

Washington State DOT “Five Slide” Intro

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First Western States Regional In-Place Recycling Conference

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Demographics of Washington State

- Number of Centerline Lane Miles
- Number of WSDOT Employees
- Number of Annual Projects by Construction
- Annual Dollar Amount of Contracted Work



WSDOT Lane-Miles

Type of Pavement	Lane-miles	% of Total
HMA	10,776	60
BST	4,843	27
PCC	2,262	13
Totals	17,881	100



Number of WSDOT Employees

▪ Total Employees	<u>8135</u>
– DOT	6215
– Ferries Division	1920
– DOT Engineering	2657



Number of WSDOT Annual Construction Projects

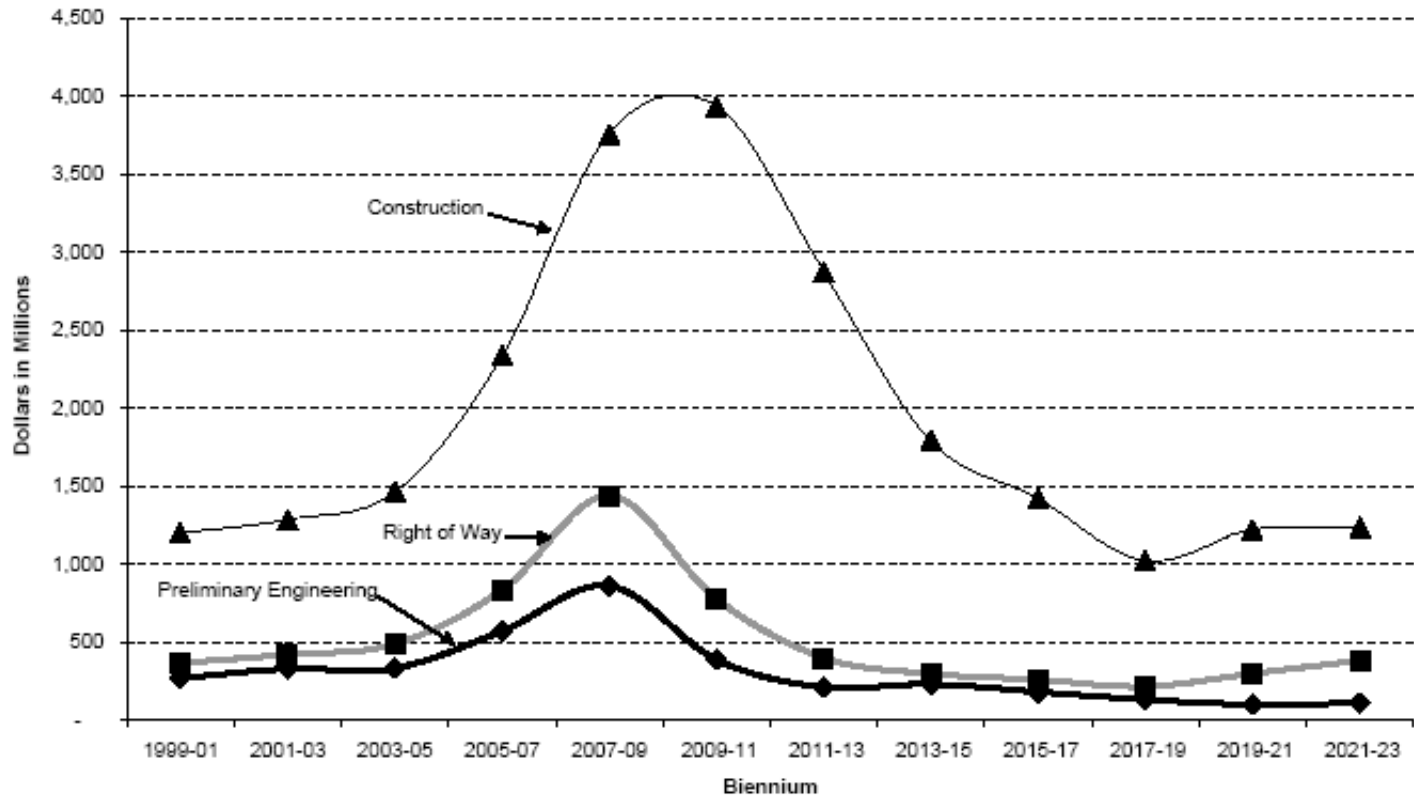
- 80-100 projects let annually



Highway Construction Program, by Phase 2008 Legislative Final Budget - 4/08

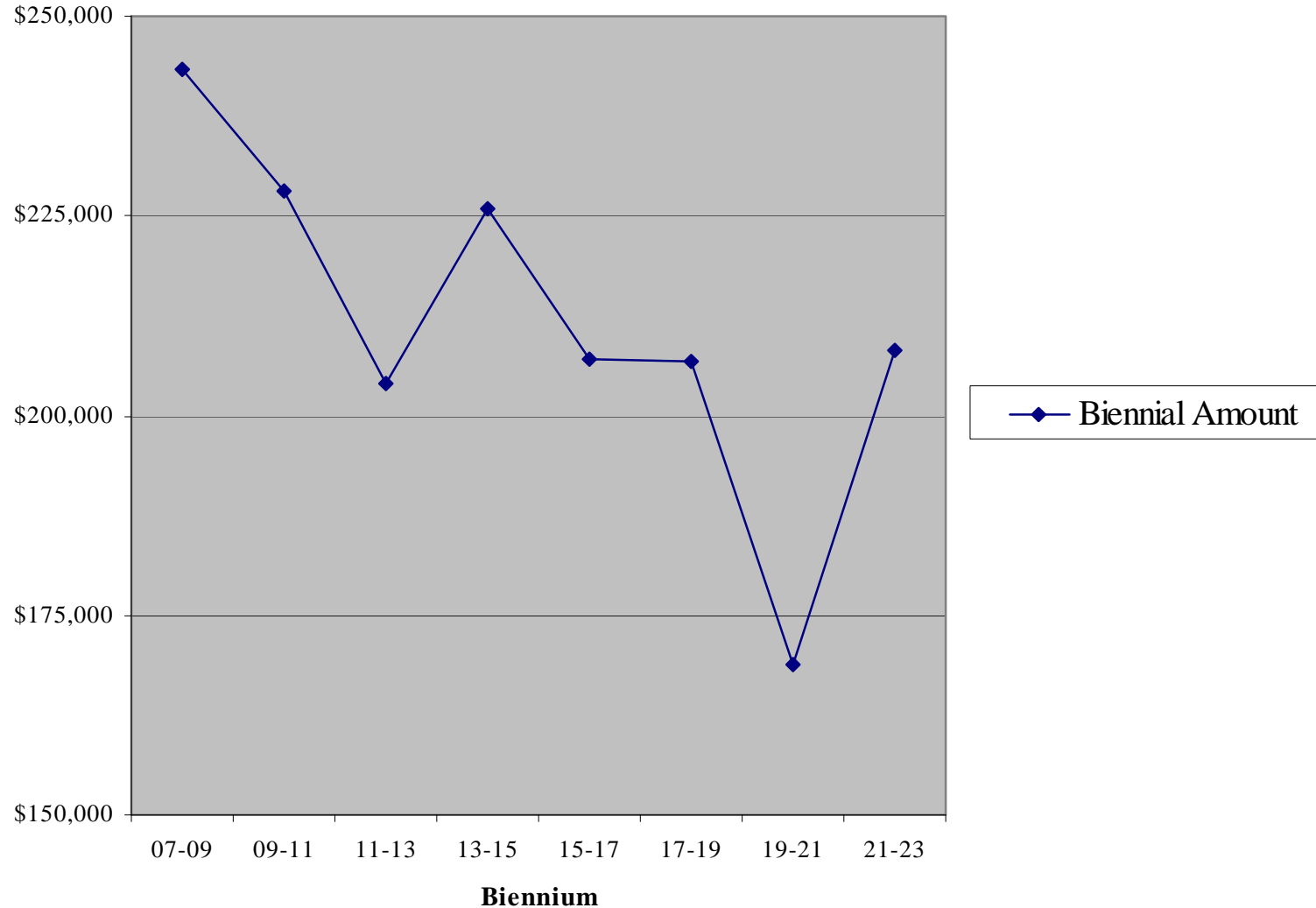
Includes Preservation and Improvement Programs with two exceptions

Excludes expenditures for the Tacoma Narrows Bridge and expenditures in the Improvement Program reimbursed by Sound Transit



WSDOT Preservation Budget

Preservation Budget by Biennium
(\$ in Thousands)



Washington State Animal

- Orca Whale



Experiences with CIR

SR/Project	Mile Posts	Construction Year
395/Valley to Chewelah	202.76 to 207.80	1982
221/County Well Road to Jct. SR 22	17.13 to 23.24	1982
97/Brewster Airport to SR 17	262.83 to 265.09	1983
