I-5 / Everett HOV
Design-Build Project

REQUEST
FOR
PROPOSALS

Appendix CC
Pavement Management System
Historical Data

Addendum #4:

February 8, 2005

Analysis Unit: MP 183.96 - 187.98

(Vicinity: From MP 183.90 - UXING - 164TH ST SW To MP 187.95 - WEIGH STA - NUMBER 38)

Analysis Unit Detail

State Route: 5
MP Begin: 183.96
ARM Begin: 184.02
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 12.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 187.98
ARM End: 188.04
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 8.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 4.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1998	014955	RECONSTR EXISTING ALIGN	0.00	ACP CLASS A AR4000W	HOV LANE ADDED LEFT
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 183.96 to 187.98
Ad. Date/PIN/Title: 10/2011 100541M - I-5/128TH ST SW (SR96) I/C IMPROVEMENTS(MP 186.04 -186.80)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 43

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	62	100	100	100	95	98	96	98	98	94
PRC (Rutting)	39	99	94	96	91	90	89	84	86	82
PPC (IRI cm/km)	157	148	131	158	158	99	86	105	106	115

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2048	Regression	58.94	7.92	1998	86.60	5.20E+00	1.00
PRC	2021	Regression	85.80	1.51	1998	91.43	-1.77E+00	1.00
PSC	2012	Too Long	99.00	1.00	1998	98.06	-3.03E-02	2.75

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: ACP
PSC: 94

Survey Lane: Right
IRI (cm/km): 115

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	8	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 3.51%
Trains: 401
Trucks Growth: 3.51%
Min. Level of Service: C

Ave. Daily Traffic: 83490
Single Units: 3373
Total Trucks: 6028
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 86820
Double Units: 2254
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 8,343,504 ESALs after 15yrs: 36,100,943

Analysis Unit: MP 187.98 - 188.70

(Vicinity: From MP 187.95 - WEIGH STA - NUMBER 38 To MP 188.69 - ON RAMP - SBCD LANE)

Analysis Unit Detail

State Route: 5
MP Begin: 187.98
ARM Begin: 188.04
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 2.88
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 188.70
ARM End: 188.76
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 8.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.72
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1998	014955	RECONSTR EXISTING ALIGN	0.00	ACP CLASS A AR4000W	HOV LANE ADDED LEFT
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 187.98 to 188.70
Ad. Date/PIN/Title: 02/2006 100535H - I-5/52ND AVE W TO SR 526 - SB PAVING(MP 180.10 -189.30)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 42

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	79	100	100	100	100	100	95	100	100	99
PRC (Rutting)	49	100	92	95	93	91	86	84	77	89
PPC (IRI cm/km)	152	129	141	140	154	94	77	100	103	112

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2041	Regression	56.63	9.91	1998	78.60	6.20E+00	1.00
PRC	2020	Regression	35.39	5.17	1998	91.24	-1.83E+00	1.00
PSC	2017	Too Long	99.00	1.00	1998	99.02	-1.54E-03	3.50

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: ACP
PSC: 99

Survey Lane: Right
IRI (cm/km): 112

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 3.92%
Trains: 398
Trucks Growth: 3.92%
Min. Level of Service: C

Ave. Daily Traffic: 82889
Single Units: 3348
Total Trucks: 5984
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 88400
Double Units: 2238
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 8,206,236 ESALs after 15yrs: 37,135,341

Analysis Unit: MP 188.70 - 188.80

(Vicinity: From MP 188.69 - ON RAMP - SBCD LANE To MP 188.69 - ON RAMP - SBCD LANE)

Analysis Unit Detail

State Route: 5
MP Begin: 188.70
ARM Begin: 188.76
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.40
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 188.80
ARM End: 188.86
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.10
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 188.70 to 189.30
Ad. Date/PIN/Title: 02/2006 100535H - I-5/52ND AVE W TO SR 526 - SB PAVING(MP 180.10 -189.30)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	79	100	100	100	100	100	100	100	100	100
PRC (Rutting)	44	100	88	97	93	78	56	50	44	93
PPC (IRI cm/km)	121	111	140	108	158	89	52	75	91	144

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2018	Regression	48.40	28.09	1995	0.80	1.49E+01	1.00
PRC	2004	Regression	36.97	18.54	1995	97.07	-4.85E+00	1.00
PSC	2024	Too Long	99.00	1.00	1995	100.17	-1.20E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 144

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 3.92%
Trains: 398
Trucks Growth: 3.92%
Min. Level of Service: C

Ave. Daily Traffic: 82888
Single Units: 3348
Total Trucks: 5984
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 88400
Double Units: 2238
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 11,409,012 ESALs after 15yrs: 37,135,341

Analysis Unit: MP 188.80 - 189.26

(Vicinity: From MP 188.69 - ON RAMP - SBCD LANE To MP 189.31 - UXING - SR 527)

Analysis Unit Detail

State Route: 5
MP Begin: 188.80
ARM Begin: 188.86
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.38
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 189.26
ARM End: 189.32
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.46
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 188.70 to 189.30
Ad. Date/PIN/Title: 02/2006 100535H - I-5/52ND AVE W TO SR 526 - SB PAVING(MP 180.10 -189.30)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	63	100	100	100	100	100	94	97	100	89
PRC (Rutting)	61	100	90	99	63	73	69	62	52	59
PPC (IRI cm/km)	145	119	133	123	148	89	68	89	88	122

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2031	Regression	49.08	15.99	1995	39.60	8.60E+00	1.00
PRC	2003	Regression	78.03	8.96	1995	97.18	-5.77E+00	1.00
PSC	2010	Too Short	99.00	2.00	1995	100.23	-2.75E-02	2.75

Survey Data

Survey Year: 2003
Rut (mm): 8

Pavement: ACP
PSC: 89

Survey Lane: Right
IRI (cm/km): 122

Defect Type	Low	Medium	High
Alligator Cracking	1	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	22	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 2.84%
Trains: 336
Trucks Growth: 2.84%
Min. Level of Service: C

Ave. Daily Traffic: 70058
Single Units: 2830
Total Trucks: 5057
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 74721
Double Units: 1891
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 10,016,798 ESALs after 15yrs: 28,590,373

Analysis Unit: MP 189.26 - 189.40

(Vicinity: From MP 189.31 - UXING - SR 527 To MP 189.34 - UXING - N-W RAMP)

Analysis Unit Detail

State Route: 5
MP Begin: 189.26
ARM Begin: 189.32
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.42
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 189.40
ARM End: 189.46
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.14
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 188.70 to 189.30
Ad. Date/PIN/Title: 02/2006 100535H - I-5/52ND AVE W TO SR 526 - SB PAVING(MP 180.10 -189.30)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	54	100	100	100	100	100	99	100	100	100
PRC (Rutting)	76	100	100	100	66	87	84	76	65	70
PPC (IRI cm/km)	177	130	119	155	166	109	95	121	117	137

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2031	Regression	63.59	10.78	1995	69.00	7.80E+00	1.00
PRC	2006	Regression	63.20	9.50	1995	100.11	-4.25E+00	1.00
PSC	2024	Too Long	99.00	1.00	1995	100.06	-1.20E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 7

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 137

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.57%
Trains: 263
Trucks Growth: 1.57%
Min. Level of Service: C

Ave. Daily Traffic: 54936
Single Units: 2219
Total Trucks: 3965
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 58600
Double Units: 1483
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 8,096,877 ESALs after 15yrs: 20,864,054

Analysis Unit: MP 189.40 - 189.50

(Vicinity: From MP 189.34 - UXING - N-W RAMP To MP 189.51 - UXING - E-N RAMP)

Analysis Unit Detail

State Route: 5
MP Begin: 189.40
ARM Begin: 189.46
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.40
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 189.50
ARM End: 189.56
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.10
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 189.30 to 190.21
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	54	100	100	100	100	100	98	100	100	100
PRC (Rutting)	83	100	88	97	62	83	73	78	73	78
PPC (IRI cm/km)	217	130	132	134	141	103	123	135	141	118

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2048	Regression	25.95	14.81	1995	95.20	4.80E+00	1.00
PRC	2010	Regression	36.28	10.35	1995	92.00	-2.67E+00	1.00
PSC	2024	Too Long	99.00	1.00	1995	99.95	-1.20E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 5

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 118

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 261
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 54438
Single Units: 2199
Total Trucks: 3930
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 58070
Double Units: 1470
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 8,026,805 ESALs after 15yrs: 20,683,493

Analysis Unit: MP 189.50 - 190.00

(Vicinity: From MP 189.51 - UXING - E-N RAMP To MP 189.97 - ON RAMP - SR 526 EB)

Analysis Unit Detail

State Route: 5
MP Begin: 189.50
ARM Begin: 189.56
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 2.00
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 190.00
ARM End: 190.06
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.50
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1968	000000	RESURFACE EXISTING RDWY	0.17	ACP CLASS B AR4000W	NONE
1959	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1959			0.50	CTB	
1959			0.33	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 189.30 to 190.21
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	54	100	100	100	100	100	99	100	100	100
PRC (Rutting)	88	97	97	94	74	88	79	77	72	75
PPC (IRI cm/km)	213	131	136	149	143	99	97	117	124	110

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2050	Regression	45.03	9.88	1995	80.00	4.90E+00	1.00
PRC	2009	Regression	72.11	5.83	1995	96.47	-3.20E+00	1.00
PSC	2024	Too Long	99.00	1.00	1995	100.06	-1.20E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 6

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 110

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 280
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 58406
Single Units: 2359
Total Trucks: 4216
Directional Split: 52.93%
Cur. Level of Service: F

