

Unfunded Preservation Needs

Adams County

State Route 26 between Othello and SR 395 is the most distressed location and unfunded section in Adams County.

State Route 26 is a state highway that runs through Grant, Adams, and Whitman counties, linking I-90 to US 195 in the city of Colfax. The primary function is to support the movement of freight across the state, provide service to local agricultural lands, serve local communities, and is used by WSU students to travel to Pullman from the western part of the state.



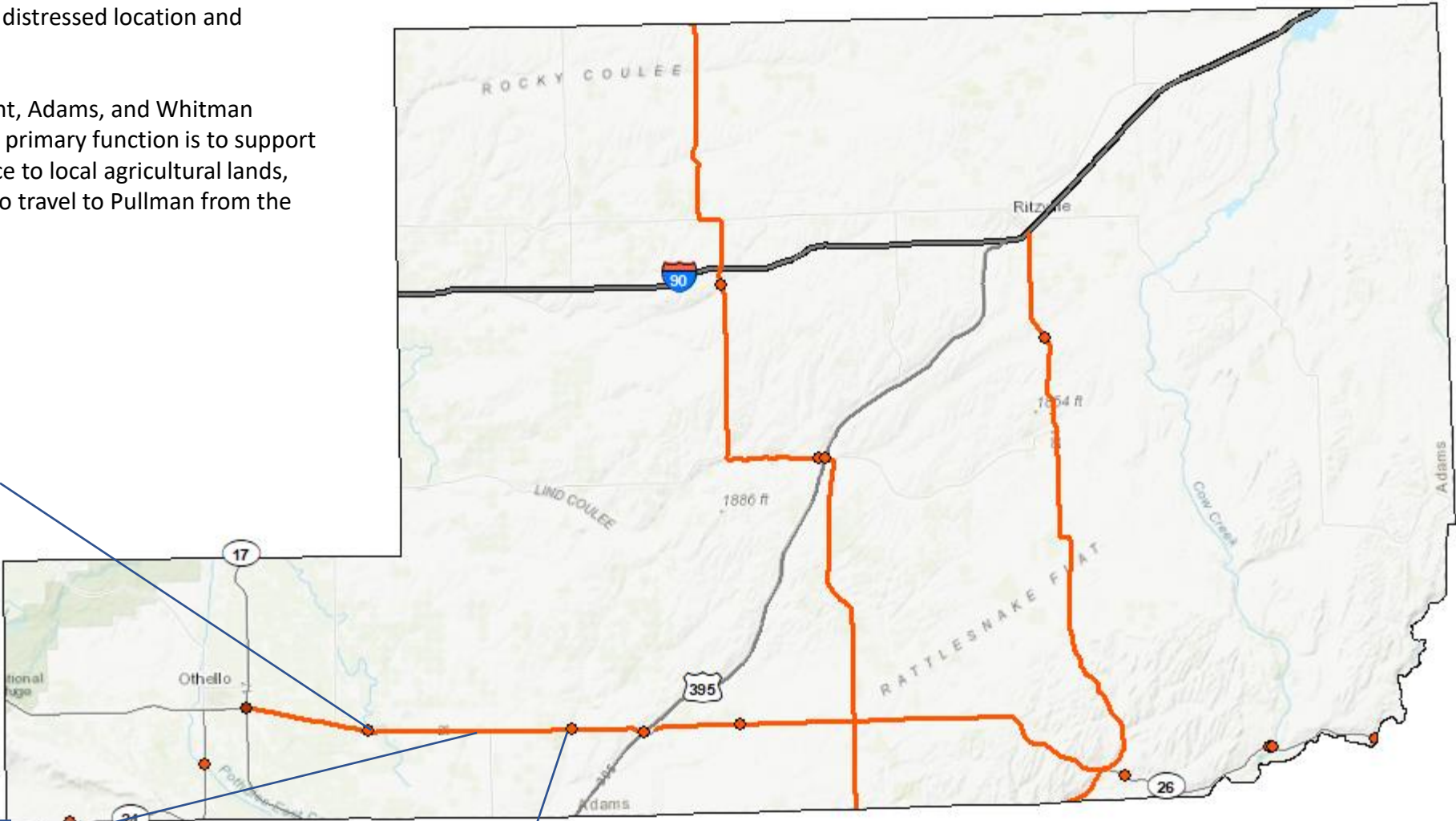
This bridge over the Koren Railroad is deteriorated with patching, cracking and spalling throughout.



Pavement is rough, rutted and deteriorated. To restore structure, heavier rehabilitation like Cold-In-Place recycling is needed.



The Providence Coulee Bridge deck is deteriorated, with patching, cracking and spalling throughout. Replacing the top 3” of concrete will extend the bridge life. Left unaddressed exposes the entire deck to more deterioration, and the entire deck will need to be replaced.



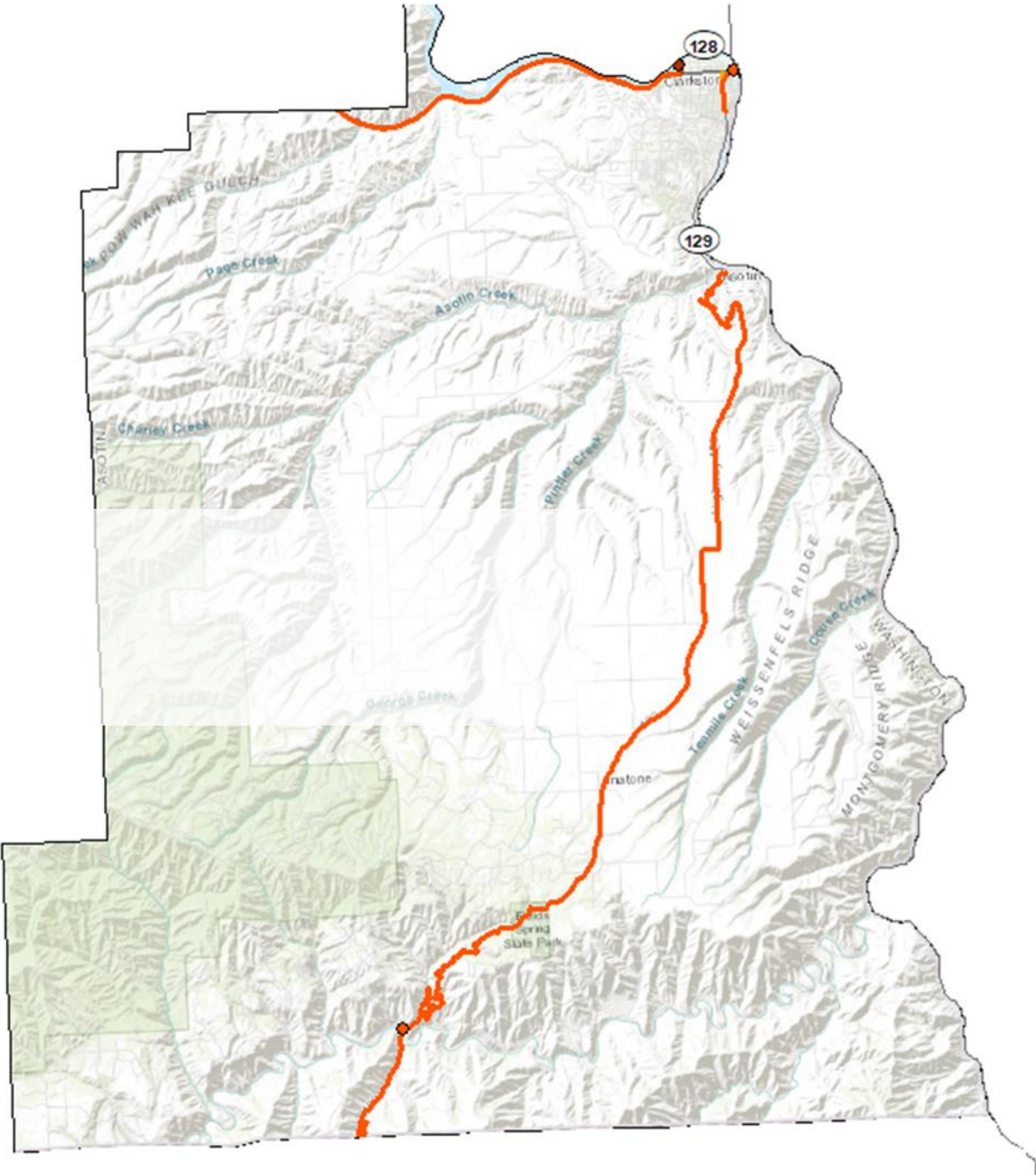
Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Asotin County

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State Route 129 is a remote state highway located in Asotin County serving the city of Asotin, the community of Anatone, the Umatilla National Forest, and surrounding areas. This corridor is a north-south lifeline between northeastern Oregon and southeastern Washington, and one of only two routes out of the Enterprise and the Wallowa Valley in Oregon.

WSDOT has been cost-effectively managing this corridor for 70 years through chip seal surfacing. The first ten miles are rougher than WSDOT standards. Not chip sealing and repairing rough sections during the next ten years makes it very likely much of this route will need major rehabilitation or reconstruction.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	— U.S. Interstate
●	T-2	—	T-2	—	— U.S. Highway
●	T-3	—	T-3	—	— State Route
●	T-4	—	T-4	—	
●	T-5	—	T-5	—	

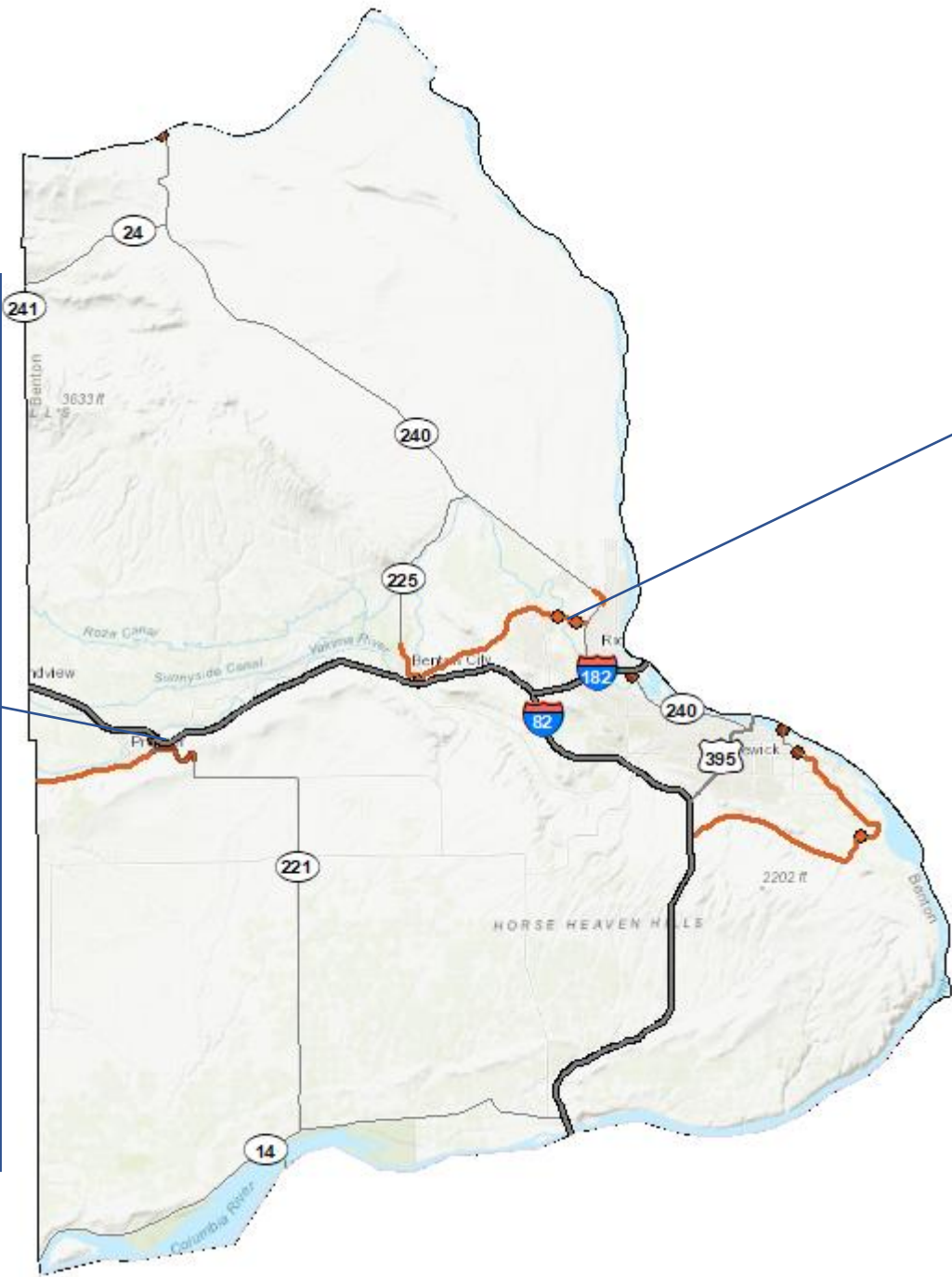
Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Benton County



Severe deterioration on a bridge approach at the I-82/Gap Rd interchange in Prosser. Nearly all ramp preservation needs are currently unfunded. Interchanges currently in fair condition (minor cracking and patching) will look like this in ten years. Those currently in this condition will see failed bridge crossings and pavements in need of reconstruction.



Severe alligator cracking and spalling on SR 224 in West Richland.

SR 224 serves the cities of Benton City, West Richland, and Richland and links them to I-82. The corridor primarily serves commuters while accommodating some freight and tourist travel. The corridor also provides access to the Richland Airport.

Cyclist and pedestrian traffic are present on this corridor, particularly in the two city centers. Deteriorated pavements create hazard for cyclists and accessibility issues, even before they are noticeable to motorized vehicles.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

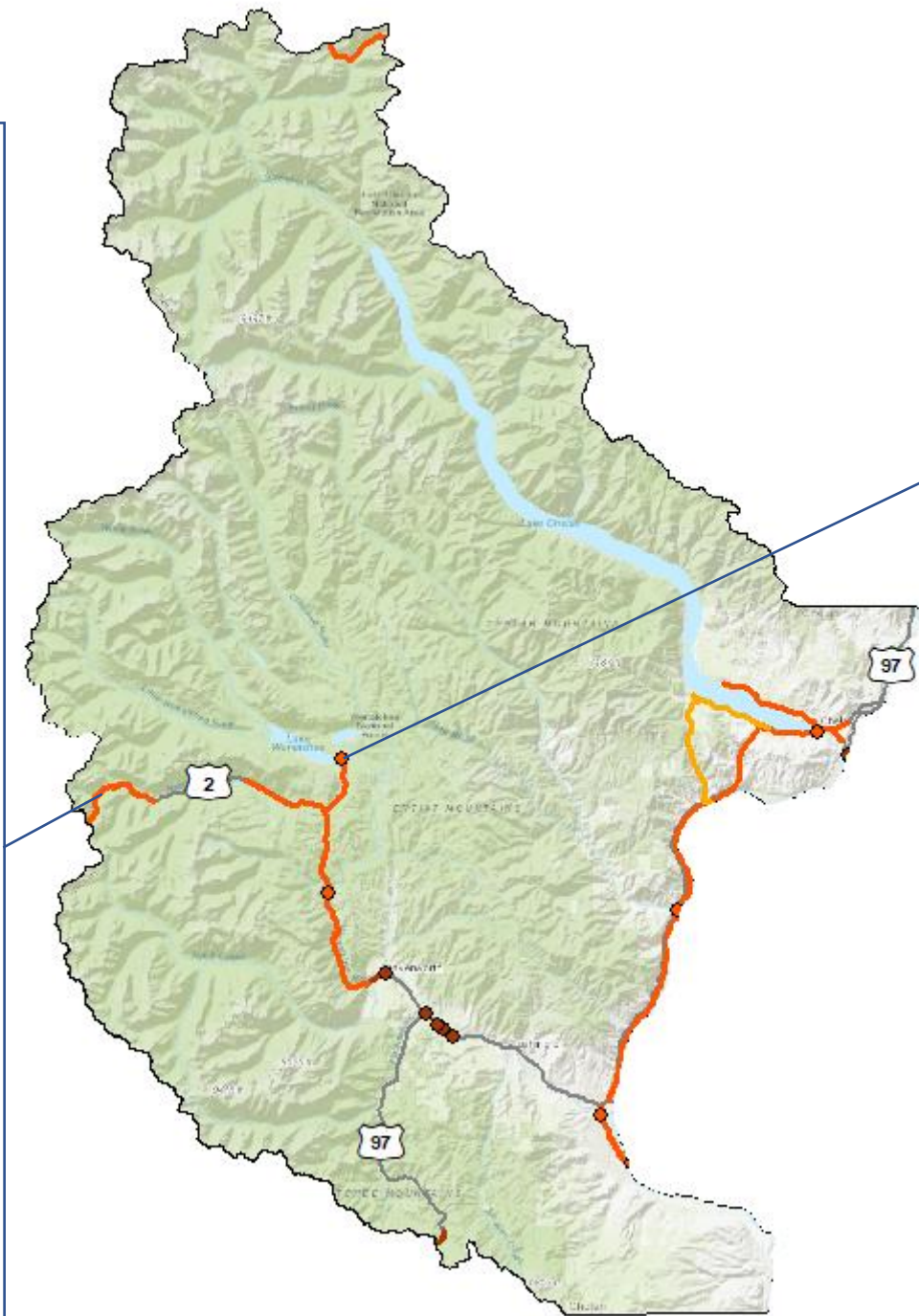
Chelan County



US 2 – Stevens Pass: Cracking, rutting, potholing and delamination is developing on the roadway surface, less the 5 years after resurfacing. Extensive patching is planned for this summer, but a full resurfacing is needed.

