

**1998 PAVEMENT CONDITION REPORT**

October 1998

Pavement Management Group

Pavement Services Unit

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**OREGON DEPARTMENT OF TRANSPORTATION**

## EXECUTIVE SUMMARY

The Oregon Department of Transportation (ODOT) *1998 Pavement Condition Report* presents the results of the pavement condition surveys conducted during 1998. The 1998 surveys include all state highways that are under the jurisdiction of ODOT. This report summarizes the results of the pavement condition information in various forms and provides a listing of pavement condition ratings for all state highways by pavement management section. The pavement condition report also includes detailed information regarding the rating methods used to collect the pavement condition data.

ODOT monitors the condition of its pavements on an annual basis by conducting the pavement condition surveys. The information obtained from the condition surveys provides ODOT with a measure of the current health of the state highway system. The pavement condition data also enables ODOT to track pavement performance and determine rehabilitation and funding needs on a network wide basis. The Pavement Management Group performs the pavement condition surveys as an activity of the Pavement Management System.

The 1998 pavement condition survey results for all state jurisdiction highways are summarized in the “1998 % Fair-or-Better Pavement Condition Summary” table shown below. Overall, the results indicate that ODOT is reconstructing and rehabilitating its highways at a pace that is equivalent to the deterioration rate of its pavements. Relative to the previous year, there has been no progress toward achieving the 90% “fair-or-better” pavement condition goal established by the Department.

### **1998 % Fair -or-Better Pavement Condition Summary**

REGION	INTERSTATE	NHS W/O INTERSTATE	NON-NHS	ALL HWY 1998 *	ALL HWY 1997 *
1	80%	85%	81%	82%	83%
2	100%	82%	51%	69%	71%
3	86%	81%	78%	81%	82%
4	74%	78%	72%	75%	73%
5	87%	84%	76%	81%	81%
TOTAL	86%	81%	70%	77%	77%

\* “All Hwy” consists of Interstate, NHS without Interstate, and Non-NHS highways.

# 1998 PAVEMENT CONDITION REPORT

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# 1998 PAVEMENT CONDITION REPORT

## INTRODUCTION

The Oregon Department of Transportation (ODOT) *1998 Pavement Condition Report* presents the results of the pavement condition surveys conducted during 1998. The 1998 surveys include all state highways that are under the jurisdiction of ODOT. This report summarizes the results of the pavement condition information in various forms and provides a listing of pavement condition ratings for all state highways by pavement management section. The pavement condition report also includes detailed information regarding the rating methods used to collect the pavement condition data.

ODOT monitors the condition of its pavements on an annual basis by conducting the pavement condition surveys. The information obtained from the condition surveys provides ODOT with a measure of the current health of the state highway system. The pavement condition data also enables ODOT to track pavement performance and determine rehabilitation and funding needs on a network wide basis. The Pavement Management Group performs the pavement condition surveys as an activity of the Pavement Management System.

The pavement condition surveys annually evaluate approximately 8,200 miles of highway. To maintain efficiency and to collect the appropriate amount of information from each state highway, the Pavement Management Group employs two separate and distinct pavement rating procedures to gather the condition data. One process is the Objective Rating Method that is used on the National Highway System (NHS). The other process is the subjective Good-Fair-Poor (GFP) Rating Method that is used on state highways excluded from the NHS (referred to as Non-NHS highways). The use of these two methods was first implemented by ODOT in 1993.

The Objective Rating Method involves collection of detailed pavement distress information (fatigue cracking, potholes, patches, etc.) from the state jurisdiction NHS highways. The detailed distress data is then used to calculate index values, which indicate pavement condition. The data collection required by this procedure is time and labor intensive. However, it provides important information that can be used to determine specific pavement problems and deficiencies. Rehabilitation needs can then be more accurately estimated.

Prior to 1997 the condition report included only three indices, the rut, crack, and overall indices. Since the crack index is a composite of the fatigue, patch, no load, and raveling indices, the decision was made to replace the crack index in the 1997 report with its' individual constituents. The 1998 report employs that decision. Therefore this report contains six indices; rut, fatigue, patch, no load, raveling, and overall. The no load indices are the non-load related (environmental) distresses such as transverse and block cracking.

Although the Objective Rating Method provides a large amount of pavement distress information, the data is only collected from one lane of each highway roadbed that is rated. The specific lane that is surveyed is the outer or right through lane, which is also referred to as the truck lane. For

most roads, the truck lane is the most severely distressed and is the proper lane to use to categorize the condition of the highway. There are a small number of instances where the rated lane is not the most severely deteriorated.

The Good-Fair-Poor Rating Method used for rating the Non-NHS highways involves assigning a single condition rating score to a given highway segment based on observed distresses in the pavement surface. The rating score is dependent on specified criteria, however the rating system maintains some subjectivity. A disadvantage of the GFP Rating procedure is that no pavement distress information is recorded. The advantage of this method is the speed at which the ratings can be completed relative to the Objective Rating Method.

Some state highways have portions that are classified as being on the National Highway System and portions that are excluded from the NHS. For these highways, the Objective Rating procedure is used to rate only the NHS section. The remainder of the highway, the Non-NHS segment, is rated using the GFP Rating method.

The pavement condition survey work is generally completed during a span of approximately five months. The surveys typically begin in late April and are concluded in September. Depending on the timing of the surveys, some of the paving work completed during the construction season may not be included in the information that is gathered by the condition raters. In order to account for the new construction and rehabilitation work, Pavement Management relies on each Region to provide a list of paving projects. With this additional information, the condition survey data is updated to reflect the state of the pavement conditions at the end of the 1998 paving season. For the statistical summaries, the sections of highway reported as being under construction are included in the “good” pavement condition category. The paving project lists provided by each Region to Pavement Management are presented in Appendix F.

## **NATIONAL HIGHWAY SYSTEM (NHS)**

The Objective Rating Method is used to rate state jurisdiction highways that are classified as part of the National Highway System. The Objective Rating procedure is a detailed pavement condition survey process that specifically identifies and records pavement surface distress types, severity, and quantities. Based on this information, index values that reflect pavement condition are calculated. Subjectivity is greatly reduced because the distress data collectors do not directly score or assign pavement condition rating values to given highway segments.

The Objective Rating Method was first fully implemented by ODOT to rate its NHS highways in 1993. The Pavement Services Unit has established and defined the pavement distresses that are collected under the Objective Rating procedure. As a basis for defining pavement distresses, the SHRP "Distress Identification Manual for the Long-Term Pavement Performance Project" is used. The definition of the various pavement distresses collected by ODOT is summarized in Appendix C.

The raters (Table 1) used to conduct the Objective Rating surveys were acquired through the ODOT student engineering trainee program. All raters were trained during an extensive week long workshop conducted by the Pavement Management Group. The workshop provided the raters with the necessary knowledge and skills needed to conduct the condition surveys. The raters were taught how to properly identify and quantify various types of pavement distress that are considered to be important by ODOT.

**Table 1 - 1998 NHS Condition Raters**

Rater	Rater
Kim Reimer	Van Tran
Dagoberto Garcia-Mendez	Glenn Koester
Daren Welsh	Gavin Tasker
Sio Meng Ng	Eric McCullum

The Objective Rating procedure involves collecting data from one lane of every roadbed surveyed. For highways off the Interstate system, the condition surveys are conducted in one direction on the mainline roadbeds in the increasing milepoint or “add” direction. In addition, significant couplets with two distinct roadbeds are rated in both directions. On the Interstate system, both the “add” and “non-add” roadbeds are surveyed. For all roadbeds that are surveyed, a specific designated lane is rated each year in order to maintain consistent historical data for the purpose of pavement performance modeling. The specified lane is the outside or right through lane.

Although the Objective Rating Method provides a large amount of pavement distress information, rating the outside lane does not always produce a condition index that is the best value to represent the pavement section. For most roads, the outside lane is the most severely distressed and is the appropriate lane to use to categorize the condition of the highway. There are a small number of instances where the rated lane is not the most severely deteriorated. For example, Interstate 205 (state highway 064) between Oregon City and the Washington border has three lanes in both directions. The rutting damage in the center lane is more severe at various locations when compared to the outside lane. For these sections on Interstate 205 the rut data is obtained from the center lane. Otherwise the rating index that is reported is always based on the outside lane.

The Objective Rating procedure consists of driving highway shoulders at slow speeds while observing and recording pavement distress. The distress type, severity, and quantity information are collected for 0.1 mile segments and stored in a computer database. Rut depths are measured with a rut bar once per mile, and a visual rut depth is estimated and recorded for each 0.1 mile section. Due to safety concerns, physical rut measurements were not obtained from Interstate 5 (state highway 001) and other highway sections with an average annual daily traffic volume greater than 25,000.

Using the pavement distress data collected by the Objective condition surveys, condition index values are mathematically calculated. These values are then used to determine the condition rating of specific highway segments. For 1998, six condition index values were calculated for each pavement section: a rut index, a raveling index, a patching index, a fatigue index, a no load index, and an overall section index. All indices range from zero to 100 with a larger value indicating a better pavement condition. The overall section index is used to categorize the condition of the pavement section as good, fair, poor, etc. as shown in Table 2. The calculations used to determine the index values are described in detail in Appendix D.

**Table 2 - Index Category**

Overall Section Index	Condition Category
99-100	Very Good
76-98	Good
46-75	Fair
11-45	Poor
0-10	Very Poor

To remain consistent with the historical reporting of condition data, only the “add” mileage information has been used to determine the “fair-or-better” statistical summary for the Non-Interstate highways. For the Interstate highways, both the “add” and “non-add” rating results were included in the statistical summary.

**NON-NATIONAL HIGHWAY SYSTEM (Non-NHS)**

The subjective Good-Fair-Poor (GFP) Rating procedure was used to rate the state jurisdiction highways excluded from the National Highway System. For 1998, personnel from the ODOT Operations Support Section and Bridge Section conducted the GFP ratings. The raters used to conduct the 1998 Non-NHS condition survey are shown in Table 3.

The basic GFP Rating method has been used since its inception in 1970. Ratings are conducted by two person crews. This method involves driving a highway and conducting a visual inspection of the pavement surface. Highways are rated according to previously defined pavement management sections. Each section is given a condition score ranging in value from 1.0 to 5.0 based on the ride quality and surface distresses. Definitions of the rating categories are provided in Appendix E.

**Table 3 - 1998 Non-NHS Condition Raters**

Rater	Rater
Henry Ng	Danny Hori
Tom Satchell	Shivinder Singh
Karen Scott	Jeff Gower
Cole Mullis	Kevin Brophy

Rating scores are reported to a tenth of a point in order to indicate the relative condition of a pavement within a general condition category. The numeric ratings have the descriptive terms of very good (1.0 to 1.9), good (2.0 to 2.9), fair (3.0 to 3.9), poor (4.0 to 4.9), and very poor (5.0). Smaller values indicated better pavements. For example, a section rated as 1.0 would be in better condition than a section rated as 1.9.

The GFP surveys for 1998 were conducted on all “add” and “non-add” roadbeds. To be consistent with historical reporting of condition information, only the “add” mileage data was used to determine the “fair-or-better” statistical summary for the Non-NHS highways.

## SUMMARY

The 1998 pavement condition surveys indicate that the overall condition of the state highway system is approximately the same as in 1997. The statewide overall “fair-or-better” mileage for 1998 remains at 77%. No progress was made toward the goal of having 90% of the state jurisdiction highways in “fair-or-better” condition.

The overall statewide pavement conditions remained nearly the same. The Interstate highway system “fair-or-better” mileage dropped from 87% in 1997 to 86% in 1998. The remainder of the National Highway System excluding the Interstate system “fair-or-better” mileage improved from 79% in 1997 to 81% in 1998. The Non-NHS highways dropped in “fair-or-better” mileage from 71% in 1997 to 70% in 1998.

Although 1998 saw no change in the overall conditions, some dramatic changes took place at the Region and District level. Region 1’s Interstate drop from 89% to 80% while their Non-NHS improved from 76% to 81%. Region 2’s Non-NHS fell from 56% to 51%. Region 4’s Interstate improved from 68% to 74%. And Region 5’s NHS w/o Interstate improve from 80% to 84%.

However the most dramatic changes took place at the District level. District 14’s Interstate had the largest drop, decreasing from 97% to 70%. District 2C’s Interstate also suffered severely, dropping from 74% to 50%. District 5’s Non-NHS fell from 74% to 51%. The most improved Interstate went to District 9, whose Interstate improved from 68% to 74%. Other major improvements were District 8 whose NHS w/o Interstate improved from 80% to 90% and District 12’s NHS w/o Interstate improving from 75% to 84%. A summary of the percentage of pavements in “fair-or-better” condition is presented in Table 4.

**Table 4 - 1998 % Fair -or-Better Pavement Condition Summary**

REGION	INTERSTATE	NHS W/O INTERSTATE	NON-NHS	ALL HWY 1998 *	ALL HWY 1997 *
1	80%	85%	81%	82%	83%
2	100%	82%	51%	69%	71%
3	86%	81%	78%	81%	82%
4	74%	78%	72%	75%	73%
5	87%	84%	76%	81%	81%
TOTAL	86%	81%	70%	77%	77%

\* “All Hwy” consists of Interstate, NHS without Interstate, and Non-NHS highways.

Each Region was asked to report paving projects that were being conducted and completed in 1998 to the Pavement Management Group. This information was used to update the condition survey data to reflect the state of pavement conditions at the end of the construction season. The paving projects reported include both overlay and new construction projects. The 1998 paving projects for all state jurisdiction highways amounted to approximately 510 miles (directional miles for the Interstate and centerline miles for Non-Interstate highways). This total includes over 140 miles of paving from reallocation projects. The paving project lists provided by each Region are presented in Appendix F.

Historical pavement performance data has suggested that approximately 550 miles of state highway need to be rehabilitated annually due to normal pavement deterioration. If this deterioration rate is not matched by improvements completed by paving projects, the overall condition of the state highway system will decrease. In reality, the actual amount of paving required to maintain the network condition level for each specific year will vary from the typical 550-mile value. The amount of paving necessary depends on the age distribution of the pavements in the given year. To illustrate, if a large number of projects were constructed in one year, it would be expected that these pavements would need rehabilitation at approximately the same time in the future. In that future year, the amount of paving necessary to maintain the condition level would be expected to be higher than the typical 550 miles.

In 1998 the overall “fair-or-better” condition remained at 77%. Although the percentage remained the same, ODOT saw a drop in overall “fair-or-better” miles. In 1997 there were approximately 6297 miles of pavements in “fair-or-better” condition. In 1998 the total of pavements in “fair-or-better” condition dropped to 6273 miles. The continued loss of “fair-or-better” mileage will eventually result in a drop in the percent of pavements in “fair-or-better” condition.

ODOT has established a goal to have 90% of its pavements in “fair-or-better” condition. If this goal is to be obtained by the year 2010, the average amount of paving completed each year will need to be increased from 550 miles to approximately 640 miles. This is based on making a 13% improvement to the condition of the system over a 12 year period. Again, the actual mileage required to improve the condition level will vary from year to year based on the age distribution of the pavements in the network.

