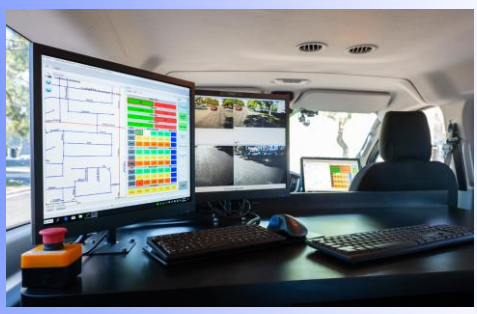
Sea Tac, WA

Pavement Management Analysis Report

June, 2021

City of Sea Tac, WA
4800 South 188th Street
Sea Tac WA 98177



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1.0 EXECUTIVE SUMMARY & RECOMMENDATIONS

PROJECT SUMMARY

In 2021 IMS Infrastructure Management Services, LLC (IMS) was contracted by the City of Sea Tac to conduct a pavement condition assessment and analysis update on approximately 81 centerline miles of City maintained roadways.

IMS mobilized their Laser Road Surface Tester (RST) to conduct an objective assessment using industry standard pavement distress protocols such as those found in ASTM D6433-11. The data was then loaded into the ESA software for analysis.

SUMMARY OF ANALYSIS

The Sea Tac network has an average PCI of 66 and a backlog of 4%, with most of the network landing in the Very Good PCI range. With the City's current budget of $1.3M, the network conditions will maintain the average PCI of 65 and backlog will increase over time, reaching 10% by the end of the 5-year budget horizon.

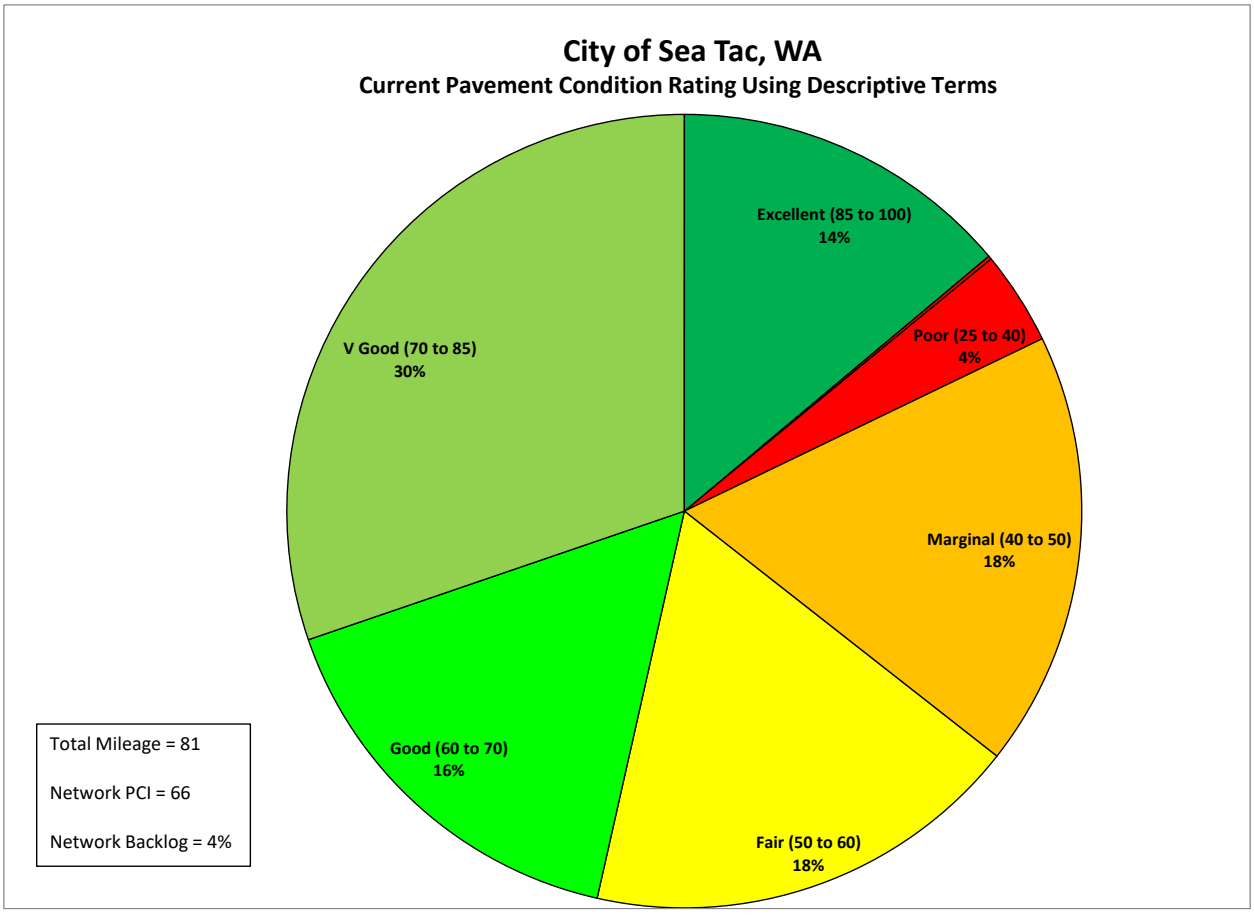


Figure 1- Sea Tac Condition Distribution

SUMMARY METRICS OF HEALTH

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a healthy network will have a backlog of 10% or less.

Sea Tac met two out of three of the metrics for evaluating the quality of its roadway network.

- ✓ Sea Tac's network average pavement condition score exceeds the national average currently seen by IMS of 60 to 65, with the City's average scoring a 66.
- o The number of streets rated Excellent is below the minimum recommended target of 15% at 14%
- ✓ The backlog amount is below the average value of 12% at 4%.

BUDGET SCENARIOS

The current budget for Sea Tac is $1.3M per year dedicated to pavement preservation and rehabilitation. This will increase the backlog to 10% while maintaining the average PCI at a 65 over 5 years. Please note this number is an annual budget average across all 5 years of the analysis horizon.

The steady state budget which maintains the average PCI at the current level of 66 is on the order of $1.56M. This budget reflects the higher costs associated with maintaining an above-average network average condition. With this level of funding the network will still see a sharp increase in backlog, reaching 9% at the end of the 5-year budget horizon.

The IMS recommended budget of $2.5M annually will achieve a 5-year post rehab PCI of 72 while also reducing the backlog to 3%. The IMS recommended budget attempts to reach a balance between the cost to maintain the current level of backlog, and the cost to maintain the current average PCI. In this case, the cost to maintain the low backlog levels currently enjoyed in Sea Tac are much higher than the costs to maintain current PCI levels.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

2.1 PAVEMENT PRESERVATION

Preservation of existing roads and street systems has become a major activity for all levels of government. Because municipalities must consistently optimize the spending of their budgets, funds that have been designated for pavement must be used as effectively as possible. The best method to obtain the maximum value of available funds is through the use of a pavement management system.

Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating a pavement network to provide maximum benefit with available funds.

A pavement management system is a set of tools or methods that assist decision makers in finding optimal strategies for providing and maintaining pavements in a serviceable condition over a given time period. The intent is to identify the optimum level of long-term funding to sustain the network at a predetermined level of service while incorporating local conditions and constraints.

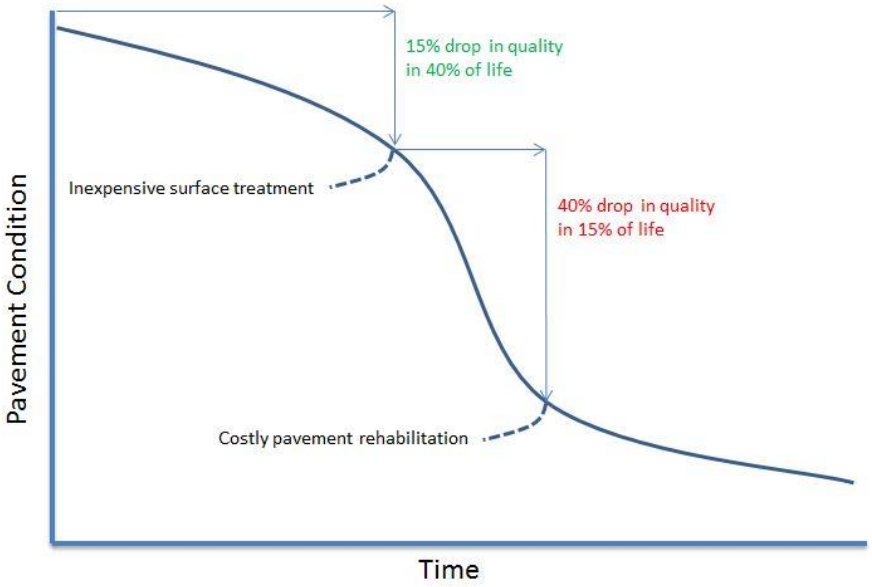


Figure 2 - Pavement Deterioration and Life Cycle Costs

As shown as **Figure 2**, the streets that are repaired while in good condition will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets require more frequent reconstruction, thereby costing millions of extra dollars.

The key to a successful pavement management program is to develop a reasonably accurate performance model of the roadway, and then identify the optimal timing and rehabilitation strategy. The resultant benefit of this exercise is realized by the long-term cost savings and increase in pavement quality over time. As illustrated in **Figure 2,** pavements typically deteriorate rapidly once they hit a specific threshold. A small investment after 40% lifespan is much more effective than deferring maintenance until heavier overlays or possibly reconstruction is required just a few years later.

Once implemented, an effective pavement information management system can assist agencies in developing long-term rehabilitation programs and budgets. The key is to develop policies and practices that delay the inevitable total reconstruction for as long as practical yet remain within the target zone for cost effective rehabilitation. That is, as each roadway approaches the steepest part of its deterioration curve, apply a remedy that extends the pavement life, at a minimum cost, thereby avoiding costly heavy overlays and reconstruction. **Figure 3** illustrates the concept of extending pavement life through the application of timely rehabilitations.

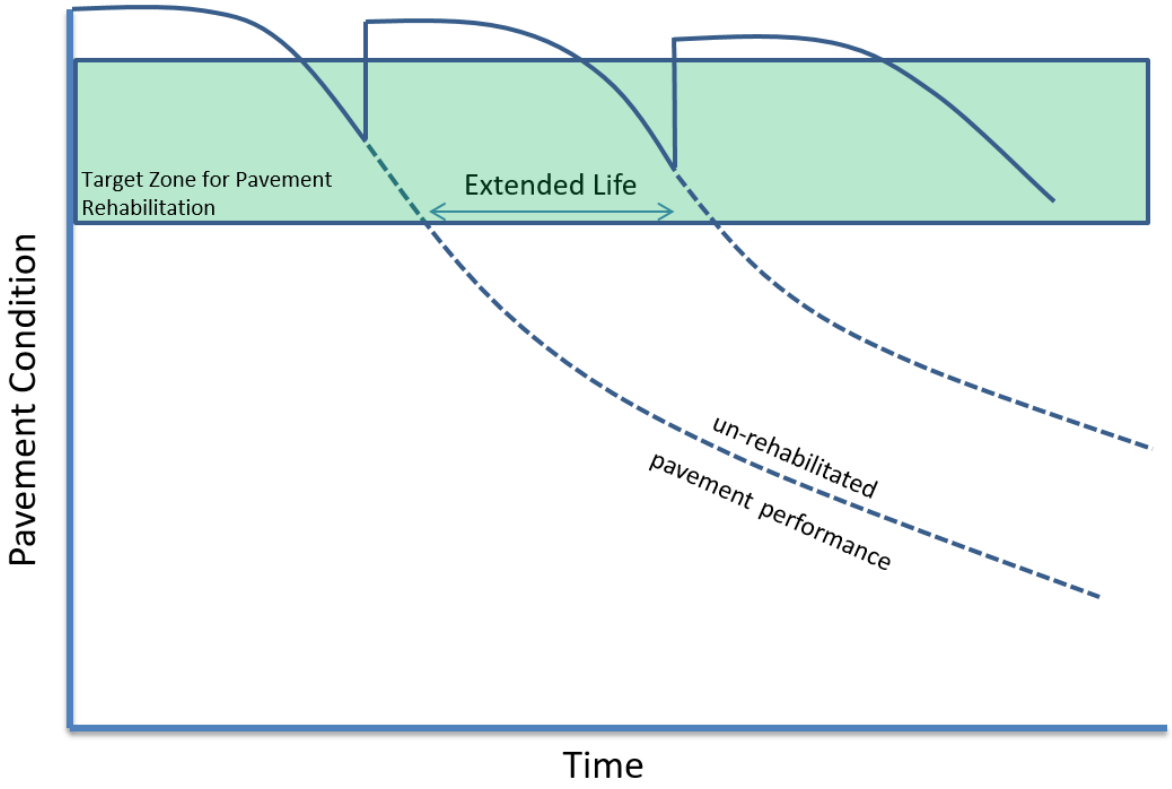


Figure 3 - Pavement Life Cycle Curve

Ideally, the lower limit of the target zone shown in **Figure 3** would have a minimum PCI value in the 60 to 70 range to keep as many streets as possible requiring a thin overlay or less. The upper limit would tend to fall close to the higher end of the Very Good category – that is a pavement condition score approaching 85. Other functions of a pavement management system include assessing the effectiveness of maintenance activities, new technologies, and storing historical data and images.

For Sea Tac, a prioritization methodology based on pavement condition, pavement materials, functional class, and strength rating was used to analyze the network condition and develop the proposed 5-year rehabilitation plan.

The analysis methodologies and data collection technologies were based on *ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys* (hereinafter ASTM D6433) for assessment of pavement surface condition and the International Roughness Index (IRI) for quantification of pavement roughness on all City streets. These measurements of pavement quality are combined to form an overall 0 to 100 Pavement Condition Index (PCI), with 100 being the best.

2.2 ECONOMIC IMPACTS OF MAINTENANCE & REHABILITATION

The role of the street network as a factor in the City's well-being cannot be overstated. In the simplest of terms, roadways form the economic backbone of a community. They provide the means for goods to be exchanged, commerce to flourish, and commercial enterprises to generate revenue. As such, they are an investment to be maintained.

The overall condition of an agency's infrastructure and transportation network is a key indicator of economic prosperity. Roadway networks, in general, are one of the most important and dynamic sectors in the global economy. They have a strong influence on not only the economic well-being of a community, but a strong impact on quality of life. Well-maintained road networks experience multiple socioeconomic benefits through greater labor market opportunities and decreasing income gap.

As a crucial link between producers and their markets, quality road networks ensure straightforward access to goods and drive global and local economies. Likewise, higher network quality has a strong correlation to improvements in household consumption and income. Roads also act as a key element to social cohesion by acting as a median for integration of bordering regions. This social integration promotes a decreased gap in income along with diversity and a greater sense of community that can play a large role in decreasing rates of poverty.

Conversely, deterioration of roads can have adverse effects on a community and may bring about important and unanticipated welfare effects that the governments should be aware of when cutting transportation budgets. Poor road conditions increase fuel and tire consumption while shortening intervals between vehicle repair and maintenance. In turn, these roads result in delayed or more expensive deliveries for businesses and consumers. Economic effects of poor road networks, such as time consuming and costly rehabilitation, can be reduced if a proactive maintenance approach is successfully implemented. To accomplish this, a pavement assessment and analysis should be completed every few years in an effort update the budget models and rehabilitation plans. As shown below, the IMS Laser Road Surface Tester (featured in **Figure 4**) was mobilized to Sea Tac to conduct an objective survey.

Figure 4 - Laser Road Surface Tester (RST)

3.0 THE PAVEMENT MANAGEMENT PROCESS

3.1 FUNCTIONAL CLASS REVIEW

As part of the scope of this assignment, the functional classification designations currently used in the Sea Tac pavement management program were adopted for their use in the pavement analysis.

Although there is no uniform standard for classifying pavement into functional classes, The Federal Highway Administration (FHWA), American Public Works Association (APWA) and Institute of Transportation Engineers (ITE) offer some broad guidelines on how to assign classifications that were followed in this study.

The City's functional classification definitions used in the assessment are as follows:

1. **Arterial (MART/MinART)** – Continuous and discontinuous cross city and inter-district corridors that are 2 to 4 lanes across and generally have a centerline stripe or a designated bus route. The ADT generally falls in the 10,000 to 20,000 vehicle per day range. They are typically spaced on the ½ or ¼ mile section line and on occasion, may have a short non-landscaped median. Arterial roads have been divided out into two separate groups by the City, Major and Minor. Together these roads make up about 48% of the overall pavement network.
2. **Collector (COL)** – Continuous and discontinuous cross City and inter-district corridors that are 2 to 4 lanes across and generally have a centerline stripe or a designated bus route. The ADT generally falls in the 1,000 to 10,000 vehicle per day range. They are typically spaced on the ½ or ¼ mile section line and on occasion, may have a short non-landscaped median. Major collectors are also assigned to streets segments leading to, or adjacent to, a major traffic generator site such as a regional shopping complex. Collectors form the entrance to communities and may have a decorative landscaped median of short duration.
3. **Local (LOC)** – These are the majority of the street segments consisting of all residential roads not defined above or as industrial/commercial.

The paved roadway network consists of 4 functional classes, covering approximately 81 centerline miles of pavement. The average pavement condition index (PCI) of the roadway network is a 66 and the network's primary pavement type is asphalt. The following **Table 1** and **Figure 5** summarize the functional classification splits within the system.

Table 1 - Network Summary by Functional Class

City of Sea Tac, WA
Network Summary by Functional Class

	Pavetype	Network	Principal Arterial	Minor Arterial	Collector	Local
Segment (Block) Count	All Streets	684	86	113	78	407
	Asphalt	647	77	85	78	407
	Concrete	37	9	28	0	0
Network Length (ft):	All Streets	428,988	82,795	86,594	43,439	216,160
	Asphalt	393,054	71,889	61,566	43,439	216,160
	Concrete	35,934	10,906	25,028	0	0
Network Length (mi):	All Streets	81.2	15.7	16.4	8.2	40.9
	Asphalt	74.4	13.6	11.7	8.2	40.9
	Concrete	6.8	2.1	4.7	0.0	0.0
Average Width (ft):	All Streets	34.8	44.1	40.2	37.3	28.6
	Asphalt	34.6	45.9	40.3	37.3	28.6
	Concrete	37.5	32.2	39.8	0.0	0.0
Network Area (yd2):	All Streets	1,659,420	405,605	386,430	180,141	687,244
	Asphalt	1,509,624	366,566	275,673	180,141	687,244
	Concrete	149,796	39,039	110,757	0	0
Current Pavement Condition	All Streets	66	62	63	67	70
Index (CPCI)	Asphalt	65	59	61	67	70
6/1/21	Concrete	73	88	67	0	0
Pavement Condition Index	All Streets	67	63	64	68	71
(Surveyed PCI)	Asphalt	67	60	62	68	71
	Concrete	73	89	68	0	0
Current Backlog (%)	All Streets	4	Percentage of Network with a PCI < 40			
Current Network Index	All Streets	63	Managable Network Index			
Surface Distress Index (SDI)	All Streets	71	63	68	71	77
6/1/21	Asphalt	70	60	66	71	77
	Concrete	79	92	74	0	0
Roughness Index (RI)	All Streets	57	59	52	57	58
6/1/21	Asphalt	56	56	52	57	58
	Concrete	60	79	54	0	0

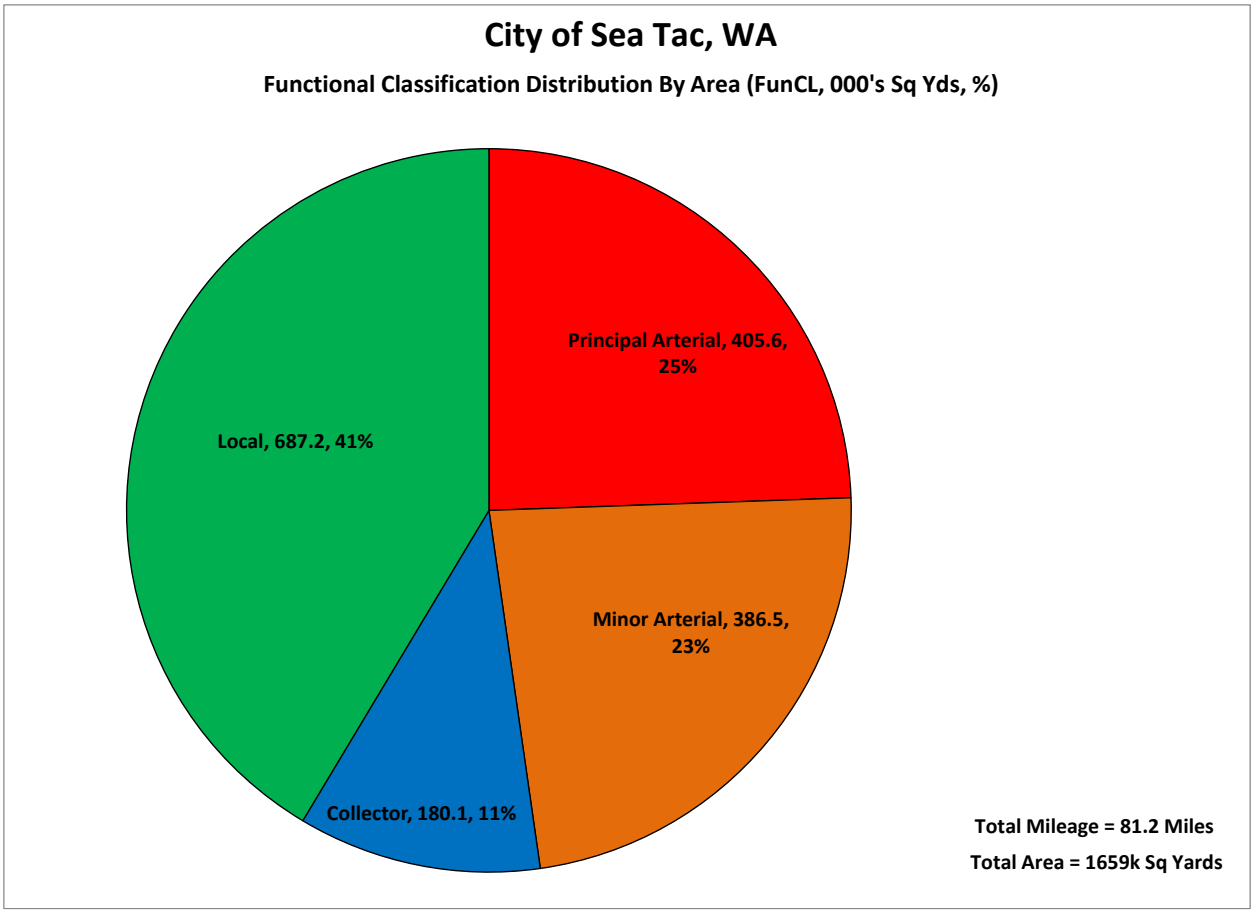


Figure 5 - Functional Class Distribution by Mileage

As discussed later in this report, the functional classifications also play a critical role in the rehabilitation candidate selection process as Arterials are generally given preference over other rehab candidates due to their higher traffic counts and steeper deterioration curves.

The following figure (**Figure 6**) highlights the functional classifications used for the Sea Tac roadway network. An electronic version of this map is appended to this report.

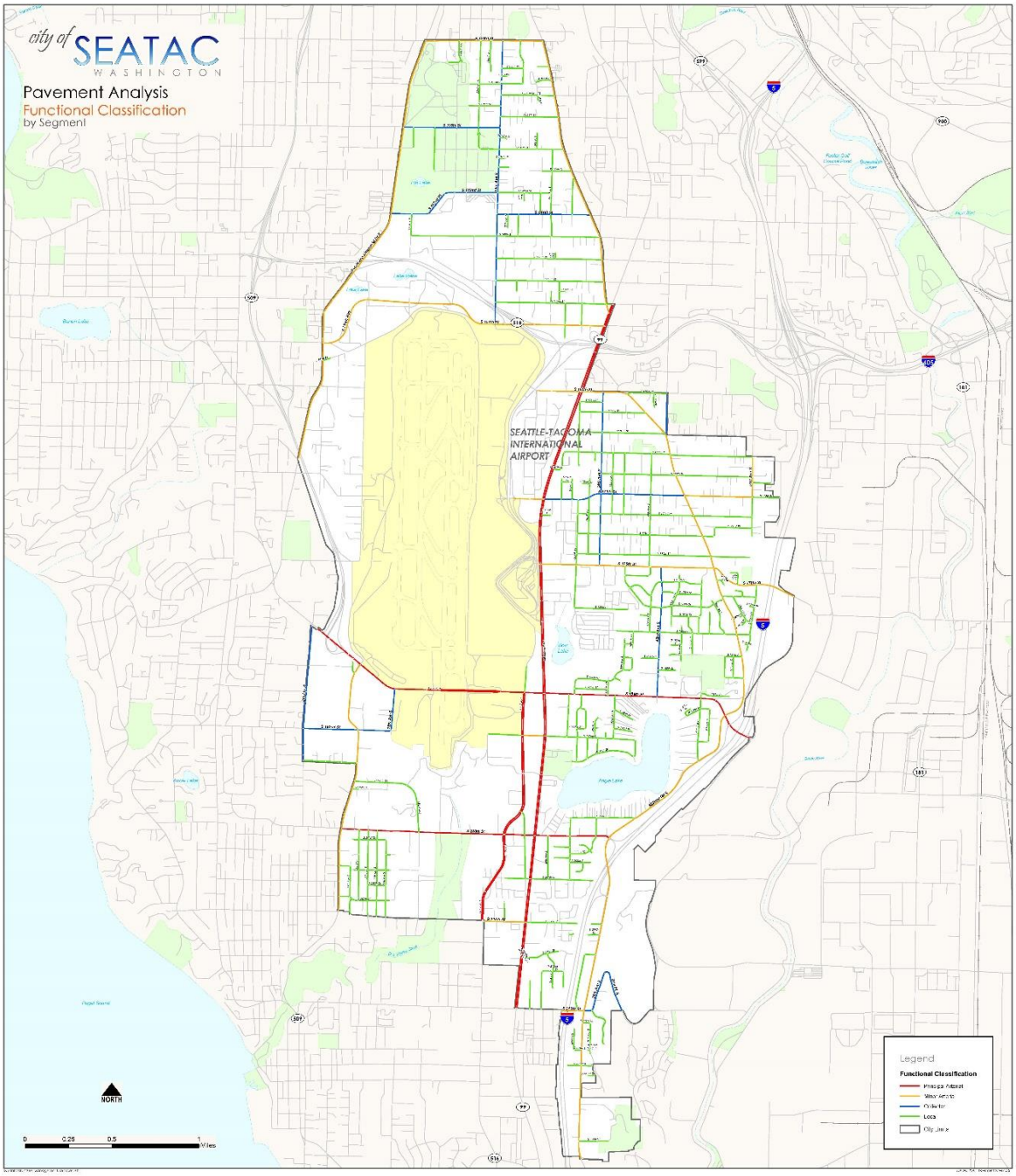


Figure 6 - Sea Tac Functional Classification Designation

3.2 ASSEMBLY OF DATA INTO PROJECTS

Sea Tac's Geographic Information System (GIS) was used as the basis for segmenting the roadway network on a block-by-block basis. Each segment was assigned a unique identifier referred to as a GISID, establishing a one-to-one relationship between the GIS and the street inventory. The segments form the basic building block of the pavement management system and are where all attribute and condition data are stored.

The centerline segments were aggregated together within the pavement management system to form logical projects that the analysis and rehabilitation program are developed against.

- Arterial projects run from major intersection to major intersection up to 1 mile in length.
- Similar to arterials, collector streets within a neighborhood were aggregated together to form a single project where practical.
- Local streets along a homogenous route were aggregated together along with adjacent side streets to form a small neighborhood based approach.

Segments were joined only when the pavement condition and functional classification were homogeneous in nature such that when joined they have a relatively uniform condition that may be rehabilitated using a single strategy.

The following figure (**Figure 7**) highlights the projects, used for the analysis. An electronic version of this map is appended to this report.

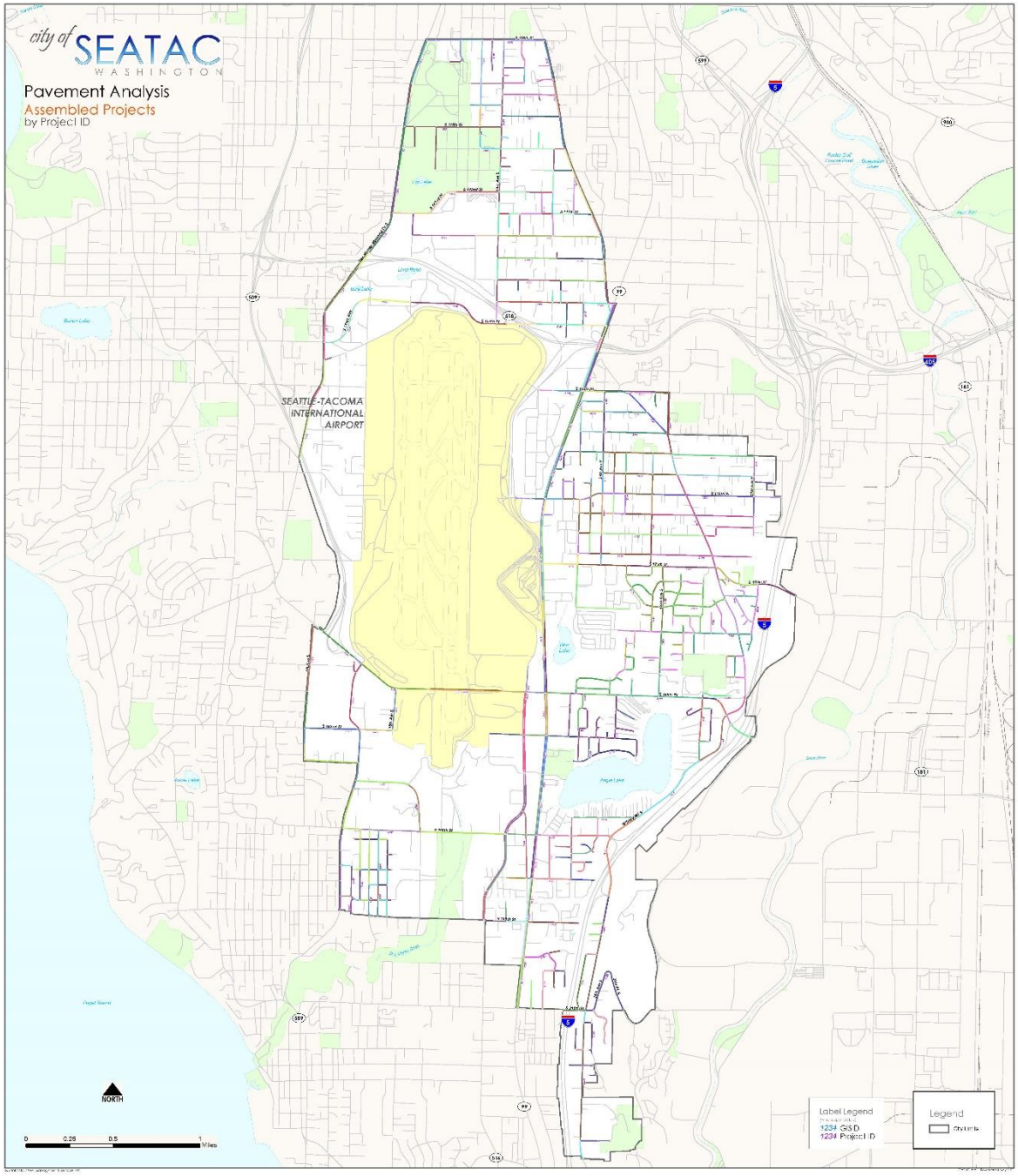


Figure 7 - Sea Tac Assembled Projects

3.3 FIELD SURVEY METHODOLOGY

Following a set of predefined assessment protocols matching the pavement management software (ASTM D6433), a specialized piece of survey equipment – referred to as a Laser Road Surface Tester (Laser RST, pictured on page 5) – is used to collect observations on the condition of the pavement surface, as well as collect high definition digital imagery and spatial coordinate information. The Laser RST surveys each local street from end to end in a single pass, while all other roadway classifications are completed in two passes.