Pavements and assets on mountain passes require the most frequent preservation to maintain a state of good repair.

US 2 is an east-west highway spanning 2,571 miles across the northern continental United States, connecting Everett to the Upper Peninsula of Michigan. This part of US 2 serves the communities of Gold Bar, Start Up, Index, Cole’s Corner, Winton, Berne, Merritt, Baring, Skykomish, Leavenworth, Peshastin, and Dryden. This corridor is primarily used by freight, rail, and recreational travelers.



The Wenatchee River Bridge on State Route 207 shows significant rust on its superstructure and steel members. It has extensive patching and cracking in the deck. It needs painting and deck resurfacing.

State Route 207 is a state highway that serves the Wenatchee National Forest and Lake Wenatchee State Park in Chelan County.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	— U.S. Interstate
●	T-3	—	T-3	— U.S. Highway
●	T-4	—	T-4	— State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Clallam County

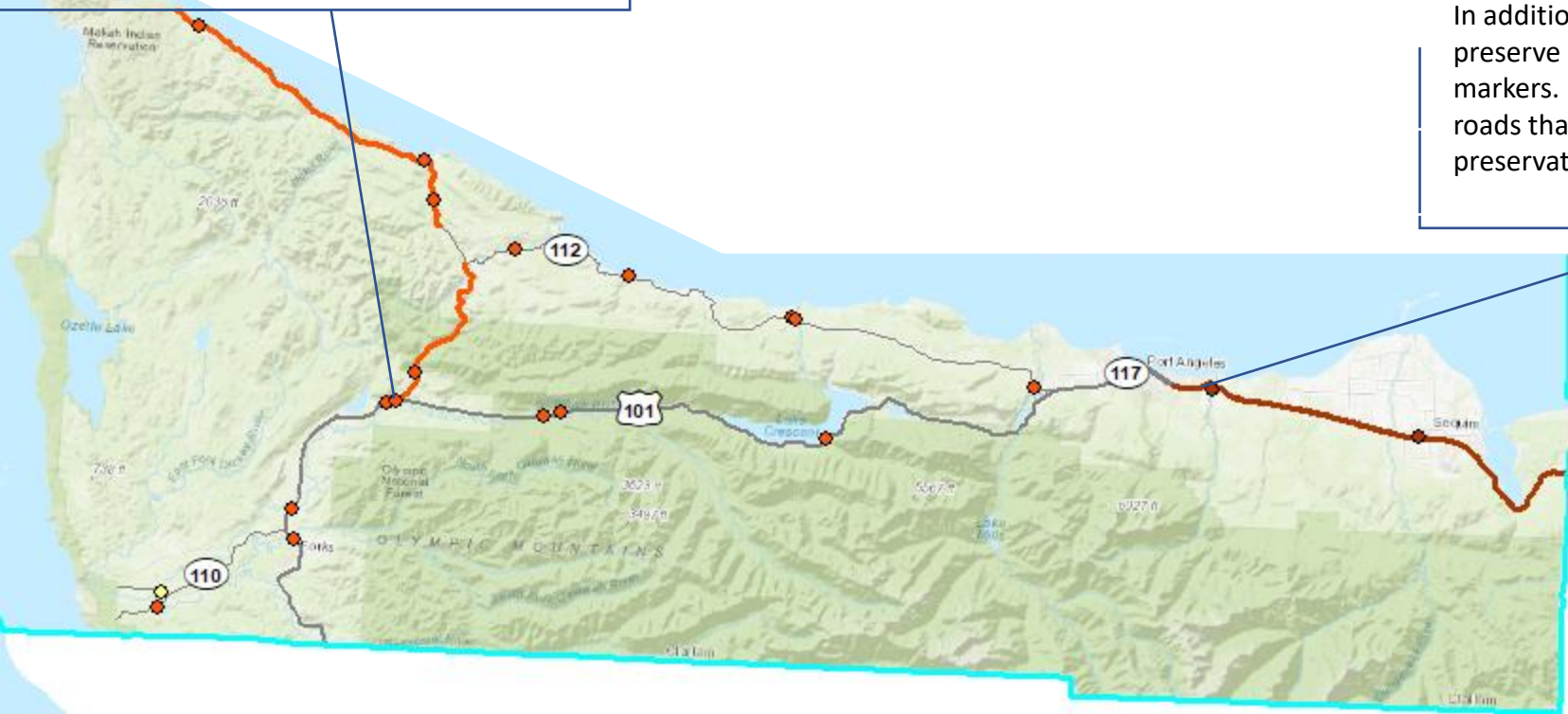
US 101 Bridge over the Sol Duc River. Rust blooms throughout the truss. Bridge has extensive patching, some of which has reflected through the asphalt.



The US 101 corridor through Clallam County serves provides connections for several tribes, is provides modal options by Clallam Transit and is a designated bike route, gives access to recreational facilities, and is used be freight.



Cracking throughout US 101 outside of Port Angeles, including distresses at the recessed pavement markers and rumble strips. In addition to preserving the pavement, preservation projects preserve safety features like rumble strips and pavement markers. These features also cannot be preserved on the same roads that do not having funding for bridge and pavement preservation.



Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
●	T-2	—	T-2	—	U.S. Highway
●	T-3	—	T-3	—	State Route
●	T-4	—	T-4	—	
●	T-5	—	T-5	—	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Clark County



There are numerous ramps that are a part of interchanges in Clark County. Here are examples of extensive crack on just two of them.

Even though ramps have lower speeds, deteriorated ramps will make it more difficult to accelerate to highway speeds for on-ramps, and distressed off-ramps will require alert drivers to manage the change in condition as they transition from smoother pavements on T-1 freight mainlines, like I-5 and I-205. The longer they are left to deteriorate, the more extensive and expensive the fix will be.



State Route 500 is showing early cracking and potholes, after it was last resurfaced with chip seal in 2016. This chip seal was applied late to try to preserve the pavement without more expensive asphalt resurfacing, but the pavement was more distressed than ideal conditions. WSDOT only used a late chip seal approach due to Preservation underfunding. This is an example of why WSDOT cannot continue to try to “hold together” roadways with less than 50% of the funding required.

Moreover, this section may benefit from centerline rumble strips according to a statewide screening. Installing these rumble strips in conjunction with the proper pavement preservation will cost vastly less than installing them in failed pavement.



The SR 503 Lewis River Yale bridge is a narrow, one lane, historical bridge with eagles that nest in its towers.

The structure is in need of both steel painting and deck replacement and could be a candidate for replacement.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
●	T-2	—	T-2	—	U.S. Highway
●	T-3	—	T-3	—	State Route
●	T-4	—	T-4	—	
●	T-5	—	T-5	—	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

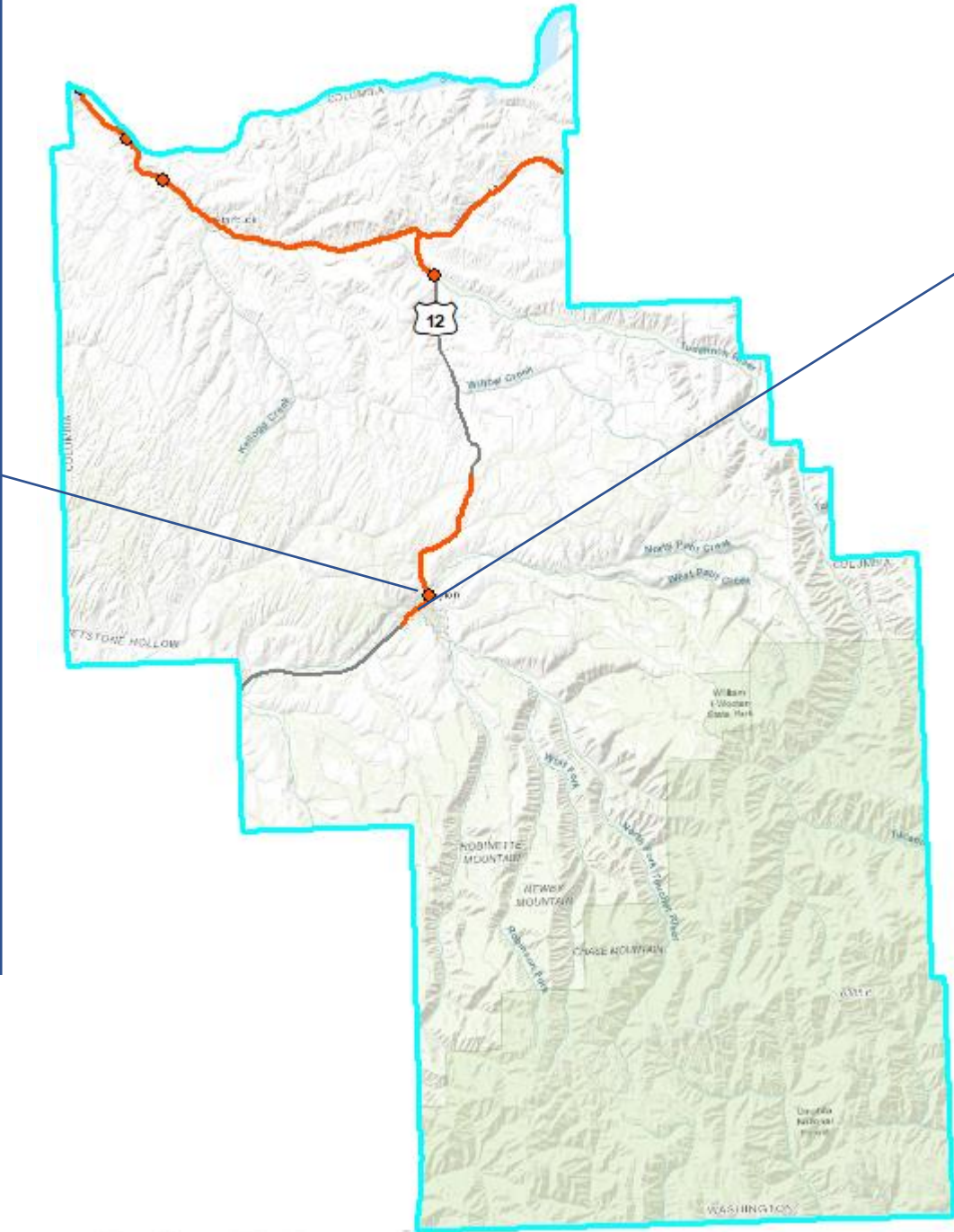
Unfunded Preservation Needs

Columbia County



US 12 in Dayton pavement deterioration including rutting, longitudinal cracking and multiple patches.

US 12 is an important freight and recreation route in Washington. The majority of the corridor is rural with some agricultural and industrial land uses, but it is also dense with suburban character with residential land use through Dayton and is used by Columbia Transit.



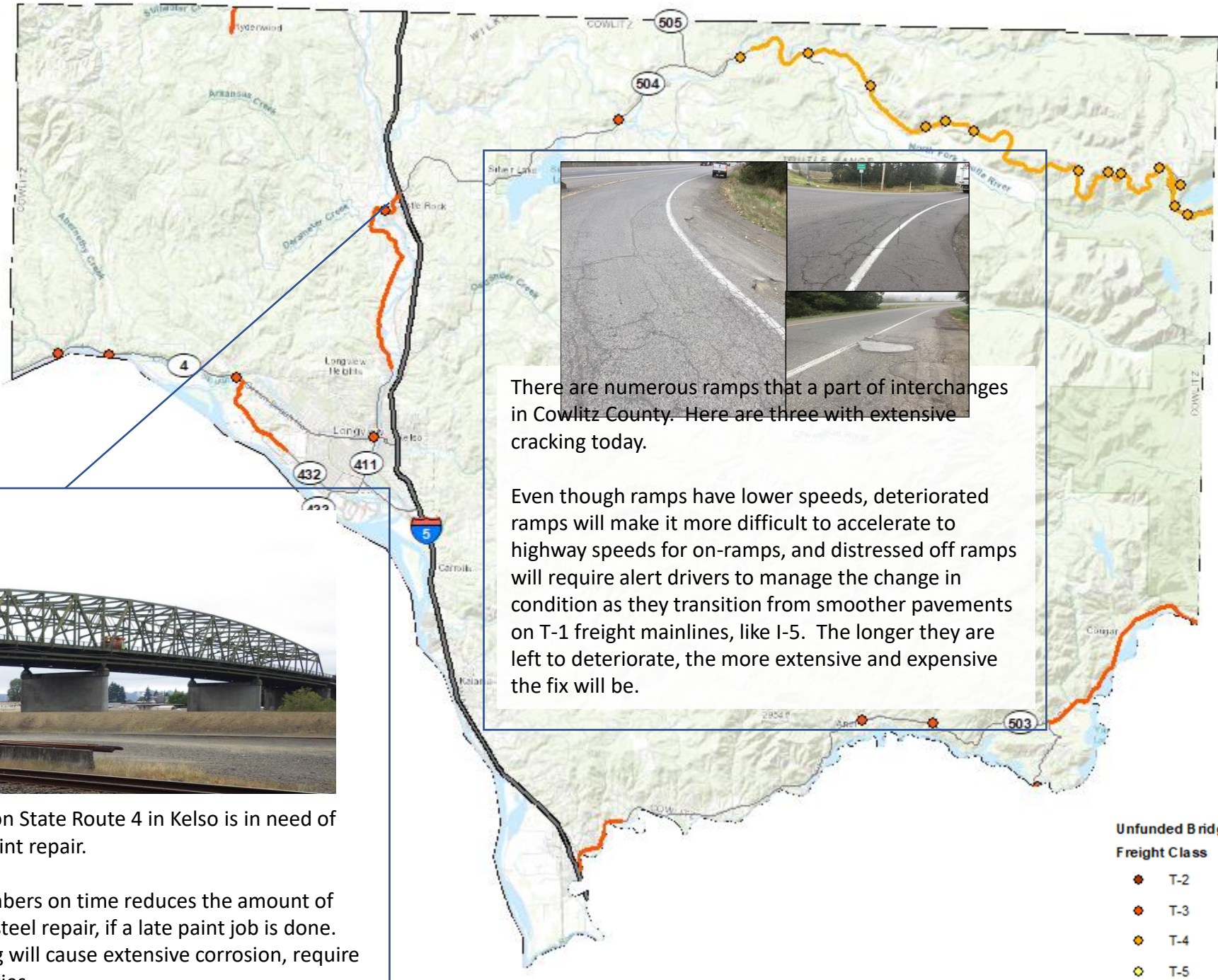
Potholes and delamination on US 12 southeast of Dayton. This section is in need of a chip seal now for optimal, cost-effective preservation, and to prevent it from further deterioration over the next ten years.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	— U.S. Interstate
●	T-3	—	T-3	— U.S. Highway
●	T-4	—	T-4	— State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Preservation Needs

Cowlitz County



The Cowlitz River bridge on State Route 4 in Kelso is in need of painting and expansion joint repair.

Painting steel bridge members on time reduces the amount of corrosion, and therefore steel repair, if a late paint job is done. Delaying painting too long will cause extensive corrosion, require major replacement activities.

Properly preserving joints protects other parts of the bridge structures including properly handling load transfers and keeping bridge piers from chemicals in highway runoff.

