

Highway Division

ODOT's Highway Division is the department's largest division, made up of professionals in maintenance, engineering, planning, support services and more. Divided into five geographic regions, some services originate from ODOT's central Salem offices, while others are provided by the regions via Region "Tech Centers."

Highway Division staff includes experts in traffic management and roadway design, archaeology and biology, right of way, materials research, construction and maintenance, contracting, major projects and more — all working toward the goal of efficiently and effectively improving safety, delivering projects and maintaining roadways.

Region and Contact Information

Portland Metro, Region 1

(503) 731-8200
123 NW Flanders
Portland, OR 97209-4012
Jason Tell, Region Manager

Northwest Oregon, Region 2

(503) 986-2600
455 Airport Road SE, Bldg. B
Salem, OR 97301-5395
Jane Lee, Region Manager

Southwest Oregon, Region 3

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3500 NW Stewart Parkway
Roseburg, OR 97470-1687
Mark Usselman, Interim Region Manager

Central Oregon, Region 4

(541) 388-6180
63055 N. Highway 97
Bend, OR 97701-5765
Bob Bryant, Region Manager

Eastern Oregon, Region 5

(541) 963-3177
3012 Island Avenue
La Grande, OR 97850-9497
Monte Grove, Region Manager

Highway Units and Contact Information

Technical Services

(503) 986-3305
4040 Fairview Industrial Dr. SE
Salem, OR
Cathy Nelson, Manager and Chief Engineer

Major Projects Branch

(503) 986-4412
680 Cottage St. NE
Salem, OR 97301
Tom Lauer, Manager

Maintenance Program

(503) 986-3005
800 Airport Rd. SE
Salem, OR 97301
Luci Moore, State Maintenance Engineer

State Highway Mileage by Region

8,049 Total Centerline Miles

19,128 Total Lane Miles

Region 1

892 Centerline Miles

2,575 Lane Miles

- Mileage includes frontage roads and ramps.
- Centerline mileage is the number of miles of two-way road.
- Lane mileage counts a mile for each lane in each direction.

Region 2

1,930 Centerline Miles

4,586 Lane Miles

Region 3

1,146 Centerline Miles

2,872 Lane Miles

SOURCE: ODOT Transportation Data Section, 2009 Oregon Mileage Report

Region 4

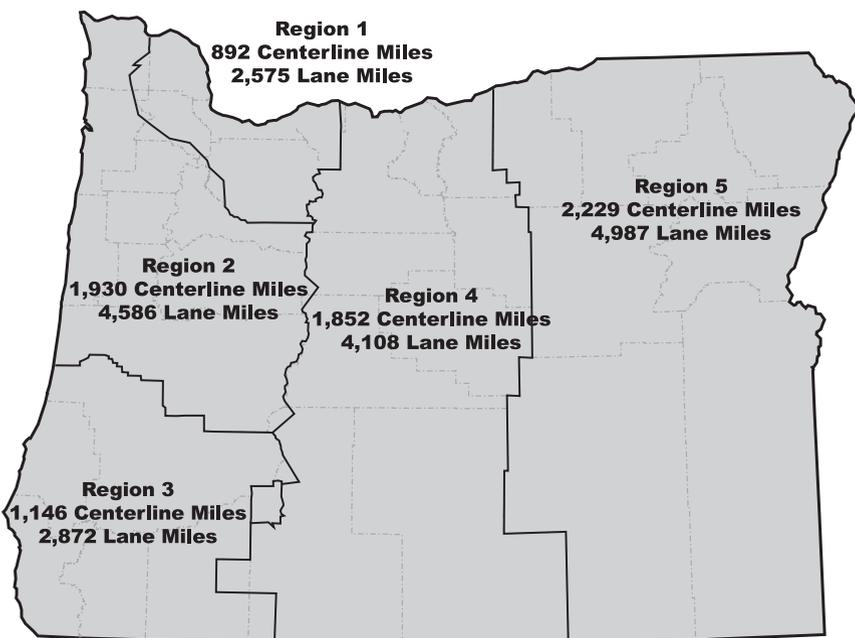
1,852 Centerline Miles

4,108 Lane Miles

Region 5

2,229 Centerline Miles

4,987 Lane Miles



8,049 Total Centerline Miles

19,128 Total Lane Miles

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program is the way transportation projects are identified, scheduled and budgeted for in Oregon. The STIP:

- **Serves as Oregon's transportation capital improvement program**, identifying the funding and scheduling for transportation projects and programs.
- Covers a four-year period and is **updated every two years**.
- Is **required by the federal government** to show that the state is not scheduling more construction projects than it has funding for and to certify that the state's transportation program conforms to federal air quality regulations.
- Is funded based on state and federal revenue forecasts.