Key pavement condition data elements collected by the Laser RST include:

Roughness Index – Roughness is recorded following the industry standard "International Roughness Index" (IRI), a measure of the change in elevation over a distance expressed as a slope and reported in millimeters/meter. The IRI value is converted to a 0 to 100 score and reported as the Roughness Index (RI) as follows:

$$\mathbf{RI} = (11 - 3.5 \times \ln(IRI)) \times 10$$

ln(IRI) is the natural logarithm of IRI.

In common terms, a newer street would generally have a Roughness Index above 85, while one due for an overlay would be in the range 40 to 70. Failed streets typically have roughness values below 40.

Structural Index – The network of streets was not tested for structural adequacy, instead, the relationship between the final pavement condition score and amount of load associated distresses was analyzed and each pavement section assigned a Weak, Moderate or Strong strength rating. The assigned structural index (30, 60 or 80 for weak, moderate and strong respectively) was not used in determining the overall pavement condition score, but simply to classify the pavement strength and aid in selecting appropriate rehabilitation strategies.

Surface Distress Index – The Laser RST collects surface distress observations based on the extent and severity of distresses encountered along the length of the roadway following ASTM D6433 protocols for asphalt and concrete pavements. The surface distress condition (cracking, potholes, raveling, and the like) is considered by the traveling public to be the most important aspect in assessing the overall pavement condition.

Presented on a 0 to 100 scale, the Surface Distress Index (SDI) is an aggregation of the observed pavement defects. Within the SDI, not all distresses are weighted equally. Certain load associated distresses (caused by traffic loading), such as rutting or alligator cracking on asphalt streets, or divided slab on concrete streets, have a much higher impact on the surface distress index than non-load associated distresses such as raveling or patching. Even at low extents and moderate severity – less than 10% of the total area – load associated distresses can drop the SDI considerably. ASTM D6433 also has algorithms within it to correct for multiple or overlapping distresses within a segment.

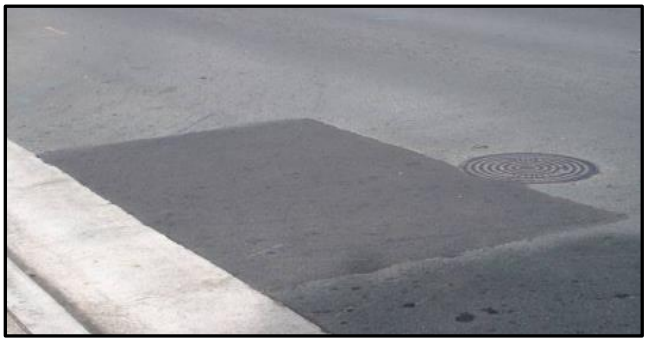
For this project, extent and severity observations were collected, processed, and loaded into the pavement management software. Within the software, the following distresses, listed in order from greatest to lowest impact, are presented as a 0 to 10 rating for review and reporting:

- **Alligator Cracking** – Quantified by the severity of the failure and number of square feet. Even at low extents, this can have a large impact on the condition score as this distress represents a failure of the pavement.

- **Wheel Path Rutting** – Starting at a minimum depth of ¼ inch, wheel path ruts are quantified by their depth and the number of square feet encountered. Like alligator cracking, low densities of rutting can have a large impact on the final condition score.

- **Longitudinal & Transverse Cracks** – Quantified by their length and width. These cracks can be the result of pavement shrinkage, construction issues, or a symptom of cracks below the surface reflecting through.

- **Patching** – Quantified by the extent and quality of patches. When the majority of a roadway surface is covered by a patch, such as a large utility replacement, the rating of the patch is minimized.



- **Raveling** – Loss of fine aggregate materials on the pavement surface and is measured by the severity and number of square feet affected.

- **Bleeding** – the presence of free asphalt on the roadway surface caused by too much asphalt in the pavement or insufficient voids in the matrix. The result is a pavement surface with low skid resistance and is measured by the amount and severity of the area.

- **Edge Cracking** – Running parallel to the road and usually within 1 to 2 feet of the outer edge of the pavement, this distress is accelerated by traffic loading and weakened base conditions resulting from poor drainage.

- Similar distresses were collected for concrete streets including **divided slab**, **corner breaks, joint spalling**, **faulting, polished aggregate**, and **scaling**.

Pavement Condition Index (PCI) – Following our field surveys, the condition data is assembled to create a single score representing the overall condition of the pavement. The Pavement Condition Index (PCI) is calculated as follows:

PCI = 33% Roughness Index + 67% Surface Distress Index

4.0 SEA TAC SURVEY PAVEMENT CONDITION

4.1 UNDERSTANDING THE PAVEMENT CONDITION INDEX

The following compares the Pavement Condition Index (PCI) to commonly used descriptive terms. Divisions between the terms are not fixed, but are meant to reflect common perceptions of condition.

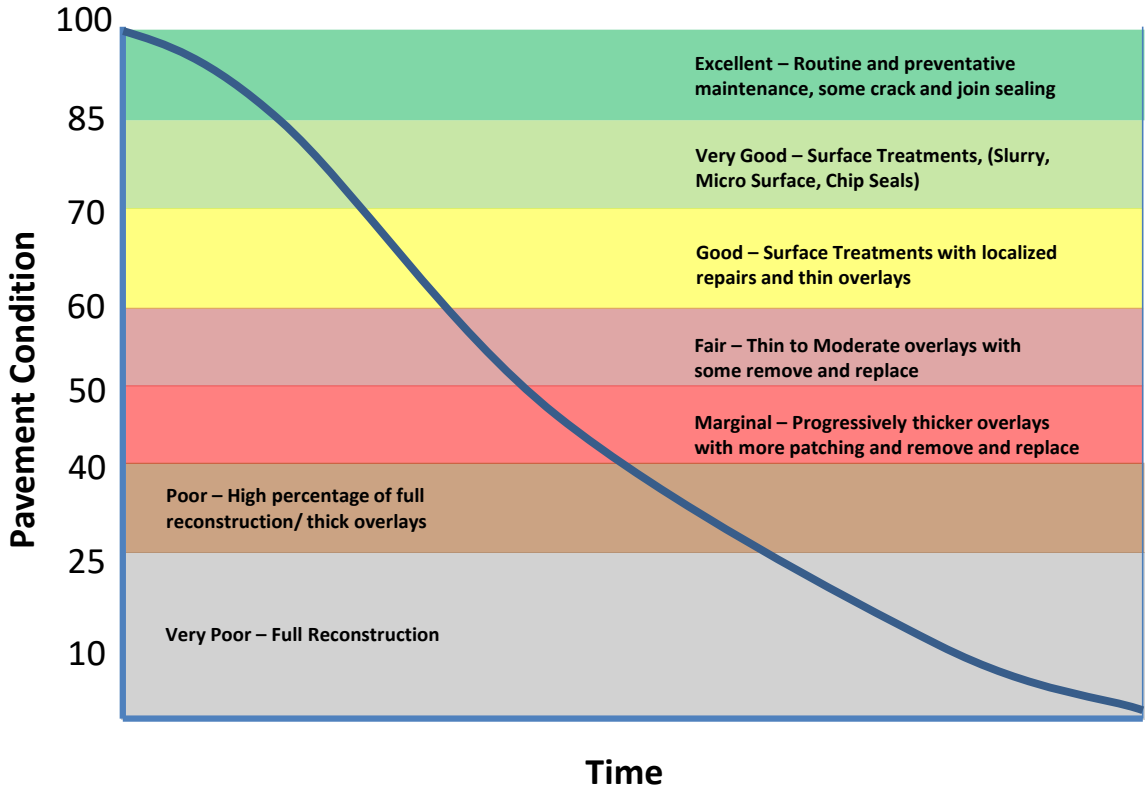


Figure 8 – Understanding the Pavement Condition Index (PCI) Score

The following table details a general description for each of these condition levels with respect to remaining life and typical rehabilitation actions:

PCI Range	Description	Relative Remaining Life	Definition
85 – 100	Excellent	15 to 25 Years	Like new condition – little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70 – 85	Very Good	12 to 20 Years	Routine maintenance such as patching and crack sealing with surface treatments such as seal coats or slurries.
60 – 70	Good	10 to 15 Years	Heavier surface treatments, chip seals and thin overlays. Localized panel replacements for concrete.
40 – 60	Marginal to Fair	7 to 12 Years	Heavy surface-based inlays or overlays with localized repairs. Moderate to extensive panel replacements.
25 – 40	Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
0 – 25	Very Poor	0 to 5 Years	High percentage of full reconstruction.

4.2 SEA TAC NETWORK CONDITION IMAGERY

The images presented below provide a sampling of the Sea Tac streets that fall into the various condition categories with a discussion of potential rehabilitation strategies.

Very Poor (PCI = 0 to 25) – Complete Reconstruction

34th Avenue from South 161st Street to South 162nd Street (GISID 2195, PCI = 25) – Rated as Very Poor, this street displays spreading base failure as evidenced by the severe alligator cracking and patching. A mill and overlay on this street would not be suitable as the base has failed and would not meet an extended service life of at least 15 years. This street requires a full reconstruction and should be carefully monitored.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in pavement quality as the streets have passed the opportunity for overlay-based strategies. Due to the high cost of reconstruction, Very Poor streets are often deferred until full funding is available in favor of completing more streets that can be rehabilitated at lower costs, resulting in a greater net benefit to the City. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists, since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface Base Rehabilitation

22nd Avenue from South 134th Street to South 136th Street (GISID 1490, PCI = 37) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment has been patched and the patch is in good condition. On this street, however the pavement is showing signs of failure in areas exhibiting alligator cracking. The severely cracked areas are isolated and do not persist throughout the entire segment length and cross section. These areas should be dug out and structurally patched to attain the maximum life from any potential rehabilitation efforts. If left untreated, within a short period of time, a full reconstruction would be required.

On arterial roadways, Poor streets often require partial to full reconstruction – that is removal of the pavement surface and base down to the subgrade and rebuilding from there. On local roadways, they require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

In general, the service life of Poor streets is such that if deferred for too long, it would require a more costly reconstruction. Streets rated as Poor are typically selected first for rehabilitation as they provide the greatest cost/benefit to the City – that is the greatest increase in life per rehabilitation dollar spent.

Marginal (PCI = 40 to 50) – Progressively Thicker Overlays

Des Moines Memorial Drive from South 206th Street to South 207th Street (GISID 2686, PCI = 44) – Marginal streets have distresses that tend to be localized and moderate in nature – that is they do not extend the full length of the segment and can be readily dug out and repaired. This street segment highlights this characteristic as the failed area does not quite extend the full length or width of the roadway and is still serviceable. Structural patching of the failed areas along localized rehabs would permit a full width grind and inlay on this street segment and return it to full service.

Marginal streets that display high amounts of load associated distresses are selected as a priority for rehabilitation as they provide the greatest cost/benefit to the City. If left untreated, Marginal streets with high amounts of load associated distresses would deteriorate to become partial reconstruction candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Thin to Moderate Overlays

188th Street from Des Moines Memorial Drive to 16th Avenue (GISID 2255, PCI = 55) – Rated in the Fair category, these streets require thin to moderate overlays for asphalt when they enter their need year (generally within 2-3 points of the lower PCI in the defined range). Several distresses are present, but tend to be more localized and moderate in severity, and non-load related (primarily longitudinal and transverse cracking and raveling).

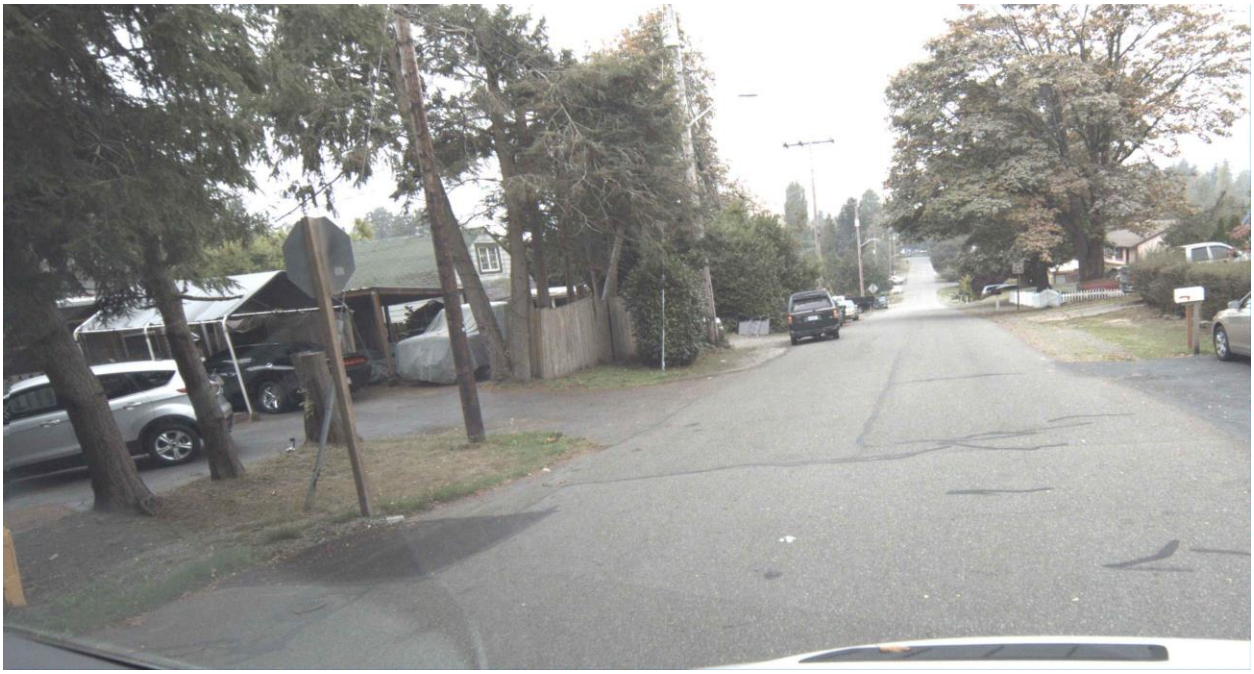
Asphalt streets rated as Fair tend to receive a lower priority when developing a rehabilitation program. This is because deferring a thin or moderate overlay until a thick overlay represents only a slight increase in rehabilitation costs. The cost of deferral is relatively low when compared to deferring a thick overlay to a reconstruction with a two to threefold increase in cost.

Good (PCI = 60 to 70) – Surface Treatments to Thin Overlays

170th Street from Military Road to 51st Avenue (GISID 1961, PCI = 66) – Rated as Good with the primary cause of deterioration the transverse and longitudinal cracking, as well as patching. It also displays small amounts of load associated distresses that can easily be removed to restore the visual appearance of the roadway. The existing cracks should be sealed and the pavement surface restored, with a heavier surface treatment such as microsurfacing to fully waterproof the pavement and cover the crack sealant. The occasional dig out and replacement may be required to correct localized deficiencies. Alternatively, depending on the extent of the distressed areas, base strength and drainage, a thin overlay may be applied.

Asphalt streets rated as Good are ideal candidates for thinner surface-based rehabilitations and local repairs. Depending on the amount of localized failures, a thin edge mill and overlay, or possibly a surface treatment, would be a suitable rehabilitation strategy for streets rated as Good. Streets that fall in the high 60 - low 70 PCI range provide the greatest opportunity for extending pavement life at the lowest possible cost, thus applying the principles of the perpetual life cycle approach to pavement maintenance. The adjacent photo is a great example of a street segment (not a Sea Tac Road) that displayed low load associated distresses and thus, high structural characteristics, and once the distressed areas were replaced, a slurry seal was applied. The patching accounted for less than 5 to 10% of the total area and resulted in a good looking, watertight final surface at a much lower cost than an overlay with less disruption to the neighborhood and curb line. The patches were paver laid and roller compacted.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



134th Street from 22nd Avenue to 24th Avenue (GISID 1698, PCI = 78) – Rated as Very Good, this road displays minor amounts of transverse cracking and patching. The surface is non-weathered, and the base is still strong. This street is an example of a candidate for preventative maintenance and light weight surface treatments to extend the life of a roadway.

Asphalt streets rated as Very Good generally need lightweight surface-based treatments such as surface seals, slurries, chip seals or microsurfacing. Routine maintenance such as crack sealing and localized repairs often precede surface treatments. The concept is to keep the cracks as waterproof as possible through crack sealing and the application of a surface treatment. By keeping water out of the base layers, the pavement life is extended without the need for thicker rehabilitations such as overlays or reconstruction. Surface treatments can increase surface friction and visual appearance of the pavement surface but do not add structure or increase smoothness.

Surface treatments may include:

- *Double or single application of slurry seals (slurries are a sand and asphalt cement mix).*
- *Microsurfacing – asphalt cement and up to 3/8 sand aggregate.*
- *Chip seals and cape seals (Chip seal followed by a slurry).*

Additional cost benefits of early intervention include:

- *Less use of non-renewable resources through thinner rehabilitation strategies.*
- *Less intrusive rehabilitation and easier to maintain access during construction.*
- *Easier to maintain existing drainage patterns.*

Excellent (PCI = 85 to 100)

12th place from South 202nd Street to South 204th Street (GISID 1254, PCI = 96) – Rated as Excellent, displaying little to no surface distresses. The ride is smooth and the surface is non-weathered and the base is strong. In a couple of years, this street segment would be an ideal candidate for routine maintenance activities such as crack sealant rehabilitation.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest rated street and working up towards the highest, does not achieve optimal expenditure of money. Generally, under this scenario, agencies can not sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street, against increased life expectancy.

4.3 EVALUATING THE PAVEMENT QUALITY AND BACKLOG

The concept of the Pavement Condition Index (PCI) score, backlog percentage and number of streets rated as Excellent must be fully understood to understand and develop an effective pavement management program. These three metrics should fall into certain ranges in order to measure the quality and long-term viability of a network.

The PCI score indicates the overall pavement condition and represents the amount of equity in the system; it is the value most commonly considered when gauging the overall quality of a roadway network. It may also be used to define a desired level of service: that is, an agency may wish to develop a pavement management program such that in five years the overall network score meets a set minimum value. Obviously, the higher the PCI score the better off the overall network condition is. Agencies with an average PCI score above 80 (when considering surface distress, roughness and possibly strength) are rare and found only in a few select communities. Less than 1 in 20 communities surveyed by IMS have that high of a condition average. Averages between 65 and 80 are indicative of either newer networks, or ones that have an ongoing pavement rehabilitation program and tend to be fully funded. Scores between 60 and 65 are common and represent a reasonable average providing a satisfactory balance between levels of service and funding, and when taken with the other two metrics may represent a well-managed and funded network. A minimum score of 60 means that overall the network falls at the lower end of the range where light weight surface treatments and thin overlays are the standard rehabilitation practice. Below a 60 means an agency has to rely on more costly rehabilitations and reconstructions to address condition issues.

At the upper end of the condition scale, a minimum of 15% of the network should be rated as Excellent. Generally, at or above 15%, means that a noticeable percentage of the roadway network is in like new condition, requiring only routine maintenance. While higher percentages of streets rated as Excellent are certainly desirable, the annual cost to maintain rates at higher multiples is often cost prohibitive. Below 15% means the agency is struggling to effectively rehabilitate their network on an annual basis. The 15% marker represents a cost-effective balance between annual investment and satisfactory level of service.

Backlog roadways are those that have dropped sufficiently in quality to the point where surface-based rehabilitation efforts would no longer prove to be cost effective. These roadways are rated Poor or Very Poor and will require either partial or total reconstruction. Backlog is expressed as the percentage of roads requiring reconstruction as compared to the network totals.

It is the backlog, however, that defines the amount of legacy work an agency is facing and is willing to accept in the future. It is the combination of the three metrics that presents the true picture of the condition of a roadway network, and conversely defines improvement goals.

Generally, a backlog of 10% to 15% of the overall network is considered manageable from a funding point of view with 12% being a realistic target. Fifteen percent (15%) is used as a control limit to indicate the maximum amount of backlog that can be readily managed. Backlog rates below 10%, again are certainly desirable, but financially unachievable for a large percentage of agencies. Backlogs approaching 20% or more tend to become unmanageable, unless aggressively checked through larger rehabilitation programs, and will grow at an alarming rate. At 20% a tipping point has been met and the backlog tends to increase faster than an agency's ability to reconstruct their streets.

4.4 SEA TAC NETWORK CONDITION DISTRIBUTION

Figure 9 shows the distribution of pavement condition for the roadway network in Sea Tac. The average PCI for the network is 66. While direct comparisons to other agencies are difficult due to variances in local factors, Sea Tac is above the average when compared to other agencies recently surveyed by IMS, which typically fall in the 60 to 65 range.

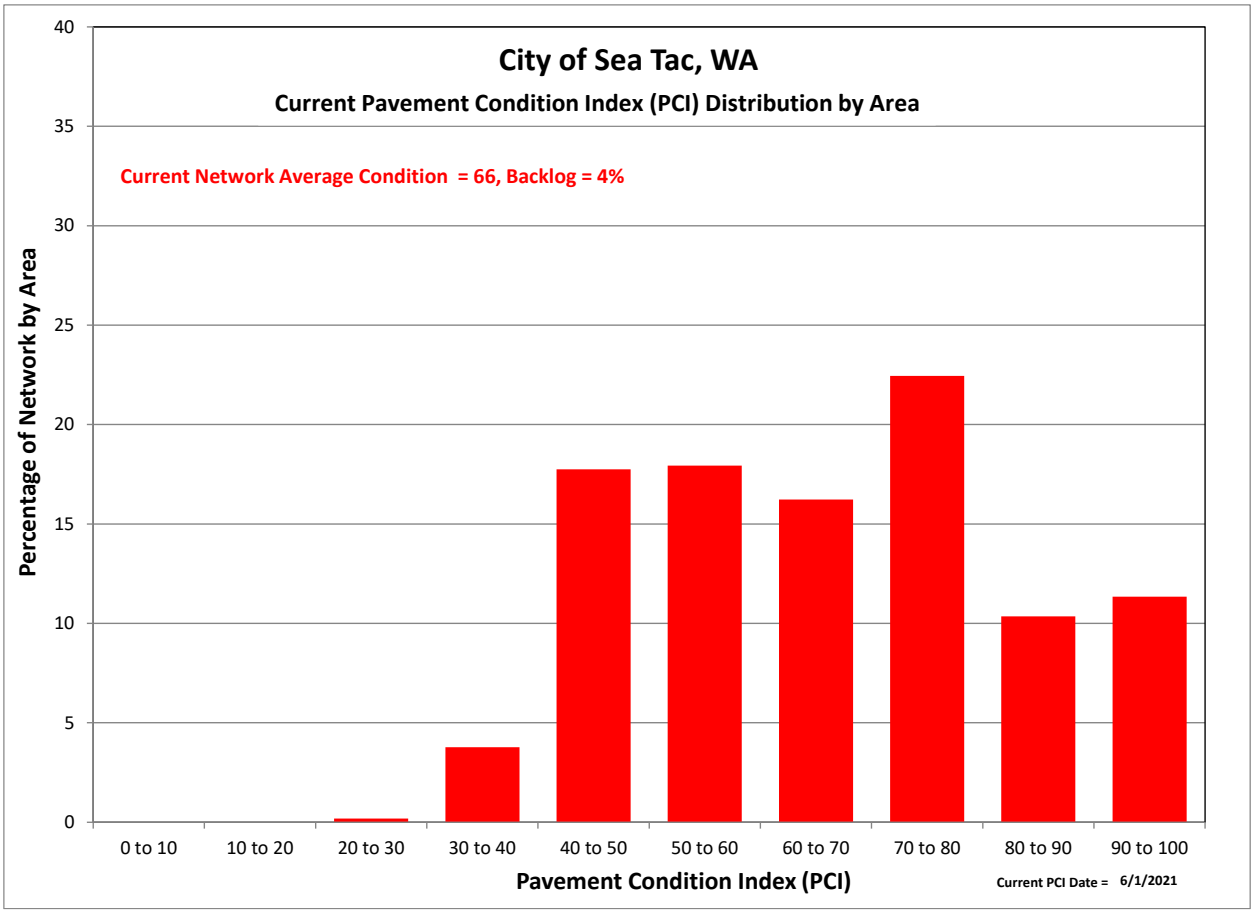


Figure 9 – Roadway Network Present Status

The following graph **(Figure 10)** plots the same pavement condition information, but instead of using the actual Pavement Condition Index (PCI) value, descriptive terms are used to classify the roadways.

- Fourteen percent (14%) of the network can be considered in Excellent condition and require only routine maintenance.
- Thirty percent (30%) of the network falls into the Very Good classification. These are roads that benefit most from preventative maintenance techniques such as microsurfacing, slurry seals and localized panel repairs.
- Sixteen percent (16%) of the streets are rated as Good and are candidates for lighter surface-based rehabilitations such as thin overlays or slight panel replacements.
- Thirty-six percent (36%) of network can be considered Fair to Marginal condition representing candidates for progressively thicker overlay-based rehabilitation or panel replacements. If left untreated, they will decline rapidly into reconstruction candidates.
- The remaining four percent (4%) of the network is rated as Poor or Very Poor, meaning these roadways have failed or are past their optimal due point for overlay or surface-based rehabilitation and may require progressively heavier or thicker forms of rehabilitation (such as extensive panel replacement, surface reconstruction or deep patch and paving) or total reconstruction.

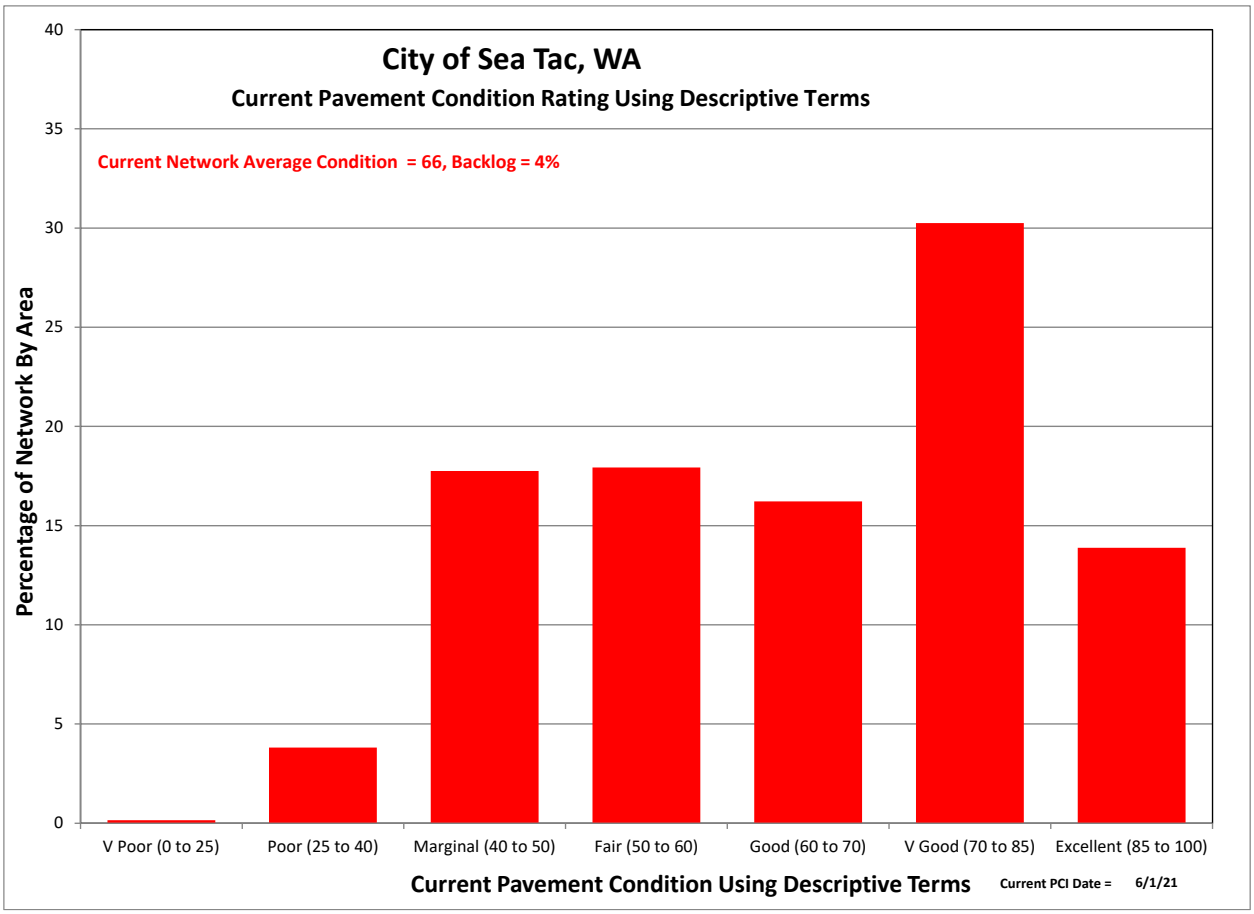


Figure 10 – Roadway Network Present Status Using Descriptive Terms

Figure 11 and **Figure 12** present the surveyed condition of the streets using PCI and Good-Fair-Poor descriptive terms, respectively. Electronic versions of these maps are appended to this report.