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

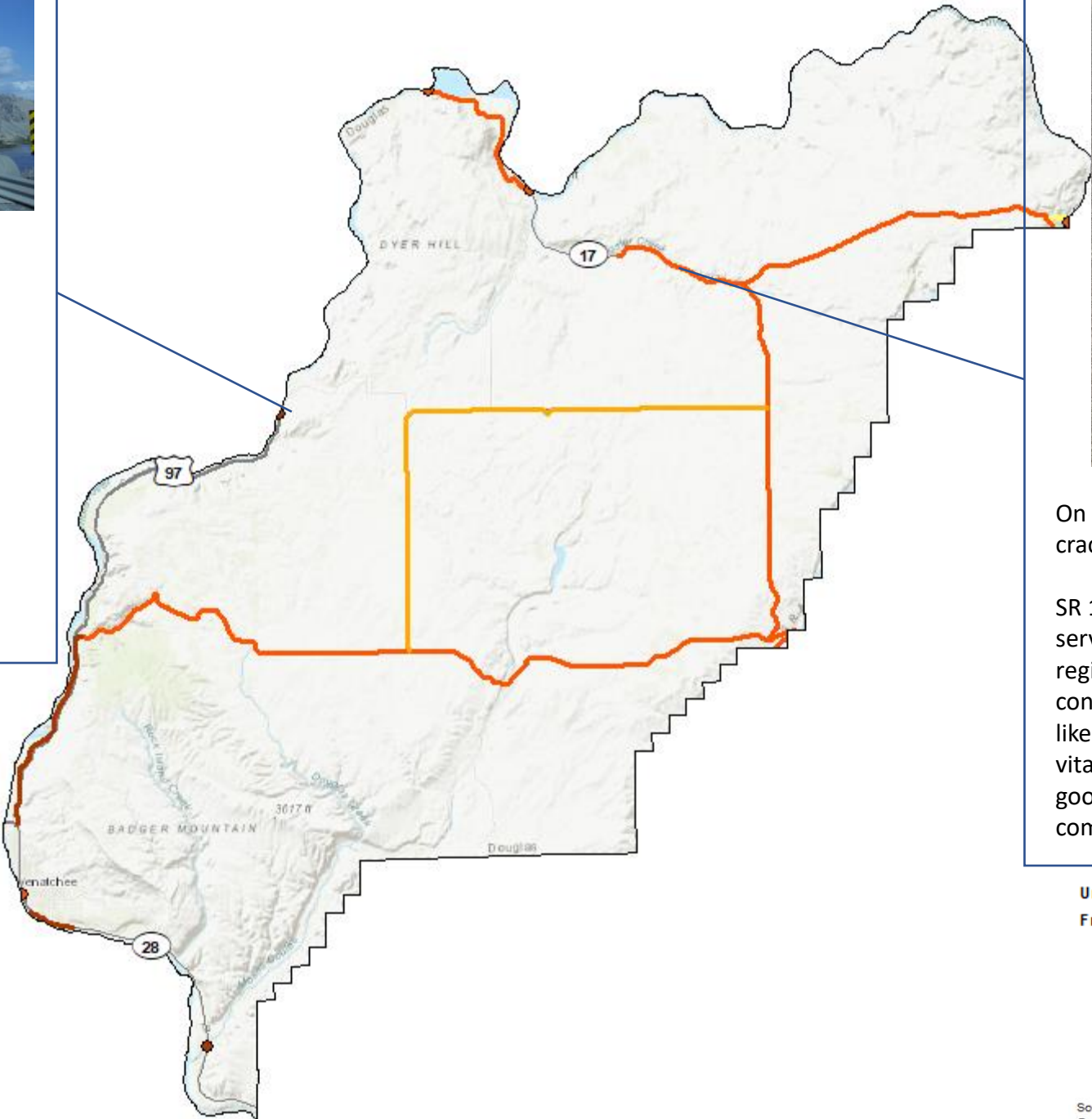
Douglas County



The US 97 Columbia River Beebe Bridge has extensive patching in the deck. The steel surfaces are weathered and deteriorated, allowing corrosion to occur.

This bridge needs painting and a deck resurfacing.

At current funding levels, when this bridge deteriorates to a point where closure is required, there are only extensive detour options requiring well over one-hour additional travel time.



On State Route 17 Leahy West, the pavement is cracked and rutted.

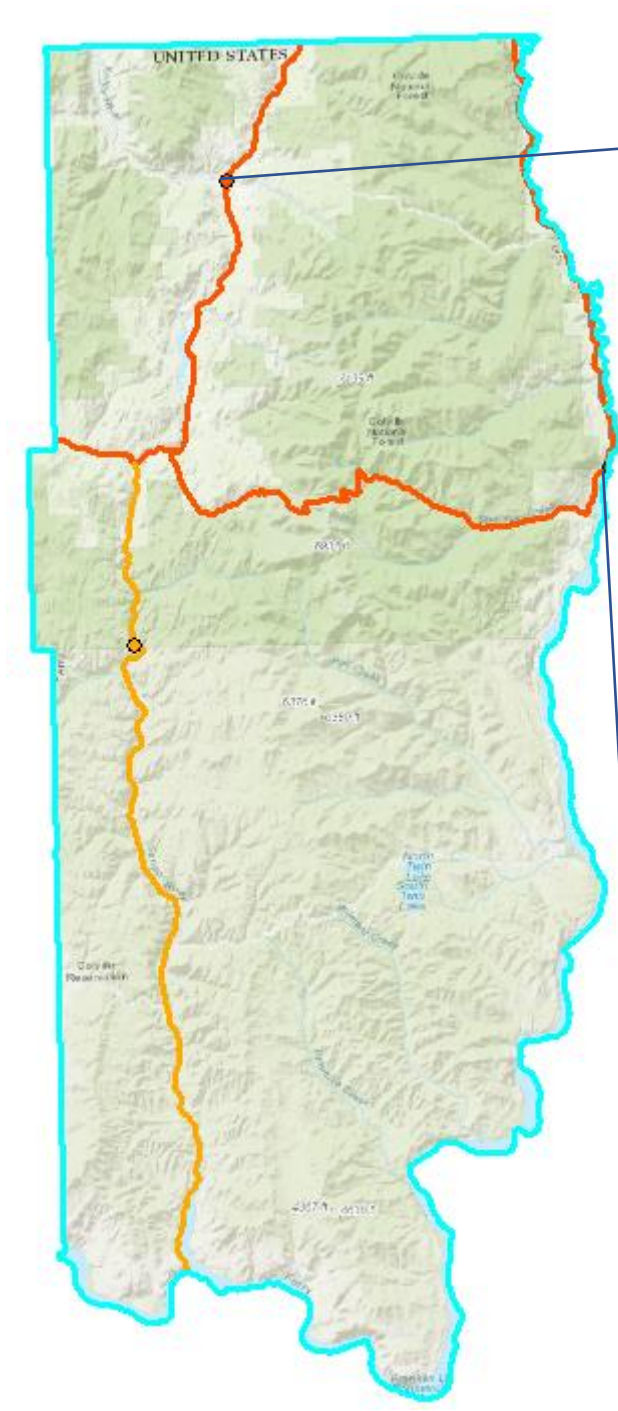
SR 17 is a north-south state highway that serves the Columbia Plateau in the central region of Washington providing a more direct connection between major east-west facilities like I-90 and US 2. This section of SR 17 is a vital transportation corridor for agricultural goods, while also providing a recreational and commuter route in the area.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	— U.S. Interstate
●	T-3	—	T-3	— U.S. Highway
●	T-4	—	T-4	— State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Ferry County



The Kettle River Bridge on State Route 21 has extensive rust on its structural members, due to being overdue for painting. It also has expansion joints that need to be replaced. When painting is missed, the steel rusts and corrodes, making the next paint job much more costly. If not painted after some years, the corrosion will require all the steel structure to be replaced.

This corridor primarily serves the communities of Republic, Malo, Curlew, and Danville. Although it is not classified as a freight economic corridor, freight traffic heavily utilizes the route as there is a lumber mill and a heavy ore mine located along the corridor. Additionally, the corridor aids in the movement of goods across the International Border.



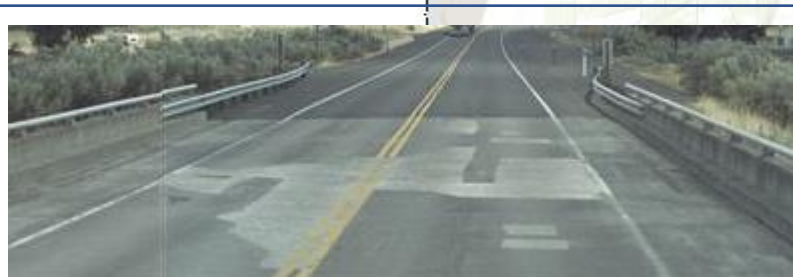
The Columbia River bridge near Kettle Falls on US 395 on the eastern edge of Ferry County has extensive rust on its structural members, due to being overdue for painting. It also has expansion joints that need to be replaced.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	U.S. Interstate
Freight Class		Freight Class	Freight Class	U.S. Highway
●	T-2	—	T-2	—
●	T-3	—	T-3	—
●	T-4	—	T-4	—
●	T-5	—	T-5	—
				— State Route

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Franklin County



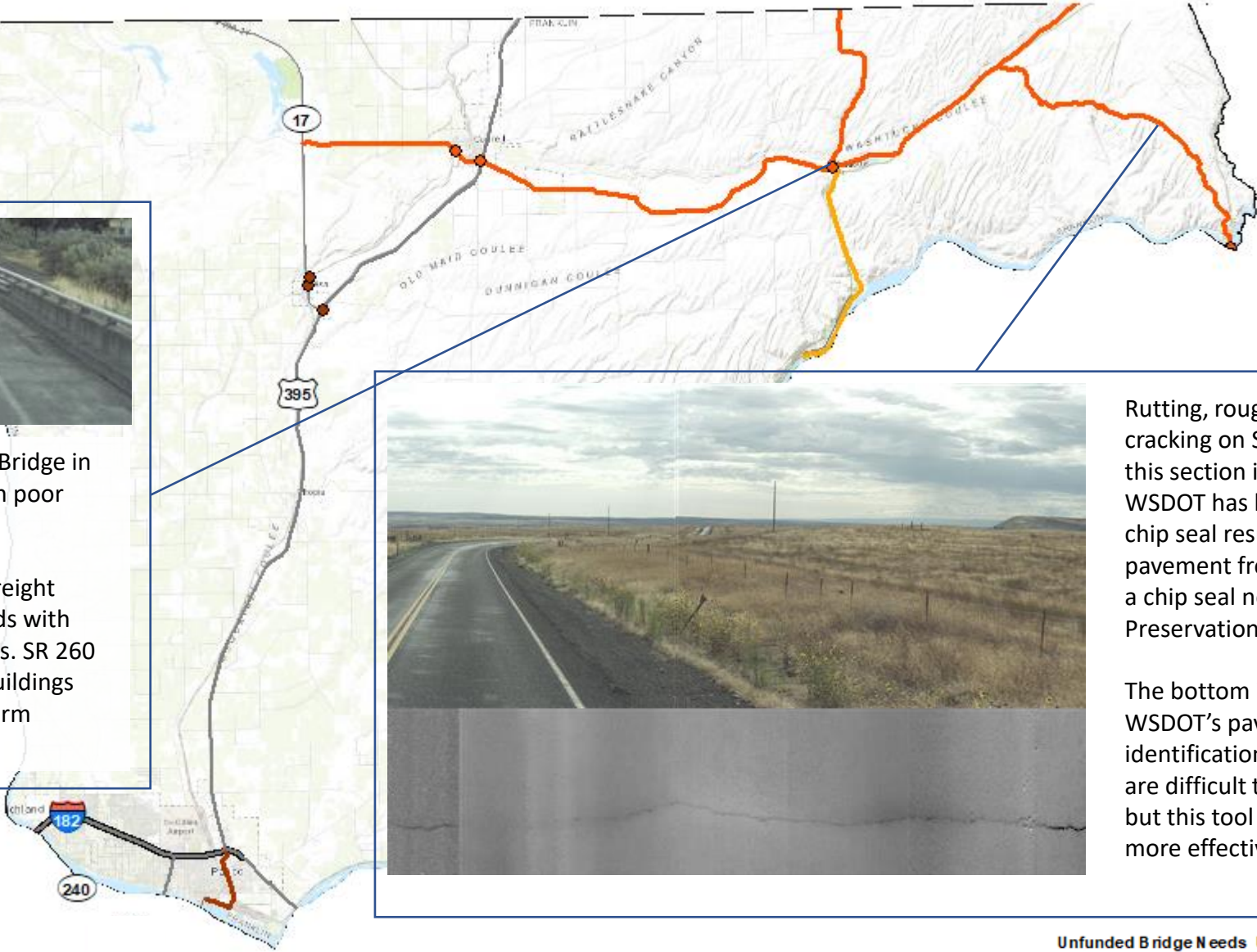
There is substantial patching on the Dry Wash Bridge in Khalotus on State Route 260, causing it to be in poor condition.

This corridor functions as an agricultural and freight route, connecting surrounding agricultural fields with Connell, US 395, SR 17, and nearby state routes. SR 260 provides access to many agricultural related buildings along this route which are used for crop and farm machinery storage.



Rutting, roughness and intermittent cracking on State Route 261. Most of this section is rough. However, WSDOT has had to continue to use chip seal resurfacing to protect the pavement from further distress. Even a chip seal no longer prioritizes in the Preservation budget.

The bottom image is taken from WSDOT's pavement distress identification van. Many distresses are difficult to see at highway speeds, but this tool allows WSDOT to much more effectively manage pavements.

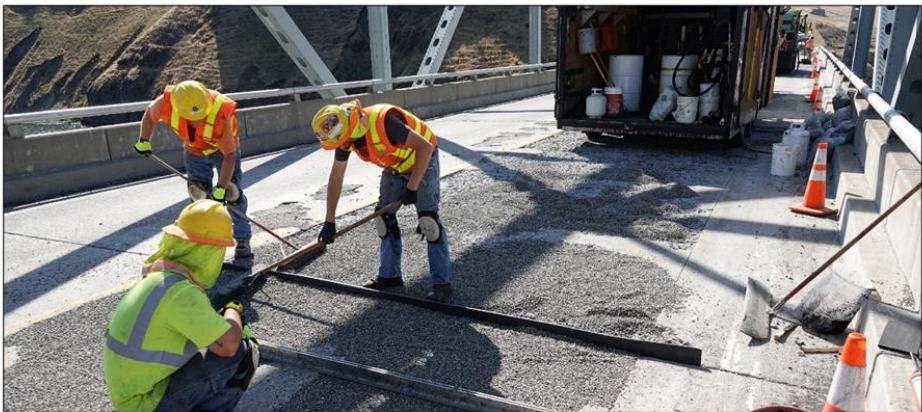
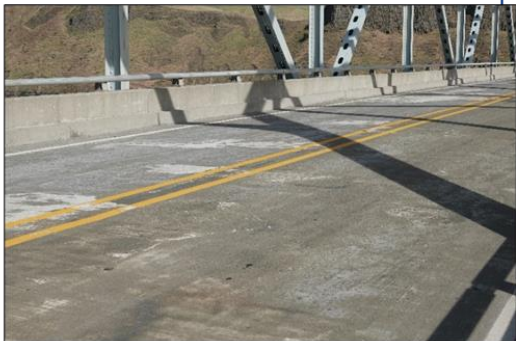


Unfunded Bridge Needs	Unfunded Pavers	U.S. Interstate
Freight Class	Freight Class	U.S. Highway
T-2	T-2	State Route
T-3	T-3	
T-4	T-4	
T-5	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

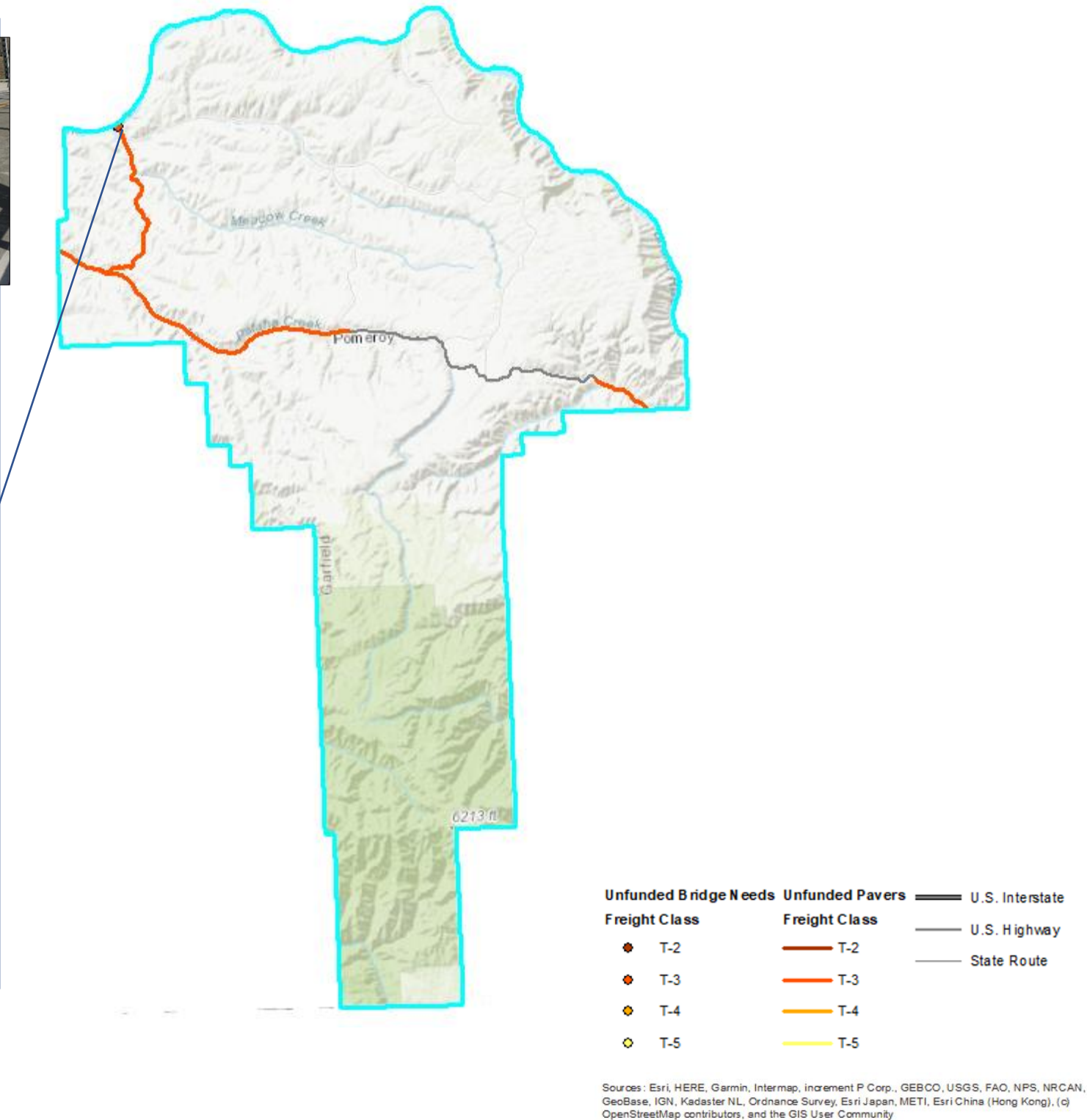
Garfield County



The Elmer C. Huntley Bridge on State Route 127 deck is deteriorating requiring frequent repairs by maintenance to fill holes. The steel portions of the bridge are also rusting and need to be painted.

