

State of Washington

County Road Administration Board
(name of governing body)

(agency name, if applicable)

Resolution No. 50

Administrative Order No.

(1) Be it resolved by the County Road Administration Board acting at Red Lion Inn, Pasco, Wa. (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 34.04.026¹ 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)

[X] (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 transmitted to the Code Reviser for filing pursuant to chapter 34.04 RCW and chapter 1-12 WAC.

APPROVED AND ADOPTED 12-7 1983

By Charles J. Klauk

Chairman; County Road Administration Board Title

DEC 9 1983
CODE REVISER'S OFFICE
VSR 84-01-011

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

New Section ML

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 ML

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 development 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 proposed projects requesting RATA funds submitted by counties in the respective regions.

New Section ML

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 common logarithm of the number obtained by dividing 100 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.

INDIVIDUAL PROJECT PRIORITY RATINGS WILL BE
DETERMINED BY THE FORMULA:

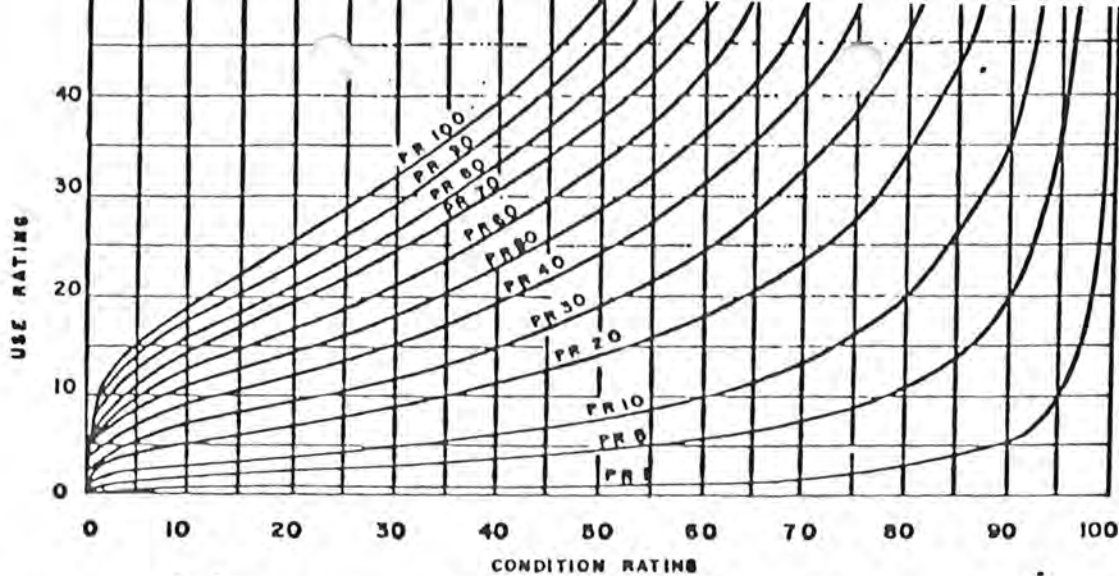
$$R_p = 2.5 \left[R_s^{1.25} \times \log \frac{100}{R_c} \right]$$

WHERE R_p = PRIORITY RATING

R_s = SERVICE (USE) RATING

R_c = CONDITION RATING

THE FORMULA IS ILLUSTRATED IN THIS GRAPH FROM
PG. 19, CRAB PRIORITY PROGRAMMING MANUAL, MARCH 1972:



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

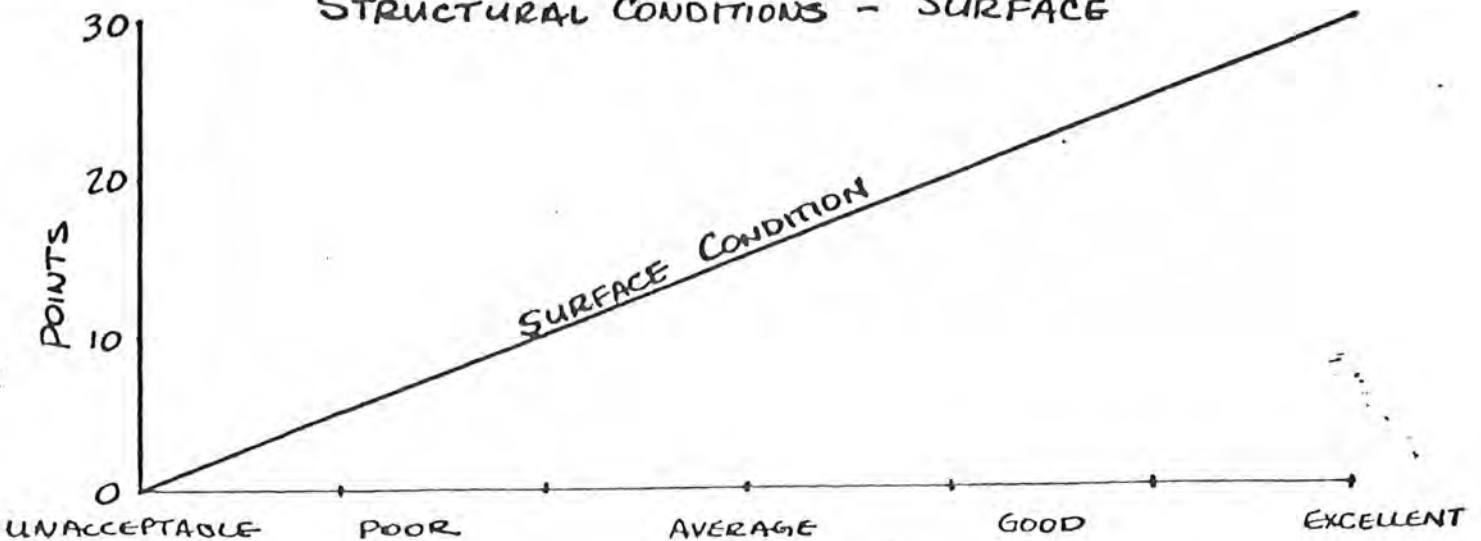
MAXIMUM 20 POINTS

RURAL ARTERIAL PROGRAM PROPOSED PROJECT PRIORITY ANALYSIS

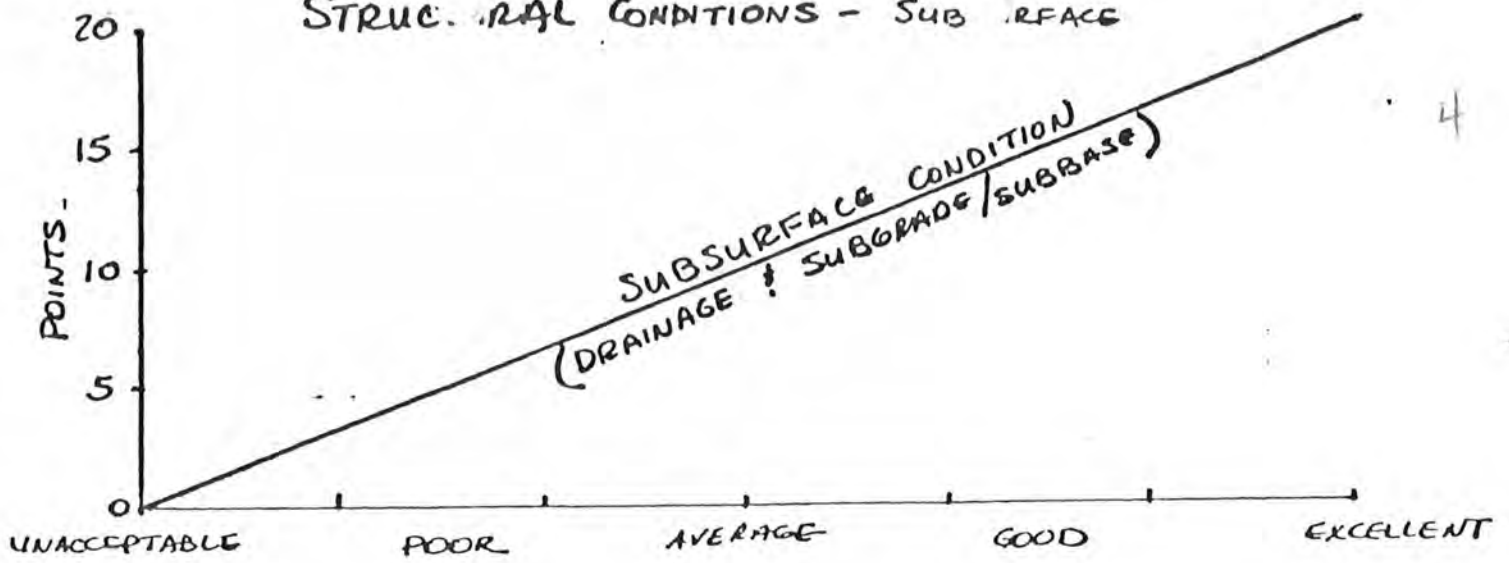
I. CONDITION RATING

MAXIMUM 100 POINTS

STRUCTURAL CONDITIONS - SURFACE



STRUCTURAL CONDITIONS - SUBSURFACE



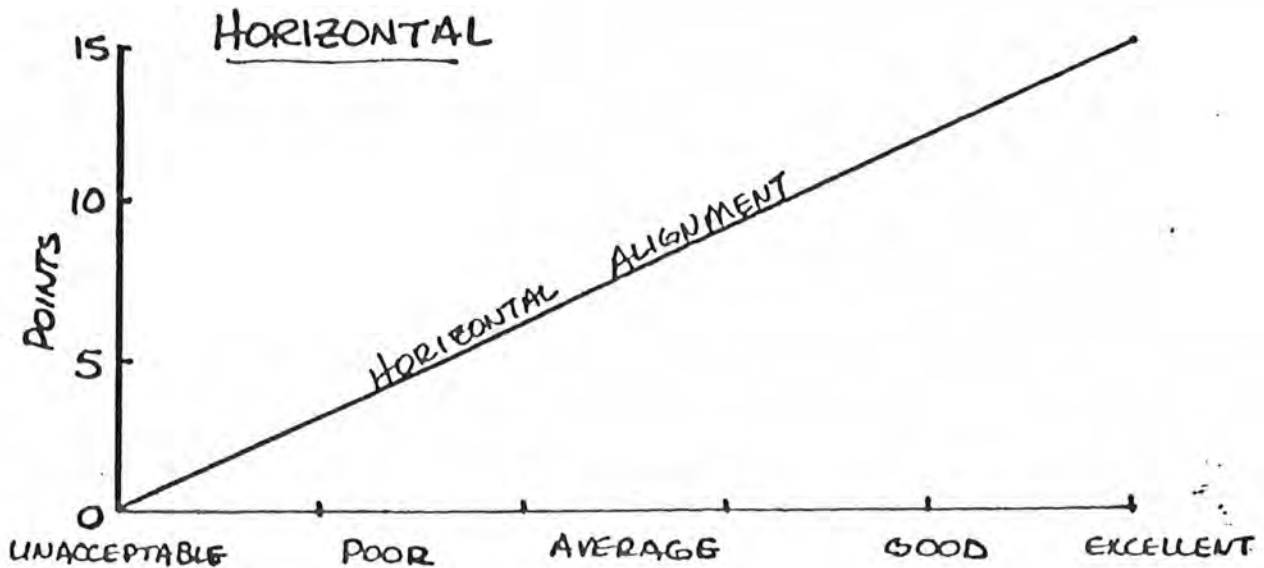
NOTE: POINTS MAY BE AWARDED ONLY IF THE PROJECT CORRECTS THE DEFICIENCY NOTED.

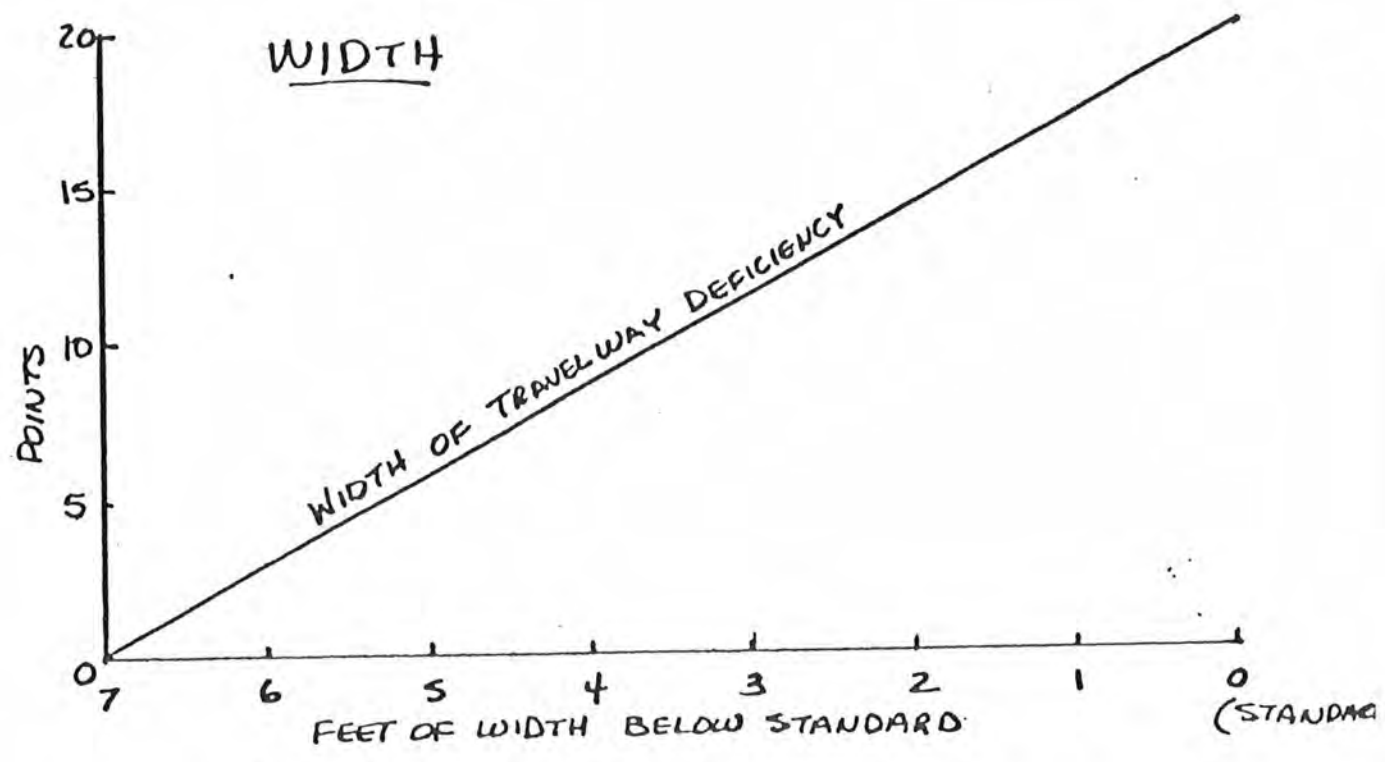
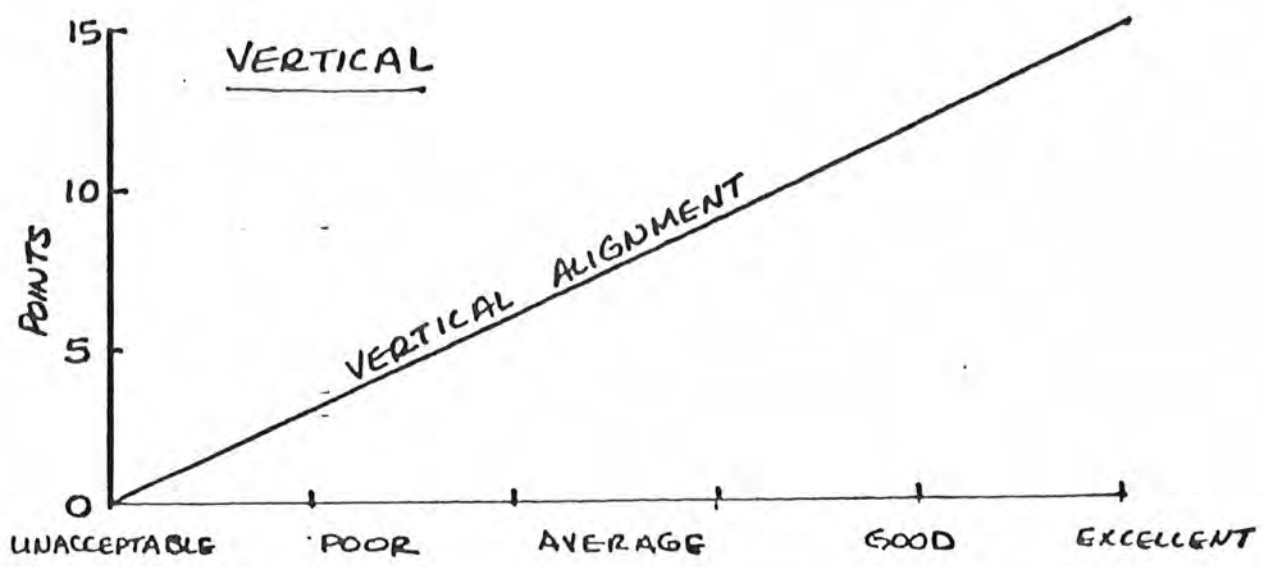
SURFACE CONDITION _____

