



SDOT Pothole Repair Program

City Council Transportation Committee
July 15, 2025

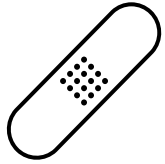


Pothole Program Overview

- Paving programs at-a-glance
- What is a pothole and how to report it
- Pothole operations and resources
- Winter Storm and pothole response
- Budget
- Future pavement investments
- Pavement condition
- Questions / Discussion



Paving Programs At-A-Glance



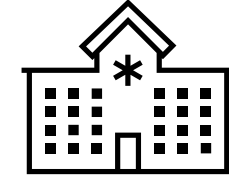
Potholes are a symptom of a pavement injury and repairs are used as "band-aids" to the network.

- Customer complaint-based with a 2025 adopted budget of \$4.2 million
- Occur as streets accumulate distress and reach the end of their service life
- More frequent when used by vehicles heavier than the road's intended design load
- Failure of temporary asphalt repairs of utility cuts



AMM, NASRR and PM are "Medic One" performing stitches that prevents further damage.

- Arterial Major Maintenance Program (AMM), averages \$10-15M/annually
- Non-Arterial Maintenance Program (NASRR), averages \$2.2M/annually.
- Preventative Maintenance Program, \$2.6M/annually
- Support to Reimbursable Utility Cut and Curb Ramp Program, \$3-5M/annually



AAC Program is mechanism in which the asset goes to the hospital for surgery to reconstruct and restore back to its full health.

- Arterial Asphalt and Concrete (AAC) Program maintains Seattle's 1,534 lane miles network of arterial streets through major resurfacing and reconstruction
- Annual Budget 2025 to 2032 under new Levy averages \$41.25M/yr (\$330M total)
- Deferred maintenance backlog of \$1.8 billion (2023 survey) for arterial roadways (Includes AMM and AAC assets)
- The projects are contracted and delivered by Capital Projects.

What is a Pothole?

Causes:

- Occur as streets accumulate distress, over time with heavy vehicle traffic (structural fatigue), and past design life
- Most commonly occur after a weather event, when pavement layers have been weakened by water infiltration. Frost action exacerbates this condition.
- Failure of temporary asphalt repairs of utility cuts

Prevention:

- Pothole repair is temporary. One repaired today will likely need repair in the future because it is placed on a compromised foundation. Another pothole is likely to develop adjacent to one recently patched since pavement distress is widespread.
- **The long-term solution to potholes is repaving the road**



Crews repairing potholes

How to Report a Pothole

The channels for the public to report potholes are as follows:

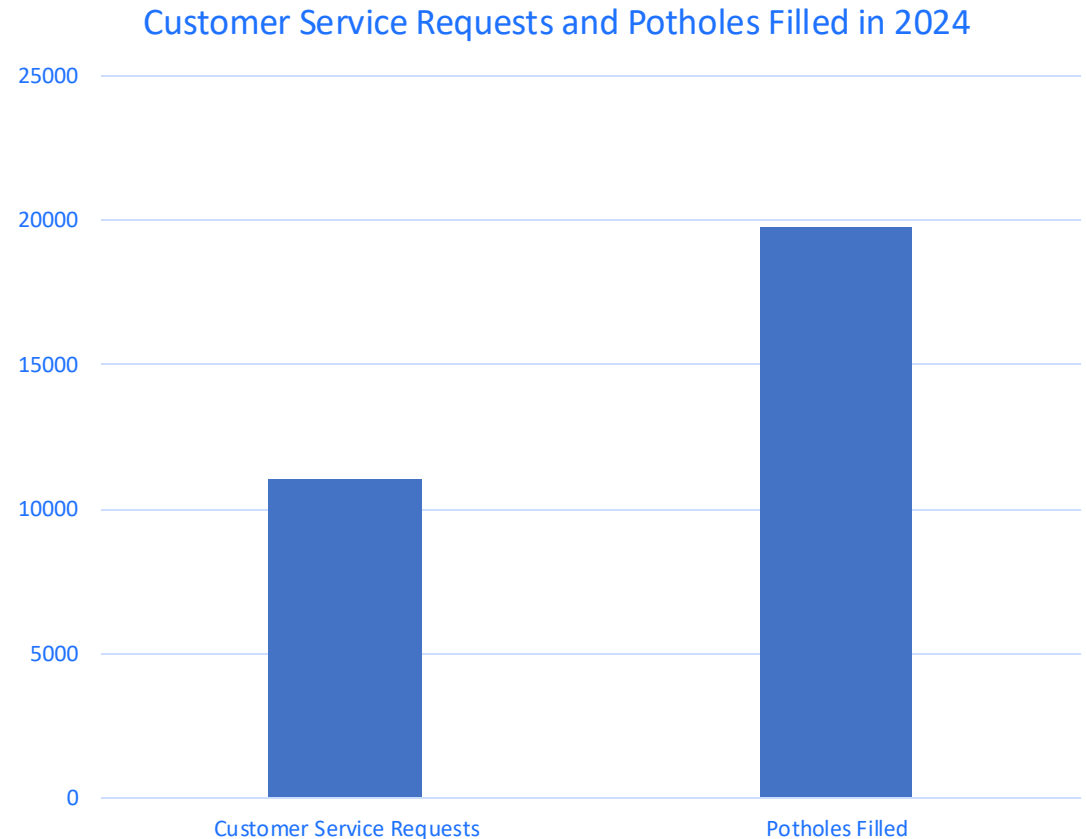
- Find It Fix It App
- Phone: [\(206\) 684-7623](tel:2066847623) (ROAD) (SDOT Customer Care Center)
- 206-386-1218 (SDOT Charles St Dispatch office)
- [Report a pothole online](#)