In 2019, WSDOT made a temporary fix to try and extend the life of the bridge until the bridge deck can be replaced, however new issues develop every day. At current funding levels, it will not be replaced.

This bridge is on a main transportation route for agriculture goods and services between Spokane and Walla Walla, Washington and Oregon. The bridge is used to transport goods from four major barge shipping facilities, one railroad, two major fertilizer companies and five grain terminals.



Unfunded Preservation Needs

Grant County



State Route 28 Crab Creek Bridge shows deteriorated concrete with exposed rebar and need to be replaced.



State Route 170 pavement is severely cracked, rutted and rough. Road surface is very rough to traveling public and impacts agricultural hauling.

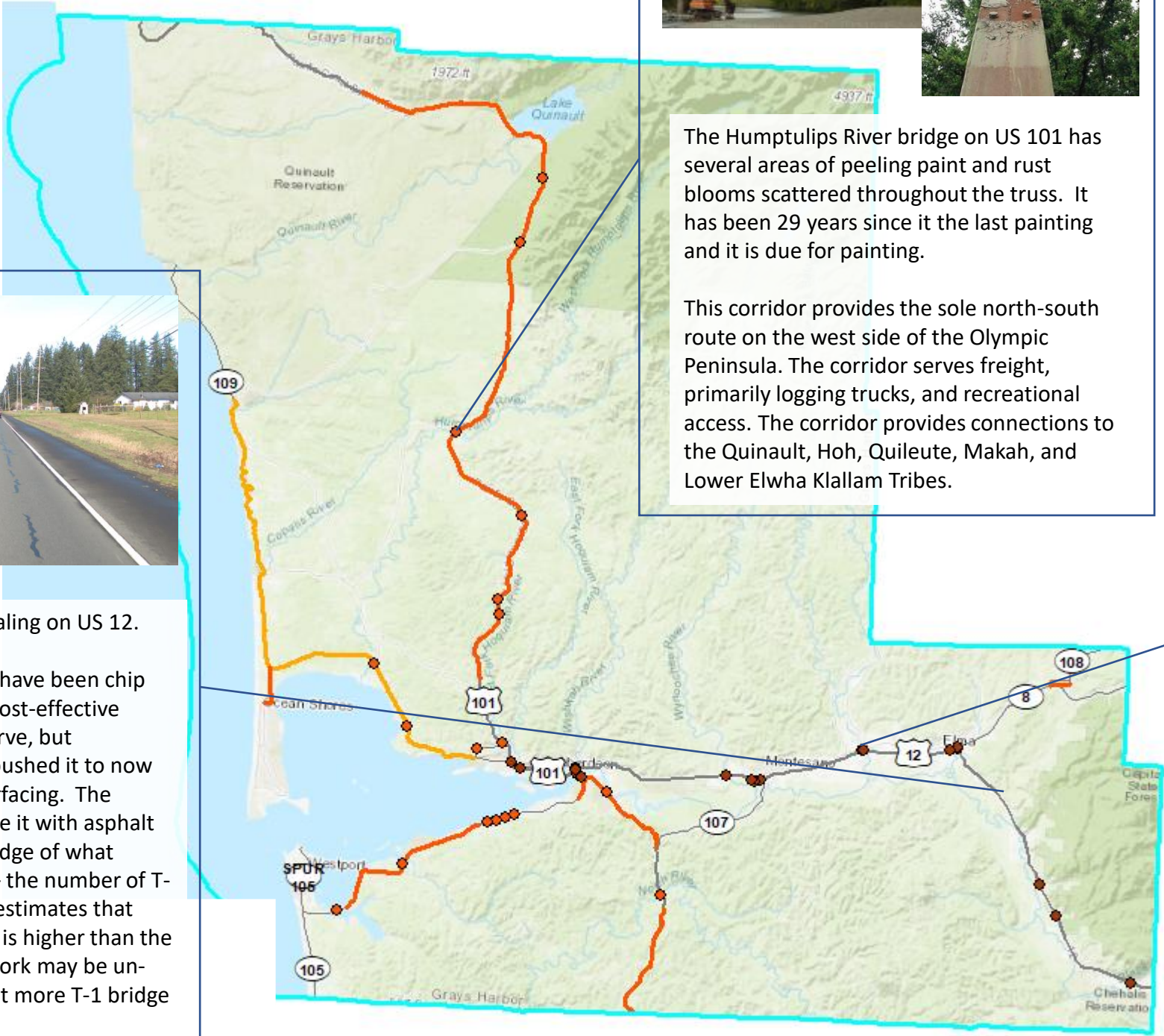
SR 170 is a state highway located within Grant County, running between Warden and SR 17. This corridor functions primarily as an agricultural freight route, moving goods and services throughout the region.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

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Unfunded Preservation Needs

Grays Harbor County



The Humptulips River bridge on US 101 has several areas of peeling paint and rust blooms scattered throughout the truss. It has been 29 years since it the last painting and it is due for painting.

This corridor provides the sole north-south route on the west side of the Olympic Peninsula. The corridor serves freight, primarily logging trucks, and recreational access. The corridor provides connections to the Quinalt, Hoh, Quileute, Makah, and Lower Elwha Klallam Tribes.



Both Satsop River bridges on State Route 12 are due for painting, with minor pack rust, cracked paint and rust stains. Additionally, the northern structure is due for deck resurfacing.

This segment of US 12 is the main connection between Aberdeen and US 101 on the west side of the Olympic Peninsula and State Route 8 which connects to the Olympia area and Interstate 5. The corridor intersects with US 101, SR 8, and SR 107 and SR 105 can be easily accessed. The corridor mainly serves a mix of urban and rural commuters, as well as significant seasonal recreational traffic traveling to the Ocean Beaches and Olympic Peninsula. The corridor is also a regional freight route connecting the Port of Grays Harbor to I-5.



Extensive crack sealing on US 12.

This section could have been chip sealed as a more cost-effective approach to preserve, but prioritized needs pushed it to now need asphalt resurfacing. The project to resurface it with asphalt in 2025 is on the edge of what WSDOT can fund – the number of T-1 bridges WSDOT estimates that need preservation is higher than the budget, and this work may be un-programmed to get more T-1 bridge work completed.

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Island County



Last paved 20 years ago, the pavement is distressed and deteriorated south of Oak Harbor. Crack sealing has been applied.

This section of SR 20 is part of the SR 525/SR 20: Clinton to Sharpes Corner corridor. It is the primary north-south route on the islands and supports commuter, freight, and recreational traffic. Significant employment centers on the corridor include Naval Air Station Whidbey Island and Shell/Tesoro Puget Sound Refineries. The region has a strong tourism industry with many attractions along the Whidbey Scenic Isleway, part of the Cascade Loop Scenic Byway.



Last paved around 2000, this section of pavement on State Route 20 north of Oak Harbor shows distress and deterioration in varying degrees of severity. Maintenance crews have applied crack seal and conducted pothole repair throughout these limits. The picture shows failed maintenance patching.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class					U.S. Highway
●	T-2	—	T-2		State Route
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

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Unfunded Preservation Needs

Jefferson County



The Big Quilcene River bridge on US 101 was last painted 30 years ago and the paint is peeling off. Additionally, the deck needs resurfacing and joints need to be repaired.

The section of US 101 that the corridor runs along is the sole north-south route on the east side of the Olympic Peninsula serving mainly recreation users as the Olympic National Forest trails and the Olympic National Park are accessible from the corridor. The corridor functions as a gateway to the Olympic Peninsula and provides access to the Skokomish Indian Reservation. Additionally, the corridor plays a vital role in the surrounding area's economic prosperity; major trip attractors include seasonal tourists, recreation, logging, and local residents.



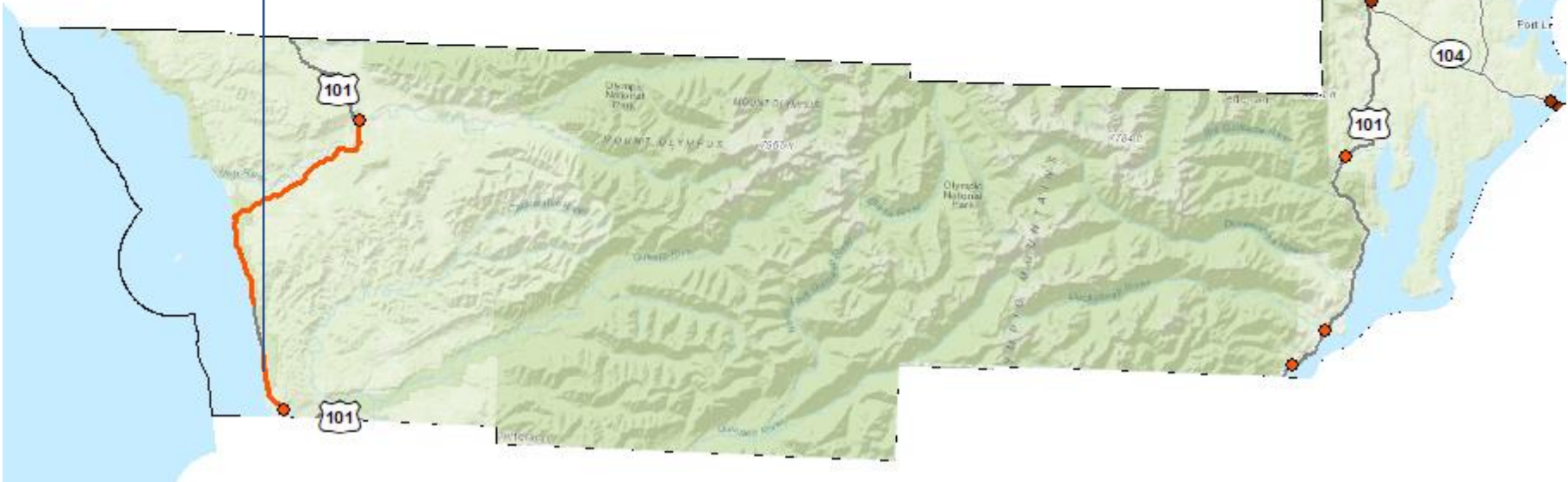
Delamination of chip seal on US 101 near Queets. The rate of delamination of existing chip seal will increase each subsequent winter until the roadway is resurfaced. Water will inevitably enter the pavement structure and compromise its integrity, which will require more extensive rehabilitation or reconstruction to repair.

This corridor provides the sole north-south route on the west side of the Olympic Peninsula. The corridor serves freight, primarily logging trucks, and recreational access. The corridor provides connections to the Quinault, Hoh, Quileute, Makah, and Lower Elwha Klallam Tribes.



On the State Route 116 Portage Canal bridge, the steel has numerous rust blooms coming through the paint and has failed on the edges. It is due for painting and joint repair.

SR 116 provides the only land access to Indian Island Naval Reservation and Fort Flagler State Park on Marrowstone Island.



Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

King County



The bridges on State Route 202 over the Snoqualmie and South Fork Snoqualmie need steel painting. Paint is peeled and cracked throughout and there are rust in steel members.



Extensive cracking, deterioration, settlement and maintenance patching of the pavement on State Route 202.

State Route 202 is located entirely within King County and connects I-90 in North Bend to SR 520 in Redmond through the communities of Snoqualmie and Fall City. Along with intersecting I-90, SR 202 also intersects SR 203, providing access to Carnation, Duvall, and Monroe. Major trip attractors for the corridor are Rattlesnake Ridge, Snoqualmie Falls, and the Snoqualmie Casino. This corridor functions as a commuter corridor, aiding in the movement of people to commercial and employment centers along the corridor.



Last paved around 2000, severe cracking, depression, potholes and failed patches on State Route 516 in the city of Kent. Deterioration extends entire width of the roadway.

This section of SR 516 moves about 30,000 vehicles per day.



Nearly 20 years of age, extensive alligator cracking of the pavement on State Route 104 near Lake Forest Park provides a rough and bumpy ride.

SR 104 connects communities on the northern Kitsap and Olympic peninsulas, via the Kingston/Edmonds ferry route, to the north Seattle metro area and serves as a major arterial. The corridor is a significant regional commuter, recreation, tourism, and freight corridor with major highway junctions, including SR 99, SR 522 and I-5.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class		Freight Class	Freight Class	Freight Class	U.S. Highway
● T-2		— T-2	— T-2	— T-2	— State Route
● T-3		— T-3	— T-3	— T-3	
● T-4		— T-4	— T-4	— T-4	
● T-5		— T-5	— T-5	— T-5	

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Priority Preservation – Critical Funded Need

Ship Canal Bridge



Unfunded Bridge Needs	Unfunded Pavers	U.S. Interstate
Freight Class	Freight Class	U.S. Highway
T-2	T-2	State Route
T-3	T-3	
T-4	T-4	
T-5	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Kitsap County



Extensive crack sealing on State Route 308. WSDOT uses a preventive approach to maximize Preservation dollars, and crack sealing is a very cost-effective way to get a few more years before a resurfacing is needed. However, this section of SR 308 will need resurfacing in the next few years or it will deteriorate to a point where major rehabilitation or reconstruction will be needed.

SR 308 serves the community of Keyport in Kitsap County. This corridor functions as a commuter corridor linking SR 3 and nearby Bangor Naval Submarine Base, providing direct access to the Keyport community. Kitsap Transit provides fixed route transit as does the New Viking Express along the route. Most of the corridor has wide shoulders allowing for bicycle and pedestrian use.



The Port Washington bridge on State Route 303 is an example of a bridge deck in Fair condition with some aged patching but needs resurfacing now in order to avoid further patching and exposure of the deck to weathering and deterioration, which leads to the entire deck needing replacement.

SR 303 is a state highway in Kitsap County that connects SR 304 in Bremerton to an interchange with SR 3 in Silverdale. This corridor captures SR 303 in its totality. The SR 303 corridor, together with SR 3, serves as one of the primary north-south arterials that facilitate the movement of people and goods in central Kitsap County. The corridor functions as a commuter corridor for traffic moving north-south between the Silverdale community and downtown Bremerton.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
				U.S. Highway	State Route
●	T-2	—	T-2	—	—
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Kittitas County



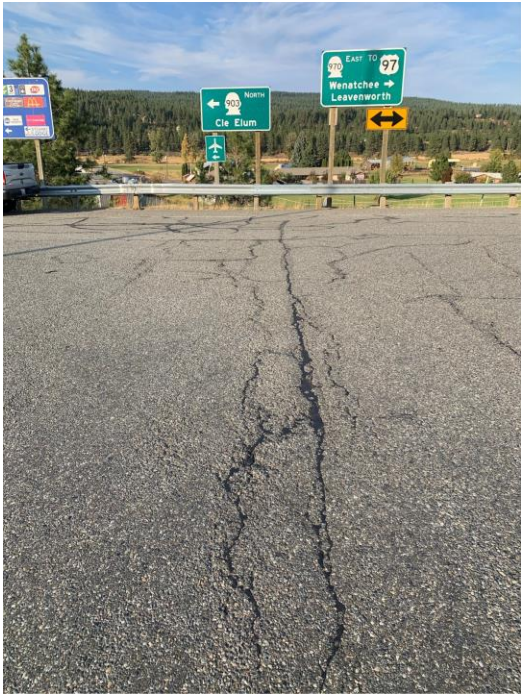
Extensive alligator cracking with some patching and crack sealing on SR 903 in Roslyn.

State Route 903 is a state highway located entirely in Kittitas County, and links Cle Elum Lake to Roslyn and SR 970, which provides access to Interstate 90. This corridor is a rural collector providing access to recreation and tourist attractions within the region, including the Okanogan-Wenatchee National Forest, the Salmon La Sac area, and Suncadia.

The route functions largely as the sole public access road in the area. The route is also the “main street” for the city of Roslyn and the unincorporated community of Ronald.



The 90-year-old Teanaway River bridge on State Route 10 is in poor condition, is showing signs of severe deterioration and needs to be replaced.



There are numerous ramps that are a part of interchanges in need of preservation. Here is an example of severely cracked pavement on a ramp at the junction of I-90 and SR 970.