Ave. Weekday Traffic: 61947
Double Units: 1577
Trucks Percentage: 7.22%
Peak Hour: 7.73%
15yrs Level of Service: F

Past ESALs: 8,611,005 ESALs after 15yrs: 22,188,860

Analysis Unit: MP 190.00 - 190.21

(Vicinity: From MP 189.97 - ON RAMP - SR 526 EB To MP 190.21 - UXING - JUNIPER DR)

Analysis Unit Detail

State Route: 5
Roadway Type: Mainline
Direction: Increasing
MP Begin: 190.00
MP End: 190.21
Qualifier:
ARM Begin: 190.06
ARM End: 190.27
Length (Miles): 0.21
Region: Northwest
County: Snohomish
Fun. Class: Urban Interstate
Access Control: Full
Lev. of Dev.: Design Standard
Terrain: Rolling
Highway Type: Divided
No .of Lanes: 4
Width (ft): 48.0
Lane Miles: 0.84
Lt Shoulder (ft): 0.0
Rt Shoulder (ft): 10.0
Fed. Aid Type: Interstate
Fed. Aid No: 0005
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1968	000000	RESURFACE EXISTING RDWY	0.17	ACP CLASS B AR4000W	NONE
1959	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1959			0.50	CTB	
1959			0.33	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 189.30 to 190.21
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	76	100	100	100	100	100	98	100	100	100
PRC (Rutting)	83	95	93	100	78	88	78	74	70	70
PPC (IRI cm/km)	190	119	139	120	123	112	76	92	97	94

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2052	Regression	37.83	18.80	1995	64.20	5.00E+00	1.00
PRC	2007	Regression	79.27	5.51	1995	97.62	-3.68E+00	1.00
PSC	2024	Too Long	99.00	1.00	1995	99.95	-1.20E-05	4.50

Survey Data

Survey Year: 2003
Pavement: ACP
Survey Lane: Right
Rut (mm): 7
PSC: 100
IRI (cm/km): 94

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
Ave. Daily Traffic: 78140
Ave. Weekday Traffic: 81231
ADT Growth: 1.53%
Single Units: 3157
Double Units: 2110
Trains: 375
Total Trucks: 5642
Trucks Percentage: 7.22%
Trucks Growth: 1.53%
Directional Split: 54.91%
Peak Hour: 7.50%
Min. Level of Service: C
Cur. Level of Service: F
15yrs Level of Service: F
Past ESALs: 11,524,003
ESALs after 15yrs: 29,695,082

Analysis Unit: MP 190.21 - 191.52

(Vicinity: From MP 190.21 - UXING - JUNIPER DR To MP 191.52 - BEG BRIDGE - LOWELL RD)

Analysis Unit Detail

State Route: 5
MP Begin: 190.21
ARM Begin: 190.27
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 5.24
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 191.52
ARM End: 191.58
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 1.31
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1968	000000	RESURFACE EXISTING RDWY	0.17	ACP CLASS B AR4000W	NONE
1959	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1959			0.50	CTB	
1959			0.33	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 190.21 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 40

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	76	100	100	100	100	99	99	100	99	99
PRC (Rutting)	82	100	95	92	72	80	74	69	63	61
PPC (IRI cm/km)	206	142	161	181	154	99	104	123	129	123

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2033	Regression	76.22	7.45	1995	71.80	7.30E+00	1.00
PRC	2004	Regression	90.24	4.75	1995	98.18	-4.93E+00	1.00
PSC	2017	Too Long	99.00	0.00	1995	99.84	-4.47E-04	3.75

Survey Data

Survey Year: 2003
Rut (mm): 8

Pavement: ACP
PSC: 99

Survey Lane: Right
IRI (cm/km): 123

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	1	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84062
Single Units: 3396
Total Trucks: 6069
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2270
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 12,395,229 ESALs after 15yrs: 31,940,058

Analysis Unit: MP 191.52 - 191.55

(Vicinity: From MP 191.52 - BEG BRIDGE - LOWELL RD To MP 191.55 - END BRIDGE - LOWELL RD)

Analysis Unit Detail

State Route: 5
MP Begin: 191.52
ARM Begin: 191.58
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.12
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 191.55
ARM End: 191.61
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.03
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 58.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	BRIDGE DECK RESURFACING
1995	014262	PLANING	0.15	GRINDING ACP OR BST	BRIDGE DECK RESURFACING
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1968	000000	RESURFACE EXISTING RDWY	0.17	ACP CLASS B AR4000W	NONE
1951	003842	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 190.21 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 39

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	76	100	100	100	100	100	98	100	100	100
PRC (Rutting)	67	100	100	78	67	83	73	56	56	50
PPC (IRI cm/km)	253	198	176	238	151	110	129	167	148	166

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2016	Regression	71.21	15.21	1995	65.40	1.31E+01	1.00
PRC	2002	Regression	83.82	7.93	1995	98.33	-6.17E+00	1.00
PSC	2027	Too Long	99.00	2.00	1995	100.04	-1.95E-05	4.25

Survey Data

Survey Year: 2003
Rut (mm): 10

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 166

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84062
Single Units: 3396
Total Trucks: 6069
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2270
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 12,395,229 ESALs after 15yrs: 31,940,058

Analysis Unit: MP 191.55 - 192.16

(Vicinity: From MP 191.55 - END BRIDGE - LOWELL RD To MP 192.16 - OFF RAMP - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 191.55
ARM Begin: 191.61
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 2.44
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.16
ARM End: 192.22
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.61
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 190.21 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 39

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	92	91	90	90	90	78	74	75	79	85
PRC (Rutting)	82	96	81	75	59	85	69	66	76	68
PPC (IRI cm/km)	226	214	221	219	241	174	175	201	192	206

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2028	Regression	40.80	9.17	1969	0.00	5.93E+00	1.00
PRC	2019	Regression	30.17	16.95	1969	104.21	-1.08E+00	1.00
PSC	2013	Regression	64.00	5.00	1969	100.94	-1.48E-03	2.75

Survey Data

Survey Year: 2003
Rut (mm): 7

Pavement: PCCP
PSC: 85

Survey Lane: Right
IRI (cm/km): 206

Defect Type	Low	Medium	High
Slab Cracking	6	1	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	14	2	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84061
Single Units: 3396
Total Trucks: 6069
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2270
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 32,184,864 ESALs after 15yrs: 31,940,058

Analysis Unit: MP 192.16 - 192.31

(Vicinity: From MP 192.16 - OFF RAMP - BROADWAY AVE To MP 192.16 - OFF RAMP - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.16
ARM Begin: 192.22
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.45
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.31
ARM End: 192.37
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.15
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 39

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	92	90	90	90	88	86	99	92	86
PRC (Rutting)	84	90	88	71	53	86	90	90	77	76
PPC (IRI cm/km)	218	214	211	225	237	140	142	165	153	174

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2041	Regression	27.29	10.46	1969	0.00	4.84E+00	1.00
PRC	2029	Regression	19.26	17.88	1969	101.36	-8.44E-01	1.00
PSC	2020	Too Long	98.00	4.00	1969	100.09	-3.64E-04	3.00

Survey Data

Survey Year: 2003
Rut (mm): 5

Pavement: PCCP
PSC: 86

Survey Lane: Right
IRI (cm/km): 174

Defect Type	Low	Medium	High
Slab Cracking	11	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	11	2	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 368
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 76621
Single Units: 3095
Total Trucks: 5531
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 79320
Double Units: 2068
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 29,335,602 ESALs after 15yrs: 29,112,469

Analysis Unit: MP 192.31 - 192.59

(Vicinity: From MP 192.16 - OFF RAMP - BROADWAY AVE To MP 192.59 - UXING - CASCADE VIEW)

Analysis Unit Detail

State Route: 5
MP Begin: 192.31
ARM Begin: 192.37
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.84
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.59
ARM End: 192.65
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 6.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.28
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 39

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	92	90	90	90	76	82	85	88	94
PRC (Rutting)	88	81	86	80	60	89	85	85	80	66
PPC (IRI cm/km)	213	211	195	218	213	131	125	151	146	160

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2047	Regression	23.99	10.38	1969	0.00	4.46E+00	1.00
PRC	2028	Regression	21.43	17.32	1969	101.99	-8.74E-01	1.00
PSC	2025	Too Long	96.00	5.00	1969	95.47	-2.58E-04	3.00

Survey Data

Survey Year: 2003
Rut (mm): 7

Pavement: PCCP
PSC: 94

Survey Lane: Right
IRI (cm/km): 160

Defect Type	Low	Medium	High
Slab Cracking	3	0	0
Patching	2	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	5	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 344
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 71764
Single Units: 2899
Total Trucks: 5180
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 1937
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 27,468,521 ESALs after 15yrs: 27,259,589

Analysis Unit: MP 192.59 - 192.81

(Vicinity: From MP 192.59 - UXING - CASCADE VIEW To MP 192.81 - BEG BRIDGE - BN RR)

Analysis Unit Detail

State Route: 5
Roadway Type: Mainline
Direction: Increasing
MP Begin: 192.59
MP End: 192.81
Qualifier:
ARM Begin: 192.65
ARM End: 192.87
Length (Miles): 0.22
Region: Northwest
County: Snohomish
Fun. Class: Urban Interstate
Access Control: Full
Lev. of Dev.: Design Standard
Terrain: Rolling
Highway Type: Divided
No .of Lanes: 3
Width (ft): 36.0
Lane Miles: 0.66
Lt Shoulder (ft): 10.0
Rt Shoulder (ft): 10.0
Fed. Aid Type: Interstate
Fed. Aid No: 0005
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	92	90	90	90	71	91	83	88	98
PRC (Rutting)	86	83	74	76	60	90	81	84	79	76
PPC (IRI cm/km)	238	250	219	239	236	176	172	196	192	235

