

Preservation and Maintenance Challenges

Washington State Transportation Commission

Pasco Bakotich III, PE. State Maintenance Engineer
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Washington's economy depends on the transportation system

- Agriculture and the freight industry relies on WSDOT infrastructure
- If they can't get to market or experience delays – the effects are widespread and costly
- Our transportation system connects people to jobs, services and recreation
- Our state's prosperity is at risk if we continue to underfund the maintenance and preservation of our:
 - Roads and bridges
 - Ferry vessels and terminals
 - Airports and rail
 - Pathways that support alternative modes of travel



Glidepath to Failure

WSDOT's transportation system is on a glide path to failure

[Washington roads chief: Transportation system is on 'glidepath to failure.'](#)

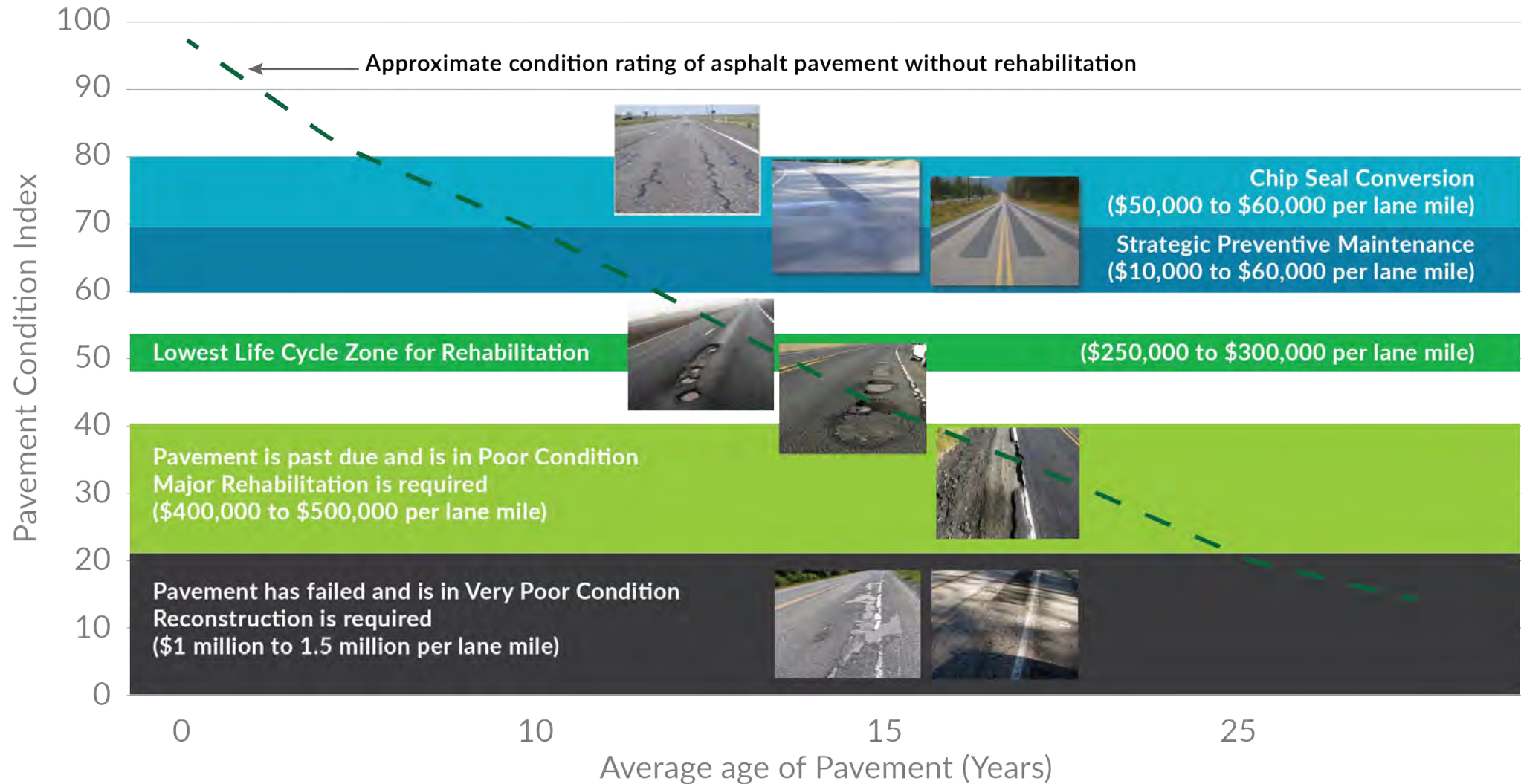
Washington State Standard

Preservation and Maintenance

What's the difference?



Pavement conditions and costs lifecycle



Pavement condition levels

Chip Seal Conversion
(\$50,000 to \$60,000 per lane mile)

Strategic preventive maintenance
(\$10,000 to \$60,000 per lane mile)



Pavement condition levels

Lowest life cycle zone for rehabilitation
(\$250,000 to \$300,000 per lane mile)

Pavement is past due and is in Poor Condition
Major rehabilitation is required
(\$400,000 to \$500,000 per lane mile)



Pavement condition levels

Pavement has failed and is in Very Poor Condition
Reconstruction is required (\$1 million to \$1.5 million per lane mile)