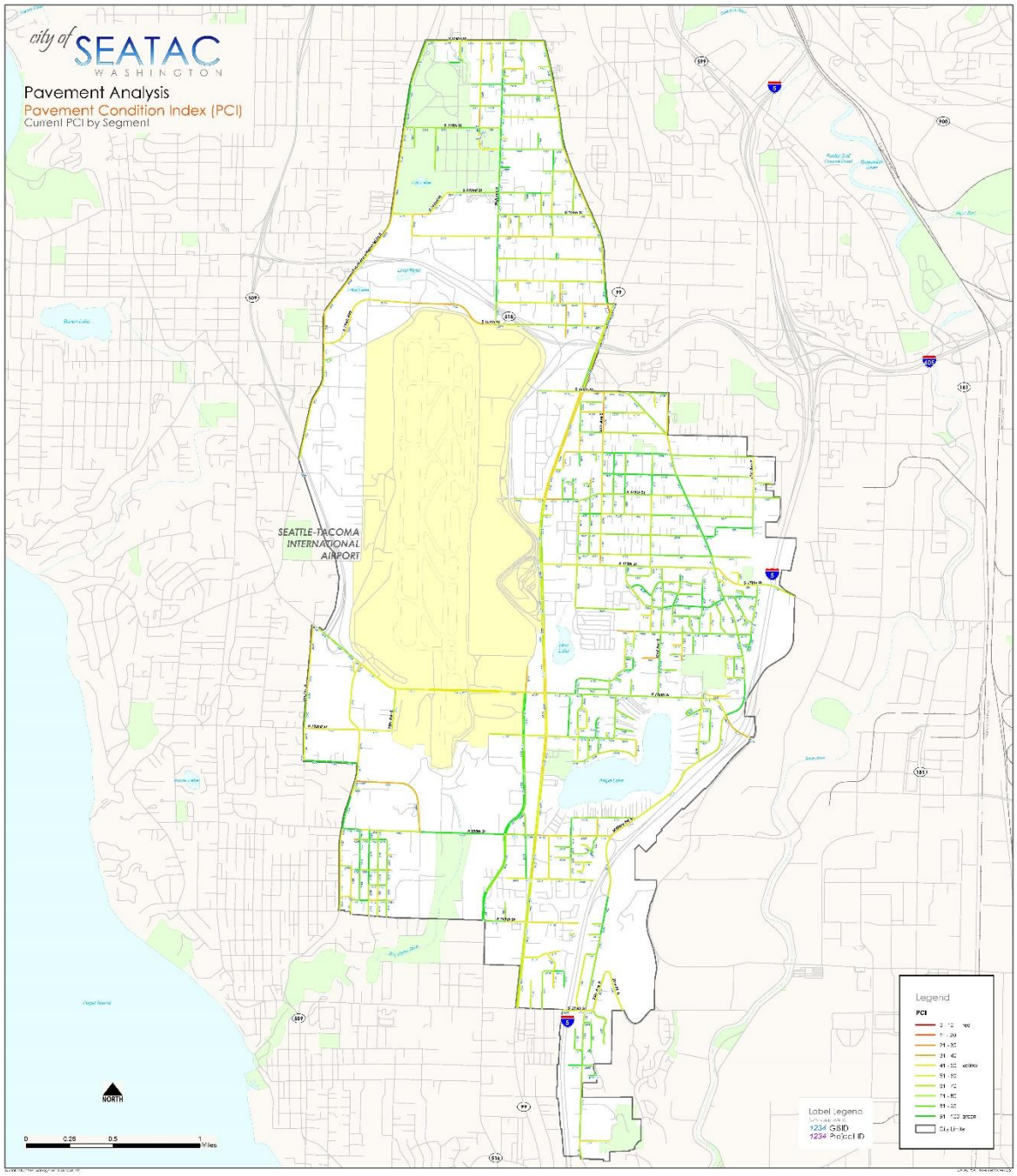


Figure 11 – Sea Tac by Segment Using Pavement Condition Index (PCI)

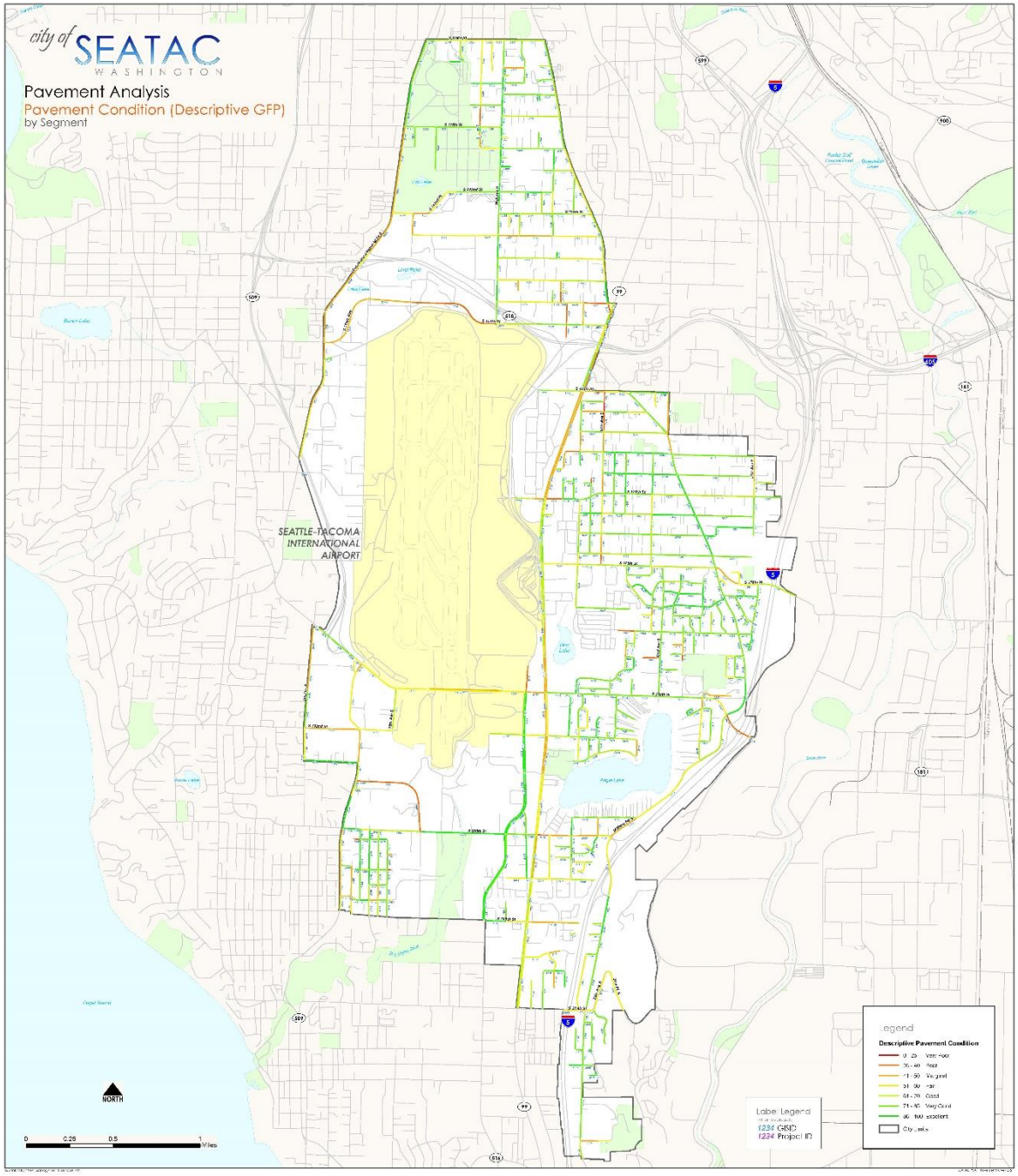


Figure 12 – Sea Tac Pavement Condition by Segment Using Descriptive Terms

4.5 CONDITION BY FUNCTIONAL CLASSIFICATION

Figure 13 highlights the pavement condition distribution for the arterial, collector, and local streets. Keep in mind that arterial roadways, the streets that have the majority of traffic use and link various parts of the city together, may be considered the thoroughfares of the city and during the budget development process, should receive the highest priority when selecting rehabilitation candidates.

- The **principal arterial network** has an average PCI of **62**.
- The **minor arterial network** has an average PCI of **63**.
- The **collector network** has an average PCI of **67**.
- The **local network** has an average PCI of **70.**

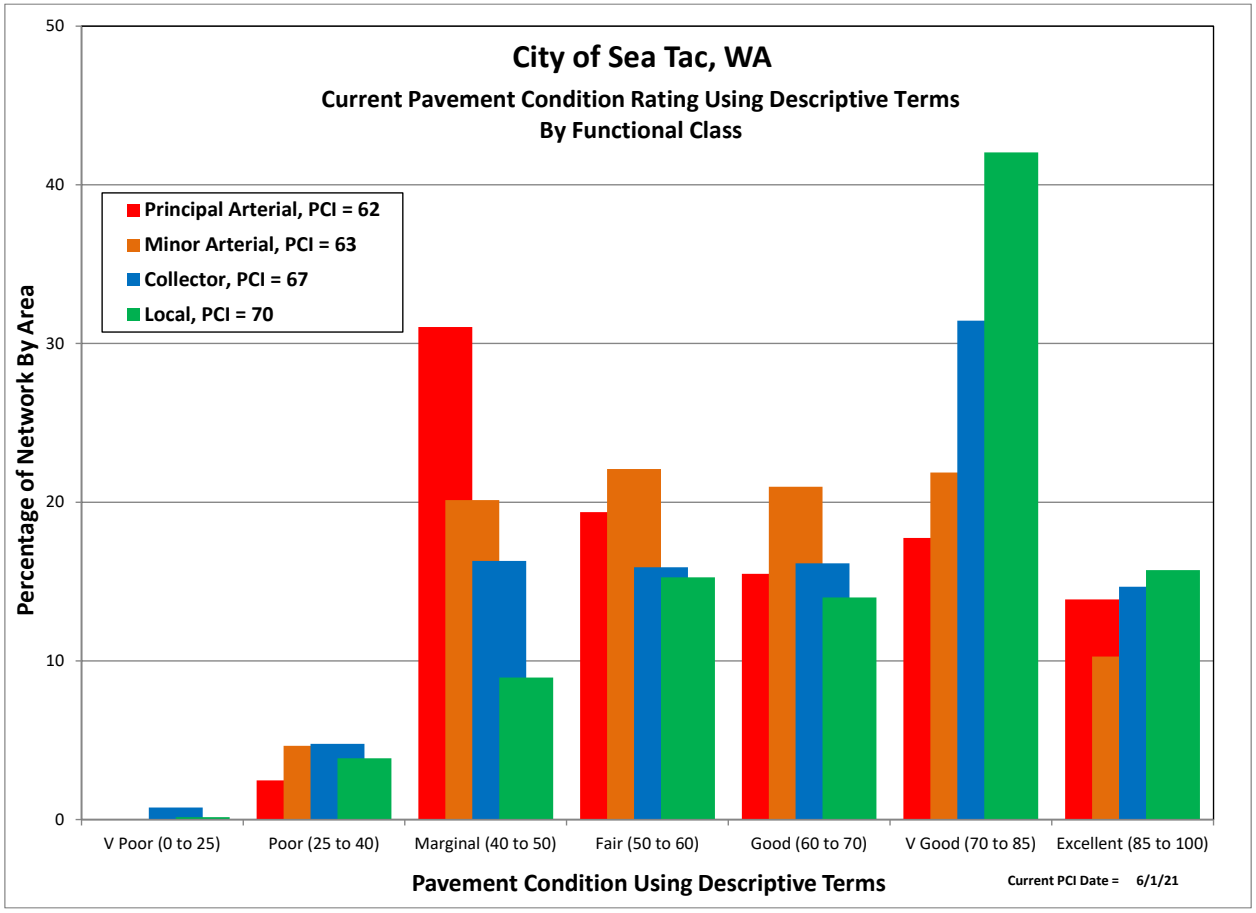


Figure 13 – Condition Rating by Functional Classification

4.6 STRUCTURAL AND LOAD ASSOCIATED DISTRESS ANALYSIS

Structural testing and analysis was not performed for the City of Sea Tac. Instead, analysis of the cause of pavement failure for these street segments was completed by examining the types of distresses that have caused the PCI score to drop.

Surface distresses may be categorized into two classifications – load associated distresses (LADD) and non-load associated distresses (NLAD). Load associated distresses are those that are directly related to traffic loading and structural capacity. Non-load associated distresses are those that result from materials or environmental issues including shrinkage (transverse) cracking, bleeding and raveling. Generally, load associated distresses affect the overall condition score more than non-load associated distresses – as is the case in Sea Tac. For asphalt streets, roadways were classified as Weak, Moderate, or Strong.

The purpose of the structural analysis is twofold:

- The structural analysis provides input into which performance curve each segment is to use – performance curves are used to predict pavement deterioration over time.
- Structural analysis assists in rehabilitation selection by constraining inadequate pavement sections from receiving too light of a rehabilitation and conversely, identifying segments suitable for lighter weight treatment.

Figure 14 plots the relationship of the load associated distresses (shown in red) and non-load associated distress (shown in blue) against pavement condition. As can be seen from the plot, at higher PCI scores, most pavements fall into the moderate strength classification as the distresses have not yet begun to manifest themselves into severe failures. As the PCI score drops, the load associated distresses typically affect the PCI score to a higher degree with more segments being classified as weak. Conversely, segments that have a declining PCI score and low LADD, are classified as strong as they display few load associated failures. High PCI score (above 60) rehab selections should focus on pavement preservation activities such as surface treatments or thin overlays, possibly with some localized pavement repairs and crack sealing.

The sum of the Load-Associated Distress deducts (LADD) is also used to qualify the appropriate rehabilitation strategy selection in addition to the overall pavement condition score. For example, a street that has a good PCI score (that is between 60 and 70) and is displaying relatively low load associated distress deducts would be a suitable candidate for a surface treatment in place of a thin overlay in that the PCI score is more influenced by materials issues such as transverse cracking or raveling.

Overall, streets exhibiting weak performance can generally be attributed to poor subgrade conditions, insufficient pavement thickness and increased traffic loading – in particular heavy, side-loading garbage and recycling trucks along with school buses and delivery vehicles. The average weight of these vehicles coupled with tire pressure and configuration today compared to those from a few decades ago has increased drastically.

- The upper black diagonal line identifies segments that have a high ratio of load associated distresses compared to their PCI score. These segments are classified as weak.
- The lower black diagonal line identifies segments that have a low ratio of load associated distresses compared to their PCI score and are classified as strong.
- Segments that fall between the two lines are assigned a moderate pavement strength.

The sum of the Load-Associated Distress deducts (LADD) is also used to qualify the appropriate rehabilitation strategy selection in addition to the overall pavement condition score.

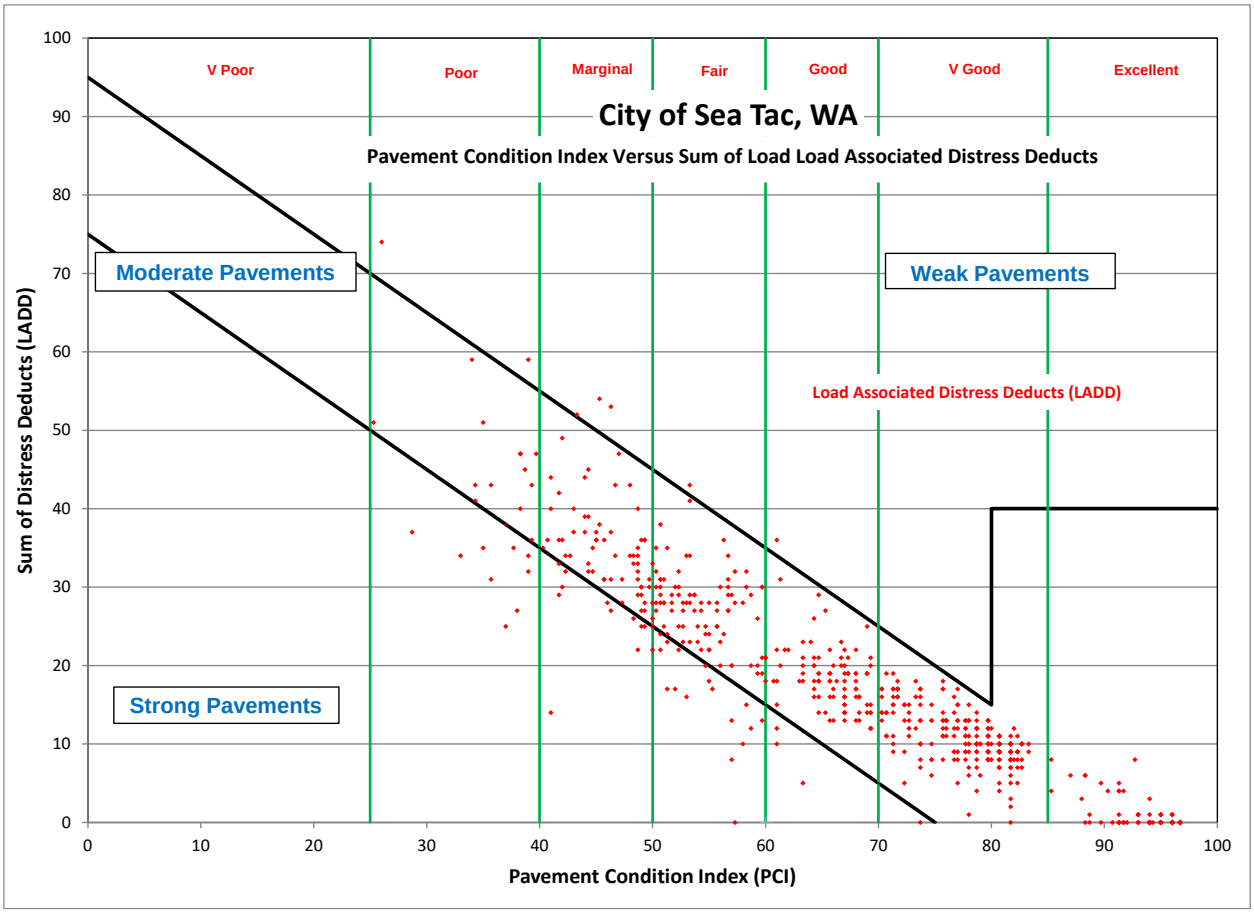


Figure 14 – Pavement Condition Index versus Sum of Distress Deducts

5.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

5.1 KEY ANALYSIS SET POINTS AND PAVEMENT PERFORMANCE CURVES

Pavement management analysis requires user inputs to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the City's needs.

Some of the highlights include:

- The pavement performance curves that are used to predict future pavement condition. Asphalt streets are classified as weak, moderate, or strong, and then assigned the appropriate pavement performance curve based on their functional classification to use in the analysis. The concept of load associated distresses does not apply to concrete streets.
- The shape of performance curves reflect the concept of deferred maintenance and salvage life. Instead of dropping to an absolute PCI value of 0 after 40 years of service, the curves are designed to become asymptotic to the age axis and have a whole life of approximately 50 to 60 years depending on pavement type. This indicates the notion that once a street deteriorates past a specific threshold – about a PCI of 20, age becomes less important in rehab selection.
- Priority ranking analysis uses prioritization for rehabilitation candidate selection. It is designed to capture as many segments in their need year based on the incremental cost of deferral. The higher the functional classification of a street, the higher priority a segment is given.

Rehabilitation Strategies and Unit Rates

The rehab strategies and unit rates used in the pavement analysis can be found on the following page. Some important parameters include:

- **Rehab Code and Activity** – The assigned identifier and name to each rehabilitation strategy. The relative terms of thin, moderate and thick are used to describe the overlay thickness. This is to facilitate consistency in the naming convention but does not imply the same material thickness has to be used for each functional classification.

  The recommended rehab activities for any given PCI range may vary due to pavement strength and functional classification. For example, an arterial between a PCI of 50 to 60 may receive a thin to moderate overlay, while a local access road may only receive a chip seal or thin overlay.

- **Unit Rates** – The rehab costs are presented on a per square yard basis for each pavement type, functional class, and rehabilitation activity combination. The rates were developed using local averages for similar activities in nearby agencies and should be representative for the City of Sea Tac. An additional burden to all costs was also added to cover City overheads, design and engineering and inspection. Costs estimates for peripheral concrete rehab (valley gutters, inlets, approaches, etc.) have been included in the analysis.

The unit rates are reflected in the network value, final budgets, and average cost/mile for doing work in Sea Tac.

Table 2 – Rehabilitation Rates

City of Sea Tac, WA
Rehabilitation Strategies and Unit Rates

Pavetype	Rehab Code	Rehab Activity	Principal Arterial Unit Rate ($/yd2)	Minor Arterial Unit Rate ($/yd2)	Collector Unit Rate ($/yd2)	Local Unit Rate ($/yd2)
All	5	Routine Maintenance	0.00	0.00	0.00	0.00
Asphalt	10	Slurry Seal / Seal Coat	6.25	6.25	6.00	5.75
Asphalt	20	MicroSurface / Chip Seal	7.75	7.50	7.25	7.00
Asphalt	23	MicroSurface / Chip Seal + Strctrl Ptch	8.50	8.25	8.25	7.75
Asphalt	26	MicroSurface / Chip Seal + Strctrl Ptch	9.25	9.25	9.00	8.50
Asphalt	30	Edge Mill + Thin Overlay (1.5 - 2.0)	15.75	15.25	15.00	14.25
Asphalt	33	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	17.50	17.25	16.75	16.00
Asphalt	36	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	19.50	19.00	18.75	17.75
Asphalt	40	EM/FWM + Moderate Overlay (2.0 - 3.0)	23.00	22.25	21.50	20.00
Asphalt	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	25.00	24.25	23.50	21.75
Asphalt	46	EM/FWM + Moderate Overlay (2.0 - 3.0) + Strctrl Ptch	27.00	26.25	25.25	23.50
Asphalt	50	FWM + Thick Overlay (> 2.0 - 3.0)	31.00	29.50	28.00	25.50
Asphalt	53	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.50	32.00	30.50	27.50
Asphalt	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	35.50	34.00	32.50	29.50
Asphalt	60	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	41.50	40.00	38.00	34.50
Composite	65	Surf Recon + PCC to Base/FWM + Strctrl Ptch + Olay	46.50	44.50	42.50	38.50
Asphalt	70	ACP Full Depth Reconstruction	54.00	52.50	51.50	49.00
Composite	75	Full Depth Recon + PCC to Base	62.50	61.50	60.00	57.00
Concrete	510	PCC Jnt Rehab & Crk Seal	6.50	6.50	6.25	6.00
Concrete	520	PCC Localized Rehab	15.00	14.50	14.00	13.00
Concrete	523	PCC Localized Rehab + Grind	15.00	14.50	14.00	13.00
Concrete	530	PCC Slight Pnl Rplcmnt (<10%)	32.00	30.50	29.00	26.50
Concrete	533	PCC Slight Pnl Rplcmnt (<10%) + Grind	32.00	30.50	29.00	26.50
Concrete	540	PCC Moderate Pnl Rplcmnt (< 20%)	51.00	48.00	45.00	40.00
Concrete	543	PCC Moderate Pnl Rplcmnt (< 20%) + Grind	51.00	48.00	45.00	40.00
Concrete	550	PCC Extensive Pnl Rplcmnt (<33%)	72.00	67.00	62.50	54.00
Concrete	553	PCC Extensive Pnl Rplcmnt (<33%) + Grind	72.00	67.00	62.50	54.00
Concrete	560	PCC Partial Reconstruction	93.50	88.00	83.00	73.50
Concrete	570	PCC Full Depth Reconstruction	138.00	129.00	120.00	104.00

**Unit rates vary slightly between functional classes*

Min PCI, Critical PCI, and Max PCI – These define the Pavement Condition Index (PCI) range applicable to the rehab selection. The Critical PCI defines when a segment is in its need year and is deemed to be critical, otherwise if deferred, the street declines in PCI past the point which the rehabilitation is no longer appropriate. Generally, the Critical PCI falls 2 to 4 points higher than the minimum PCI applicable for each rehab activity.

Selection and Prioritization of Rehab Candidates

The City's pavement management program incorporates a series of user defined values to prioritize and select the street segments for rehabilitation. The rehab selection order is not worst first, but rather designed to capture as many segments in their need year based on the incremental cost of rehab deferral. A Street is considered to be in its need year when it has reached its maximum service life and any further deferral would require a heavier and more costly rehabilitation. The rehab program has been designed to maximize the increased service life for each rehabilitation dollar spent on a segment.

Other factors included in the prioritization process focus on:

- **Need Year** – streets are only selected when they have expended their service life and are optimal for rehab selection.
- **Functional Classification** – generally priority is given to higher functional classifications as they provide greater benefits to a larger group of users.
- **Pavement Strength** – weaker streets are prioritized higher than stronger ones as they deteriorate faster.
- **Area** – a very slight increase in priority is given to larger projects over smaller ones.

The result is a program that favors thick overlays, followed by partial reconstruction projects then last-opportunity surface treatments (due to the cost of deferring work on these roads). These are then followed by moderate to thin overlays and complete reconstructions.

The programmed deterioration curves illustrated in **Figure 15** are designed to integrate the pavement condition distribution performance curves for the network, with the applied rehabilitation strategies and their expected life cycle. Different color performance curves are meant to represent the full suite of curves assigned to segments based upon their functional class, pavement type, and strength.

It is important to recognize that even though all streets fall into specific rating categories and their respective rehabilitation strategies, it is not until a street falls to within a few points of the lower end of the range that it will become a critical need selected for rehabilitation.

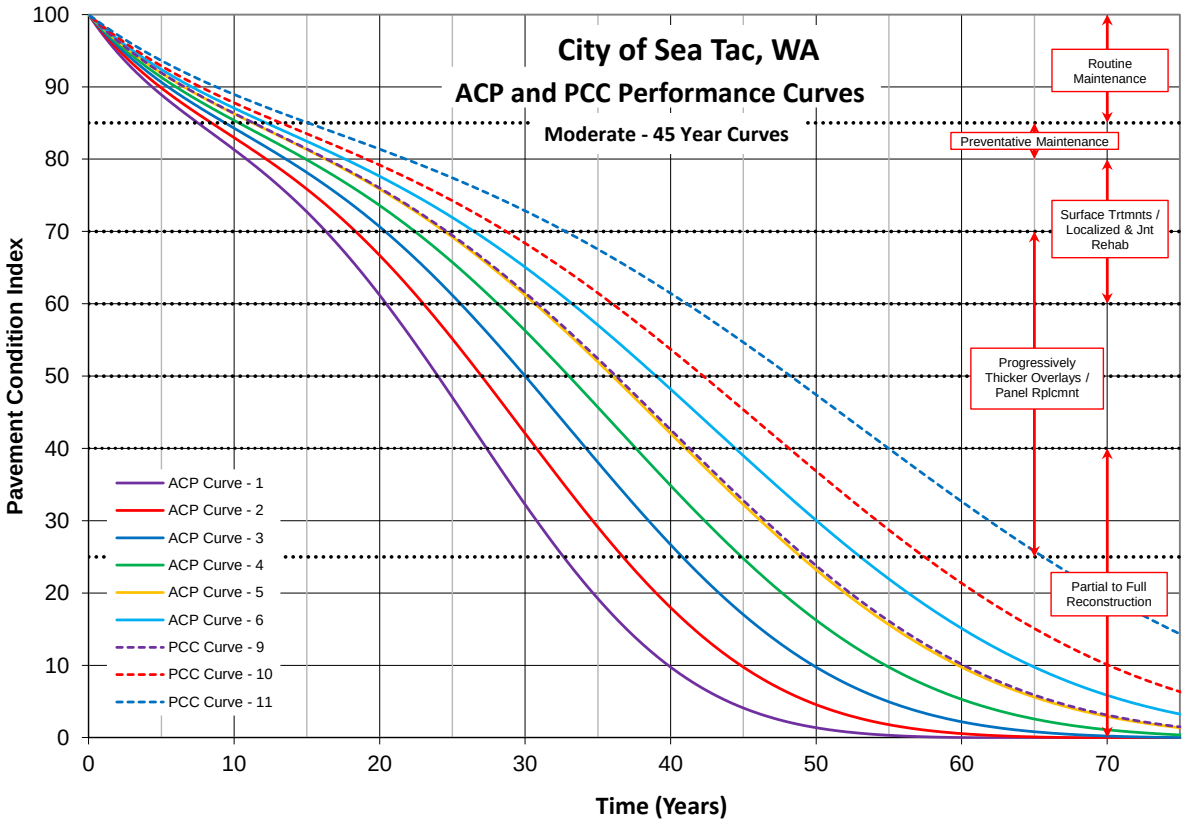


Figure 15 - Performance Curves

Table 3 –Performance Curve Assignment for Various Functional Classes

Segment Performance Curve Assignment - Based on FunCL, Pavetype and Strength				CMP Curve Offset from ACP:	1	
ACP	**Weak**	**Moderate**	**Strong**	**PCC**	**Weak**	**Moderate**	**Strong**
FunCL	**1**	**2**	**3**	**FunCL**	**1**	**2**	**3**
Principal Arterial	**1**	**2**	**3**	Principal Arterial	**9**	**9**	**9**
Minor Arterial	**2**	**3**	**4**	Minor Arterial	**10**	**10**	**10**
Collector	**3**	**4**	**5**	Collector	**11**	**11**	**11**
Local	**4**	**5**	**6**	Local	**12**	**12**	**12**

5.2 REHABILITATION ACTIVITY ESTIMATES

The following graph, **Figure 16** estimates the area (yd^2) of the pavement network that falls within each rehabilitation category and provides a comparison to the costs associated with that rehabilitation activity. The red bar indicates area, while the blue bar represents cost.

As you can see on the graph, the largest area of the network falls within the Slurry Seal / Preventative Maintenance rehabilitation category, but the largest cost is associated with the Moderate overlay activity. Finally, notice that the cost/area ratio begins to invert as the pavement condition deteriorates toward thick overlays and surface removal / reconstruction activities, representing larger funding being allocated to fewer, more costly repairs. Sea Tac has a backlog of only 4% so reconstruction costs are less pronounced than in an average network with a backlog of approximately 10-12%.

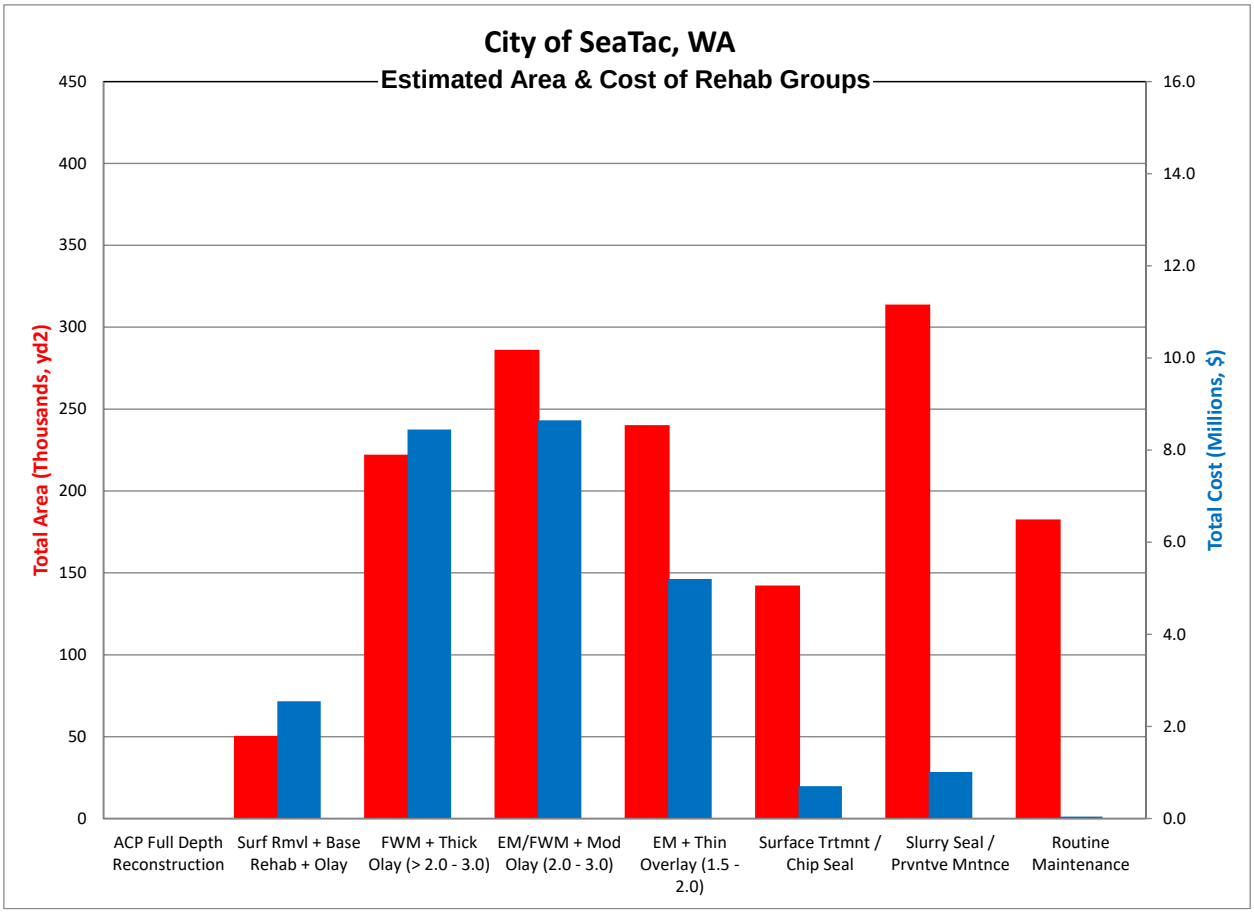


Figure 16 – Rehab Cost vs Area

5.3 NETWORK BUDGET ANALYSIS MODELS

An analysis containing a total of 10 profile budget runs plus a Do Nothing options was prepared for Sea Tac.

The analysis results are summarized below:

- **Do Nothing** (illustrated in **Figure 20**) – This option identifies the effect of spending no capital for 5 years. After 5 years, this scenario results in a network average PCI drop from a 66 to a 58 and a dramatic increase in backlog to 22%.
- **Sea Tac Budget** (Green Line) – This represents the City's current average annual budget of $1.3M dedicated to pavement preservation and rehabilitation. The Sea Tac budget involves a $1.87M year-1 budget, followed by $1.2M per year for the remaining 4-years. This level of funding will result in a network average PCI score of 65 and a backlog of 10%.
- **Steady State PCI** – this is simply the funds required to maintain the current network average PCI at a 66. The annual budget required to do so is on the order of $1.56M annually, however backlog (Very Poor & Poor roadways) continues to climb to 9%.

The results of the analysis are summarized in **Figure 17**. The X-axis highlights the annual budget, while the Y-axis plots the 5 Year Post Rehab Network Average PCI value. The diagonal blue line is the results of the pavement analysis (the Sea Tac model profile).

