

# Asset Management: Highway Maintenance Annual Report

## WSDOT's task completion and asset conditions

Calendar year 2012 through 2014; Level of service score for select maintenance activities

Activity or asset (Task completion goals)	Performance measures	2012	2013	2014	Goal met
Movable or floating bridges (Completed preventative maintenance tasks)	% of total preventative maintenance tasks completed	98%	91%	89%	
	Asset condition rating (2013 Legislative target: A+)	A+	A+	A	No <sup>1</sup>
Traffic signal systems operations (Completed preventative maintenance tasks)	% of total preventative maintenance tasks completed	88%	84%	76%	
	Asset condition rating (2013 Legislative target: C+)	C+	B-	B-	Yes
Urban tunnel systems operations (Completed preventative maintenance tasks)	% of total preventative maintenance tasks completed	91%	95%	97%	
	Asset condition rating (2013 Legislative target: B)	C	B-	B+	Yes
Structural bridge repair (Completed priority one repairs)	% of priority one repairs completed	60%	54% <sup>2</sup>	54% <sup>2</sup>	
	Asset condition rating (2013 Legislative target: 90%)	95% <sup>3</sup>	96% <sup>3</sup>	92% <sup>3</sup>	Yes
Regulatory sign maintenance (Completed planned maintenance)	% of total planned work completed	87%	75%	80%	
	Asset condition rating (2013 Legislative target: C+)	C+	C+	C	No <sup>1</sup>
Intelligent Transportation Systems (Completed preventative maintenance tasks)	% of total preventative maintenance tasks completed	51%	47% <sup>4</sup>	47% <sup>4</sup>	
	Asset condition rating (2013 Legislative target: A-)	A-	A-	A-	Yes
Maintain catch basins and inlets (Completed annual inspection and maintenance in NPDES <sup>5</sup> permit area)	% of inspection and maintenance tasks completed	61%	100%	100%	
	Asset condition rating (2013 Legislative target: B)	C	B+	A+	Yes
Bridge deck repair (Completed planned maintenance)	% of total planned work completed	111%	77% <sup>6</sup>	185% <sup>6</sup>	
	Asset condition rating (2013 Legislative target: 90%)	95% <sup>2</sup>	96% <sup>2</sup>	92% <sup>2</sup>	Yes
Pavement (Completed planned maintenance)	% of total planned work completed	86% <sup>7</sup>	129% <sup>7</sup>	96% <sup>7</sup>	
	Percent in fair or better condition (Target: 92%)	91.8%	91.8%	93.3%	Yes
Cable barrier <sup>9</sup> (Completed planned maintenance and repairs)	% of planned maintenance and repairs completed	103%	96%	100%	
	Asset condition rating (2013 Legislative target: A)	A-	A+	A+	Yes
Pavement striping maintenance (Completed planned maintenance)	% of total planned work completed	88%	96%	107%	
	Asset condition rating (2013 Legislative target: B-)	C	C+	C+ <sup>8</sup>	No <sup>1</sup>
Raised/recessed pavement markers (Completed planned maintenance)	% of total planned work completed	85%	73%	71%	
	Asset condition rating (2013 Legislative target: C+)	C+	B-	C+	Yes
Highway lighting systems (Completed preventative maintenance tasks)	% of total preventative maintenance tasks completed	78%	46% <sup>10</sup>	45% <sup>10</sup>	
	Asset condition rating (2013 Legislative target: A-)	A-	A	A	Yes
Guidepost maintenance (Completed planned maintenance)	% of total planned work completed	87%	134% <sup>11</sup>	99%	
	Asset condition rating (2013 Legislative target: D)	D	D	D	Yes
Maintain culverts (Completed planned maintenance)	% of total planned work completed	77%	113% <sup>12</sup>	133% <sup>12</sup>	
	Asset condition rating (2013 Legislative target: D)	C-	D	C	Yes
Pavement marking maintenance (Completed planned maintenance)	% of total planned work completed	112%	98%	70%	
	Asset condition rating (2013 Legislative target: D)	D	D	C-	Yes
Shoulder maintenance (Completed planned maintenance)	% of total planned work completed	48%	88%	92%	
	Asset condition rating (2013 Legislative target: C-)	C+	C	C	Yes
Stormwater BMPs <sup>13</sup> (Completed annual inspection and maintenance in NPDES <sup>5</sup> permit area)	% of inspection and maintenance completed	N/A <sup>14</sup>	100%	85%	
	Asset condition rating (2013 Legislative target: C)	C	C	I <sup>14</sup>	N/A <sup>15</sup>

Data source: WSDOT Maintenance Office.

Notes: 1 See [Gray Notebook 56, p. 14](#) for explanation of missed MAP scores. 2 While task completion of "priority one" repairs declined in 2013 and remained low in 2014, the overall asset condition stayed the same. The scope and costs of these repairs can vary by type of repair and location. WSDOT continues to evaluate its coordination of priority one repairs to improve the asset condition. 3 Structural bridge repairs and bridge deck repairs are being integrated with the current Bridge Preservation Office reporting the percentage of Washington State managed bridges in fair or better condition. 4 Preventive maintenance (PM) tasks are funded at 50% of the total need. Preventative maintenance tasks for ITS systems are under review and have not been updated. 5 NPDES stands for the National Pollutant Discharge Elimination System. 6 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. New funding for the 2013-2015 biennium allowed crews to complete some of the backlog created in the previous biennium. 7 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. 8 Critical bridge needs necessitated shifting funds from striping to bridge maintenance. The target was set at a B- early in the biennium when additional funds were planned to be spent on the activity. However, the level of service achieved was the same as in 2013. Maintenance planned and delivered the work for a level of service of a C+. 9 This activity is a subset of the activity Guardrail Maintenance listed in the table on [p. 14](#) of [Gray Notebook 56](#). 10 In 2013, electrical service PMs, which were not previously measured, were added into the total plan. This significantly increased the total PMs needed and lowered the statewide completion percentage, as no additional funding was received. 11 WSDOT increased activities with minimal material expenditures to avoid overspending at the end of the biennium. This activity is mostly labor costs. 12 There is an increased need for maintenance activities on culvert inspections, cleaning and minor repairs. 13 Stormwater BMPs stands for Stormwater Treatment Facilities Best Management Practices. 14 "I" equals incomplete score. See [Gray Notebook 56, p. 15](#) for more detail. 15 The table lists "N/A" where data is unavailable.

See Highway Maintenance Annual Report, [Gray Notebook 56, pp. 14-15](#)