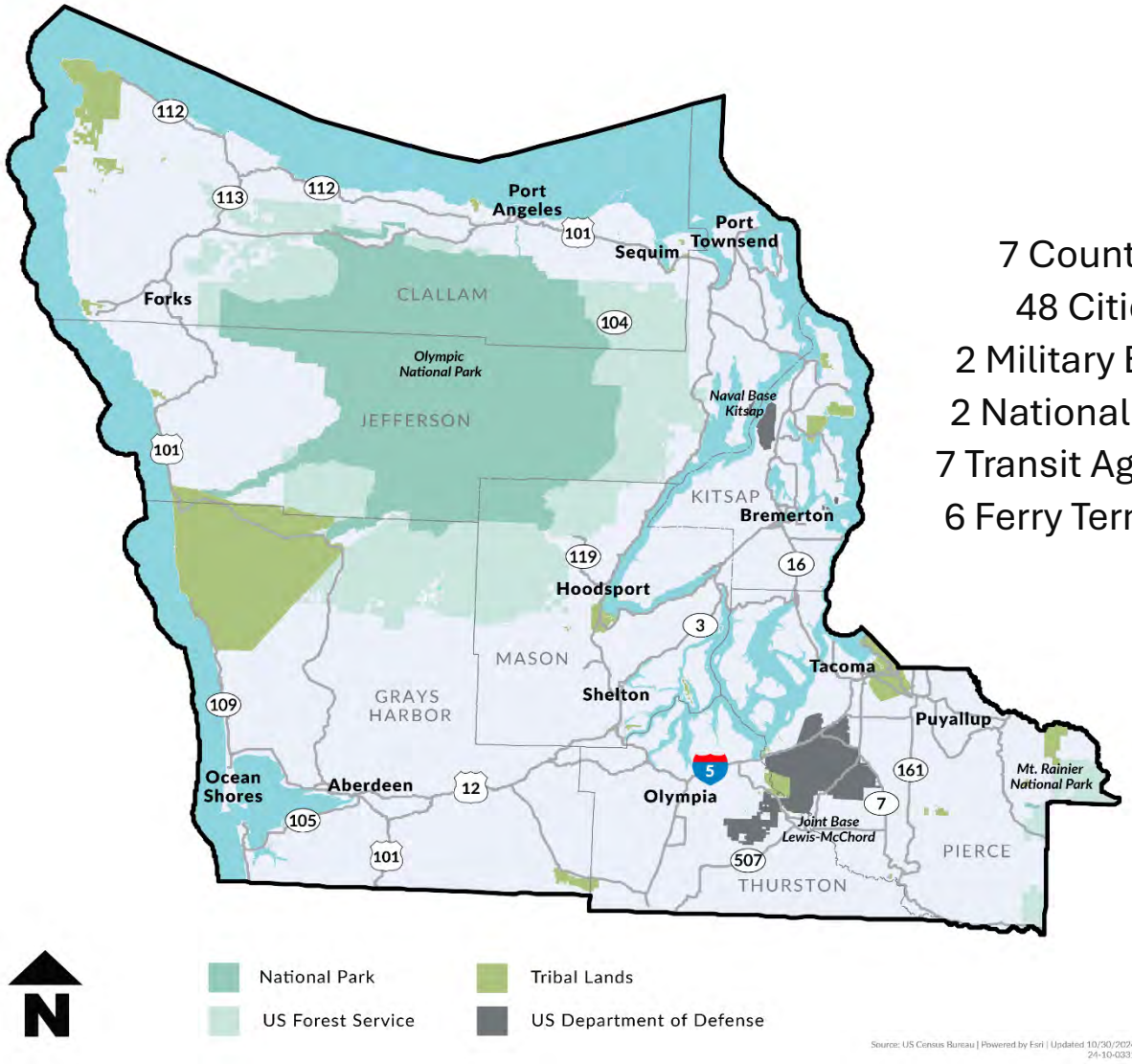
Transportation Update

Washington State Transportation Commission

Steve Roark, Olympic Region Administrator

November 14, 2024

Olympic Region At-A-Glance

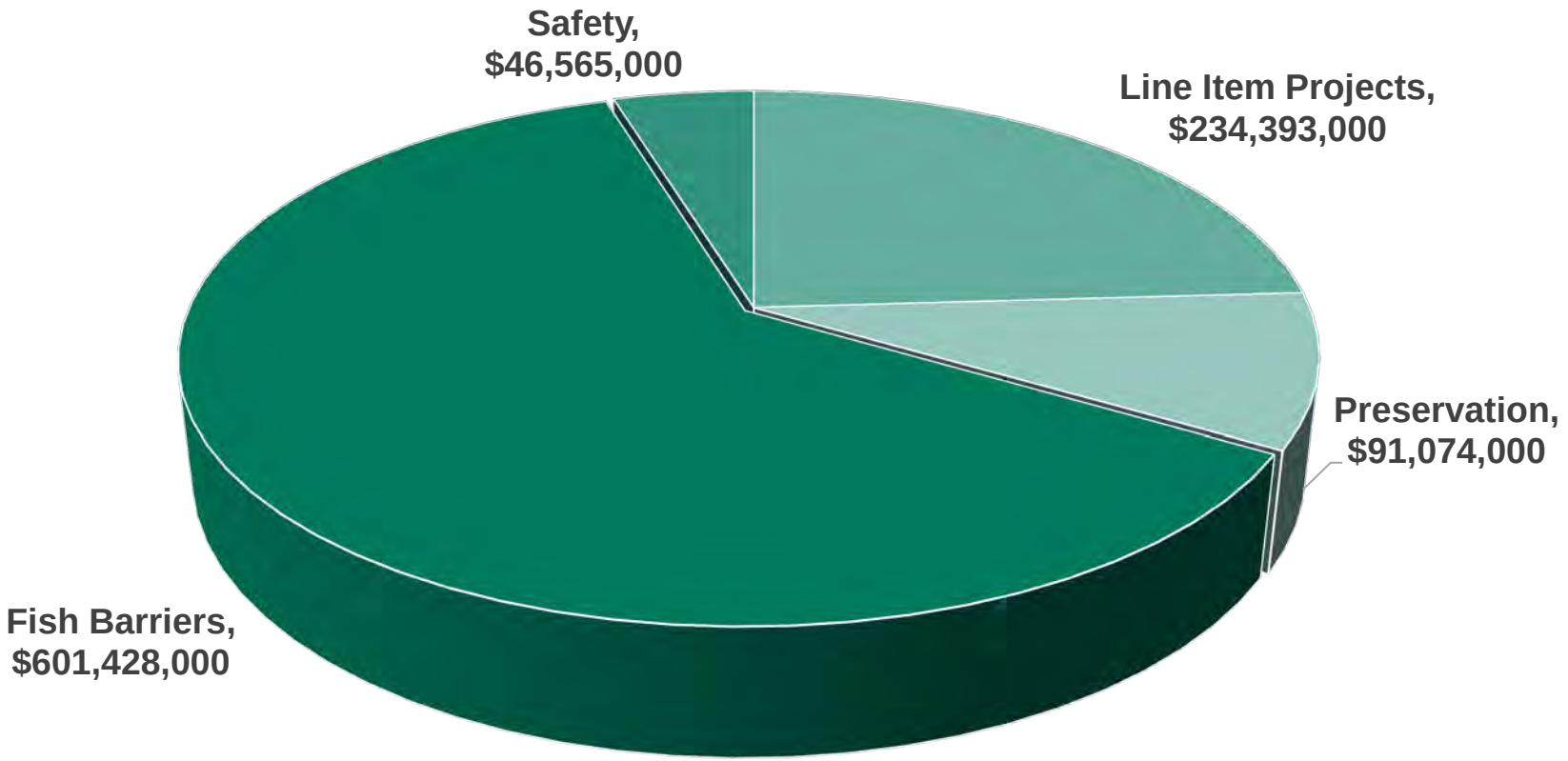


7 Counties
48 Cities
2 Military Bases
2 National Parks
7 Transit Agencies
6 Ferry Terminals

3,000+ Lane miles
645 Bridges
309 Traffic Signals
4 Safety Rest Areas
13 Tribes
1.8 million Customers

Olympic Region Capital Program

‘23-’25 Biennium



$973 Million

2024 Construction

Olympic Region 2024 Construction Projects

Timing subject to change

Not all locations will be under construction in 2024, and some will carry into 2025.
See project webpages for additional information.

