**Shoulder Width (ft.)			***Roadbed Width (ft.)		
ADT	Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor
<400	20+	18-20	<18	4+	2-4	<2	28+	24-28	<24
400-2000	22+	20-22	<20	6+	4-6	<4	34+	30-34	<30
>2000	24+	22-24	<22	8+	6-8	<6	40+	36-40	<36

GEOMETRICS RATING TABLE

B. TRAFFIC ACCIDENTS:

+6. Equivalent Property Damage Only Accidents, Three Year Average

Year	Property Damage Only	Injury	Fatal
19____	_____	_____	_____
19____	_____	_____	_____
19____	_____	_____	_____
	_____ X 1	_____ X 6	_____ X 25
	= _____	= _____	= _____

Total = _____ ÷ 3 = _____ ÷ Length (miles) = _____

TRAFFIC ACCIDENT RATING: _____

C. TRAFFIC VOLUME:

++7. Current Estimated ADT: _____ TRAFFIC VOLUME RATING: _____

+Equiv. Property Damage Only Accidents/Mile	RAP Rating	++ Average Daily Traffic (ADT)
0 - 3	0	1 - 50
4 - 6	1	50 - 100
7 - 9	2	100 - 250
10 - 12	3	250 - 500
13 - 15	4	500 - 750
16 - 18	5	750 - 1000
18 - 21	6	1000 - 1250
21 - 24	7	1250 - 1500
24 - 27	8	1500 - 2000
28 - 30	9	2000 - 2500
30+	10	2500+

ACCIDENT AND TRAFFIC RATING TABLE

R. A. P.
SOUTHEAST REGION
PROJECT PRIORITY RATING SYSTEM

PROJECT IDENTIFICATION

County _____ County No. _____
Road Name _____ Road Log No. _____
Project Section: From _____
To _____
M.P. _____ to M.P. _____ Length _____ Miles
Road Classification: 07 MAJOR Collector
08 MINOR Collector

ACCIDENT HISTORY (10 Pts. Max.)
Reported and Substantiated Unreported Accidents

Type	Prop.Damage	Injury	Fatal	
Year 1				
Year 2				
Year 3				
Subtotal				
Factor	x1	x2	x3	
Total		+	+	=

Total / ADT = Accident Rate

Rate	.01	.02	.04	.06	.08	.10	.11	.12	.13	.14	.15+
Pts.	0	1	2	3	4	5	6	7	8	9	10

ACCIDENT HISTORY POINTS _____

TRAFFIC (10 Pts. Max.)

1) Volume: 50%
Use the larger of ADT or Truck ADT

ADT	1-50	51-100	101-150	151-200	201-250	251-300	301-350	351-400	401-450	451+
RATING	1 Pt.	2 Pts.	3 Pts.	4 Pts.	5 Pts.	6 Pts.	7 Pts.	8 Pts.	9 Pts.	10 Pts
TRUCK ADT (If known)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46+

Volume Pts. X 4 = Subtotal _____

2) Usage: 50%

Logging	10	_____
Industry	10	_____
Agriculture	10	_____
Recreational	10	_____

Subtotal _____

Traffic Total _____ / 8 =

TRAFFIC POINTS _____

R. A. P.
SOUTHEAST REGION
PROJECT PRIORITY RATING SYSTEM

STRUCTURAL CONDITION (40 Pts. Max.)

1) Surface Type (8 Pts. Max.) _____

ACP-PC	LBST	Gravel	Earth
Opts.	3 pts.	6 pts.	8 pts.

2) Surface Condition (8 Pts. Max.) _____

Excell.	Good	Fair	Poor	Very Poor
Opts.	2 pts.	4 pts.	6 pts.	8 pts.

3) Drainage (12 Pts. Max.) _____

Good	Adequate	Fair	Poor	Very Poor
Opts.	2 pts.	5 pts.	10 pts.	12 pts.

4) Base Section (12 Pts. Max.) _____
Deficiency of Design Depth D%

$D\% = \frac{Dd-De}{Dd}$ Dd = Design depth De = Existing depth

D%	0%	25%	35%	50%	67%	75%	87%	100%
Pts.	0	4	6	8	9	10	11	12

STRUCTURAL CONDITION POINTS _____

GEOMETRICS (40 Pts. Max.)

1) Pavement Width (10 Pts. Max.) _____
Deviation From Minimum Design Standard

Dev.	0'	1'	2'	3'	4'	5'	6'
Pts.	0	2	5	7	8	9	10

2) Roadbed Width (10 Pts. Max.) _____
Deviation From Minimum Design Standard

ADT 400 28'	Dev.	0'	2'	4'	5'	6'	8'	10
	Pts.	0	2	5	7	8	9	10
400-2000 34'	Dev.	0'	2'	4'	6'	8'	10'	12
	Pts.	0	2	5	7	8	9	10
2000+ADT 40'	Dev.	0'	3'	6'	9'	12'	15'	18'
	Pts.	0	2	5	7	8	9	10

3) Alignment: Vertical (5 Pts. Max.) _____
% of Project Length Exceeding Design Std. Max.

%	0	2	4	6	8	10
Pts.	0	1	2	3	4	5

4) Alignment: Horizontal (5 Pts. Max.) _____

$Ra = \frac{\Sigma (De-Ds)}{4L}$

De = Degree of Exist. Curves
Ds = Degree of Design Std. Curves
L = Length in Miles

5) Average Existing Safe Speed (10 Pts. Max.) _____
Deviation From Design Std. Speed in M.P.H.

Flat & Rolling	Dev.	2	4	6	8	10	12	14	16	18	20+
	Pts.	1	2	3	4	5	6	7	8	9	10
Mountain	Dev.	1	2	3	4	5	6	7	8	9	10
	Pts.	1	2	3	4	5	6	7	8	9	10

Ave. Exist Safe Speed is the time required to drive safely through the project converted to M.P.H.

GEOMETRIC POINTS _____

TOTAL PROJECT PROJECTS _____

CD3