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2026	Regression	14.80	19.91	1969	0.00	6.08E+00	1.00
PRC	2027	Regression	22.11	17.25	1969	101.99	-8.88E-01	1.00
PSC	2029	Too Long	93.00	7.00	1969	93.75	-6.91E-05	3.25

Survey Data

Survey Year: 2003
Pavement: PCCP
Survey Lane: Right
Rut (mm): 5
PSC: 98
IRI (cm/km): 235

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	1	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
Ave. Daily Traffic: 76378
Ave. Weekday Traffic: 71622
ADT Growth: 1.53%
Single Units: 3086
Double Units: 2062
Trains: 366
Total Trucks: 5514
Trucks Percentage: 7.22%
Trucks Growth: 1.53%
Directional Split: 55.50%
Peak Hour: 7.43%
Min. Level of Service: C
Cur. Level of Service: F
15yrs Level of Service: F

Past ESALs: 29,238,322
ESALs after 15yrs: 29,015,929

Analysis Unit: MP 192.81 - 192.86

(Vicinity: From MP 192.81 - BEG BRIDGE - BN RR To MP 192.86 - END BRIDGE - BN RR)

Analysis Unit Detail

State Route: 5	Roadway Type: Mainline	Direction: Increasing
MP Begin: 192.81	MP End: 192.86	Qualifier:
ARM Begin: 192.87	ARM End: 192.92	Length (Miles): 0.05
Region: Northwest	County: Snohomish	Fun. Class: Urban Interstate
Access Control: Full	Lev. of Dev.: Design Standard	Terrain: Rolling
Highway Type: Divided	No .of Lanes: 3	Width (ft): 77.0
Lane Miles: 0.15	Lt Shoulder (ft): 0.0	Rt Shoulder (ft): 0.0
Fed. Aid Type: Interstate	Fed. Aid No: 0005	Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81

Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	92	92	92	90	84	81	96	95	100
PRC (Rutting)	93	88	88	83	83	93	88	88	93	93
PPC (IRI cm/km)	266	237	206	237	236	212	227	257	271	270

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2014	Regression	19.92	18.18	1968	0.00	7.50E+00	1.00
PRC	2027	Regression	30.92	18.84	1968	109.81	-1.00E+00	1.00
PSC	2023	Too Long	91.00	8.00	1968	97.52	-1.38E-05	3.75

Survey Data

Survey Year: 2003	Pavement: PCCP	Survey Lane: Right
Rut (mm): 2	PSC: 100	IRI (cm/km): 270

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003	Ave. Daily Traffic: 78870	Ave. Weekday Traffic: 71622
ADT Growth: 1.53%	Single Units: 3186	Double Units: 2129
Trains: 378	Total Trucks: 5693	Trucks Percentage: 7.22%
Trucks Growth: 1.53%	Directional Split: 55.50%	Peak Hour: 7.43%
Min. Level of Service: C	Cur. Level of Service: F	15yrs Level of Service: F

Past ESALs: 30,614,598 ESALs after 15yrs: 29,959,320

Analysis Unit: MP 192.86 - 193.00

(Vicinity: From MP 192.86 - END BRIDGE - BN RR To MP 193.00 - BEG BRIDGE - SMITH AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.86
ARM Begin: 192.92
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.42
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.00
ARM End: 193.06
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.14
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	92	92	92	90	88	92	96	94	100
PRC (Rutting)	82	81	88	76	72	82	77	77	79	86
PPC (IRI cm/km)	275	243	224	272	243	202	208	243	224	244

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2018	Regression	32.74	14.03	1969	0.00	7.01E+00	1.00
PRC	2029	Regression	21.24	16.81	1969	101.42	-8.44E-01	1.00
PSC	2037	Too Long	98.00	3.00	1969	96.05	-1.76E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 244

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 384
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80090
Single Units: 3235
Total Trucks: 5781
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 72457
Double Units: 2162
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 30,657,561 ESALs after 15yrs: 30,424,372

Analysis Unit: MP 193.00 - 193.02

(Vicinity: From MP 193.00 - BEG BRIDGE - SMITH AVE To MP 193.02 - END BRIDGE - SMITH AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.00
ARM Begin: 193.06
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.02
ARM End: 193.08
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	94	90	90	100	68	93	95	94	100
PRC (Rutting)	83	100	62	83	73	88	88	93	73	88
PPC (IRI cm/km)	297	269	273	286	297	187	174	197	243	243

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2023	Regression	9.66	27.52	1968	0.00	6.34E+00	1.00
PRC	2043	Regression	6.96	20.00	1968	97.74	-6.33E-01	1.00
PSC	2023	Too Long	87.00	10.00	1968	97.71	-1.38E-05	3.75

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 243

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 74507
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 31,154,221 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.02 - 193.08

(Vicinity: From MP 193.02 - END BRIDGE - SMITH AVE To MP 193.08 - RR XING - NUM 84599S_STRUCTURE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.02
ARM Begin: 193.08
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.18
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.08
ARM End: 193.14
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.06
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	94	90	90	100	68	93	95	94	100
PRC (Rutting)	83	100	62	83	73	88	88	93	73	88
PPC (IRI cm/km)	297	269	273	286	297	187	174	197	243	243

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2022	Regression	10.27	27.24	1969	0.00	6.54E+00	1.00
PRC	2043	Regression	6.96	20.00	1969	97.11	-6.33E-01	1.00
PSC	2037	Too Long	91.00	8.00	1969	94.96	-1.73E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 243

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 75661
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 30,721,064 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.08 - 193.26

(Vicinity: From MP 193.08 - RR XING - NUM 84599S STRUCTURE To MP 193.26 - END BRIDGE - 36TH ST/BN RR)

Analysis Unit Detail

State Route: 5
MP Begin: 193.08
ARM Begin: 193.14
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.54
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.26
ARM End: 193.32
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.18
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1999	015115	RESURFACE EXISTING RDWY	0.13	LATEX MODIFIED PCC	BRIDGE DECK RESURFACING
1999	015115	PLANING	0.03	GRINDING PCCP	NONE
1967	008090	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	94	94	94	100	100	99	96	100	100
PRC (Rutting)	83	100	93	83	93	95	97	95	93
PPC (IRI cm/km)	297	269	279	286	251	130	123	159	167

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2020	Regression	70.23	12.60	1999	126.80	1.06E+01	1.00
PRC	2056	Regression	57.14	1.26	1999	96.20	-8.00E-01	1.00
PSC	2026	Too Long	99.00	1.00	1999	99.00	-1.52E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 161

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 79122
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 7,038,272 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.26 - 193.63

(Vicinity: From MP 193.26 - END BRIDGE - 36TH ST/BN RR To MP 193.63 - BEG BRIDGE - SR 529-PACIFIC AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.26
ARM Begin: 193.32
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.11
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.63
ARM End: 193.69
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.37
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	84	94	95	95	95	99
PRC (Rutting)	83	81	79	92	71	85	81	77	73	82
PPC (IRI cm/km)	218	239	216	227	230	139	144	168	168	171

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2039	Regression	26.38	10.01	1969	0.00	4.94E+00	1.00
PRC	2031	Regression	19.78	17.18	1969	101.78	-8.25E-01	1.00
PSC	2032	Too Long	95.00	6.00	1969	94.49	-2.15E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: PCCP
PSC: 99

Survey Lane: Right
IRI (cm/km): 171

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	1	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 373
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 77688
Single Units: 3138
Total Trucks: 5608
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 78208
Double Units: 2097
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 29,743,706 ESALs after 15yrs: 29,517,469

Analysis Unit: MP 193.63 - 193.65

(Vicinity: From MP 193.63 - BEG BRIDGE - SR 529-PACIFIC AVE To MP 193.65 - END BRIDGE - SR 529-PACIFIC AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.63
ARM Begin: 193.69
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.65
ARM End: 193.71
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	88	99	89	97	96	100
PRC (Rutting)	83	83	83	100	67	88	93	83	78	88
PPC (IRI cm/km)	232	250	258	210	218	163	158	183	185	193

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2035	Regression	27.92	9.80	1966	0.00	5.04E+00	1.00
PRC	2045	Regression	12.29	17.93	1966	101.72	-6.49E-01	1.00
PSC	2023	Too Long	89.00	9.00	1966	97.93	-1.22E-05	3.75

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 193

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 342
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 71210
Single Units: 2876
Total Trucks: 5140
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 69635
Double Units: 1922
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 28,376,057 ESALs after 15yrs: 27,055,443

Analysis Unit: MP 193.65 - 193.79

(Vicinity: From MP 193.65 - END BRIDGE - SR 529-PACIFIC AVE To MP 193.79 - BEG BRIDGE - HEWITT AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.65
ARM Begin: 193.71
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.42
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.79
ARM End: 193.85
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.14
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	89	100	88	95	96	84
PRC (Rutting)	92	95	86	100	64	91	95	89	88	94
PPC (IRI cm/km)	210	222	221	213	230	146	140	164	161	187

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2039	Regression	18.60	13.69	1969	0.00	4.99E+00	1.00
PRC	2028	Regression	28.31	19.72	1969	109.12	-1.00E+00	1.00
PSC	2020	Too Long	94.00	6.00	1969	96.20	-4.71E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 84

Survey Lane: Right
IRI (cm/km): 187

Defect Type	Low	Medium	High
Slab Cracking	0	3	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	5	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 308
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 64152
Single Units: 2592
Total Trucks: 4632
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 62734
Double Units: 1732
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 24,566,153 ESALs after 15yrs: 24,379,297

Analysis Unit: MP 193.79 - 193.81

(Vicinity: From MP 193.79 - BEG BRIDGE - HEWITT AVE To MP 193.81 - END BRIDGE - HEWITT AVE)