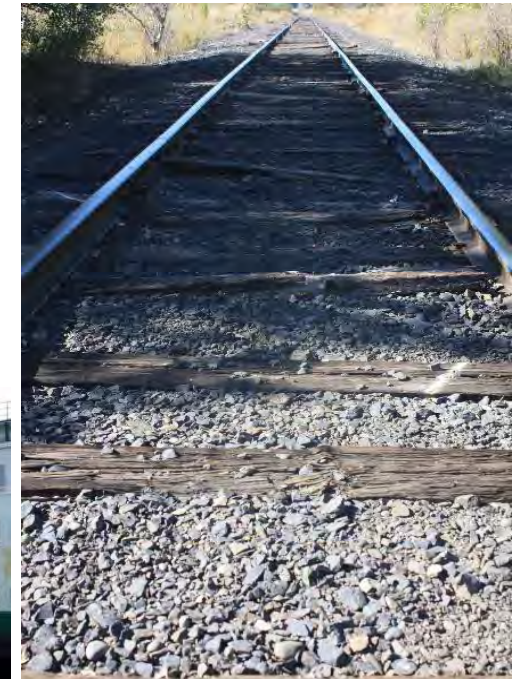
Annual due totals (2019-2023)*

Year	2019	2020	2021	2022	2023
Far Past Due (>4 years)	635.4	1333.3	635.4	2313.5	1390
Past Due (2 to 4 years)	2457.9	3397.6	2457.9	3693.1	6000
Due (Current Biennium)	3793.1	3622.9	3793.1	3490.4	3490
Total (D, PD, FPD)	6886.4	8353.8	6886.4	9496.9	10,880
Statewide Total (Mi.)	18390.3	18400.1	18390.3	18411.0	18,367
% of Statewide Total	37%	45%	37%	52%	59%

*Lane Miles

WSDOT's transportation system is on a glide path to failure

- Transportation infrastructure is our economic backbone – enables people, goods and services to move around the state and country
- Failure to maintain and preserve our transportation infrastructure will impact the state's economy
- Our continued prosperity is tied to our state transportation system's health

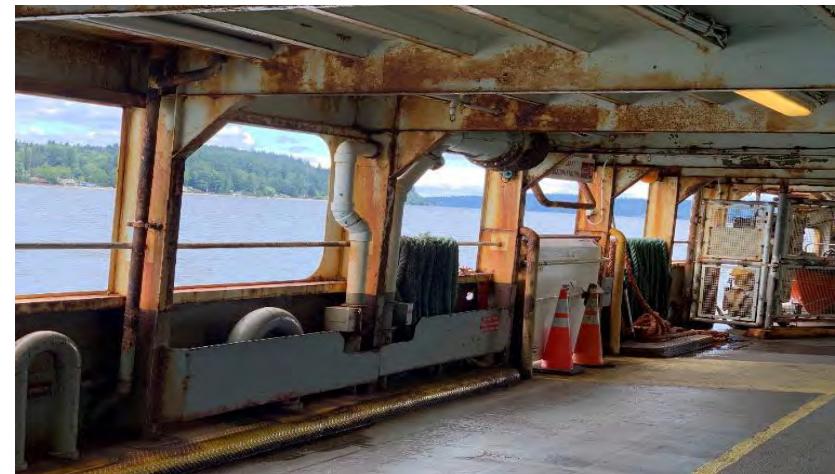


Preservation and maintenance are a priority

- State law, legislative direction, and WSDOT Strategic Plan – all recognize the importance of preserving our transportation infrastructure.
- Maintenance and preservation is about taking care of what we have.
- Preserving the system enhances people's quality of life and contributes to a continued successful economic future.
- Current funding to preserve and properly maintain the system is inadequate compared to needs.

Policy Goals for State Transportation System – RCW 47.04.285

- Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- Safety: To provide for and improve the safety and security of transportation customers and the transportation system;
- Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.



What does this mean Statewide?

- **Pavement**

- 3,490 lane miles of pavement are due for preservation, another 6,000 are past due (Due/Past Due = 52% of Network), and 1,390 lane miles are in poor condition; **currently paving 920 lane miles per year.**

- **Bridges**

- 16 bridges need replacement, 36 more need major rehabilitation; **4 are being replaced.**
- 50 steel bridges are due for painting, 57 are past due; **3 are being painted.**
- 87 concrete bridge decks are due for repair, and 72 more are past due; **24 decks are being resurfaced.**

- **Ferries**

- WSDOT's ferry vessels experienced 539 days of unscheduled maintenance in FY22 which is a slight increase from 516 in FY21.

- **Rail**

- 25% of the Palouse River and Coulee City (PCC) is in poor condition; 80% of the system is operated at 10 MPH or less. *

- **Facilities**

- 42% of WSDOT-owned buildings are more than 50 years old; 44% are in poor condition.* Concerns include asbestos, failing to meet pollution discharge and clean building standards, outdated and inefficient systems.

*2021 figures

Where are some of these challenging assets

5/40W Bridge in Clark County



Where are some of these challenging assets

Lindeke St. Bridge over I-90 in Spokane County



Where are some of these challenging assets

SR 291/Division St to Charles Rd-Paving MP 0.00 to MP 9.36

US 195/Plaza to Cornwall Rd-Paving MP 69.94 to MP 80.96



Where are some of these challenging assets

I-5, MP 146.31 NB

SR-164, MP 10.26-13.57

SR 405, MP 23.9 NB



Where are some of these challenging assets

I-82 Fred G. Redmon Bridge in Yakima County



Where are some of these challenging assets

SR-20 Spur, MP 55.38 to MP 55.67
HWY 9, Skagit River





It is not our wealth that
built our roads, but it is our
roads that built our wealth.

John F. Kennedy

quotation

QUESTIONS?

Pasco Bakotich

State Maintenance Engineer

Pasco.Bakotich@wsdot.wa.gov