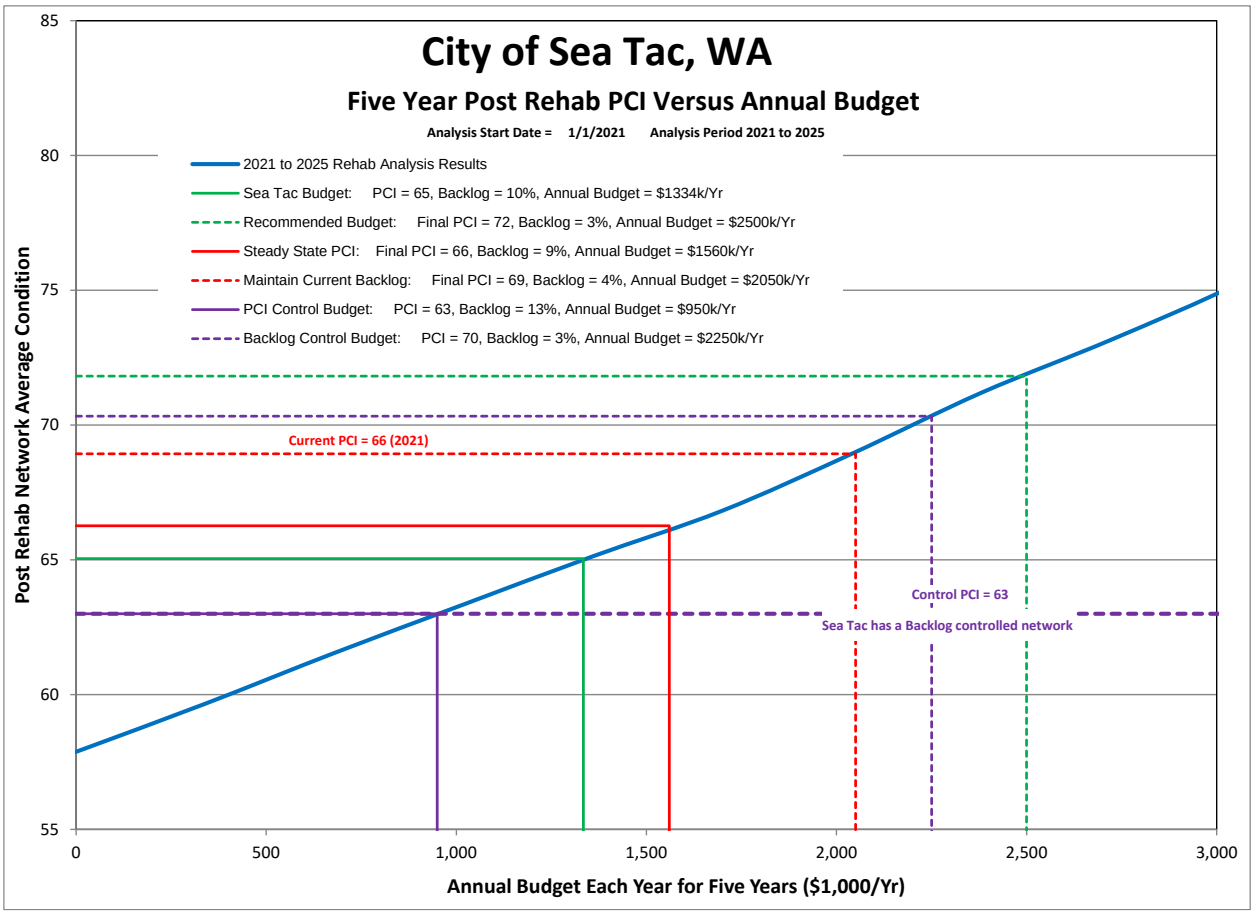


Figure 17 – 5-Year Post Rehab Network PCI Analysis Results

Figure 18 presents the resultant network backlog against annual budget. Similar to **Figure 17**, but instead of plotting the average PCI score, the blue diagonal line represents the total backlog after 5 years.

The lower the backlog the better, with a maximum of 12% recommended.

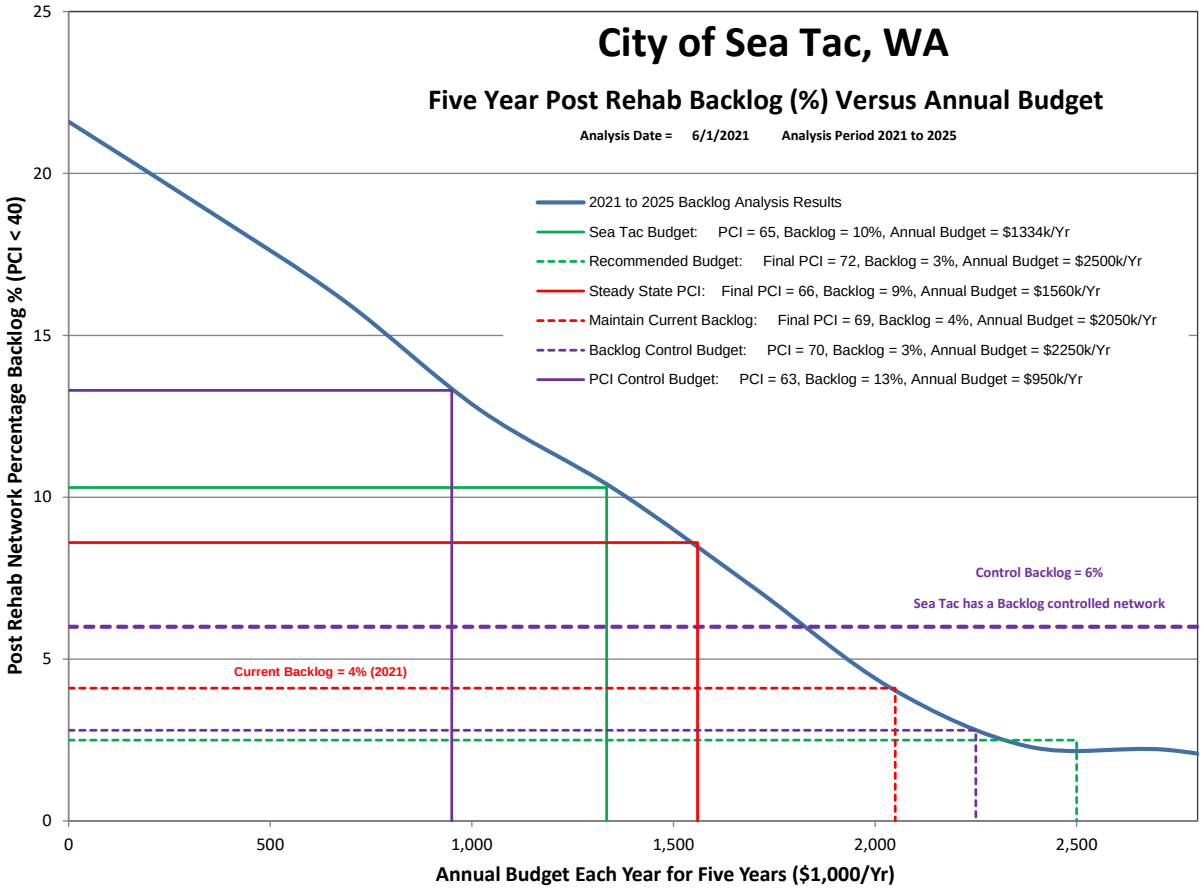


Figure 18 – 5-Year Post Rehab Network Backlog Results

Figure 19 presents the analysis results on an annual basis. This shows that if the budget falls below $1.56M/year (Steady State Budget), over time the overall condition of the roads will deteriorate as backlog continues to grow.

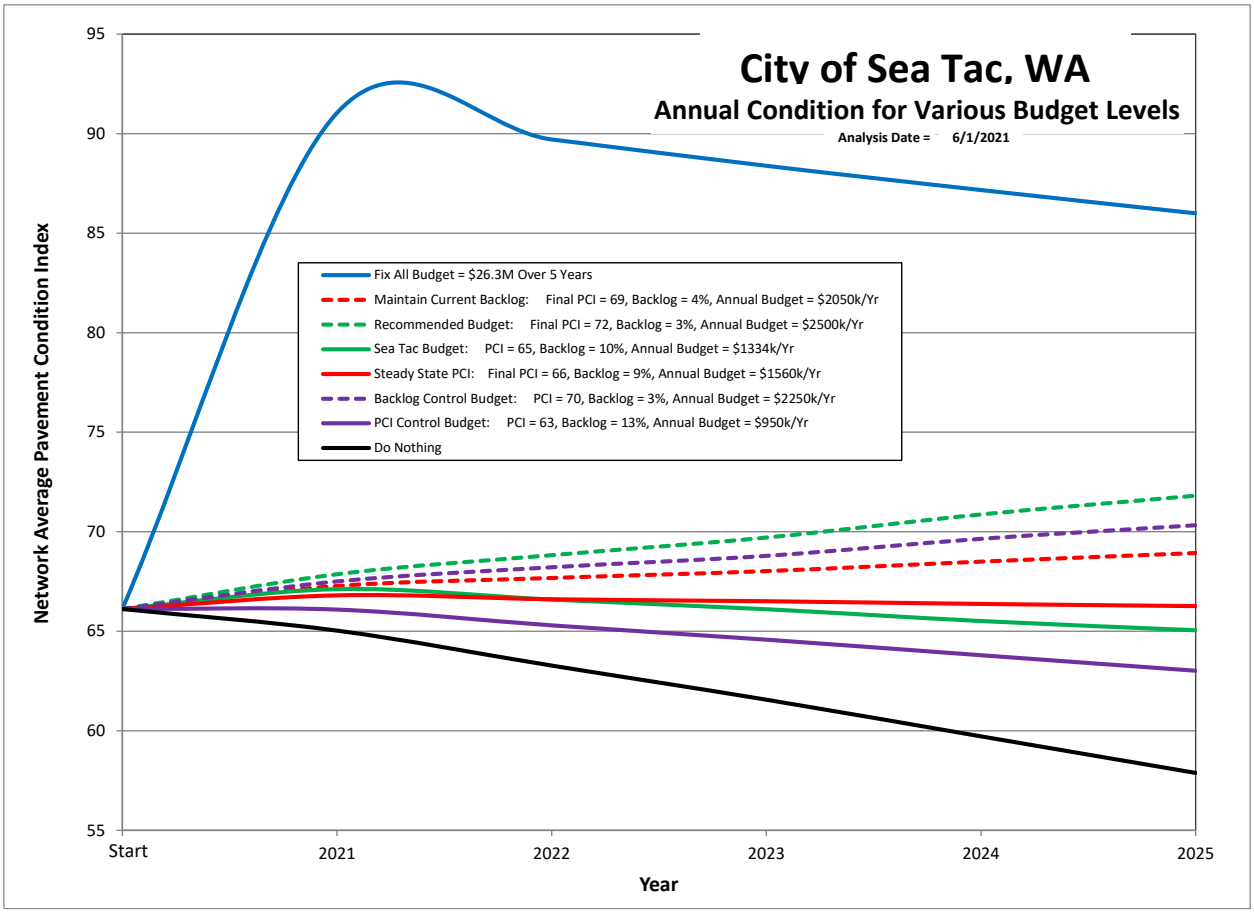


Figure 19 – 5-Year Annual PCI

5.4 POST REHABILITATION CONDITION

The following figure (**Figure 20**) compares the current network condition distribution (red) against what the 5-year post rehabilitation distribution would be at with the current budget of 1.3M/year (blue).

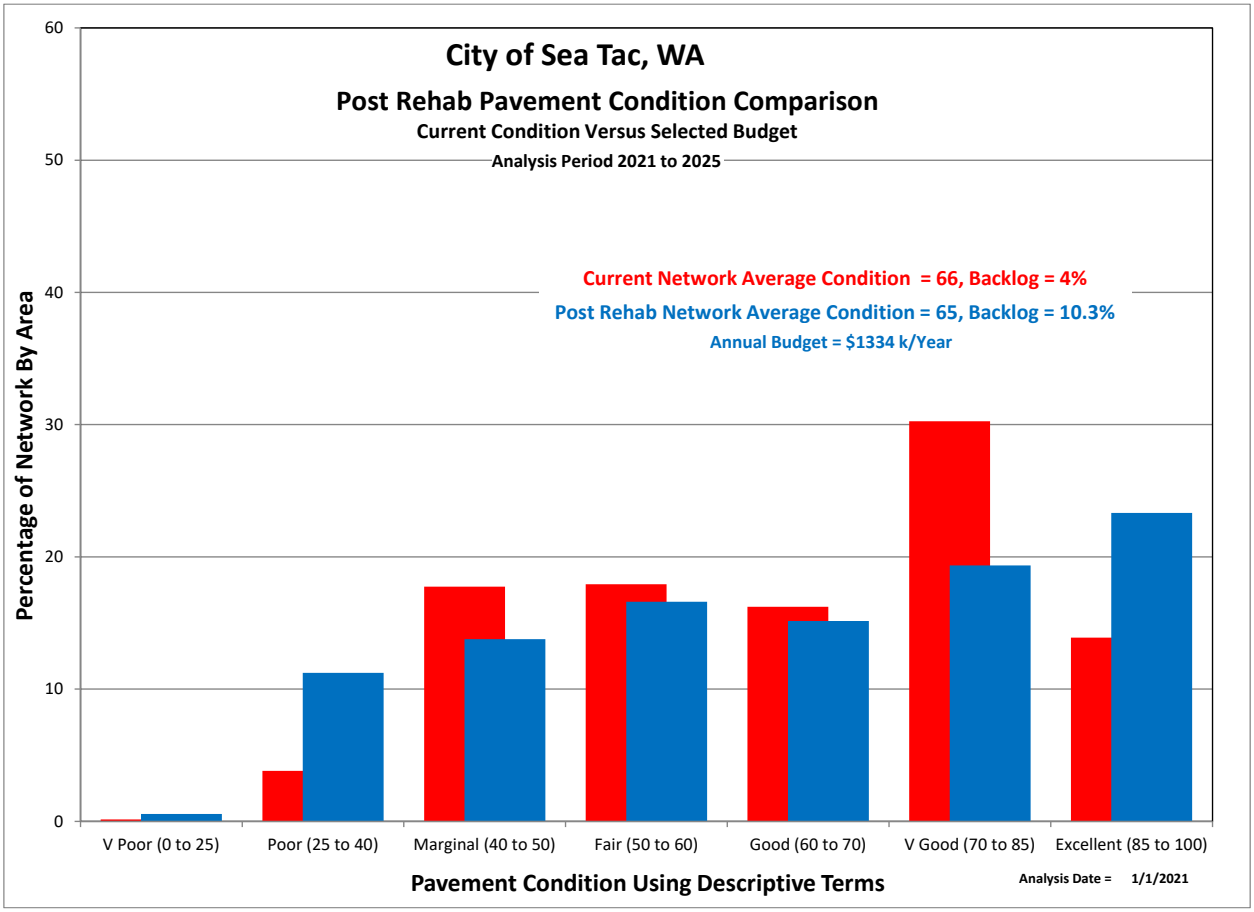


Figure 20 – 5-Year Post Rehabilitation Condition Distribution

Three metrics are used to evaluate the quality of a roadway network, they are:

Average Condition – should be between 60 and 65 at a minimum
Percentage of Backlog – target 12%, should be less than 15%, must be less than 20%
Percentage of Streets Rated as Excellent – should be greater than 15%

Figure 21 and Figure 22 present the current Sea Tac recommended budget network rehabilitation plan by year and activity. Electronic versions of these maps are appended to this report.

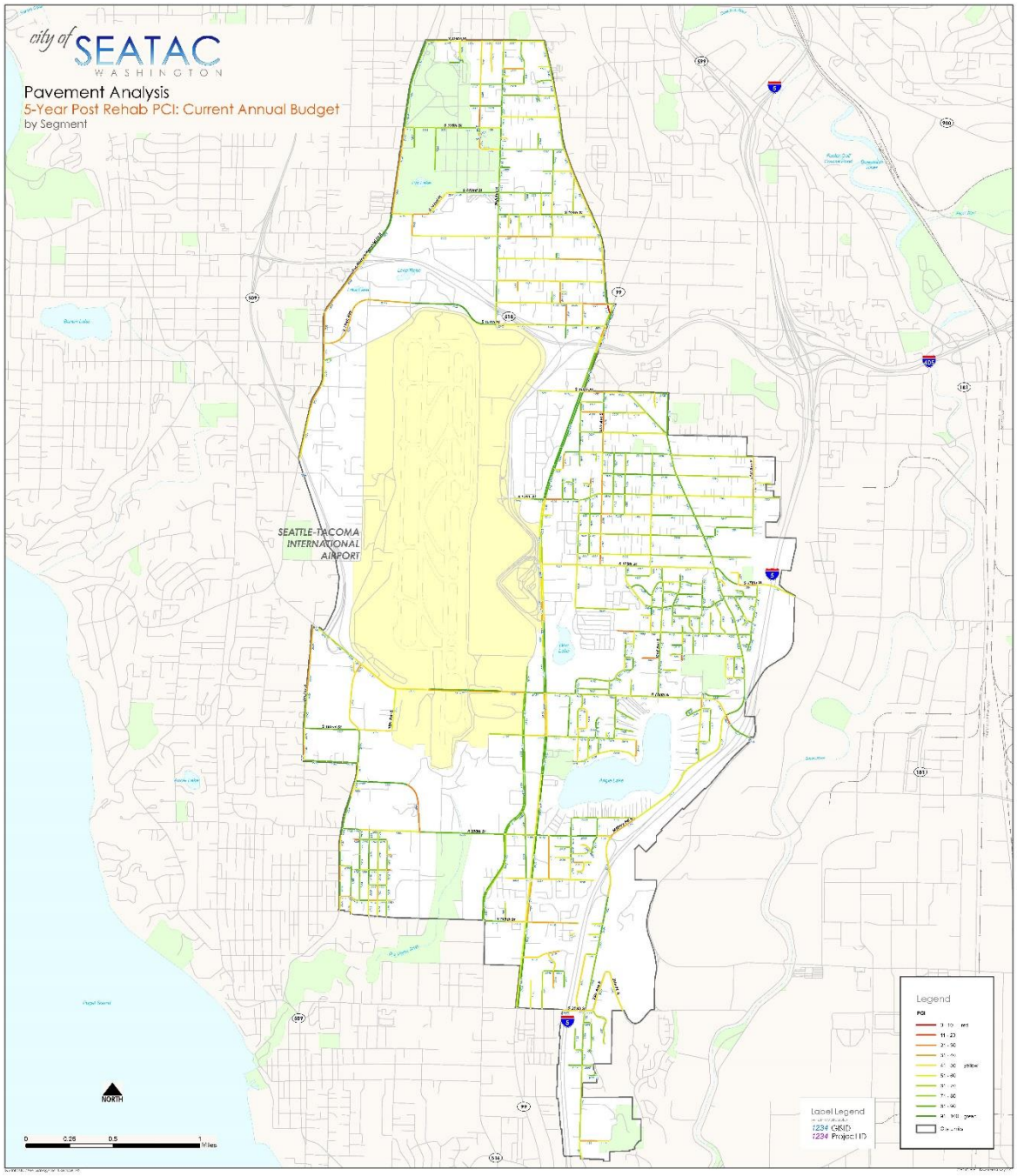


Figure 21 – $1.3M/Year Rehabilitation Plan by Activity and Year

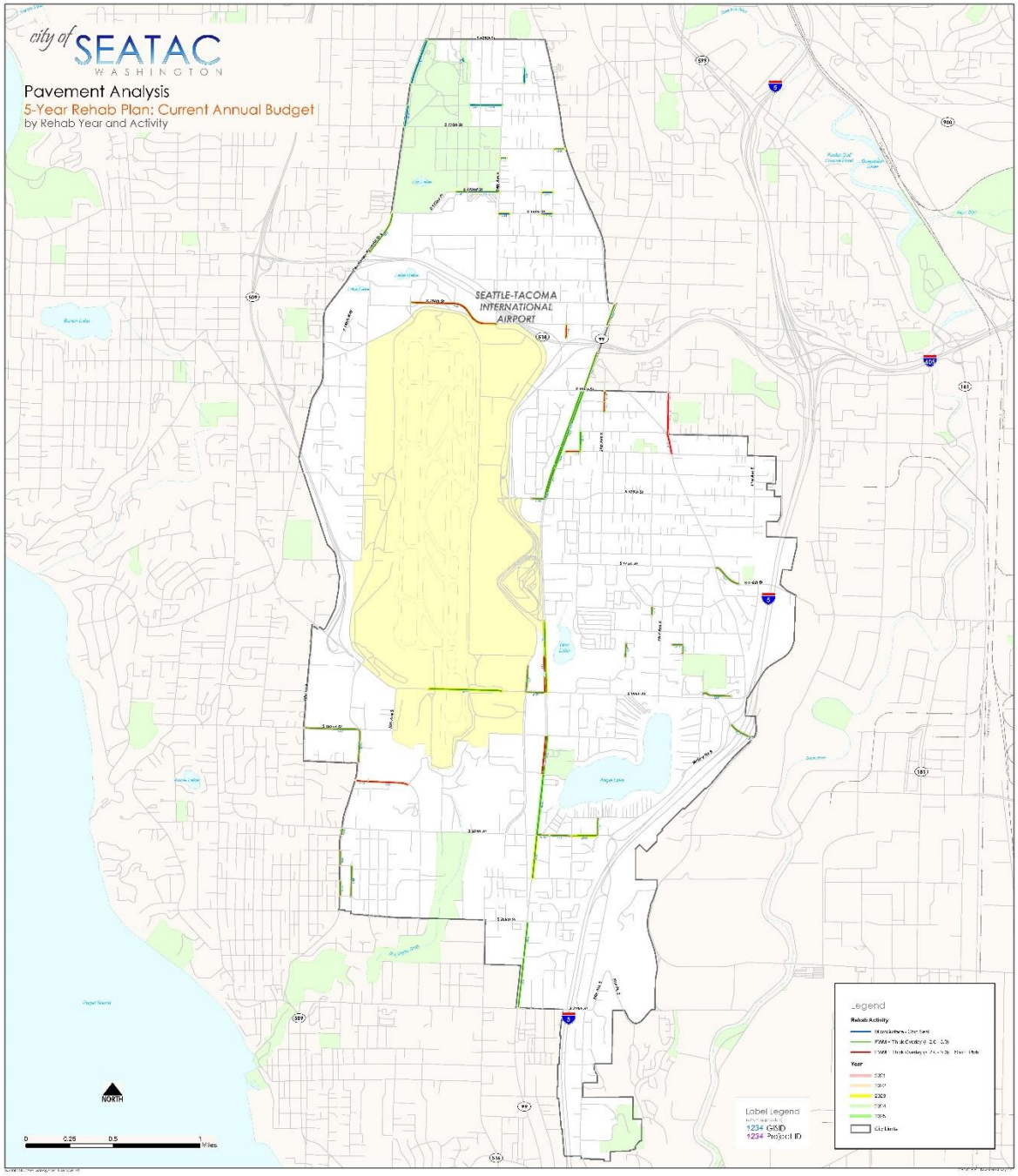


Figure 22 – $1.3M/Year Post Rehabilitation PCI by Segment

5.5 NETWORK RECOMMENDATIONS AND COMMENTS

The following recommendations are presented to Sea Tac as an output from the pavement analysis and must be read in conjunction with the attached reports.

1. Sea Tac should adopt a policy statement to maintain PCI at or above a 60 while keeping backlog below 12%.

   An annual budget of $1.3M (dedicated to pavement rehabilitation) will achieve a network average PCI of 65 and backlog of 10%.

   The recommended budget of $2.5M will achieve a 5-year post rehab PCI of 72 and a backlog of 3%.

2. The full suite of proposed rehabilitation strategies and unit rates should be reviewed annually as these can have considerable effects on the final program.

3. No allowance has been made for network growth. As the City expands or increases the number of paved roads, increased budgets will be required.

4. No allowance has been made for routine maintenance activities such as asphalt crack sealing, pothole filling, sweeping, striping or patching within the budget runs and analysis. These costs are assumed to be outside the pavement management costs.

5. The City should resurvey their streets every few years to update the condition data and rehabilitation program.

Appendix A

Street Inventory and Condition Summary

City of Sea Tac, WA

Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2734	128th St	Des Moines Memorial Dr S	Roseberg Ave S	Minor Arterial	Asphalt	55	267	82	1,713	73	66	60	**71**	Mod	V Good	11	17	**70**
2568	128th St	Roseberg Ave S	20th Ave S	Minor Arterial	Asphalt	43	753	180	3,778	74	53	60	**67**	Mod	Good	14	12	**66**
1856	128th St	20th Ave S	22nd Ave S	Minor Arterial	Asphalt	44	655	160	3,362	58	42	60	**53**	Mod	Fair	23	19	**51**
1539	128th St	22nd Ave S	23rd Ave S	Minor Arterial	Asphalt	45	323	81	1,696	59	53	60	**57**	Mod	Fair	20	21	**56**
1894	128th St	23rd Ave S	24th Ave S	Minor Arterial	Asphalt	44	343	84	1,761	53	47	60	**51**	Mod	Fair	25	23	**49**
2337	128th St	24th Ave S	26th Ave S	Minor Arterial	Asphalt	44	532	130	2,731	72	50	60	**65**	Mod	Good	19	9	**63**
2302	128th St	26th Ave S	Military Rd S	Minor Arterial	Asphalt	44	675	165	3,465	76	56	60	**69**	Mod	Good	14	11	**68**
1633	12th Ave S	NORTH END	Des Moines Memorial Dr S	Local	Asphalt	36	369	74	1,560	59	34	80	**51**	Strng	Fair	24	17	**49**
1166	12th Ave S	S 204th St	S 207th St	Local	Asphalt	22	928	113	2,382	51	38	60	**47**	Mod	Marginal	34	11	**45**
1707	12th Ave S	S 207th St	CITY LIMIT	Local	Asphalt	22	503	61	1,291	62	31	60	**52**	Mod	Fair	28	10	**50**
1813	12th Pl S	S 200th St	S 201st St	Local	Asphalt	25	298	41	869	97	88	60	**94**	Mod	Excellent	0	3	**93**
1770	12th Pl S	S 201st St	S 202nd St	Local	Asphalt	26	445	64	1,350	97	88	60	**94**	Mod	Excellent	0	3	**93**
1254	12th Pl S	S 202nd St	S 204th St	Local	Asphalt	25	475	66	1,385	100	90	60	**97**	Mod	Excellent	0	0	**96**
1488	12th Pl S	S 204th St	S 207th St	Local	Asphalt	27	927	139	2,920	87	68	60	**81**	Mod	V Good	9	4	**80**
1337	130th Pl	24th Ave S	26th Ave S	Local	Asphalt	25	640	89	1,867	55	41	60	**50**	Mod	Fair	27	19	**49**
1163	130th Pl	WEST END	Military Rd S	Local	Asphalt	30	366	61	1,290	75	55	60	**68**	Mod	Good	14	10	**67**
1934	131st Pl	24th Ave S	EAST END	Local	Asphalt	42	180	42	873	68	47	60	**61**	Mod	Good	18	13	**60**
2485	131st St	27th Ave S	Military Rd S	Local	Asphalt	30	509	85	1,782	84	66	60	**78**	Mod	V Good	10	6	**77**
2121	132nd St	WEST END	22nd Ave S	Local	Asphalt	25	326	45	951	94	81	60	**90**	Mod	Excellent	0	6	**89**
2602	132nd St	22nd Ave S	24th Ave S	Local	Asphalt	25	663	92	1,934	95	84	60	**91**	Mod	Excellent	0	6	**91**
2510	132nd St	24th Ave S	26th Ave S	Local	Asphalt	19	647	68	1,434	83	65	60	**77**	Mod	V Good	9	6	**76**
2355	133rd St	24th Ave S	27th Ave S	Local	Asphalt	20	1,108	123	2,585	85	66	60	**79**	Mod	V Good	10	5	**78**
2216	133rd St	27th Ave S	Military Rd S	Local	Asphalt	29	509	82	1,722	78	58	60	**71**	Mod	V Good	15	8	**70**
2446	134th St	WEST END	22nd Ave S	Local	Asphalt	26	326	47	989	88	69	60	**82**	Mod	V Good	2	10	**81**
1698	134th St	22nd Ave S	24th Ave S	Local	Asphalt	23	655	84	1,758	85	66	60	**79**	Mod	V Good	9	7	**78**
1451	135th St	24th Ave S	Military Rd S	Local	Asphalt	22	1,754	214	4,502	69	45	80	**61**	Strng	Good	12	19	**60**
2373	136th St	Des Moines Memorial Dr S	16th Ave S	Collector	Asphalt	42	302	70	1,480	80	60	60	**73**	Mod	V Good	12	8	**73**
2382	136th St	16th Ave S	18th Ave S	Collector	Asphalt	46	655	167	3,515	80	71	60	**77**	Mod	V Good	12	8	**76**
1805	136th St	18th Ave S	20th Ave S	Collector	Asphalt	44	657	161	3,373	79	72	60	**77**	Mod	V Good	16	6	**76**
2653	136th St	20th Ave S	22nd Ave S	Collector	Asphalt	44	656	160	3,367	87	68	60	**81**	Mod	V Good	8	5	**80**
1459	136th St	22nd Ave S	24th Ave S	Collector	Asphalt	44	659	161	3,383	76	56	60	**69**	Mod	Good	14	10	**68**
1399	137th St	24th Ave S	EAST END	Local	Asphalt	34	214	41	858	62	31	60	**52**	Mod	Fair	29	10	**50**
2227	138th St	22nd Ave S	24th Ave S	Local	Asphalt	25	578	80	1,686	63	34	60	**53**	Mod	Fair	23	14	**52**
1099	138th St	24th Ave S	28th Pl S	Local	Asphalt	27	1,135	170	3,575	87	68	60	**81**	Mod	V Good	10	3	**80**
1787	138th St	28th Pl S	29th Ave S	Local	Asphalt	27	482	72	1,518	85	66	60	**79**	Mod	V Good	10	5	**78**
1250	138th St	29th Ave S	Military Rd S	Local	Asphalt	26	320	46	971	83	65	60	**77**	Mod	V Good	5	11	**76**
1455	139th St	24th Ave S	EAST END	Local	Asphalt	37	179	37	779	79	60	60	**73**	Mod	V Good	11	10	**72**
1228	13th Ave S	S 200th St	S 201st St	Local	Asphalt	24	286	38	801	99	90	60	**96**	Mod	Excellent	1	0	**95**
2019	13th Ave S	S 201st St	S 204th St	Local	Asphalt	25	920	128	2,683	99	90	60	**96**	Mod	Excellent	0	1	**95**
1710	13th Ave S	S 204th St	S 206th St	Local	Asphalt	25	458	64	1,336	99	90	60	**96**	Mod	Excellent	0	2	**95**
2259	13th Ave S	S 206th St	S 207th St	Local	Asphalt	24	473	63	1,324	72	49	60	**64**	Mod	Good	26	2	**63**
1712	13th Ave S	S 207th St	CITY LIMIT	Local	Asphalt	23	461	59	1,237	74	53	60	**67**	Mod	Good	15	10	**66**
2660	140th St	24th Ave S	EAST END	Local	Asphalt	20	322	36	751	95	84	60	**91**	Mod	Excellent	1	4	**91**
2321	140th St	WEST END	29th Ave S	Local	Asphalt	23	325	42	872	87	68	60	**81**	Mod	V Good	9	5	**80**
2131	140th St	29th Ave S	Military Rd S	Local	Asphalt	30	579	97	2,027	72	49	60	**64**	Mod	Good	16	11	**63**
1912	142nd Pl	S 142nd St	S 144th St	Collector	Asphalt	31	786	135	2,843	59	47	80	**55**	Strng	Fair	18	23	**54**