Table 5 shows Statewide paving over the past four years. In 1996 the paving goal of 550 miles per year was nearly met with construction on approximately 535 miles. In this year the statewide “fair-or-better” condition remained constant with the previous year. In 1995 the paving goal of 550 miles was well short with construction only on approximately 385 miles. In this year the statewide “fair-or-better” condition dropped 2% from the previous year. In 1997 approximately 480 miles of paving took place and the statewide “fair-or-better” condition dropped 1%. In 1998 approximately 510 miles of paving took place and the statewide “fair-or-better” condition remained constant with the previous year.

**Table 5 - 1998 % Fair -or-Better Pavement Condition Summary**

YEAR	MILES PAVED	% FAIR-OR-BETTER	% CHANGE FROM PREVIOUS YEAR
1998	510	77	0%
1997	480	77	-1%
1996	535	78	0%
1995	385	78	-2%
1994		80	

Trend graphs for statewide and Region pavement conditions are presented in Appendix A. Detailed mileage summaries are also provided by pavement condition category for each Region and District. Appendix B provides the pavement condition rating information for all state highways by pavement management section.

## **APPENDIX A**

### **1998 PAVEMENT CONDITION SUMMARIES**

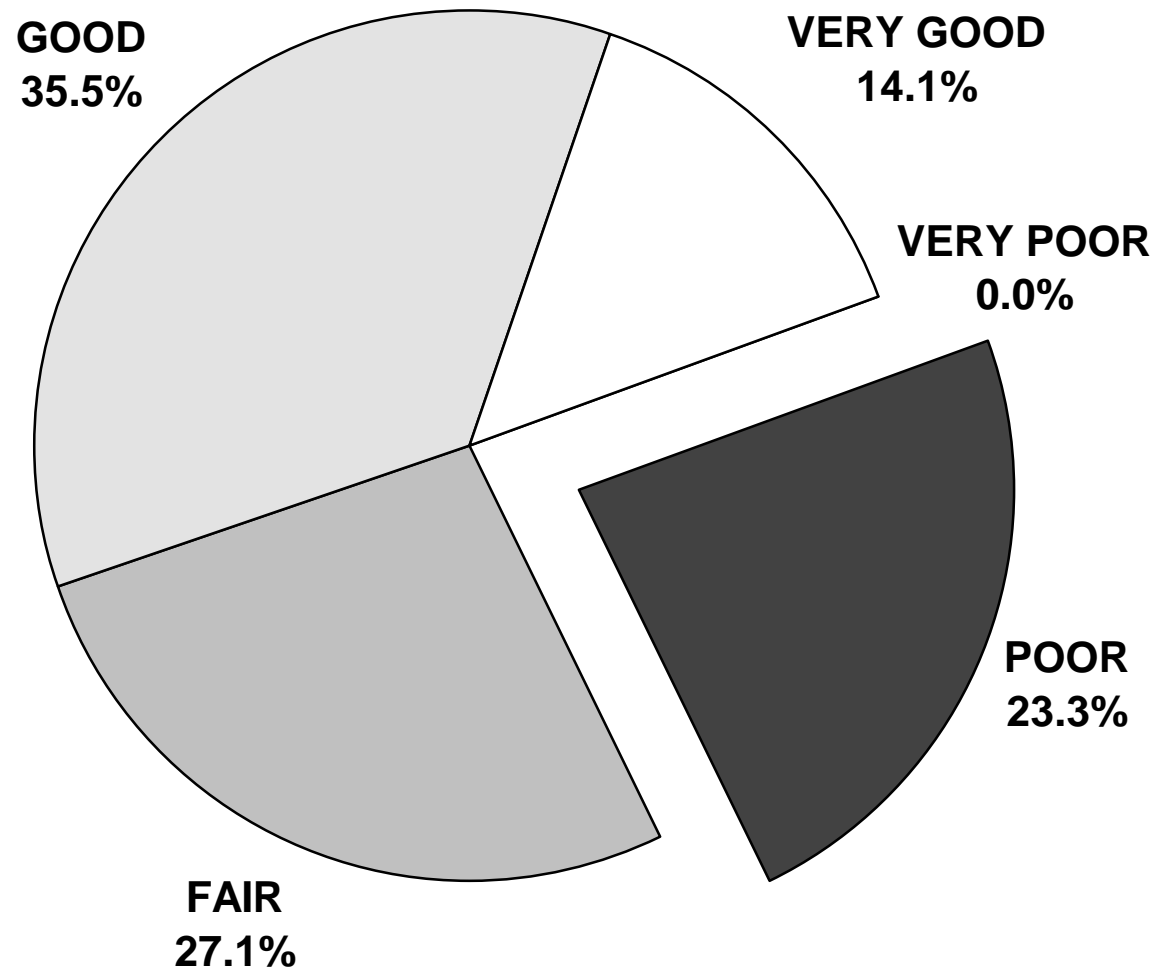
The results of the 1998 pavement condition survey are summarized in this appendix. Graphs displaying pavement condition distribution and historical pavement condition trends are included. The trend graphs track pavement condition for All State Highways and for each Region.

Tabular summaries of the pavement condition information are also included in this section. The tabular summaries present mileage of highway that is in each condition category. This information is grouped in various ways and organized by Region and District. The various grouping categories include All State Highways, Interstate Highways, NHS Highways excluding the Interstate, Non-NHS Highways, and Access Oregon Highways.