https://wsdot.wa.gov/construction-planning

1. US 101/May Creek in Vic of Dowans Creek Rd – Remove Fish Barrier
2. US 12/SR 8/Grays Harbor County Fish Passage Barriers – Remove Fish Barriers
3. SR 305/Sam Snyder Creek – Remove Fish Barrier
4. SR 305/Port Madison, Agatewood Rd, Adas Will Ln – Safety Improvements
5. SR 16/SR 160/Kitsap County Fish Passage Barriers – Remove Fish Barriers
6. US 101 Jefferson and Clallam Counties Fish Barriers – Remove Fish Barriers
7. US 101 Elwha River Bridge – Bridge Replacement
8. SR 108/US 101/Mason and Thurston Co Fish Barriers – Remove Fish Barriers
9. I-5 Mounts Rd to Steilacoom-DuPont Rd – Corridor Improvements
10. SR 16 and SR 302 (Spur) Purdy Creek – Remove Fish Barriers and Paving
11. SR 167/I-5 to SR 509 – Stage 1B
12. SR 3 – Chico Creek and Chico Way Bridge Vicinity – Remove Fish Barriers
13. US 101 & SR 116 North Olympic Peninsula – Remove Fish Barriers
14. US 101/Northwest US 101 – Remove Fish Barriers
15. SR 109/Hoquiam to Ocean City – Remove Fish Barriers
16. SR 104/Paradise Bay-Shine Road & SR 19 – Safety Improvements
17. SR 7/Pacific Highway Crossing and Signalization
18. SR 104/Hood Canal Bridge – Centerlock Rehabilitation
19. SR 166/Bethel Bay/Maple Intersection – Roundabout
20. US 101 Chehalis River Bridge – Bridge Bearing Replacement
21. SR 20/Kearney St I/S – Roundabout
22. I-5/54th Ave to N of 20th St E – HMA Replacement and Paving