Analysis Unit Detail

State Route: 5
Roadway Type: Mainline
Direction: Increasing
MP Begin: 193.79
MP End: 193.81
Qualifier:
ARM Begin: 193.85
ARM End: 193.87
Length (Miles): 0.02
Region: Northwest
County: Snohomish
Fun. Class: Urban Interstate
Access Control: Full
Lev. of Dev.: Design Standard
Terrain: Rolling
Highway Type: Divided
No .of Lanes: 3
Width (ft): 52.0
Lane Miles: 0.06
Lt Shoulder (ft): 0.0
Rt Shoulder (ft): 0.0
Fed. Aid Type: Interstate
Fed. Aid No: 0005
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2041	Regression	14.11	15.96	1966	0.00	4.62E+00	1.00
PRC	2029	Regression	28.02	20.61	1966	113.69	-1.00E+00	1.00
PSC	1990	Standard Equation	100.00	0.00	1966	100.00	-1.29E-04	4.00

Survey Data

Survey Year: 2003
Pavement: PCCP
Survey Lane: Right
Rut (mm): 1
PSC: 86
IRI (cm/km): 194

Defect Type	Low	Medium	High
Slab Cracking	0	2	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	6	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
Ave. Daily Traffic: 57094
Ave. Weekday Traffic: 55833
ADT Growth: 1.53%
Single Units: 2306
Double Units: 1541
Trains: 274
Total Trucks: 4121
Trucks Percentage: 7.22%
Trucks Growth: 1.53%
Directional Split: 55.50%
Peak Hour: 7.43%
Min. Level of Service: C
Cur. Level of Service: F
15yrs Level of Service: F

Past ESALs: 22,748,619
ESALs after 15yrs: 21,689,905

Analysis Unit: MP 193.81 - 193.92

(Vicinity: From MP 193.81 - END BRIDGE - HEWITT AVE To MP 193.92 - BEG BRIDGE - RAMP)

Analysis Unit Detail

State Route: 5
MP Begin: 193.81
ARM Begin: 193.87
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.33
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.92
ARM End: 193.98
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.11
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	100	84	89	95	92	97
PRC (Rutting)	94	100	79	99	79	96	96	96	96	97
PPC (IRI cm/km)	205	212	265	206	253	159	170	177	174	208

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2032	Regression	23.01	13.12	1969	0.00	5.55E+00	1.00
PRC	2029	Regression	29.00	20.39	1969	110.65	-1.00E+00	1.00
PSC	2029	Too Long	95.00	6.00	1969	94.52	-2.56E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: 97

Survey Lane: Right
IRI (cm/km): 208

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	3	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 276
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 57610
Single Units: 2327
Total Trucks: 4158
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 56338
Double Units: 1555
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 22,048,490 ESALs after 15yrs: 21,880,784

Analysis Unit: MP 193.92 - 193.97

(Vicinity: From MP 193.92 - BEG BRIDGE - RAMP To MP 193.97 - END BRIDGE - RAMP)

Analysis Unit Detail

State Route: 5	Roadway Type: Mainline	Direction: Increasing
MP Begin: 193.92	MP End: 193.97	Qualifier:
ARM Begin: 193.98	ARM End: 194.03	Length (Miles): 0.05
Region: Northwest	County: Snohomish	Fun. Class: Urban Interstate
Access Control: Full	Lev. of Dev.: Design Standard	Terrain: Rolling
Highway Type: Divided	No .of Lanes: 3	Width (ft): 50.0
Lane Miles: 0.15	Lt Shoulder (ft): 0.0	Rt Shoulder (ft): 0.0
Fed. Aid Type: Interstate	Fed. Aid No: 0005	Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008085	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81

Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	100	79	92	97	90	100
PRC (Rutting)	83	97	83	93	83	93	93	93	93	97
PPC (IRI cm/km)	236	238	287	214	217	174	185	202	209	220

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2026	Regression	26.41	10.54	1968	0.00	6.01E+00	1.00
PRC	2027	Regression	30.56	19.37	1968	109.96	-1.00E+00	1.00
PSC	2023	Too Long	88.00	9.00	1968	96.31	-1.35E-05	3.75

Survey Data

Survey Year: 2003	Pavement: PCCP	Survey Lane: Right
Rut (mm): 1	PSC: 100	IRI (cm/km): 220

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003	Ave. Daily Traffic: 59644	Ave. Weekday Traffic: 58325
ADT Growth: 1.53%	Single Units: 2409	Double Units: 1610
Trains: 286	Total Trucks: 4305	Trucks Percentage: 7.22%
Trucks Growth: 1.53%	Directional Split: 55.50%	Peak Hour: 7.43%
Min. Level of Service: C	Cur. Level of Service: F	15yrs Level of Service: F

Past ESALs: 23,152,438 ESALs after 15yrs: 22,656,881

Analysis Unit: MP 193.97 - 194.02

(Vicinity: From MP 193.97 - END BRIDGE - RAMP To MP 194.02 - BEG BRIDGE - SR 529 SPEVERET (SPUR))

Analysis Unit Detail

State Route: 5
MP Begin: 193.97
ARM Begin: 194.03
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.15
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.02
ARM End: 194.08
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.05
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	84	84	84	100	79	92	97	90	100
PRC (Rutting)	83	97	83	93	83	93	93	93	93	97
PPC (IRI cm/km)	236	238	287	214	217	174	185	202	209	220

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2025	Regression	28.09	10.21	1969	0.00	6.19E+00	1.00
PRC	2027	Regression	30.56	19.37	1969	108.96	-1.00E+00	1.00
PSC	2036	Too Long	93.00	7.00	1969	93.65	-1.70E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 220

Defect Type.	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 292
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 60915
Single Units: 2461
Total Trucks: 4398
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 59568
Double Units: 1645
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 23,322,918 ESALs after 15yrs: 23,145,518

Analysis Unit: MP 194.02 - 194.05

(Vicinity: From MP 194.02 - BEG BRIDGE - SR 529 SPEVERET (SPUR) To MP 194.05 - END BRIDGE - SR 529 SPEVERET (SPUR))

Analysis Unit Detail

State Route: 5
MP Begin: 194.02
ARM Begin: 194.08
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.09
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.05
ARM End: 194.11
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.03
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1999	015115	RESURFACE EXISTING RDWY	0.13	LATEX MODIFIED PCC	BRIDGE DECK RESURFACING
1999	015115	PLANING	0.03	GRINDING ACP OR BST	NONE
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2011	Regression	81.76	12.07	1999	171.60	1.40E+01	1.00
PRC	2044	Regression	78.13	3.60	1999	95.80	-1.00E+00	1.00
PSC	2023	Standard Equation	100.00	0.00	1999	100.00	-1.29E-04	4.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: 96

Survey Lane: Right
IRI (cm/km): 223

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	9	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 297
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 61932
Single Units: 2502
Total Trucks: 4471
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 60561
Double Units: 1672
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 5,432,072 ESALs after 15yrs: 23,529,882

Analysis Unit: MP 194.05 - 194.81

(Vicinity: From MP 194.05 - END BRIDGE - SR 529 SPEVERET (SPUR) To MP 194.81 - RR XING - NUM 84983N STRUCTURE)

Analysis Unit Detail

State Route: 5
MP Begin: 194.05
ARM Begin: 194.11
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 2.28
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.81
ARM End: 194.87
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.76
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Increasing 191.60 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 38

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	94	89	89	89	100	87	93	92	93	95
PRC (Rutting)	88	92	79	92	70	94	94	93	92	94
PPC (IRI cm/km)	225	233	202	222	219	127	120	142	149	163

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2048	Regression	16.28	12.77	1969	0.00	4.39E+00	1.00
PRC	2027	Regression	29.83	19.17	1969	108.35	-1.00E+00	1.00
PSC	2027	Too Long	97.00	4.00	1969	96.61	-2.98E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 95

Survey Lane: Right
IRI (cm/km): 163

Defect Type	Low	Medium	High
Slab Cracking	2	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	4	1	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 315
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 65737
Single Units: 2656
Total Trucks: 4746
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 66417
Double Units: 1775
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 25,166,599 ESALs after 15yrs: 24,975,177

Analysis Unit: MP 194.81 - 195.11

(Vicinity: From MP 194.81 - RR XING - NUM 84983N STRUCTURE To MP 195.11 - END BRIDGE - SNOHOMISH RIVER)

Analysis Unit Detail

State Route: 5
MP Begin: 194.81
ARM Begin: 194.87
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.90
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 195.11
ARM End: 195.17
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Increasing
Qualifier:
Length (Miles): 0.30
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1999	015115	RESURFACE EXISTING RDWY	0.13	LATEX MODIFIED PCC	BRIDGE DECK RESURFACING
1999	015115	PLANING	0.03	GRINDING ACP OR BST	NONE
1982	010000	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	BRIDGE DECK RESURFACING
1969	008256	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Increasing 194.81 to 195.11
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 48

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	37	37	36	100	100	92	100	86	100
PRC (Rutting)	49	N/A	66	22	81	98	98	96	96
PPC (IRI cm/km)	261	287	261	252	288	168	160	191	192

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2038	Regression	26.62	13.94	1999	168.00	4.60E+00	1.00
PRC	2059	Regression	88.89	0.52	1999	98.20	-8.00E-01	1.00
PSC	2026	Too Long	98.00	6.00	1999	96.62	-1.48E-05	4.50

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 175

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 286
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 59532
Single Units: 2405
Total Trucks: 4298
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 66883
Double Units: 1607
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 5,222,706 ESALs after 15yrs: 22,622,978