SUBSURFACE CONDITION _____

TOTAL STRUCTURAL _____ (MAX 50PTS)

II GEOMETRIC CONDITION





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

HORIZONTAL _____

VERTICAL _____

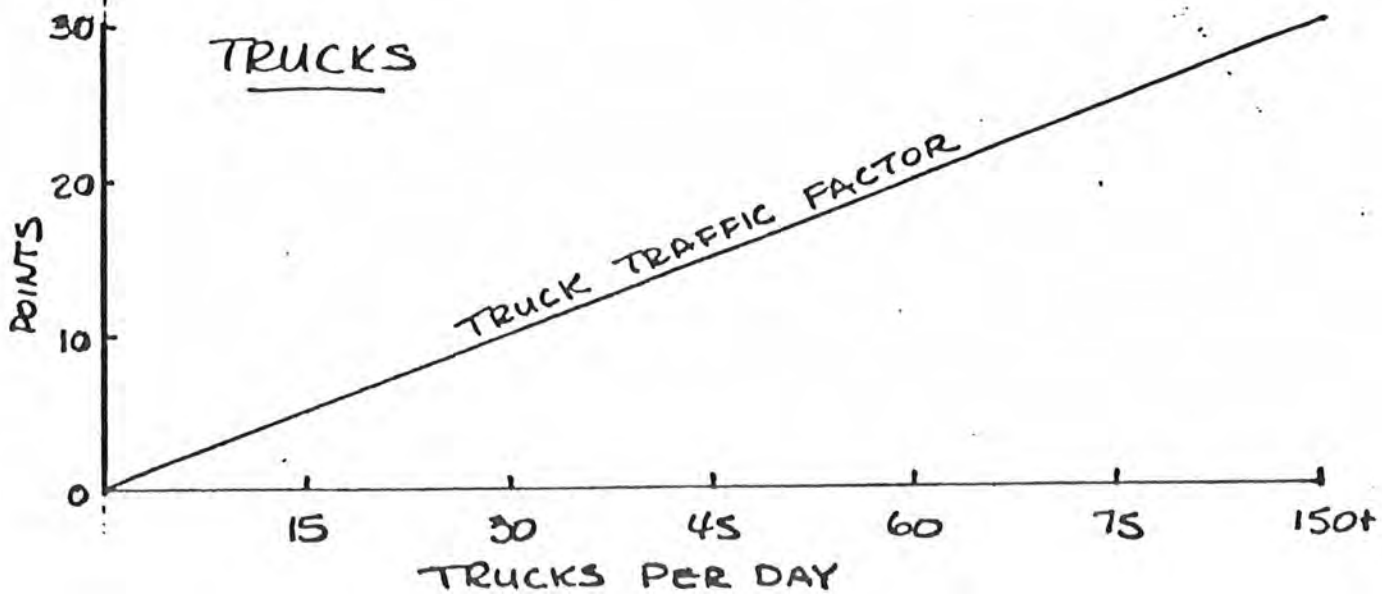
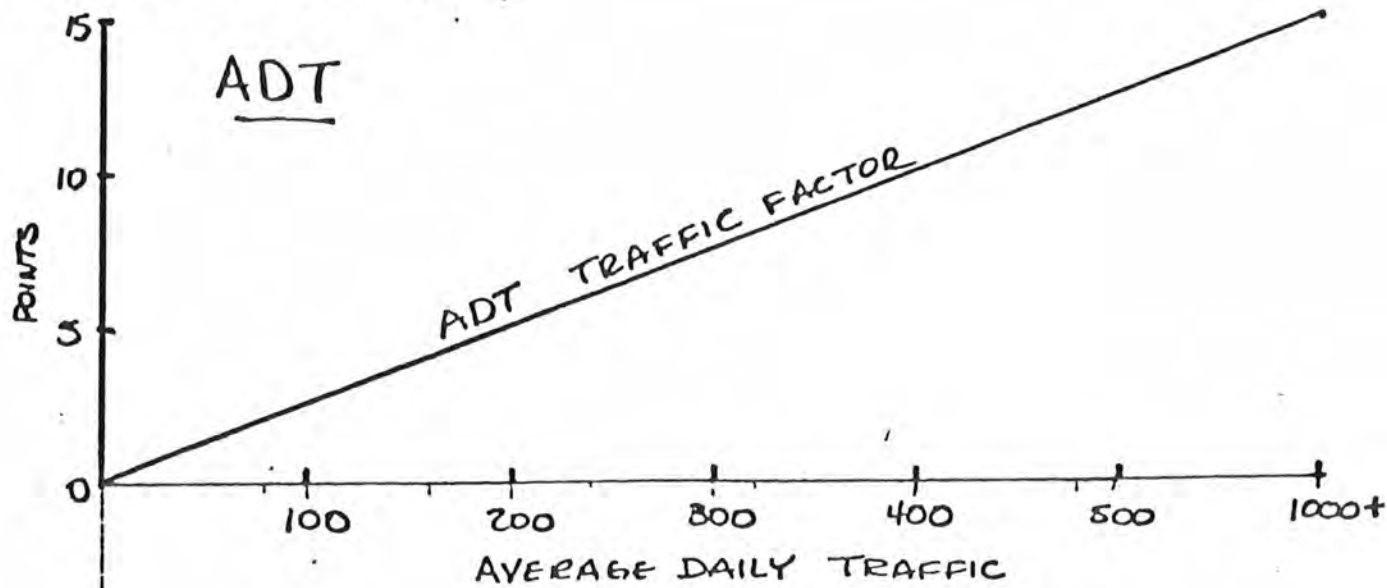
WIDTH _____

TOTAL GEOMETRIC _____

TOTAL STRUCTURAL _____ (PG. 3)