# OREGON DEPARTMENT OF TRANSPORTATION

## 1998 Pavement Condition.

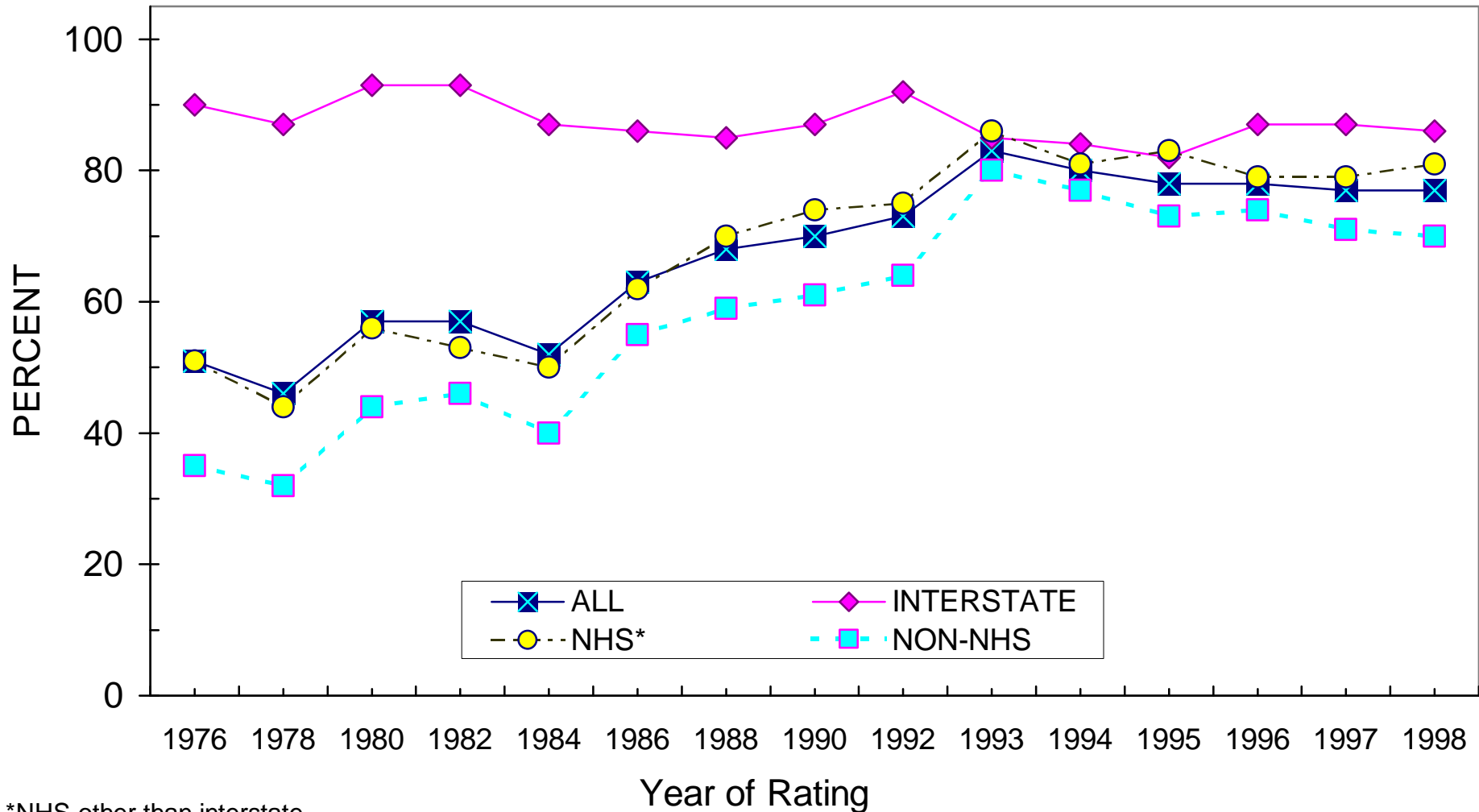
### All State Highways



# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Statewide

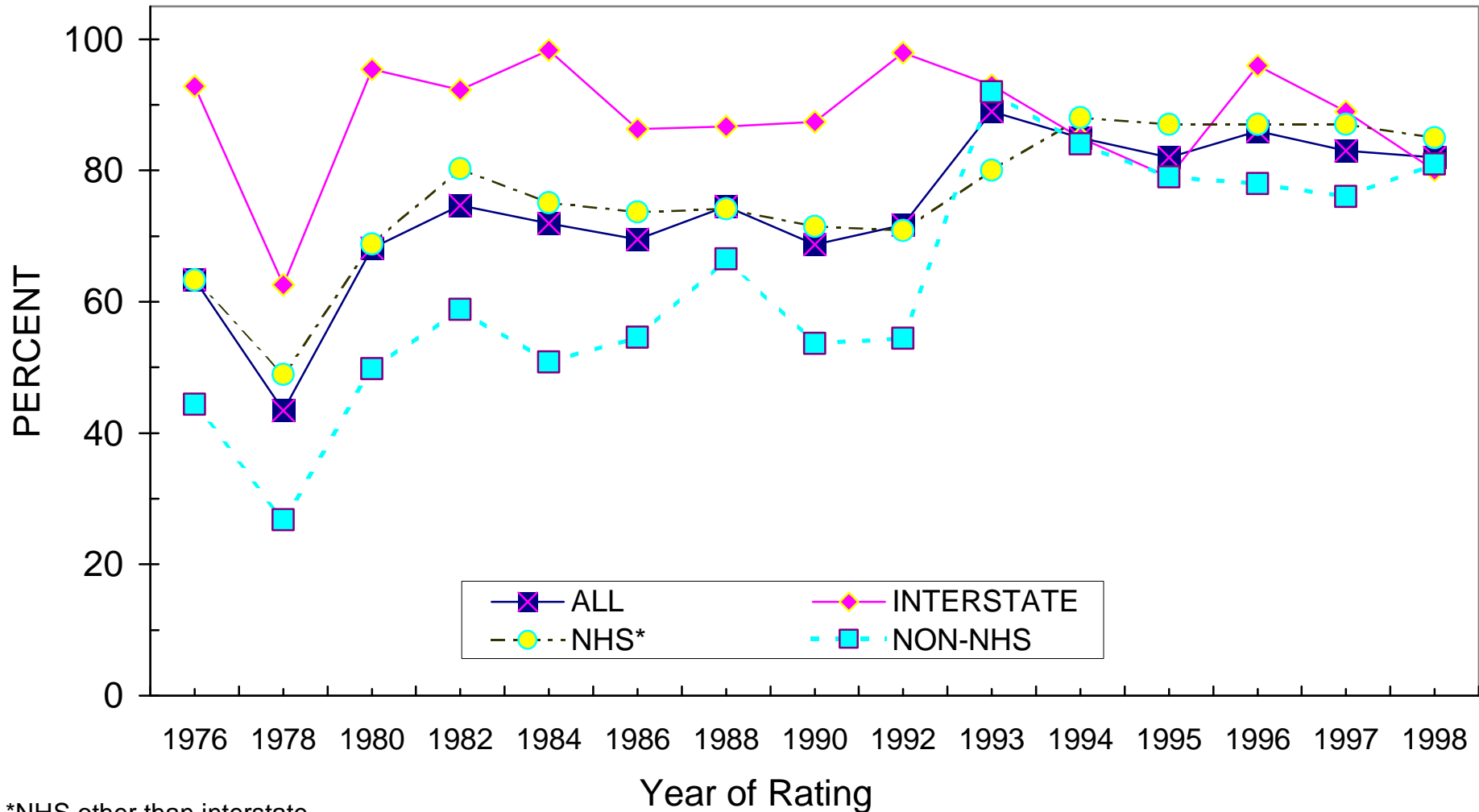


\*NHS other than interstate

# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Region 1

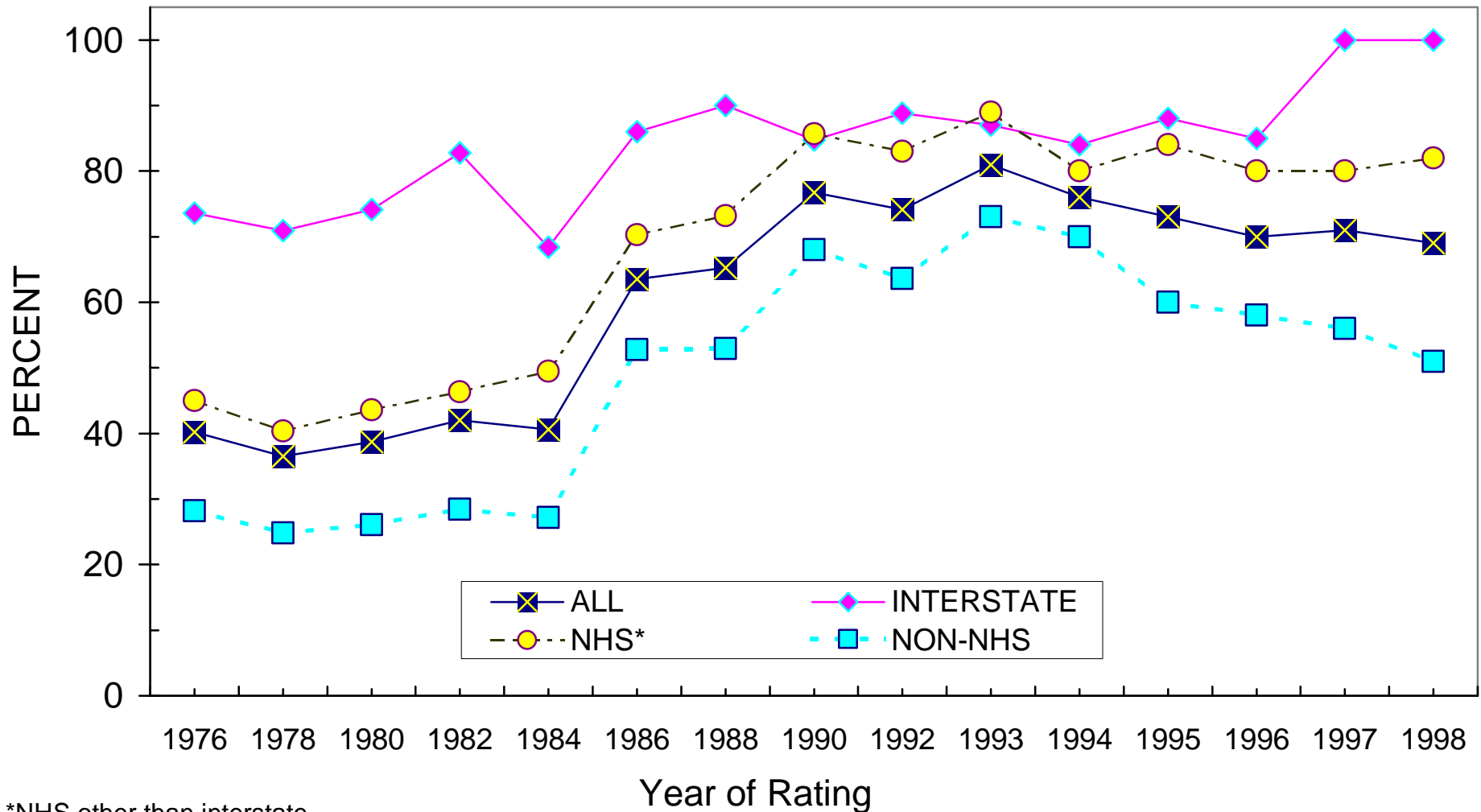


\*NHS other than interstate

# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Region 2

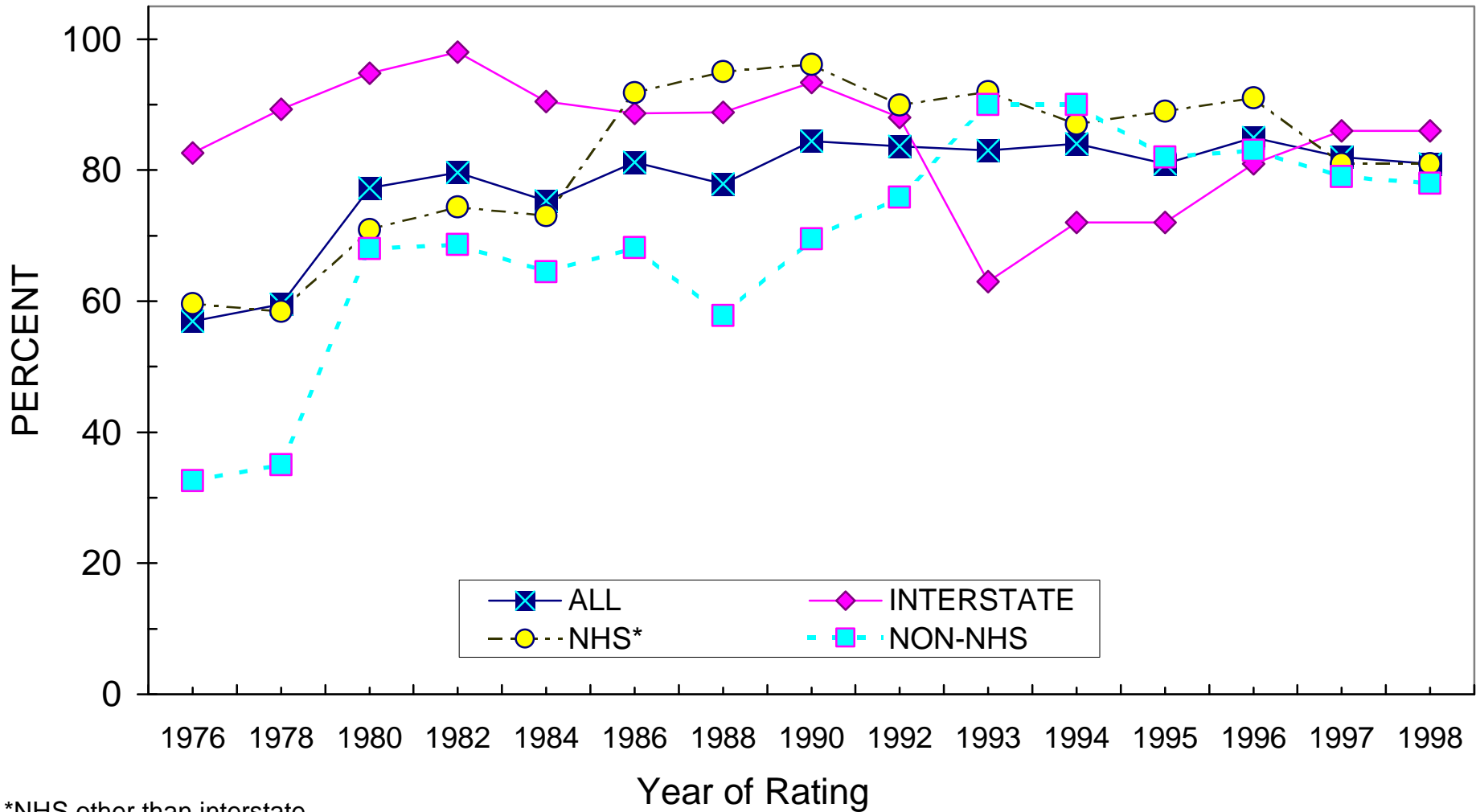


\*NHS other than interstate

# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Region 3

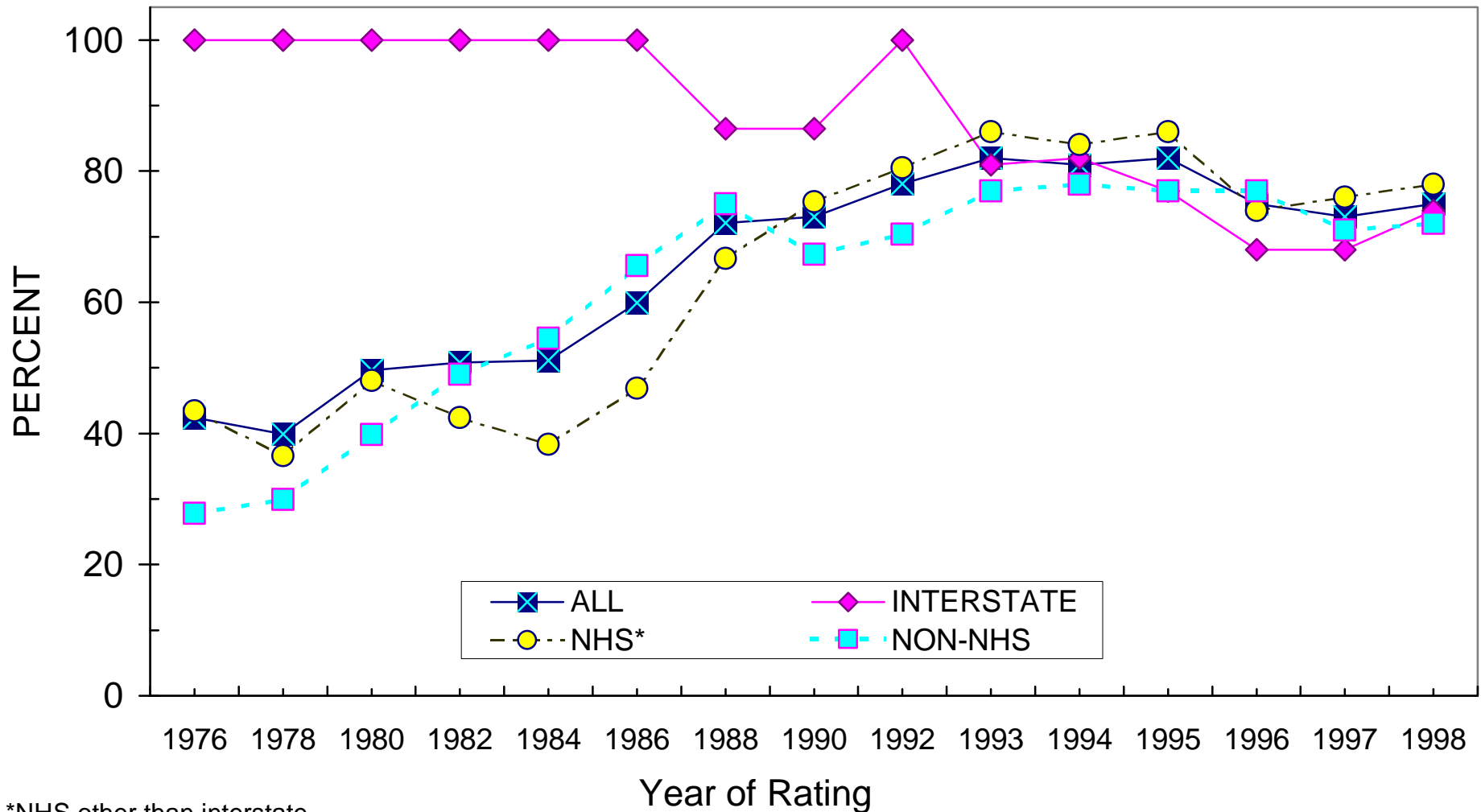


\*NHS other than interstate

# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Region 4

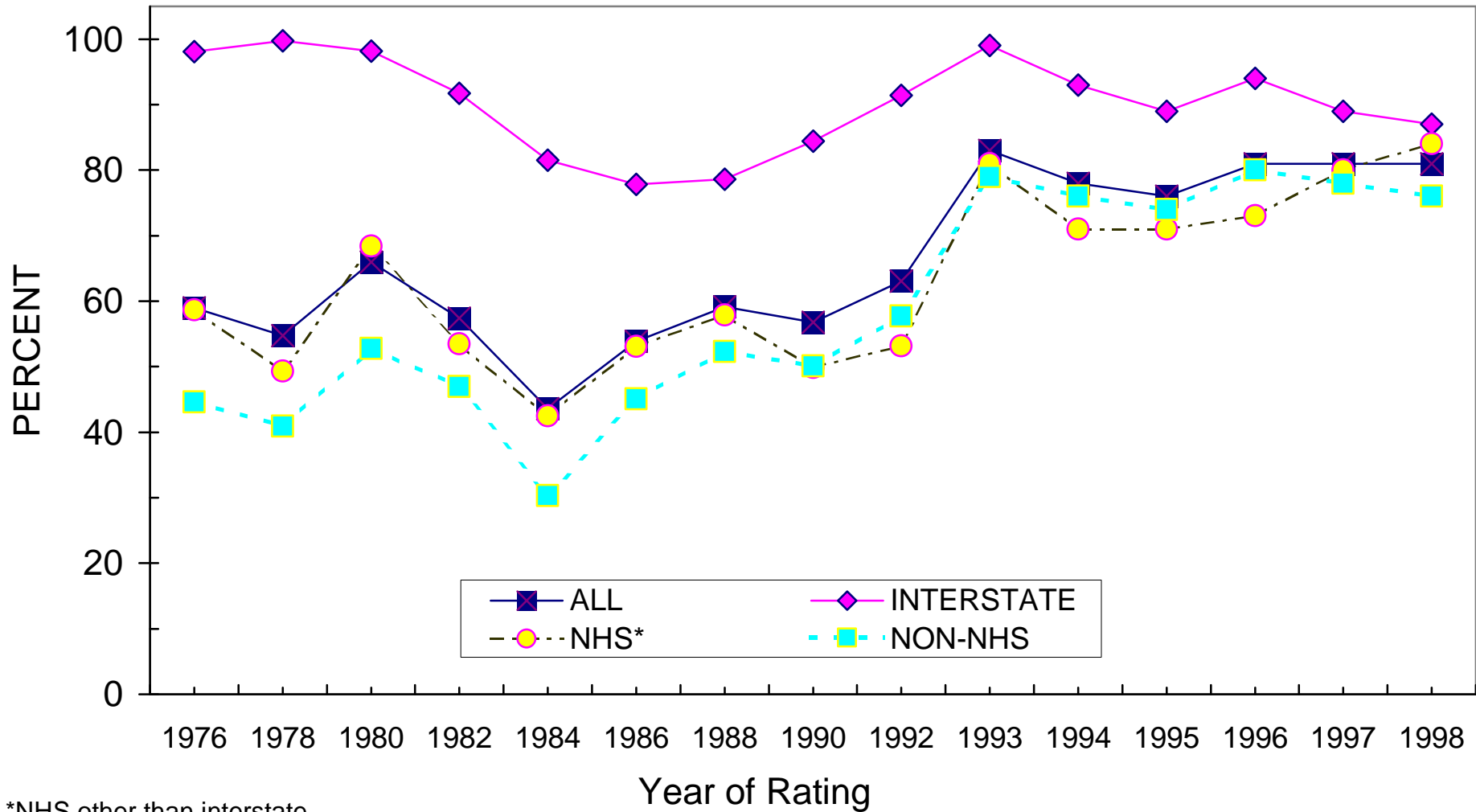


\*NHS other than interstate

# OREGON DEPARTMENT OF TRANSPORTATION

## History of Pavement Conditions (Fair-or-Better)

### Region 5



\*NHS other than interstate

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### ALL STATE HIGHWAYS

Interstate Directional Miles Summary / Non-Interstate Centerline Miles Summary  
(based on spring 1998 highway system definition)

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998 FAIR-OR-BETTER	% FOB	1997 FAIR-OR-BETTER	% FOB
REGION 1	97.51	297.90	319.21	157.13	0.00	871.75	714.62	82%	722.71	83%
REGION 2	170.00	630.66	511.88	597.87	1.54	1911.95	1312.54	69%	1352.35	71%
REGION 3	195.88	335.55	429.47	221.84	0.50	1183.24	960.90	81%	964.50	82%
REGION 4	193.01	706.20	513.59	474.16	0.00	1886.96	1412.80	75%	1383.23	73%
REGION 5	499.07	934.90	438.17	450.71	0.00	2322.85	1872.14	81%	1874.24	81%
TOTAL	1155.47	2905.21	2212.32	1901.71	2.04	8176.75	6273.00	77%	6297.03	77%

### INTERSTATE HIGHWAYS

Directional Miles Summary (based on spring 1998 highway system definition)

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998 FAIR-OR-BETTER	% FOB	1997 FAIR-OR-BETTER	% FOB
REGION 1	12.93	91.41	84.97	47.53	0.00	236.84	189.31	80%	210.08	89%
REGION 2	46.89	161.55	27.81	0.00	0.00	236.25	236.25	100%	236.25	100%
REGION 3	107.27	115.64	64.94	48.13	0.00	335.98	287.85	86%	289.51	86%
REGION 4	28.21	85.10	26.36	50.14	0.00	189.81	139.67	74%	128.96	68%
REGION 5	129.72	231.39	38.87	58.85	0.00	458.83	399.98	87%	406.08	89%
TOTAL	325.02	685.09	242.95	204.65	0.00	1457.71	1253.06	86%	1270.88	87%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### NATIONAL HIGHWAY SYSTEM w/o INTERSTATE