Analysis Unit: MP 186.48 - 187.74

(Vicinity: From MP 186.45 - MED XING - OFFICIAL To MP 187.74 - UXING - STOCKSHOW RD)

Analysis Unit Detail

State Route: 5
MP Begin: 186.48
ARM Begin: 186.54
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 3.78
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 187.74
ARM End: 187.80
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 1.26
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 7.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 183.96 to 189.30
Ad. Date/PIN/Title: 10/2011 100541M - I-5/128TH ST SW (SR96) I/C IMPROVEMENTS(MP 186.04 -186.80)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	88	88	80	80	99	100	83	71	80
PRC (Rutting)	92	88	85	81	68	80	74	75	72	77
PPC (IRI cm/km)	180	191	206	181	216	119	107	130	131	142

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2033	Regression	69.33	8.50	1995	83.80	7.00E+00	1.00
PRC	2017	Regression	40.80	5.23	1995	83.71	-1.48E+00	1.00
PSC	2007	Too Short	92.00	8.00	1995	88.72	-3.54E-02	2.75

Survey Data

Survey Year: 2003
Rut (mm): 5

Pavement: ACP
PSC: 80

Survey Lane: Right
IRI (cm/km): 142

Defect Type	Low	Medium	High
Alligator Cracking	2	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	43	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 3.92%
Trains: 388
Trucks Growth: 3.92%
Min. Level of Service: C

Ave. Daily Traffic: 80938
Single Units: 3270
Total Trucks: 5843
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 86320
Double Units: 2185
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 11,137,511 ESALs after 15yrs: 36,251,630

Analysis Unit: MP 187.74 - 188.14

(Vicinity: From MP 187.74 - UXING - STOCKSHOW RD To MP 188.09 - WEIGH STA - NUMBER 39)

Analysis Unit Detail

State Route: 5	Roadway Type: Mainline	Direction: Decreasing
MP Begin: 187.74	MP End: 188.14	Qualifier:
ARM Begin: 187.80	ARM End: 188.20	Length (Miles): 0.40
Region: Northwest	County: Snohomish	Fun. Class: Urban Interstate
Access Control: Full	Lev. of Dev.: Design Standard	Terrain: Rolling
Highway Type: Divided	No .of Lanes: 3	Width (ft): 36.0
Lane Miles: 1.20	Lt Shoulder (ft): 10.0	Rt Shoulder (ft): 6.0
Fed. Aid Type: Interstate	Fed. Aid No: 0005	Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 183.96 to 189.30

Ad. Date/PIN/Title: 10/2011 100541M - I-5/128TH ST SW (SR96) I/C IMPROVEMENTS(MP 186.04 -186.80)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 46

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	91	88	80	80	100	100	79	57	76
PRC (Rutting)	87	84	78	69	65	79	70	71	68	70
PPC (IRI cm/km)	191	202	201	202	188	107	98	126	120	132

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2033	Regression	66.87	9.25	1995	73.40	7.20E+00	1.00
PRC	2016	Regression	32.08	5.47	1995	77.80	-1.28E+00	1.00
PSC	2006	Too Short	88.00	10.00	1995	89.50	-1.64E-01	2.25

Survey Data

Survey Year: 2003	Pavement: ACP	Survey Lane: Right
Rut (mm): 6	PSC: 76	IRI (cm/km): 132

Defect Type	Low	Medium	High
Alligator Cracking	1	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	80	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003	Ave. Daily Traffic: 82888	Ave. Weekday Traffic: 88400
ADT Growth: 3.92%	Single Units: 3348	Double Units: 2238
Trains: 398	Total Trucks: 5984	Trucks Percentage: 7.22%
Trucks Growth: 3.92%	Directional Split: 52.53%	Peak Hour: 7.78%
Min. Level of Service: C	Cur. Level of Service: F	15yrs Level of Service: F

Past ESALs: 11,409,012 ESALs after 15yrs: 37,135,341

Analysis Unit: MP 188.14 - 189.29

(Vicinity: From MP 188.09 - WEIGH STA - NUMBER 39 To MP 189.31 - UXING - SR 527)

Analysis Unit Detail

State Route: 5
MP Begin: 188.14
ARM Begin: 188.20
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 3.45
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 189.29
ARM End: 189.35
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 1.15
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 8.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1979	011592	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 183.96 to 189.30
Ad. Date/PIN/Title: 10/2011 100541M - I-5/128TH ST SW (SR96) I/C IMPROVEMENTS(MP 186.04 -186.80)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 48

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	100	90	80	83	99	99	92	85	54
PRC (Rutting)	91	88	85	76	70	81	71	80	70	78
PPC (IRI cm/km)	217	179	159	184	188	121	121	145	139	149

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2030	Regression	77.78	7.22	1995	90.60	7.40E+00	1.00
PRC	2020	Regression	28.15	5.92	1995	82.73	-1.27E+00	1.00
PSC	2004	Too Short	90.00	10.00	1995	94.36	-8.64E-02	2.75

Survey Data

Survey Year: 2003
Rut (mm): 5

Pavement: ACP
PSC: 54

Survey Lane: Right
IRI (cm/km): 149

Defect Type	Low	Medium	High
Alligator Cracking	4	0	0
Patching	0	0	8
Raveling	0	0	0
Longitudinal Cracking	10	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 3.43%
Trains: 370
Trucks Growth: 3.43%
Min. Level of Service: C

Ave. Daily Traffic: 77065
Single Units: 3113
Total Trucks: 5563
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 82191
Double Units: 2080
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 10,790,212 ESALs after 15yrs: 33,088,910

Analysis Unit: MP 189.29 - 189.76

(Vicinity: From MP 189.31 - UXING - SR 527 To MP 189.57 - ON RAMP - SR 99*SR 526*SR 527)

Analysis Unit Detail

State Route: 5
MP Begin: 189.29
ARM Begin: 189.35
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.41
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 189.76
ARM End: 189.82
County: Snohomish
Lev. of Dev.: Design Standard
No. of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.47
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 183.96 to 189.30
Ad. Date/PIN/Title: 10/2011 100541M - I-5/128TH ST SW (SR96) I/C IMPROVEMENTS(MP 186.04 -186.80)

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	100	100	80	100	100	100	96	80	33
PRC (Rutting)	95	92	94	93	69	88	81	89	83	86
PPC (IRI cm/km)	206	173	153	141	199	117	141	140	146	136

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2050	Regression	36.83	10.28	1997	118.80	4.30E+00	1.00
PRC	2034	Regression	7.76	9.00	1997	87.14	-1.00E+00	1.00
PSC	2003	New Year Too Short	93.00	11.00	1997	108.51	-1.55E+00	2.00

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: ACP
PSC: 33

Survey Lane: Right
IRI (cm/km): 136

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	18
Raveling	0	0	0
Longitudinal Cracking	1	0	0
Transverse Cracking	1	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 261
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 54462
Single Units: 2200
Total Trucks: 3931
Directional Split: 52.53%
Cur. Level of Service: F

Ave. Weekday Traffic: 58095
Double Units: 1470
Trucks Percentage: 7.22%
Peak Hour: 7.78%
15yrs Level of Service: F

Past ESALs: 8,027,949 ESALs after 15yrs: 20,686,441

Analysis Unit: MP 189.76 - 190.12

(Vicinity: From MP 189.57 - ON RAMP - SR 99*SR 526*SR 527 To MP 190.19 - OFF RAMP - SBCD LANE)

Analysis Unit Detail

State Route: 5
MP Begin: 189.76
ARM Begin: 189.82
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.44
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 190.12
ARM End: 190.18
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.36
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1966	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1966			0.50	CTB	
1966			0.67	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 189.30 to 190.12
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	100	100	84	100	100	100	95	87	96
PRC (Rutting)	98	93	91	90	70	88	84	92	90	88
PPC (IRI cm/km)	165	170	166	154	197	107	99	107	111	125

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2051	Regression	63.16	6.69	1995	81.00	4.80E+00	1.00
PRC	2036	Regression	15.23	7.96	1995	91.33	-1.00E+00	1.00
PSC	2013	Too Long	97.00	5.00	1995	96.66	-3.50E-03	3.25

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: ACP
PSC: 96

Survey Lane: Right
IRI (cm/km): 125

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	5	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 320
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 66838
Single Units: 2700
Total Trucks: 4824
Directional Split: 53.77%
Cur. Level of Service: F

Ave. Weekday Traffic: 70187
Double Units: 1804
Trucks Percentage: 7.22%
Peak Hour: 7.63%
15yrs Level of Service: F

Past ESALs: 9,850,628 ESALs after 15yrs: 25,383,125

Analysis Unit: MP 190.12 - 191.52

(Vicinity: From MP 190.19 - OFF RAMP - SBCD LANE To MP 191.52 - BEG BRIDGE - LOWELL RD)

Analysis Unit Detail

State Route: 5
MP Begin: 190.12
ARM Begin: 190.18
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 5.60
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 191.52
ARM End: 191.58
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 1.40
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1995	014262	RESURFACE EXISTING RDWY	0.15	ACP CLASS A AR4000W	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1968	008132	RECONSTR EXISTING ALIGN	0.08	ACP CLASS B AR4000W	NONE
1968			0.33	ATB	
1968			0.00	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 190.12 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 45

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	99	94	94	94	93	95	100	67	69	80
PRC (Rutting)	92	93	86	87	66	78	68	72	68	74
PPC (IRI cm/km)	196	176	174	179	207	122	119	145	143	143

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2033	Regression	66.89	8.48	1995	94.80	6.60E+00	1.00
PRC	2009	Regression	55.12	6.96	1995	87.42	-2.63E+00	1.00
PSC	2006	Regression	54.00	9.00	1995	98.11	-6.98E-01	1.75