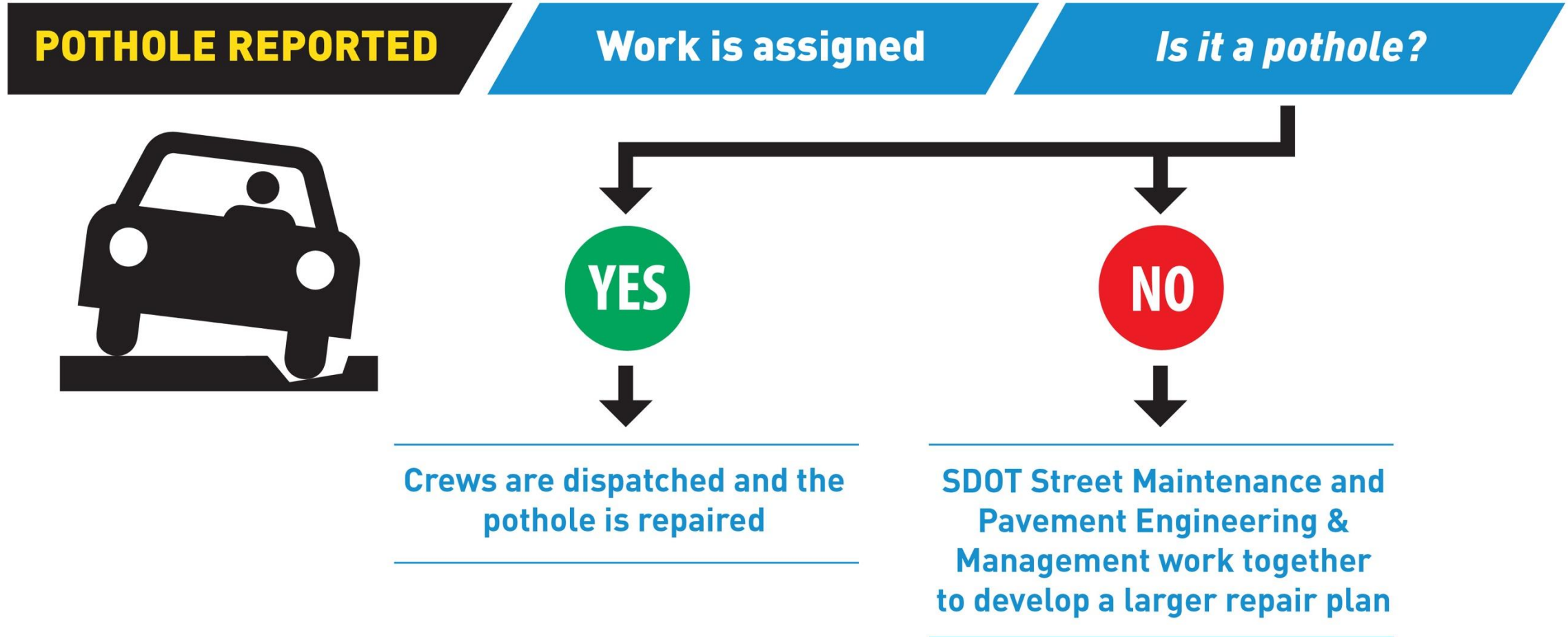
Seattle Municipal Tower

Customer Service Response

- In 2024, most potholes filled within 72 hours of report
- Crews also repair potholes discovered while responding to requests (see graph to the right)
- The Find It / Fix It app sends an automatic response letting customers know request received
- For transparency, our [Pothole Status](#) map shows where potholes have been reported and filled