Even though ramps have lower speeds, deteriorated ramps will make it more difficult to accelerate to highway speeds for on-ramps, and distressed off-ramps will require alert drivers to manage the change in condition as they transition from smoother pavements on T-1 freight mainlines, like I-90.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class		Freight Class		U.S. Highway	
●	T-2	—	T-2	State Route	
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

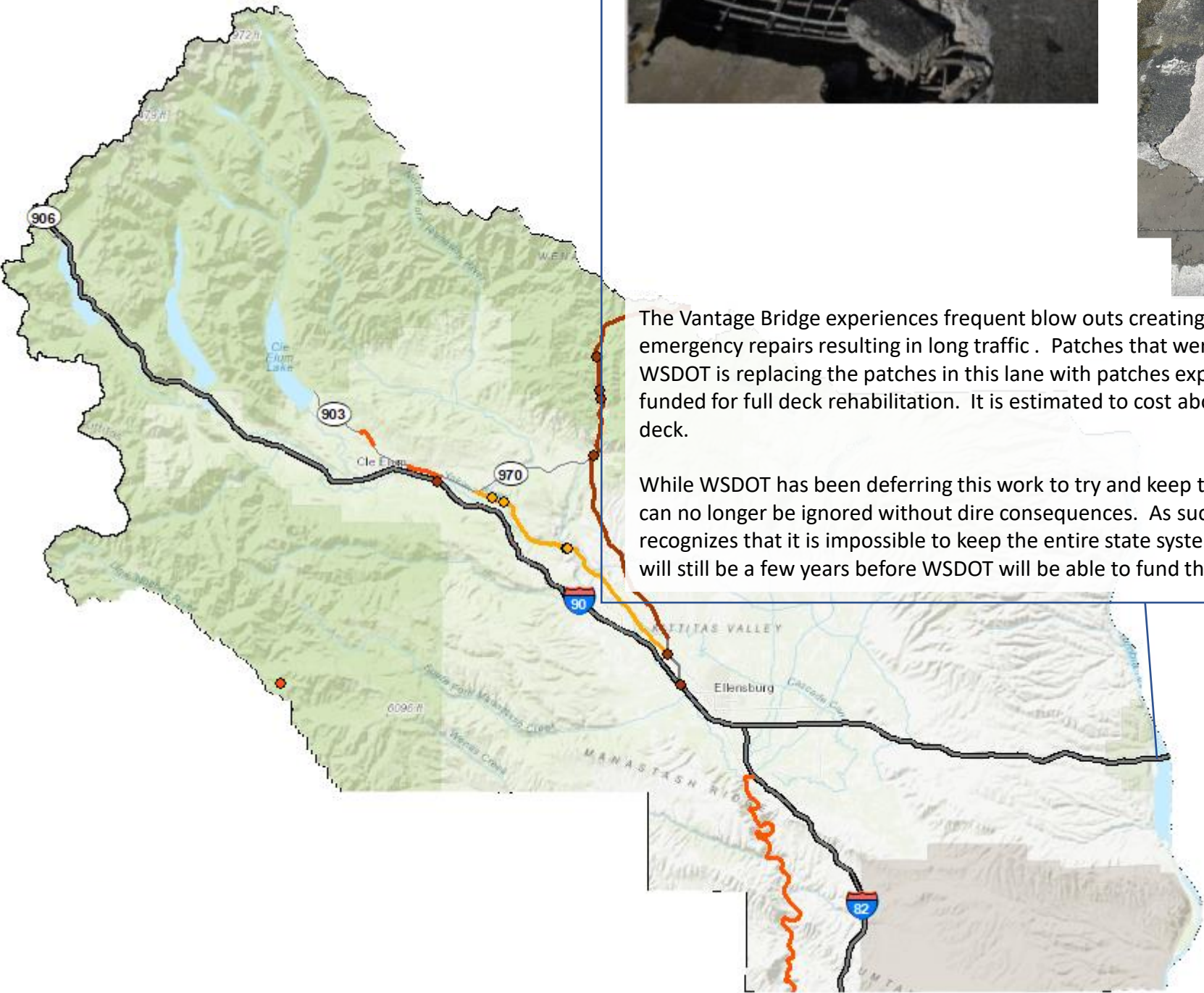
Priority Preservation – Critical Funded Need

Vantage Bridge



The Vantage Bridge experiences frequent blow outs creating holes in the deck requiring unplanned emergency repairs resulting in long traffic . Patches that were meant to be temporary have failed, and WSDOT is replacing the patches in this lane with patches expected to help the deck last until it is able to be funded for full deck rehabilitation. It is estimated to cost about \$40 million to rehabilitate this vital bridge deck.

While WSDOT has been deferring this work to try and keep the entire state highway system operational, it can no longer be ignored without dire consequences. As such, WSDOT has taken a priority approach that recognizes that it is impossible to keep the entire state system functional at the current budgeted levels. It will still be a few years before WSDOT will be able to fund this deck rehabilitation at these funding levels.



Unfunded Bridge Needs	Unfunded Pavers	— U.S. Interstate
Freight Class	Freight Class	— U.S. Highway
● T-2	— T-2	— State Route
● T-3	— T-3	
● T-4	— T-4	
● T-5	— T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Klickitat County



Patching and cracking on State Route 142. A chip seal surfacing with pavement repair is needed now.

The corridor provides the only reasonable access to the communities along the route, as well as other regional destinations in the area. The segment has been designated a Scenic and Recreational Highway and serves as a “main street” in the city of Goldendale and the unincorporated town of Klickitat.



Extensive cracking and patching on the Swale Creek bridge deck and Bickleton Road bridge deck on State Route 97. Deck resurfacing is needed not only for a smooth, pothole free driving surface, but to protect the underlying bridge structure. Left unaddressed the entire deck may need to be replaced.

This section of State Route 97 serves Klickitat and Yakima counties, providing direct service to the communities of Maryhill, Goldendale, and Toppenish. It also serves the Yakama Indian Reservation. The corridor is a very important freight route carrying nine million tons annually.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class					U.S. Highway
●	T-2	—	T-2	—	State Route
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Lewis County



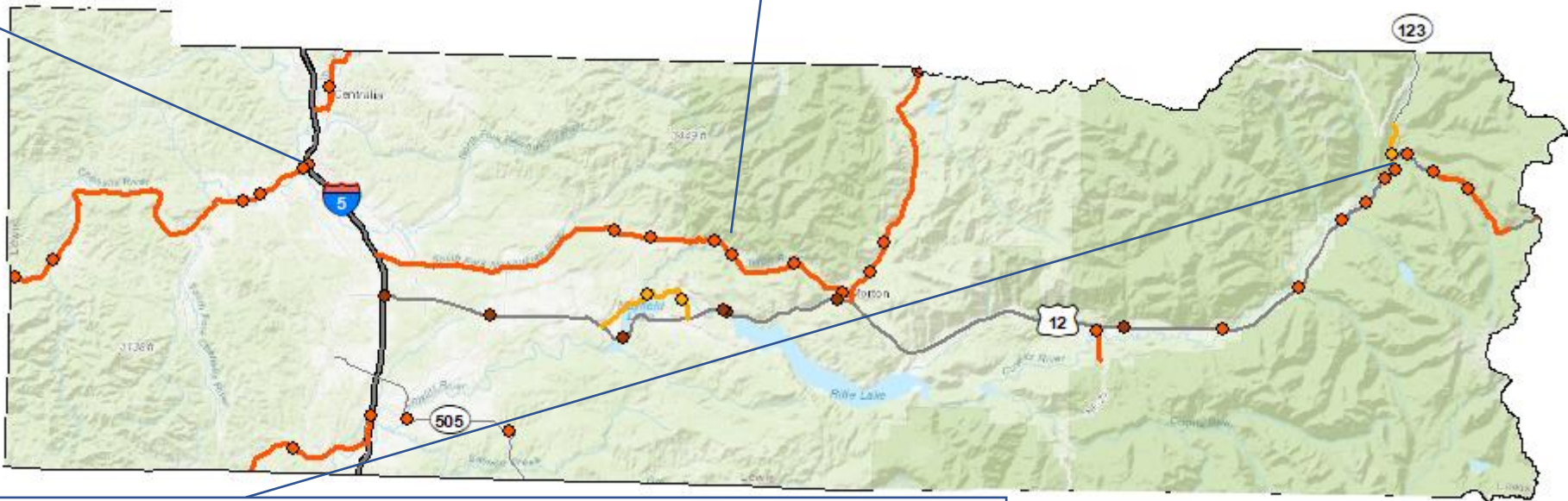
The Chehalis Riverside is a timber bridge on State Route 6 was built in 1939. It is currently load restricted and needs to be replaced.

SR 6 is the primary link between the southwest Washington coastal cities of Raymond and South Bend and the I5 corridor in Lewis County. This corridor encompasses all of SR 6. This corridor is a vital economic and community link serving regional and local traffic for timber, farming, and recreation industries, and providing primary access to Pe Ell, Menlo, LeBam, and Adna.



Cracking and delamination on State Route 508. In addition to the pavement structure being at risk, deteriorated pavements make it much more costly or even prohibitive to keep rumble strips in place. Major rehabilitation will be required if not addressed in ten years, and the need for full reconstruction is likely.

SR 508 extends between Napavine to Morton. This route has been designated a Scenic and Recreational Highway and serves as the "main street" in Morton and Onalaska.



This bridge on US 12 over the Clear Fork of the Cowlitz River shows patching and potholing and needs resurfacing.

US 12 in Lewis County is a key travel connector for the communities along the route and the region, and is the only access route to regional destinations and several communities along the highway. This route is one of the three year-round highways over the Cascade Mountains. The corridor functions as a cross-Cascades freight route carrying log trucks to lumber mills at Randle, Morton, and other locations. It provides access to numerous recreational and tourist destinations, such as White Pass ski area, Gifford Pinchot National Forest, Mayfield Lake, Riffe Lake, and Ike Kinswa State Park.

Unfunded Bridge Needs	Unfunded Pavers	U.S. Interstate
Freight Class	Freight Class	U.S. Highway
T-2	T-2	State Route
T-3	T-3	
T-4	T-4	
T-5	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

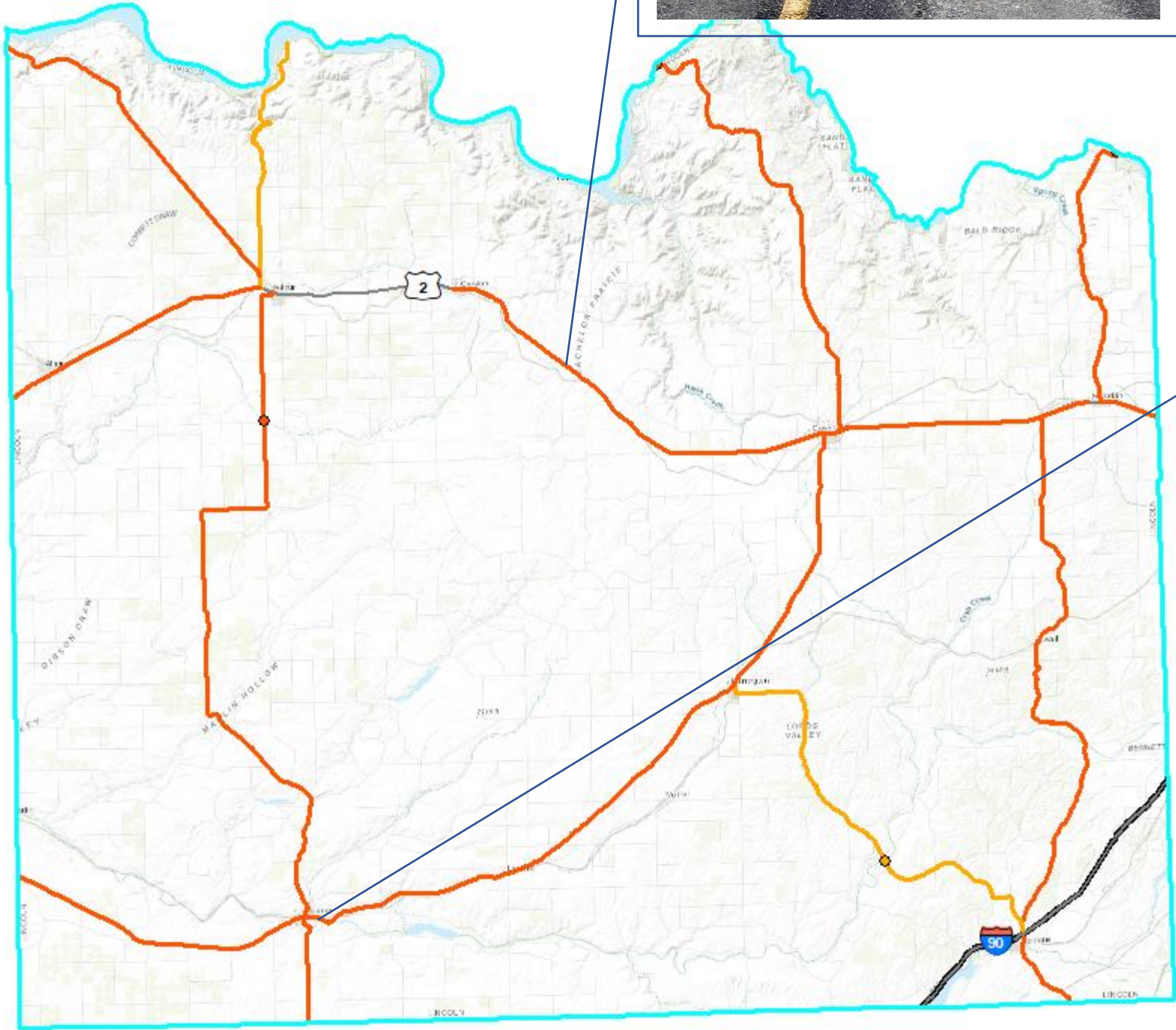
Lincoln County



Delamination and rutting on US 2.

This section of US 2 is a primary access route to the communities of Almira, Wilbur, Creston, Davenport, and Reardan where segments of the corridor operate as the community's main street. The corridor connects with State Routes 21, SR 28, SR 25, and SR 231.

The corridor serves a mix of freight, farm to market, recreational, and commuter trips to metropolitan Spokane.



Severe cracking on State Route 28 in Odessa.

State Route 28 is the primary east-west route for central Washington communities located between US Route 2 and Interstate 90 and serves as an alternate route to these major highways. Segments of this corridor through Odessa and Davenport have been identified as state highways operating as the community's main street.

Unfunded Bridge Needs	Unfunded Pavers	U.S. Interstate
Freight Class	Freight Class	U.S. Highway
T-2	T-2	State Route
T-3	T-3	
T-4	T-4	
T-5	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Mason County



This bridge on US 101 over the Skokomish River has areas of chipped or peeled paint with some rust spots and staining. Steel members are starting to experience section loss.



Severe cracking on State Route 3. The surface cracking is widening and rapidly expanding. This will cause the pavement to deteriorate more quickly and result in significantly increase pavement repair costs at the time of the next resurfacing project.

SR 3 is part of a regional network of state highways that connect military bases, industrial centers, tourism, recreation, and bedroom communities with big cities and population centers around the Puget Sound.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

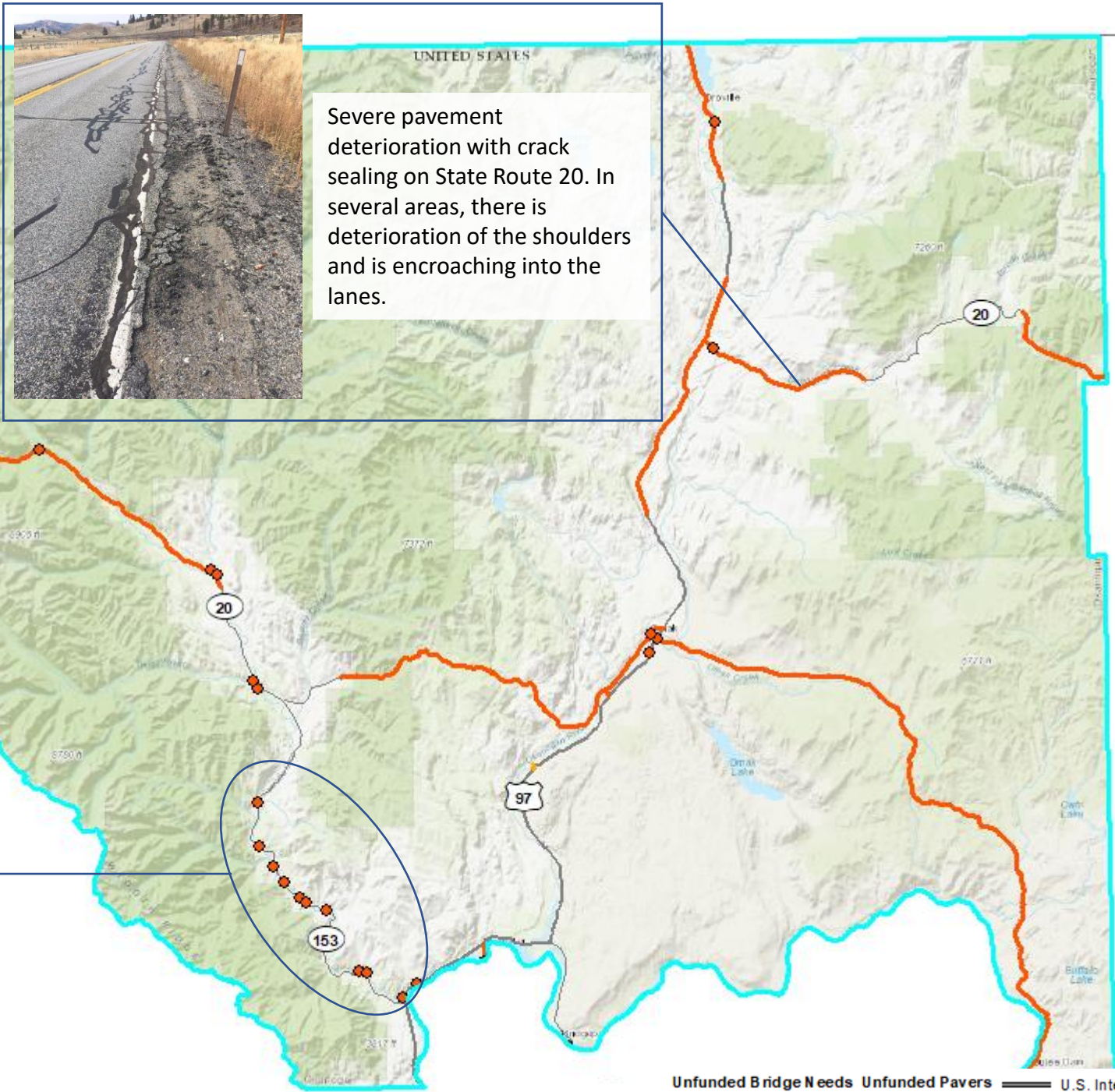
Unfunded Preservation Needs

Okanogan County



There are eight bridges over the Methow River on State Route 153 that need to be replaced. From 2016 to 2019 there have been increased structural and deck repair projects to keep these bridges operable. Critical structural repairs to portions of struts and columns have been accomplished to keep them operable. Decks have recently had only critical rehabilitation work to replace the worst decay with protective membranes and asphalt replaced for protection. Two of these bridges have had their walkways closed due to concerns over the deterioration of the concrete baluster rail, tripping hazards, and overall structural integrity of the walkway. Closures of several other walkways are anticipated soon. All bridges are in poor condition.