NOT SHOWN ON MAP

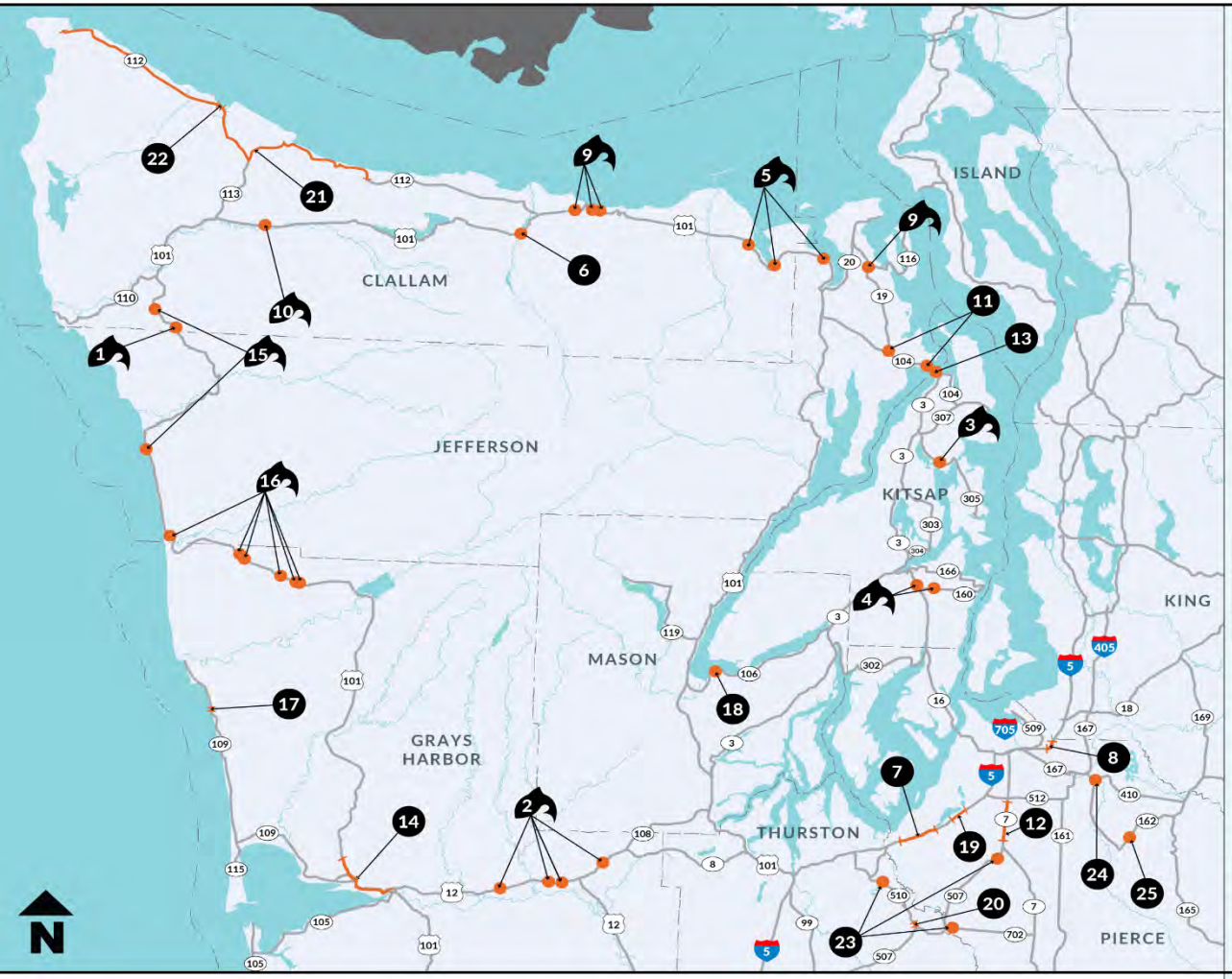
Region Wide Crack Sealing

Region Wide Chip Seal

MAP KEY:

Construction | Fish Passage | Active Construction | Completed Construction | 2025 Construction