Centerline Miles Summary (based on spring 1998 highway system definition)

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998 FAIR-OR-BETTER	% FOB	1997 FAIR-OR-BETTER	% FOB
REGION 1	50.81	129.77	58.04	40.58	0.00	279.20	238.62	85%	243.17	87%
REGION 2	84.09	246.20	262.27	131.26	0.00	723.82	592.56	82%	580.23	80%
REGION 3	15.70	126.86	139.73	65.92	0.00	348.21	282.29	81%	282.25	81%
REGION 4	103.53	376.53	230.12	204.23	0.00	914.41	710.18	78%	694.78	76%
REGION 5	286.45	196.68	73.92	107.12	0.00	664.17	557.05	84%	528.58	80%
TOTAL	540.58	1076.04	764.08	549.11	0.00	2929.81	2380.70	81%	2329.01	79%

### NON-NATIONAL HIGHWAY SYSTEM

Centerline Miles Summary (based on spring 1998 highway system definition)

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998 FAIR-OR-BETTER	% FOB	1997 FAIR-OR-BETTER	% FOB
REGION 1	33.77	76.72	176.20	69.02	0.00	355.71	286.69	81%	269.46	76%
REGION 2	39.02	222.91	221.80	466.61	1.54	951.88	483.73	51%	535.87	56%
REGION 3	72.91	93.05	224.80	107.79	0.50	499.05	390.76	78%	392.74	79%
REGION 4	61.27	244.57	257.11	219.79	0.00	782.74	562.95	72%	559.49	71%
REGION 5	82.90	506.83	325.38	284.74	0.00	1199.85	915.11	76%	939.58	78%
TOTAL	289.87	1144.08	1205.29	1147.95	2.04	3789.23	2639.24	70%	2697.14	71%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### ACCESS OREGON HIGHWAY SYSTEM

Centerline Miles Summary (based on spring 1998 highway system definition)

	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998 FAIR-OR-BETTER	% FOB	1997 FAIR-OR-BETTER	% FOB
REGION 1	31.41	53.98	29.70	26.97	0.00	142.06	115.09	81%	123.88	87%
REGION 2	37.05	126.85	122.49	82.81	0.00	369.20	286.39	78%	285.51	77%
REGION 3	5.50	55.05	41.01	28.66	0.00	130.22	101.56	78%	110.58	85%
REGION 4	52.51	174.87	87.67	100.86	0.00	415.91	315.05	76%	313.49	75%
REGION 5	76.85	101.64	23.54	44.91	0.00	246.94	202.03	82%	202.13	82%
TOTAL	203.32	512.39	304.41	284.21	0.00	1304.33	1020.12	78%	1035.59	79%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 1 - DISTRICT SUMMARY

DISTRICT					1998		1997			
	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	% FOB	FAIR-OR-BETTER	% FOB
ALL STATE HIGHWAYS (Interstate by Directional Miles, Non-Interstate by Centerline Miles)										
2A	32.80	119.47	147.14	53.18	0.00	352.59	299.41	85%	286.39	81%
2B	22.06	74.21	83.90	18.64	0.00	198.81	180.17	91%	180.86	91%
2C	42.65	104.22	88.17	85.31	0.00	320.35	235.04	73%	255.46	80%
REGION 1	97.51	297.90	319.21	157.13	0.00	871.75	714.62	82%	722.71	83%

INTERSTATE HIGHWAYS (Directional Miles)										
2A	0.35	28.71	27.46	0.42	0.00	56.94	56.52	99%	56.52	99%
2B	12.58	34.96	38.18	0.95	0.00	86.67	85.72	99%	84.55	98%
2C	0.00	27.74	19.33	46.16	0.00	93.23	47.07	50%	69.01	74%
REGION 1	12.93	91.41	84.97	47.53	0.00	236.84	189.31	80%	210.08	89%

NATIONAL HIGHWAY SYSTEM w/o INTERSTATE (Centerline Miles)										
2A	26.96	80.88	22.99	19.03	0.00	149.86	130.83	87%	129.55	86%
2B	2.06	12.42	13.19	8.51	0.00	36.18	27.67	76%	33.52	93%
2C	21.79	36.47	21.86	13.04	0.00	93.16	80.12	86%	80.10	86%
REGION 1	50.81	129.77	58.04	40.58	0.00	279.20	238.62	85%	243.17	87%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 1 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998		1997	
							FAIR-OR-BETTER	% FOB	FAIR-OR-BETTER	% FOB
<b>NON-NATIONAL HIGHWAY SYSTEM (Centerline Miles)</b>										
2A	5.49	9.88	96.69	33.73	0.00	145.79	112.06	77%	100.32	69%
2B	7.42	26.83	32.53	9.18	0.00	75.96	66.78	88%	62.79	83%
2C	20.86	40.01	46.98	26.11	0.00	133.96	107.85	81%	106.35	79%
REGION 1	33.77	76.72	176.20	69.02	0.00	355.71	286.69	81%	269.46	76%

<b>ACCESS OREGON HIGHWAY SYSTEM (Centerline Miles)</b>										
2A	13.21	28.83	11.60	5.99	0.00	59.63	53.64	90%	56.58	95%
2B	2.06	7.99	9.90	7.94	0.00	27.89	19.95	72%	25.80	93%
2C	16.14	17.16	8.20	13.04	0.00	54.54	41.50	76%	41.50	76%
REGION 1	31.41	53.98	29.70	26.97	0.00	142.06	115.09	81%	123.88	87%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 2 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	%	1997	%
							FAIR-OR-BETTER	FOB	FAIR-OR-BETTER	FOB
<b>ALL STATE HIGHWAYS (Interstate by Directional Miles, Non-Interstate by Centerline Miles)</b>										
1	41.93	75.72	122.28	90.67	0.00	330.60	239.93	73%	237.50	72%
3	46.09	201.35	138.96	146.52	0.00	532.92	386.40	73%	391.09	73%
4	29.54	198.02	99.13	228.30	1.54	556.53	326.69	59%	338.22	61%
5	52.44	155.57	151.51	132.38	0.00	491.90	359.52	73%	385.54	78%
REGION 2	170.00	630.66	511.88	597.87	1.54	1911.95	1312.54	69%	1352.35	71%

<b>INTERSTATE HIGHWAYS (Directional Miles)</b>										
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
3	7.50	64.29	4.14	0.00	0.00	75.93	75.93	100%	75.93	100%
4	6.40	47.87	16.97	0.00	0.00	71.24	71.24	100%	71.24	100%
5	32.99	49.39	6.70	0.00	0.00	89.08	89.08	100%	89.08	100%
REGION 2	46.89	161.55	27.81	0.00	0.00	236.25	236.25	100%	236.25	100%

<b>NATIONAL HIGHWAY SYSTEM w/o INTERSTATE (Centerline Miles)</b>										
1	32.66	46.56	80.14	29.12	0.00	188.48	159.36	85%	156.93	83%
3	29.82	58.62	57.78	36.37	0.00	182.59	146.22	80%	148.84	82%
4	9.70	64.47	23.73	11.89	0.00	109.79	97.90	89%	95.51	87%
5	11.91	76.55	100.62	53.88	0.00	242.96	189.08	78%	178.95	74%
REGION 2	84.09	246.20	262.27	131.26	0.00	723.82	592.56	82%	580.23	80%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 2 - DISTRICT SUMMARY

DISTRICT						TOTAL MILES	1998	%	1997	%
	VERY GOOD	GOOD	FAIR	POOR	VERY POOR		FAIR-OR- BETTER	FOB	FAIR-OR- BETTER	FOB
<b>NON-NATIONAL HIGHWAY SYSTEM (Centerline Miles)</b>										
1	9.27	29.16	42.14	61.55	0.00	142.12	80.57	57%	80.57	57%
3	8.77	78.44	77.04	110.15	0.00	274.40	164.25	60%	166.32	61%
4	13.44	85.68	58.43	216.41	1.54	375.50	157.55	42%	171.47	46%
5	7.54	29.63	44.19	78.50	0.00	159.86	81.36	51%	117.51	74%
REGION 2	39.02	222.91	221.80	466.61	1.54	951.88	483.73	51%	535.87	56%
<b>ACCESS OREGON HIGHWAY SYSTEM (Centerline Miles)</b>										
1	13.70	11.03	18.97	2.95	0.00	46.65	43.70	94%	43.70	94%
3	16.59	36.17	52.02	31.77	0.00	136.55	104.78	77%	106.90	78%
4	4.78	38.86	6.99	11.89	0.00	62.52	50.63	81%	50.63	81%
5	1.98	40.79	44.51	36.20	0.00	123.48	87.28	71%	84.28	68%
REGION 2	37.05	126.85	122.49	82.81	0.00	369.20	286.39	78%	285.51	77%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 3 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	% FOB	1997	% FOB
							FAIR-OR-BETTER		FAIR-OR-BETTER	
ALL STATE HIGHWAYS (Interstate by Directional Miles, Non-Interstate by Centerline Miles)										
6	56.83	156.48	128.73	78.59	0.00	420.63	342.04	81%	348.16	83%
7	14.90	51.27	112.24	73.00	0.50	251.91	178.41	71%	186.24	74%
8	124.15	127.80	188.50	70.25	0.00	510.70	440.45	86%	430.10	84%
REGION 3	195.88	335.55	429.47	221.84	0.50	1183.24	960.90	81%	964.50	82%

INTERSTATE HIGHWAYS (Directional Miles)										
6	32.15	64.98	34.96	42.26	0.00	174.35	132.09	76%	133.75	77%
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
8	75.12	50.66	29.98	5.87	0.00	161.63	155.76	96%	155.76	96%
REGION 3	107.27	115.64	64.94	48.13	0.00	335.98	287.85	86%	289.51	86%

NATIONAL HIGHWAY SYSTEM w/o INTERSTATE (Centerline Miles)										
6	0.29	56.31	37.57	15.40	0.00	109.57	94.17	86%	94.17	86%
7	9.72	35.46	84.05	43.93	0.00	173.16	129.23	75%	135.82	78%
8	5.69	35.09	18.11	6.59	0.00	65.48	58.89	90%	52.26	80%
REGION 3	15.70	126.86	139.73	65.92	0.00	348.21	282.29	81%	282.25	81%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 3 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	% FOB	1997	% FOB
							FAIR-OR-BETTER		FAIR-OR-BETTER	
NON-NATIONAL HIGHWAY SYSTEM (Centerline Miles)										
6	24.39	35.19	56.20	20.93	0.00	136.71	115.78	85%	120.24	88%
7	5.18	15.81	28.19	29.07	0.50	78.75	49.18	62%	50.42	64%
8	43.34	42.05	140.41	57.79	0.00	283.59	225.80	80%	222.08	78%
REGION 3	72.91	93.05	224.80	107.79	0.50	499.05	390.76	78%	392.74	79%

ACCESS OREGON HIGHWAY SYSTEM (Centerline Miles)										
6	0.29	43.31	28.57	15.40	0.00	87.57	72.17	82%	72.17	82%
7	5.21	11.74	12.44	13.26	0.00	42.65	29.39	69%	38.41	90%
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
REGION 3	5.50	55.05	41.01	28.66	0.00	130.22	101.56	78%	110.58	85%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 4 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	%	1997	%
							FAIR-OR-BETTER	FOB	FAIR-OR-BETTER	FOB
ALL STATE HIGHWAYS (Interstate by Directional Miles, Non-Interstate by Centerline Miles)										
9	79.68	224.01	174.97	130.10	0.00	608.76	478.66	79%	461.17	76%
10	82.87	276.85	181.80	238.77	0.00	780.29	541.52	69%	557.44	71%
11	30.46	205.34	156.82	105.29	0.00	497.91	392.62	79%	364.62	73%
REGION 4	193.01	706.20	513.59	474.16	0.00	1886.96	1412.80	75%	1383.23	73%

INTERSTATE HIGHWAYS (Directional Miles)										
9	28.21	85.10	26.36	50.14	0.00	189.81	139.67	74%	128.96	68%
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
REGION 4	28.21	85.10	26.36	50.14	0.00	189.81	139.67	74%	128.96	68%

NATIONAL HIGHWAY SYSTEM w/o INTERSTATE (Centerline Miles)										
9	15.63	26.94	30.33	29.74	0.00	102.64	72.90	71%	69.24	67%
10	64.77	178.17	94.47	108.45	0.00	445.86	337.41	76%	351.41	79%
11	23.13	171.42	105.32	66.04	0.00	365.91	299.87	82%	274.13	75%
REGION 4	103.53	376.53	230.12	204.23	0.00	914.41	710.18	78%	694.78	76%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 4 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	% FOB	1997	% FOB
							FAIR-OR-BETTER		FAIR-OR-BETTER	
NON-NATIONAL HIGHWAY SYSTEM (Centerline Miles)										
9	35.84	111.97	118.28	50.22	0.00	316.31	266.09	84%	262.97	83%
10	18.10	98.68	87.33	130.32	0.00	334.43	204.11	61%	206.03	62%
11	7.33	33.92	51.50	39.25	0.00	132.00	92.75	70%	90.49	69%
REGION 4	61.27	244.57	257.11	219.79	0.00	782.74	562.95	72%	559.49	71%

ACCESS OREGON HIGHWAY SYSTEM (Centerline Miles)										
9	15.63	3.60	0.00	15.04	0.00	34.27	19.23	56%	19.23	56%
10	31.94	141.15	69.20	75.82	0.00	318.11	242.29	76%	238.73	75%
11	4.94	30.12	18.47	10.00	0.00	63.53	53.53	84%	55.53	87%
REGION 4	52.51	174.87	87.67	100.86	0.00	415.91	315.05	76%	313.49	75%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 5 - DISTRICT SUMMARY

DISTRICT							1998			1997
	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	% FOB	FAIR-OR-BETTER	% FOB
ALL STATE HIGHWAYS (Interstate by Directional Miles, Non-Interstate by Centerline Miles)										
12	121.03	433.43	123.19	119.30	0.00	796.95	677.65	85%	675.66	85%
13	58.40	272.67	209.34	66.77	0.00	607.18	540.41	89%	543.54	90%
14	319.64	228.80	105.64	264.64	0.00	918.72	654.08	71%	655.04	71%
REGION 5	499.07	934.90	438.17	450.71	0.00	2322.85	1872.14	81%	1874.24	81%

INTERSTATE HIGHWAYS (Directional Miles)										
12	59.89	140.11	0.00	8.40	0.00	208.40	200.00	96%	200.00	96%
13	50.28	56.28	34.03	25.53	0.00	166.12	140.59	85%	134.23	81%
14	19.55	35.00	4.84	24.92	0.00	84.31	59.39	70%	81.85	97%
REGION 5	129.72	231.39	38.87	58.85	0.00	458.83	399.98	87%	416.08	91%

NATIONAL HIGHWAY SYSTEM w/o INTERSTATE (Centerline Miles)										
12	35.33	51.68	26.89	22.43	0.00	136.33	113.90	84%	102.58	75%
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
14	251.12	145.00	47.03	84.69	0.00	527.84	443.15	84%	426.00	81%
REGION 5	286.45	196.68	73.92	107.12	0.00	664.17	557.05	84%	528.58	80%

# 1998 PAVEMENT CONDITION RATING SUMMARY

## OREGON DEPARTMENT OF TRANSPORTATION

### REGION 5 - DISTRICT SUMMARY

DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	1998	% FOB	1997	% FOB
							FAIR-OR-BETTER		FAIR-OR-BETTER	
NON-NATIONAL HIGHWAY SYSTEM (Centerline Miles)										
12	25.81	241.64	96.30	88.47	0.00	452.22	363.75	80%	373.08	82%
13	8.12	216.39	175.31	41.24	0.00	441.06	399.82	91%	409.31	93%
14	48.97	48.80	53.77	155.03	0.00	306.57	151.54	49%	157.19	51%
REGION 5	82.90	506.83	325.38	284.74	0.00	1199.85	915.11	76%	939.58	78%

ACCESS OREGON HIGHWAY SYSTEM (Centerline Miles)										
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%
13	0.00	59.94	15.71	1.21	0.00	76.86	75.65	98%	75.75	99%
14	76.85	41.70	7.83	43.70	0.00	170.08	126.38	74%	126.38	74%
REGION 5	76.85	101.64	23.54	44.91	0.00	246.94	202.03	82%	202.13	82%

## APPENDIX B

### **1998 PAVEMENT CONDITION RATINGS BY PAVEMENT SECTION**

The 1998 pavement condition ratings are presented in this appendix for all state highways by pavement management section. The rating information is organized by Region and by state highway number.