SR 153, also known as the Methow Valley Highway, is part of the Cascade Loop in Okanogan County and connects US 97 in Pateros to SR 20, southeast of Twisp. The corridor provides access to the communities along the Methow River. Recreational attractors on the corridor include the Ross Lake National Recreation Area, Alta Lake State Park, Lake Chelan National Recreation Area, and the Wenatchee National Forest.



Unfunded Bridge Needs		Unfunded Pavers		
Freight Class		Freight Class		
	T-2		T-2	U.S. Interstate
	T-3		T-3	U.S. Highway
	T-4		T-4	State Route
	T-5		T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Pacific County



Alligator cracking on US 101 outside of Bruceport. This section needs resurfacing now, and will require costly major rehabilitation or possibly reconstruction if left unaddressed.

It is the only freight route on the coast and provides access to nine state and county parks near Raymond, including Fort Columbia State Park, Lewis and Clark National Historical Park, and Cape Disappointment. In addition to connecting with SR's 100, 103, and 6, this corridor also links to SR 105, SR 401, SR 107, and SR 4. This corridor is the only highway that provides access to the communities of Chinook, Ilwaco, Seaview, Long Beach, and South Bend and serves as the “main street” for those communities and the city of Raymond.



The Teal Slough bridge on US 101 is a timber structure built in 1934. It needs to be replaced.



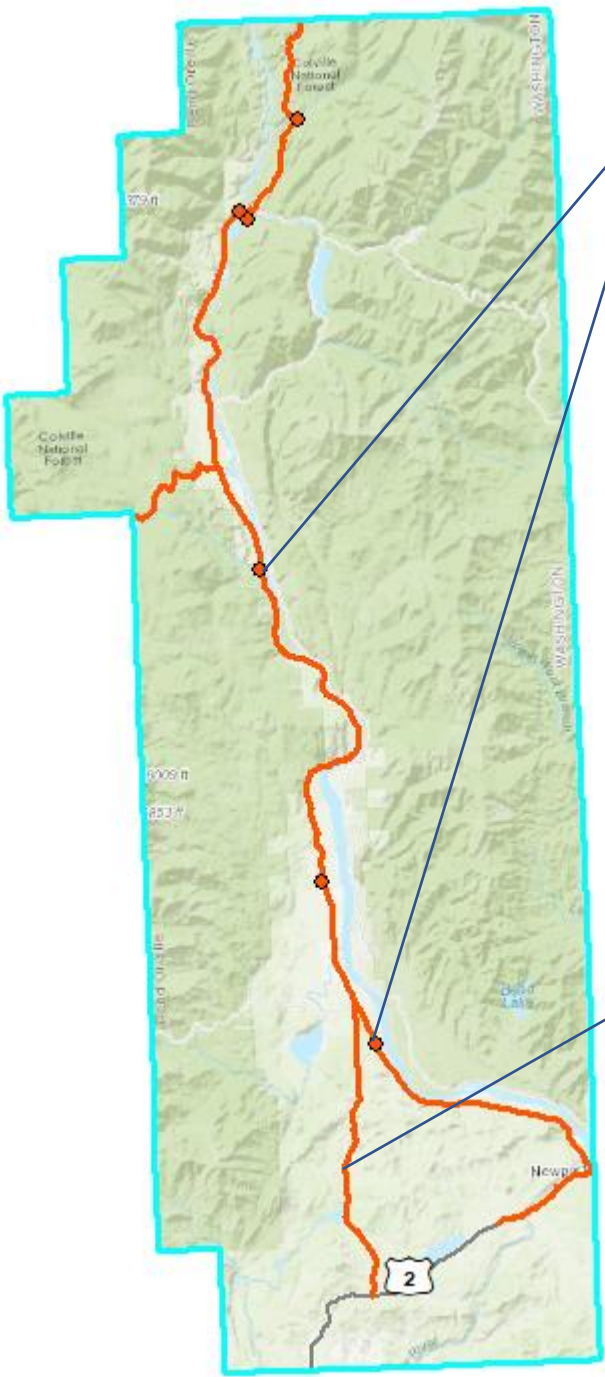
The Greenhead Slough bridge on US 101 is a timber structure built in 1934. It is in poor condition and needs to be replaced.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	— U.S. Interstate
Freight Class		Freight Class		— U.S. Highway
●	T-2	—	T-2	— State Route
●	T-3	—	T-3	
●	T-4	—	T-4	
●	T-5	—	T-5	

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Pend Oreille County



The Davis Creek and Lost Creek bridge are timber structures that were built in the mid-1930s. The timber portions are rotting, and the bridges need to be replaced.



SR 20 is commonly referred to as the North Cascade Highway and is the northernmost route across the Cascade Mountain Range. This corridor serves the communities of Cusick, Tiger, and Usk. The segment of the corridor that travels through Cusick is identified as a state highway operating as the community's main street. The corridor also provides access to the Colville National Forest and the Pend Oreille River along the length of this corridor with numerous opportunities for hunting, fishing, camping, and hiking.



There is extensive patching through State Route 211. Some additional potholes have formed at this location and require patching.

SR 211 is a state highway located in Pend Oreille County, connecting US 2 and SR 20 and serving as a bypass of the city of Newport. This corridor primarily provides access to outdoor recreation, natural resources, and an alternative route used by the Kalispel Tribe.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	U.S. Interstate
Freight Class		Freight Class		U.S. Highway
●	T-2	—	T-2	State Route
	T-3	—	T-3	
	T-4	—	T-4	
	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Pierce County



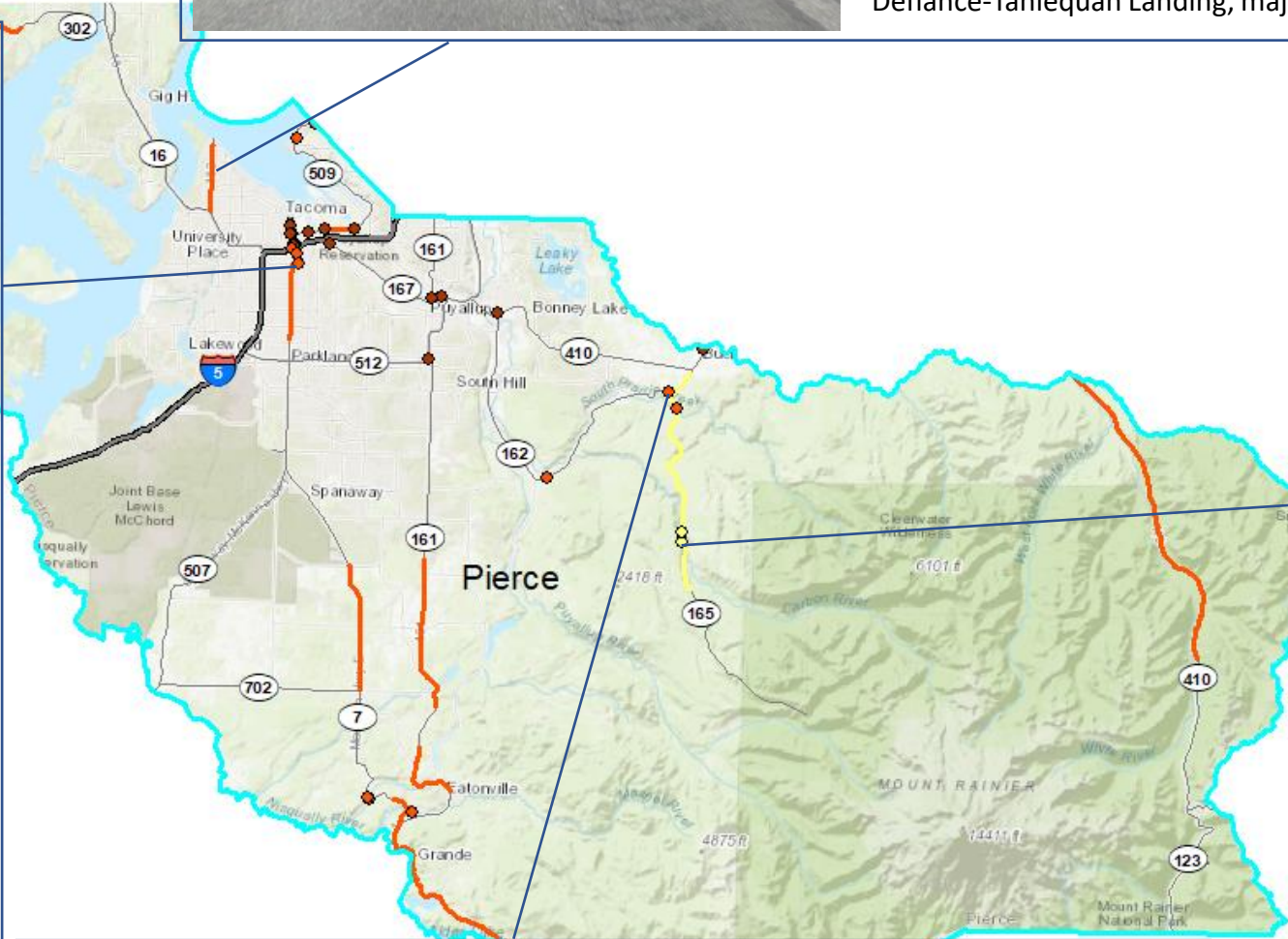
SR 7: Pavement cracking and potholes have reached a point where rehabilitation is needed now. There are also multiple expansion joints needing replacement at the north end of SR 7.

State Route 7 runs through Lewis and Pierce counties and intersects with several other state highways along its route from Morton to Tacoma. The corridor links the city of Tacoma and the unincorporated communities of Spanaway, Parkland, and Elk Plain. This segment of SR 7 primarily serves urban, freight, and recreation commuters, with the goal of moving people and goods through Pierce County.



SR 163: Pavement cracking and potholes have reached a point where reconstruction is likely.

SR 163 serves the city of Tacoma and the community of Ruston in Pierce County continuing via a ferry route to Tahlequah on Vashon Island in King County. The corridor encompasses all of SR 163 and provides connections to the nearby Point Defiance Park, Tacoma Community College, and the Point Defiance-Tahlequah Landing, major trip attractors on this route



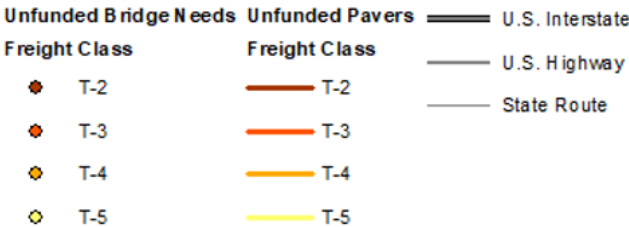
SR 165 Carbon River Bridge: Steel components need painting. Rust blooms throughout the rivets and plates, with some starting on stringers and floor beams. This sections also needs paving in the next ten years.

This corridor functions as a rural and urban commuter, recreational, and freight logging route linking Mt Rainier, Carbonado, Wilkeson, Burnett, and Buckley to SR 410.



SR 162 Spiketon Creek Bridge: Bridge was closed in 2018, and an acrow temporary bridge was installed over the existing bridge in 2019 for \$3.6 million. The old bridge still needs to be removed and replaced. This work does not prioritize at current funding levels, but may be required in conjunction with adjacent fish barrier corrections.

SR 162 is an important north-south link for the Orting community and surrounding area of southeast Pierce County. The corridor also serves as a freight route and serves recreational users heading to Mount Rainier and other outdoor facilities



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Skagit County

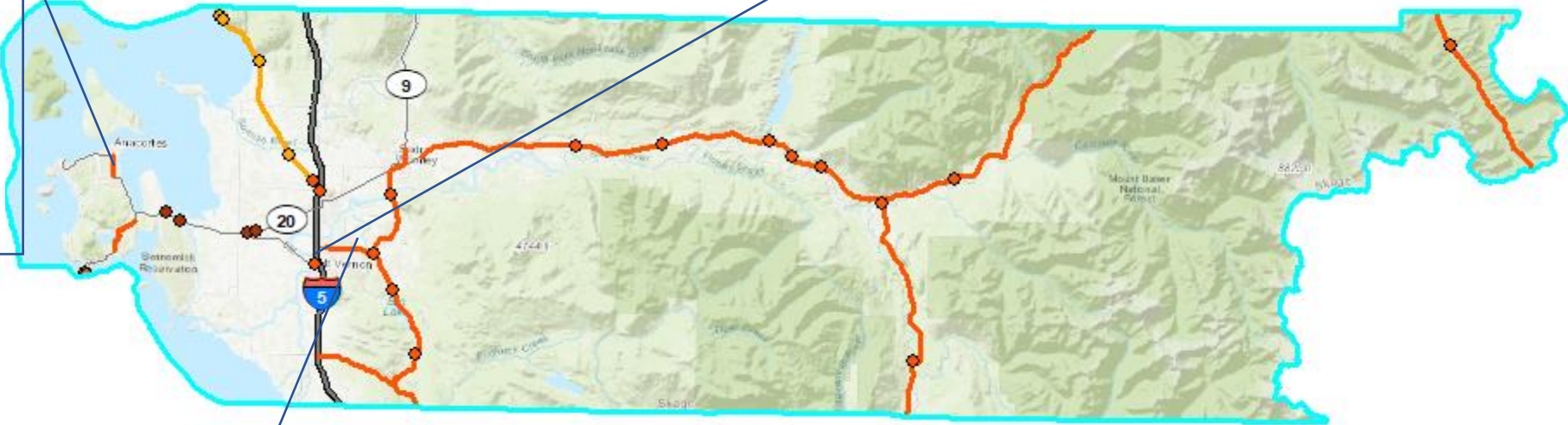


Last paved in 1997, extensive cracking and patching on State Route 20 Spur through Anacortes.



The Skagit River bridge on State Route 536 is overdue for painting. It also has expansion joints in need of replacement. It requires frequent attention by Maintenance staff to clear debris that collects at its piers, and also to tighten previously moveable features that are locked into place.

The primary role of this corridor is to support the movement of people and goods through downtown Mount Vernon and the Skagit Valley. The corridor also serves as one of the two alternate connections across the Skagit River for I-5. The corridor carries commuter, recreational, and freight traffic. Freight traffic is heaviest across the Skagit River Bridge in downtown Mount Vernon.



State Route 538 was last paved between 1980 and 2002. Cracking and deterioration is prevalent, with some sections delaminating and spalling.