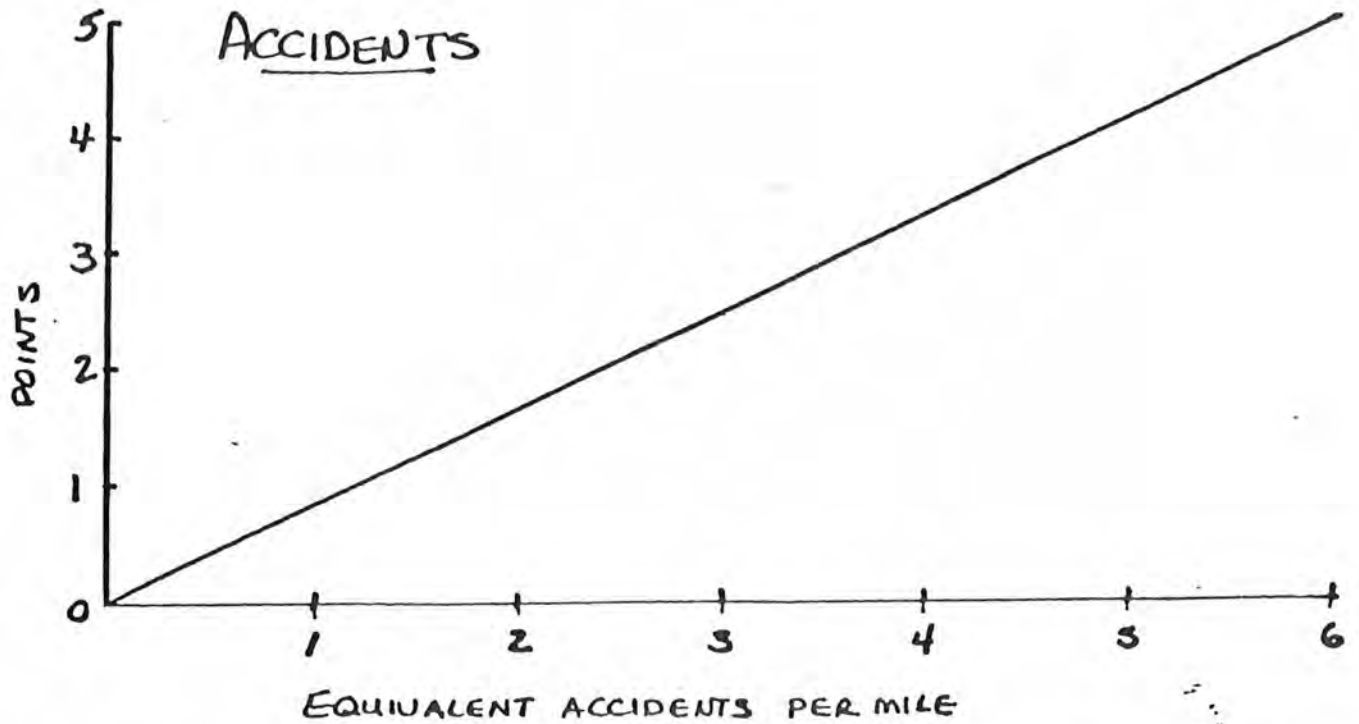
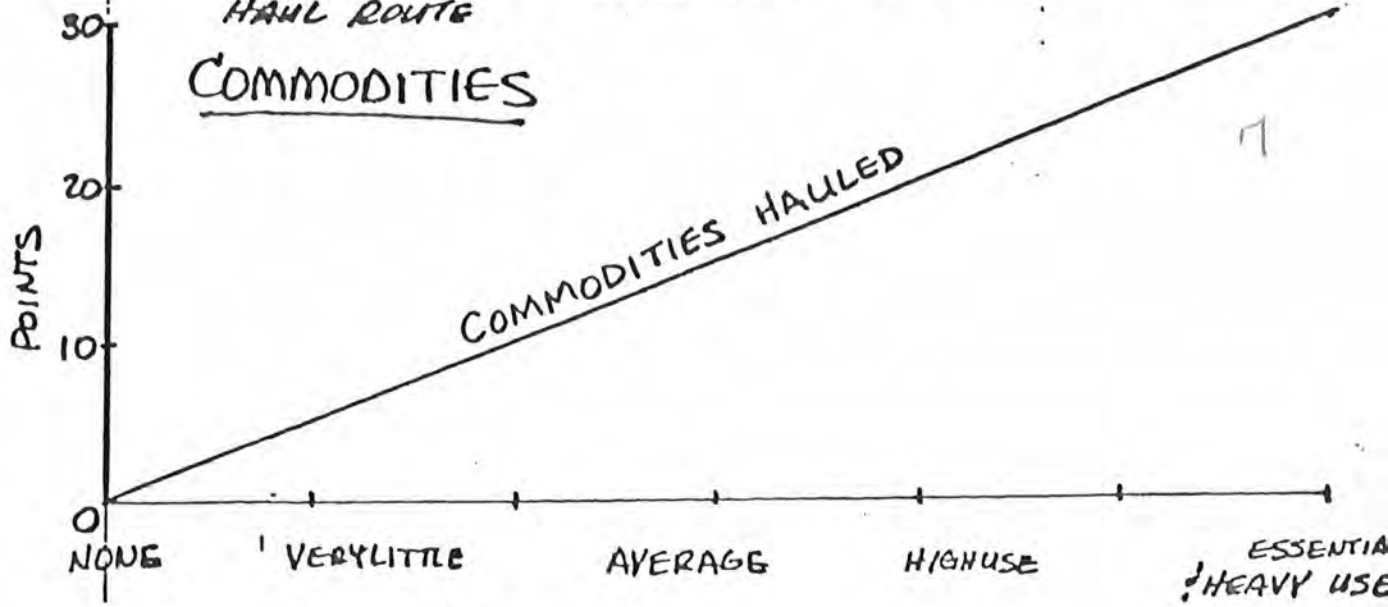
TOTAL CONDITION RATING _____

II. SERVICE RATING



||OR||

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



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

ADT _____

TRUCKS OR COMMODITIES _____

ACCIDENTS _____

TOTAL SERVICE RATING _____ (MAX 50PTS)

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.

New Section WNR

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.

<u>A. ROAD GEOMETRICS:</u>	<u>RATING</u>
*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.)			**Shoulder Width(ft.)			***Roadbed Width(ft.)		
	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 = _____	$\div 3 =$ _____ \div 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

D. ROADWAY STRUCTURAL CONDITION:

Types of Distress	Degree of Distress	Percentage of Distress								
		1 - 15%			16-30%			31% +		
8. RUTTING	Slight $\frac{1}{8}$ " - $\frac{1}{4}$ "	0			1			2		
	Moderate $\frac{1}{4}$ " - 1"	1			2			3		
	Severe Greater 1"	2			3			4		
9. RAVELING	Slight $\frac{1}{8}$ " to $\frac{1}{4}$ "	1			2			3		
	Moderate $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 _____

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 15% 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 identified 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 common logarithm of the number obtained by dividing 100 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.

