

Asset Management: Highway Maintenance Annual Report

WSDOT's task completion and asset conditions

2012 through 2013; Level of service score for selected maintenance activities

Activity or asset (Task completion goals)	Performance measures	Calendar year 2012	Calendar year 2013	Goal met
Movable or floating bridges (Completed planned maintenance)	% of total planned work completed	98%	91%	
	Asset condition rating (2013 Legislative target: A+)	A+	A+	Yes
Traffic signal systems operations (Completed planned maintenance)	% of total planned work completed	88%	84%	
	Asset condition rating (2013 Legislative target: C+)	C+	B-	Yes
Urban tunnel systems operations (Completed planned maintenance)	% of total planned work completed	91%	95%	
	Asset condition rating (2013 Legislative target: B)	C	B-	No ¹
Structural bridge repair (Completed priority one repairs)	% of priority one repairs completed	60%	54% ²	
	Asset condition rating (2013 Legislative target: C)	D	D	No ¹
Regulatory sign maintenance (Completed planned maintenance)	% of total planned work completed	87%	75%	
	Asset condition rating (2013 Legislative target: C+)	C+	C+	Yes
Intelligent Transportation Systems (Completed planned maintenance)	% of total planned work completed	51%	47% ³	
	Asset condition rating (2013 Legislative target: A-)	A-	A-	Yes
Maintain catch basins and inlets (Completed annual inspection and maintenance in NPDES ⁴ permit area)	% of inspection and maintenance completed	61% ¹	100%	
	Asset condition rating (2013 Legislative target: B)	C	B+	Yes
Bridge deck repair (Completed planned maintenance)	% of total planned work completed	111%	77% ⁵	
	Asset condition rating (2013 Legislative target: C+)	C+	C+	Yes
Pavement (Completed planned maintenance)	% of total planned work completed	86%	129% ⁶	
	Percent in fair or better condition (Target: 92%)	91.8%	N/A ⁷	Yes
Cable barrier ⁸ (Completed planned maintenance and repairs)	% of planned maintenance and repairs completed	103%	96%	
	Asset condition rating (2013 Legislative target: A)	A-	A+	Yes
Pavement striping maintenance (Completed planned maintenance)	% of total planned work completed	88%	96%	
	Asset condition rating (2013 Legislative target: B-)	C	C+	No ¹
Raised/recessed pavement markers (Completed planned maintenance)	% of total planned work completed	85%	73%	
	Asset condition rating (2013 Legislative target: C+)	C+	B-	Yes
Highway lighting systems (Completed planned maintenance)	% of total planned work completed	78%	46% ⁹	
	Asset condition rating (2013 Legislative target: A-)	A-	A	Yes
Guidepost maintenance (Completed planned maintenance)	% of total planned work completed	87%	134% ¹⁰	
	Asset condition rating (2013 Legislative target: D)	D	D	Yes
Maintain culverts (Completed planned maintenance)	% of total planned work completed	77%	113% ¹¹	
	Asset condition rating (2013 Legislative target: D)	C-	D	Yes
Pavement marking maintenance (Completed planned maintenance)	% of total planned work completed	112%	98%	
	Asset condition rating (2013 Legislative target: D)	D	D	Yes
Shoulder maintenance (Completed planned maintenance)	% of total planned work completed	48%	88%	
	Asset condition rating (2013 Legislative target: C-)	C+	C	Yes
Stormwater BMPs ¹² (Completed annual inspection and maintenance in NPDES ⁴ permit area)	% of inspection and maintenance completed	N/A ⁷	100%	
	Asset condition rating (2013 Legislative target: C)	C	C	Yes

Data source: WSDOT Maintenance Office.

Notes: 1 See *Gray Notebook 52*, p. 13, for reasons for missed MAP scores. 2 While task completion of "priority one" repairs declined from 2012, the overall asset condition stayed the same. The scope and costs of these repairs can vary by type of repair and location. WSDOT is evaluating its coordination of the priority one repairs to improve the asset condition. 3 Original preventive maintenance (PM) frequencies were based on older technology. The data collected is not reflecting a higher number of PM's results in fewer repairs. WSDOT is revisiting the PM schedules with the newer technology and will reduce the number of PM tasks as appropriate. 4 NPDES stands for the National Pollutant Discharge Elimination System. 5 WSDOT reduced its maintenance on bridge decks toward the end of fiscal year 2013 to avoid overspending the budget at the end of the 2011-2013 biennium. 6 Beginning in the 2013-2015 biennium, WSDOT will use only one type of unit measurement that represents the largest component of the pavement activity, rather than four different types of units used in the 2011-2013 biennium. 7 The table lists "N/A" where data is unavailable. 8 This activity is a subset of the activity Guardrail Maintenance listed in the table on p. 12 of *Gray Notebook 52*. 9 This year electrical service PMs were added into the total plan and were not previously measured. Also, two regions focused less on lighting and more on other activities, completing less than 18% of the regions' identified PMs, while the remaining regions completed between 65% and 98% of their PMs. This significantly lowered the statewide completion percentage. 10 WSDOT increased activities with minimal material expenditures to avoid overspending at the end of the biennium. This activity is mostly labor (e.g., cleaning, straightening or reinstalling). 11 There is an increased need for maintenance activities on culvert inspections, cleaning and minor repairs. Without preservation funding to replace or rehabilitate deficient culverts, the overall asset condition will continue to deteriorate. 12 Stormwater BMPs stands for Stormwater Treatment Facilities Best Management Practices.

See Highway Maintenance Annual Report, *Gray Notebook 52*, pp. 12-13