

Washington State DOT Introduction

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Washington State Department of Transportation

Western States Regional In-Place Recycling Conference

Ontario, California

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Washington State Animal

Orcinus Orca
(Orca/Killer Whale)





WSDOT Lane-Miles

Type of Pavement	Lane-miles	% of Total
HMA	11,028	59
BST	5,181	28
PCC	2,412	13
Totals	18,641	100

87 million vehicle miles/day



Number of WSDOT Employees

- Ferries Division **1,625**

- DOT **5,586**
- DOT Engineering **2,415**

- Total Employees **7,211**



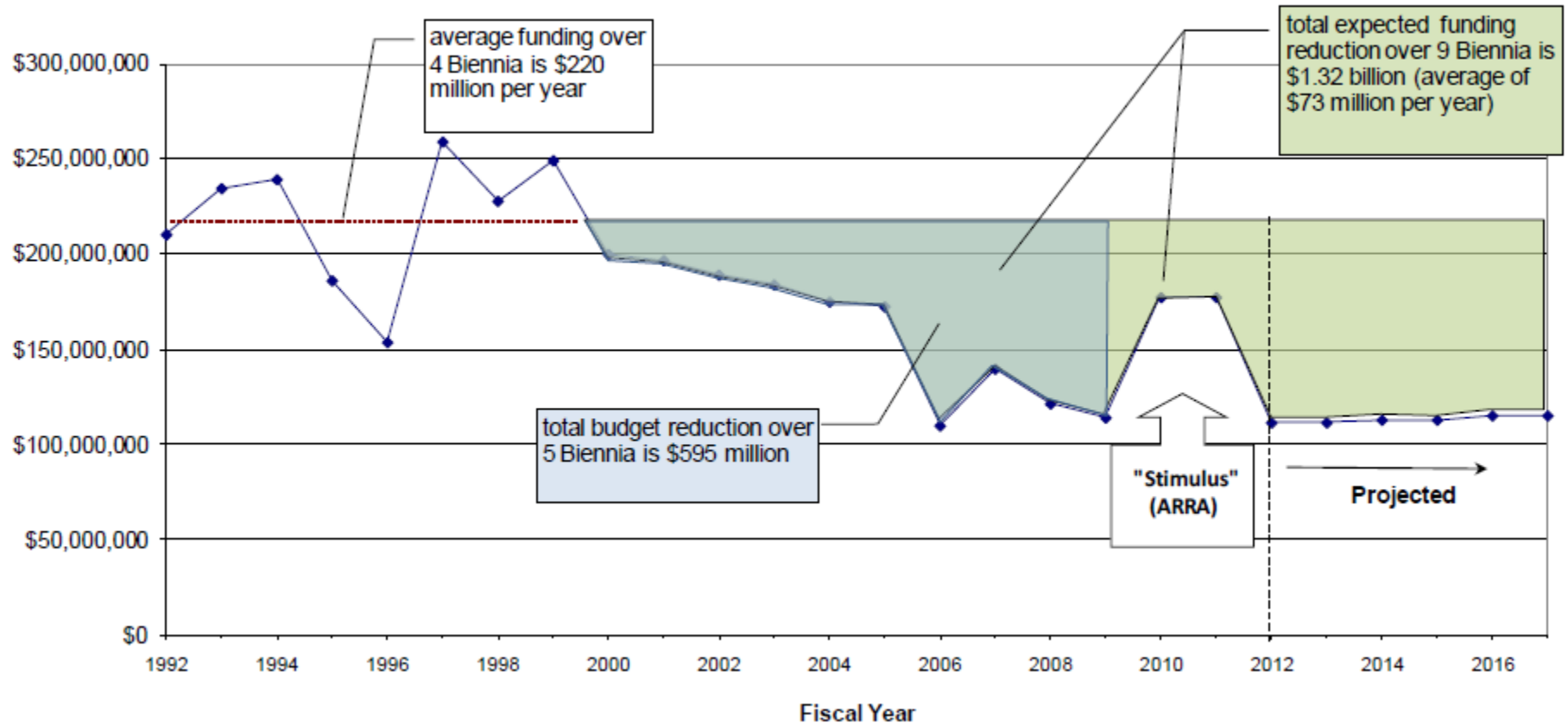
Number of WSDOT Annual Construction Projects

- 131-167 projects let annually (2007-2012)



WSDOT Preservation Budget

26-year Roadway Preservation Annual Funding (Constant 2010 Dollars)



Experiences with CIR

SR/Project	Contract Number	Mile Posts	Construction Year
395/Valley to Chewelah	C2294	202.76 to 207.80	1982
221/County Well Road to Jct. SR 22	C2340	17.13 to 23.24	1982
97/Brewster Airport to SR 17	C2421	262.83 to 265.09	1983
12/Clarkston Vicinity Paving	C4092	413.82 to 416.89	1992
17/Leahy to East Foster Creek	XL3137	119.87 to 127.94	1993
395/Loon Lake to SR 231	C4462	193.95 to 196.79	1995
221/SR 22 to Prosser Hill	C5360	23.01 to 26.06	1998
211/ Vicinity Four Lanes to SR 20	C5544	0.00 to 15.19	1999
270/Pullman to Idaho State Line	C5924	4.02 to 9.89	2000
395/SR 17 to Adams County Line	C6059	55.08 to 61.24	2001
124/Railroad Bridge to County Road	C6361	22.62 to 28.56	2002
904/Tyler to Cheney	C6342	0.00 to 9.09	2002
221/SR 14 to Prosser Hill	C6308	0.03 to 23.01	2002
127/Church Hill Road to Dusty	C6311	18.98 to 22.40	2002
24/Fire Station to Taylor Ranch Road	C6691	15.66 to 23.07	2004
28/Davenport to Harrington	C6694	117.73 to 131.16	2004
2, Jct SR 211 to Newport - Paving	C7763	321.78 to 333.89	2009



Experiences with HIR

- SR 97/West Wapato Road to Lateral A Road
Mile Post 69.16 to Mile Post 74.74
Constructed 1995
- SR 542/Britton Road to Coal Creek Bridge Vicinity
Mile Post 3.38 to Mile Post 19.27
Constructed 2009



Why WSDOT Uses In-Place Recycling

- Removes functional pavement distress not related to base or subgrade problems
- Improvement of the profile and cross slope
- Increases structure when necessary
- Cost savings for projects requiring full depth repairs
- Use may increase if current funding continues



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

- Limited preservation dollars
- In-Place Recycling is limited to the worse of the worse roadway sections
- High traffic volumes
- Roadways with fabrics
- More roadways are being converted to BST
- Perpetual pavements



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