City of Sea Tac, WA

Street Inventory and Condition Summary - Sorted by Street Name

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2391	142nd St	S 142nd Pl	20th Ave S	Collector	Asphalt	32	303	54	1,131	47	66	60	**53**	Mod	Fair	41	13	**52**
2230	142nd St	20th Ave S	Unnamed (Pvt)	Collector	Asphalt	37	356	73	1,537	80	61	60	**74**	Mod	V Good	7	13	**73**
2492	142nd St	Unnamed (Pvt)	24th Ave S	Collector	Asphalt	32	960	171	3,584	81	62	60	**75**	Mod	V Good	10	10	**74**
1185	142nd St	24th Ave S	26th Pl S	Local	Asphalt	24	794	106	2,223	84	65	60	**78**	Mod	V Good	13	4	**77**
1028	142nd St	26th Pl S	28th Ave S	Local	Asphalt	24	503	67	1,408	96	87	60	**93**	Mod	Excellent	0	4	**92**
1890	142nd St	28th Ave S	29th Ave S	Local	Asphalt	21	325	38	796	82	63	60	**76**	Mod	V Good	13	5	**75**
1015	144th St	Des Moines Memorial Dr S	16th Ave S	Collector	Asphalt	39	628	136	2,857	65	37	60	**56**	Mod	Fair	28	8	**54**
1104	144th St	16th Ave S	S 142nd Pl	Collector	Asphalt	27	494	74	1,556	39	39	30	**39**	Weak	Poor	59	2	**38**
1433	144th St	24th Ave S	25th Ave S	Collector	Asphalt	28	326	51	1,065	82	63	60	**76**	Mod	V Good	11	7	**75**
1803	144th St	25th Ave S	26th Ave S	Collector	Asphalt	24	320	43	896	85	66	60	**79**	Mod	V Good	10	5	**78**
2248	144th St	26th Ave S	28th Ave S	Collector	Asphalt	24	655	87	1,834	77	57	60	**70**	Mod	V Good	14	9	**69**
1811	144th St	28th Ave S	29th Ave S	Collector	Asphalt	22	325	40	834	82	63	60	**76**	Mod	V Good	8	10	**75**
1858	144th St	29th Ave S	31st Ave S	Collector	Asphalt	22	645	79	1,656	85	66	60	**79**	Mod	V Good	9	7	**78**
1865	144th St	31st Ave S	Military Rd S	Collector	Asphalt	24	549	73	1,537	73	51	60	**66**	Mod	Good	13	15	**65**
2065	146th St	16th Ave S	22nd Ave S	Local	Asphalt	33	1,924	353	7,407	68	43	80	**60**	Strng	Fair	13	18	**59**
1604	146th St	22nd Ave S	24th Ave S	Local	Asphalt	35	678	132	2,769	61	32	80	**51**	Strng	Fair	17	22	**50**
1267	146th St	24th Ave S	26th Ave S	Local	Asphalt	20	640	71	1,493	60	31	60	**50**	Mod	Fair	28	13	**49**
1642	146th St	26th Ave S	29th Ave S	Local	Asphalt	23	1,021	130	2,740	54	42	60	**50**	Mod	Fair	26	20	**49**
1796	146th St	29th Ave S	Military Rd S	Local	Asphalt	24	1,464	195	4,099	62	34	60	**53**	Mod	Fair	25	14	**52**
2217	148th St	24th Ave S	29th Pl S	Local	Asphalt	35	1,790	348	7,309	69	45	60	**61**	Mod	Good	15	15	**60**
1802	148th St	29th Pl S	Military Rd S	Local	Asphalt	35	1,415	275	5,778	59	35	60	**51**	Mod	Fair	28	14	**50**
1283	14th Ave S	S 200th St	S 201st St	Local	Asphalt	26	275	40	834	76	56	60	**69**	Mod	Good	12	11	**68**
1191	14th Ave S	S 201st St	S 204th St	Local	Asphalt	26	917	132	2,782	81	62	60	**75**	Mod	V Good	13	7	**74**
2475	14th Ave S	S 204th St	S 206th St	Local	Asphalt	29	461	74	1,560	75	54	60	**68**	Mod	Good	18	8	**67**
1851	14th Ave S	S 206th St	S 207th St	Local	Asphalt	27	467	70	1,471	54	19	60	**42**	Mod	Marginal	34	12	**41**
1014	14th Ave S	S 207th St	CITY LIMIT	Local	Asphalt	28	481	75	1,571	69	44	60	**61**	Mod	Good	18	7	**60**
1313	150th St	24th Ave S	30th Ave S	Local	Asphalt	28	1,930	300	6,305	67	41	80	**58**	Strng	Fair	15	18	**57**
1965	150th St	30th Ave S	Military Rd S	Local	Asphalt	25	1,344	187	3,920	69	45	80	**61**	Strng	Good	10	20	**60**
2538	151st St	30th Ave S	EAST END	Local	Asphalt	39	205	44	932	77	57	60	**70**	Mod	V Good	16	8	**69**
2252	152nd St	24th Ave S	Unnamed (Pvt)	Local	Asphalt	23	1,690	216	4,535	62	41	60	**55**	Mod	Fair	22	18	**54**
1486	152nd St	Unnamed (Pvt)	30th Ave S	Local	Asphalt	24	243	32	680	65	41	80	**57**	Strng	Fair	8	26	**56**
1398	152nd St	30th Ave S	30th Ave S	Local	Asphalt	26	191	28	579	54	49	80	**52**	Strng	Fair	22	24	**51**
2636	152nd St	30th Ave S	32nd Ln S	Local	Asphalt	23	502	64	1,347	62	47	80	**57**	Strng	Fair	13	25	**56**
1772	152nd St	32nd Ln S	Military Rd S	Local	Asphalt	23	747	95	2,004	43	19	80	**35**	Strng	Poor	35	21	**34**
2401	152nd St	Military Rd S	S 152nd St	Local	Asphalt	34	184	35	730	76	55	60	**69**	Mod	Good	25	0	**68**
2743	154th St	S 156th Way	SeaTac Int'l Airport Acc Rd (Restricted	Minor Arterial	Asphalt	33	1,596	293	6,145	49	52	60	**50**	Mod	Fair	33	17	**49**
2163	154th St	eaTac Int'l Airport Acc Rd (Restricte	Air Cargo Rd	Minor Arterial	Asphalt	32	2,837	504	10,591	36	44	60	**39**	Mod	Poor	45	18	**37**
2045	154th St	Air Cargo Rd	SR 518 Ramp	Minor Arterial	Asphalt	43	293	70	1,470	65	37	60	**56**	Mod	Fair	27	8	**54**
1861	154th St	SR 518 Ramp	SR 518 Ramp	Minor Arterial	Asphalt	39	900	195	4,095	72	49	60	**64**	Mod	Good	17	12	**63**
1924	154th St	SR 518 Ramp	30th Ave S	Minor Arterial	Asphalt	43	928	222	4,655	84	65	60	**78**	Mod	V Good	12	4	**77**
2368	154th St	30th Ave S	32nd Ave S	Minor Arterial	Asphalt	42	501	117	2,455	84	65	60	**78**	Mod	V Good	12	5	**77**
1733	154th St	32nd Ave S	SR 516 Ramp	Minor Arterial	Asphalt	43	256	61	1,284	71	48	60	**63**	Mod	Good	23	6	**62**
2576	154th St	SR 516 Ramp	International Blvd	Minor Arterial	Asphalt	42	447	104	2,190	72	49	60	**64**	Mod	Good	20	9	**63**
1356	156th Way	S 154th St	Des Moines Memorial Dr S	Minor Arterial	Asphalt	31	1,775	306	6,420	46	43	60	**45**	Mod	Marginal	37	18	**44**
2680	157th Pl	Des Moines Memorial Dr S	DS@252E Des Moines Memorial Dr S	Local	Asphalt	33	252	46	970	86	68	60	**80**	Mod	V Good	8	5	**79**
1295	15th Ave S	S 201st St	S 202nd St	Local	Asphalt	25	441	61	1,286	83	65	60	**77**	Mod	V Good	8	9	**76**

City of Sea Tac, WA

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2317	15th Ave S	S 202nd St	S 204th St	Local	Asphalt	27	465	70	1,465	85	66	60	**79**	Mod	V Good	13	2	**78**
1312	15th Ave S	S 204th St	S 206th St	Local	Asphalt	29	464	75	1,570	80	60	60	**73**	Mod	V Good	18	2	**73**
1370	15th Ave S	S 206th St	S 207th St	Local	Asphalt	28	459	71	1,499	86	67	60	**80**	Mod	V Good	9	5	**79**
2310	15th Ave S	S 207th St	CITY LIMIT	Local	Asphalt	28	507	79	1,656	84	65	60	**78**	Mod	V Good	13	3	**77**
2522	160th St	Host Rd	Unnamed (Pvt)	Minor Arterial	Asphalt	45	416	104	2,184	80	61	60	**74**	Mod	V Good	10	10	**73**
1372	160th St	Unnamed (Pvt)	International Blvd	Minor Arterial	Asphalt	45	883	221	4,636	74	52	60	**67**	Mod	Good	20	7	**65**
1535	160th St	International Blvd	34th Ave S	Minor Arterial	Asphalt	54	672	202	4,234	60	28	60	**49**	Mod	Marginal	27	13	**48**
1613	160th St	34th Ave S	S 158th St	Minor Arterial	Asphalt	44	433	106	2,223	67	44	60	**59**	Mod	Fair	19	7	**58**
2091	160th St	S 158th St	Military Rd S	Minor Arterial	Asphalt	45	317	79	1,664	74	53	60	**67**	Mod	Good	17	8	**66**
1197	160th St	Military Rd S	40th Pl S	Local	Asphalt	24	819	109	2,293	79	59	60	**72**	Mod	V Good	15	7	**72**
2738	160th St	40th Pl S	42nd Ave S	Local	Asphalt	23	397	51	1,065	93	80	60	**89**	Mod	Excellent	1	6	**88**
1791	161st St	32nd Ave S	34th Ave S	Local	Asphalt	20	689	77	1,608	82	64	60	**76**	Mod	V Good	13	5	**75**
2199	162nd St	32nd Ave S	34th Ave S	Local	Asphalt	22	702	86	1,802	54	31	80	**46**	Strng	Marginal	27	19	**45**
2007	162nd St	34th Ave S	37th Ln S	Local	Asphalt	21	710	83	1,740	78	58	60	**71**	Mod	V Good	10	13	**70**
2631	162nd St	37th Ln S	Military Rd S	Local	Asphalt	22	585	72	1,502	59	34	80	**51**	Strng	Fair	22	19	**49**
2624	164th St	32nd Ave S	34th Ave S	Local	Asphalt	24	704	94	1,971	89	69	60	**82**	Mod	V Good	5	6	**82**
1011	164th St	34th Ave S	Military Rd S	Local	Asphalt	26	1,915	277	5,809	73	51	60	**66**	Mod	Good	19	8	**65**
1039	166th St	31st Ave S	32nd Ave S	Local	Asphalt	23	448	57	1,202	50	17	80	**39**	Strng	Poor	32	10	**38**
2193	166th St	32nd Ave S	33rd Ave S	Local	Asphalt	29	504	81	1,705	76	55	60	**69**	Mod	Good	19	5	**68**
1140	166th St	33rd Ave S	34th Ave S	Local	Asphalt	28	194	30	634	72	49	60	**64**	Mod	Good	20	9	**63**
1782	166th St	34th Ave S	35th Ave S	Local	Asphalt	30	350	58	1,225	100	90	60	**97**	Mod	Excellent	0	0	**96**
2254	166th St	35th Ave S	37th Ave S	Local	Asphalt	29	351	57	1,188	99	90	60	**96**	Mod	Excellent	0	1	**95**
2013	166th St	37th Ave S	40th Ave S	Local	Asphalt	35	816	159	3,332	100	90	60	**97**	Mod	Excellent	0	0	**96**
2293	166th St	40th Ave S	Military Rd S	Local	Asphalt	22	565	69	1,450	99	90	60	**96**	Mod	Excellent	0	1	**95**
1321	166th St	Military Rd S	51st Ave S	Local	Asphalt	20	2,505	278	5,845	79	59	60	**72**	Mod	V Good	15	5	**72**
1843	167th St	International Blvd	31st Ave S	Local	Asphalt	28	245	38	800	73	52	60	**66**	Mod	Good	16	11	**65**
1176	168th Pl	31st Ave S	31st Pl S	Local	Asphalt	30	321	54	1,124	88	69	60	**82**	Mod	V Good	9	3	**81**
1695	168th St	CITY LIMIT	Restricted Access	Local	Asphalt	28	22	3	72	88	69	60	**82**	Mod	V Good	9	2	**81**
1848	168th St	34th Ave S	35th Ave S	Local	Asphalt	28	348	54	1,137	100	90	60	**97**	Mod	Excellent	0	0	**96**
1476	168th St	35th Ave S	37th Ave S	Local	Asphalt	27	352	53	1,109	98	89	60	**95**	Mod	Excellent	0	2	**94**
2270	168th St	37th Ave S	40th Ave S	Local	Asphalt	30	813	136	2,846	98	89	60	**95**	Mod	Excellent	0	2	**94**
2130	168th St	40th Ave S	Military Rd S	Local	Asphalt	27	745	112	2,347	97	88	60	**94**	Mod	Excellent	0	3	**93**
2094	168th St	Military Rd S	51st Ave S	Local	Asphalt	24	2,334	311	6,535	82	63	60	**76**	Mod	V Good	13	5	**75**
2211	168th St	51st Ave S	Unnamed (Pvt)	Local	Asphalt	22	551	67	1,414	74	53	60	**67**	Mod	Good	18	8	**66**
1392	169th St	WEST END	33rd Ave S	Local	Asphalt	22	232	28	587	82	64	60	**76**	Mod	V Good	13	5	**75**
1304	16th Ave S	S 136th St	S 138th St	Local	Asphalt	20	620	69	1,447	84	66	60	**78**	Mod	V Good	9	8	**77**
1243	16th Ave S	S 144th St	S 146th St	Local	Asphalt	29	660	106	2,233	59	30	80	**49**	Strng	Marginal	25	15	**48**
1578	16th Ave S	S 192nd St	S 188th St	Collector	Asphalt	32	1,266	225	4,726	76	55	60	**69**	Mod	Good	15	10	**68**
2679	16th Ave S	Des Moines Memorial Dr S	S 192nd St	Collector	Asphalt	38	1,004	212	4,451	49	61	60	**53**	Mod	Fair	34	19	**52**
1296	170th St	Sea-Tac Airport Freeway Rd	SeaTac In'l Airport Off Ramp	Minor Arterial	Asphalt	53	489	144	3,024	73	52	60	**66**	Mod	Good	20	6	**65**
1195	170th St	SeaTac In'l Airport Off Ramp	International Blvd	Minor Arterial	Asphalt	55	429	131	2,753	53	27	60	**44**	Mod	Marginal	39	8	**43**
1606	170th St	International Blvd	31st Ave S	Collector	Asphalt	40	539	120	2,515	38	27	60	**34**	Mod	Poor	41	22	**33**
1274	170th St	31st Ave S	31st Pl S	Collector	Asphalt	36	322	64	1,352	97	88	60	**94**	Mod	Excellent	0	3	**93**
2387	170th St	31st Pl S	32nd Ave S	Collector	Asphalt	36	190	38	798	92	77	60	**87**	Mod	Excellent	6	2	**86**
1870	170th St	32nd Ave S	33rd Ave S	Collector	Asphalt	36	343	69	1,441	85	66	60	**79**	Mod	V Good	11	4	**78**
2609	170th St	33rd Ave S	34th Ave S	Collector	Asphalt	35	376	73	1,535	80	61	60	**74**	Mod	V Good	13	7	**73**

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GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2242	170th St	34th Ave S	35th Ave S	Collector	Asphalt	36	348	70	1,462	86	67	60	**80**	Mod	V Good	9	5	**79**
2109	170th St	35th Ave S	37th Ave S	Collector	Asphalt	36	350	70	1,470	85	67	60	**79**	Mod	V Good	10	5	**78**
1149	170th St	37th Ave S	40th Ave S	Collector	Asphalt	36	814	163	3,419	77	58	60	**71**	Mod	V Good	11	12	**70**
2097	170th St	40th Ave S	Military Rd S	Collector	Asphalt	36	1,030	206	4,326	76	56	60	**69**	Mod	Good	12	13	**68**
1961	170th St	Military Rd S	51st Ave S	Minor Arterial	Asphalt	33	2,053	376	7,904	73	51	60	**66**	Mod	Good	16	10	**65**
1650	170th St	51st Ave S	CITY LIMIT	Local	Asphalt	29	822	132	2,781	83	64	60	**77**	Mod	V Good	9	9	**76**
1317	171st St	International Blvd	EAST END	Local	Asphalt	23	284	36	762	75	54	60	**68**	Mod	Good	19	7	**67**
1661	172nd Pl	47th Ave S	51st Ave S	Local	Asphalt	26	1,136	164	3,446	94	83	60	**90**	Mod	Excellent	4	2	**90**
1903	172nd St	32nd Ave S	33rd Ave S	Local	Asphalt	20	336	37	784	97	88	60	**94**	Mod	Excellent	0	3	**93**
1075	172nd St	33rd Ave S	34th Ave S	Local	Asphalt	36	349	70	1,466	97	88	60	**94**	Mod	Excellent	0	3	**93**
2198	172nd St	34th Ave S	35th Ave S	Local	Asphalt	27	351	53	1,106	60	33	60	**51**	Mod	Fair	28	12	**50**
2196	172nd St	35th Ave S	37th Ave S	Local	Asphalt	24	349	47	977	86	68	60	**80**	Mod	V Good	10	4	**79**
2385	172nd St	37th Ave S	40th Ave S	Local	Asphalt	22	813	99	2,087	73	51	60	**66**	Mod	Good	18	9	**65**
2498	172nd St	40th Ave S	Military Rd S	Local	Asphalt	25	1,315	183	3,835	94	81	60	**90**	Mod	Excellent	5	2	**89**
1547	172nd St	Military Rd S	51st Ave S	Local	Asphalt	21	1,771	207	4,339	84	66	60	**78**	Mod	V Good	13	3	**77**
1639	173rd St	32nd Ave S	33rd Ave S	Local	Asphalt	31	340	59	1,230	74	53	60	**67**	Mod	Good	19	6	**66**
1242	173rd St	33rd Ave S	34th Ave S	Local	Asphalt	34	349	66	1,384	81	62	60	**75**	Mod	V Good	6	13	**74**
2085	173rd St	34th Ave S	40th Ave S	Local	Asphalt	23	1,512	193	4,057	82	64	60	**76**	Mod	V Good	13	5	**75**
2506	173rd St	40th Ave S	Military Rd S	Local	Asphalt	23	1,602	205	4,299	84	65	60	**78**	Mod	V Good	11	7	**77**
2247	173rd St	Military Rd S	47th Ave S	Local	Asphalt	26	336	49	1,019	100	90	60	**97**	Mod	Excellent	0	1	**96**
2241	175th St	32nd Ave S	33rd Ave S	Local	Asphalt	23	341	44	915	89	70	60	**83**	Mod	V Good	8	2	**82**
1627	175th St	33rd Ave S	34th Ave S	Local	Asphalt	29	350	56	1,184	75	54	60	**68**	Mod	Good	22	3	**67**
2406	175th St	34th Ave S	40th Ave S	Local	Asphalt	22	1,511	185	3,878	71	48	60	**63**	Mod	Good	18	12	**62**
1421	175th St	40th Ave S	Military Rd S	Local	Asphalt	23	1,860	238	4,991	87	68	60	**81**	Mod	V Good	9	4	**80**
2316	175th St	Military Rd S	EAST END	Local	Asphalt	21	1,205	140	2,942	85	66	60	**79**	Mod	V Good	12	4	**78**
1521	176th St	International Blvd	32nd Ave S	Minor Arterial	Asphalt	42	1,105	258	5,415	64	36	60	**55**	Mod	Fair	24	11	**53**
1442	176th St	32nd Ave S	34th Ave S	Minor Arterial	Asphalt	39	698	151	3,176	71	48	60	**63**	Mod	Good	19	10	**62**
1067	176th St	34th Ave S	38th Ave S	Minor Arterial	Asphalt	35	786	153	3,210	74	53	60	**67**	Mod	Good	20	6	**66**
1181	176th St	38th Ave S	40th Ave S	Minor Arterial	Asphalt	32	751	134	2,804	78	58	60	**71**	Mod	V Good	15	7	**70**
1279	176th St	41st Ave S	42nd Ave S	Minor Arterial	Asphalt	36	338	68	1,420	64	35	60	**54**	Mod	Fair	28	9	**53**
1747	176th St	42nd Ave S	Military Rd S	Minor Arterial	Asphalt	35	1,599	311	6,529	74	53	60	**67**	Mod	Good	16	11	**66**
1294	177th Ct	Military Rd S	SE END	Local	Asphalt	36	297	59	1,249	62	35	60	**53**	Mod	Fair	28	10	**52**
1331	177th St	38th Ave S	41st Ave S	Local	Asphalt	23	735	94	1,972	86	68	60	**80**	Mod	V Good	12	1	**79**
1700	177th St	42nd Ave S	43rd Ave S	Local	Asphalt	31	540	93	1,953	72	49	60	**64**	Mod	Good	21	7	**63**
2535	177th St	43rd Ave S	46th Ave S	Local	Asphalt	40	687	153	3,206	85	66	60	**79**	Mod	V Good	10	5	**78**
2298	178th St	38th Ave S	41st Ave S	Local	Asphalt	34	786	148	3,118	98	89	60	**95**	Mod	Excellent	0	2	**94**
2171	178th St	42nd Ave S	43rd Ave S	Local	Asphalt	35	454	88	1,854	91	74	60	**85**	Mod	Excellent	4	4	**85**
2048	178th St	43rd Ave S	46th Ave S	Local	Asphalt	31	744	128	2,691	93	79	60	**88**	Mod	Excellent	6	2	**88**
1830	178th St	Military Rd S	50th Ct S	Minor Arterial	Asphalt	37	884	182	3,816	48	29	60	**42**	Mod	Marginal	36	16	**40**
1889	178th St	50th Ct S	51st Ave S	Minor Arterial	Asphalt	36	595	119	2,499	61	36	60	**53**	Mod	Fair	28	11	**51**
1466	178th St	51st Ave S	CITY LIMIT	Minor Arterial	Asphalt	35	1,209	235	4,937	75	55	60	**68**	Mod	Good	16	9	**67**
2202	179th Pl	WEST END	51st Ave S	Local	Asphalt	31	165	28	587	88	69	60	**82**	Mod	V Good	3	10	**81**
2484	179th St	38th Ave S	41st Ave S	Local	Asphalt	35	215	42	878	84	65	60	**78**	Mod	V Good	9	7	**77**
1265	179th St	41st Ave S	42nd Ave S	Local	Asphalt	27	324	49	1,021	86	67	60	**80**	Mod	V Good	10	4	**79**
2371	179th St	42nd Ave S	43rd Ave S	Local	Asphalt	27	328	49	1,033	96	87	60	**93**	Mod	Excellent	1	2	**92**
1906	179th St	43rd Ave S	46th Ave S	Local	Asphalt	26	882	127	2,675	98	89	60	**95**	Mod	Excellent	1	1	**94**

City of Sea Tac, WA

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GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2361	179th St	46th Ave S	48th Ave S	Local	Asphalt	25	421	58	1,228	98	89	60	**95**	Mod	Excellent	0	2	**94**
2305	179th St	48th Ave S	Military Rd S	Local	Asphalt	27	318	48	1,002	100	90	60	**97**	Mod	Excellent	0	1	**96**
2101	179th St	Military Rd S	50th Ave S	Local	Asphalt	30	342	57	1,197	87	68	60	**81**	Mod	V Good	8	4	**80**
2420	179th St	50th Ave S	50th Ct S	Local	Asphalt	31	278	48	1,005	99	90	60	**96**	Mod	Excellent	0	1	**95**
1419	179th St	50th Ct S	51st Ave S	Local	Asphalt	27	409	61	1,288	98	89	60	**95**	Mod	Excellent	0	2	**94**
2748	180th Pl	SW END	50th Ave S	Local	Asphalt	43	135	33	683	85	66	60	**79**	Mod	V Good	7	8	**78**
1680	180th St	32nd Ave S	Unnamed Drvwy (Pvt)	Local	Asphalt	27	1,640	246	5,166	82	64	60	**76**	Mod	V Good	11	7	**75**
2481	181st Pl	50th Ave S	SW END	Local	Asphalt	36	219	44	925	81	62	60	**75**	Mod	V Good	8	12	**74**
1444	181st St	WEST END	41st Ave S	Local	Asphalt	27	329	49	1,036	58	54	60	**57**	Mod	Fair	27	16	**56**
1794	181st St	43rd Ave S	45th Ave S	Local	Asphalt	33	519	95	1,998	87	68	60	**81**	Mod	V Good	8	5	**80**
1230	181st St	45th Ave S	46th Ave S	Local	Asphalt	31	321	55	1,161	88	69	60	**82**	Mod	V Good	8	4	**81**
1461	182nd St	DS@115E 36th Pl S	39th Ave S	Local	Asphalt	28	523	81	1,708	42	19	60	**34**	Mod	Poor	43	14	**33**
1996	182nd St	39th Ave S	41st Ave S	Local	Asphalt	29	483	78	1,634	86	67	60	**80**	Mod	V Good	10	4	**79**
1964	182nd St	41st Ave S	42nd Ave S	Local	Asphalt	35	319	62	1,303	83	65	60	**77**	Mod	V Good	13	3	**76**
2445	182nd St	42nd Ave S	44th Ave S	Local	Asphalt	26	663	96	2,011	86	67	60	**80**	Mod	V Good	8	6	**79**
2240	182nd St	44th Ave S	45th Ave S	Local	Asphalt	26	316	46	959	86	67	60	**80**	Mod	V Good	8	6	**79**
2655	182nd St	45th Ave S	46th Ave S	Local	Asphalt	26	193	28	585	88	69	60	**82**	Mod	V Good	9	4	**81**
2455	182nd St	46th Ave S	47th Ave S	Local	Asphalt	27	325	49	1,024	88	69	60	**82**	Mod	V Good	10	2	**81**
2268	182nd St	47th Ave S	48th Ave S	Local	Asphalt	28	456	71	1,490	89	70	60	**83**	Mod	V Good	10	2	**82**
1585	182nd St	48th Ave S	Military Rd S	Local	Asphalt	28	383	60	1,251	89	69	60	**82**	Mod	V Good	9	2	**82**
2747	182nd St	Military Rd S	51st Ave S	Local	Asphalt	32	384	68	1,434	87	68	60	**81**	Mod	V Good	9	4	**80**
1339	183rd St	38th Ave S	39th Ave S	Local	Asphalt	28	243	38	794	78	58	60	**71**	Mod	V Good	14	9	**70**
2527	183rd St	WEST END	44th Ave S	Local	Asphalt	34	330	63	1,320	55	16	80	**42**	Strng	Marginal	30	14	**41**
1597	184th Pl	WEST END	42nd Ave S	Local	Asphalt	31	525	91	1,921	52	9	80	**38**	Strng	Poor	35	14	**36**
1988	184th St	38th Ave S	39th Ave S	Local	Asphalt	26	241	35	731	88	69	60	**82**	Mod	V Good	11	2	**81**
2596	184th St	WEST END	44th Ave S	Local	Asphalt	39	361	78	1,637	83	64	60	**77**	Mod	V Good	11	6	**76**
1947	184th St	48th Ave S	49th Ave S	Local	Asphalt	20	252	28	588	67	40	60	**58**	Mod	Fair	28	6	**57**
1552	184th St	49th Ave S	Military Rd S	Local	Asphalt	21	257	30	630	81	62	60	**75**	Mod	V Good	13	7	**74**
2415	185th St	38th Ave S	39th Ave S	Local	Asphalt	27	247	37	778	99	90	60	**96**	Mod	Excellent	0	1	**95**
2347	185th St	42nd Ave S	EAST END	Local	Asphalt	36	546	108	2,277	79	60	60	**73**	Mod	V Good	14	8	**72**
1070	186th St	32nd Ave S	36th Ave S	Local	Asphalt	29	971	156	3,285	89	69	60	**82**	Mod	V Good	11	1	**82**
2135	186th St	38th Ave S	SE END	Local	Asphalt	31	205	35	737	88	69	60	**82**	Mod	V Good	9	3	**81**
1477	186th St	48th Ave S	49th Ave S	Local	Asphalt	35	252	49	1,029	61	43	60	**55**	Mod	Fair	28	11	**54**
1187	186th St	49th Ave S	Military Rd S	Local	Asphalt	25	324	45	945	80	61	60	**74**	Mod	V Good	13	7	**73**
2287	187th Pl	46th Ave S	EAST END	Local	Asphalt	30	880	147	3,080	57	23	60	**46**	Mod	Marginal	31	13	**44**
1937	187th St	32nd Ave S	36th Ave S	Local	Asphalt	28	1,014	158	3,312	87	68	60	**81**	Mod	V Good	11	2	**80**
1902	188th Pl	Unnamed (Pvt)	S 189th St	Local	Asphalt	38	330	69	1,452	93	78	60	**88**	Mod	Excellent	3	5	**87**
2255	188th St	Des Moines Memorial Dr S	16th Ave S	Principal Arterial	Asphalt	43	1,293	309	6,487	58	48	80	**55**	Strng	Fair	20	22	**53**
1615	188th St	16th Ave S	DS@974E 16th Ave S	Principal Arterial	Asphalt	64	974	346	7,273	63	40	80	**55**	Strng	Fair	17	21	**54**
1142	188th St	DS@974E 16th Ave S	Alaska Service Rd	Principal Arterial	Asphalt	50	2,238	622	13,055	55	41	60	**50**	Mod	Fair	35	10	**49**
1817	188th St	Alaska Service Rd	S 188th St	Principal Arterial	Asphalt	50	2,239	622	13,061	50	45	60	**48**	Mod	Marginal	34	15	**47**
1900	188th St	Alaska Service Rd	28th Ave S	Principal Arterial	Asphalt	71	724	286	5,997	53	49	60	**52**	Mod	Fair	27	20	**50**
2134	188th St	28th Ave S	International Blvd	Principal Arterial	Asphalt	46	600	153	3,220	36	64	30	**45**	Weak	Marginal	54	9	**44**
1305	188th St	International Blvd	32nd Ave S	Principal Arterial	Asphalt	68	750	283	5,950	78	59	60	**72**	Mod	V Good	16	6	**71**
2577	188th St	32nd Ave S	32nd Ave S	Principal Arterial	Asphalt	55	169	52	1,084	89	70	60	**83**	Mod	V Good	10	2	**82**
1637	188th St	32nd Ave S	33rd Ave S	Principal Arterial	Asphalt	55	219	67	1,405	88	69	60	**82**	Mod	V Good	10	2	**81**

