Jeff Uhlmeyer
State Pavement Engineer
Washington State Department of Transportation

Western States Regional In-Place Recycling Conference
August 5-7, 2014
Official Washington State Animal

- Orca Whale
Demographics of Washington State

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

18,500 lane-miles

Statewide Lane Miles

Concrete 13%
Chip Seal 29%
Asphalt 58%
Number of WSDOT Annual Construction Projects

- 80-100 projects let annually
30-year Roadway Preservation Annual Funding (Constant 2012 Dollars)

- Average funding over 4 Biennia was $234 million/yr
- Total budget reduction over 7 Biennia is $971 million
- Less than 100 million/yr. (total expected future funding reduction over 4 Biennia is $1.12 billion)
- 09-11 "Stimulus" (ARRA) $72.6 million/yr

Projected *

* As of 12/2012
Can preservation funding be stretched by prioritizing to targeted portions of the network?
## Experiences with CIPR

<table>
<thead>
<tr>
<th>SR/Project</th>
<th>Contract #</th>
<th>Mile Posts</th>
<th>Construction Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>395/Valley to Chewelah</td>
<td>C2294</td>
<td>202.76 to 207.80</td>
<td>1982</td>
</tr>
<tr>
<td>221/County Well Road to Jct. SR 22</td>
<td>C2340</td>
<td>17.13 to 23.24</td>
<td>1982</td>
</tr>
<tr>
<td>97/Brewster Airport to SR 17</td>
<td>C2421</td>
<td>262.83 to 265.09</td>
<td>1983</td>
</tr>
<tr>
<td>12/Clarkston Vicinity Paving</td>
<td>C4092</td>
<td>413.82 to 416.89</td>
<td>1992</td>
</tr>
<tr>
<td>17/Leahy to East Foster Creek</td>
<td>XL3137</td>
<td>119.87 to 127.94</td>
<td>1993</td>
</tr>
<tr>
<td>395/Loon Lake to SR 231</td>
<td>C4462</td>
<td>193.95 to 196.79</td>
<td>1995</td>
</tr>
<tr>
<td>221/SR 22 to Prosser Hill</td>
<td>C5360</td>
<td>23.01 to 26.06</td>
<td>1998</td>
</tr>
<tr>
<td>211/Vicinity Four Lanes to SR 20</td>
<td>C5544</td>
<td>0.00 to 15.19</td>
<td>1999</td>
</tr>
<tr>
<td>270/Pullman to Idaho State Line</td>
<td>C5924</td>
<td>4.02 to 9.89</td>
<td>2000</td>
</tr>
<tr>
<td>395/SR 17 to Adams County Line</td>
<td>C6059</td>
<td>55.08 to 61.24</td>
<td>2001</td>
</tr>
<tr>
<td>124/Railroad Bridge to County Road</td>
<td>C6361</td>
<td>22.62 to 28.56</td>
<td>2002</td>
</tr>
<tr>
<td>904/Tyler to Cheney</td>
<td>C6342</td>
<td>0.00 to 9.09</td>
<td>2002</td>
</tr>
<tr>
<td>221/SR 14 to Prosser Hill</td>
<td>C6308</td>
<td>0.03 to 23.01</td>
<td>2002</td>
</tr>
<tr>
<td>127/Church Hill Road to Dusty</td>
<td>C6311</td>
<td>18.98 to 22.40</td>
<td>2002</td>
</tr>
<tr>
<td>24/Fire Station to Taylor Ranch Road</td>
<td>C6691</td>
<td>15.66 to 23.07</td>
<td>2004</td>
</tr>
<tr>
<td>28/Davenport to Harrington</td>
<td>C6694</td>
<td>117.73 to 131.16</td>
<td>2004</td>
</tr>
<tr>
<td>2/Jct SR 211 to Newport - Paving</td>
<td>($5.2 million) C7763</td>
<td>321.78 to 333.89</td>
<td>2009</td>
</tr>
</tbody>
</table>
SR 14 Project

• Constructed July 2013 – $2.25 million
• Contractors
  – Granite Construction – Prime
  – Pavement Recycling Systems - Sub
• ~ 10 lane miles constructed
• ADT
  – 3,500 with 40 percent trucks
  – 5.75 Million ESAL’s (15-year)
• Pavement Structure
  – 0.15’ HMA over 0.32’ Chip Seal placed on 0.58’ of untreated base
  – Existing roadway severely distressed with widespread full depth alligator cracking and longitudinal wheel-path cracking
Experience with CIR

More Projects to Come:

SR 395
SR 14
SR 290
SR 195
Experiences with HIR

- SR 97/West Wapato Road to Lateral A Road
  Mile Post 69.16 to Mile Post 74.74
  Constructed 1995, resurfaced in 2013
- SR 542/Britton road to Coal Creek Bridge Vicinity
  Mile Post 3.38 to Mile Post 19.27
  Constructed 2009, marginal performance