For each section of highway on the National Highway System, a 98 RUT INDEX, 98 RAVELING INDEX, 98 PATCHING INDEX, 98 FATIGUE INDEX, 98 NO LOAD INDEX, and 98 OVERALL INDEX are provided. The definition of each index is given in Appendix D, page 2. The overall condition index is used to determine the condition category in which the pavement management section is assigned.

For Non-NHS highways, the subjective Good-Fair-Poor rating number is provided as 98 GFP. The GFP rating value is used to determine the overall condition category of Non-NHS pavement management sections.

For both NHS and Non-NHS highways, the condition category information is provided as 98 COND. The 1997 condition category information is also shown for each section for comparison as 97 COND. The condition category relationship to the condition rating scores is shown in the following table.

**Condition Category Table**

98 SEC INDEX	98 GFP	97 or 98 COND	DESCRIPTION
99-100	1.0-1.9	VG	VERY GOOD
76-98	2.0-2.9	GD	GOOD
46-75	3.0-3.9	FR	FAIR
11-45	4.0-4.9	PR	POOR
0-10	5.0	VP	VERY POOR
	8	ST	STRUCTURE
	9	UC	UNDER CONSTRUCTION

The 98 RUT INDEX, 98 RAVELING INDEX, 98 PATCHING INDEX, 98 FATIGUE INDEX, and 98 NO LOAD INDEX columns are blank for Non-NHS highway sections, NHS structure sections (bridge, tunnel, etc.), and sections under construction. In addition the 98 OVERALL

INDEX is blank for NHS structure sections (bridge, tunnel, etc.), and sections under construction. For NHS highway sections, the 98 GFP column is blank. If the 97 COND column is blank, the section was not rated in 1997 with either condition survey procedure.

# 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
2A	001	1			BALDOCK SRA - WILLAMETTE R (REG 1)	282.65	283.11	0.46	95.7	98.6	100.0	100.0	0.0	0.0	GD	GD
2A	001	2			BALDOCK SRA - WILLAMETTE R (REG 1)	282.66	283.01	0.35	100.0	100.0	100.0	100.0	0.0	0.0	VG	VG
2A	001	2	Z	2	BALDOCK SRA - WILLAMETTE R (REG 1)	283.00	283.01	0.01							ST	ST
2A	001	2			BALDOCK SRA - WILLAMETTE R (REG 1)	283.01	283.11	0.10							ST	ST
2A	001	1			WILLAMETTE RIVER-E. PORTLAND FWY	283.11	287.63	4.52	88.7	94.8	95.8	97.0	0.0	0.0	GD	FR
2A	001	2			WILLAMETTE RIVER-E. PORTLAND FWY	283.11	287.63	4.52	87.6	95.8	93.4	97.6	0.0	0.0	GD	FR
2A	001	1			E.PORTLAND FREEWAY INT	287.63	289.17	1.54	80.3	81.9	100.0	96.6	0.0	0.0	GD	FR
2A	001	2			E.PORTLAND FREEWAY INT	287.63	289.17	1.54	54.4	55.0	93.5	100.0	0.0	0.0	FR	FR
2A	001	1			E.PORTLAND FREEWAY- S TIGARD JCT	289.17	292.77	3.60	62.6	64.1	98.1	99.7	0.0	0.0	FR	FR
2A	001	2			E.PORTLAND FREEWAY- S TIGARD JCT	289.17	292.77	3.60	68.4	68.4	99.8	100.0	0.0	0.0	FR	GD
2A	001	1			S. TIGARD INTER - N TIGARD INTER	292.77	294.21	1.44	96.3	96.3	100.0	100.0	0.7	0.7	GD	GD
2A	001	2			S. TIGARD INTER - N TIGARD INTER	292.77	294.21	1.44	85.0	99.2	89.6	96.6	13.9	14.6	GD	GD
2A	001	1			N. TIGARD INT - MARQUAM BRIDGE	294.21	299.70	5.49	60.1	68.0	89.3	94.5	95.9	100.0	FR	FR
2A	001	2			N. TIGARD INT - MARQUAM BRIDGE	294.21	299.80	5.59	66.1	71.5	95.9	94.7	92.4	100.0	FR	FR
2A	001	1			MARQUAM BRIDGE SECTION - DIST 2A	299.70	300.26	0.56							ST	ST
2A	001	2			MARQUAM BRIDGE SECTION - DIST 2A	299.80	300.26	0.46							ST	ST
2B	001	1			MARQUAM BRIDGE SECTION - DIST 2B	300.26	300.92	0.66							ST	ST
2B	001	2			MARQUAM BRIDGE SECTION - DIST 2B	300.26	300.92	0.66							ST	ST
2B	001	1			MARQUAM BRIDGE - STADIUM FWY	300.92	303.71	2.79	71.8	84.2	86.9	98.7	0.0	0.0	FR	GD
2B	001	2			MARQUAM BRIDGE - STADIUM FWY	300.92	303.71	2.77	94.7	99.1	100.0	95.3	0.0	0.0	GD	GD
2B	001	1			STADIUM FWY - COLUMBIA BLVD.	303.71	305.97	2.26	89.5	97.3	93.2	98.0	7.7	7.9	GD	GD
2B	001	2			STADIUM FWY - COLUMBIA BLVD.	303.71	305.45	1.74	99.7	100.0	99.7	100.0	0.0	0.0	VG	GD
2B	001	2			COLUMBIA BLVD - DELTA PARK	305.45	306.71	1.26							UC	GD
2B	001	1			COLUMBIA BLVD - DELTA PARK	305.97	306.71	0.74	79.4	80.8	100.0	96.7	95.2	95.8	GD	GD
2B	001	1			DELTA PARK - SWIFT INT	306.71	307.45	0.74	99.1	100.0	100.0	100.0	0.0	0.0	VG	VG
2B	001	2			DELTA PARK - SWIFT INT	306.71	307.45	0.74	100.0	100.0	100.0	100.0	0.0	0.0	VG	VG
2B	001	1			OREGON SLOUGH BRIDGE SECTION	307.45	307.70	0.25							ST	ST
2B	001	2			OREGON SLOUGH BRIDGE SECTION	307.45	307.70	0.25							ST	ST
2B	001	1			OREGON SLOUGH - INTERSTATE BR	307.70	307.98	0.28	45.0	45.0	45.9	100.0	100.0	100.0	PR	PR
2B	001	2			OREGON SLOUGH - INTERSTATE BR	307.70	307.98	0.28	39.6	45.0	56.2	83.5	100.0	100.0	PR	FR

VG=VERY GOOD, GD=GOOD, FR=FAIR, PR=POOR, VP=VERY POOR, ST=STRUCTURE, UC=UNDER CON  
RD ID: State highway road identification number.  
RW: 1=Add Mileage, 2=Non-Add Mileage, 3=Split Add Mileage, 4=Split Non-Add Mileage  
MT: Mileage Type; OV: Overlap Mileage Code

## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	RMTV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	COND		
							Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
2B	001	1	INTERSTATE BRIDGE SECTION	307.98	308.38	0.40							ST	ST
2B	001	2	INTERSTATE BRIDGE SECTION	307.98	308.38	0.40							ST	ST
2B	002	1	I-5/I-84 INTERCHANGE SECTION	0.00	0.43	0.43							ST	ST
2B	002	2	I-5/I-84 INTERCHANGE SECTION	0.00	0.43	0.43							ST	ST
2B	002	1	NE UNION AVE - S BANFIELD INT	0.43	5.60	5.17	92.0	92.0	99.9	99.9	0.0	0.0	GD	GD
2B	002	2	NE UNION AVE - S BANFIELD INT	0.43	5.60	5.08	95.6	95.8	100.0	100.0	0.0	0.0	GD	VG
2B	002	1	S BANFIELD INT-NE 111TH DR	5.60	7.01	1.41	90.1	90.1	100.0	100.0	100.0	100.0	GD	FR
2B	002	2	S BANFIELD INT-NE 111TH DR	5.60	7.01	1.41	93.9	93.9	100.0	100.0	99.2	99.2	GD	VG
2B	002	1	NE 111TH DR - 181ST AVE	7.01	12.73	3.39	97.5	100.0	98.6	99.1	5.6	5.6	GD	GD
2B	002	2	NE 111TH DR - 181ST AVE	7.01	12.73	3.42	99.7	100.0	99.8	99.9	0.0	0.0	VG	VG
2B	002	1	NE 181ST AVE INTERCHANGE	12.73	13.83	1.10	95.1	100.0	95.5	100.0	0.0	0.0	GD	GD
2B	002	2	NE 181ST AVE INTERCHANGE	12.73	13.83	1.10	99.6	100.0	99.6	100.0	0.0	0.0	VG	VG
2B	002	1	181ST AVE. - 223RD AVE.	13.83	15.60	1.77	99.6	100.0	100.0	100.0	0.0	0.0	VG	VG
2B	002	2	181ST AVE. - 223RD AVE.	13.83	15.60	1.77	100.0	100.0	100.0	100.0	0.0	0.0	VG	VG
2B	002	1	223RD AVE. - SUNDIAL U'XING	15.60	16.90	1.30	100.0	100.0	100.0	100.0	76.9	76.9	VG	UC
2B	002	2	223RD AVE. - SUNDIAL U'XING	15.60	16.90	1.30	71.9	93.3	79.6	81.6	97.1	100.0	FR	UC
2B	002	1	SUNDIAL UXING - SANDY RIVER	16.90	17.82	0.92	97.9	97.9	98.1	100.0	100.0	100.0	GD	PR
2B	002	2	SUNDIAL UXING - SANDY RIVER	16.90	17.82	0.92	73.3	73.3	100.0	100.0	99.2	100.0	FR	PR
2C	002	1	SANDY RIVER - CORBETT	17.82	22.10	4.28	40.9	42.0	94.2	100.0	100.0	100.0	PR	FR
2C	002	2	SANDY RIVER - CORBETT	17.82	22.10	4.28	26.7	38.4	81.9	80.6	99.9	100.0	PR	FR
2C	002	1	CORBETT - MULTNOMAH FALLS	22.10	31.77	9.67	63.6	63.8	99.0	99.0	100.0	100.0	FR	GD
2C	002	2	CORBETT - MULTNOMAH FALLS	22.10	31.76	9.66	52.0	52.3	99.5	98.5	100.0	100.0	FR	GD
2C	002	1	MULTNOMAH FALLS - MP 35.8	31.77	35.84	4.07	89.4	89.4	100.0	100.0	100.0	100.0	GD	GD
2C	002	2	MULTNOMAH FALLS - MP 35.8	31.77	35.84	4.07	85.4	85.6	100.0	100.0	100.0	100.0	GD	VG
2C	002	1	MP 35.8 - MP 37.4	35.84	37.44	1.60							UC	GD
2C	002	2	MP 35.8 - MP 37.4	35.84	37.44	1.60							UC	GD
2C	002	1	MP 37.4 - HOOD RIVER CO LINE	37.44	42.27	4.83	88.7	88.8	100.0	100.0	100.0	100.0	GD	GD
2C	002	2	MP 37.4 - HOOD RIVER CO LINE	37.44	42.27	4.83	80.0	80.0	100.0	100.0	100.0	100.0	GD	GD
2C	002	1	MULT. CO LN - E CASCADE LOCKS	42.27	45.64	3.37	84.6	84.6	100.0	100.0	100.0	100.0	GD	VG
2C	002	2	MULT. CO LN - E. CASCADE LOCKS	42.27	45.64	3.37	82.3	83.3	100.0	99.0	100.0	100.0	GD	VG