What Happens When a Pothole is Reported



* Typical response process

Pothole Operations and Resources

Staffing

Maintenance Operations:

- 4 District Crew Chiefs
- 8 Truck Drivers
- 4 Asphalt Rakers
- 16 Maintenance Laborers

SDOT Response Team:

- 2 Response Teams

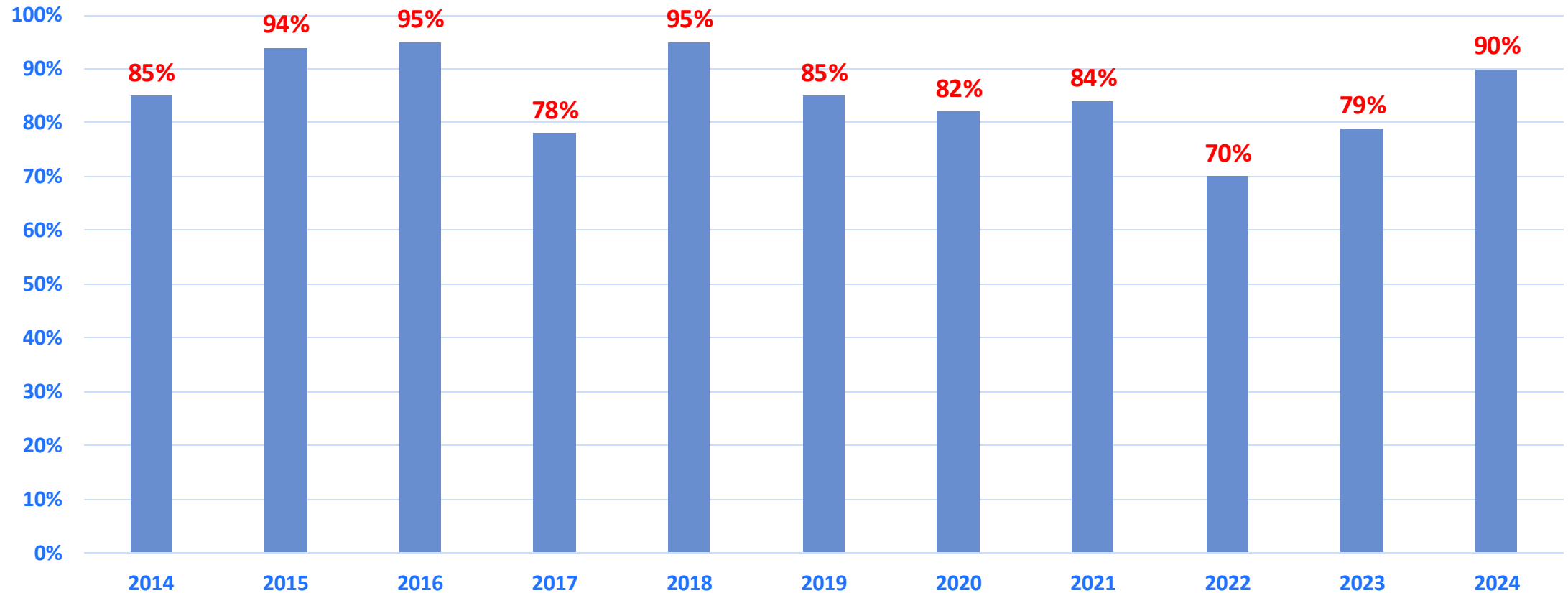
Additional Resources

- Raker, Traffic, and Dump Trucks
- Construction & Maintenance Equipment Operator
- Pavers
- Grinders
- Steel drum and rubber tire rollers