Survey Data

Survey Year: 2003
Rut (mm): 6

Pavement: ACP
PSC: 80

Survey Lane: Right
IRI (cm/km): 143

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	2
Raveling	0	0	0
Longitudinal Cracking	2	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 402
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 83941
Single Units: 3391
Total Trucks: 6059
Directional Split: 55.49%
Cur. Level of Service: F

Ave. Weekday Traffic: 86900
Double Units: 2266
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 12,373,068 ESALs after 15yrs: 31,882,954

Analysis Unit: MP 191.52 - 191.56

(Vicinity: From MP 191.52 - BEG BRIDGE - LOWELL RD To MP 191.56 - END BRIDGE - LOWELL RD)

Analysis Unit Detail

State Route: 5
MP Begin: 191.52
ARM Begin: 191.58
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.16
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 191.56
ARM End: 191.62
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.04
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 66.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	BRIDGE DECK RESURFACING
2001	015979	PLANING	0.21	GRINDING ACP OR BST	NONE
1995	014262	RESURFACE EXISTING RDWY	0.06	ACP CLASS A AR4000W	BRIDGE DECK RESURFACING
1995	014262	PLANING	0.06	GRINDING ACP OR BST	BRIDGE DECK RESURFACING
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	BRIDGE DECK RESURFACING
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 190.12 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	89	88	86	80	81	97	99	36	99	96
PRC (Rutting)	93	97	73	97	56	50	44	32	93	97
PPC (IRI cm/km)	192	203	219	215	209	223	163	194	70	82

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2025	Regression	100.00	0.00	2001	58.00	1.20E+01	1.00
PRC	2045	Regression	100.00	0.00	2001	94.00	-1.00E+00	1.00
PSC	2014	Too Short	99.00	1.00	2001	98.31	-6.80E-02	2.50

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: 96

Survey Lane: Right
IRI (cm/km): 82

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	5	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84062
Single Units: 3396
Total Trucks: 6069
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2270
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 4,580,978 ESALs after 15yrs: 31,940,058

Analysis Unit: MP 191.56 - 191.87

(Vicinity: From MP 191.56 - END BRIDGE - LOWELL RD To MP 191.95 - ON RAMP - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 191.56
ARM Begin: 191.62
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.24
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 191.87
ARM End: 191.93
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.31
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1969	000000	RECONSTR EXISTING ALIGN	0.80	ACP CLASS B AR4000W	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 190.12 to 191.60
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	88	88	86	79	79	98	92	68	98	93
PRC (Rutting)	72	90	92	80	71	75	60	54	96	98
PPC (IRI cm/km)	207	198	200	178	187	118	105	124	66	69

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2096	Regression	100.00	0.00	2001	63.00	3.00E+00	1.00
PRC	2047	Regression	100.00	0.00	2001	97.00	-1.00E+00	1.00
PSC	2011	Too Short	99.00	2.00	2001	97.90	-4.09E-01	2.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: 93

Survey Lane: Right
IRI (cm/km): 69

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	15	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84062
Single Units: 3396
Total Trucks: 6069
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2270
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 4,580,978 ESALs after 15yrs: 31,940,058

Analysis Unit: MP 191.87 - 192.15

(Vicinity: From MP 191.95 - ON RAMP - BROADWAY AVE To MP 192.16 - OFF RAMP - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 191.87
ARM Begin: 191.93
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.12
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.15
ARM End: 192.21
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 4
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.28
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1969	000000	RESURFACE EXISTING RDWY	0.33	ACP CLASS B AR4000W	NONE
1959	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1959			0.67	CTB	
1959			0.20	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 191.60 to 192.37
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	88	87	86	79	79	87	91	79	100	92
PRC (Rutting)	69	74	82	77	40	67	57	63	97	98
PPC (IRI cm/km)	273	218	189	189	205	124	129	147	88	79

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2055	Regression	100.00	0.00	2001	78.50	5.00E+00	1.00
PRC	2049	Regression	100.00	0.00	2001	98.00	-1.00E+00	1.00
PSC	2011	Too Short	99.00	3.00	2001	98.14	-4.39E-01	2.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: 92

Survey Lane: Right
IRI (cm/km): 79

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	17	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 403
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 84062
Single Units: 3396
Total Trucks: 6068
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 87018
Double Units: 2269
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 4,579,921 ESALs after 15yrs: 31,932,688

Analysis Unit: MP 192.15 - 192.31

(Vicinity: From MP 192.16 - OFF RAMP - BROADWAY AVE To MP 192.31 - BEG BRIDGE - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.15
ARM Begin: 192.21
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.48
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.31
ARM End: 192.37
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.16
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	NONE
1983	012509	PLANING	0.15	GRINDING ACP OR BST	NONE
1969	000000	RESURFACE EXISTING RDWY	0.33	ACP CLASS B AR4000W	NONE
1959	000000	RECONSTR EXISTING ALIGN	0.33	ACP CLASS B AR4000W	NONE
1959			0.67	CTB	
1959			0.20	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 191.60 to 192.37
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	88	86	86	79	79	86	98	92	100	91
PRC (Rutting)	81	50	61	60	56	50	68	64	96	96
PPC (IRI cm/km)	344	287	249	275	288	219	188	222	99	92

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2052	Regression	100.00	0.00	2001	90.50	5.00E+00	1.00
PRC	2047	Regression	100.00	0.00	2001	97.00	-1.00E+00	1.00
PSC	2011	Too Short	99.00	3.00	2001	97.75	-4.65E-01	2.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: 91

Survey Lane: Right
IRI (cm/km): 92

Defect Type	Low	Medium	High
Alligator Cracking	1	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	17	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 370
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 77086
Single Units: 3114
Total Trucks: 5565
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 79801
Double Units: 2081
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 4,200,910 ESALs after 15yrs: 29,290,102

Analysis Unit: MP 192.31 - 192.35

(Vicinity: From MP 192.31 - BEG BRIDGE - BROADWAY AVE To MP 192.35 - END BRIDGE - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.31
ARM Begin: 192.37
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.12
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.35
ARM End: 192.41
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.04
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 42.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	BRIDGE DECK RESURFACING
2001	015979	PLANING	0.21	GRINDING ACP OR BST	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	BRIDGE DECK RESURFACING
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 191.60 to 192.37
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	88	86	86	79	79	96	97	100	100	100
PRC (Rutting)	83	50	56	62	56	56	73	78	93	93
PPC (IRI cm/km)	303	286	246	300	288	239	211	321	190	198

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2022	Regression	100.00	0.00	2001	182.00	8.00E+00	1.00
PRC	2039	Regression	1.33	13.49	2001	89.00	-1.00E+00	1.00
PSC	2027	Too Long	99.00	0.00	2001	100.04	-4.19E-05	4.25

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 198

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 334
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 69549
Single Units: 2810
Total Trucks: 5022
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 1878
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 3,791,189 ESALs after 15yrs: 26,433,395

Analysis Unit: MP 192.35 - 192.37

(Vicinity: From MP 192.35 - END BRIDGE - BROADWAY AVE To MP 192.35 - END BRIDGE - BROADWAY AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.35
ARM Begin: 192.41
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.37
ARM End: 192.43
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 6.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
2001	015979	RESURFACE EXISTING RDWY	0.15	ACP CLASS A PG64-22	NONE
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 191.60 to 192.37
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 47

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	88	86	86	79	79	96	97	100	100	100
PRC (Rutting)	83	50	56	62	56	56	73	78	93	93
PPC (IRI cm/km)	303	286	246	300	288	239	211	321	190	198

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2022	Regression	100.00	0.00	2001	182.00	8.00E+00	1.00
PRC	2039	Regression	1.33	13.49	2001	89.00	-1.00E+00	1.00
PSC	2015	Too Long	99.00	0.00	2001	100.49	-4.74E-01	1.75

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: ACP
PSC: 100

Survey Lane: Right
IRI (cm/km): 198

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 336
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 70103
Single Units: 2832
Total Trucks: 5060
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 1892
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 3,818,989 ESALs after 15yrs: 26,627,222

Analysis Unit: MP 192.37 - 192.59

(Vicinity: From MP 192.35 - END BRIDGE - BROADWAY AVE To MP 192.59 - UXING - CASCADE VIEW)

Analysis Unit Detail

State Route: 5
MP Begin: 192.37
ARM Begin: 192.43
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.66
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.59
ARM End: 192.65
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.22
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 6.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	96	95	92	92	92	92	92	94	95	96
PRC (Rutting)	88	81	84	91	50	90	82	93	83	93
PPC (IRI cm/km)	188	203	204	230	204	157	158	160	171	175

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2038	Regression	88.66	3.20	1969	7.40	4.90E+00	1.00
PRC	2041	Regression	18.24	15.76	1969	102.17	-7.19E-01	1.00
PSC	2028	Too Long	99.00	2.00	1969	98.84	-8.37E-05	3.25

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 96

Survey Lane: Right
IRI (cm/km): 175

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	10	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 347
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 72318
Single Units: 2921
Total Trucks: 5220
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 1952
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 27,684,262 ESALs after 15yrs: 27,473,690

Analysis Unit: MP 192.59 - 192.81

(Vicinity: From MP 192.59 - UXING - CASCADE VIEW To MP 192.81 - BEG BRIDGE - BN RR)

Analysis Unit Detail

State Route: 5
MP Begin: 192.59
ARM Begin: 192.65
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.66
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.81
ARM End: 192.87
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.22
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 10.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	96	95	92	92	92	65	60	91	71	95
PRC (Rutting)	96	96	90	99	60	90	86	88	92	90
PPC (IRI cm/km)	292	231	187	173	250	162	148	166	178	203