INDIVIDUAL PROJECT PRIORITY RATINGS WILL BE DETERMINED BY THE FORMULA:

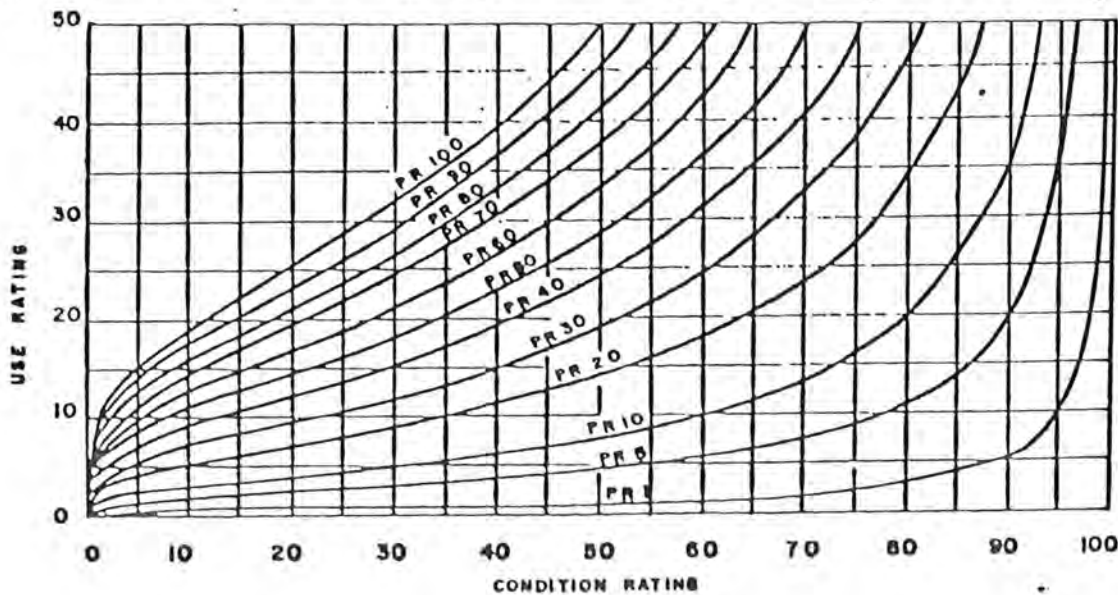
$$R_p = 2.5 \left[R_s^{1.25} \times \log \frac{100}{R_c} \right]$$

WHERE R_p = PRIORITY RATING

R_s = SERVICE (USE) RATING

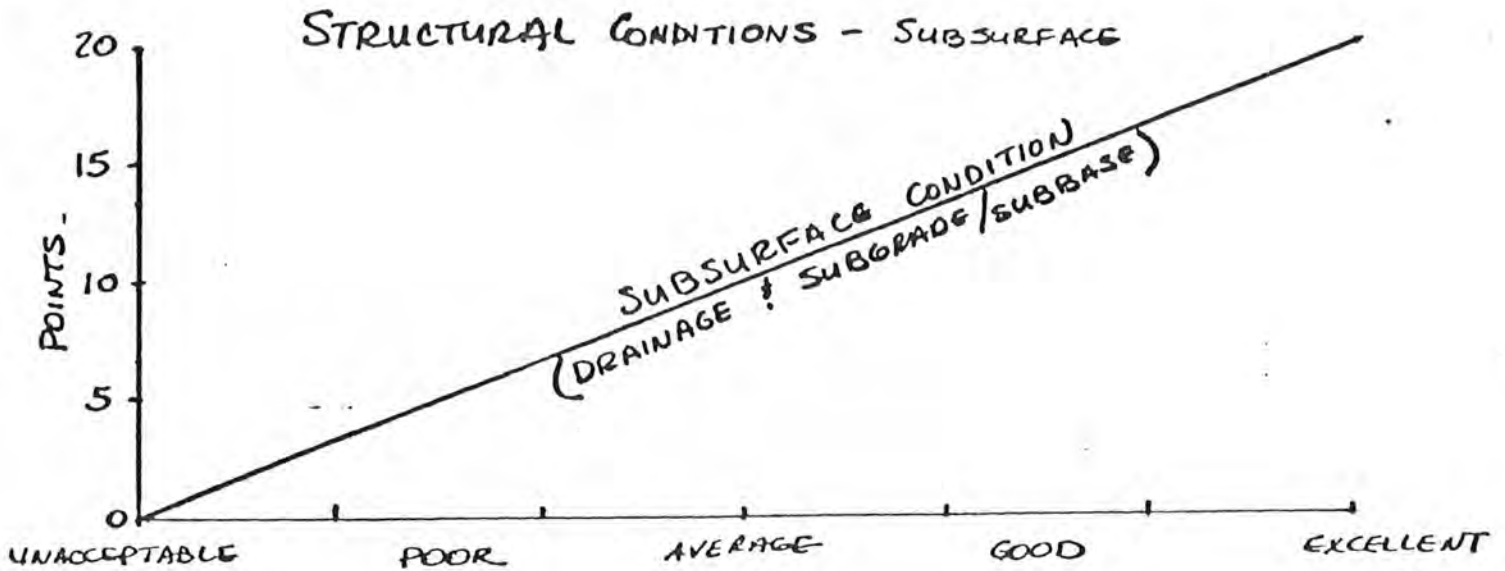
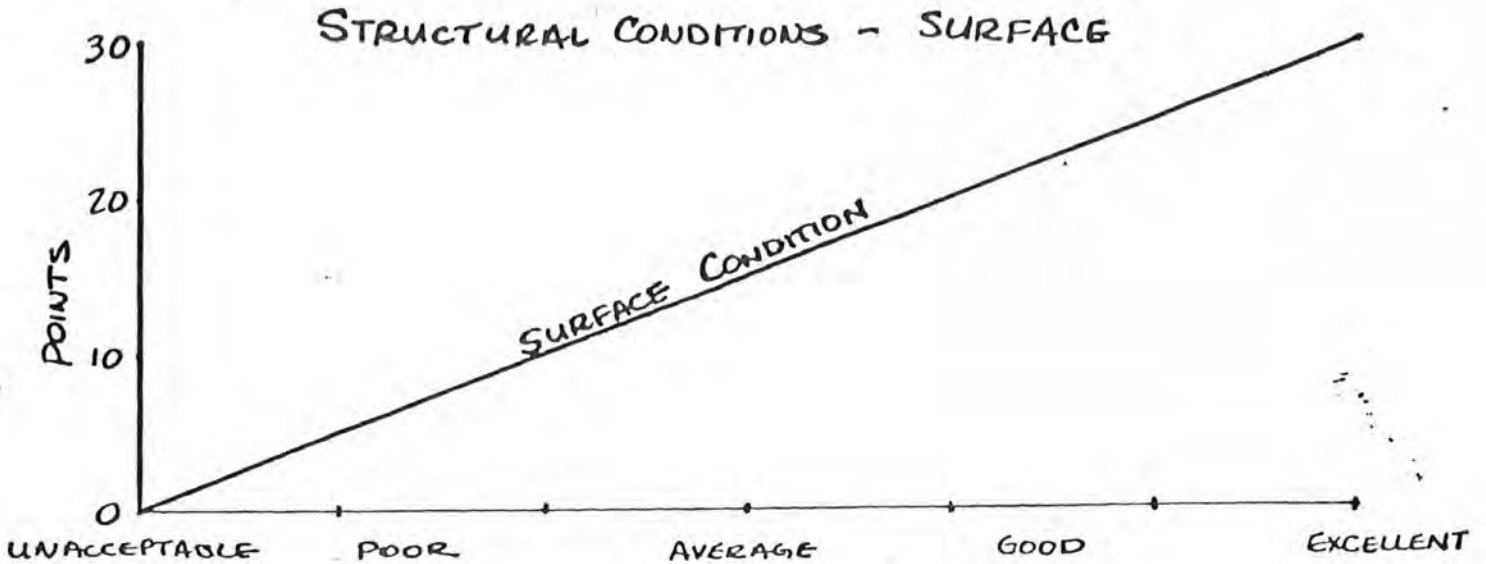
R_c = CONDITION RATING

THE FORMULA IS ILLUSTRATED IN THIS GRAPH FROM PG. 19, QAB PRIORITY PROGRAMMING MANUAL, MARCH 1972:



PROPOSED PROJECT PRIORITY ANALYSIS

I. CONDITION RATING MAXIMUM 100 POINTS



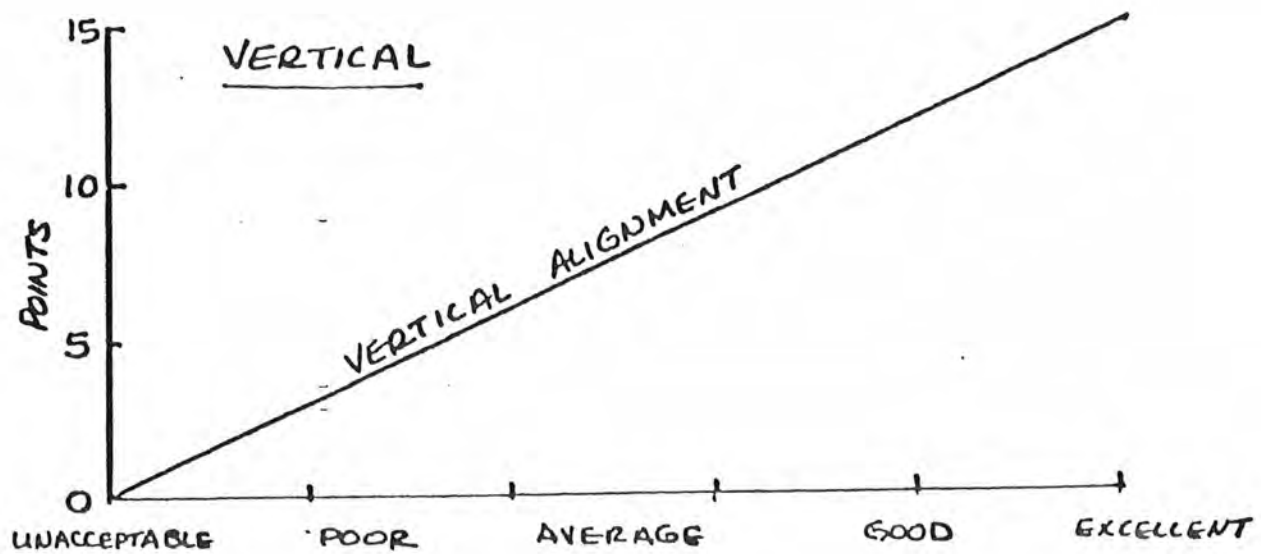
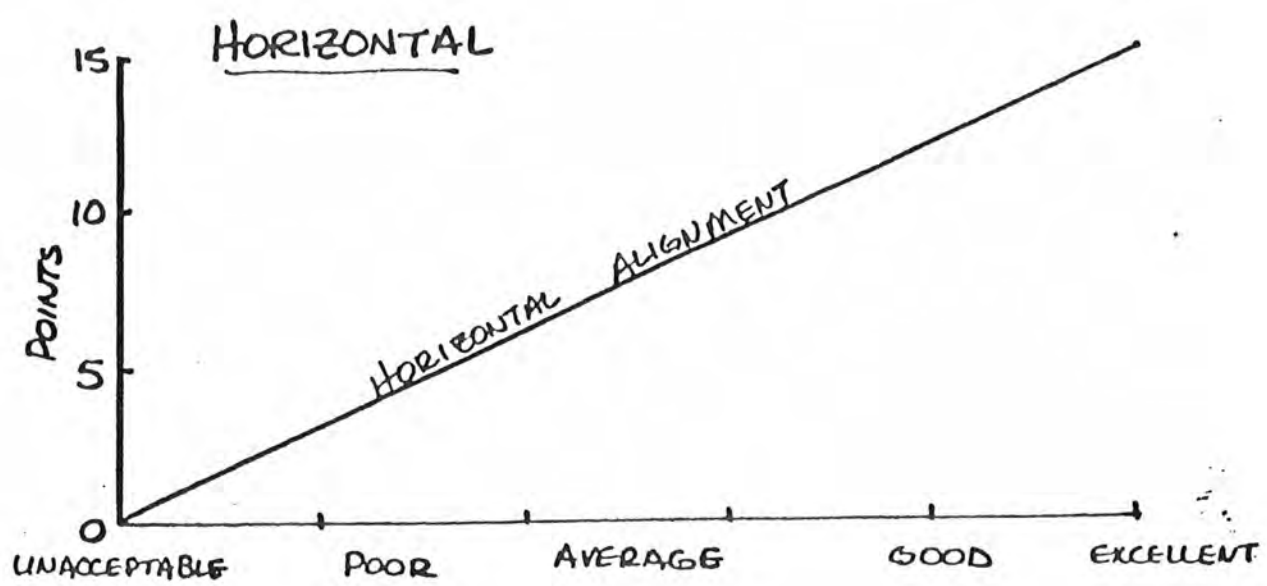
NOTE: POINTS MAY BE AWARDED ONLY IF THE PROJECT CORRECTS THE DEFICIENCY NOTED.

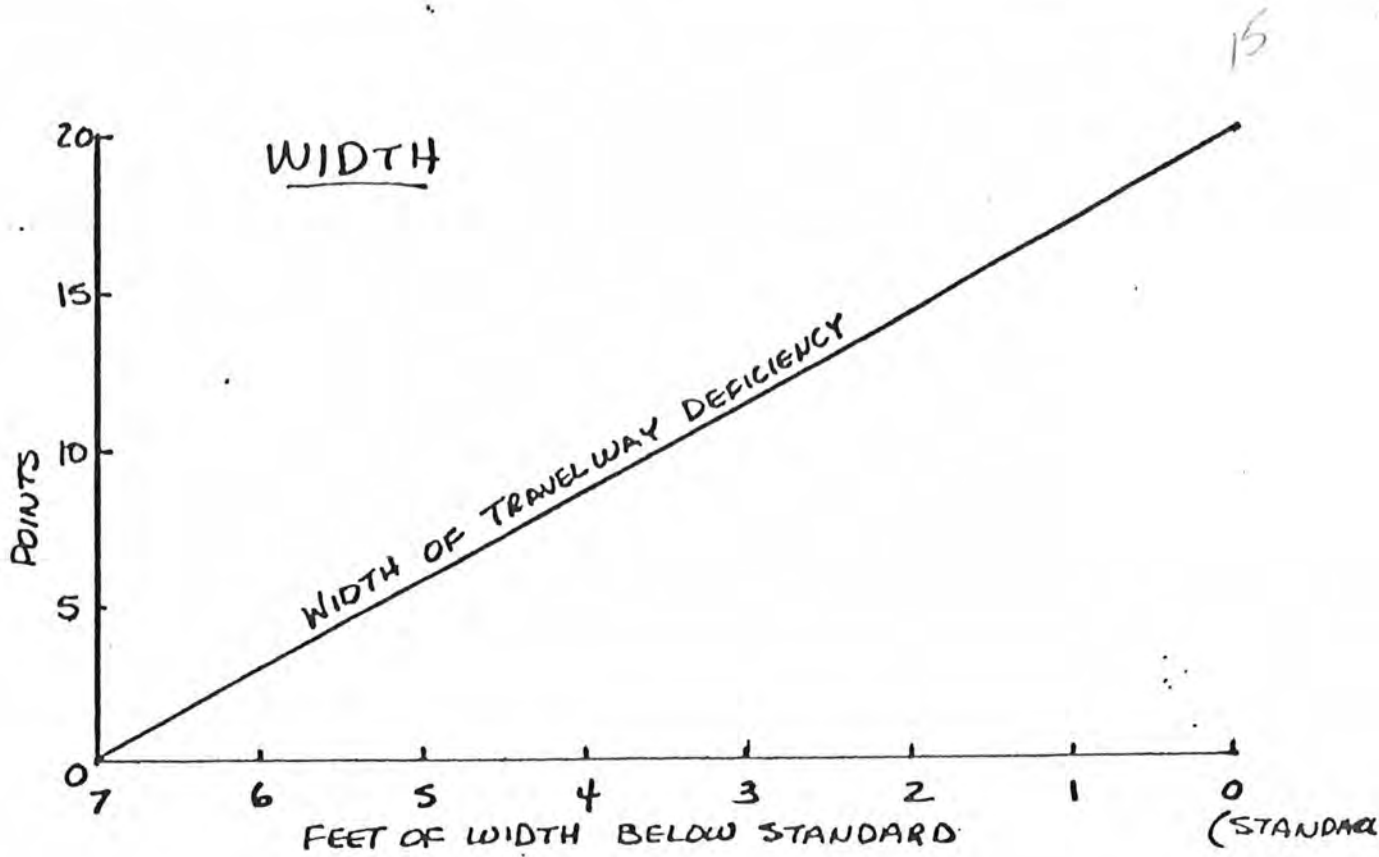
SURFACE CONDITION _____

SUBSURFACE CONDITION _____

TOTAL STRUCTURAL _____ (MAX 50PTS)