City of Sea Tac, WA

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1184	188th St	33rd Ave S	36th Ave S	Principal Arterial	Asphalt	56	799	249	5,220	81	62	60	**75**	Mod	V Good	15	4	**74**
1558	188th St	36th Ave S	37th Ave S	Principal Arterial	Asphalt	54	215	65	1,355	80	61	60	**74**	Mod	V Good	16	4	**73**
1048	188th St	37th Ave S	39th Ave S	Principal Arterial	Asphalt	56	443	138	2,894	77	58	60	**71**	Mod	V Good	19	4	**70**
1701	188th St	39th Ave S	42nd Ave S	Principal Arterial	Asphalt	55	830	254	5,326	78	59	60	**72**	Mod	V Good	17	5	**71**
2497	188th St	42nd Ave S	46th Ave S	Principal Arterial	Asphalt	60	1,336	445	9,352	80	61	60	**74**	Mod	V Good	17	4	**73**
2104	188th St	46th Ave S	I-5 Ramp	Principal Arterial	Asphalt	60	442	147	3,094	72	54	60	**66**	Mod	Good	13	15	**65**
2661	188th St	I-5 Ramp	Military Rd S	Principal Arterial	Asphalt	82	552	251	5,281	61	45	60	**56**	Mod	Fair	25	15	**54**
1681	188th St	Military Rd S	I-5 Ramp	Principal Arterial	Asphalt	82	318	145	3,042	42	34	60	**39**	Mod	Poor	43	14	**38**
1045	188th St	I-5 Ramp	I-5 Ramp	Principal Arterial	Asphalt	60	652	217	4,564	42	35	60	**40**	Mod	Poor	47	12	**38**
1974	188th St	I-5 Ramp	CITY LIMIT	Principal Arterial	Asphalt	60	82	27	574	44	44	60	**44**	Mod	Marginal	44	12	**42**
2565	189th Pl	37th Ave S	SE END	Local	Asphalt	24	648	86	1,814	84	65	60	**78**	Mod	V Good	11	5	**77**
1745	189th St	33rd Ave S	34th Ave S	Local	Asphalt	28	176	27	575	65	39	60	**56**	Mod	Fair	24	11	**55**
2145	189th St	S 188th Pl	46th Ave S	Local	Asphalt	33	474	87	1,825	87	68	60	**81**	Mod	V Good	10	3	**80**
2468	189th St	46th Ave S	47th Ave S	Local	Asphalt	20	267	30	623	82	64	60	**76**	Mod	V Good	13	5	**75**
1652	18th Ave S	S 136th St	S 140th St	Local	Asphalt	20	1,303	145	3,040	84	65	60	**78**	Mod	V Good	10	6	**77**
1498	18th Ave S	S 196th St	S 200th St	Local	Asphalt	22	1,530	187	3,927	33	39	60	**35**	Mod	Poor	51	17	**34**
1954	191st Pl	37th Ave S	EAST END	Local	Asphalt	35	589	116	2,431	87	68	60	**81**	Mod	V Good	11	2	**80**
2388	191st St	33rd Ave S	34th Ave S	Local	Asphalt	24	240	32	672	63	35	60	**54**	Mod	Fair	27	10	**52**
2155	191st St	34th Pl S	EAST END	Local	Asphalt	41	99	23	476	95	85	60	**92**	Mod	Excellent	4	1	**91**
1551	192nd St	8th Ave S	16th Ave S	Collector	Asphalt	33	1,653	303	6,364	46	37	60	**43**	Mod	Marginal	37	18	**42**
1407	192nd St	24th Ave S	28th Ave S	Local	Asphalt	39	1,049	227	4,773	77	57	60	**70**	Mod	V Good	13	10	**69**
2229	192nd St	28th Ave S	International Blvd	Minor Arterial	Asphalt	41	686	156	3,281	64	36	80	**55**	Strng	Fair	20	15	**54**
2666	192nd St	International Blvd	32nd Ave S	Local	Asphalt	36	667	133	2,801	77	57	60	**70**	Mod	V Good	14	10	**69**
1144	192nd St	32nd Ave S	33rd Ave S	Local	Asphalt	38	312	66	1,383	76	56	60	**69**	Mod	Good	20	5	**68**
1978	192nd St	33rd Ave S	34th Ave S	Local	Asphalt	37	311	64	1,342	99	90	60	**96**	Mod	Excellent	0	2	**95**
1124	192nd St	34th Ave S	34th Pl S	Local	Asphalt	37	212	44	915	88	69	60	**82**	Mod	V Good	0	12	**81**
1226	192nd St	34th Pl S	35th Ave S	Local	Asphalt	37	97	20	419	100	90	60	**97**	Mod	Excellent	0	0	**96**
2284	192nd St	35th Ave S	36th Ave S	Local	Asphalt	37	232	48	1,001	88	69	60	**82**	Mod	V Good	7	4	**81**
1879	192nd St	36th Ave S	37th Ave S	Local	Asphalt	37	241	50	1,040	86	67	60	**80**	Mod	V Good	12	2	**79**
2578	192nd St	37th Ave S	39th Ave S	Local	Asphalt	26	660	95	2,002	71	47	60	**63**	Mod	Good	18	11	**62**
1898	192nd St	46th Ave S	47th Ave S	Local	Asphalt	33	322	59	1,240	80	61	60	**74**	Mod	V Good	15	5	**73**
2726	194th St	8th Ave S	10th Ave S	Local	Asphalt	23	694	89	1,862	99	90	60	**96**	Mod	Excellent	0	2	**95**
2307	194th St	10th Ave S	11th Pl S	Local	Asphalt	23	476	61	1,277	97	88	60	**94**	Mod	Excellent	1	2	**93**
2728	194th St	11th Pl S	Des Moines Memorial Dr S	Local	Asphalt	23	469	60	1,258	99	90	60	**96**	Mod	Excellent	0	1	**95**
1410	194th St	WEST END	33rd Ave S	Local	Asphalt	20	162	18	378	84	65	60	**78**	Mod	V Good	9	8	**77**
2632	194th St	33rd Ave S	34th Ave S	Local	Asphalt	26	355	51	1,077	82	63	60	**76**	Mod	V Good	12	7	**75**
2066	194th St	34th Ave S	35th Ave S	Local	Asphalt	22	331	40	850	72	49	60	**64**	Mod	Good	18	11	**63**
2664	194th St	35th Ave S	39th Ave S	Local	Asphalt	23	1,161	148	3,115	71	48	60	**63**	Mod	Good	21	9	**62**
1665	196th Pl	Des Moines Memorial Dr S	12th Pl S	Local	Asphalt	20	224	25	523	75	55	60	**68**	Mod	Good	13	13	**67**
2067	196th St	Des Moines Memorial Dr S	13th Ave S	Local	Asphalt	24	371	49	1,039	18	42	30	**26**	Weak	Poor	74	8	**25**
1852	196th St	13th Ave S	18th Ave S	Local	Asphalt	23	1,224	156	3,284	36	30	60	**34**	Mod	Poor	59	5	**33**
2443	198th St	Unnamed Drvwy (Pvt)	35th Ave S	Local	Asphalt	22	786	96	2,017	87	68	60	**81**	Mod	V Good	11	2	**80**
1778	198th St	35th Ave S	Military Rd S	Local	Asphalt	27	1,168	175	3,679	83	65	60	**77**	Mod	V Good	15	3	**76**
1132	200th St	Des Moines Memorial Dr S	12th Ln S	Principal Arterial	Asphalt	34	401	76	1,591	96	87	60	**93**	Mod	Excellent	0	4	**92**
1335	200th St	12th Ln S	12th Pl S	Principal Arterial	Asphalt	28	138	21	451	100	90	60	**97**	Mod	Excellent	0	0	**95**
2419	200th St	12th Pl S	13th Ave S	Principal Arterial	Asphalt	32	276	49	1,030	64	40	60	**56**	Mod	Fair	23	13	**54**

City of Sea Tac, WA

Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1586	200th St	13th Ave S	14th Ave S	Principal Arterial	Asphalt	34	274	52	1,087	69	47	60	**62**	Mod	Good	22	9	**60**
2551	200th St	14th Ave S	18th Ave S	Principal Arterial	Asphalt	28	1,261	196	4,119	69	54	60	**64**	Mod	Good	23	9	**63**
1923	200th St	18th Ave S	26th Ave S	Principal Arterial	Asphalt	44	2,589	633	13,290	95	84	60	**91**	Mod	Excellent	5	1	**90**
1644	200th St	26th Ave S	28th Ave S	Principal Arterial	Asphalt	55	620	189	3,978	80	61	80	**74**	Strng	V Good	0	20	**73**
1386	200th St	28th Ave S	International Blvd	Principal Arterial	Asphalt	55	310	95	1,989	85	67	60	**79**	Mod	V Good	6	9	**78**
1019	200th St	International Blvd	30th Ave S	Principal Arterial	Asphalt	52	398	115	2,415	37	41	60	**38**	Mod	Poor	47	17	**37**
1942	200th St	30th Ave S	32nd Ave S	Principal Arterial	Asphalt	45	669	167	3,512	42	45	60	**43**	Mod	Marginal	40	18	**41**
2080	200th St	32nd Ave S	35th Ave S	Principal Arterial	Asphalt	45	786	197	4,127	49	46	60	**48**	Mod	Marginal	34	17	**46**
1590	200th St	35th Ave S	I-5 Ramp	Principal Arterial	Asphalt	43	421	101	2,112	67	42	60	**59**	Mod	Fair	20	12	**57**
1885	201st St	WEST END	12th Pl S	Local	Asphalt	15	196	16	343	53	11	80	**39**	Strng	Poor	34	14	**38**
2659	201st St	12th Pl S	13th Ave S	Local	Asphalt	25	279	39	814	84	66	60	**78**	Mod	V Good	11	4	**77**
2543	201st St	13th Ave S	14th Ave S	Local	Asphalt	22	274	33	703	87	68	60	**81**	Mod	V Good	10	3	**80**
1516	201st St	14th Ave S	15th Ave S	Local	Asphalt	22	267	33	685	96	87	60	**93**	Mod	Excellent	0	4	**92**
2450	201st St	WEST END	32nd Ave S	Local	Asphalt	34	489	92	1,933	87	68	60	**81**	Mod	V Good	9	5	**80**
2265	201st St	NW END	S 202nd St	Local	Asphalt	33	367	66	1,394	68	43	60	**60**	Mod	Fair	30	2	**59**
2140	202nd St	15th Ave S	DS@145E 15th Ave S	Local	Asphalt	16	145	13	271	43	37	80	**41**	Strng	Marginal	14	17	**40**
2639	202nd St	WEST END	32nd Ave S	Local	Asphalt	22	486	58	1,221	74	53	60	**67**	Mod	Good	14	7	**66**
2073	202nd St	32nd Ave S	35th Ave S	Local	Asphalt	27	636	95	2,003	83	65	60	**77**	Mod	V Good	17	1	**76**
2399	202nd St	35th Ave S	SE END	Local	Asphalt	41	110	25	530	98	89	60	**95**	Mod	Excellent	0	2	**94**
2243	203rd St	32nd Ave S	34th Ave S	Local	Asphalt	28	404	63	1,320	59	34	60	**51**	Mod	Fair	31	11	**49**
2518	203rd St	34th Ave S	EAST END	Local	Asphalt	29	234	38	792	74	53	60	**67**	Mod	Good	13	12	**66**
2499	204th St	Des Moines Memorial Dr S	12th Ave S	Local	Asphalt	22	329	40	844	78	58	60	**71**	Mod	V Good	17	6	**70**
1720	204th St	WEST END	12th Pl S	Local	Asphalt	27	175	26	551	98	89	60	**95**	Mod	Excellent	0	2	**94**
1389	204th St	12th Pl S	13th Ave S	Local	Asphalt	27	275	41	866	74	53	60	**67**	Mod	Good	15	11	**66**
1792	204th St	13th Ave S	14th Ave S	Local	Asphalt	27	275	41	866	84	65	60	**78**	Mod	V Good	13	3	**77**
1190	204th St	14th Ave S	15th Ave S	Local	Asphalt	25	274	38	799	78	58	60	**71**	Mod	V Good	9	13	**70**
2322	204th St	15th Ave S	EAST END	Local	Asphalt	25	121	17	353	51	5	60	**36**	Mod	Poor	43	8	**34**
1593	204th St	WEST END	28th Ave S	Local	Asphalt	23	642	82	1,723	67	42	60	**59**	Mod	Fair	29	4	**57**
1868	204th St	28th Ave S	International Blvd	Local	Asphalt	32	150	27	560	72	50	60	**65**	Mod	Good	14	14	**64**
2591	204th St	International Blvd	30th Ave S	Local	Asphalt	40	535	119	2,497	53	57	60	**54**	Mod	Fair	27	20	**53**
2161	204th St	30th Ave S	32nd Ave S	Local	Asphalt	30	661	110	2,314	55	62	60	**57**	Mod	Fair	32	13	**56**
1298	204th St	32nd Ave S	EAST END	Local	Asphalt	32	713	127	2,662	73	51	60	**66**	Mod	Good	19	9	**65**
1697	206th St	13th Ave S	14th Ave S	Local	Asphalt	28	278	43	908	85	66	60	**79**	Mod	V Good	4	11	**78**
1322	206th St	14th Ave S	15th Ave S	Local	Asphalt	28	273	42	892	87	68	60	**81**	Mod	V Good	10	3	**80**
1789	207th St	Des Moines Memorial Dr S	12th Ave S	Local	Asphalt	20	320	36	747	52	23	80	**42**	Strng	Marginal	32	16	**41**
1281	207th St	12th Ave S	12th Ave S	Local	Asphalt	30	105	18	368	58	22	80	**46**	Strng	Marginal	28	14	**45**
1033	207th St	12th Ave S	12th Pl S	Local	Asphalt	23	199	25	534	78	58	60	**71**	Mod	V Good	19	4	**70**
1022	207th St	12th Pl S	13th Ave S	Local	Asphalt	19	276	29	612	99	90	60	**96**	Mod	Excellent	0	1	**95**
1600	207th St	13th Ave S	14th Ave S	Local	Asphalt	20	275	31	642	56	27	60	**46**	Mod	Marginal	37	7	**45**
2657	207th St	14th Ave S	15th Ave S	Local	Asphalt	19	275	29	610	83	65	60	**77**	Mod	V Good	15	2	**76**
2250	207th St	15th Ave S	DS@138E 15th Ave S	Local	Asphalt	18	138	14	290	66	40	80	**57**	Strng	Fair	0	13	**56**
1620	208th St	CITY LIMIT	26th Ave S	Minor Arterial	Asphalt	40	627	139	2,926	93	79	60	**88**	Mod	Excellent	6	1	**87**
1121	208th St	26th Ave S	International Blvd	Minor Arterial	Asphalt	36	635	127	2,667	68	44	60	**60**	Mod	Good	21	11	**59**
1256	208th St	International Blvd	EAST END	Local	Asphalt	29	1,601	258	5,417	54	34	60	**47**	Mod	Marginal	28	19	**46**
1002	208th St	WEST END	Military Rd S	Local	Asphalt	30	334	56	1,169	70	46	60	**62**	Mod	Good	22	8	**61**
2597	209th St	32nd Ln S	EAST END	Local	Asphalt	26	160	23	490	71	54	60	**65**	Mod	Good	14	15	**64**

City of Sea Tac, WA

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IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1423	209th St	WEST END	Military Rd S	Local	Asphalt	23	365	47	979	74	53	60	**67**	Mod	Good	22	5	**66**
1008	20th Ave S	S 128th St	lorth SeaTac Park & Ball Fields Acces	Local	Asphalt	20	574	64	1,339	73	52	60	**66**	Mod	Good	17	11	**65**
2042	20th Ave S	ɔrth SeaTac Park & Ball Fields Acce	WEST END	Local	Asphalt	22	436	53	1,119	96	87	60	**93**	Mod	Excellent	1	2	**92**
1993	211th St	International Blvd	31st Ave S	Local	Asphalt	25	772	107	2,252	66	39	60	**57**	Mod	Fair	20	14	**56**
2026	211th St	31st Ave S	DS@369E 31st Ave S	Local	Asphalt	32	369	66	1,385	58	30	80	**49**	Strng	Marginal	22	20	**47**
1364	211th St	33rd Ave S	Military Rd S	Local	Asphalt	23	324	41	869	78	59	60	**72**	Mod	V Good	17	4	**71**
2546	212nd St	30th Ave S	31st Ave S	Local	Asphalt	22	325	40	834	87	68	60	**81**	Mod	V Good	5	8	**80**
1503	212nd St	31st Ave S	32nd Ave S	Local	Asphalt	22	330	40	847	97	88	60	**94**	Mod	Excellent	3	0	**93**
2638	216th St	CITY LIMIT	33rd Ave S	Minor Arterial	Asphalt	30	491	82	1,719	58	45	60	**54**	Mod	Fair	29	13	**52**
1478	216th St	33rd Ave S	Military Rd S	Minor Arterial	Asphalt	44	199	49	1,022	52	30	60	**45**	Mod	Marginal	35	15	**43**
1385	216th St	Military Rd S	35th Ave S	Collector	Asphalt	42	237	55	1,161	63	44	60	**57**	Mod	Fair	29	7	**56**
1420	218th St	Military Rd S	34th Ave S	Local	Asphalt	22	232	28	595	88	69	60	**82**	Mod	V Good	5	6	**81**
2665	220th St	32nd Pl S	Military Rd S	Local	Asphalt	26	233	34	707	78	58	60	**71**	Mod	V Good	11	11	**70**
2052	221st St	WEST END	Military Rd S	Local	Asphalt	23	421	54	1,130	98	89	60	**95**	Mod	Excellent	0	2	**94**
2558	221st St	Military Rd S	34th Ave S	Local	Asphalt	21	338	39	828	88	69	60	**82**	Mod	V Good	10	2	**81**
2616	222nd St	WEST END	34th Ave S	Local	Asphalt	32	225	40	837	99	90	60	**96**	Mod	Excellent	0	1	**95**
1098	228th St	Military Rd S	DS@554E Military Rd S	Local	Asphalt	22	554	68	1,422	55	40	60	**50**	Mod	Fair	28	17	**49**
2753	228th St	DS@554E Military Rd S	S 228th St	Local	Asphalt	22	349	43	896	60	50	60	**57**	Mod	Fair	31	9	**56**
1682	22nd Ave S	S 128th St	S 132nd St	Local	Asphalt	22	1,317	161	3,380	62	32	80	**52**	Strng	Fair	17	21	**51**
1365	22nd Ave S	S 132nd St	S 134th St	Local	Asphalt	22	658	80	1,689	67	40	80	**58**	Strng	Fair	10	24	**57**
1490	22nd Ave S	S 134th St	S 136th St	Local	Asphalt	24	657	88	1,840	38	35	80	**37**	Strng	Poor	25	26	**36**
2749	22nd Ave S	S 136th St	22nd Ave S (TC)	Local	Asphalt	26	163	24	494	95	84	60	**91**	Mod	Excellent	0	6	**91**
1517	22nd Ave S	22nd Ave S (TC)	S 138th St	Local	Asphalt	22	432	53	1,109	55	40	80	**50**	Strng	Fair	22	23	**49**
2750	22nd Ave S (TC)	22nd Ave S	22nd Ave S	Local	Asphalt	22	100	12	257	54	37	80	**48**	Strng	Marginal	26	19	**47**
1862	22nd Ave S (TC)	22nd Ave S	22nd Ave S	Local	Asphalt	23	115	15	309	68	43	60	**60**	Mod	Fair	19	13	**59**
1010	23rd Ave S	S 128th St	SOUTH END	Local	Asphalt	22	951	116	2,441	56	60	60	**57**	Mod	Fair	28	16	**56**
1354	24th Ave S	S 128th St	S 130th Pl	Collector	Asphalt	40	838	186	3,911	79	60	60	**73**	Mod	V Good	12	9	**72**
2600	24th Ave S	S 130th Pl	S 131st Pl	Collector	Asphalt	40	240	53	1,120	98	89	60	**95**	Mod	Excellent	0	2	**94**
1495	24th Ave S	S 131st Pl	S 132nd St	Collector	Asphalt	40	232	52	1,083	99	90	60	**96**	Mod	Excellent	0	1	**95**
1621	24th Ave S	S 132nd St	S 133rd St	Collector	Asphalt	39	335	73	1,524	97	88	60	**94**	Mod	Excellent	0	3	**93**
2364	24th Ave S	S 133rd St	S 134th St	Collector	Asphalt	40	331	74	1,545	97	88	60	**94**	Mod	Excellent	0	3	**93**
1526	24th Ave S	S 134th St	S 135th St	Collector	Asphalt	40	326	72	1,521	97	88	60	**94**	Mod	Excellent	0	3	**93**
1169	24th Ave S	S 135th St	S 136th St	Collector	Asphalt	40	332	74	1,549	97	96	60	**97**	Mod	Excellent	0	3	**96**
1970	24th Ave S	S 136th St	S 137th St	Collector	Asphalt	33	311	57	1,197	99	90	60	**96**	Mod	Excellent	0	1	**95**
2423	24th Ave S	S 137th St	S 138th St	Collector	Asphalt	32	347	62	1,295	100	90	60	**97**	Mod	Excellent	0	0	**96**
2095	24th Ave S	S 138th St	S 139th St	Collector	Asphalt	40	285	63	1,330	98	89	60	**95**	Mod	Excellent	1	1	**94**
1035	24th Ave S	S 139th St	S 140th St	Collector	Asphalt	40	261	58	1,218	95	84	60	**91**	Mod	Excellent	0	6	**91**
1030	24th Ave S	S 140th St	Unnamed (Pvt)	Collector	Asphalt	40	470	104	2,193	89	70	60	**83**	Mod	V Good	7	4	**82**
2225	24th Ave S	Unnamed (Pvt)	S 142nd St	Collector	Asphalt	39	299	65	1,360	99	90	60	**96**	Mod	Excellent	0	1	**95**
1366	24th Ave S	S 142nd St	S 142nd Ln	Collector	Asphalt	40	328	73	1,531	99	90	60	**96**	Mod	Excellent	0	1	**95**
2451	24th Ave S	S 142nd Ln	S 144th St	Collector	Asphalt	40	329	73	1,535	89	70	60	**83**	Mod	V Good	10	2	**82**
2440	24th Ave S	S 144th St	S 146th St	Collector	Asphalt	40	667	148	3,113	88	69	60	**82**	Mod	V Good	8	3	**81**
1206	24th Ave S	S 146th St	S 148th St	Collector	Asphalt	40	668	148	3,117	99	90	60	**96**	Mod	Excellent	1	0	**95**
1416	24th Ave S	S 148th St	S 150th St	Collector	Asphalt	40	670	149	3,127	90	70	60	**83**	Mod	V Good	10	1	**83**
1816	24th Ave S	S 150th St	S 152nd St	Collector	Asphalt	40	659	146	3,075	99	90	60	**96**	Mod	Excellent	0	1	**95**
1203	24th Ave S	S 152nd St	S 154th St	Collector	Asphalt	39	671	145	3,053	77	58	60	**71**	Mod	V Good	14	9	**70**

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2663	24th Ave S	26th Ave S	CITY LIMIT	Principal Arterial	Asphalt	32	893	159	3,334	99	90	60	**96**	Mod	Excellent	0	1	**95**
1382	24th Ave S	CITY LIMIT	26th Ave S	Principal Arterial	Asphalt	34	874	165	3,467	100	90	60	**97**	Mod	Excellent	0	0	**95**
1041	25th Ave S	S 144th St	SOUTH END	Local	Asphalt	33	419	77	1,608	65	37	60	**56**	Mod	Fair	25	10	**54**
2386	26th Ave S	S 128th St	S 130th Pl	Local	Asphalt	24	856	114	2,397	85	66	60	**79**	Mod	V Good	10	5	**78**
1647	26th Ave S	S 130th Pl	S 132nd St	Local	Asphalt	33	458	84	1,763	87	68	60	**81**	Mod	V Good	9	4	**80**
2367	26th Ave S	S 144th St	S 146th St	Local	Asphalt	18	670	67	1,407	67	50	60	**61**	Mod	Good	20	14	**60**
1188	26th Ave S	S 150th St	SOUTH END	Local	Asphalt	20	334	37	779	60	27	80	**49**	Strng	Marginal	25	8	**48**
1334	26th Ave S	28th Ave S	S 200th St	Principal Arterial	Concrete	32	884	157	3,300	94	83	60	**90**	Mod	Excellent	0	0	**90**
1743	26th Ave S	S 200th St	24th Ave S	Principal Arterial	Concrete	25	1,882	261	5,489	92	76	60	**87**	Mod	Excellent	0	0	**86**
2051	26th Ave S	24th Ave S	S 200th St	Principal Arterial	Asphalt	29	1,899	306	6,425	85	66	60	**79**	Mod	V Good	8	7	**78**
1981	26th Ave S	S 200th St	28th Ave S	Principal Arterial	Concrete	32	863	153	3,222	97	88	60	**94**	Mod	Excellent	0	0	**93**
1991	26th Ave S	NORTH END	S 208th St	Local	Asphalt	16	586	52	1,094	82	64	60	**76**	Mod	V Good	12	6	**75**
1966	26th Pl S	S 142nd St	SOUTH END	Local	Asphalt	37	252	52	1,099	86	67	60	**80**	Mod	V Good	11	5	**79**
2360	27th Ave S	S 133rd St	SOUTH END	Local	Asphalt	35	246	48	1,006	98	89	60	**95**	Mod	Excellent	0	2	**94**
1605	28th Ave S	S 142nd St	S 144th St	Local	Asphalt	22	655	80	1,681	75	54	60	**68**	Mod	Good	13	12	**67**
1618	28th Ave S	DS@189S 28th Ave S	S 188th St	Local	Asphalt	37	799	164	3,449	48	25	60	**40**	Mod	Marginal	35	18	**39**
1046	28th Ave S	S 188th St	S 192nd St	Principal Arterial	Concrete	32	1,305	232	4,872	89	69	60	**82**	Mod	V Good	0	0	**82**
1693	28th Ave S	S 192nd St	S 194th St	Principal Arterial	Concrete	32	1,158	206	4,323	94	82	60	**90**	Mod	Excellent	0	0	**89**
1178	28th Ave S	S 194th St	26th Ave S	Principal Arterial	Concrete	32	1,165	207	4,349	95	85	60	**92**	Mod	Excellent	0	0	**91**
1390	28th Ave S	26th Ave S	S 194th St	Principal Arterial	Concrete	31	1,192	205	4,311	92	75	60	**86**	Mod	Excellent	0	0	**86**
1678	28th Ave S	S 194th St	S 192nd St	Principal Arterial	Concrete	32	1,156	206	4,316	92	77	60	**87**	Mod	Excellent	0	0	**86**
2151	28th Ave S	S 192nd St	S 188th St	Principal Arterial	Concrete	32	1,301	231	4,857	95	85	60	**92**	Mod	Excellent	0	0	**91**
1336	28th Ave S	26th Ave S	S 200th St	Local	Asphalt	33	770	141	2,965	86	67	60	**80**	Mod	V Good	11	4	**79**
2403	28th Ave S	S 200th St	S 204th St	Local	Asphalt	28	1,320	205	4,312	99	90	60	**96**	Mod	Excellent	0	2	**95**
2405	28th Pl S	NORTH END	S 138th St	Local	Asphalt	23	498	64	1,336	89	70	60	**83**	Mod	V Good	10	2	**82**
1414	29th Ave S	S 138th St	S 140th St	Local	Asphalt	21	658	77	1,612	95	86	60	**92**	Mod	Excellent	0	5	**91**
1276	29th Ave S	S 140th St	S 142nd St	Local	Asphalt	22	661	81	1,697	86	67	60	**80**	Mod	V Good	13	2	**79**
2011	29th Ave S	S 142nd St	S 144th St	Local	Asphalt	21	654	76	1,602	64	35	60	**54**	Mod	Fair	22	14	**53**
1020	29th Ave S	S 144th St	S 146th St	Local	Asphalt	22	673	82	1,727	79	60	60	**73**	Mod	V Good	13	8	**72**
1260	29th Ave S	NORTH END	S 152nd St	Local	Asphalt	35	374	72	1,507	87	68	60	**81**	Mod	V Good	9	4	**80**
1394	29th Ave S	NORTH END	CITY LIMIT	Local	Asphalt	34	871	165	3,455	74	53	60	**67**	Mod	Good	16	10	**66**
1278	29th Pl S	NORTH END	S 148th St	Local	Asphalt	42	184	43	895	91	96	60	**93**	Mod	Excellent	8	0	**92**
1221	30th Ave S	S 150th St	S 151st St	Local	Asphalt	31	314	54	1,136	58	35	60	**50**	Mod	Fair	30	14	**49**
2012	30th Ave S	S 151st St	S 152nd St	Local	Asphalt	38	354	75	1,569	47	13	80	**36**	Strng	Poor	31	23	**34**
1826	30th Ave S	S 152nd St	S 154th St	Local	Asphalt	35	663	129	2,707	42	34	60	**39**	Mod	Poor	36	23	**38**
1631	30th Ave S	S 154th St	SOUTH END	Local	Asphalt	25	398	55	1,161	43	28	80	**38**	Strng	Poor	27	21	**37**
1280	30th Ave S	S 200th St	S 204th St	Local	Asphalt	28	1,318	205	4,305	61	30	60	**51**	Mod	Fair	28	12	**49**
2413	30th Ave S	S 212nd St	CITY LIMIT	Local	Asphalt	35	1,130	220	4,614	79	59	60	**72**	Mod	V Good	13	8	**72**
2652	31st Ave S	Military Rd S	S 144th St	Local	Asphalt	20	1,137	126	2,653	79	60	60	**73**	Mod	V Good	15	6	**72**
2060	31st Ave S	S 166th St	S 167th St	Local	Asphalt	27	510	77	1,607	47	46	60	**47**	Mod	Marginal	43	10	**45**
1850	31st Ave S	NORTH END	S 168th Pl	Local	Asphalt	32	123	22	459	100	90	60	**97**	Mod	Excellent	0	0	**96**
2607	31st Ave S	S 168th Pl	S 170th St	Local	Asphalt	30	528	88	1,848	86	67	60	**80**	Mod	V Good	9	6	**79**
2187	31st Ave S	S 211th St	S 212nd St	Local	Asphalt	22	616	75	1,581	64	34	60	**54**	Mod	Fair	23	14	**53**
2344	31st Ave S	S 212nd St	SOUTH END	Local	Asphalt	22	524	64	1,345	57	33	60	**49**	Mod	Marginal	27	16	**48**
2040	31st Pl S	NORTH END	S 168th Pl	Local	Asphalt	31	119	20	430	100	90	60	**97**	Mod	Excellent	0	0	**96**
1883	31st Pl S	S 168th Pl	S 170th St	Local	Asphalt	31	527	91	1,906	86	67	60	**80**	Mod	V Good	11	3	**79**

City of Sea Tac, WA

Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2087	32nd Ave S	S 152nd St	S 154th St	Local	Asphalt	30	668	111	2,338	57	32	60	**49**	Mod	Marginal	32	11	**47**
2027	32nd Ave S	S 161st St	S 162nd St	Local	Asphalt	22	295	36	757	86	67	60	**80**	Mod	V Good	11	4	**79**
1224	32nd Ave S	S 162nd St	S 164th St	Local	Asphalt	22	616	75	1,581	89	69	60	**82**	Mod	V Good	9	2	**82**
2341	32nd Ave S	S 164th St	S 166th St	Local	Asphalt	22	607	74	1,558	61	29	60	**50**	Mod	Fair	32	8	**49**
1944	32nd Ave S	S 166th St	SOUTH END	Local	Asphalt	25	425	59	1,240	95	84	60	**91**	Mod	Excellent	4	1	**91**
1068	32nd Ave S	S 170th St	S 172nd St	Local	Asphalt	23	416	53	1,116	68	44	60	**60**	Mod	Good	21	10	**59**
1971	32nd Ave S	S 172nd St	S 173rd St	Local	Asphalt	23	608	78	1,631	77	57	60	**70**	Mod	V Good	17	7	**69**
1219	32nd Ave S	S 173rd St	S 175th St	Local	Asphalt	30	615	103	2,153	88	69	60	**82**	Mod	V Good	8	4	**81**
2153	32nd Ave S	S 175th St	S 176th St	Local	Asphalt	40	341	76	1,591	65	38	60	**56**	Mod	Fair	20	14	**55**
1595	32nd Ave S	S 176th St	S 180th St	Local	Asphalt	40	1,305	290	6,090	75	54	60	**68**	Mod	Good	17	8	**67**
1012	32nd Ave S	S 186th St	S 187th St	Local	Asphalt	26	295	43	895	97	88	60	**94**	Mod	Excellent	0	3	**93**
1133	32nd Ave S	S 187th St	S 188th St	Local	Asphalt	26	172	25	522	98	89	60	**95**	Mod	Excellent	0	2	**94**
1714	32nd Ave S	S 188th St	S 190th St	Local	Asphalt	28	414	64	1,352	98	89	60	**95**	Mod	Excellent	0	2	**94**
1460	32nd Ave S	S 190th St	S 192nd St	Local	Asphalt	28	892	139	2,914	95	85	60	**92**	Mod	Excellent	0	5	**91**
1377	32nd Ave S	S 198th St	S 200th St	Local	Asphalt	25	538	75	1,569	99	90	60	**96**	Mod	Excellent	0	1	**95**
1025	32nd Ave S	S 200th St	S 201st St	Local	Asphalt	34	330	62	1,309	88	69	60	**82**	Mod	V Good	7	6	**81**
2236	32nd Ave S	S 201st St	S 202nd St	Local	Asphalt	34	200	38	793	89	69	60	**82**	Mod	V Good	8	3	**82**
1963	32nd Ave S	S 202nd St	S 202nd St	Local	Asphalt	34	124	23	492	100	90	60	**97**	Mod	Excellent	0	0	**96**
1222	32nd Ave S	S 202nd St	S 203rd St	Local	Asphalt	35	142	28	580	78	59	60	**72**	Mod	V Good	17	6	**71**
1708	32nd Ave S	S 203rd St	S 204th St	Local	Asphalt	31	521	90	1,884	73	51	60	**66**	Mod	Good	18	9	**65**
1111	32nd Ave S	S 212nd St	SOUTH END	Local	Asphalt	24	491	66	1,396	100	90	60	**97**	Mod	Excellent	0	0	**96**
2592	32nd Pl S	NORTH END	S 220th St	Local	Asphalt	30	633	105	2,209	90	70	60	**83**	Mod	V Good	9	1	**83**
2186	33rd Ave S	S 166th St	SOUTH END	Local	Asphalt	22	262	32	672	82	63	60	**76**	Mod	V Good	17	2	**75**
2456	33rd Ave S	DS@207S NORTH END	S 169th St	Local	Asphalt	21	214	25	524	43	29	60	**38**	Mod	Poor	47	9	**37**
2511	33rd Ave S	S 169th St	S 170th St	Local	Asphalt	30	393	66	1,376	77	57	60	**70**	Mod	V Good	17	6	**69**
1546	33rd Ave S	S 170th St	S 172nd St	Local	Asphalt	35	496	96	2,025	81	62	60	**75**	Mod	V Good	8	10	**74**
1940	33rd Ave S	S 172nd St	S 173rd St	Local	Asphalt	35	609	118	2,487	80	61	60	**74**	Mod	V Good	8	12	**73**
2160	33rd Ave S	S 173rd St	S 175th St	Local	Asphalt	35	611	119	2,495	84	66	60	**78**	Mod	V Good	6	10	**77**
2656	33rd Ave S	S 188th St	S 189th St	Local	Asphalt	32	419	74	1,564	79	72	60	**77**	Mod	V Good	14	7	**76**
1514	33rd Ave S	S 189th St	S 191st St	Local	Asphalt	34	668	126	2,650	80	60	60	**73**	Mod	V Good	16	4	**73**
1487	33rd Ave S	S 191st St	S 192nd St	Local	Asphalt	32	269	48	1,004	62	30	60	**51**	Mod	Fair	24	15	**50**
1622	33rd Ave S	S 192nd St	S 194th St	Local	Asphalt	31	745	128	2,694	67	42	80	**59**	Strng	Fair	12	21	**57**
2452	33rd Ave S	S 211th St	S 216th St	Local	Asphalt	22	1,745	213	4,479	61	36	60	**53**	Mod	Fair	27	12	**52**
1664	34th Ave S	S 160th St	S 161st St	Collector	Asphalt	37	311	64	1,342	38	39	60	**38**	Mod	Poor	40	11	**37**
2195	34th Ave S	S 161st St	S 162nd St	Collector	Asphalt	39	302	65	1,374	31	14	60	**25**	Mod	Poor	51	13	**24**
1470	34th Ave S	S 162nd St	S 164th St	Collector	Asphalt	30	614	102	2,149	48	26	60	**41**	Mod	Marginal	36	17	**39**
1523	34th Ave S	S 164th St	S 166th St	Collector	Asphalt	31	613	106	2,217	57	33	60	**49**	Mod	Marginal	30	12	**48**
2319	34th Ave S	S 166th St	S 168th St	Collector	Asphalt	47	637	166	3,493	72	50	60	**65**	Mod	Good	18	9	**64**
1602	34th Ave S	S 168th St	S 170th St	Collector	Asphalt	33	609	112	2,345	44	38	60	**42**	Mod	Marginal	49	6	**41**
2106	34th Ave S	S 170th St	S 172nd St	Collector	Asphalt	23	611	78	1,640	57	42	60	**52**	Mod	Fair	30	13	**51**
2256	34th Ave S	S 172nd St	S 173rd St	Collector	Asphalt	36	610	122	2,562	59	34	60	**51**	Mod	Fair	30	10	**49**
2147	34th Ave S	S 173rd St	S 175th St	Collector	Asphalt	35	610	119	2,491	54	31	60	**46**	Mod	Marginal	31	11	**45**
1915	34th Ave S	S 175th St	S 176th St	Collector	Asphalt	26	344	50	1,043	43	25	60	**37**	Mod	Poor	38	11	**36**
1345	34th Ave S	S 189th St	S 191st St	Local	Asphalt	26	589	85	1,787	60	44	60	**55**	Mod	Fair	25	15	**54**
2056	34th Ave S	S 192nd St	S 194th St	Local	Asphalt	32	630	112	2,352	80	61	60	**74**	Mod	V Good	10	10	**73**
1904	34th Ave S	S 203rd St	SW END	Local	Asphalt	32	444	78	1,639	61	37	80	**53**	Strng	Fair	16	23	**52**