Look Ahead - 2025 Construction



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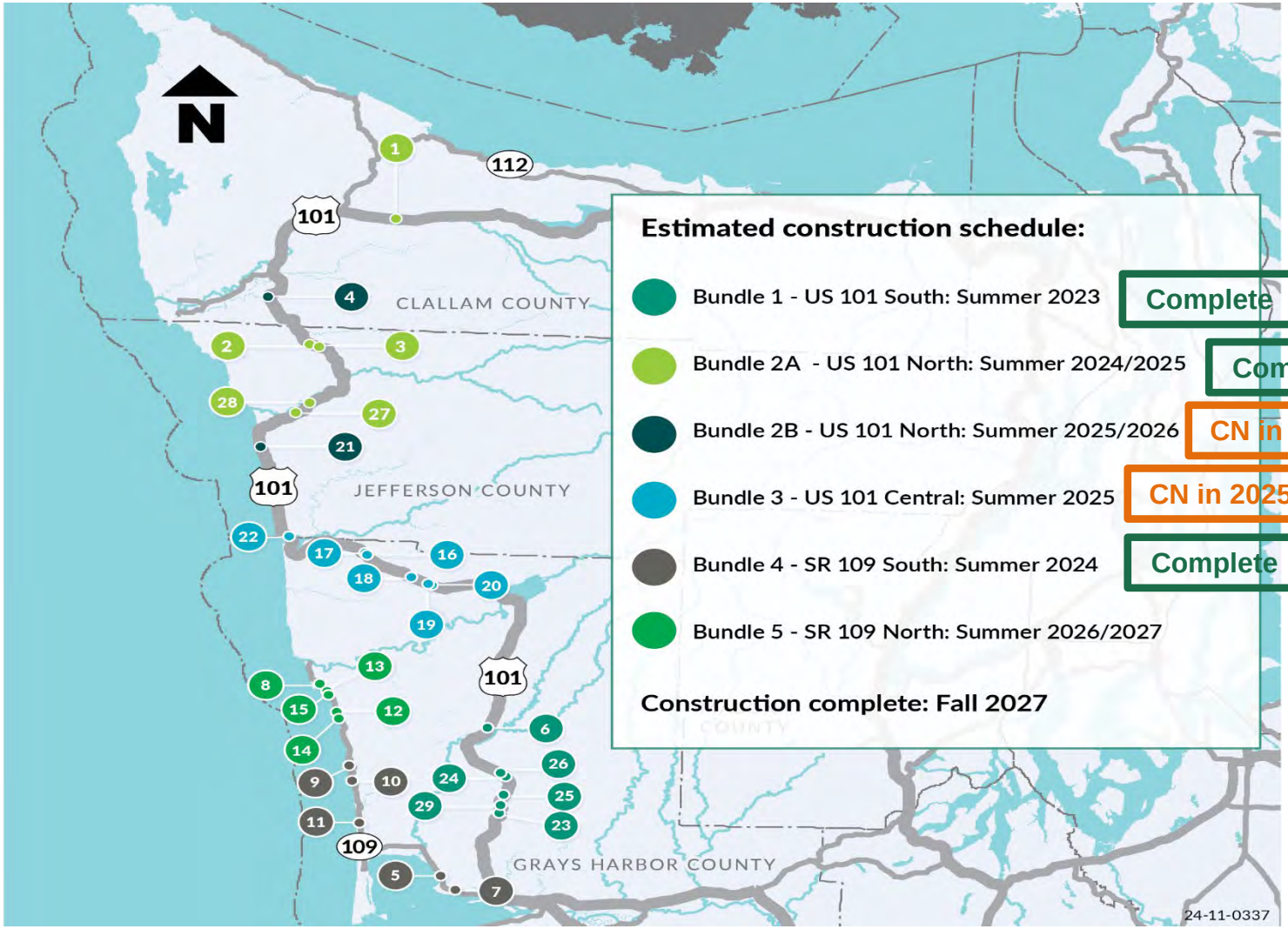
15. US 101 Grader & Unnamed Trib to Pacific Ocean – Remove Fish Barriers
16. US 101 Quinault Reservation – Remove Fish Barriers
17. SR 109/N of Moclips Highway – Stabilize Slope
18. SR 106/McReavy Rd Vicinity - Culvert Repair
19. I-5 Gravelly-Thorne Connector
20. SR 510 – Yelm Loop – New Alignment Phase 2
21. SR 112 Preserve and Maintain
22. SR 112 Clallam Bay Unstable Slope
23. SR 702, SR 510, & SR 507 Roundabout Bundle #1A
24. SR 162/SR 410 I/C – Roundabout
25. SR 162/Orville Rd E Intersection – Roundabout

Project schedules subject to change. See project webpages for additional information.
https://wsdot.wa.gov/construction-planning

MAP KEY:
- Construction
- Active Construction
- Fish Passage

24-10-0333

Fish Barrier Program



Complete

Complete

CN in 2025

CN in 2025

Complete

US 12/SR 8 Grays Harbor

Camp Creek

US 12/SR 8 Grays Harbor

Unnamed Tributary to Vance Creek

SR109 Grays Harbor

US 101/Northwest US 101

Fish Passage Challenges

- Federal injunction requirement gives WSDOT until 2030 to open 90% of the blocked habitat in the injunction area.
- As of June, 50% of the blocked habitat has been corrected and projects under contract will reach 70%.
- Additional funding is needed to reach the 90% requirement.