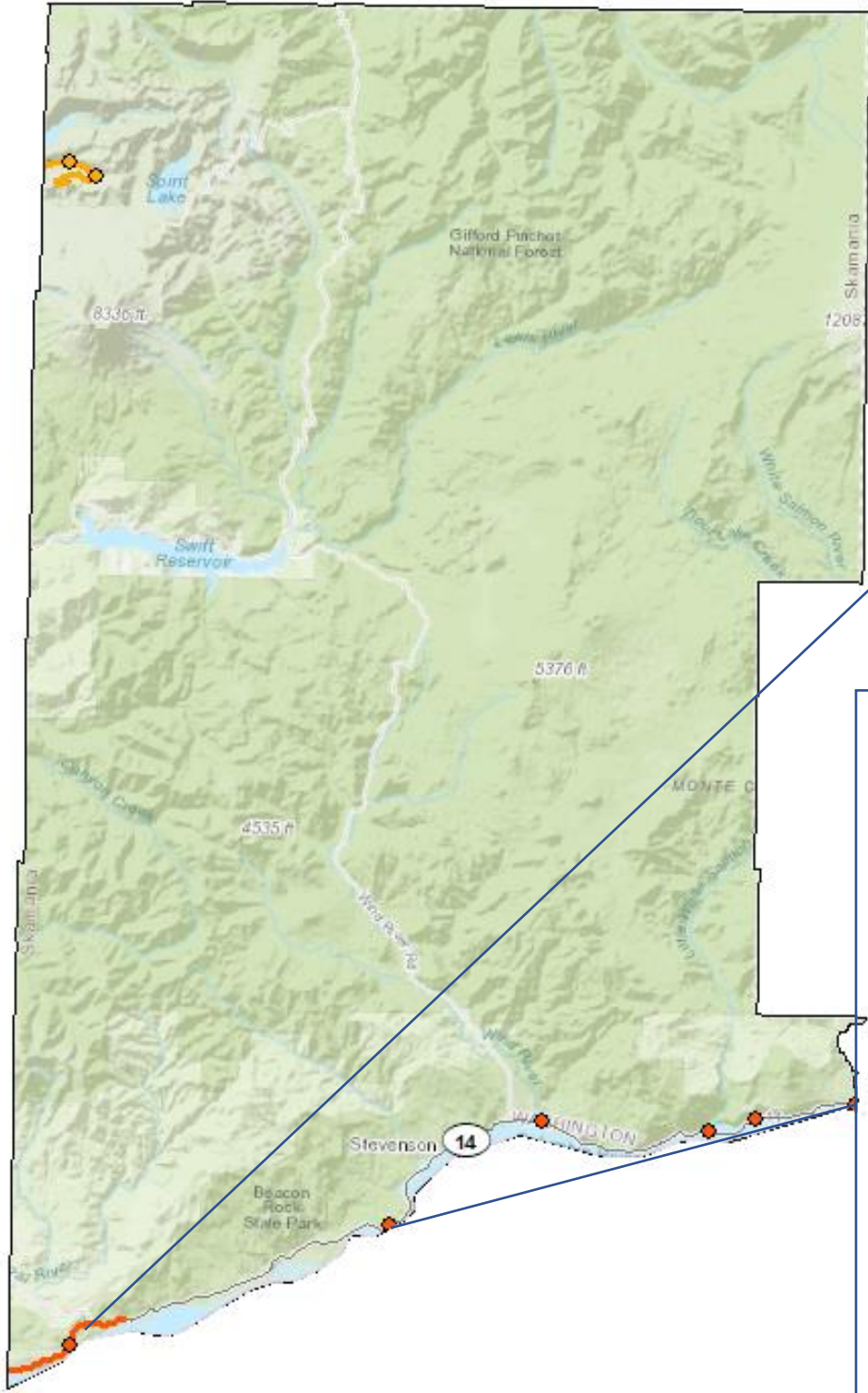
SR 538 is a state highway, also known as College Way, located within the northern area of the Mount Vernon city limits and urban growth boundary. The corridor provides an important east-west link between I-5 and SR 9. The primary function of this corridor is to support the movement of people and goods through Mount Vernon, both locally and regionally. The corridor is a heavily used freight route connecting I-5 to SR 9. This route also serves as the main access way to the commercial, educational, and residential areas along the corridor.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class		Freight Class		U.S. Highway	
	T-2		T-2	State Route	
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

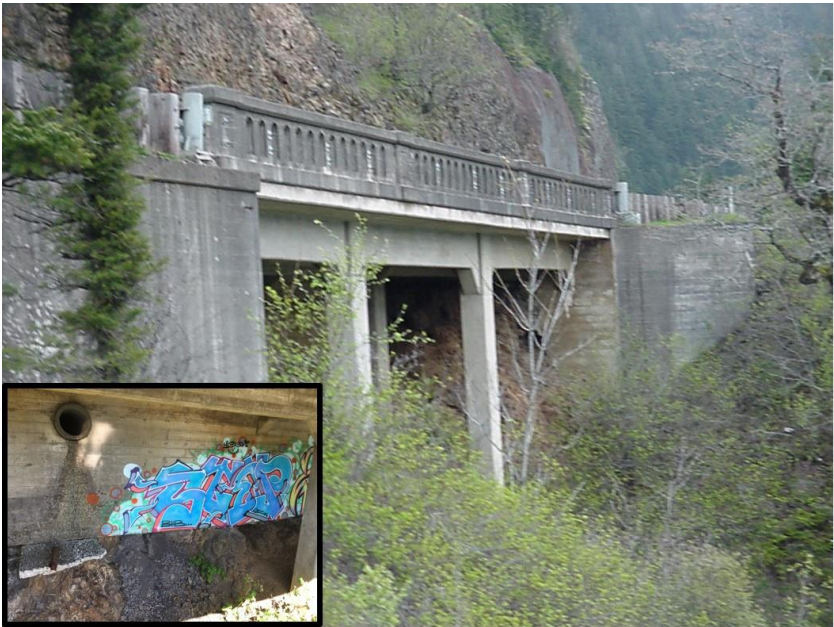
Unfunded Preservation Needs

Skamania County



Pavement delamination on State Route 14. A resurfacing is needed now to prevent further deterioration.

The corridor is also an important freight route and farm to market route, providing service to many agricultural businesses located along the Columbia River Gorge.



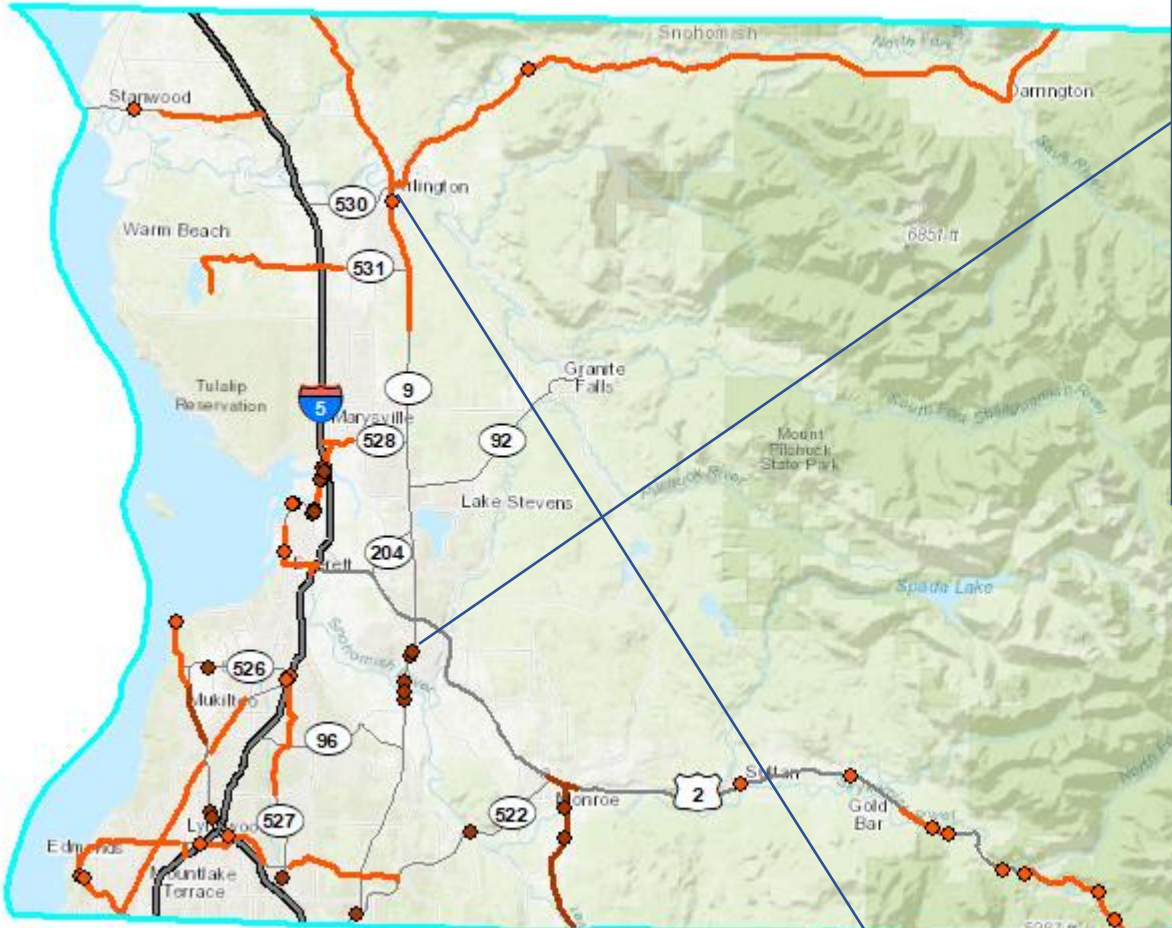
This half-bridge on State Route 14 was built in the 1930s. It has multiple exposed footings. A project to apply shotcrete to the slope and footings, along with likely drainage modifications, is unfunded

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	— U.S. Interstate
Freight Class					— U.S. Highway
●	T-2	—	T-2		— State Route
●	T-3	—	T-3		
●	T-4	—	T-4		
●	T-5	—	T-5		

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Snohomish County



The Bickford Avenue Bridge over State Route 9 has rusting girders and rotting timber. This bridge is rated in poor condition and needs to be replaced.

WSDOT is responsible for preserving structures over state highways. All of these over-crossings do not meet criteria for preservation funding. What limited maintenance activities WSDOT can perform can cause impacts on the state route and over-crossing traffic. In the deterioration of these assets will eventually lead to additional barriers on local transportation systems.



Potholes and full width cracks on State Route 530 in Arlington. This section needs to be reconstructed.

This section of SR 530 connects the city of Arlington to I-5 and serves the farming communities in the Stillaguamish River floodplain within unincorporated Snohomish County. SR 530 shares a junction with SR 9. The corridor connects to the Arlington Municipal Airport and the Manufacturing and Industrial Center to the south via its junction with Smokey Point Boulevard. There is a BNSF rail line near the Arlington Municipal Airport. The corridor also functions as a freight corridor moving freight between the rural and urban sections near the corridor.

Unfunded Bridge Needs		Unfunded Pavers
Freight Class		Freight Class
T-2		T-2
T-3		T-3
T-4		T-4
T-5		T-5

U.S. Interstate
 U.S. Highway
 State Route

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

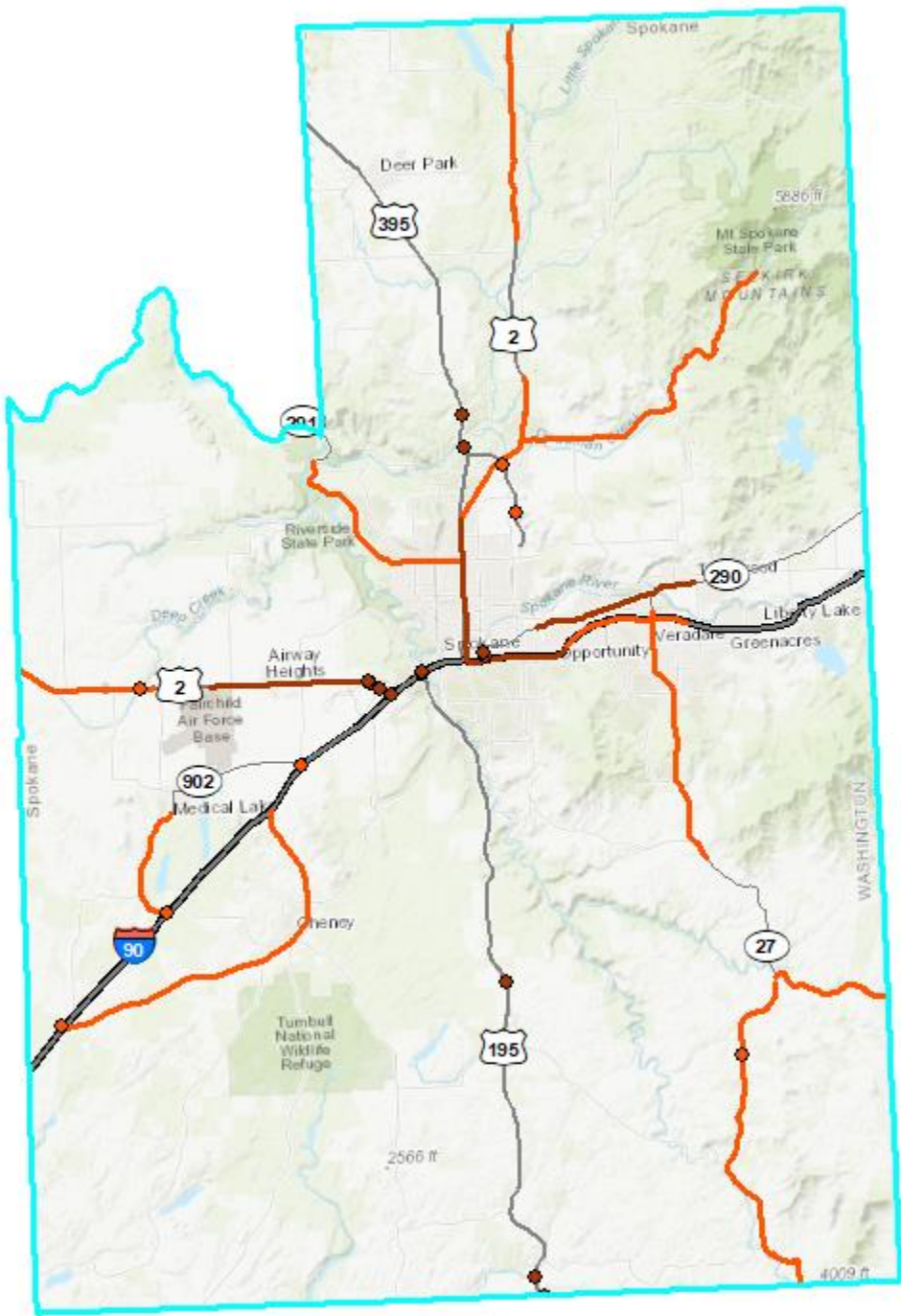
Preservation Needs

Spokane County



Pavement cracking in wheel paths on State Route 291.

This segment of SR 291 is primarily a commuter, commercial, and freight corridor serving the surrounding residential areas and commercial centers. This corridor is the main route between the city of Spokane and the rapidly developing bedroom communities in southwest Stevens County.



This segment of SR 27 serves as a principal arterial for the city of Spokane Valley and is locally known as Pines Road. This corridor has been identified as a state highway operating as the community’s main street. The corridor intersects with SR 290 and I-90, providing access to Spokane and other regional destinations. This corridor primarily serves commuters connecting to Spokane and the surrounding area. In addition there is some freight use.



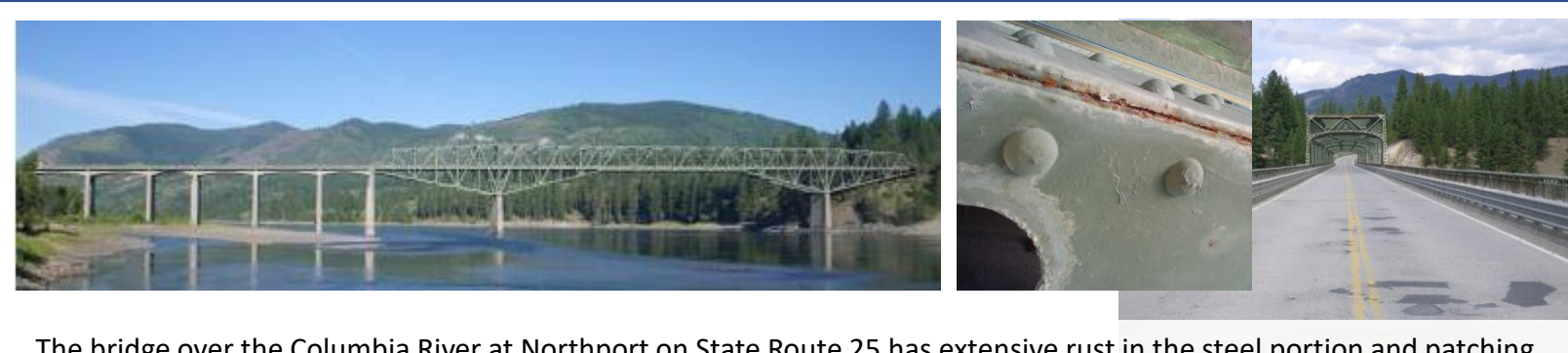
Cracking and patching on the US 195 bridge over I-90. The deck will need to be resurfaced in the next few years.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
Freight Class		Freight Class		U.S. Highway	
●	T-2	—	T-2	—	State Route
	T-3		T-3		
	T-4		T-4		
	T-5		T-5		

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

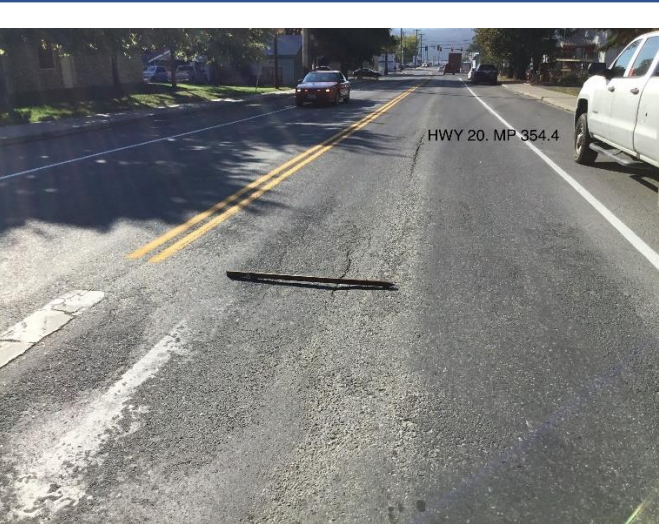
Unfunded Preservation Needs

Stevens County



The bridge over the Columbia River at Northport on State Route 25 has extensive rust in the steel portion and patching and distress in the deck. It is in poor condition and needs steel painting and deck rehabilitation.

This part of State Route 25 extends through Marcus and Northport, which have been identified as state highways operating as the community's main street. In addition to connecting with US Route 395, the corridor also connects to British Columbia Highway 22. The corridor provides access to numerous recreational resources such as camping, hiking, fishing, and hunting along the Columbia River and within Lake Roosevelt National Recreation Area and Colville National Forest. This is a corridor of significance or importance to the Colville and Spokane tribes.



Pavement cracking and rutting on State Route 20 in Colville.