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2011	Regression	98.10	3.89	2000	147.20	1.77E+01	1.00
PRC	2040	Regression	25.00	4.53	2000	90.50	-1.00E+00	1.00
PSC	2026	New Year Too Long	94.00	10.00	2000	85.92	-4.94E-02	2.00

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 95

Survey Lane: Right
IRI (cm/km): 203

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	11	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 366
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 76378
Single Units: 3086
Total Trucks: 5514
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 2062
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 29,238,322 ESALs after 15yrs: 29,015,929

Analysis Unit: MP 192.81 - 192.86

(Vicinity: From MP 192.81 - BEG BRIDGE - BN RR To MP 192.86 - END BRIDGE - BN RR)

Analysis Unit Detail

State Route: 5
MP Begin: 192.81
ARM Begin: 192.87
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.15
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 192.86
ARM End: 192.92
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.05
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 63.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	96	95	93	93	97	77	75	96	81	100
PRC (Rutting)	93	73	88	100	83	93	83	88	93	93
PPC (IRI cm/km)	265	241	243	227	270	204	186	224	253	259

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2019	Regression	11.98	25.50	1968	0.00	6.83E+00	1.00
PRC	2031	Regression	50.64	15.00	1968	113.35	-1.00E+00	1.00
PSC	2023	Too Long	87.00	10.00	1968	96.38	-1.36E-05	3.75

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 100

Survey Lane: Right
IRI (cm/km): 259

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 378
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 78870
Single Units: 3186
Total Trucks: 5693
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 71622
Double Units: 2129
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 30,614,598 ESALs after 15yrs: 29,959,320

Analysis Unit: MP 192.86 - 193.00

(Vicinity: From MP 192.86 - END BRIDGE - BN RR To MP 193.00 - BEG BRIDGE - SMITH AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 192.86
ARM Begin: 192.92
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.42
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.00
ARM End: 193.06
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.14
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	96	95	93	93	98	65	59	96	82	95
PRC (Rutting)	93	80	81	95	68	86	87	84	86	89
PPC (IRI cm/km)	256	230	203	236	235	192	197	206	232	225

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2013	Regression	76.20	9.72	2000	198.50	1.10E+01	1.00
PRC	2038	Regression	38.46	3.61	2000	88.00	-1.00E+00	1.00
PSC	2026	New Year Too Long	98.00	6.00	2000	91.68	-1.33E-01	1.75

Survey Data

Survey Year: 2003
Rut (mm): 3

Pavement: PCCP
PSC: 95

Survey Lane: Right
IRI (cm/km): 225

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	14	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 384
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80090
Single Units: 3235
Total Trucks: 5781
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 72457
Double Units: 2162
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 30,657,561 ESALs after 15yrs: 30,424,372

Analysis Unit: MP 193.00 - 193.02

(Vicinity: From MP 193.00 - BEG BRIDGE - SMITH AVE To MP 193.02 - END BRIDGE - SMITH AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.00
ARM Begin: 193.06
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.02
ARM End: 193.08
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008132	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	100	95	95	90	72	75	100	68	91
PRC (Rutting)	88	93	83	83	67	83	78	83	83	83
PPC (IRI cm/km)	257	229	197	197	212	181	213	235	241	217

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2021	Regression	19.65	21.04	1968	0.00	6.59E+00	1.00
PRC	2042	Regression	19.33	14.47	1968	105.12	-7.42E-01	1.00
PSC	2011	Regression	29.00	10.00	1968	102.77	-3.75E-05	3.75

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: PCCP
PSC: 91

Survey Lane: Right
IRI (cm/km): 217

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	47	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 74507
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 31,154,221 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.02 - 193.08

(Vicinity: From MP 193.02 - END BRIDGE - SMITH AVE To MP 193.08 - RR XING - NUM 84599S STRUCTURE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.02
ARM Begin: 193.08
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.18
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.08
ARM End: 193.14
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.06
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	100	100	95	95	90	72	75	100	68	91
PRC (Rutting)	88	93	83	83	67	83	78	83	83	83
PPC (IRI cm/km)	257	229	197	197	212	181	213	235	241	217

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2020	Regression	20.89	20.93	1969	0.00	6.80E+00	1.00
PRC	2042	Regression	19.33	14.47	1969	104.37	-7.42E-01	1.00
PSC	2021	Too Short	88.00	10.00	1969	100.97	-2.54E-03	2.50

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: PCCP
PSC: 91

Survey Lane: Right
IRI (cm/km): 217

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	47	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 75661
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 30,721,064 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.08 - 193.25

(Vicinity: From MP 193.08 - RR XING - NUM 84599S STRUCTURE To MP 193.25 - END BRIDGE - 36TH ST/BN RR)

Analysis Unit Detail

State Route: 5
MP Begin: 193.08
ARM Begin: 193.14
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.51
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.25
ARM End: 193.31
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.17
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1967	008090	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 41

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	100	100	98	100	90	70	76	100	99
PRC (Rutting)	88	93	93	97	73	88	83	83	83
PPC (IRI cm/km)	257	229	183	165	255	163	166	175	190

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2032	Regression	14.26	17.07	1967	0.00	5.37E+00	1.00
PRC	2058	Regression	13.16	14.48	1967	104.10	-5.91E-01	1.00
PSC	2014	Too Long	87.00	11.00	1967	102.35	-1.00E-05	4.00

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: PCCP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 218

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 385
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 80254
Single Units: 3242
Total Trucks: 5793
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 78978
Double Units: 2166
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 31,572,198 ESALs after 15yrs: 30,487,393

Analysis Unit: MP 193.25 - 193.63

(Vicinity: From MP 193.25 - END BRIDGE - 36TH ST/BN RR To MP 193.63 - BEG BRIDGE - SR 529-PACIFIC AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.25
ARM Begin: 193.31
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 1.14
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.63
ARM End: 193.69
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.38
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	91	90	90	90	93	83	85	92	87	95
PRC (Rutting)	86	81	72	76	66	81	77	81	76	82
PPC (IRI cm/km)	260	237	225	232	250	175	169	193	199	197

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2029	Regression	45.53	8.64	1969	0.00	5.83E+00	1.00
PRC	2029	Regression	33.65	13.15	1969	105.14	-9.05E-01	1.00
PSC	2027	Too Long	98.00	3.00	1969	93.48	-2.86E-05	3.50

Survey Data

Survey Year: 2003
Rut (mm): 4

Pavement: PCCP
PSC: 95

Survey Lane: Right
IRI (cm/km): 197

Defect Type	Low	Medium	High
Slab Cracking	1	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	14	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 373
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 77755
Single Units: 3141
Total Trucks: 5613
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 78297
Double Units: 2099
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 29,767,472 ESALs after 15yrs: 29,541,054

Analysis Unit: MP 193.63 - 193.65

(Vicinity: From MP 193.63 - BEG BRIDGE - SR 529-PACIFIC AVE To MP 193.65 - END BRIDGE - SR 529-PACIFIC AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.63
ARM Begin: 193.69
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.65
ARM End: 193.71
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 54.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1999	015115	RESURFACE EXISTING RDWY	0.13	LATEX MODIFIED PCC	BRIDGE DECK RESURFACING
1999	015115	PLANING	0.03	GRINDING PCCP	NONE
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	91	90	90	90	91	96	90	84	97	96
PRC (Rutting)	93	93	83	83	56	93	88	93	93	97
PPC (IRI cm/km)	285	222	237	266	237	154	145	169	174	174

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2028	Regression	69.73	8.30	1999	149.40	6.90E+00	1.00
PRC	2043	Regression	24.51	5.06	1999	94.80	-1.00E+00	1.00
PSC	2014	Too Long	97.00	5.00	1999	93.52	-1.11E-02	3.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: 96

Survey Lane: Right
IRI (cm/km): 174

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	8	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 342
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 71210
Single Units: 2876
Total Trucks: 5140
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 69635
Double Units: 1922
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 6,245,978 ESALs after 15yrs: 27,055,443

Analysis Unit: MP 193.65 - 193.79

(Vicinity: From MP 193.65 - END BRIDGE - SR 529-PACIFIC AVE To MP 193.79 - BEG BRIDGE - HEWITT AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.65
ARM Begin: 193.71
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.42
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.79
ARM End: 193.85
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.14
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	91	90	90	90	91	98	69	91	60	93
PRC (Rutting)	95	95	83	80	77	93	85	93	93	94
PPC (IRI cm/km)	284	252	227	230	240	155	168	186	202	214

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2029	Regression	14.47	17.28	1969	0.00	5.79E+00	1.00
PRC	2031	Regression	52.01	14.72	1969	112.12	-1.00E+00	1.00
PSC	2022	Too Short	87.00	10.00	1969	97.82	-2.28E-03	2.50

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 93

Survey Lane: Right
IRI (cm/km): 214

Defect Type	Low	Medium	High
Slab Cracking	3	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	20	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 308
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 64152
Single Units: 2592
Total Trucks: 4632
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 62734
Double Units: 1732
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 24,566,153 ESALs after 15yrs: 24,379,297

Analysis Unit: MP 193.79 - 193.81

(Vicinity: From MP 193.79 - BEG BRIDGE - HEWITT AVE To MP 193.81 - END BRIDGE - HEWITT AVE)

Analysis Unit Detail

State Route: 5
MP Begin: 193.79
ARM Begin: 193.85
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.06
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.81
ARM End: 193.87
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.02
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 51.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2020	Regression	12.12	22.00	1966	0.00	6.37E+00	1.00
PRC	2031	Regression	51.45	15.26	1966	115.92	-1.00E+00	1.00
PSC	1990	Standard Equation	100.00	0.00	1966	100.00	-1.29E-04	4.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: 93