The **2008-2011 STIP includes projects and programs worth \$1.25 billion** (*does not include Oregon Transportation Investment Act funds, Jobs and Transportation Act funds, and American Recovery and Reinvestment Act funds*).

STIP requirements

- Programs and projects funded through the **STIP must comply with state and local land use laws**.
- Projects are developed in accordance with the goals, policies and guidance set forth in a variety of plans, including the Oregon Transportation Plan, its associated modal plans, and local transportation system plans.

STIP project types

- **Pavement preservation projects** improve road conditions and address issues such as ruts, slick surfaces, drainage problems, cracks and potholes.
- **Modernization projects** increase capacity, reduce congestion and improve safety.
- **Safety projects** are specifically aimed at saving lives and preventing injuries. The goal is to reduce traffic fatalities to less than one per hundred million vehicle miles traveled by the year 2010.
- **Bridge projects** improve the safety and condition of the state's bridges, overpasses and culverts.
- **Operations projects** are designed to improve transportation system safety, efficiency and reliability.

STIP project selection

1. Local governments, Area Commissions on Transportation, stakeholders and members of the public meet regularly to review community transportation needs; they supply that information to ODOT on an ongoing basis.
2. ODOT uses this local information, along with data from the Oregon Transportation Management Systems, to identify and rank project needs throughout the state. ODOT then issues a draft STIP.
3. The draft STIP is subject to a final public review before being approved by the Oregon Transportation Commission, the Federal Highway Administration and the Federal Transit Administration.

For more information about ACTs and getting involved with the STIP, visit www.oregon.gov/ODOT/COMM/act_main.shtml.

Bridges

Oregon is crisscrossed by thousands of miles of waterways, making bridges a vital part of everyday life. Each one of these bridges must be built and maintained to preserve and protect the environment while safely moving people and goods throughout the state.

By the numbers

- **6,700:** the approximate number of bridges included in the National Bridge Inventory (NBI)
 - 2,700 owned by ODOT
 - 4,000 owned by counties, cities and other public agencies
- **32:** number of ODOT bridges listed on the National Register of Historic Places
 - 54 more eligible for listing
- **42 years:** the average age of ODOT's bridges
 - 36 percent are 50 years old or older, and older bridges were not designed for today's weights, traffic volumes and speeds.
 - Because of demands on the transportation system for maintenance, preservation and modernization, many of Oregon's bridges have not been replaced at a sufficient rate to keep pace with increasing traffic volume and weight.
- **135:** the number of ODOT bridges classified as "structurally deficient" in 2009. This designation means the bridge has deteriorated physical conditions in its structural elements (primarily deck and supporting members) and, as a result, has reduced load capacity.
 - More than 38 of these bridges are being repaired or replaced through the STIP or OTIA III programs.

- With an average of **15 bridges becoming newly structurally deficient each year**, there is an ongoing need for bridge repair and replacement.

Bridges aging statewide

Federal law requires thorough inspection of bridges included in the NBI at least once every two years or more often as the condition declines. ODOT keeps bridge inspections and reports up-to-date.

- **If a bridge is deemed unsafe, it is immediately closed to travel.**
- Often, ODOT must restrict the weight a bridge can carry. These weight restrictions can contribute to congestion and make it difficult to deliver goods, resulting in higher shipping costs and higher prices for basic commodities.
- Oregon **ranks 41 among states in terms of structurally deficient bridges** on the National Highway System (NHS). The latest data from the Federal Highway Administration on the national average of structurally deficient deck area on NHS is 7.8 percent. Oregon's current number is 10.1 percent.
- A **seismic study** completed in 2009 found that very few of the state highway bridges are designed for current seismic standards and the **majority of bridges in western Oregon would be damaged** by a large earthquake. Scientists report an 80 percent chance of a magnitude 8.0 to 9.0 in the next 50 years in the Pacific Northwest, and, if that occurs, most of U.S. 101 and all of the highways from U.S. 101

