

State Facilities Action Plan

PSRC Maintenance and Preservation Working Group

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Overview

- PSRC has requested that WSDOT produce a State Facilities Action Plan

2. Address near-term performance and funding deficiencies. The updated Transportation 2040 will identify near-term actions to improve system performance and close additional funding gaps, including:

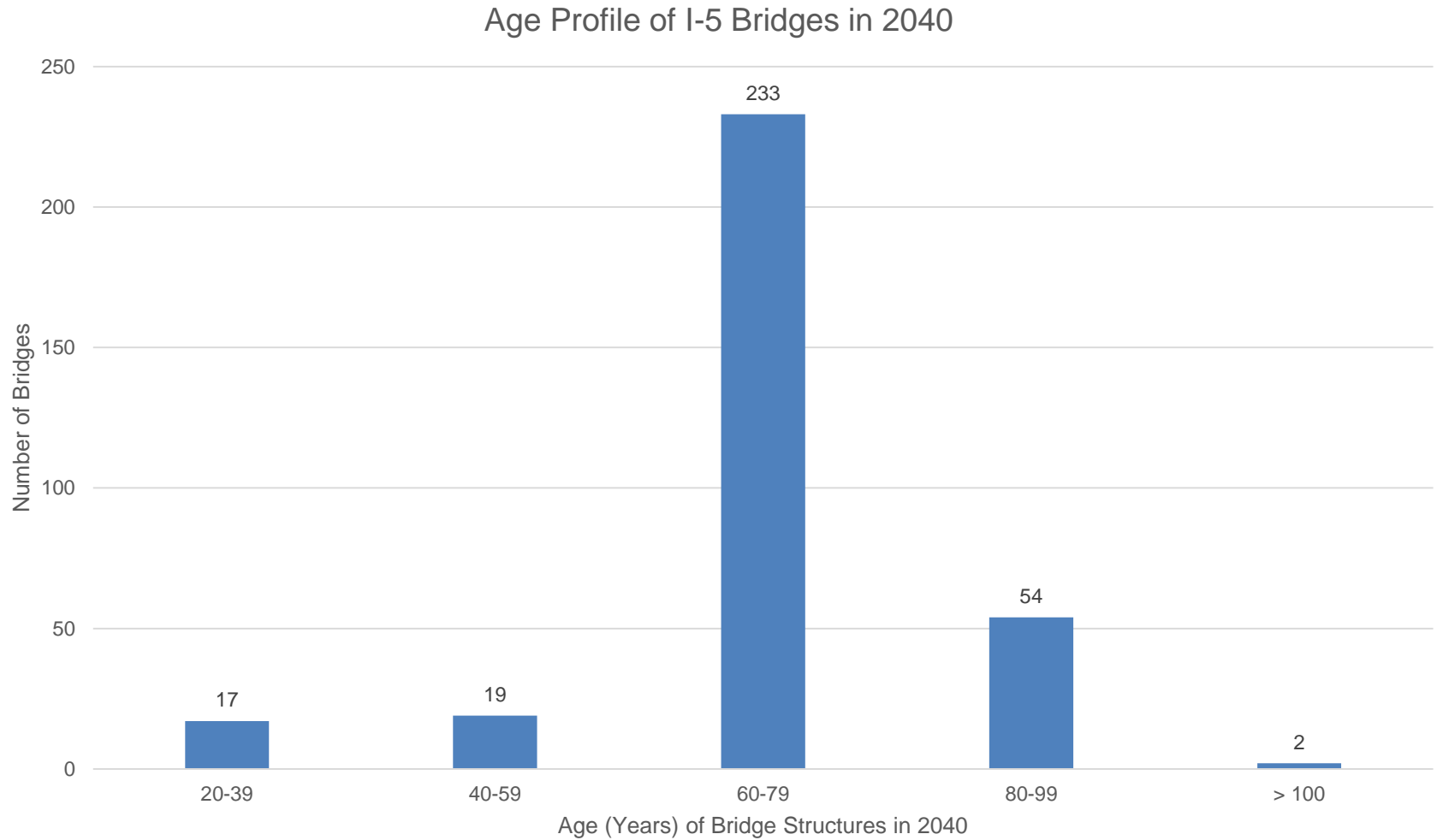
- A **State Facilities Action Plan** will document state efforts to develop an I-5 action plan identifying low cost operational improvements and a clear I-5 preservation plan, improve the flow of HOV lanes, and accelerate seismic retrofits. State plans for future projects beyond those in Connecting Washington will also be covered.

- WSDOT appreciates the opportunity to address some of the most strategic issues we face.
- Staff has coordinated among offices and disciplines on initial briefing papers for July TPB discussion:
 - Seismic Preparedness
 - I-5 Preservation Needs
 - I-5 Operational Strategies
 - HOV Speed and Reliability
 - Local Interest State Routes

I-5 Preservation Needs

- **Infrastructure on I-5 in the Puget Sound region is nearing the end of its service life:**
 - Over 800 lane miles, 147 bridges
 - Multiple interchanges comprising another 200 ramp lane miles and 178 bridges
- **\$1.2B needed to preserve and replace I-5 pavement through 2040:**
 - Portland Concrete Cement built in the 1960s and expected to have a 20-year life
 - Pavement has out-performed, but nearing the end of its service life
 - WSDOT has been proactive addressing poor pavement conditions
 - 9% is currently rated in poor condition
- **2040 bridge preservation and replacement needs total \$675 M:**
 - Currently, all bridges safe for travel and 1.4% are rated in poor condition
 - In the decade after 2040 over 75% of I-5 bridges will turn 80 years old, creating a much higher need than within the 2040 time frame
- **Preservation needs for other highway elements including drainage culverts, storm water systems, illumination, signals, ITS, barriers**
- **Heavy and growing traffic volumes mean that preservation work must be balanced with maintenance of mobility needs**