Survey Lane: Right
IRI (cm/km): 254

Defect Type	Low	Medium	High
Slab Cracking	2	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	20	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 274
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 57094
Single Units: 2306
Total Trucks: 4121
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 55833
Double Units: 1541
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 22,748,619 ESALs after 15yrs: 21,689,905

Analysis Unit: MP 193.81 - 193.91

(Vicinity: From MP 193.81 - END BRIDGE - HEWITT AVE To MP 193.91 - BEG BRIDGE - RAMP)

Analysis Unit Detail

State Route: 5
MP Begin: 193.81
ARM Begin: 193.87
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.30
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.91
ARM End: 193.97
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.10
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	91	90	90	91	91	41	71	44	51	95
PRC (Rutting)	97	96	73	99	66	93	88	96	93	100
PPC (IRI cm/km)	280	267	240	253	287	213	219	250	268	264

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2018	Regression	100.00	0.00	2002	266.00	5.00E+00	1.00
PRC	2045	Regression	100.00	0.00	2002	93.00	-1.00E+00	1.00
PSC	2026	New Year Mod. Std.	99.00	2.00	2002	97.95	-3.90E-01	1.50

Survey Data

Survey Year: 2003
Rut (mm): 0

Pavement: PCCP
PSC: 95

Survey Lane: Right
IRI (cm/km): 264

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	12	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 276
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 57483
Single Units: 2322
Total Trucks: 4150
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 56213
Double Units: 1552
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 22,011,356 ESALs after 15yrs: 21,843,933

Analysis Unit: MP 193.91 - 193.98

(Vicinity: From MP 193.91 - BEG BRIDGE - RAMP To MP 193.98 - END BRIDGE - RAMP)

Analysis Unit Detail

State Route: 5
MP Begin: 193.91
ARM Begin: 193.97
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.21
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 193.98
ARM End: 194.04
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.07
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1968	008085	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 192.37 to 193.98
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	91	91	93	98	91	86	80	93	75
PRC (Rutting)	97	83	78	88	56	97	88	93	93
PPC (IRI cm/km)	241	245	312	398	330	183	195	206	212

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2025	Regression	70.94	6.99	1968	0.00	6.07E+00	1.00
PRC	2072	Regression	19.00	10.71	1968	102.42	-5.02E-01	1.00
PSC	2005	Too Long	93.00	7.00	1968	110.88	-1.22E-05	4.25

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 205

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 286
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 59644
Single Units: 2409
Total Trucks: 4305
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 58325
Double Units: 1610
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 23,152,438 ESALs after 15yrs: 22,656,881

Analysis Unit: MP 193.98 - 194.02

(Vicinity: From MP 193.98 - END BRIDGE - RAMP To MP 194.02 - BEG BRIDGE - SR 529 SPEVERET (SPUR))

Analysis Unit Detail

State Route: 5
MP Begin: 193.98
ARM Begin: 194.04
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.12
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.02
ARM End: 194.08
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.04
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 193.98 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	91	91	93	98	91	86	80	93	75
PRC (Rutting)	97	83	78	88	56	97	88	93	93
PPC (IRI cm/km)	241	245	312	398	330	183	195	206	212

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2025	Regression	71.72	6.99	1969	5.00	6.10E+00	1.00
PRC	2072	Regression	19.00	10.71	1969	101.91	-5.02E-01	1.00
PSC	2010	Regression	54.00	5.00	1969	100.64	-1.63E-05	4.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: PCCP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 205

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	0	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 293
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 61042
Single Units: 2466
Total Trucks: 4407
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 59692
Double Units: 1648
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 23,373,053 ESALs after 15yrs: 23,195,272

Analysis Unit: MP 194.02 - 194.05

(Vicinity: From MP 194.02 - BEG BRIDGE - SR 529 SPEVERET (SPUR) To MP 194.05 - END BRIDGE - SR 529 SPEVERET (SPUR))

Analysis Unit Detail

State Route: 5
MP Begin: 194.02
ARM Begin: 194.08
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.09
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.05
ARM End: 194.11
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier;
Length (Miles): 0.03
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 50.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1966	007888	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 193.98 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2017	Regression	15.43	19.94	1966	0.00	6.84E+00	1.00
PRC	2063	Regression	26.93	9.55	1966	104.61	-5.61E-01	1.00
PSC	1990	Standard Equation	100.00	0.00	1966	100.00	-1.29E-04	4.00

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 97

Survey Lane: Right
IRI (cm/km): 269

Defect Type	Low	Medium	High
Slab Cracking	0	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	5	0	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 297
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 61932
Single Units: 2502
Total Trucks: 4471
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 60561
Double Units: 1672
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 24,678,408 ESALs after 15yrs: 23,529,882

Analysis Unit: MP 194.05 - 194.81

(Vicinity: From MP 194.05 - END BRIDGE - SR 529 SPEVERET (SPUR) To MP 194.81 - RR XING - NUM 84983N STRUCTURE)

Analysis Unit Detail

State Route: 5
MP Begin: 194.05
ARM Begin: 194.11
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 2.28
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 194.81
ARM End: 194.87
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 10.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.76
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 36.0
Rt Shoulder (ft): 0.0
Bridge: No

Year	Contract	Construction	Thickness	Surface Type	Exception
1969	008252	NEW CONSTR OR ALIGN CHG	0.75	PCCP	NONE
1969			0.30	ATB	
1969			0.50	Untreated Base	

Related Programmed Project: SR 5 Mainline Decreasing 193.98 to 194.81
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 36

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PSC (Structure)	91	91	91	91	91	74	69	92	74	93
PRC (Rutting)	79	85	83	90	72	90	83	91	89	93
PPC (IRI cm/km)	298	238	223	224	235	150	160	182	186	185

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2033	Regression	26.71	10.74	1969	0.00	5.40E+00	1.00
PRC	2061	Regression	37.59	7.59	1969	102.49	-5.70E-01	1.00
PSC	2023	Regression	28.00	8.00	1969	100.30	-1.67E-02	2.00

Survey Data

Survey Year: 2003
Rut (mm): 2

Pavement: PCCP
PSC: 93

Survey Lane: Right
IRI (cm/km): 185

Defect Type	Low	Medium	High
Slab Cracking	3	0	0
Patching	0	0	0
Scaling	0	0	0
Faulting	0	0	0
Joint/Crack Spalling	7	1	0
Pumping	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 315
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 65737
Single Units: 2656
Total Trucks: 4746
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 66417
Double Units: 1775
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 25,166,599 ESALs after 15yrs: 24,975,177

Analysis Unit: MP 194.81 - 195.11

(Vicinity: From MP 194.81 - RR XING - NUM 84983N STRUCTURE To MP 195.11 - END BRIDGE - SNOHOMISH RIVER)

Analysis Unit Detail

State Route: 5
MP Begin: 194.81
ARM Begin: 194.87
Region: Northwest
Access Control: Full
Highway Type: Divided
Lane Miles: 0.90
Fed. Aid Type: Interstate

Roadway Type: Mainline
MP End: 195.11
ARM End: 195.17
County: Snohomish
Lev. of Dev.: Design Standard
No .of Lanes: 3
Lt Shoulder (ft): 0.0
Fed. Aid No: 0005

Direction: Decreasing
Qualifier:
Length (Miles): 0.30
Fun. Class: Urban Interstate
Terrain: Rolling
Width (ft): 48.0
Rt Shoulder (ft): 0.0
Bridge: Yes

Year	Contract	Construction	Thickness	Surface Type	Exception
1999	015115	RESURFACE EXISTING RDWY	0.13	LATEX MODIFIED PCC	BRIDGE DECK RESURFACING
1999	015115	PLANING	0.03	GRINDING ACP OR BST	NONE
1983	012509	RESURFACE EXISTING RDWY	0.15	ACP CLASS B AR4000W	BRIDGE DECK RESURFACING
1969	008256	BRIDGE	0.00	PCCP	NONE

Related Programmed Project: SR 5 Mainline Decreasing 194.81 to 195.11
Ad. Date/PIN/Title: Not Scheduled

Analysis Unit Condition and Projection

Friction Year: 2002 Friction: 45

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
PSC (Structure)	37	37	37	100	78	100	100	77	81
PRC (Rutting)	42	38	35	40	86	97	91	98	97
PPC (IRI cm/km)	305	271	293	309	214	148	154	173	177

	Due Year	Equation Type	Fit	RMSE	Begin	Constant	Coefficient	Power
PPC	2024	Regression	84.66	6.14	1999	149.80	7.90E+00	1.00
PRC	2046	Regression	32.05	3.88	1999	97.60	-1.00E+00	1.00
PSC	2005	Regression	71.00	8.00	1999	101.50	-8.00E+00	1.00

Survey Data

Survey Year: 2003
Rut (mm): 1

Pavement: ACP
PSC: N/A

Survey Lane: Right
IRI (cm/km): 176

Defect Type	Low	Medium	High
Alligator Cracking	0	0	0
Patching	0	0	0
Raveling	0	0	0
Longitudinal Cracking	0	0	0
Transverse Cracking	0	0	0
Flushing	0	0	0

Traffic Data

Traffic Year: 2003
ADT Growth: 1.53%
Trains: 286
Trucks Growth: 1.53%
Min. Level of Service: C

Ave. Daily Traffic: 59532
Single Units: 2405
Total Trucks: 4298
Directional Split: 55.50%
Cur. Level of Service: F

Ave. Weekday Traffic: 66883
Double Units: 1607
Trucks Percentage: 7.22%
Peak Hour: 7.43%
15yrs Level of Service: F

Past ESALs: 5,222,706 ESALs after 15yrs: 22,622,978