State of Good Repair
WSDOT Maintenance Operations

Serving the Citizens of Washington...24-7-365

Pasco Bakotich, Director, Maintenance Operations
Dave McCormick, NW Region, ARA for Maintenance
Dan Floyd, SC Region, ARA for Operations & Maintenance
Greg Selstead, Asst. State Maintenance Engineer

Roger Millar, Secretary of Transportation
Keith Metcalf, Deputy Secretary of Transportation

Joint Transportation Committee
June 26, 2018
Overview

• Who we are?
• What we do?
• Why it’s important?
• The challenges we face
State Maintenance Operations

- 24 Maintenance Areas
- 87 Maintenance Sections
- 982 Buildings
- 1,850 FTEs for Maintenance, Facilities, Transportation Equipment Fund
Northwest Region

- 5 Road Maintenance Areas
- 5 Region-Wide Areas
- 7 Year-Round Night Crews
- 3 Intra-Regional Passes
- 4 Cross-Cascade Routes
NORTHWEST REGION
Operations & Maintenance Overview

Number of employees – 526
48% of NWR workforce

- Maintenance Core Workforce - 480
- Current Staffing Vacancies - 46

- Total Allotted FTEs - 526

- 2017-19 Maintenance and Operations (M) Budget $130 million
  - TEF
  - Facilities
  - Inventory & Purchasing
  - Traffic Management Center
  - Emergency & Disaster Response
Bridge Maintenance

- 1,300 Structures
- 3 Floating Structures
- 6 Movable Spans
- 24,000,000 sq. ft. of bridge deck
Special Structure Maintenance

- 1,500 structures in NW Region
- 2/3rd of state inventory
Employee Development
42 Truck-Mounted Attenuator (TMA) Collisions in 2016-2018

Total of 42 Truck-Mounted Attenuator collisions in 2016-2018. One collision location in Northwest Region is unknown.
TMA Collisions

Puget Sound TMA collisions 2016-2018

Truck mounted attenuators absorb crash impact to protect crews up ahead.
Pavement Maintenance
Regional Facilities
Emergency/Disaster Maintenance & Operations

Closure of State Route 530 near Oso

FROM UNIFIED COMMAND

SR 20 avalanche

I-5 crash

SR 542 emergency bank repair
Environmental Stewardship
Not Just a Mile of Pavement
Working in a Tough Environment
SOUTH CENTRAL REGION

- 4 Mountain Passes
- 4 Maintenance Areas
- 1 Region Wide Crew
- Region Office in Union Gap

State of Washington
Maintenance & Operations
Facilities and Highways
Prepared in coordination with WIDOT, Washington State Department of Transportation
SOUTH CENTRAL REGION
Operations & Maintenance Overview

Number of employees – 305
65% of SCR workforce

- Maintenance Core Workforce - 248
- Maintenance, winter increase - 57

- Total Maintenance Employees - 305

- 2017-19 Maintenance and Operations (M) Budget
  $67.6 million
  - Traffic Operations Capital
  - TEF
  - Facilities
  - State Sign Shop
  - Snoqualmie IRT & IRT Lites
  - Inventory & Purchasing
  - Traffic Management Center
  - Eastside (NCR, SCR, ER) RPM, Bridge Washing & Bridge Repair Crew
  - Emergency & Disaster Response
I-90 Snoqualmie Pass Storm
I-90 Sleet and Ice Build-Up

- Ice build up was 1.5 to 2 inches thick
- Last occurrence was 12 years ago
Mountain Pass Challenges

Chain up problems persist 

WSP Enforcement pilot 2017-2018
Danger Tree Removal I-90 Snoqualmie Pass
I-90 Snoqualmie Pass Pavement & Patching Failing

I-90 concrete panel replacement; comes with traffic issues
US 12 White Pass Rock Slides
US 12 Wildcat Creek Bridge
White Pass
SR 410
Chinook Pass
Seasonal Opening

Goal is to open for Memorial Day; usually closes in November

Closed Nov. 7, 2017

Reopened June 2, 2018

19 feet of snow at summit

Opening and closing Chinook and Cayuse passes requires coordination between WSDOT, NPS and the Washington State Patrol.
Bridge Work

I-82 Umatilla Columbia River Bridge
Presently under contract

I-82 Sunnyside Canal Bridge
I-90 Vantage Fire

Sign damage

4000' of guardrail damage
SR 24
Silver Dollar Fire
Rattlesnake Ridge I-82
Union Gap
US 395 Blue Bridge Flag Pole Maintenance
Growing Backlog Challenges
## Maintenance Technicians

<table>
<thead>
<tr>
<th>Job Class</th>
<th>Headcount as of June 2018</th>
<th>Employee Count Estimated Eligible for Retirement Target Year 2023 (Full or Reduced Benefits)</th>
<th>Retirement % Projections</th>
<th>Actual Turnover (Retirements, Resignations &amp; Separations) from 2015-2018</th>
<th>% of Actual Turnover from 2015-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance Technician 2</td>
<td>559</td>
<td>127</td>
<td>23%</td>
<td>229</td>
<td>41%</td>
</tr>
<tr>
<td>Maintenance Technician 3</td>
<td>97</td>
<td>40</td>
<td>41%</td>
<td>36</td>
<td>37%</td>
</tr>
<tr>
<td>Maintenance Lead Technician</td>
<td>183</td>
<td>92</td>
<td>50%</td>
<td>49</td>
<td>27%</td>
</tr>
<tr>
<td>Maintenance Supervisor</td>
<td>72</td>
<td>52</td>
<td>72%</td>
<td>14</td>
<td>19%</td>
</tr>
<tr>
<td>Maintenance Leadership</td>
<td>78</td>
<td>61</td>
<td>78%</td>
<td>20</td>
<td>26%</td>
</tr>
</tbody>
</table>

The data provided is an estimate of those who appear to be eligible to retire with a full or reduced benefit in target year 2023 based on the plan criteria.

Only the Dept. of Retirement Systems truly knows the number of service credits an employee has earned. The data provided here is an estimate based on the employee's anniversary date (the date representing the accumulation of total state employment time) and their age during the target year.
### Equipment Technicians

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Equipment Technician 2</td>
<td>16</td>
<td>1</td>
<td>6%</td>
<td>6</td>
<td>38%</td>
</tr>
<tr>
<td>Equipment Technician 3</td>
<td>98</td>
<td>16</td>
<td>16%</td>
<td>49</td>
<td>50%</td>
</tr>
<tr>
<td>Equipment Technician Lead</td>
<td>44</td>
<td>17</td>
<td>39%</td>
<td>10</td>
<td>22%</td>
</tr>
<tr>
<td>Equipment Technician Supervisor</td>
<td>16</td>
<td>11</td>
<td>69%</td>
<td>2</td>
<td>13%</td>
</tr>
</tbody>
</table>

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2018 Fallen Worker Memorial
Questions/Comments?

For more information:

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