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
2C	002	1			CASCADE LOCKS-MITCHELL POINT	45.64	59.02	13.38	44.3	78.8	98.9	50.1	99.8	100.0	PR	PR	
2C	002	2			CASCADE LOCKS-MITCHELL POINT	45.64	59.02	13.38	43.8	72.2	97.2	55.5	100.0	100.0	PR	FR	
2C	002	1			MITCHELL POINT-HOOD RIVER INT	59.02	64.44	5.42	40.6	69.0	99.2	50.5	100.0	100.0	PR	PR	
2C	002	2			MITCHELL POINT-HOOD RIVER INT	59.02	64.44	5.42	39.3	54.8	98.6	81.1	100.0	100.0	PR	PR	
2C	002	1	C	1	US 26 - I84 HOOD RVR (NHS CONN)	64.07	64.44	0.37	47.2	87.4	53.9	100.0	90.6	100.0	FR	FR	
2A	003	1			HWY 26 - HAMILTON ST	0.00	0.24	0.24	54.0						3.7	FR	FR
2A	003	2			HWY 26 - HAMILTON ST	0.00	0.76	0.76	34.5						4.3	PR	PR
2A	003	1			HAMILTON ST-SELLWOOD BR.SECTION	0.24	2.60	2.30	72.0						3.1	FR	FR
2A	003	1			SELLWOOD BR-OSWEGO S.C.L.	2.60	5.79	3.19	51.0						3.8	FR	FR
2A	003	2			SELLWOOD BR-OSWEGO S.C.L.	2.64	2.79	0.15	75.0						3.0	FR	FR
2A	003	1			OSWEGO SECTION - (NON-NHS)	5.79	6.13	0.34	57.0						3.6	FR	FR
2A	003	1			OSWEGO SECTION - (NHS)	6.13	7.30	1.17	44.4	64.6	66.0	82.5	97.2	100.0	PR	PR	
2A	003	1			OSWEGO-WEST LINN	7.30	11.29	3.99	39.5	81.6	67.9	60.3	97.1	100.0	PR	PR	
2A	003	1			WEST LINN-PACIFIC HWY.E.	11.29	11.66	0.37	51.0						3.8	FR	FR
2B	026	1			PACIFIC HWY.W-ROSS ISLAND BRIDGE	0.00	0.59	0.59	45.0						4.0	PR	PR
2B	026	2			PACIFIC HWY.W-ROSS ISLAND BRIDGE	0.00	0.31	0.31	75.0						3.0	FR	GD
2B	026	1			ROSS ISLAND BRIDGE	0.59	1.02	0.43							8.0	ST	ST
2B	026	1			ROSS ISLAND BRIDGE-SE 50TH AVE	1.02	3.46	2.44	51.0						3.8	FR	FR
2B	026	1			SE 50TH AVE-JCT HWY 064	3.46	5.75	2.24	60.0						3.5	FR	FR
2C	026	1			SE 98TH AVE-NW AVA AVE	5.75	12.52	6.56	95.7						2.1	GD	GD
2C	026	1			NW AVA AVE-E BURNSIDE RD	12.52	14.18	1.66	98.2						1.9	VG	VG
2C	026	1			E BURNSIDE RD-MAINTENANCE STA	14.18	21.62	7.44	31.7	51.2	96.1	69.6	99.9	100.0	PR	PR	
2C	026	1			MAINTENANCE STA-MP 30.0	21.62	30.00	8.16	90.0	90.5	100.0	98.9	100.0	100.0	GD	GD	
2C	026	2			MAINTENANCE STA-ALDER CREEK	23.87	24.63	0.76	78.6	79.3	100.0	100.0	100.0	100.0	GD	VG	
2C	026	1			MP 30.0-ALDER CREEK	30.00	33.20	3.20							UC	GD	
2C	026	1			ALDER CREEK-WILDCAT CREEK	33.20	34.10	0.90	76.2	80.0	100.0	93.7	100.0	100.0	GD	GD	
2C	026	1			WILDCAT CREEK - E. MOUNTAIN AIR DR.	34.10	39.00	4.90							UC	GD	
2C	026	1			E. MOUNTAIN AIR DR.-FOREST BOUNDARY	39.00	41.60	2.60	47.3	49.4	96.5	93.7	99.4	100.0	FR	FR	
2C	026	1			FOREST BOUNDARY-RHODODENDREN	42.25	44.36	2.11	63.9	90.8	94.8	71.4	96.4	100.0	FR	FR	
2C	026	1			RHODODENDREN-SUMMIT	44.36	53.70	9.12	99.4	100.0	100.0	99.5	99.9	100.0	VG	VG	

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
2C	026	1			SUMMIT-JCT HWY 053	53.70	56.11	2.41	100.0	100.0	100.0	100.0	100.0	100.0	VG	GD	
2C	026	1			JCT HWY 053-BENNETT PASS	57.20	62.00	4.80	73.8	100.0	81.9	92.6	97.0	100.0	FR	GD	
2C	026	1			BENNETT PASS-MP 66.1	62.00	66.10	4.10	94.5	100.0	96.5	100.0	97.7	100.0	GD	GD	
2C	026	1			MP 66.1-ROBINHOOD	66.10	68.10	2.00	80.1	100.0	83.1	97.9	98.6	100.0	GD	GD	
2C	026	1			ROBINHOOD-POLALLIE CREEK	68.10	73.79	5.69	96.4	100.0	100.0	96.7	99.7	100.0	GD	GD	
2C	026	1			POLALLIE CREEK-MT HOOD	73.79	84.93	9.11	68.4	100.0	77.1	99.4	88.0	100.0	FR	GD	
2C	026	1			MT HOOD-JCT HWY 281	84.93	85.09	0.16	100.0	100.0	100.0	100.0	100.0	100.0	VG	GD	
2C	026	1			JCT HWY 281-NEAL CR MILL RD	88.34	96.12	7.52	80.5	100.0	90.4	88.6	99.9	100.0	GD	GD	
2C	026	1			NEAL CR MILL RD-NEAL CREEK	96.12	97.22	0.89	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
2C	026	1			NEAL CR-HOOD RIV/UPRR O-XING	97.22	101.82	4.60	100.0	100.0	100.0	100.0	100.0	100.0	VG	GD	
2A	029	1			JCT HWY 047-JCT HWY 040	0.00	2.90	2.90	77.3						2.9	GD	GD
2A	029	2			JCT HWY 047-JCT HWY 040	0.00	0.22	0.22	91.1						2.3	GD	GD
2A	029	1			JCT HWY 040-MP 3.4	2.90	3.41	0.51								UC	PR
2A	029	1			MP 3.4-SW 160TH AVE	3.41	5.36	1.95	50.7	77.1	62.4	91.9	98.4	100.0	FR	PR	
2A	029	1			SW 160TH AVE-SW 219TH AVE	5.36	5.61	0.25	44.9	73.0	100.0	48.0	100.0	100.0	PR	PR	
2A	029	1	Z	1	SW 160TH AVE-SW 219TH AVE	5.60	5.61	0.01	42.8	45.0	100.0	45.0	100.0	100.0	PR	PR	
2A	029	1			SW 160TH AVE-SW 219TH AVE	5.61	8.32	2.71	40.2	40.7	94.0	98.5	99.7	100.0	PR	PR	
2A	029	1			SW 219TH AVE-SE 21ST AVE	8.32	11.28	2.96	47.8	47.8	100.0	100.0	100.0	100.0	FR	FR	
2A	029	1			SE 21ST AVE-SE MAPLE STREET	11.28	12.18	0.90	100.0	100.0	100.0	100.0	100.0	100.0	VG	GD	
2A	029	1			SE MAPLE STREET-DAIRY CR	12.18	14.28	2.10	67.4	84.0	80.0	92.3	99.8	100.0	FR	GD	
2A	029	2			SE MAPLE STREET-DAIRY CR	12.39	14.02	1.63	92.5	97.6	96.7	95.9	100.0	100.0	GD	GD	
2A	029	1			DAIRY CR-QUINCE ST	14.28	17.88	3.60	80.2	80.8	100.0	98.7	99.8	100.0	GD	FR	
2A	029	2			DAIRY CR-QUINCE ST	15.98	17.53	1.55	92.2	97.0	97.1	98.1	100.0	100.0	GD	GD	
2A	029	1			DAIRY CRK-FERN HILL ROAD	17.88	18.60	0.72	34.5						4.3	PR	PR
2A	029	1	Y		FOREST GROVE SPUR	17.88	18.42	0.54	15.1	80.7	26.2	69.2	82.9	96.3	PR	PR	
2A	029	2	Y		FOREST GROVE SPUR	18.22	19.23	1.01	42.9	92.1	60.4	68.2	96.3	100.0	PR	PR	
2A	029	1	Y		FOREST GROVE SPUR (PCC)	18.42	18.62	0.20	23.7	100.0	31.7	78.6	7.9	10.0	PR	PR	
2A	029	1			FERN HILL ROAD-ANDERSON RD	18.60	20.40	1.80	38.0						4.2	PR	PR
2A	029	1	Y		FOREST GROVE SPUR	18.62	19.19	0.57	25.1	93.0	43.6	59.1	97.0	100.0	PR	PR	
2A	029	1			ANDERSON RD-YAMHILL CO LINE	21.08	25.72	4.64	69.0						3.2	FR	GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
2A	037	1			WILSON RIVER-FERN ROCK CREEK	27.80	29.20	1.40	63.0						3.4	FR	FR
2A	037	1			FERN ROCK CREEK-MP 31.1	29.20	31.10	1.90	75.0						3.0	FR	VG
2A	037	1			MP 31.1-DEVILS LAKE FORK	31.10	32.11	1.01	75.0						3.0	FR	VG
2A	037	1			DEVILS LAKE FORK-GALES CR.	32.11	37.61	5.50	51.0						3.8	FR	FR
2A	037	1			GALES CR-TIMBER RD	37.61	38.95	1.34	48.0						3.9	FR	FR
2A	037	1			TIMBER RD-SUNSET HWY	38.95	51.62	12.67	57.0						3.6	FR	FR
2A	037	2			GALES CR-SUNSET HWY.	51.21	51.68	0.47	63.0						3.4	FR	FR
2A	040	1			JCT HWY 029-MULTNOMAH CO LINE	0.97	3.41	2.44	38.0						4.2	PR	PR
2A	040	2			JCT HWY 029-MULTNOMAH CO LINE	3.05	3.22	0.17	77.3						2.9	GD	GD
2A	047	1			JEWELL JCT-MP 26.0	21.86	26.00	4.14	63.0	91.0	86.1	77.4	98.9	99.9		FR	FR
2A	047	1			MP 26.0- ROCK CR	26.00	27.76	1.76	100.0	100.0	100.0	100.0	100.0	100.0		VG	PR
2A	047	1			ROCK CR.-GREEN MT. RD.	27.76	29.30	1.54	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
2A	047	1			GREEN MT. RD.-BEAR CR.	29.30	30.75	1.45	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
2A	047	1			BEAR CR.-N.FK.WOLF CR.	30.75	34.93	4.18	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
2A	047	1			N.FK.WOLF CR.-SUNSET CAMP	34.94	37.40	2.46	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
2A	047	1			TIMBER JCT.SECTION	37.40	38.90	1.50	87.3	89.3	100.0	100.0	100.0	100.0		GD	GD
2A	047	1			SUNSET CAMP-W.FORK DAIRY CR.	38.90	46.30	7.40	86.7	89.7	100.0	99.4	100.0	100.0		GD	GD
2A	047	1			W.FORK DAIRY CR.-TILLAMOOK JCT	46.30	53.00	6.70	90.1	90.3	100.0	99.7	100.0	100.0		GD	VG
2A	047	1			TILLAMOOK JCT-N. PLAINS	53.00	56.97	3.97	87.0	88.0	100.0	100.0	100.0	100.0		GD	VG
2A	047	1			N.PLAINS-MP 61.50	56.97	61.50	4.53	83.5	85.7	96.0	100.0	100.0	100.0		GD	GD
2A	047	1			MP 61.50 - CORNELIUS PASS	61.50	62.50	1.00	90.0	90.0	100.0	100.0	100.0	100.0		GD	VG
2A	047	1			CORNELIUS PASS-MP 66.40	62.50	66.40	3.90	88.7	88.7	100.0	100.0	100.0	100.0		GD	GD
2A	047	1			MP 66.40 - MP 68.37	66.40	68.37	1.97	86.6	87.1	100.0	100.0	100.0	100.0		GD	GD
2A	047	1			MP 68.37 - CAMELOT INT	68.37	70.45	2.08	81.0	81.0	100.0	100.0	100.0	100.0		GD	GD
2A	047	1			CAMELOT INT - SYLVAN INT	70.45	71.41	0.96								UC	GD
2A	047	1			SYLVAN INT - SUNSET TUNNEL	71.41	73.70	2.29	89.5	89.5	100.0	100.0	100.0	100.0		GD	GD
2A	047	1			VISTA RDG TUNNEL-STADIUM FREEWAY	73.70	73.94	0.24	65.4	65.4	100.0	100.0	100.0	100.0		FR	FR
2A	047	1			STADIUM FREEWAY-FRONT ST.	73.94	74.62	0.68	24.0						4.6	PR	PR
2A	047	2			STADIUM FREEWAY-FRONT ST.	73.94	74.65	0.71	24.0						4.6	PR	PR
2C	053	1			JCT. MT HOOD HWY-FROG LAKE	57.45	62.15	4.61	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND			
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97		
2B	059	1			UNION AVE-NE 47TH AVE	-0.05	2.50	2.55	79.6							2.8	GD	GD
2B	059	1			NE 47TH AVE-JCT HWY 123 (EB)	2.50	5.51	3.01	60.0							3.5	FR	FR
2B	059	2			NE 47TH AVE-JCT HWY 123 (WB)	5.43	5.49	0.06	88.8							2.4	GD	GD
2A	061	1			I-5 FWY - CONN. 1W	-0.04	0.38	0.42	42.7	52.4	88.9	56.6	95.5	93.9			PR	PR
2A	061	2			I-5 FWY - CONN. I-5 NB	0.00	0.51	0.51	54.7	92.0	100.0	58.2	96.5	100.0			FR	GD
2A	061	1			I-5 FWY - FREMONT BRIDGE - DIST 2A	0.38	2.20	1.82	64.9	65.5	96.9	100.0	1.1	0.9			FR	GD
2A	061	2			CONN I-5 NB-FREMONT BRIDGE - DIST 2A	0.51	2.20	1.65	62.7	63.0	96.7	100.0	0.0	0.0			FR	GD
2B	061	1			I-5 FWY - FREMONT BRIDGE - DIST 2B	2.20	2.59	0.39	55.0	55.0	100.0	100.0	0.0	0.0			FR	GD
2B	061	2			CONN I-5 NB-FREMONT BRIDGE - DIST 2B	2.20	2.59	0.39	34.9	45.8	66.1	100.0	0.0	0.0			PR	GD
2B	061	1			FREMONT BRIDGE SECTION	2.59	4.21	1.62									ST	ST
2B	061	2			FREMONT BRIDGE SECTION	2.59	4.20	1.61									ST	ST
2A	064	2			PACIFIC HWY - TUALATIN RIVER	-0.10	3.98	3.66	70.7	93.8	75.4	96.1	0.0	0.0			FR	GD
2A	064	1			PACIFIC HWY - TUALATIN RIVER	0.00	3.98	3.98	77.4	90.0	86.4	96.0	0.0	0.0			GD	GD
2A	064	1			TUALATIN RIVER - WEST LINN	3.98	8.82	4.84	91.7	95.1	94.6	99.7	0.0	0.0			GD	GD
2A	064	2			TUALATIN RIVER - WEST LINN	3.98	8.82	4.84	88.9	93.9	94.6	100.0	0.0	0.0			GD	VG
2B	064	1			OREGON CITY BRIDGE SECTION	8.82	9.31	0.49									ST	ST
2B	064	2			OREGON CITY BRIDGE SECTION	8.82	9.31	0.49									ST	ST
2B	064	1			WEST LINN-GLADSTONE INT	9.31	11.34	2.03	52.6	56.0	94.1	100.0	0.0	0.0			FR	FR
2B	064	2			WEST LINN-GLADSTONE INT	9.31	11.34	2.03	68.1	71.4	97.2	98.8	0.0	0.0			FR	FR
2B	064	1			GLADSTONE INT - SE CAUSEY AVE	11.34	15.02	3.68	66.6	66.6	100.0	100.0	0.0	0.0			FR	FR
2B	064	2			GLADSTONE INT - SE CAUSEY AVE	11.34	15.02	3.68	72.2	74.8	95.7	99.8	0.0	0.0			FR	FR
2B	064	1			S E CAUSEY - S E FOSTER ROAD	15.02	17.69	2.67	47.4	50.5	92.7	97.5	0.0	0.0			FR	FR
2B	064	2			S E CAUSEY - S E FOSTER ROAD	15.02	17.69	2.67	49.8	53.1	79.5	99.2	0.0	0.0			FR	FR
2B	064	1			SE FOSTER ROAD-SE POWELL BLVD	17.69	19.01	1.32	65.2	65.2	100.0	99.5	0.0	0.0			FR	FR
2B	064	2			SE FOSTER ROAD-SE POWELL BLVD	17.69	19.01	1.32	49.9	58.3	50.0	99.9	0.0	0.0			FR	FR
2B	064	1			SE POWELL BLVD-COLUMBIA RVR BR	19.01	25.70	6.69	64.3	80.7	81.9	100.0	0.0	0.0			FR	GD
2B	064	2			SE POWELL BLVD-COLUMBIA RVR BR	19.01	25.70	6.69	50.7	74.8	51.1	99.7	0.0	0.0			FR	GD
2B	064	1			GLENN JACKSON BRIDGE SECTION	25.70	26.56	0.86									ST	ST
2B	064	2			GLENN JACKSON BRIDGE SECTION	25.70	26.60	0.90									ST	ST
2B	068	1			AIRPORT ROAD-S.E. DIVISION	0.00	4.20	4.20	93.4							2.2	GD	GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	RW	MT	OVS	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND			
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97	
2B	068	2			AIRPORT ROAD-S.E. DIVISION	0.00	0.33	0.33	69.0							3.2	FR	FR
2B	068	1			S.E. DIVISION-S.E. CRYSTAL SPRINGS	4.20	6.80	2.60	63.0							3.4	FR	FR
2B	068	1			S.E. CRYSTAL SPRINGS-S.E. MCBRIDE	6.80	9.03	2.23	66.0							3.3	FR	FR
2B	068	1			S.E. MCBRIDE-EAST PORTLAND FREEWAY	9.03	10.18	1.15	66.0							3.3	FR	FR
2B	068	2			S.E. MCBRIDE-EAST PORTLAND FREEWAY	9.94	10.02	0.08	98.4							1.8	VG	FR
2B	081	1			JCT HWY 001-NE COLUMBIA BLVD	-6.09	-4.01	2.08	46.8	86.9	92.5	51.0	99.1	100.0			FR	GD
2B	081	1			NE COLUMBIA BLVD-N.E. PORTLAND HWY	-4.01	-3.75	0.26	57.0							3.6	FR	FR
2B	081	1			NE PORTLAND HWY-NE HANCOCK	-3.75	-0.94	2.81	54.0							3.7	FR	FR
2B	081	2			NE HANCOCK-UNION/GRAND VIADUCT	-0.95	1.03	1.98	81.9							2.7	GD	GD
2B	081	1			NE HANCOCK-UNION/GRAND VIADUCT	-0.94	1.00	1.94	79.6							2.8	GD	GD
2B	081	1			UNION/GRAND VIADUCT (NONNHS)	1.00	1.24	0.24								8.0	ST	ST
2B	081	2			UNION/GRAND VIADUCT	1.03	1.24	0.21								8.0	ST	ST
2B	081	1			UNION/GRAND VIADUCT (NHS)	1.24	1.31	0.07									ST	ST
2B	081	1			UNION/GRAND VIADUCT-CLACKAMAS HWY	1.31	5.46	4.15	83.5	96.4	85.5	97.7	99.5	100.0			GD	GD
2B	081	1			U-XING HWY 171-MCLOUGHLIN BRIDGE	5.46	11.12	5.66	60.0							3.5	FR	FR
2B	081	2			U-XING HWY 171-MCLOUGHLIN BRIDGE	5.46	5.71	0.25	91.1							2.3	GD	GD
2B	081	1			MCLOUGHLIN BRIDGE	11.12	11.26	0.14								8.0	ST	ST
2B	081	1			MCLOUGHLIN BR-14TH STREET	11.26	11.94	0.68	86.5							2.5	GD	GD
2B	081	1			14TH STREET-TUMWATER DR	11.94	13.04	1.10	51.0							3.8	FR	FR
2B	081	1			TUMWATER DR-SCL OREGON CITY	13.04	13.75	0.71	98.6							1.7	VG	VG
2B	081	1			SCL OREGON CITY-S HAINES ROAD	13.75	18.56	4.81	98.6							1.7	VG	VG
2B	081	1			S HAINES ROAD-NCL CANBY	18.56	20.46	1.90	99.4							1.3	VG	UC
2B	091	2			PACIFIC HWY 1-NORTH RUSSELL STREET	-5.98	-5.52	0.46	69.0							3.2	FR	FR
2B	091	1			PACIFIC HWY 1-NORTH RUSSELL STREET	-5.76	-4.75	1.01	54.0							3.7	FR	FR
2B	091	1			STEEL BRIDGE	-0.44	-0.29	0.15								8.0	ST	ST
2B	091	2			NORTH RUSSELL ST.-STEEL BRIDGE	-0.29	-0.04	0.25	48.0							3.9	FR	FR
2A	091	1			CLAY ST.-SW HAMILTON	0.85	2.33	1.47	63.0							3.4	FR	FR
2A	091	2			CLAY ST.-MP 1.31	0.85	1.31	0.46	66.0							3.3	FR	FR
2A	091	2			MP 1.32-MP 1.94	1.32	1.94	0.62	45.0							4.0	PR	PR
2A	091	2			MP 1.94-S.E. HOLGATE BLVD	1.94	2.33	0.39	45.0							4.0	PR	PR

