



# Maintenance Accountability Process

ACTIVITY LEVEL TARGETS CY 2025 - STATEWIDE

Maintenance Activity	State of Good Repair	2025-27 Funding Level	2025 Delivered LOS
<b>Group - 1 Roadway Maintenance and Operations</b>			
Pavement Patch	90%	90%	N/A*
Shoulder Maintenance	C	D	D
Sweeping and Cleaning	A	C	F
<b>Group - 2 Drainage Maintenance and Slope Repair</b>			
Ditch Maintenance	B	B	C
Culvert Maintenance	C	F	F
Catch Basin and Inlet Maintenance	A	A	A
Stormwater Facility Maintenance	A	A	A
Slope Repair	B	F	F
<b>Group - 3 Roadside and Vegetation Management</b>			
Roadside Cleanup	C	F	F
Noxious Weed Control	B	C	D
Nuisance Vegetation Control	C	D	D
Vegetation Obstruction Control	C	D	F
Landscape Maintenance	C	D	C
<b>Group - 4 Bridge and Urban Tunnel Maintenance and Operations</b>			
Bridge Deck Repair	90%	90%	92%
Structural Bridge Repair	90%	90%	92%
Bridge Cleaning	B	B	D
Special Bridge and Ferry Operation	A	A	A
Urban Tunnel Systems Operation	B	B	B
<b>Group - 5 Snow and Ice Control Operations</b>			
Snow and Ice Control Operations	A	B	A
<b>Group - 6 Traffic Control Maintenance and Operations</b>			
Pavement Striping Maintenance	B	C	C
Raised/Recessed Pavement Marker Maintenance	C	C	D
Pavement Marking Maintenance	C	D	F
Regulatory Sign Maintenance	C	D	D
Guide Sign Maintenance	C	D	D
Guidepost Maintenance	C	F	F
Barrier Maintenance	B	B	B
Traffic Signal Systems	C	C	B
Highway Lighting Systems	B	B	C
Intelligent Transportation Systems	A	A	A
<b>Group - 7 Rest Area Operations</b>			
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 reported as the percentage of WSDOT-owned highway lane miles in fair or better condition (pavement) and the percentage of WSDOT-owned bridges in fair or better condition by bridge deck area. Both pavement and bridge data typically lag one year (i.e., the 2025 column corresponds to 2024 data); however, pavement condition data for 2025 was not available due to system-related limitations within the pavement management system during that reporting period. Pavement condition reporting remains part of an integrated approach using the Washington State Pavement Management System condition rating, which incorporates completed and planned maintenance and preservation activities.**

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