This part of SR 20 from Colville to the junction with SR 31 in Pend Oreille County is identified as a state highway operating as the community's main street. Sidewalks are present in Colville for pedestrian use, and corridor shoulders are available for bicyclists. Pavement deterioration in this type of context creates hazards for cyclists and additional barriers for accessibility.

The corridor provides access to many outdoor recreational activities and natural resources such as camping, hiking, fishing, and hunting.



Unfunded Bridge Needs	Unfunded Pavers	U.S. Interstate
Freight Class	Freight Class	U.S. Highway
T-2	T-2	State Route
T-3	T-3	
T-4	T-4	
T-5	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Thurston County



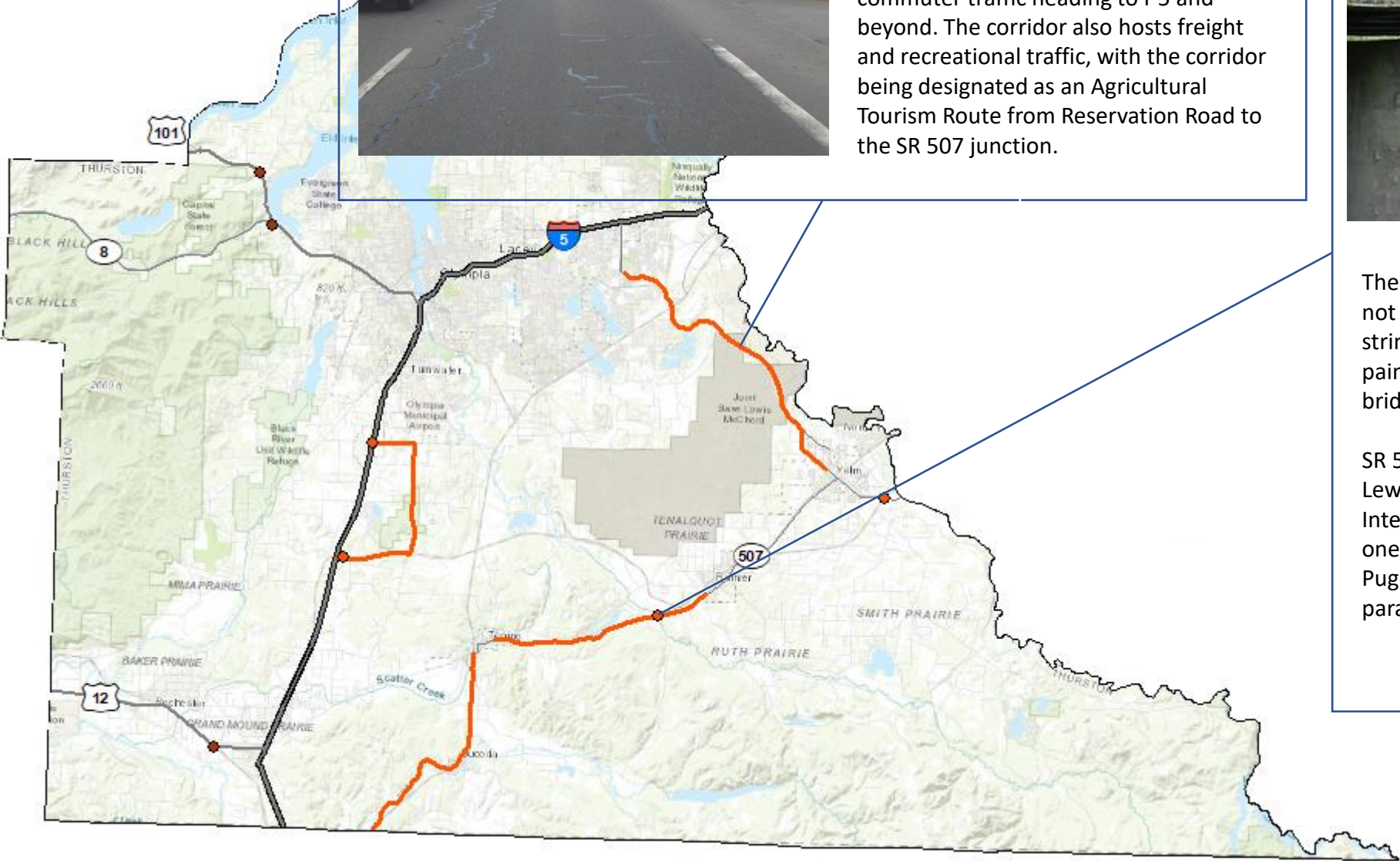
State Route 510 has had crack sealing and patching, and new cracking continues to show.

SR 510 is a state highway that connects I-5 in east Lacey to the SR 507 junction in Yelm and primarily carries urban and rural commuter traffic heading to I-5 and beyond. The corridor also hosts freight and recreational traffic, with the corridor being designated as an Agricultural Tourism Route from Reservation Road to the SR 507 junction.



The Deschutes River bridge on State Route 507 has not had its steel members painted in 37 years. The stringers have seam rust, rust stains and peeling paint. WSDOT has performed spot painting on the bridge, but it needs full painting now.

SR 507 is a state highway that serves communities in Lewis, Thurston, and Pierce counties between Interstate 5 in Centralia and SR 7 in Spanaway. It is one of the few alternate routes to I-5 in the south Puget Sound region located east of and roughly parallel to the interstate.

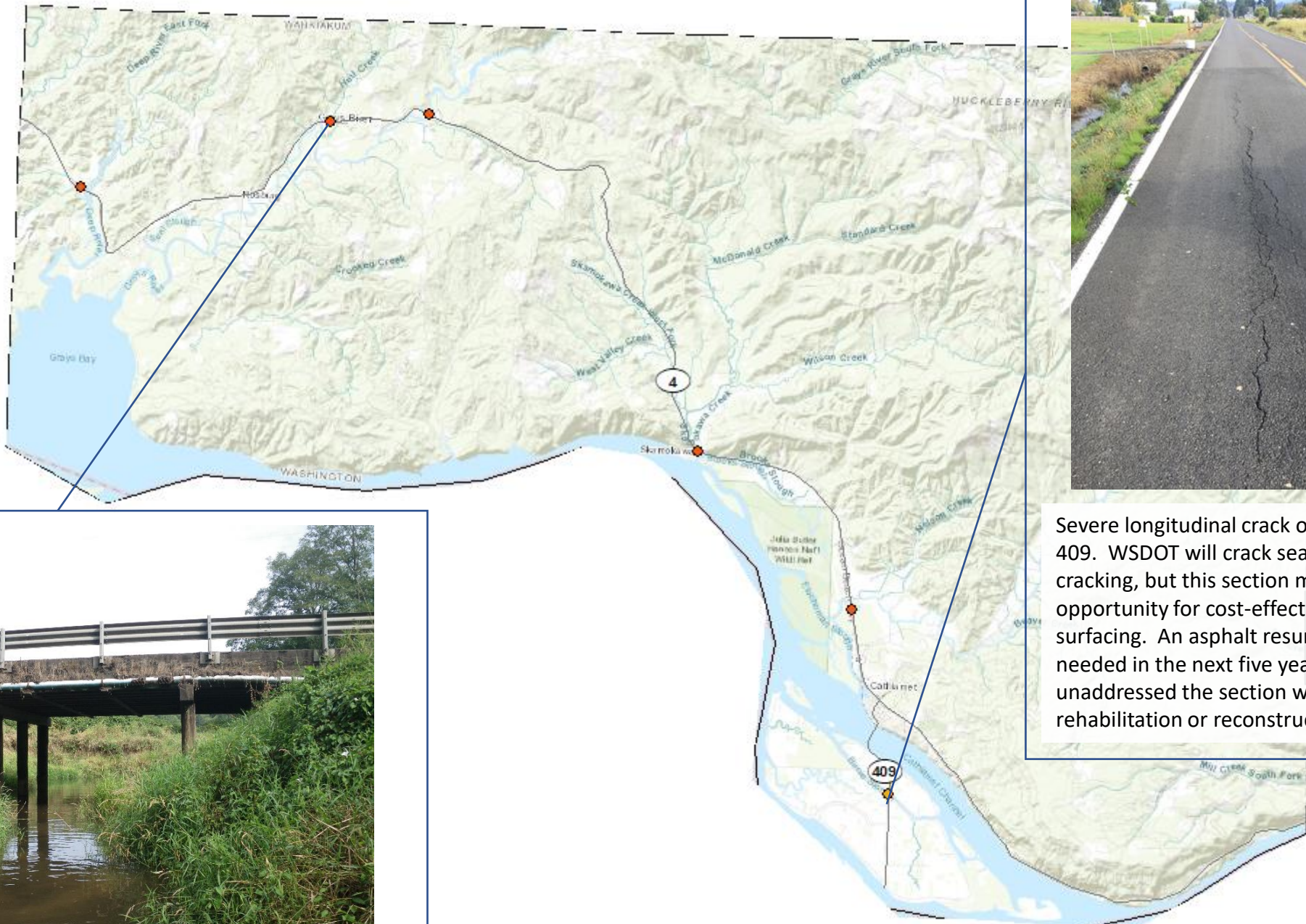


Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	U.S. Interstate
●	T-2	—	T-2	—	U.S. Highway
●	T-3	—	T-3	—	State Route
●	T-4	—	T-4	—	
●	T-5	—	T-5	—	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Wahkiakum County



Severe longitudinal crack on State Route 409. WSDOT will crack seal this type of cracking, but this section missed the opportunity for cost-effective chip seal surfacing. An asphalt resurfacing is now needed in the next five years, and if left unaddressed the section will need major rehabilitation or reconstruction.



The Hull Creek bridge on State Route 4 was built in 1934. It is a timber bridge that needs to be replaced.

SR 4 is a state highway that is also known as the Ocean Beach Highway traveling east-west along the Columbia River and serving the southwest region of Washington. This corridor primarily functions as a freight and local rural access. This corridor provides a connection between the Port of Longview, the Longview/Kelso urban area, and several coastal communities.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	Legend
●	T-2	—	T-2	—	U.S. Interstate
●	T-3	—	T-3	—	U.S. Highway
●	T-4	—	T-4	—	State Route
●	T-5	—	T-5	—	

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Walla Walla County



Pavement deterioration including rutting, longitudinal cracking and multiple patches on US 12 in Waitsburg.

US 12 is an important freight and recreation route in Washington. The majority of the corridor is rural with some agricultural and industrial land uses, but it also has a dense suburban character with residential land uses through Waitsburg.”



Pavement deterioration including severe cracking and potholing on State Route 125 in Walla Walla.

This section connects US 12 and Walla Walla to Oregon 11. This corridor functions as a commuter corridor moving people and goods between the Washington and Oregon portions of the Walla Walla Valley metropolitan area. The corridor also aids in the movement of students traveling to local schools, farmers in the surrounding area, and to the various retail stores along the corridor.



Unfunded Bridge Needs		Unfunded Pavers		U.S. Interstate
Freight Class		Freight Class		U.S. Highway
●	T-2	—	T-2	—
●	T-3	—	T-3	—
●	T-4	—	T-4	—
●	T-5	—	T-5	—
				State Route

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Whatcom County



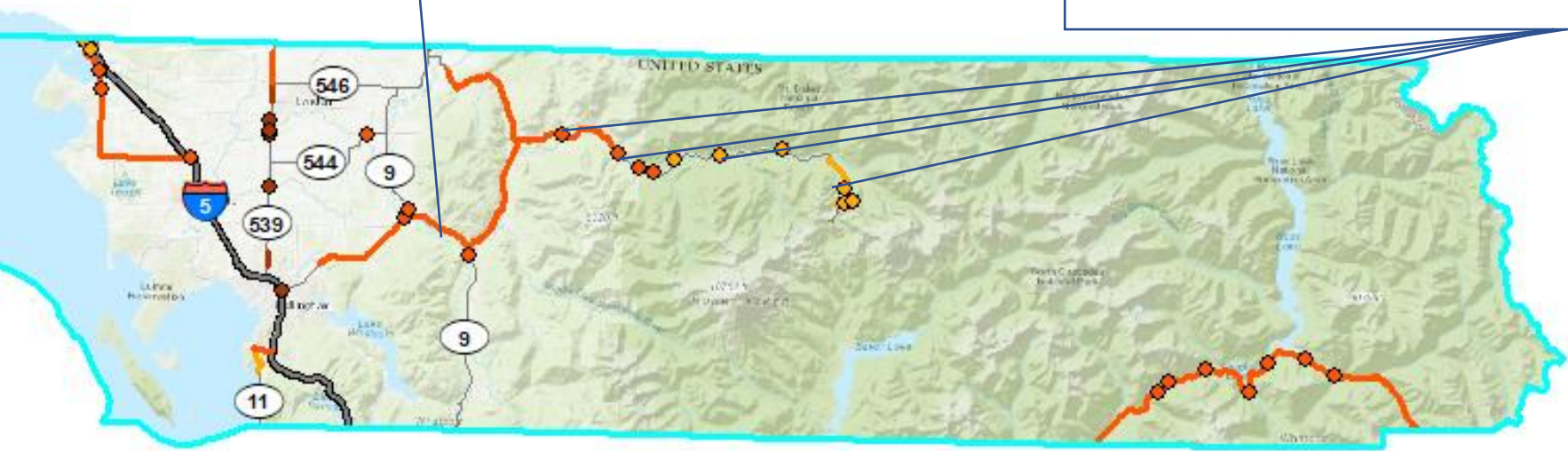
Pavement failure on State Route 9 in both wheel paths, with patching and crack sealing, is frequent. This section is likely to pothole and cause immediate issues without full resurfacing.

SR 9 moves people and goods through Whatcom County. It serves residential, commercial and industrial development. It is used as a main alternate roadway from Interstate 5.



On State Route 542, there are ten bridges in need of preservation work east of Deming. Shown is Fossil Creek Bridge deck with depression, cracking and potholes. Two wood bridges are identified for replacement and require extensive maintenance and steel strengthening. The other bridges require frequent maintenance and need of deck, expansion joint, and structural repair.

The primary role of this corridor is to support the movement of people and goods through rural Whatcom County and the United States Forest Service lands and is a moderately used freight corridor. There is no alternate route in this 34+ miles of highway, so a failure at any one of these bridges will make the rest of the route unreachable.



Unfunded Bridge Needs		Unfunded Pavers		U.S. Interstate
Freight Class		Freight Class		U.S. Highway
	T-2		T-2	
	T-3		T-3	
	T-4		T-4	
	T-5		T-5	
				State Route

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Unfunded Preservation Needs

Whitman County



The Palouse River Bridge on US 195 in Colfax has deck deterioration and cracks and the sub-structure (shown). This bridge was built in 1931 and is due for replacement.

US 195 is the primary north-south highway in the area, linking Lewiston, Idaho and Clarkston to Interstate 90 in Spokane. It is part of the National Highway System, a Highway of Statewide Significance, and is a corridor of interest to the Yakama Nation, Colville, Spokane, and Nez Perce tribes.



Cracked concrete panels on State Route 27 in Pullman, originally constructed in 1955.

This section of SR 27 is known locally as S Grand Avenue. The Pullman-Moscow Regional Airport is located northeast of the corridor.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Legend
●	T-2	—	T-2	U.S. Interstate
●	T-3	—	T-3	U.S. Highway
●	T-4	—	T-4	State Route
●	T-5	—	T-5	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

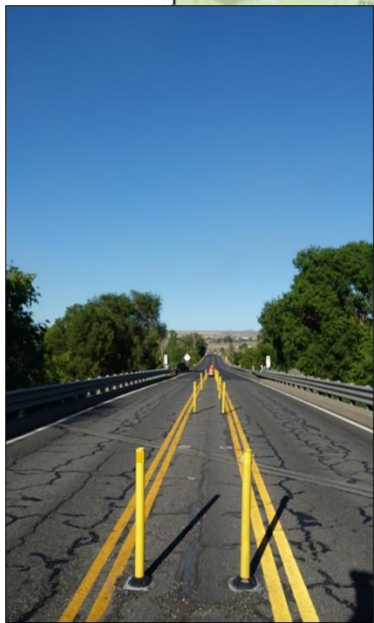
Unfunded Preservation Needs

Yakima County



Drainage system failure has undermined gabion wall resulting in risk to highway embankment on State Route 410 in Chinook Pass. The roadway remains at risk because a long-term fix is unfunded at current Preservation amounts.

This section of SR 410 runs along a primarily scenic recreation and tourism route serving Mt Rainier National Park, the Okanogan-Wenatchee National Forest, Norse Peak Wilderness, and William O. Douglas Wilderness. SR 410 also provides an additional route across cascades mountains during summer months for non-commercial traffic.



Severe corrosion discovered during October 2019 inspection resulted in WSDOT shifting traffic away from the damage girder in center of the Harrison Road bridge on State Route 823 near Selah.

SR 823 provides local access across the Yakima and Naches rivers between Selah, the city of Yakima, and I-82. This corridor is an important freight, industrial, and commuter route.



Severe pavement deterioration at the I-82 Donald Rd interchange near Wapato.

Even though ramps have lower speeds, deteriorated ramps will make it more difficult to accelerate to highway speeds for on-ramps, and distressed off-ramps will require alert drivers to manage the change in condition as they transition from smoother pavements on T-1 freight mainlines, like I-82.

Unfunded Bridge Needs		Unfunded Pavers	Freight Class	Freight Class	Legend
●	T-2	—	T-2	—	U.S. Interstate
●	T-3	—	T-3	—	U.S. Highway
●	T-4	—	T-4	—	State Route
●	T-5	—	T-5	—	

Sources : Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community