II GEOMETRIC CONDITION





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

HORIZONTAL _____

VERTICAL _____

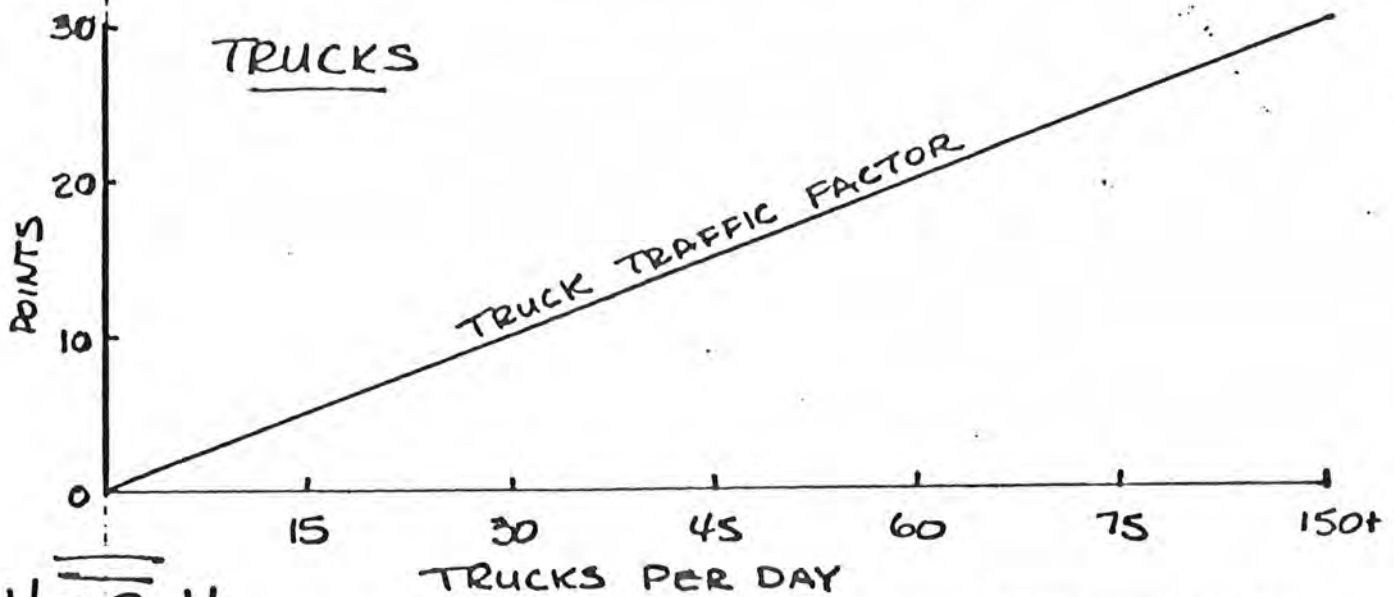
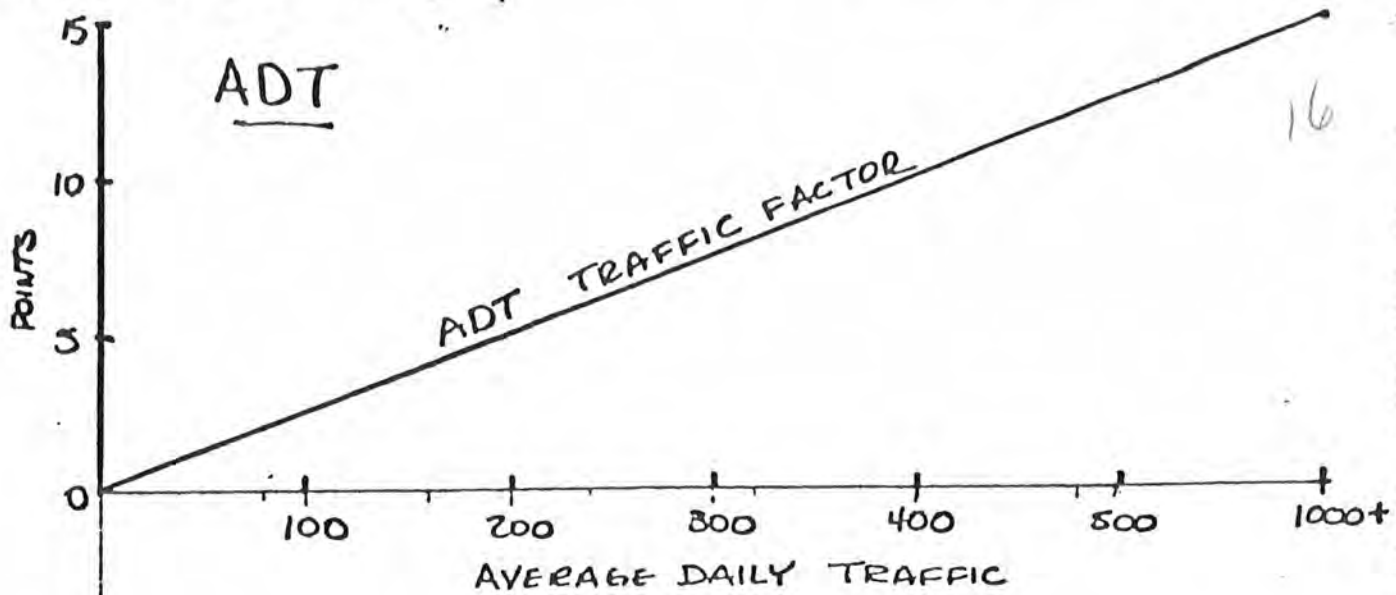
WIDTH _____

TOTAL GEOMETRIC _____

TOTAL STRUCTURAL _____ (PG. 3)