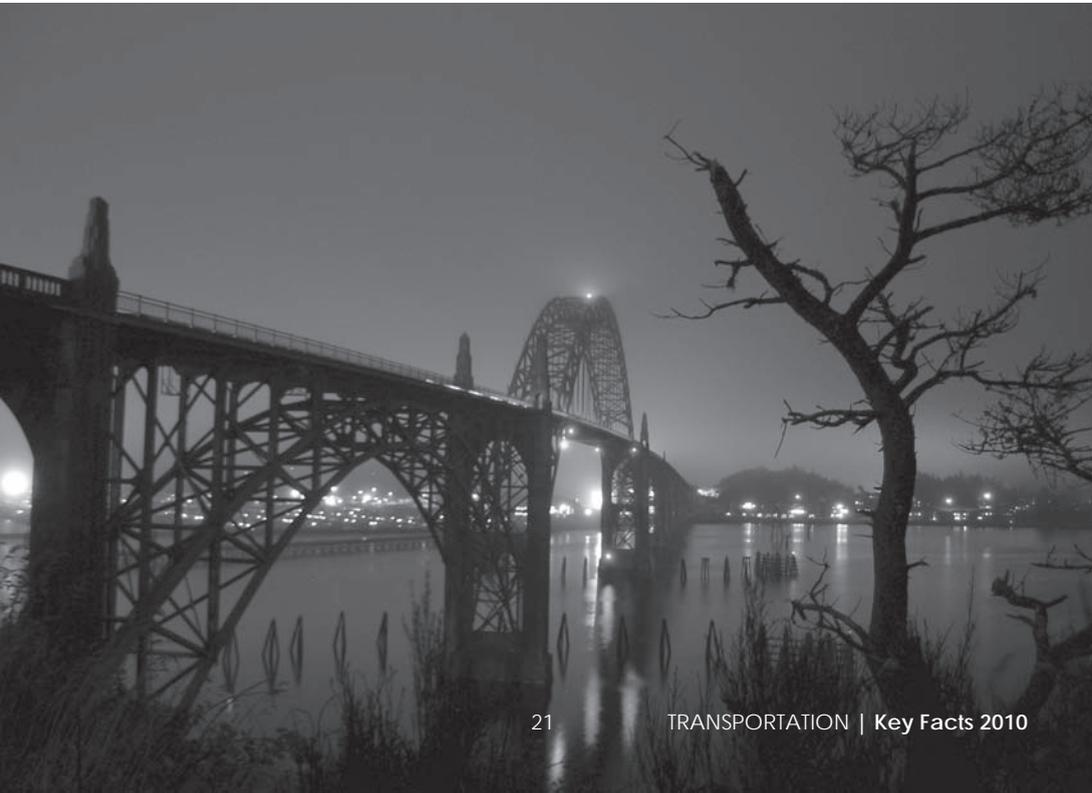
to Interstate 5 would be severely damaged. Some portions of I-5 would also be impassable due to collapse of overpass bridges. ODOT has completed retrofits on fewer than 20 percent of the vulnerable bridges over the past two decades. Hundreds of bridges in western Oregon still need to be retrofitted. At current funding levels, it would take over 200 years to bring these bridges up to seismic standards.

- The seismic study includes recommendations for mitigating damage and proposes further study that would **prioritize bridges that are integral to critical supply lines.**

Strategic investments improve safety, mobility

- Under the 2003 Oregon Transportation Investment Act III, ODOT's Bridge Unit received **\$1.3 billion** to repair and replace state-owned bridges. In this program, a total of 150 bridges are being replaced and 123 bridges are being repaired.
- The 10-year OTIA III State Bridge Delivery Program is repairing and replacing bridges on important freight routes around the state, including **Interstate 5, Interstate 84, U.S. 20 and U.S. 97.**

Meeting other bridge needs throughout Oregon will require additional funding, as discussed in the Oregon Transportation Plan. Visit www.oregon.gov/ODOT for more information.