City of Sea Tac, WA

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IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1081	34th Ave S	S 218th St	DS@933S S 218th St	Local	Asphalt	21	933	109	2,286	91	74	60	**85**	Mod	Excellent	8	2	**85**
2192	34th Ave S	DS@190S S 221st St	S 222nd St	Local	Asphalt	19	120	13	266	98	89	60	**95**	Mod	Excellent	0	2	**94**
1481	34th Ave S (Spur)	WEST END	34th Ave S	Local	Asphalt	65	68	25	516	95	85	60	**92**	Mod	Excellent	0	5	**91**
1387	34th Pl S	NORTH END	S 191st St	Local	Asphalt	28	358	56	1,169	97	89	60	**94**	Mod	Excellent	0	2	**93**
2429	34th Pl S	S 191st St	S 192nd St	Local	Asphalt	25	300	42	875	96	87	60	**93**	Mod	Excellent	1	2	**92**
1347	35th Ave S	S 166th St	S 168th St	Local	Asphalt	28	636	99	2,078	95	85	60	**92**	Mod	Excellent	0	5	**91**
2231	35th Ave S	S 168th St	S 170th St	Local	Asphalt	26	610	88	1,850	88	69	60	**82**	Mod	V Good	10	2	**81**
2519	35th Ave S	S 170th St	S 172nd St	Local	Asphalt	43	612	146	3,070	82	63	60	**76**	Mod	V Good	17	2	**75**
1406	35th Ave S	S 192nd St	S 194th St	Local	Asphalt	28	476	74	1,555	87	68	60	**81**	Mod	V Good	7	5	**80**
1494	35th Ave S	S 198th St	S 200th St	Local	Asphalt	22	550	67	1,412	52	29	60	**44**	Mod	Marginal	33	15	**43**
2397	35th Ave S	S 200th St	S 202nd St	Local	Asphalt	25	487	68	1,420	93	79	60	**88**	Mod	Excellent	0	7	**88**
2526	35th Ave S	S 216th St	37th PL S	Collector	Asphalt	40	1,200	267	5,600	60	40	60	**53**	Mod	Fair	28	11	**52**
2603	35th Ave S	S 216th St	SOUTH END	Local	Asphalt	22	1,289	158	3,308	78	58	60	**71**	Mod	V Good	17	6	**70**
2063	36th Ave S	38th Ave S	S 187th St	Local	Asphalt	35	259	50	1,058	86	67	60	**80**	Mod	V Good	9	5	**79**
2004	36th Ave S	S 187th St	S 188th St	Local	Asphalt	40	169	38	789	80	86	60	**82**	Mod	V Good	8	12	**81**
1204	36th Ave S	NORTH END	S 192nd St	Local	Asphalt	39	192	42	884	71	48	80	**63**	Strng	Good	5	24	**62**
1105	37th Ave S	S 166th St	S 168th St	Local	Asphalt	31	638	110	2,307	82	63	60	**76**	Mod	V Good	11	8	**75**
1439	37th Ave S	S 168th St	S 170th St	Local	Asphalt	28	614	96	2,006	100	90	60	**97**	Mod	Excellent	0	0	**96**
1380	37th Ave S	S 170th St	S 172nd St	Local	Asphalt	31	611	105	2,210	85	66	60	**79**	Mod	V Good	14	2	**78**
1315	37th Ave S	S 188th St	S 189th Pl	Local	Asphalt	28	438	68	1,431	86	67	60	**80**	Mod	V Good	10	4	**79**
1798	37th Ave S	S 189th Pl	S 191st Pl	Local	Asphalt	28	569	89	1,859	87	68	60	**81**	Mod	V Good	10	4	**80**
1632	37th Ave S	S 191st Pl	S 192nd St	Local	Asphalt	28	309	48	1,009	86	67	60	**80**	Mod	V Good	8	5	**79**
2046	37th PL S	35th Ave S	CITY LIMIT	Collector	Asphalt	40	1,371	305	6,398	59	52	60	**57**	Mod	Fair	30	11	**56**
1785	38th Ave S	S 176th St	S 177th St	Local	Asphalt	34	285	54	1,131	89	69	60	**82**	Mod	V Good	9	2	**82**
1160	38th Ave S	S 177th St	S 178th St	Local	Asphalt	32	426	76	1,590	74	54	60	**67**	Mod	Good	19	6	**66**
1750	38th Ave S	S 178th St	S 179th St	Local	Asphalt	32	667	119	2,490	72	50	60	**65**	Mod	Good	21	7	**64**
1623	38th Ave S	NORTH END	S 183rd St	Local	Asphalt	28	139	22	454	84	66	60	**78**	Mod	V Good	13	2	**77**
1557	38th Ave S	S 183rd St	S 184th St	Local	Asphalt	27	415	62	1,307	60	27	60	**49**	Mod	Marginal	30	10	**48**
2411	38th Ave S	S 184th St	S 185th St	Local	Asphalt	26	373	54	1,131	73	51	60	**66**	Mod	Good	22	6	**65**
2482	38th Ave S	36th Ave S	S 186th St	Local	Asphalt	26	215	31	652	86	67	60	**80**	Mod	V Good	13	2	**79**
1972	38th Ave S	S 186th St	S 185th St	Local	Asphalt	27	374	56	1,178	80	61	60	**74**	Mod	V Good	17	3	**73**
1667	39th Ave S	S 182nd St	S 183rd St	Local	Asphalt	27	373	56	1,175	72	50	60	**65**	Mod	Good	19	9	**64**
1323	39th Ave S	S 183rd St	SOUTH END	Local	Asphalt	27	157	24	500	88	69	60	**82**	Mod	V Good	10	2	**81**
1717	39th Ave S	S 184th St	S 185th St	Local	Asphalt	26	355	51	1,077	99	90	60	**96**	Mod	Excellent	0	1	**95**
2235	39th Ave S	NORTH END	S 188th St	Local	Asphalt	35	514	99	2,088	80	61	60	**74**	Mod	V Good	10	11	**73**
2092	39th Ave S	S 192nd St	S 194th St	Local	Asphalt	26	516	75	1,565	60	28	60	**49**	Mod	Marginal	28	12	**48**
1761	40th Ave S	S 166th St	S 168th St	Local	Asphalt	28	637	99	2,081	86	67	60	**80**	Mod	V Good	9	5	**79**
2212	40th Ave S	S 168th St	S 170th St	Local	Asphalt	28	608	95	1,986	97	88	60	**94**	Mod	Excellent	0	2	**93**
1037	40th Ave S	S 170th St	S 172nd St	Local	Asphalt	30	611	102	2,139	68	43	60	**60**	Mod	Fair	21	10	**59**
1721	40th Ave S	S 172nd St	S 173rd St	Local	Asphalt	36	610	122	2,562	71	48	60	**63**	Mod	Good	20	9	**62**
1172	40th Ave S	S 173rd St	S 175th St	Local	Asphalt	35	605	118	2,470	75	54	60	**68**	Mod	Good	17	8	**67**
2613	40th Ave S	S 175th St	S 176th St	Local	Asphalt	35	358	70	1,462	69	45	60	**61**	Mod	Good	22	8	**60**
1077	40th Pl S	S 160th St	SOUTH END	Local	Asphalt	20	427	47	996	66	39	60	**57**	Mod	Fair	29	5	**56**
1956	41st Ave S	S 176th St	S 177th St	Local	Asphalt	26	281	41	852	76	55	60	**69**	Mod	Good	19	6	**68**
1318	41st Ave S	42nd Ave S	S 178th St	Local	Asphalt	34	568	107	2,253	88	69	60	**82**	Mod	V Good	8	4	**81**
1153	41st Ave S	S 178th St	S 179th St	Local	Asphalt	28	340	53	1,111	82	64	60	**76**	Mod	V Good	13	4	**75**

City of Sea Tac, WA

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1881	41st Ave S	S 179th St	S 181st St	Local	Asphalt	28	273	42	892	54	17	80	**42**	Strng	Marginal	33	13	**41**
2486	41st Ave S	S 181st St	S 182nd St	Local	Asphalt	27	494	74	1,556	57	61	60	**58**	Mod	Fair	32	11	**57**
1384	42nd Ave S	S 160th St	S 164th St	Collector	Asphalt	31	1,232	212	4,456	45	40	30	**43**	Weak	Marginal	52	3	**42**
2070	42nd Ave S	S 176th St	S 177th St	Collector	Asphalt	37	451	93	1,947	84	66	60	**78**	Mod	V Good	10	6	**77**
1216	42nd Ave S	S 177th St	S 178th St	Collector	Asphalt	37	301	62	1,299	88	69	60	**82**	Mod	V Good	10	2	**81**
1092	42nd Ave S	S 178th St	S 179th St	Collector	Asphalt	35	483	94	1,972	85	66	60	**79**	Mod	V Good	12	4	**78**
2127	42nd Ave S	S 179th St	S 182nd St	Collector	Asphalt	36	748	150	3,142	83	64	60	**77**	Mod	V Good	12	5	**76**
1893	42nd Ave S	S 182nd St	S 184th Pl	Collector	Asphalt	31	796	137	2,879	87	68	60	**81**	Mod	V Good	11	2	**80**
1136	42nd Ave S	S 184th Pl	S 185th St	Collector	Asphalt	33	347	64	1,336	94	84	60	**91**	Mod	Excellent	0	6	**90**
1548	42nd Ave S	S 185th St	S 186th St	Collector	Asphalt	37	111	23	479	95	84	60	**91**	Mod	Excellent	0	6	**91**
1741	42nd Ave S	S 186th St	S 188th St	Collector	Asphalt	36	705	141	2,961	86	67	60	**80**	Mod	V Good	8	6	**79**
2532	43rd Ave S	NORTH END	S 177th St	Local	Asphalt	33	215	39	828	95	84	60	**91**	Mod	Excellent	4	2	**91**
1119	43rd Ave S	S 177th St	S 178th St	Local	Asphalt	34	382	72	1,515	86	67	60	**80**	Mod	V Good	12	2	**79**
2534	43rd Ave S	S 178th St	S 179th St	Local	Asphalt	33	393	72	1,513	98	89	60	**95**	Mod	Excellent	0	2	**94**
2277	43rd Ave S	S 179th St	S 181st St	Local	Asphalt	31	302	52	1,092	87	68	60	**81**	Mod	V Good	9	4	**80**
1844	43rd Ave S	S 181st St	SOUTH END	Local	Asphalt	34	303	57	1,202	85	66	60	**79**	Mod	V Good	10	5	**78**
1833	44th Ave S	NORTH END	S 182nd St	Local	Asphalt	36	204	41	860	87	68	60	**81**	Mod	V Good	10	4	**80**
1393	44th Ave S	S 182nd St	S 183rd St	Local	Asphalt	34	372	70	1,476	75	55	60	**68**	Mod	Good	16	9	**67**
1235	44th Ave S	S 183rd St	S 184th St	Local	Asphalt	34	286	54	1,134	57	19	60	**44**	Mod	Marginal	32	12	**43**
2389	44th Ave S	S 184th St	S 184th Pl	Local	Asphalt	15	196	16	343	46	7	80	**33**	Strng	Poor	34	14	**32**
2210	45th Ave S	S 181st St	S 182nd St	Local	Asphalt	34	550	104	2,182	78	58	60	**71**	Mod	V Good	16	5	**70**
1170	45th Ave S	S 182nd St	S 184th St	Local	Asphalt	33	630	116	2,426	87	68	60	**81**	Mod	V Good	7	6	**80**
1690	46th Ave S	47th Ave S	S 177th St	Local	Asphalt	33	148	27	570	88	69	60	**82**	Mod	V Good	8	4	**81**
1911	46th Ave S	S 177th St	S 178th St	Local	Asphalt	33	324	59	1,247	100	90	60	**97**	Mod	Excellent	0	0	**96**
1931	46th Ave S	S 178th St	S 179th St	Local	Asphalt	34	375	71	1,488	99	90	60	**96**	Mod	Excellent	0	2	**95**
1609	46th Ave S	S 179th St	S 181st St	Local	Asphalt	33	311	57	1,197	87	68	60	**81**	Mod	V Good	4	9	**80**
2623	46th Ave S	S 181st St	S 182nd St	Local	Asphalt	35	511	99	2,087	88	69	60	**82**	Mod	V Good	9	3	**81**
2651	46th Ave S	Unnamed (Pvt)	S 188th St	Local	Asphalt	41	123	28	588	72	50	60	**65**	Mod	Good	16	12	**64**
1117	46th Ave S	S 188th St	S 189th St	Local	Asphalt	31	311	54	1,125	61	28	60	**50**	Mod	Fair	25	15	**49**
1052	46th Ave S	S 189th St	S 192nd St	Local	Asphalt	29	1,007	162	3,407	61	35	60	**52**	Mod	Fair	29	10	**51**
2049	46th Ave S	S 192nd St	Military Rd S	Local	Asphalt	28	599	93	1,957	76	56	60	**69**	Mod	Good	15	10	**68**
1723	47th Ave S	S 172nd Pl	S 173rd St	Local	Asphalt	23	253	32	679	99	90	60	**96**	Mod	Excellent	0	1	**95**
1146	47th Ave S	NORTH END	S 182nd St	Local	Asphalt	33	656	120	2,526	76	56	60	**69**	Mod	Good	21	3	**68**
2461	47th Ave S	S 189th St	S 192nd St	Local	Asphalt	34	995	188	3,947	89	69	60	**82**	Mod	V Good	9	2	**82**
1156	48th Ave S	NW END	S 179th St	Local	Asphalt	37	131	27	561	89	69	60	**82**	Mod	V Good	7	5	**82**
2362	48th Ave S	S 179th St	S 182nd St	Local	Asphalt	31	1,013	174	3,664	83	65	60	**77**	Mod	V Good	13	4	**76**
2021	48th Ave S	S 184th St	S 186th St	Local	Asphalt	20	638	71	1,489	74	54	60	**67**	Mod	Good	19	7	**66**
2203	49th Ave S	S 184th St	S 186th St	Local	Asphalt	27	639	96	2,013	87	72	60	**82**	Mod	V Good	12	2	**81**
1542	50th Ave S	S 179th St	S 180th Pl	Local	Asphalt	28	649	101	2,120	87	68	60	**81**	Mod	V Good	7	6	**80**
1314	50th Ave S	S 180th Pl	S 181st Pl	Local	Asphalt	28	185	29	604	74	53	60	**67**	Mod	Good	14	12	**66**
2005	50th Ave S	S 181st Pl	51st Ave S	Local	Asphalt	29	175	28	592	84	66	60	**78**	Mod	V Good	7	9	**77**
1657	50th Ct S	NW END	S 178th St	Local	Asphalt	31	595	104	2,177	60	37	60	**52**	Mod	Fair	25	15	**51**
1032	50th Ct S	NW END	S 179th St	Local	Asphalt	35	368	72	1,514	85	66	60	**79**	Mod	V Good	12	3	**78**
1959	51st Ave	WEST END	51st Ave S	Local	Asphalt	37	117	24	506	93	80	60	**89**	Mod	Excellent	0	7	**88**
1907	51st Ave S	S 166th St	S 168th St	Minor Arterial	Asphalt	26	605	87	1,835	50	35	60	**45**	Mod	Marginal	36	13	**44**
1592	51st Ave S	S 168th St	S 168th St	Minor Arterial	Asphalt	26	170	25	516	51	35	60	**46**	Mod	Marginal	36	14	**44**

City of Sea Tac, WA

Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2345	51st Ave S	S 168th St	S 170th St	Minor Arterial	Asphalt	25	440	61	1,283	58	41	60	**52**	Mod	Fair	30	13	**51**
1443	51st Ave S	S 170th St	S 172nd St	Local	Asphalt	26	611	88	1,853	78	59	60	**72**	Mod	V Good	18	4	**71**
1948	51st Ave S	S 172nd St	SOUTH END	Local	Asphalt	23	589	75	1,580	88	69	60	**82**	Mod	V Good	9	3	**81**
1013	51st Ave S	S 178th St	S 179th St	Local	Asphalt	28	372	58	1,215	82	63	60	**76**	Mod	V Good	14	5	**75**
2500	51st Ave S	S 179th St	S 179th Pl	Local	Asphalt	27	314	47	989	83	64	60	**77**	Mod	V Good	9	9	**76**
2034	51st Ave S	S 179th Pl	50th Ave S	Local	Asphalt	36	467	93	1,961	84	66	60	**78**	Mod	V Good	1	15	**77**
2514	51st Ave S	50th Ave S	S 182nd St	Local	Asphalt	36	372	74	1,562	84	65	60	**78**	Mod	V Good	8	9	**77**
2282	51st Ave S	S 182nd St	51st Ave	Local	Asphalt	27	341	51	1,074	99	90	60	**96**	Mod	Excellent	0	1	**95**
1400	51st Ave S	51st Ave	SOUTH END	Local	Asphalt	34	193	36	761	100	90	60	**97**	Mod	Excellent	0	0	**96**
2683	8th Ave S	CITY LIMIT	S 186th St	Collector	Asphalt	30	1,204	201	4,214	45	36	60	**42**	Mod	Marginal	36	19	**41**
2684	8th Ave S	S 186th St	S 188th St	Collector	Asphalt	36	798	160	3,352	52	33	60	**46**	Mod	Marginal	31	16	**44**
2685	8th Ave S	S 188th St	S 189th St	Collector	Asphalt	36	317	63	1,331	80	61	60	**74**	Mod	V Good	13	8	**73**
2370	8th Ave S	S 189th St	S 192nd St	Collector	Asphalt	36	793	159	3,331	77	58	60	**71**	Mod	V Good	14	8	**70**
2545	8th Ave S	S 192nd St	S 193rd Pl	Collector	Asphalt	35	492	96	2,009	67	44	60	**59**	Mod	Fair	20	13	**58**
2730	8th Ave S	S 193rd Pl	S 194th St	Collector	Asphalt	36	324	65	1,361	55	42	60	**51**	Mod	Fair	29	16	**49**
2731	8th Ave S	S 194th St	S 194th St	Collector	Asphalt	30	158	26	553	60	34	80	**51**	Strng	Fair	23	17	**50**
1432	Des Moines Memorial Dr S	S 128th St	S 132nd St	Minor Arterial	Asphalt	33	1,389	255	5,348	87	68	60	**81**	Mod	V Good	9	4	**80**
1051	Des Moines Memorial Dr S	S 132nd St	S 134th St	Minor Arterial	Asphalt	33	683	125	2,630	100	90	60	**97**	Mod	Excellent	0	0	**95**
1654	Des Moines Memorial Dr S	S 134th St	S 136th St	Minor Arterial	Asphalt	40	648	144	3,024	87	68	60	**81**	Mod	V Good	9	4	**80**
2496	Des Moines Memorial Dr S	S 136th St	S 138th St	Minor Arterial	Asphalt	38	629	133	2,789	56	37	60	**50**	Mod	Marginal	31	13	**48**
1044	Des Moines Memorial Dr S	S 138th St	S 140th St	Minor Arterial	Asphalt	33	702	129	2,703	43	46	60	**44**	Mod	Marginal	39	18	**42**
1969	Des Moines Memorial Dr S	S 140th St	S 144th St	Minor Arterial	Asphalt	28	1,311	204	4,283	51	43	60	**48**	Mod	Marginal	33	15	**47**
1165	Des Moines Memorial Dr S	S 144th St	SR 518 Ramp	Minor Arterial	Asphalt	46	1,425	364	7,648	50	35	60	**45**	Mod	Marginal	36	13	**44**
1112	Des Moines Memorial Dr S	SR 518 Ramp	SR 518 Ramp	Minor Arterial	Asphalt	58	525	169	3,553	64	50	60	**59**	Mod	Fair	26	11	**58**
2605	Des Moines Memorial Dr S	SR 518 Ramp	S 152nd St	Minor Arterial	Asphalt	47	1,228	321	6,734	51	40	60	**47**	Mod	Marginal	31	18	**46**
1584	Des Moines Memorial Dr S	S 152nd St	8th Ave S	Minor Arterial	Asphalt	36	472	94	1,982	51	23	80	**42**	Strng	Marginal	29	19	**41**
1709	Des Moines Memorial Dr S	8th Ave S	S 156th St	Minor Arterial	Asphalt	34	937	177	3,717	53	40	60	**49**	Mod	Marginal	29	18	**47**
2173	Des Moines Memorial Dr S	S 156th St	S 157th Pl	Minor Arterial	Asphalt	38	525	111	2,328	53	41	60	**49**	Mod	Marginal	29	18	**47**
2494	Des Moines Memorial Dr S	S 157th Pl	S 160th St	Minor Arterial	Asphalt	37	799	164	3,449	59	47	60	**55**	Mod	Fair	22	19	**54**
2521	Des Moines Memorial Dr S	S 160th St	S 162nd St	Minor Arterial	Asphalt	43	744	178	3,732	51	44	60	**49**	Mod	Marginal	31	19	**47**
1131	Des Moines Memorial Dr S	S 162nd St	S 165th St	Minor Arterial	Asphalt	33	1,575	289	6,064	57	47	60	**54**	Mod	Fair	29	15	**52**
2200	Des Moines Memorial Dr S	CITY LIMIT	SR 509 Ramp	Principal Arterial	Asphalt	70	156	61	1,274	76	56	60	**69**	Mod	Good	12	12	**68**
1880	Des Moines Memorial Dr S	SR 509 Ramp	SR 509	Principal Arterial	Asphalt	61	323	109	2,299	80	70	60	**77**	Mod	V Good	8	13	**76**
2458	Des Moines Memorial Dr S	SR 509	SR 509 Ramp	Principal Arterial	Asphalt	63	749	262	5,505	78	61	60	**72**	Mod	V Good	9	13	**71**
1348	Des Moines Memorial Dr S	SR 509 Ramp	SR 509	Principal Arterial	Asphalt	85	191	90	1,894	79	59	60	**72**	Mod	V Good	5	17	**71**
1397	Des Moines Memorial Dr S	SR 509	S 188th St	Principal Arterial	Asphalt	84	284	133	2,783	64	52	60	**60**	Mod	Good	18	19	**59**
2327	Des Moines Memorial Dr S	S 188th St	12th Ave S	Minor Arterial	Asphalt	46	306	78	1,642	42	57	60	**47**	Mod	Marginal	47	12	**45**
1114	Des Moines Memorial Dr S	12th Ave S	16th Ave S	Minor Arterial	Asphalt	41	1,861	424	8,902	55	52	60	**54**	Mod	Fair	25	20	**52**
2490	Des Moines Memorial Dr S	16th Ave S	S 194th St	Minor Arterial	Asphalt	41	1,004	229	4,802	41	41	60	**41**	Mod	Marginal	40	20	**39**
2487	Des Moines Memorial Dr S	S 194th St	S 196th St	Minor Arterial	Asphalt	34	549	104	2,178	73	51	60	**66**	Mod	Good	19	9	**65**
1515	Des Moines Memorial Dr S	S 196th St	S 196th Pl	Minor Arterial	Asphalt	36	268	54	1,126	75	54	60	**68**	Mod	Good	16	9	**67**
2724	Des Moines Memorial Dr S	S 196th Pl	S 196th Pl	Minor Arterial	Asphalt	39	219	47	996	62	51	60	**58**	Mod	Fair	30	8	**57**
1624	Des Moines Memorial Dr S	S 196th Pl	S 200th St	Minor Arterial	Asphalt	40	1,023	227	4,774	100	90	60	**97**	Mod	Excellent	0	0	**95**
1174	Des Moines Memorial Dr S	S 200th St	S 201st St	Minor Arterial	Asphalt	34	218	41	865	42	41	60	**42**	Mod	Marginal	42	16	**40**
1127	Des Moines Memorial Dr S	S 201st St	S 202nd St	Minor Arterial	Asphalt	38	457	96	2,026	60	48	60	**56**	Mod	Fair	30	10	**54**
1038	Des Moines Memorial Dr S	S 202nd St	S 204th St	Minor Arterial	Asphalt	36	453	91	1,903	38	47	60	**41**	Mod	Marginal	44	18	**39**

City of Sea Tac, WA

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1685	Des Moines Memorial Dr S	S 204th St	S 206th St	Minor Arterial	Asphalt	34	469	89	1,860	47	52	60	**49**	Mod	Marginal	35	19	**47**
2686	Des Moines Memorial Dr S	S 206th St	S 207th St	Minor Arterial	Asphalt	34	455	86	1,805	44	48	60	**45**	Mod	Marginal	38	18	**44**
2035	Des Moines Memorial Dr S	S 207th St	CITY LIMIT	Minor Arterial	Asphalt	34	433	82	1,718	55	50	60	**53**	Mod	Fair	29	17	**52**
2006	International Blvd	S 152nd St	Military Rd S	Principal Arterial	Asphalt	35	285	55	1,164	72	50	60	**65**	Mod	Good	18	11	**63**
2439	International Blvd	Military Rd S	S 154th St	Principal Arterial	Asphalt	36	415	83	1,743	78	78	60	**78**	Mod	V Good	15	6	**77**
1596	International Blvd	S 154th St	SR 99 Ramp	Principal Arterial	Asphalt	36	373	75	1,567	54	52	60	**53**	Mod	Fair	34	13	**52**
1271	International Blvd	SR 99 Ramp	Ramp	Principal Arterial	Asphalt	50	465	129	2,713	76	55	60	**69**	Mod	Good	14	10	**68**
1031	International Blvd	Ramp	S 160th St	Principal Arterial	Asphalt	49	1,277	348	7,300	88	69	60	**82**	Mod	V Good	6	5	**81**
1968	International Blvd	S 160th St	Washington Memorial Park Access\	Principal Arterial	Asphalt	43	1,792	428	8,990	43	60	60	**49**	Mod	Marginal	34	24	**47**
2404	International Blvd	Washington Memorial Park Access\	S 170th St	Principal Arterial	Asphalt	43	1,663	397	8,343	45	58	60	**49**	Mod	Marginal	36	20	**48**
2608	International Blvd	S 170th St	S 176th St	Principal Arterial	Asphalt	45	1,983	496	10,411	70	62	60	**67**	Mod	Good	21	8	**66**
1215	International Blvd	S 176th St	S 180th St	Principal Arterial	Asphalt	50	1,117	310	6,516	58	67	30	**61**	Weak	Good	36	7	**59**
1427	International Blvd	S 180th St	Sea-Tac Airport Entrance	Principal Arterial	Asphalt	46	625	160	3,354	48	64	30	**53**	Weak	Fair	43	9	**52**
2433	International Blvd	Sea-Tac Airport Entrance	Unnamed (Pvt)	Principal Arterial	Asphalt	46	1,063	272	5,705	61	72	60	**65**	Mod	Good	29	9	**63**
1886	International Blvd	Unnamed (Pvt)	S 188th St	Principal Arterial	Asphalt	48	1,106	295	6,194	40	59	30	**46**	Weak	Marginal	53	7	**44**
1914	International Blvd	S 188th St	S 192nd St	Principal Arterial	Asphalt	43	1,302	311	6,532	48	56	60	**51**	Mod	Fair	38	15	**49**
2113	International Blvd	S 192nd St	S 195th St	Principal Arterial	Asphalt	42	1,187	277	5,816	41	51	60	**44**	Mod	Marginal	45	14	**43**
1845	International Blvd	S 195th St	S 200th St	Principal Arterial	Asphalt	43	1,842	440	9,241	53	64	60	**57**	Mod	Fair	34	13	**55**
2061	International Blvd	S 200th St	S 204th St	Principal Arterial	Asphalt	43	1,323	316	6,637	61	78	60	**67**	Mod	Good	21	18	**65**
1607	International Blvd	S 204th St	S 208th St	Principal Arterial	Asphalt	43	1,322	316	6,632	58	84	60	**67**	Mod	Good	23	19	**65**
2744	International Blvd	S 208th St	International Blvd (Turn Ln)	Principal Arterial	Asphalt	37	1,007	207	4,347	62	80	60	**68**	Mod	Good	19	19	**67**
1908	International Blvd	International Blvd (Turn Ln)	CITY LIMIT	Principal Arterial	Asphalt	43	1,606	384	8,057	64	71	60	**66**	Mod	Good	18	18	**65**
1871	International Blvd	CITY LIMIT	International Blvd (Turn Ln)	Principal Arterial	Asphalt	33	1,541	283	5,933	53	51	60	**52**	Mod	Fair	32	15	**51**
1929	International Blvd	International Blvd (Turn Ln)	S 208th St	Principal Arterial	Asphalt	32	1,073	191	4,006	49	55	60	**51**	Mod	Fair	31	19	**49**
1084	International Blvd	S 208th St	S 204th St	Principal Arterial	Asphalt	32	1,322	235	4,935	48	58	60	**51**	Mod	Fair	35	18	**50**
2105	International Blvd	S 204th St	S 200th St	Principal Arterial	Asphalt	32	1,323	235	4,939	50	46	60	**49**	Mod	Marginal	33	17	**47**
1440	International Blvd	S 200th St	S 195th St	Principal Arterial	Asphalt	31	1,839	317	6,651	59	47	60	**55**	Mod	Fair	24	16	**54**
2119	International Blvd	S 195th St	S 192nd St	Principal Arterial	Asphalt	32	1,189	211	4,439	52	45	60	**50**	Mod	Marginal	30	19	**48**
2552	International Blvd	S 192nd St	S 188th St	Principal Arterial	Asphalt	30	1,301	217	4,554	60	50	60	**57**	Mod	Fair	27	13	**55**
1196	International Blvd	S 188th St	Unnamed (Pvt)	Principal Arterial	Asphalt	32	1,107	197	4,133	54	39	60	**49**	Mod	Marginal	36	10	**47**
1857	International Blvd	Unnamed (Pvt)	Unnamed Drvwy (Pvt)	Principal Arterial	Asphalt	50	1,058	294	6,172	52	40	60	**48**	Mod	Marginal	43	5	**46**
2491	International Blvd	Unnamed Drvwy (Pvt)	S 180th St	Principal Arterial	Asphalt	38	632	133	2,802	62	60	60	**61**	Mod	Good	31	7	**60**
2159	International Blvd	S 180th St	S 176th St	Principal Arterial	Asphalt	36	1,116	223	4,687	68	60	60	**65**	Mod	Good	27	5	**64**
2185	International Blvd	S 176th St	S 171st St	Principal Arterial	Asphalt	36	1,497	299	6,287	78	59	60	**72**	Mod	V Good	16	6	**71**
1530	International Blvd	S 171st St	S 170th St	Principal Arterial	Asphalt	38	486	103	2,155	62	45	60	**56**	Mod	Fair	36	3	**55**
2015	International Blvd	S 170th St	S 167th St	Principal Arterial	Asphalt	30	959	160	3,357	47	40	60	**45**	Mod	Marginal	32	19	**43**
1499	International Blvd	S 167th St	Washington Memorial Park Access\	Principal Arterial	Asphalt	32	692	123	2,583	46	60	60	**51**	Mod	Fair	31	23	**49**
1244	International Blvd	Washington Memorial Park Access\	S 160th St	Principal Arterial	Asphalt	34	1,809	342	7,176	45	58	60	**49**	Mod	Marginal	36	19	**48**
1841	International Blvd	S 160th St	Ramp	Principal Arterial	Asphalt	47	1,256	328	6,887	42	48	60	**44**	Mod	Marginal	37	21	**42**
1755	International Blvd	Ramp	S 154th St	Principal Arterial	Asphalt	49	850	231	4,859	60	59	60	**60**	Mod	Fair	30	9	**58**
1066	International Blvd	S 154th St	S 152nd St	Principal Arterial	Asphalt	47	699	183	3,833	48	50	60	**49**	Mod	Marginal	40	12	**47**
2549	Military Rd S	S 128th St	S 130th Pl	Minor Arterial	Concrete	36	788	158	3,310	79	60	60	**73**	Mod	V Good	0	0	**72**
2462	Military Rd S	S 130th Pl	S 131st St	Minor Arterial	Concrete	35	422	82	1,723	82	63	60	**76**	Mod	V Good	0	0	**75**
1143	Military Rd S	S 131st St	S 133rd St	Minor Arterial	Concrete	37	489	101	2,111	71	48	60	**63**	Mod	Good	0	0	**63**
1429	Military Rd S	S 133rd St	S 135th St	Minor Arterial	Concrete	39	660	143	3,003	72	49	60	**64**	Mod	Good	0	0	**64**
1913	Military Rd S	S 135th St	S 138th St	Minor Arterial	Concrete	39	989	214	4,500	81	62	60	**75**	Mod	V Good	0	0	**74**