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
2A	091	1			SW HAMILTON-MP 3.88	2.33	3.88	1.55							9.0	UC	PR
2A	091	2			CLAY ST.-PACIFIC HWY.	3.65	4.08	0.43	63.0						3.4	FR	VG
2A	091	1			MP 3.88-JOHNSON CRK	3.88	4.40	0.52	98.8						1.6	VG	VG
2A	091	1			JOHNSON CRK-MP 7.24	4.40	7.24	2.84	45.0						4.0	PR	PR
2A	091	1			N. TIGARD INTG. SEC.	7.24	7.42	0.18	75.0						3.0	FR	GD
2A	091	1			N. TIGARD INTG. SEC. (NHS)	7.42	7.56	0.14	41.6	80.0	50.4	100.0	82.6	100.0		PR	PR
2A	091	1			64TH-CANTERBURY LANE	7.56	10.50	2.94	41.3	50.8	81.8	89.2	97.1	100.0		PR	FR
2A	091	1			CANTERBURY LANE-TUALATIN R.	10.50	12.20	1.70	61.2	67.7	87.4	98.6	99.2	100.0		FR	FR
2A	091	1			TUALATIN R-SIX CORNERS(1977)	12.20	15.20	3.00	93.7	93.7	100.0	100.0	100.0	100.0		GD	GD
2A	091	1			SIX CORNERS-KRUGER RD	15.20	16.67	1.47	91.8	91.8	100.0	100.0	100.0	100.0		GD	GD
2B	092	1			JCT HWY 061-END OF STRUCTURE	0.95	1.47	0.52								ST	ST
2B	092	1			END OF STRUCTURE-NW 64TH AVE	1.47	5.50	3.64	59.0	85.3	79.8	85.0	79.5	88.3		FR	FR
2B	092	1			NW 64TH AVE-NW HARBOR BLVD	5.50	7.59	2.09	37.7	42.1	66.0	83.9	97.7	100.0		PR	PR
2B	092	1			NW HARBOR BLVD-CORNELIUS PASS RD	7.59	13.30	5.71	44.2	46.2	75.7	93.9	99.9	100.0		PR	FR
2B	092	1			CORNELIUS PASS RD-PATTERSON CR	13.30	15.36	2.06	98.1	98.1	100.0	100.0	100.0	100.0		VG	VG
2B	092	1			PATTERSON CR-COLUMBIA CO LINE	15.36	18.37	3.01	81.0	84.1	97.0	100.0	84.4	84.4		GD	GD
2A	092	1			MULTNOMAH CO LINE-SCAPOOSE	18.37	20.23	1.84	85.0	99.7	87.3	98.0	0.0	0.0		GD	GD
2A	092	1			SCAPOOSE SECTION	20.23	21.10	0.87	88.2	100.0	88.5	100.0	0.0	0.0		GD	GD
2A	092	1			SCAPOOSE-WARREN	21.10	25.77	4.67	77.6	88.0	95.4	98.1	87.1	100.0		GD	GD
2A	092	1			WARREN-MCBRIDE CR	25.77	32.00	6.23	99.0	100.0	100.0	99.3	5.2	5.3		VG	VG
2A	092	1			MCBRIDE CR-DEER ISLAND	32.00	33.02	1.02	97.0	100.0	100.0	97.0	100.0	100.0		GD	GD
2A	092	1			DEER ISLAND-TIDE CR RD	33.02	36.53	3.51	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
2A	092	1			TIDE CR RD-MP 37.0	36.53	37.00	0.47	92.1	100.0	100.0	92.1	100.0	100.0		GD	GD
2A	092	1			MP 37.0-ECL RAINIER	37.00	45.70	8.60	94.9	97.2	100.0	98.2	100.0	100.0		GD	GD
2A	092	1			EAST RAINIER SECTION	45.70	46.56	0.86	90.7	98.6	94.9	97.0	98.8	100.0		GD	GD
2A	092	1			WEST RAINIER SECTION	46.56	47.34	0.78	49.4	84.2	78.2	65.5	96.3	100.0		FR	FR
2A	092	1			NICE CR-WONDERLY RD	47.34	50.25	2.91	36.7	93.8	69.6	60.1	89.2	100.0		PR	PR
2A	092	1	C 1		US 30 - WASH ST LINE (NHS CONN6)	48.33	48.62	0.29	44.6	100.0	58.7	91.7	88.6	100.0		PR	PR
2A	092	1	C 2		US 30 - WASH ST LINE (NHS CONN3)	48.67	48.92	0.25	44.7	100.0	83.1	60.7	86.3	100.0		PR	PR
2A	092	1			WONDERLY RD-LOST CR RD	50.25	54.80	3.47	99.1	100.0	100.0	99.1	100.0	100.0		VG	GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
2A	092	1			LOST CR RD-SWEDETOWN RD	54.80	60.83	6.03	94.5	99.6	100.0	94.9	99.8	100.0	GD	GD	
2A	092	1			SWEDETOWN RD-MP 63.0	60.83	63.00	2.17	68.3	89.2	82.0	87.3	99.2	100.0	FR	FR	
2A	092	1			MP 63.0-CLATSOP CO LINE	63.00	69.95	6.95	46.5	87.6	55.8	88.5	99.9	100.0	FR	FR	
2B	100	1			SANDY RIVER-WOODWARD ROAD - DIST 2B	0.00	0.08	0.08							8.0	ST	ST
2C	100	1			SANDY RIVER-WOODWARD ROAD - DIST 2C	0.08	3.99	3.91	98.0						2.0	GD	VG
2C	100	1			WOODWARD ROAD-LARCH MTN ROAD	3.99	8.78	4.79	98.0						2.0	GD	VG
2C	100	1			LARCH MTN ROAD-ALEX BARR RD	8.78	12.16	3.38	75.0						3.0	FR	FR
2C	100	1			ALEX BARR RD-JCT HWY 002	12.16	22.25	10.09	31.0						4.4	PR	PR
2C	100	2			LARCH MTN ROAD-JCT HWY 002	21.64	22.18	0.54	34.5						4.3	PR	PR
2C	100	2			JCT HWY 002-JCT HWY 002	29.70	30.33	0.63	45.0						4.0	PR	PR
2C	100	1			JCT HWY 002-JCT HWY 002	30.00	31.28	1.28	34.5						4.3	PR	PR
2C	100	1			FOREST LANE-HWY 002	33.08	34.49	1.41	54.0						3.7	FR	FR
2C	100	2			FOREST LANE-HWY 002	34.18	34.51	0.33	48.0						3.9	FR	FR
2C	100	2			HOOD RIVER SECTION	48.66	48.98	0.32	41.5						4.1	PR	PR
2C	100	1			HOOD RIVER SECTION	48.67	51.26	2.59	45.0						4.0	PR	PR
2C	100	1			HWY 002 CONN-GATE	51.26	52.74	1.48	13.5						4.9	PR	PR
2A	102	1			JCT HWY 103-NORTHRUP CR RD	29.20	35.02	5.82	27.5						4.5	PR	PR
2A	102	1			NORTHRUP CR RD-VESPER	35.02	38.60	3.58	38.0						4.2	PR	PR
2A	102	1			VESPER-JCT HWY 110	38.60	46.14	7.52	51.0						3.8	FR	FR
2A	102	1			MIST-PITTSBURG JCT	46.14	57.10	10.96	63.0						3.4	FR	FR
2A	102	1			PITTSBURG JCT-VERNONIA	57.10	60.43	3.33	66.0						3.3	FR	FR
2A	102	1			VERNONIA-WASHINGTON AVE	60.43	62.18	1.75	51.0						3.8	FR	FR
2A	102	1			WASHINGTON AVE-MP 65.57	62.18	65.57	3.39	48.0						3.9	FR	FR
2A	102	1			MP 65.57-WASHINGTON CO LINE	65.57	69.14	3.57	51.0						3.8	FR	FR
2A	102	1			WASHINGTON CO LINE-TOPHILL	69.14	72.10	2.96	45.0						4.0	PR	PR
2A	102	1			TOPHILL-W FORK DAIRY CR	72.10	75.00	2.90	31.0						4.4	PR	PR
2A	102	1			W FORK DAIRY CR-STALEYS JCT	75.00	77.00	2.00	31.0						4.4	PR	PR
2A	102	1			DAVIES-JCT HWY 037	80.83	83.84	3.01	34.8	82.5	62.6	57.2	94.7	100.0	PR	PR	
2A	102	1			JCT HWY 037-NCL FOREST GROVE	83.84	89.50	5.66	89.4	96.8	91.7	96.7	98.2	100.0	GD	GD	
2A	102	1			NCL FOREST GROVE-JCT HWY 029 NHS	89.50	90.09	0.59	16.5	59.3	37.8	49.8	86.4	100.0	PR	PR	