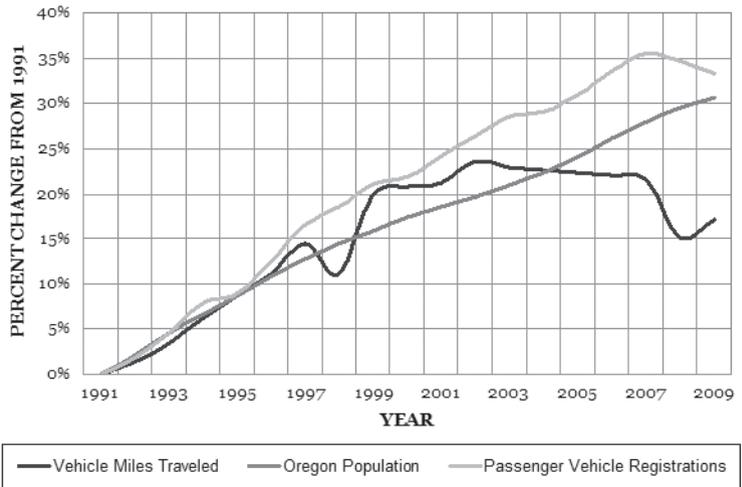
Transportation System Demands

After more than two years of economic turmoil, indications show the recession, in terms of overall economic activity, is lessening in its impact on the U.S. and on Oregon. While early 2010 showed some positive economic growth, that growth wasn't translating quickly into job gains. Oregon's economic recovery and its population base continues to increase, and that results in continued and increased demand for use of the transportation system.

Trends in Oregon

- Oregon's population growth has averaged about 1.2 percent since 1998 and is expected to grow at the same rate through 2015.
- Demand on the travel system will continue. Compared to 2008, Oregon experienced growth in vehicle miles traveled in 2009:
 - **Vehicle Miles Traveled — 33.98 billion**
 - **Traveled on Oregon State Highway system — 19.83 billion**
 - The number of licensed drivers in the state has grown from 2.7 million in 2001 to more than 3.1 million in 2009. The number of registered vehicles has increased by more than 300,000 over the same time.

Changes in demand for highway capacity



The VMT figures are for state highways only — i.e., they do not include miles traveled on county or city roads.

Population estimates are from the Portland State University Population Research Center July 1 estimates for each year.

Registrations include the total number of passenger vehicles registered as of Dec. 31 of each year.

- Population and economic growth also mean increased demands on all modes of Oregon's transportation system, not just the highway system.

For traffic counts and volumes, call (503) 986-4147, or visit www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml.

Highway, Street and Road Mileage

Measuring mileage

- Centerline mileage is the number of miles of two-way roads.
- All of these count equally in terms of centerline mileage: a street with a lane in each direction; a street with two lanes in each direction and a turn lane in the middle; a divided freeway with four lanes in each direction.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.
- The **8,049 centerline miles** of state highway represent **19,128 lane miles**.

Centerline Mileage in Oregon 2009

	Unpaved Roads	Paved Roads	Total
State Highway ¹	46	8,003	8,049
County	10,700	16,037	26,737
City	790	10,009	10,799
Subtotal	11,536	34,049	45,585

1 State Highway mileage includes frontage roads and ramps.

Source: ODOT Transportation Data Section, 2009 Oregon Mileage Report

	Unpaved Roads	Paved Roads	Total
Local Access	6,082	306	6,388
Ports and Other Local Agencies	68	32	100
Other State Agencies ²	240	274	514
Federal Agencies ³	4,442	2,502	6,944
TOTAL	22,368	37,163	59,531

2 Forestry, Parks, Fish and Wildlife, state institutions and university campuses also own roads and streets

3 Federal agencies such as the U.S. Forest Service and Army Corps of Engineers also own and maintain roads in Oregon to access natural resources. Due to a federal ruling, Oregon's 14,962 miles of roads under the Bureau of Land Management's jurisdiction are not considered public.



Construction and Maintenance Activities 2008 – 2009

Construction projects

The transportation system offered one bright spot in the economic downturn as state and federal investments continued bringing money into communities in the form of much-needed maintenance, bridge work, and other road projects.

- In 2008, ODOT awarded 90 new construction projects worth more than **\$385 million** to private contractors. In 2009, the totals were **180 new construction projects** worth more than \$481 million.
- In 2008, ODOT contractors completed projects worth a finished total value of \$342 million. In 2009, the **total value of completed projects was \$480 million.**
- ODOT paid contractors more than \$540 million for construction work done on projects in 2008; in 2009, **ODOT paid \$601 million for work completed.**
- During 2008, there were **154 active projects**; in 2009, there were **220.**

For information about upcoming construction projects, visit ODOT's Construction Contracts web page: www.oregon.gov/ODOT/CS/CONSTRUCTION/ and click on "Notice to Contractors."