System Preservation

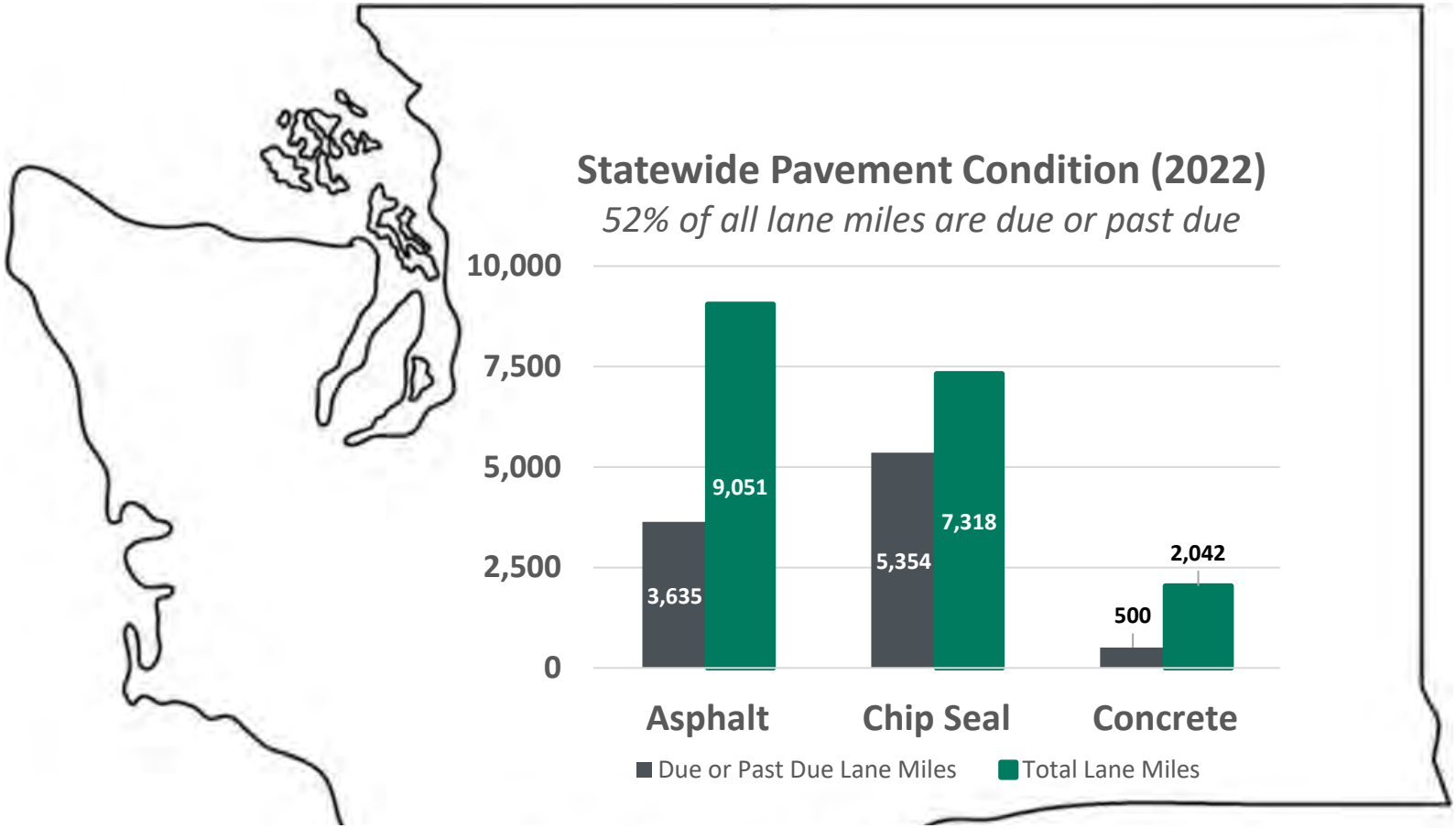
Upcoming in 2025:

- US 101/Chehalis River Bridge - Bridge Bearing Replacement
- SR 109/N of Moclips Highway - Stabilize Slope

Upcoming in 2026:

- SR 105/Westport Rd to Scott St - Paving and ADA Compliance
- US 12/Heron St Bridge - Grid Deck Replacement