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1090	Military Rd S	S 138th St	S 140th St	Minor Arterial	Concrete	36	693	139	2,911	62	43	60	**56**	Mod	Fair	0	0	**55**
1234	Military Rd S	S 140th St	31st Ave S	Minor Arterial	Concrete	37	210	43	907	56	47	60	**53**	Mod	Fair	0	0	**52**
2221	Military Rd S	31st Ave S	S 142nd Pl	Minor Arterial	Concrete	37	826	170	3,566	57	40	60	**51**	Mod	Fair	0	0	**50**
1484	Military Rd S	S 142nd Pl	S 144th St	Minor Arterial	Concrete	37	422	87	1,822	57	39	60	**51**	Mod	Fair	0	0	**50**
2640	Military Rd S	S 144th St	34th Ave S	Minor Arterial	Concrete	36	628	126	2,638	72	49	60	**64**	Mod	Good	0	0	**64**
1737	Military Rd S	34th Ave S	S 146th St	Minor Arterial	Concrete	41	116	26	555	86	67	60	**80**	Mod	V Good	0	0	**79**
2107	Military Rd S	S 146th St	S 148th St	Minor Arterial	Concrete	35	676	131	2,760	74	53	60	**67**	Mod	Good	0	0	**66**
1047	Military Rd S	S 148th St	S 150th St	Minor Arterial	Concrete	35	675	131	2,756	65	38	60	**56**	Mod	Fair	0	0	**55**
1976	Military Rd S	S 150th St	S 152nd St	Minor Arterial	Asphalt	34	680	128	2,697	100	90	60	**97**	Mod	Excellent	0	0	**95**
2581	Military Rd S	S 152nd St	International Blvd	Minor Arterial	Asphalt	21	281	33	688	37	12	80	**29**	Strng	Poor	37	18	**28**
1986	Military Rd S	S 160th St	S 162nd St	Minor Arterial	Concrete	33	760	139	2,926	78	58	60	**71**	Mod	V Good	0	0	**71**
1742	Military Rd S	S 162nd St	S 164th St	Minor Arterial	Concrete	22	897	110	2,302	86	67	60	**80**	Mod	V Good	0	0	**79**
1418	Military Rd S	S 164th St	S 166th St	Minor Arterial	Asphalt	28	650	101	2,123	49	30	60	**43**	Mod	Marginal	34	17	**41**
2228	Military Rd S	S 166th St	S 168th St	Minor Arterial	Asphalt	43	652	156	3,271	85	66	60	**79**	Mod	V Good	12	4	**78**
1534	Military Rd S	S 168th St	S 170th St	Minor Arterial	Asphalt	42	672	157	3,293	100	90	60	**97**	Mod	Excellent	0	0	**95**
1016	Military Rd S	S 170th St	S 172nd St	Minor Arterial	Asphalt	42	671	157	3,288	99	90	60	**96**	Mod	Excellent	1	0	**95**
1734	Military Rd S	S 172nd St	S 173rd St	Minor Arterial	Asphalt	41	671	153	3,210	98	89	60	**95**	Mod	Excellent	1	1	**94**
1571	Military Rd S	S 173rd St	S 175th St	Minor Arterial	Asphalt	42	667	156	3,268	98	89	60	**95**	Mod	Excellent	1	1	**94**
1211	Military Rd S	S 175th St	S 178th St	Minor Arterial	Asphalt	43	365	87	1,831	87	68	60	**81**	Mod	V Good	11	2	**80**
2478	Military Rd S	S 178th St	S 177th Ct	Minor Arterial	Asphalt	44	387	95	1,987	85	66	60	**79**	Mod	V Good	10	5	**78**
1779	Military Rd S	S 177th Ct	S 179th St	Minor Arterial	Asphalt	43	519	124	2,604	87	68	60	**81**	Mod	V Good	10	3	**80**
1139	Military Rd S	S 179th St	S 179th St	Minor Arterial	Asphalt	41	96	22	459	97	88	60	**94**	Mod	Excellent	0	3	**93**
2508	Military Rd S	S 179th St	S 182nd St	Minor Arterial	Asphalt	43	1,139	272	5,714	85	67	60	**79**	Mod	V Good	10	6	**78**
2009	Military Rd S	S 182nd St	S 184th St	Minor Arterial	Asphalt	42	694	162	3,401	87	68	60	**81**	Mod	V Good	9	4	**80**
2586	Military Rd S	S 184th St	S 186th St	Minor Arterial	Asphalt	42	659	154	3,229	85	66	60	**79**	Mod	V Good	12	4	**78**
1788	Military Rd S	S 186th St	S 188th St	Minor Arterial	Concrete	43	1,418	339	7,114	100	90	60	**97**	Mod	Excellent	0	0	**96**
1754	Military Rd S	S 188th St	46th Ave S	Minor Arterial	Concrete	42	1,766	412	8,653	69	45	60	**61**	Mod	Good	0	0	**60**
1434	Military Rd S	S 198th St	46th Ave S	Minor Arterial	Concrete	45	2,618	655	13,745	68	43	60	**60**	Mod	Fair	0	0	**59**
1532	Military Rd S	S 198th St	I-5 Ramp	Minor Arterial	Concrete	45	973	243	5,108	52	25	60	**43**	Mod	Marginal	0	0	**42**
1842	Military Rd S	I-5 Ramp	I-5 Ramp	Minor Arterial	Concrete	28	1,812	282	5,919	65	38	60	**56**	Mod	Fair	0	0	**55**
2209	Military Rd S	I-5 Ramp	S 208th St	Minor Arterial	Asphalt	45	865	216	4,541	100	90	60	**97**	Mod	Excellent	0	0	**95**
2096	Military Rd S	S 208th St	S 209th St	Minor Arterial	Concrete	38	336	71	1,490	100	90	60	**97**	Mod	Excellent	0	0	**96**
1302	Military Rd S	S 209th St	S 211th St	Minor Arterial	Concrete	39	611	132	2,780	84	66	60	**78**	Mod	V Good	0	0	**78**
1198	Military Rd S	S 211th St	S 216th St	Minor Arterial	Concrete	38	1,731	365	7,674	86	67	60	**80**	Mod	V Good	0	0	**79**
1809	Military Rd S	S 216th St	S 218th St	Minor Arterial	Concrete	39	372	81	1,693	75	54	60	**68**	Mod	Good	0	0	**67**
1159	Military Rd S	S 218th St	S 220th St	Minor Arterial	Concrete	39	821	178	3,736	83	65	60	**77**	Mod	V Good	0	0	**76**
1563	Military Rd S	S 220th St	S 221st St	Minor Arterial	Concrete	37	476	98	2,055	89	70	60	**83**	Mod	V Good	0	0	**82**
1715	Military Rd S	S 221st St	S 228th St	Minor Arterial	Concrete	39	2,292	497	10,429	82	63	60	**76**	Mod	V Good	0	0	**75**
1713	Military Rd S	S 228th St	CITY LIMIT	Minor Arterial	Concrete	40	551	122	2,571	70	47	60	**62**	Mod	Good	0	0	**61**
1925	h SeaTac Park & Ball Fields Ac	20th Ave S	DS@105S 20th Ave S	Local	Asphalt	22	105	13	270	82	63	60	**76**	Mod	V Good	18	0	**75**

Appendix B
$1.3M/Year Rehabilitation Plans by Segment

City of Sea Tac, WA 6/1/2021

Street Inventory and Five Year Rehabilitation Plan By Segment $1334k/Year Rehabilitation Plan 1/1/2021

GISID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity	Avg Unit Rate ($/yd2)	Peripheral Concrete Costs ($)	Segment Pavement Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1851	14th Ave S	S 206th St	S 207th St	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	37,511	106,975	90
1605	28th Ave S	S 142nd St	S 144th St	70	1	Selected Yr 1	MicroSurface / Chip Seal	7.00	0	11,767	55,309	84
1020	29th Ave S	S 144th St	S 146th St	70	1	Selected Yr 1	MicroSurface / Chip Seal	7.03	44	12,089	55,309	84
2652	31st Ave S	Military Rd S	S 144th St	70	1	Selected Yr 1	MicroSurface / Chip Seal	7.00	0	18,571	55,309	84
1494	35th Ave S	S 198th St	S 200th St	40	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	29.50	0	41,654	233,084	90
2490	Des Moines Memorial Dr S	16th Ave S	S 194th St	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	31.09	14,820	134,456	334,323	89
2015	International Blvd	S 170th St	S 167th St	43	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	35.18	14,030	104,067	206,998	89
2248	144th St	26th Ave S	28th Ave S	70	1	Selected Yr 1	MicroSurface / Chip Seal	7.00	0	12,838	55,309	84
1195	170th St	SeaTac In'l Airport Off Ramp	International Blvd	43	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	32.29	3,558	85,343	206,998	89
2287	187th Pl	46th Ave S	EAST END	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	31.87	7,299	90,860	249,730	90
1045	188th St	I-5 Ramp	I-5 Ramp	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	29.50	0	134,638	249,730	89
1974	188th St	I-5 Ramp	CITY LIMIT	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	29.50	0	16,933	249,730	89
1551	192nd St	8th Ave S	16th Ave S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	29.08	6,855	178,192	334,323	90
1019	200th St	International Blvd	30th Ave S	40	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	32.18	6,465	71,243	233,084	89
1942	200th St	30th Ave S	32nd Ave S	40	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	32.38	10,118	103,604	233,084	89
1885	201st St	WEST END	12th Pl S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	8,747	106,975	91
2140	202nd St	15th Ave S	DS@145E 15th Ave S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	6,911	106,975	91
2322	204th St	15th Ave S	EAST END	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	9,002	106,975	90
1789	207th St	Des Moines Memorial Dr S	12th Ave S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	19,049	106,975	91
1281	207th St	12th Ave S	12th Ave S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	9,384	106,975	91
1600	207th St	13th Ave S	14th Ave S	41	1	Selected Yr 1	FWM + Thick Overlay (> 2.0 - 3.0)	25.50	0	16,371	106,975	90
1165	Des Moines Memorial Dr S	S 144th St	SR 518 Ramp	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	31.61	16,158	225,616	241,774	91
1886	International Blvd	Unnamed (Pvt)	S 188th St	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.08	16,010	207,499	435,446	90
2113	International Blvd	S 192nd St	S 195th St	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.44	17,101	194,836	435,446	90
1841	International Blvd	S 160th St	Ramp	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	33.62	18,033	213,497	360,878	90
1066	International Blvd	S 154th St	S 152nd St	44	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0)	33.75	10,525	118,823	360,878	90
2067	196th St	Des Moines Memorial Dr S	13th Ave S	31	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.50	0	30,651	127,529	91
1852	196th St	13th Ave S	18th Ave S	31	2	Selected Yr 2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	29.50	0	96,878	127,529	92
2105	International Blvd	S 204th St	S 200th St	47	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	34.83	18,933	153,109	311,673	92
1196	International Blvd	S 188th St	Unnamed (Pvt)	47	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	34.88	16,023	128,123	350,842	92
1857	International Blvd	Unnamed (Pvt)	Unnamed Drvwy (Pvt)	47	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	33.49	15,364	191,332	350,842	92
1250	138th St	29th Ave S	Military Rd S	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.46	207	7,040	69,934	86
1455	139th St	24th Ave S	EAST END	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.25	0	5,648	69,934	86
2230	142nd St	20th Ave S	Unnamed (Pvt)	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.25	0	11,143	69,934	86
2492	142nd St	Unnamed (Pvt)	24th Ave S	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.35	373	25,984	69,934	86
1890	142nd St	28th Ave S	29th Ave S	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.25	0	5,771	69,934	86
1433	144th St	24th Ave S	25th Ave S	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.25	0	7,721	69,934	86
1811	144th St	28th Ave S	29th Ave S	74	3	Selected Yr 3	MicroSurface / Chip Seal	7.25	0	6,047	69,934	86

GISID	On Street	From Street	To Street	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity	Avg Unit Rate ($/yd2)	Peripheral Concrete Costs ($)	Segment Pavement Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1817	188th St	Alaska Service Rd	S 188th St	47	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	33.39	31,281	404,891	436,172	92
2080	200th St	32nd Ave S	35th Ave S	47	3	Selected Yr 3	FWM + Thick Overlay (> 2.0 - 3.0)	33.83	11,694	127,937	311,673	92
1968	International Blvd	S 160th St	Washington Memorial Park Access\	47	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0)	33.81	25,255	278,690	303,945	94
2404	International Blvd	Washington Memorial Park Access\	S 170th St	48	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0)	33.82	23,518	258,633	282,151	94
1871	International Blvd	CITY LIMIT	International Blvd (Turn Ln)	50	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0)	34.69	21,872	183,923	345,544	94
1929	International Blvd	International Blvd (Turn Ln)	S 208th St	50	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0)	34.88	15,563	124,186	345,544	94
1244	International Blvd	Washington Memorial Park Access\	S 160th St	48	4	Selected Yr 4	FWM + Thick Overlay (> 2.0 - 3.0)	34.55	25,485	222,456	247,941	94
1647	26th Ave S	S 130th Pl	S 132nd St	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.25	0	12,782	95,880	88
1631	30th Ave S	S 154th St	SOUTH END	34	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	32.50	0	37,733	165,068	96
2341	32nd Ave S	S 164th St	S 166th St	49	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0)	29.50	0	45,961	132,590	96
1664	34th Ave S	S 160th St	S 161st St	34	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	32.50	0	43,615	165,068	96
2195	34th Ave S	S 161st St	S 162nd St	34	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	32.50	0	44,655	165,068	96
1432	Des Moines Memorial Dr S	S 128th St	S 132nd St	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.34	473	38,773	95,880	88
1654	Des Moines Memorial Dr S	S 134th St	S 136th St	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.25	0	21,924	95,880	88
1440	International Blvd	S 200th St	S 195th St	51	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0)	34.89	25,887	206,181	386,804	96
2119	International Blvd	S 195th St	S 192nd St	51	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0)	34.86	17,127	137,609	386,804	96
1499	International Blvd	S 167th St	Washington Memorial Park Access\	49	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0)	33.54	10,430	76,199	132,590	96
1925	North SeaTac Park & Ball Fields Access	20th Ave S	DS@105S 20th Ave S	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.45	54	1,958	95,880	88
2446	134th St	WEST END	22nd Ave S	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.25	0	7,170	95,880	88
1698	134th St	22nd Ave S	24th Ave S	80	5	Selected Yr 5	MicroSurface / Chip Seal	7.25	0	12,746	95,880	88
2163	154th St	SeaTac Int'l Airport Acc Rd (Restricted)	Air Cargo Rd	37	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.42	57,449	360,094	417,543	96
1039	166th St	31st Ave S	32nd Ave S	34	5	Selected Yr 5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	32.50	0	39,065	165,068	96

Appendix C

Full-Size Maps

city of SEATAC
WASHINGTON

Pavement Analysis

Functional Classification

by Segment

SEATTLE-TACOMA INTERNATIONAL AIRPORT

Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local
- City Limits

NORTH

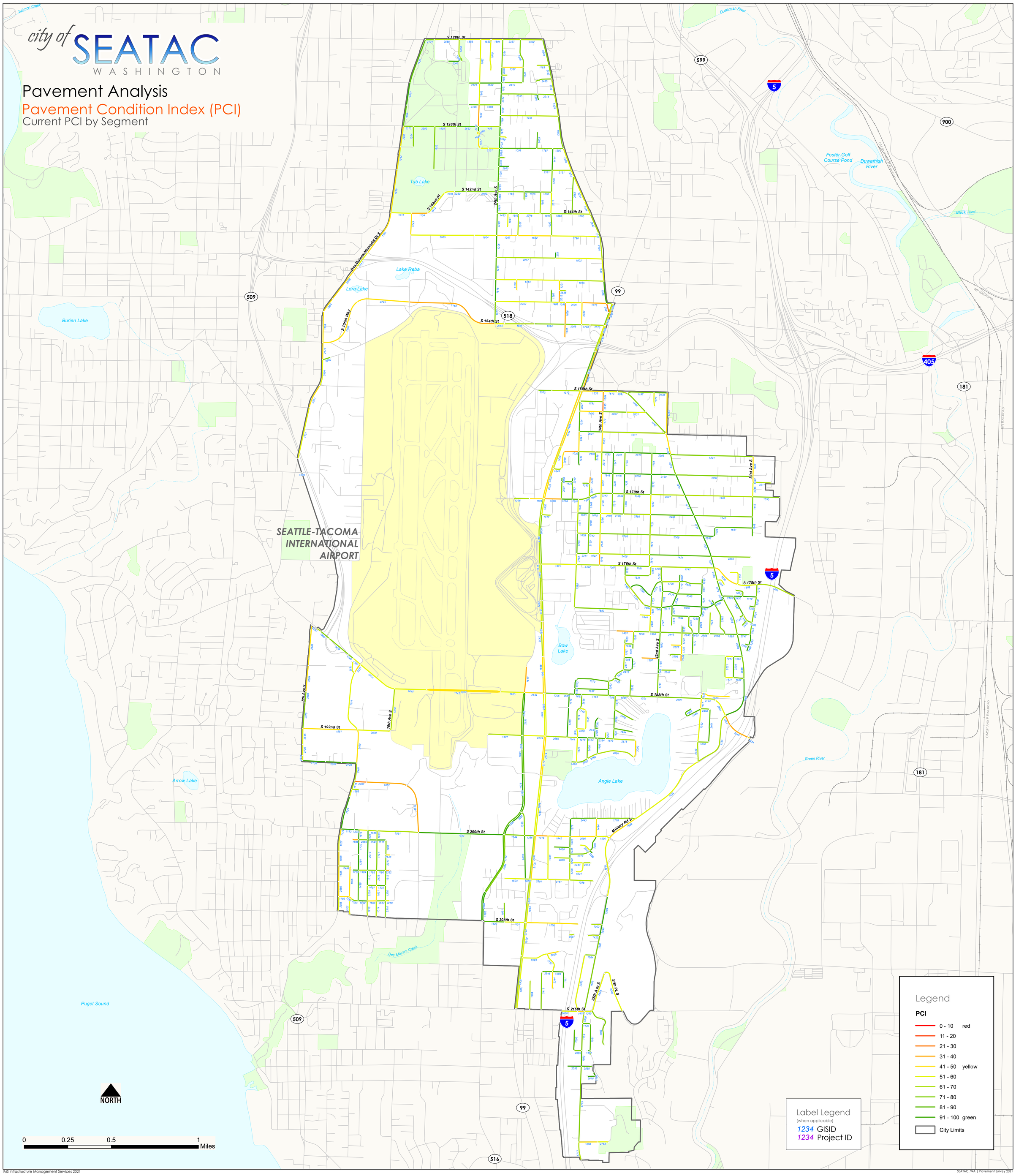
0 0.25 0.5 1 Miles

city of SEATAC WASHINGTON

Pavement Analysis

Pavement Condition Index (PCI)

Current PCI by Segment



NORTH

0 0.25 0.5 1 Miles

Label Legend
(when applicable)
1234 GISID
1234 Project ID

Legend

PCI

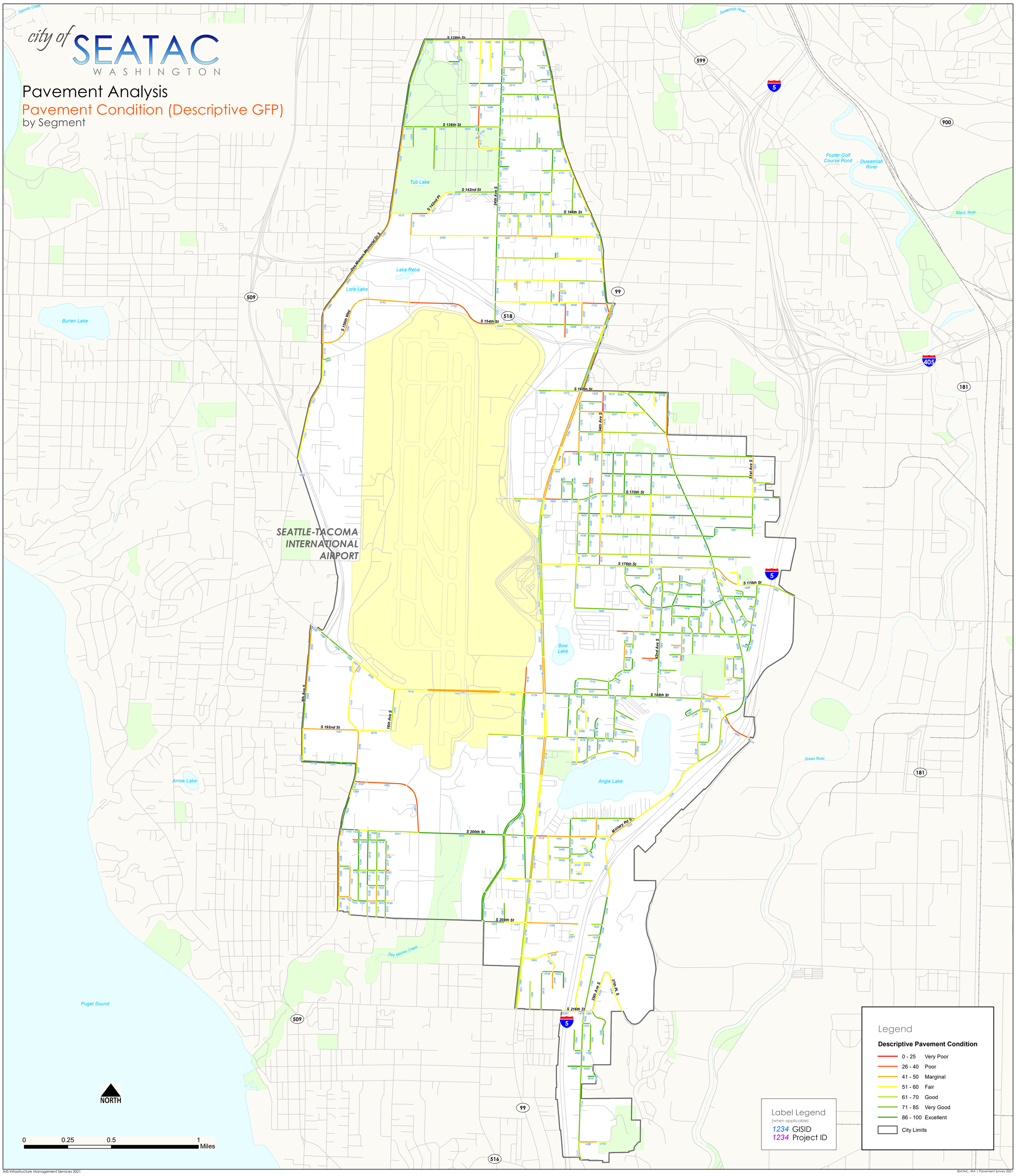
- 0 - 10 red
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 50 yellow
- 51 - 60
- 61 - 70
- 71 - 80
- 81 - 90
- 91 - 100 green
- City Limits

city of SEATAC WASHINGTON

Pavement Analysis

Pavement Condition (Descriptive GFP)

by Segment



Legend

Descriptive Pavement Condition

- 0 - 25 Very Poor
- 26 - 40 Poor
- 41 - 50 Marginal
- 51 - 60 Fair
- 61 - 70 Good
- 71 - 85 Very Good
- 86 - 100 Excellent
- City Limits

Label Legend

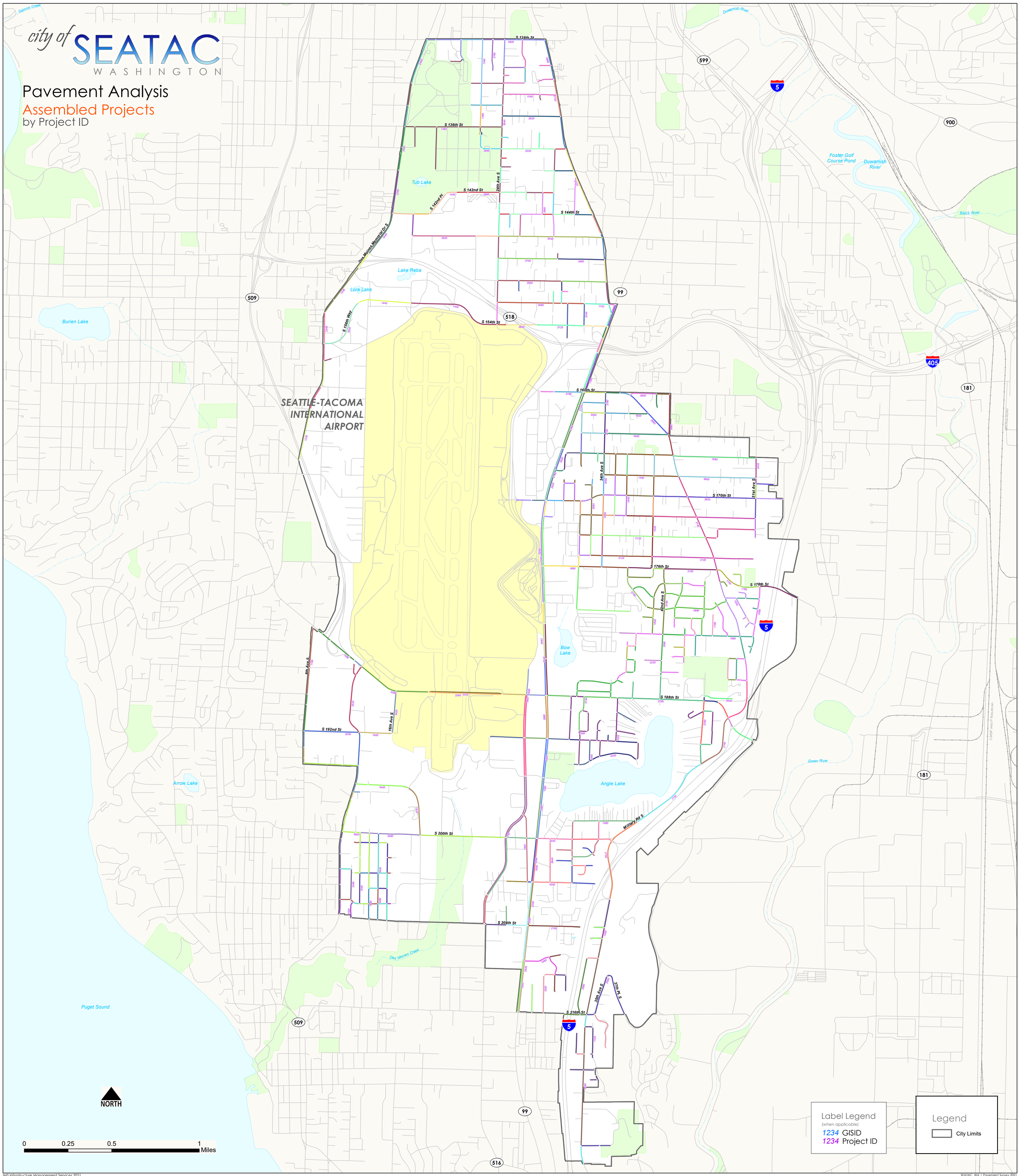
(when applicable)

1234 GISID

1234 Project ID

city of SEATAC
WASHINGTON

Pavement Analysis
Assembled Projects
by Project ID



Label Legend
(when applicable)
1234 GISID
1234 Project ID

Legend
City Limits

city of SEATAC WASHINGTON

Pavement Analysis

5-Year Post Rehab PCI: Current Annual Budget

by Segment

S 128th St
S 136th St
S 142nd St
S 142nd Pl
S 144th St
S 154th St
S 156th Way
S 160th St
S 170th St
S 176th St
S 178th St
S 188th St
S 192nd St
S 200th St
S 208th St
S 216th St
24th Ave S
34th Ave S
42nd Ave S
51st Ave S
Des Moines Memorial Dr S
8th Ave S
16th Ave S
Military Rd S
35th Ave S
37th Pl S

Tub Lake
Lake Reba
Lora Lake
Burien Lake
Arrow Lake
Bow Lake
Angle Lake
Des Moines Creek
Puget Sound
Green River
Foster Golf Course Pond
Duwamish River
Black River
Salmon Creek

SEATTLE-TACOMA INTERNATIONAL AIRPORT

599 5 900 509 99 518 405 181 516

BNSF RAILROAD
CMSP AND P RAILROAD

NORTH

0 0.25 0.5 1 Miles

Legend

PCI

- 0 - 10 red
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 50 yellow
- 51 - 60
- 61 - 70
- 71 - 80
- 81 - 90
- 91 - 100 green
- City Limits

Label Legend
(when applicable)
1234 GISID
1234 Project ID

city of SEATAC WASHINGTON

Pavement Analysis

5-Year Rehab Plan: Current Annual Budget

by Rehab Year and Activity

S 128th St
S 136th St
S 142nd St
S 142nd Pl
S 144th St
24th Ave S
Des Moines Memorial Dr S
S 154th St
S 156th Way
S 160th St
34th Ave S
51st Ave S
S 170th St
S 176th St
S 178th St
42nd Ave S
S 188th St
8th Ave S
16th Ave S
S 192nd St
S 200th St
S 208th St
Military Rd S
35th Ave S
37th PL S
S 216th St

Tub Lake
Lake Reba
Lora Lake
Burien Lake
Arrow Lake
Bow Lake
Angle Lake
Des Moines Creek
Puget Sound
Foster Golf Course Pond
Duwamish River
Black River
Green River

SEATTLE-TACOMA INTERNATIONAL AIRPORT

599 5 900 509 518 99 405 181 516

BNTR RAILROAD
CMSP AND P RAILROAD

NORTH

0 0.25 0.5 1 Miles

Label Legend
(when applicable)
1234 GISID
1234 Project ID

Legend

Rehab Activity

- MicroSurface / Chip Seal
- FWM + Thick Overlay (> 2.0 - 3.0)
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch

Year

- 2021
- 2022
- 2023
- 2024
- 2025
- City Limits