Equipment & Facilities

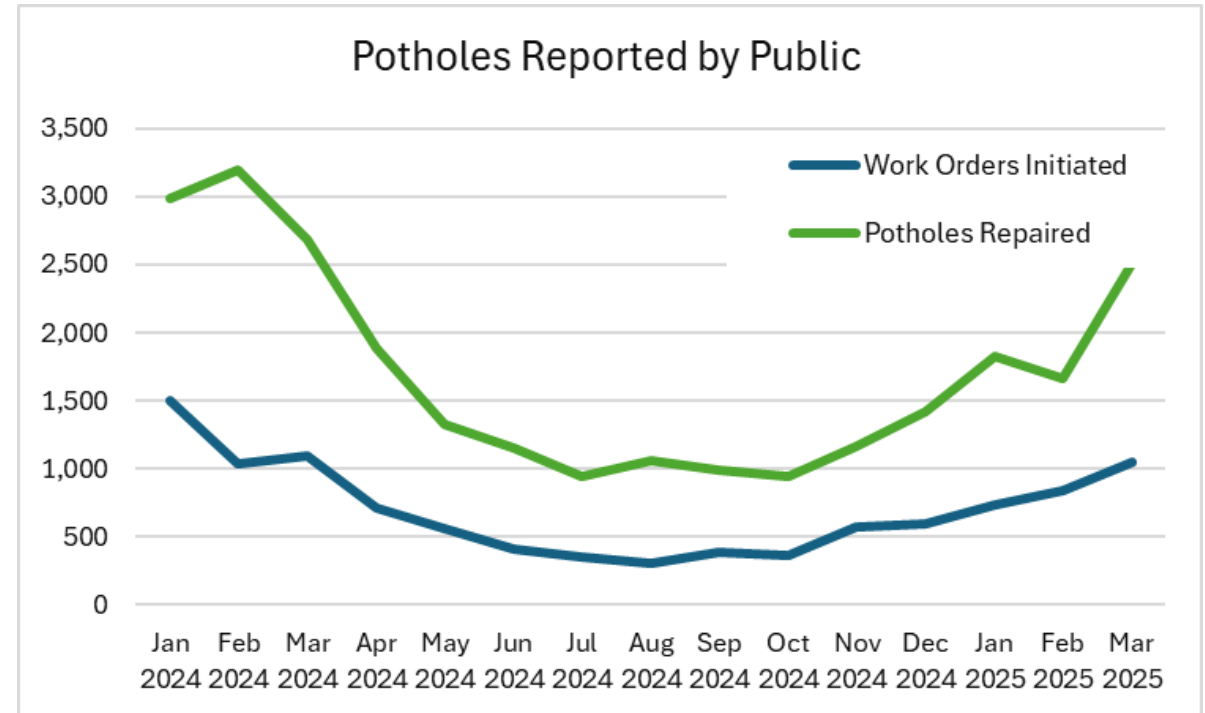
4 hotbox trucks strategically located in NE, NW, W Seattle and Central South locations

Performance Target: Fill 80% of potholes within 72 hours



Seasonal weather affects demand and response

- Deteriorated pavement allows moisture to infiltrate the pavement structure. Add to that wet and freezing weather, along with traffic loading, and potholes are the result.
- Winter through spring is peak pothole season.
- Potholes occur infrequently on streets in good repair.
- Seattle's potholes are a symptom of carrying a large backlog of major, unfunded paving needs – \$1.8 billion on arterials alone.