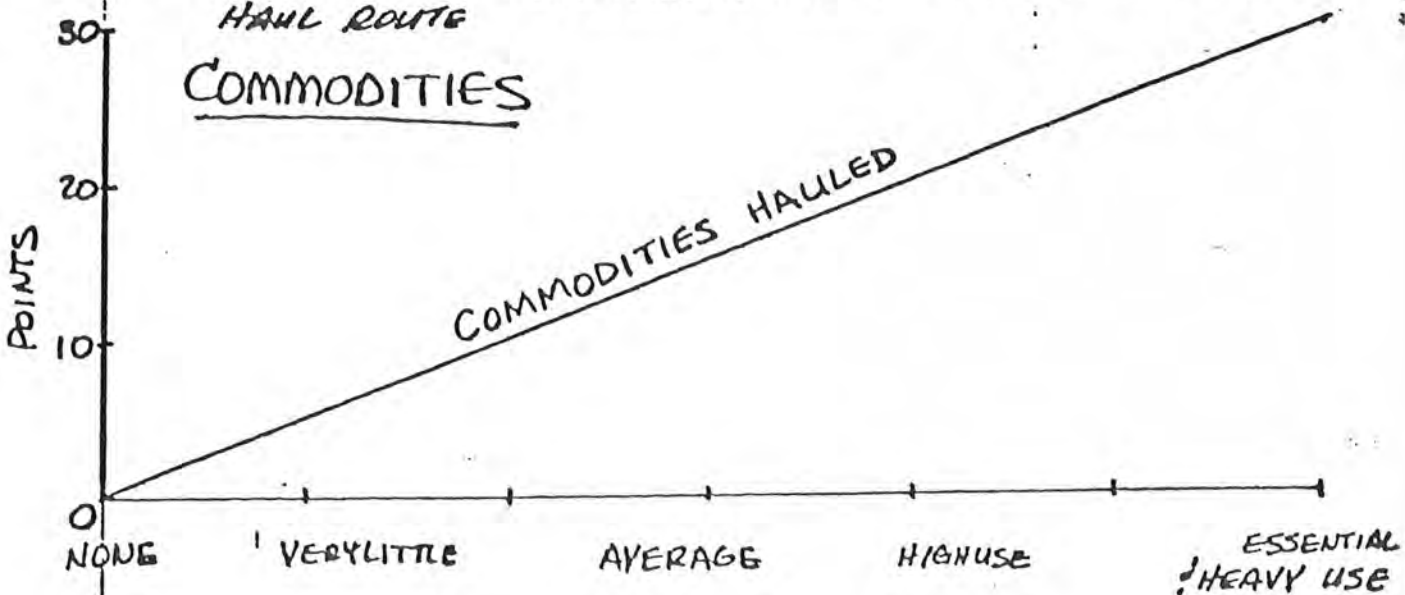
TOTAL CONDITION RATING _____

II. SERVICE RATING

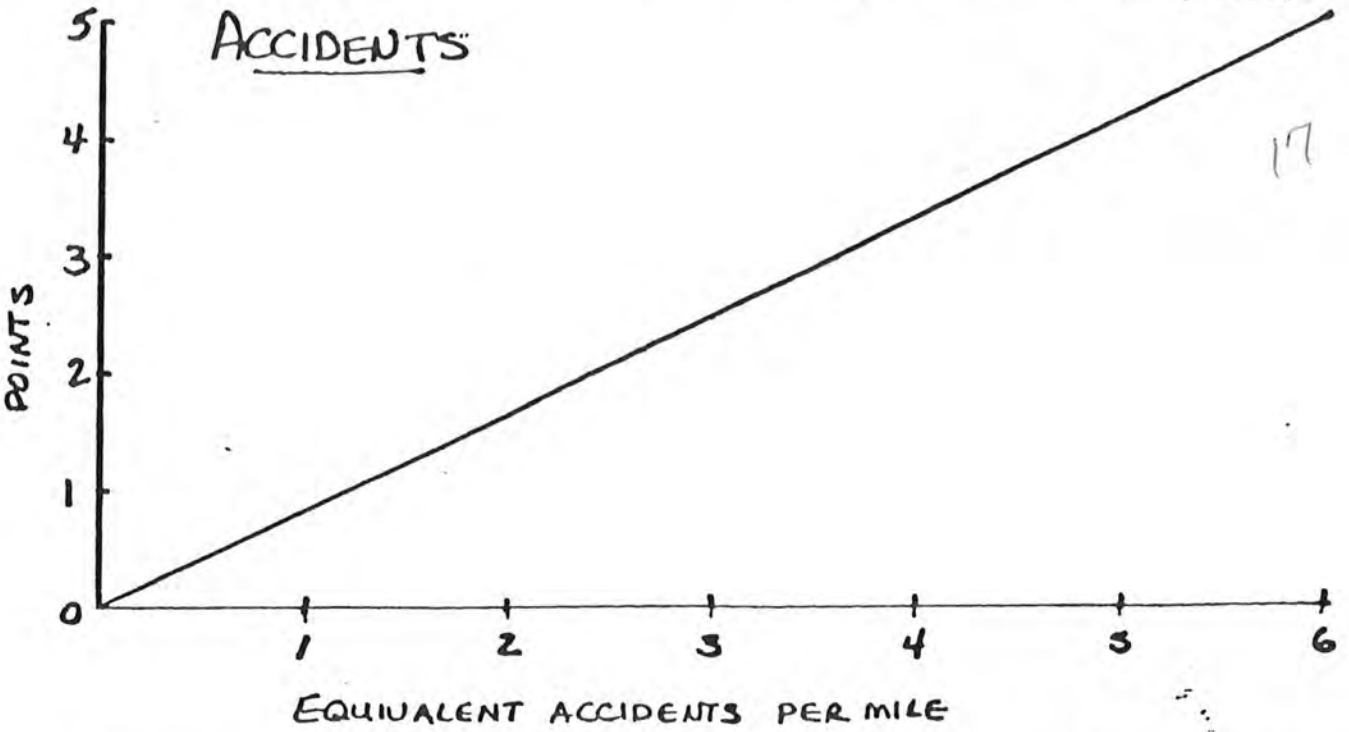


|| OR ||

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



ACCIDENTS



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

ADT _____

TRUCKS OR
COMMODITIES _____

ACCIDENTS _____

TOTAL SERVICE
RATING _____ (MAX 50PTS)

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.

NEW SECTION *mm*

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 -06C. 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.

D. STRUCTURAL CONDITION (40 Pts. Max.)

20

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%

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

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

STRUCTURAL CONDITION POINTS

E. 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.)

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

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.

21

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

GEOMETRIC POINTS _____

- F. WORKSHEET RECAP: _____
- B. ACCIDENT HISTORY POINTS _____
- C. TRAFFIC POINTS _____
- D. STRUCTURAL CONDITION POINTS _____
- E. GEOMETRIC POINTS _____

TOTAL SER RAP WORKSHEET RATING _____

NEW SECTION MK

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 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 SWR RAP rating worksheets identified as Exhibit -070. SWR 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. Points for structural condition will be assigned 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.

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: _____

ADT	*Pavement Width (ft.)			**Shoulder Width (ft.)			***Roadbed Width (ft.)		
	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

B. TRAFFIC ACCIDENTS:

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

<u>Year</u>	<u>Property Damage Only</u>	<u>Injury</u>	<u>Fatal</u>
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	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+

D-1. ROADWAY STRUCTURAL CONDITION: ASPHALT SURFACES (see Pg. 3 for concrete)

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	7
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	8
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	4
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 4 2 3 4		
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 4 2 3 4		
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	4

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 _____

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Types of Distress	Degree of Distress	Percentage of Distress		
		1-15	16-30	31+
16. CRACKING	1-2 Panel Lengths	1	2	4
	3-4 Panel Lengths	2	4	6
	4+ Panel Lengths	4	6	8
17. RAVELING	Slight	0	1	2
	Moderate	1	2	3
	Severe	2	2	3
18. JOINT SPALLING	1/8" to 1"	1	2	4
	1" to 3"	2	4	6
	3"+	4	6	8
19. PUMPING	Slight	0	1	2
	Moderate	1	2	3
	Severe	2	2	3
20. BLOWUPS	No./Mile	1	2	3
21. FAULTING	1/8" to 1/4"	1	3	5
	1/4" to 1/2"	2	4	6
	1/2"+	3	5	7
22. PATCHING	Less than 5% of Panel	0	1	2
	6 to 25% of Panel	1	2	3
	More than 25% of Panel	2	2	3
23. PAVEMENT WEAR	Less than 1/4"	0	1	3
	1/4" to 1/2"	1	2	4
	More than 1/2"	2	3	5

ROADWAY STRUCTURAL CONDITION RATING TOTAL

NOTE: Use bottom of Pg. 2 for worksheet recap.

NEW SECTION... MAR

WAC 136-130-080 Limitation on Rating Points.

In each of the initial project prioritization methods described in Sections 030, 040, 050, 060 and 070 rating points are assigned to a variety of structural and geometric conditions. For purposes of the RAP project prospectus submitted to the CRABoard, structural and geometric condition points shall be assigned only for those conditions which will be corrected by construction of the project.