12/Clarkston Vicinity Paving	413.82 to 416.89	1992
17/Leahy to East Foster Creek	119.87 to 127.94	1993
395/Loon Lake to SR 231	193.95 to 196.79	1995
221/SR 22 to Prosser Hill	23.01 to 26.06	1998
211/ Vicinity Four Lanes to SR 20	0.00 to 15.19	1999
270/Pullman to Idaho State Line	4.02 to 9.89	2000
395/SR 17 to Adams County Line	55.08 to 61.24	2001
124/Railroad Bridge to County Road	22.62 to 28.56	2002
904/Tyler to Cheney	0.00 to 9.09	2002
221/SR 14 to Prosser Hill	0.03 to 23.01	2002
127/Church Hill Road to Dusty	18.98 to 22.40	2002
24/Fire Station to Taylor Ranch Road	15.66 to 23.07	2004
28/Davenport to Harrington	117.73 to 131.16	2004



Experiences with HIR

- SR 97/West Wapato Road to Lateral A Road
Mile Post 69.16 to Mile Post 74.74
Constructed 1995



Why WSDOT Uses CIR

- Removes functional pavement distress not related to base or subgrade problems
- Improvement of the profile and cross slope
- Increased structure
- Cost Savings for full depth repairs



Why In-Place Recycling is Not Used More Frequently in Washington

- Limited preservation dollars
- CIR limited to the worse of the worse roadway sections
- High traffic volumes on two lane roadways



Suggestions to the Industry Concerning In-Place Recycling

- Continued participation between state agencies and industry to improve CIR processes
- Summary of recycling performance by other state agencies



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