Preservation Challenges - Pavements



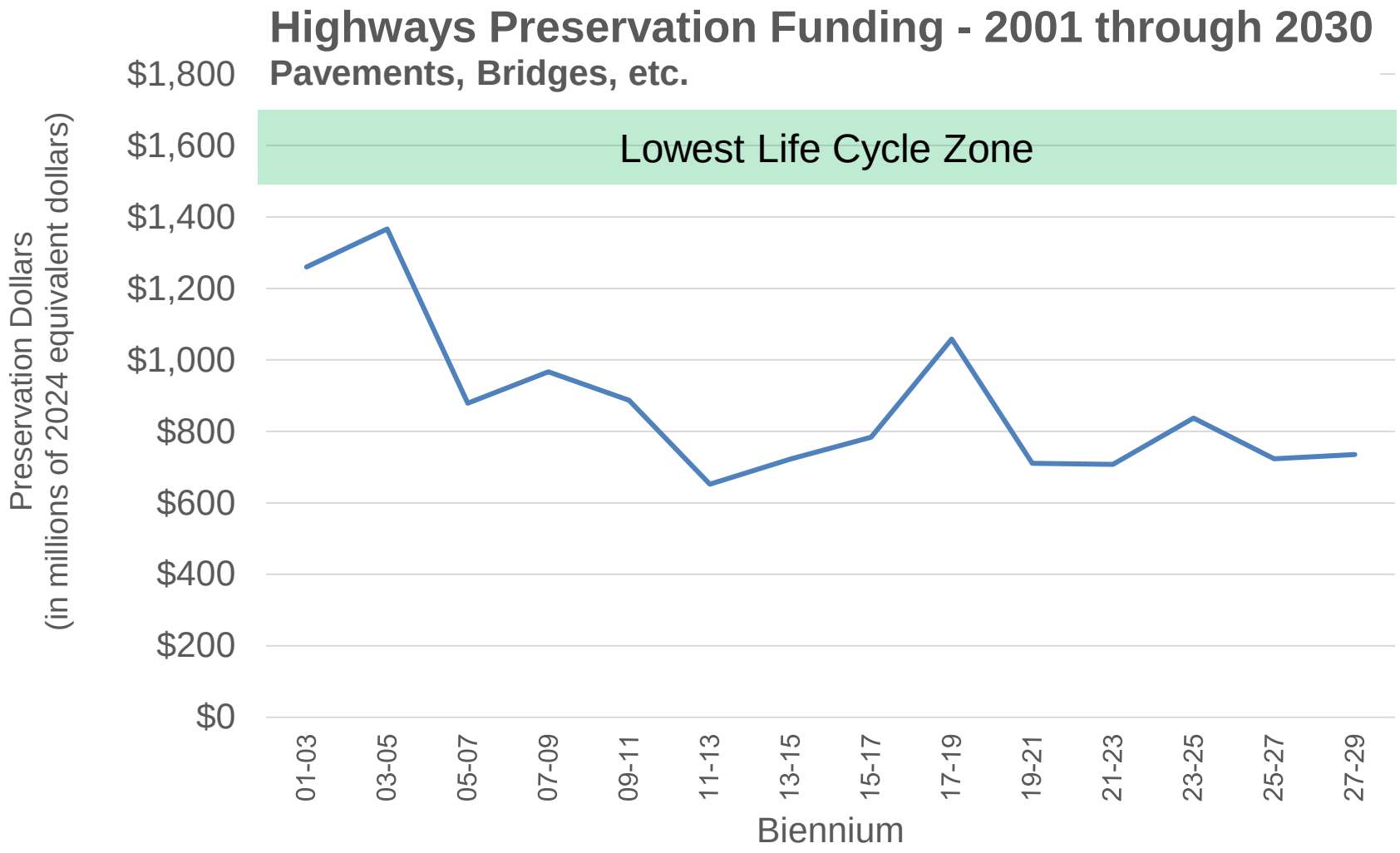
- 3,490 lane miles of pavement are due for preservation, another 6,000 are past due, and 1,390 lane miles are in poor condition; currently paving roughly 920 lane miles per year.

Preservation Challenges - Bridges

In Olympic Region:

- 17 bridges are recommended for replacement due to their condition with an estimated replacement cost of $1 billion.
- 21 bridges that are due or past due for painting with an estimated cost of $95 million.
- 62 bridges in need of superstructure or deck repair at an estimated cost of $120 million.