Age Profile of Puget Sound I-5 Bridges

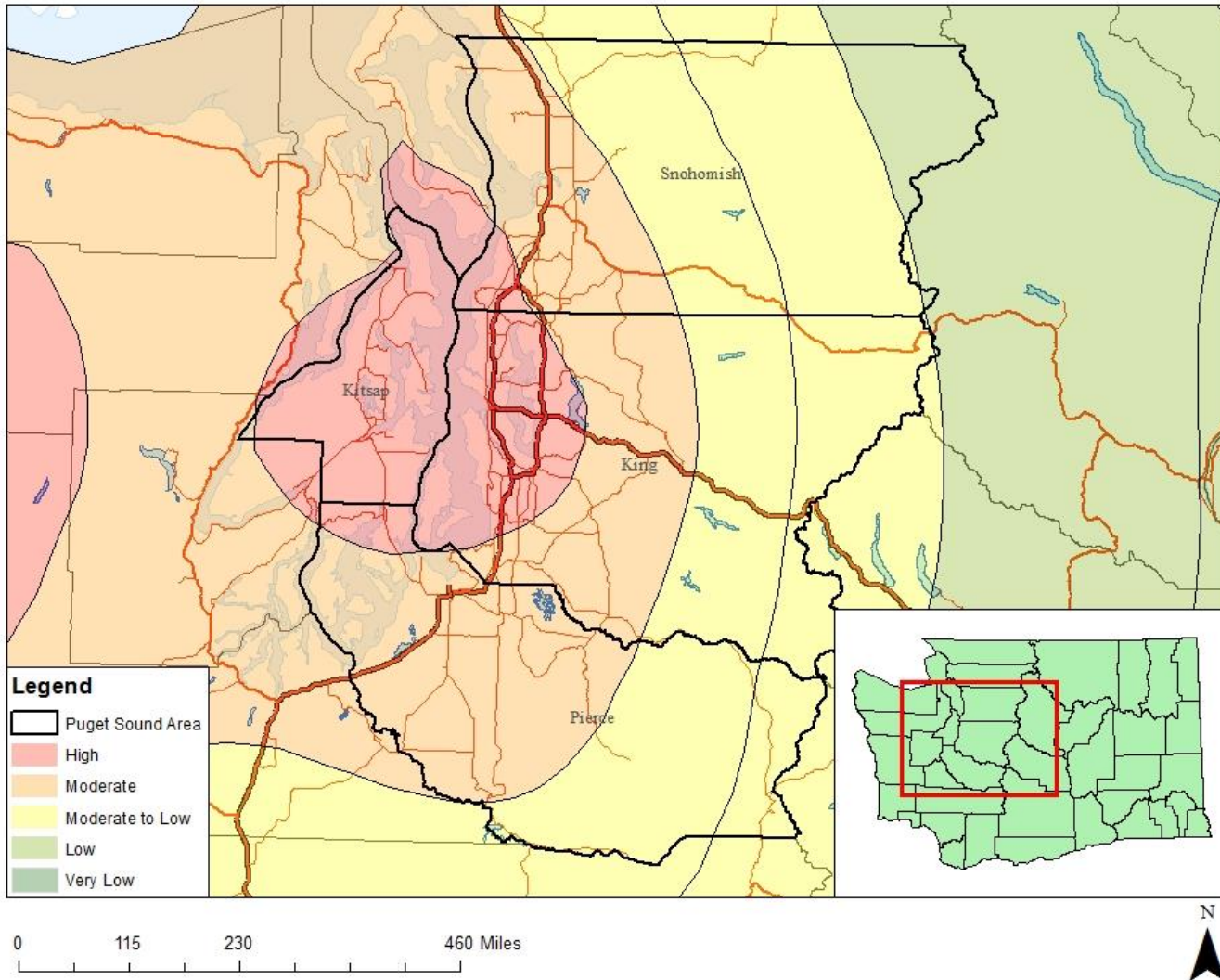


Seismic Preparedness

- **WSDOT prepares for earthquakes through:**
 - Seismic retrofits to bridges and ferry facilities, and
 - Participating in emergency management and resilience programs
- **The State Facilities Action Plan will address:**
 - What has been accomplished
 - What activities are currently underway
 - Areas where WSDOT could further improve resilience
- **\$1.5B needed to fully retrofit all 594 bridges statewide:**
 - Including \$1.1B for bridges in the Puget Sound region
- **To prioritize, a “lifeline system” has been identified:**
 - Connects major airports between JBLM and Everett
 - Goal to restore essential services within 3-7 days, operational within 3 months
 - \$170 M in funding for seismic retrofit activities has been identified by the legislature over the next 16 years, and will go to finishing the lifeline system
 - I-5 between Tukwila and Lynnwood are in a High Retrofit Cost Corridor, therefore the identified lifeline uses I-405
- **More study needed to address other potential seismic preparedness:**
 - Strategies to address liquefaction and recover from a Cascadian Subduction Zone 2500-year event

Seismic Preparedness

Seismic Vulnerability in the Puget Sound Region



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