New Projects Awarded in 2008

Region	Number of Projects	Contractor Bid Amount
Region 1	21	\$91,595,486
Region 2	22	\$54,018,996
Region 3	15	\$30,164,734
Region 4	13	\$31,336,977
Region 5	9	\$54,527,944
MPB	10	\$124,346,499
TOTAL	90	\$385,990,636

New Projects Awarded in 2009

Region	Number of Projects	Contractor Bid Amount
Region 1	35	\$125,752,160
Region 2	58	\$117,588,295
Region 3	31	\$72,280,539
Region 4	26	\$77,127,715
Region 5	23	\$50,104,622
MPB	7	\$38,903,096
TOTAL	180	\$481,756,425

NOTE: MPB = Major Projects Branch



Projects Completed in 2008

Region	Number of Projects Completed	Total Contract Value Paid*
Region 1	22	\$71,091,009
Region 2	29	\$49,910,473
Region 3	20	\$71,537,788
Region 4	19	\$80,792,746
Region 5	14	\$58,586,894
MPB	2	\$9,866,941
TOTAL	106	\$341,785,850

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2008.

Projects Completed in 2009

Region	Number of Projects Completed	Total Contract Value Paid*
Region 1	28	\$138,631,262
Region 2	28	\$51,874,505
Region 3	16	\$87,730,757
Region 4	12	\$46,457,435
Region 5	7	\$19,874,114
MPB	7	\$135,618,914
TOTAL	98	\$480,186,986

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2009.

Active Projects 2008

Region	Number of Active Projects	Total Contract Value Paid*
Region 1	30	\$91,812,703
Region 2	44	\$130,092,315
Region 3	25	\$62,990,087
Region 4	18	\$38,014,238
Region 5	12	\$39,277,280
MPB	25	\$162,195,638
TOTAL	154	\$524,328,261

*Includes payments to contractors for active contracts in 2008.

Active Projects 2009

Region	Number of Active Projects	Total Contract Value Paid*
Region 1	40	\$105,512,137
Region 2	58	\$129,042,335
Region 3	40	\$100,305,988
Region 4	29	\$46,221,007
Region 5	27	\$66,713,962
MPB	26	\$128,440,964
TOTAL	220	\$576,236,392

*Includes payments to contractors for active contracts in 2009.

Contract Payments 2008

Region	Number of Projects	Total Paid to Contractors*
Region 1	65	\$97,044,966
Region 2	71	\$135,150,150
Region 3	42	\$64,514,730
Region 4	34	\$40,058,037
Region 5	26	\$39,988,959
MPB	27	\$163,977,190
TOTAL	265	\$540,734,032

*Includes payments made only in 2008 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Contract Payments 2009

Region	Number of Projects	Total Paid to Contractors*
Region 1	72	\$110,300,404
Region 2	88	\$134,074,464
Region 3	54	\$103,492,179
Region 4	42	\$53,030,528
Region 5	35	\$69,261,166
MPB	33	\$131,058,919
TOTAL	324	\$601,217,660

*Includes payments made only in 2009 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Paving Projects, 2008 – 2009

Paving is performed by both internal ODOT crews and external construction contractors.

- Includes chip seals, overlays and new construction.
- Centerline mileage counts the number of miles of two-way roads and each direction on interstate routes.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.

Maintenance activities, 2009

Here's an idea of what ODOT maintenance crews accomplish in a "typical" year:

Highway miles striped	13,304
Feet of guardrail installed/repaired	137,086
Spent on emergency maintenance	\$8,802,048
Spent on snow plowing	\$9,416,837
Spent on sanding	\$7,292,631
Spent on deicer	\$6,340,474
Spent on youth litter	\$1,607,103

Highway Miles Paved by Region 2008

Region	Centerline Miles	Lane Miles
Region 1	9	27
Region 2	142	289
Region 3	50	109
Region 4	106	217
Region 5	191	390
TOTAL	498	1,032

Highway Miles Paved by Region 2009

Region	Centerline Miles	Lane Miles
Region 1	39	105
Region 2	109	232
Region 3	193	445
Region 4	149	342
Region 5	201	403
TOTAL	691	1,527