Budget

Five-year snapshot of budget and expenditures

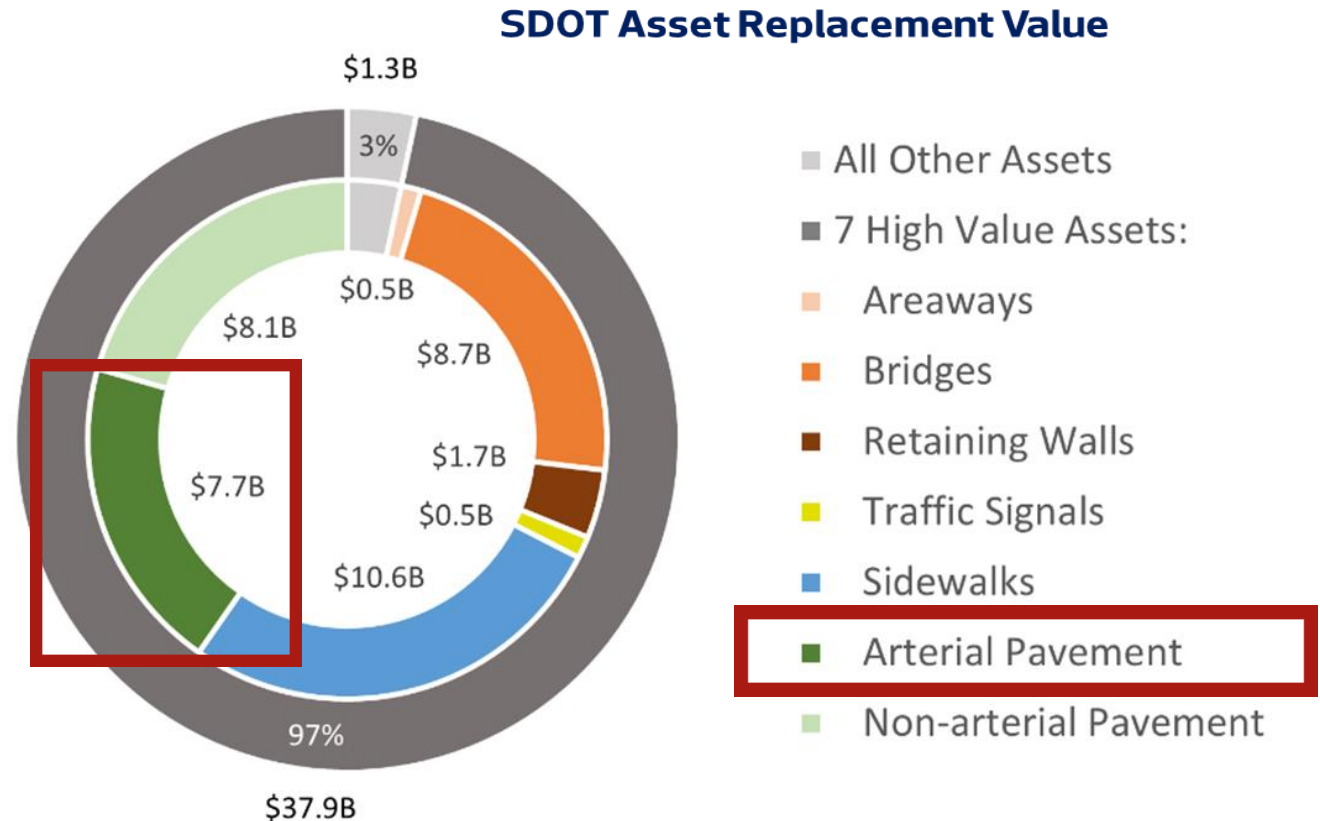
Year	Budget	Expenditures
2020	\$2,668,282	\$3,841,760
2021	\$2,704,334	\$3,880,224
2022	\$2,704,335	\$5,675,374
2023	\$2,826,537	\$5,103,088
2024	\$4,392,198	\$5,016,759

To repair individual potholes, the cost varies. The cost per pothole is dependent on several factors including size, severity of damage to the road, and other factors. A look at a recent pothole repair shows the cost at about \$152 per pothole. In addition to the conditions already outlined, other factors like material and labor costs influence the cost per repair.

