



# Maintenance Accountability Process

ACTIVITY LEVEL TARGETS CY 2024 - STATEWIDE

Maintenance Activity	State of Good Repair	2023-25 Funding Level	2024 Delivered LOS
<b>Group - 1 Roadway Maintenance and Operations</b>			
1A1 Pavement Patch	90%	90%	92%
1A3 Shoulder Maintenance	C	D	D
1A4 Sweeping and Cleaning	A	C	D
<b>Group - 2 Drainage Maintenance and Slope Repair</b>			
2A1 Ditch Maintenance	B	B	B
2A2 Culvert Maintenance	C	F	F
2A3 Catch Basin and Inlet Maintenance	A	A	A
2A4 Stormwater Facility Maintenance	A	A	A
2A5 Slope Repair	B	F	F
<b>Group - 3 Roadside and Vegetation Management</b>			
3A1 Roadside Cleanup	C	F	F
3A2 Noxious Weed Control	B	C	D
3A3 Nuisance Vegetation Control	C	D	D
3A4 Vegetation Obstruction Control	C	D	D
3A5 Landscape Maintenance	C	D	D
<b>Group - 4 Bridge and Urban Tunnel Maintenance and Operations</b>			
4A1 Bridge Deck Repair	90%	90%	92%
4A2 Structural Bridge Repair	90%	90%	92%
4A3 Bridge Cleaning	B	B	B
4B1 Special Bridge and Ferry Operation	A	A	A
4B3 Urban Tunnel Systems Operation	B	B	B
<b>Group - 5 Snow and Ice Control Operations</b>			
5B1 Snow and Ice Control Operations	A	B	B
<b>Group - 6 Traffic Control Maintenance and Operations</b>			
6A1 Pavement Striping Maintenance	B	C	F
6A2 Raised/Recessed Pavement Marker Maintenance	C	C	D
6A3 Pavement Marking Maintenance	C	D	D
6A4 Regulatory Sign Maintenance	C	D	D
6A5 Guide Sign Maintenance	C	D	D
6A6 Guidepost Maintenance	C	F	F
6A7 Barrier Maintenance	B	B	B
6B1 Traffic Signal Systems	C	C	C
6B2 Highway Lighting Systems	B	B	B
6B3 Intelligent Transportation Systems	A	A	A
<b>Group - 7 Rest Area Operations</b>			
7B1 Rest Area Operation	B	B	B

Missed Target Compared to Funding Level  
 State of Good Repair Funding Needed

**Note:** \* Pavement and bridge asset conditions are given as percentage of WSDOT owned highway lane miles in fair or better condition (pavement) and percentage of WSDOT owned bridges in fair or better condition by bridge deck area. Pavement data lags one year behind indication (i.e., 2024 column corresponds to 2023 data). Pavement is part of an integrated approach using Washington State Pavement Management System condition rating, which takes into account all maintenance and preservation work completed and/or needed.

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