Preservation Investment

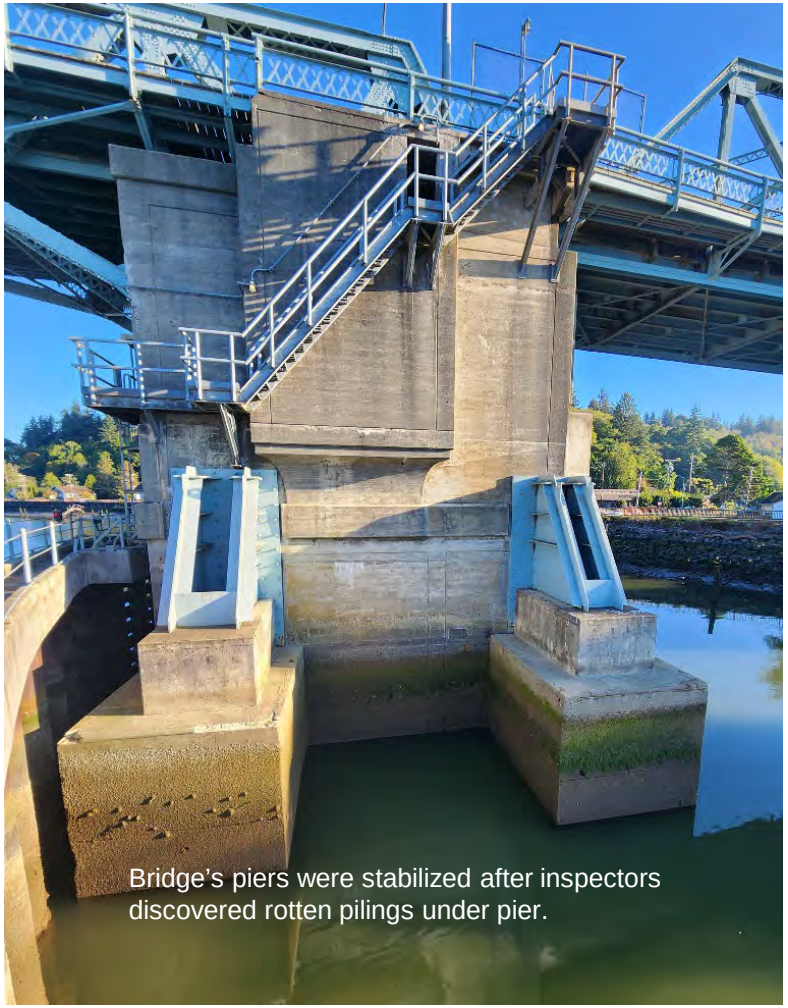


US 101 and US 12 Moveable Bridges

US 101, Riverside Avenue Bridge

Built: 1970
Age: 53 years
Cost to repair: $37 million

US 101, Simpson Avenue Bridge



Bridge's piers were stabilized after inspectors discovered rotten pilings under pier.

Built: 1928
Repaired: 1948
Age: 95 years
Cost to repair: $89 million

US 12, Heron Street Bridge

Built: 1949
Age: 74 years
Cost to repair: $93 million

(Upper) Center pier of the bridge is tilting and being held upright by tensioning cables.
(Lower Right) Open grid bridge deck has missing steel pieces.

US 12, Wishkah River

Built: 1925
Rebuilt: 2003
Age: 98 years
Cost to repair: $14 million

(Upper) Wear and tear on the counterweight trunnion bearing

US 101, Chehalis River Bridge

Built: 1955
Age: 68 years
Cost to repair: $69 million

(Above) One of eight bridge rocker bearings that are deteriorating and need to be replaced.

Maintenance Challenges

- Materials, equipment, and labor prices have increased significantly without an increase in budget.
- Reductions in service and response to third-party damage.
- Prioritizing available resources to winter operations.

Guardrail repairs

Asphalt Repairs

Bridge repairs

Panel repair

Emergency & Unscheduled Work

2024 year to date call-outs:

- Collisions - 2,950
- Debris & Dead Animals - 938
- Disabled Vehicles - 890
- Roadside Fires - 116
- Traffic Signals & Signing - 459
- Downed Trees - 220
- Slides - 36
- Water over the Roadway - 34

SR 8, M.P. 7.3

US 101 79.65

Maintenance & Operations

Summer 2025

Focus Areas:

- Striping and Thermoplastics Work
- Asphalt Repairs
- Vegetation Management
- Shoulder Work
- Bridge Work
- Third Party Damage Repairs
- Guidepost Installs and Repairs

Safety Challenges

We’re not making the progress we need to reach Target Zero goals:

- 2023 crashes on Washington roadways were the highest since 1990.
- Speeding, reckless and impaired driving are primary causes.
- Small, low-cost projects that can be quickly implemented to reduce crashes, reduce the potential for crashes or improve mobility.
- Statewide funding to address the pressing needs on local and state highways is needed.

Questions?

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Real time travel conditions:

- WSDOT.WA.GOV
- Travel Map
- WSDOT App