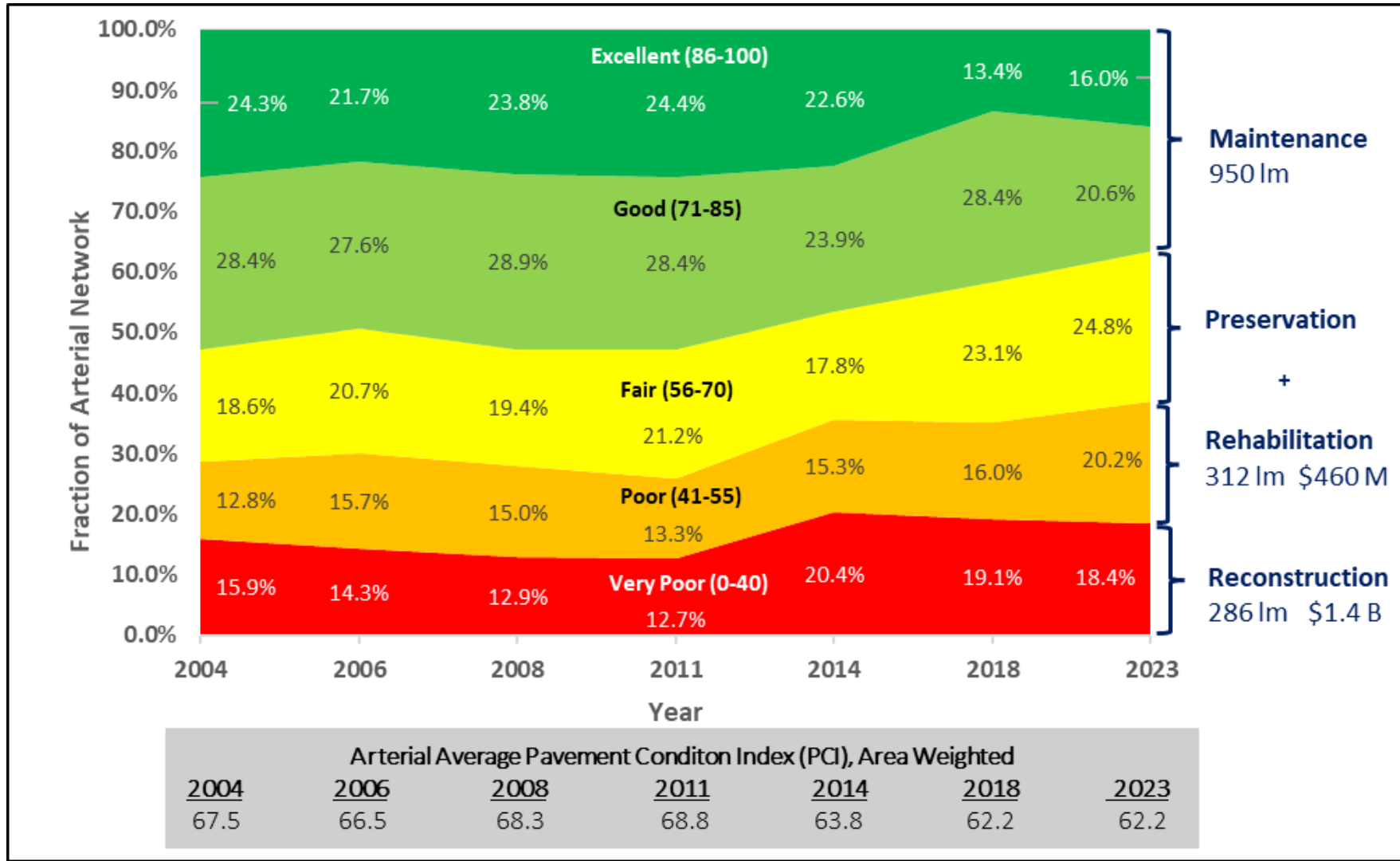
2023 budget process via Change Request SDOT-O16 - Pothole Repair, SDOT was approved to add an additional \$1.3 million in budget from the Seattle Transportation Benefit District Fund, backed by vehicle license fee revenues, to establish a higher baseline budget for pothole repair going forward

Future Paving Investments

- Through Q4 2024 of the Levy to Move Seattle (2015 to 2024), we paved about 180 lane-miles on Arterial streets with our AAC program.
- Annual Budget 2025 to 2032 under new Levy averages \$41.25M/yr (\$330M total)



Seattle's Arterial Pavement Condition (2004 to 2023)



Pavements in Excellent / Good / Fair condition require light, low-cost maintenance that is typically performed day-to-day by SDOT maintenance crews.

Below that level, focus is on more substantial capital and stopgap work delivered by contractors and SDOT paving crews.

*1 lane-mile (lm)
= (a standard lane width) 12 ft x (a mile) 5,280 ft
= 63,360 square feet or 7,040 square yards

Questions & Discussion

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www.seattle.gov/transportation