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND			
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97	
2A	102	1			NCL FOREST GROVE-JCT HWY 029 NON-NHS	90.09	91.50	1.41	38.0							4.2	PR	PR
2A	102	2			NCL FOREST GROVE-JCT HWY 029 NHS	90.09	90.18	0.09	100.0	100.0	100.0	100.0	100.0	100.0			VG	VP
2A	102	2			NCL FOREST GROVE-JCT HWY 029 NON-NHS	90.18	90.40	0.22	38.0							4.2	PR	PR
2A	110	1			JCT HWY 002W-JCT HWY 102	0.00	11.89	11.89	54.0							3.7	FR	FR
2B	120	1			O-XING UPRR-MP 1.0	0.00	1.04	1.04	54.0							3.7	FR	PR
2B	120	1			MP 1.0-MP 2.0	1.04	2.00	0.96	82.5	97.9	85.6	96.9	47.9	47.9			GD	GD
2B	120	1			MP 2.0-JCT HWY 001E	2.00	2.71	0.71	94.6	100.0	100.0	94.6	28.6	28.6			GD	GD
2B	123	1			JCT HWY 002W-ST JOHNS BRIDGE	0.00	0.57	0.57	40.6	84.0	74.3	67.3	87.0	100.0			PR	PR
2B	123	2			JCT HWY 002W-N OSWEGO AVE	0.00	0.42	0.42	29.2	81.0	85.9	45.0	75.8	100.0			PR	PR
2B	123	1			ST JOHNS BRIDGE	0.57	1.31	0.74									ST	ST
2B	123	1			IVANHOE ST-N OSWEGO AVE	1.31	1.67	0.36	66.0							3.3	FR	FR
2B	123	1			N OSWEGO AVE-FOWLER AVE	1.69	4.00	2.31	63.0							3.4	FR	FR
2B	123	1			FOWLER AVE-NE 6TH AVE	4.00	6.25	2.25	45.0							4.0	PR	PR
2B	123	1			NE 6TH AVE-NE 60TH AVE	6.25	9.20	2.95								9.0	UC	PR
2B	123	1			NE 60TH AVE-COLUMBIA BLVD.	9.20	10.90	1.70	94.3	98.8	100.0	94.3	100.0	100.0			GD	GD
2B	123	1			NE COLUMBIA BLVD-E PORTLAND HWY	10.90	11.15	0.25	53.9	74.0	100.0	79.9	100.0	100.0			FR	FR
2B	123	1			E PORTLAND HWY-NE 122ND BLVD	11.15	11.32	0.17	57.0							3.6	FR	FR
2B	123	1	Z	1	E PORTLAND HWY-NE 122ND BLVD	11.30	11.32	0.02	57.0							3.6	FR	FR
2B	123	1			E PORTLAND HWY-NE 122ND BLVD	11.32	12.41	1.09								9.0	UC	FR
2B	123	1			NE 122ND BLVD-JCT HWY 002	12.41	18.75	6.34	45.0							4.0	PR	PR
2A	140	1			JCT HWY 029-TUALATIN RIVER	0.00	1.60	1.60	48.0							3.9	FR	FR
2A	140	1			TUALATIN RIVER-BALD PEAK RD	1.60	5.43	3.83	60.0							3.5	FR	FR
2A	140	1			BALD PEAK RD-JCT HWY 143	5.43	10.05	4.62	99.4							1.3	VG	UC
2A	141	1			PROGRESS-SW MCDONALD ST	2.57	6.07	3.50	72.0							3.1	FR	UC
2A	141	1			SW MCDONALD ST-DURHAM RD	6.07	7.07	1.00	45.0							4.0	PR	PR
2A	141	1			SW DURHAM RD-TUALATIN RD	7.69	9.47	1.78	45.0							4.0	PR	PR
2A	141	1			TUALATIN RD-MP 12.7	9.47	12.70	3.23	38.0							4.2	PR	PR
2A	141	1			MP 12.7-JCT HWY 001	12.70	13.05	0.35	100.0							1.0	VG	PR
2A	141	2			TUALATIN RD-JCT HWY 001	12.77	13.15	0.38								9.0	UC	FR
2A	142	1			JCT HWY 140-SW 148TH AVE	-0.06	8.74	8.80	69.0							3.2	FR	PR

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## 1998 CONDITION REPORT - REGION 1

D I S	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
2A	143	1			SCHOLLS	0.00	0.70	0.70	86.5						2.5	GD	GD
2A	143	1			SHERWOOD RD-KINTON	0.70	5.43	4.73	86.5						2.5	GD	GD
2A	143	1			FANNO CR.-BEAVERTON TUALATIN HWY.	9.03	9.60	0.57	34.5						4.3	PR	PR
2A	144	1			SUNSET HWY U-XING-TV HWY	0.00	1.46	1.46	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
2A	144	1			TV HWY-JCT HWY 1	1.46	7.44	5.98	83.5	83.7	100.0	100.0	99.6	100.0		GD	GD
2B	160	1			JCT HWY 064-HOLCOMB BLVD	0.00	0.56	0.56	57.0						3.6	FR	FR
2B	160	1			HOLCOMB BLVD-CAUFIELD CR	0.56	4.00	3.44	69.0						3.2	FR	FR
2B	160	2			HOLCOMB BLVD-CAUFIELD CR	0.58	2.78	2.20	79.6						2.8	GD	GD
2B	160	1	Z	1	CAUFIELD CR-CARUS	3.69	4.00	0.31	79.6						2.8	GD	GD
2B	160	1			CAUFIELD CR-MP 6.0	4.00	6.00	2.00	81.9						2.7	GD	GD
2B	160	1			MP 6.0-SPANGLER RD	6.00	7.75	1.75							9.0	UC	FR
2B	160	1			SPANGLER RD-MULINO	7.75	10.87	3.09	86.5						2.5	GD	GD
2B	160	1			MULINO-JCT HWY 161	10.87	16.10	5.23							9.0	UC	FR
2C	161	1			JCT HWY 160-SPRR	11.31	12.60	1.29	84.2						2.6	GD	VG
2C	161	1			SPRR-MATHIAS RD	12.60	13.43	0.83	88.8						2.4	GD	GD
2C	161	1			MATHIAS RD-MACKSBURG RD	13.43	15.07	1.64	99.0						1.5	VG	VG
2C	161	1			MACKSBURG RD-FOUR CORNERS	15.07	16.43	1.35	99.0						1.5	VG	VG
2C	161	2			FOUR CORNERS SECTION	16.39	16.46	0.07	60.0						3.5	FR	FR
2C	161	1			FOUR CORNERS-COUNTY RD	16.43	18.25	1.82	60.0						3.5	FR	GD
2C	161	1	Z	1	FOUR CORNERS-COUNTY RD	18.24	18.25	0.01	93.4						2.2	GD	GD
2C	161	1			FOUR CORNERS-COUNTY RD	18.25	20.89	2.64	98.0						2.0	GD	GD
2C	161	1			COUNTY RD-MP 23.8	20.89	23.75	2.86	48.0						3.9	FR	FR
2C	161	1			MP 23.8-HILLOCK BURN RD	23.75	28.70	4.94	51.0						3.8	FR	FR
2C	161	1			HILLOCK BURN RD-JCT HWY 171	28.70	33.49	4.79	88.8						2.4	GD	GD
2B	171	1			MILWAUKIE-HARMONY ROAD (NONNHS)	-0.01	0.11	0.12	75.0						3.0	FR	FR
2B	171	2			MILWAUKIE-HARMONY ROAD	-0.01	0.11	0.12	60.0						3.5	FR	FR
2B	171	1			MILWAUKIE-HARMONY ROAD	0.11	2.15	2.04	66.7	78.2	80.9	100.0	99.5	100.0		FR	FR
2B	171	1			HARMONY ROAD-CASCADE HWY	2.15	3.96	1.81	51.3	72.3	65.7	98.5	91.3	100.0		FR	FR
2B	171	1	Z	1	HARMONY ROAD-CASCADE HWY	3.82	3.96	0.14	13.2	100.0	29.4	44.8	100.0	100.0		PR	FR
2B	171	1			HARMONY ROAD-CASCADE HWY	3.96	4.36	0.40	74.2	74.2	100.0	100.0	100.0	100.0		FR	GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	RW	MT	OVS	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
2B	171	1	Z	2	M.P.3.82-S.E.82ND(RAMPS)	4.89	5.18	0.29	95.6	100.0	100.0	100.0	0.0	0.0	GD	GD
2B	171	1			M.P.3.82-S.E.82ND(RAMPS)	4.91	5.18	0.27	97.3	100.0	100.0	100.0	0.0	0.0	GD	VG
2B	171	1			EAST PORTLAND FREEWAY-SE 122ND AVE	5.18	6.40	1.22	65.0	96.7	84.9	80.9	97.4	100.0	FR	FR
2B	171	1			SE 122ND AVE-ROCK CREEK	6.40	8.16	1.75	53.5	55.4	94.8	100.0	90.2	100.0	FR	FR
2C	171	1			ROCK CREEK-SEMPLERD	8.16	11.42	3.26	51.0						3.8	FR FR
2C	171	2			ROCK CREEK-DEEP CREEK	8.16	8.22	0.06	86.5						2.5	GD GD
2C	171	1			SEMPLERD-DEEP CREEK	11.42	13.90	2.48	91.1						2.3	GD GD
2C	171	1			DEEP CREEK-EAGLE CREEK	13.90	17.92	4.02	98.2						1.9	VG VG
2C	171	1			EAGLE CREEK-ESTACADA	17.92	23.51	5.59	98.0						2.0	GD GD
2C	171	1			ESTACADA-FOREST BOUNDARY	23.84	31.56	6.88	63.0						3.4	FR FR
2C	171	1			FOREST BOUNDARY-MP 35.6	31.56	35.56	4.00	75.0						3.0	FR GD
2C	171	1			MP 35.6-MP 36.6	35.56	36.56	1.00	98.0						2.0	GD VG
2C	171	1			MP 36.6-CARTER BR	36.56	38.70	2.14	86.5						2.5	GD GD
2C	171	1			CARTER BR-ROARING RIVER	38.70	41.40	2.70	98.0						2.0	GD GD
2C	171	1			ROARING RIVER-WHITewater	41.40	44.50	3.10	31.0						4.4	PR PR
2C	171	1			WHITewater-CLACKAMAS RIVER	44.50	46.22	1.72	60.0						3.5	FR FR
2C	171	1			CLACKAMAS RIVER-MP 47.5	46.22	47.50	1.28							9.0	UC PR
2C	171	1			MP 47.5-RIPPLE BROOK BR	47.50	49.97	2.47	27.5						4.5	PR PR
2C	172	1			JCT HWY 171-JCT HWY 026	-0.23	5.94	6.17	98.8						1.6	VG VG
2C	173	1			TIMBERLINE LODGE-JCT HWY 026	0.12	5.49	5.37	69.0						3.2	FR FR
2C	173	2			TIMBERLINE LODGE-JCT HWY 026	0.12	0.66	0.54	45.0						4.0	PR FR
2C	174	1			ROCK CREEK-RICHARDSON CR	0.03	3.43	3.40	43.7	58.2	91.7	58.0	99.1	100.0		PR PR
2C	174	1			RICHARDSON CR-SE GRANGE ST	3.43	6.67	3.24	74.0	78.6	97.0	97.2	99.7	100.0		FR FR
2C	174	1			SE GRANGE ST-JCT HWY 026	6.67	8.87	2.20	43.6	94.8	83.4	54.7	99.4	100.0		PR PR
2C	281	1			JCT HWY 026-BROOKSIDE DR	0.00	1.24	1.19	45.0						4.0	PR PR
2C	281	2			JCT HWY 026-JCT HWY 282	0.33	0.78	0.45	48.0						3.9	FR FR
2C	281	1			BROOKSIDE DR-JCT HWY 282	1.24	5.09	3.85	60.0						3.5	FR FR
2C	281	1			JCT HWY 282-COLLINS CREEK	5.09	9.00	3.91	45.0						4.0	PR PR
2C	281	1			COLLINS CREEK-TROUT CRK RIDGE RD	9.00	13.30	4.30	98.8						1.6	VG VG
2C	281	1			TROUT CRK RIDGE RD-MP 17.34	13.30	17.34	4.04	75.0						3.0	FR GD

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## 1998 CONDITION REPORT - REGION 1

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
2C	281	1			BILLINGS ROAD-JCT HWY 026	17.34	19.07	1.72	98.8						1.6	VG	VG
2C	282	1			JCT HWY 281-JCT HWY 026	0.00	3.45	3.45	66.0						3.3	FR	GD
2C	282	2			JCT HWY 281-JCT HWY 026	2.21	2.26	0.05	81.9						2.7	GD	GD

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
05	001	1			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	88.1	100.0	88.5	99.9	0.0	0.0	GD	GD
05	001	2			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	82.1	100.0	83.3	100.0	0.0	0.0	GD	GD
05	001	1			MARTIN CREEK - COTTAGE GROVE	169.20	174.84	5.64	99.6	99.6	100.0	100.0	99.3	99.3	VG	UC
05	001	2			MARTIN CREEK - COTTAGE GROVE	169.20	174.84	5.64	99.2	100.0	100.0	99.3	99.3	99.3	VG	UC
05	001	1			COTTAGE GROVE-GOSHEN	174.84	187.94	13.10	91.5	97.0	94.4	99.7	0.0	0.0	GD	GD
05	001	2			COTTAGE GROVE-GOSHEN	174.84	187.85	13.01	88.1	95.7	91.9	99.9	0.0	0.0	GD	GD
05	001	2			GOSHEN - WILLAMETTE RIVER	187.85	192.52	4.67	94.0	94.7	100.0	99.5	96.6	96.8	GD	VG
05	001	1			GOSHEN - WILLAMETTE RIVER	187.94	192.52	4.58	98.8	99.9	99.3	99.5	98.7	98.7	VG	VG
05	001	1			WILLAMETTE RIVER - MCKENZIE RIVER	192.52	197.45	4.93	99.0	99.3	99.7	100.0	0.0	0.0	VG	VG
05	001	2			WILLAMETTE RIVER - MCKENZIE RIVER	192.52	197.45	4.93	84.4	99.4	85.1	100.0	3.5	3.5	GD	VG
05	001	1			MCKENZIE R.- LINN CO. LINE	197.45	203.50	6.05	99.7	99.7	100.0	100.0	100.0	100.0	VG	VG
05	001	2			MCKENZIE R.- LINN CO. LINE	197.45	203.50	6.05	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
05	001	1			LANE CO LINE - DIAMOND HILL	203.50	209.06	5.56	92.4	96.0	100.0	94.8	100.0	100.0	GD	GD
05	001	2			LANE CO LINE - DIAMOND HILL	203.50	209.06	5.56	92.2	93.2	99.1	99.6	100.0	100.0	GD	VG
04	001	1			DIAMOND HILL INTERCH-HALSEY	209.06	216.15	7.09	94.4	96.9	100.0	97.0	99.2	99.3	GD	GD
04	001	2			DIAMOND HILL INTERCH-HALSEY	209.06	216.18	7.12	97.9	100.0	100.0	98.2	98.6	98.9	GD	VG
04	001	1			HALSEY - CORVALLIS/LEBANON	216.15	227.68	11.53	93.5	98.5	94.9	100.0	0.0	0.0	GD	VG
04	001	2			HALSEY - CORVALLIS/LEBANON	216.18	227.68	11.50	97.6	99.6	98.8	100.0	0.0	0.0	GD	VG
04	001	1			CORVALLIS/LEBANON- N. ALBANY	227.68	234.74	7.06	96.2	98.1	98.6	100.0	0.4	0.6	GD	VG
04	001	2			CORVALLIS/LEBANON- N. ALBANY	227.68	234.71	7.03	71.7	99.8	72.7	99.6	0.2	0.2	FR	GD
04	001	2			N.ALBANY - S. JEFFERSON	234.71	238.28	3.57							UC	FR
04	001	1			N.ALBANY - N. JEFFERSON	234.74	244.68	9.94	64.4	72.2	93.9	94.1	90.6	99.5	FR	FR
04	001	2			S. JEFFERSON - N. JEFFERSON	238.28	244.68	6.40	99.2	100.0	100.0	99.2	100.0	100.0	VG	FR
03	001	1			N.JEFFERSON INTERCH-BATTLE CR	244.68	249.38	4.70	79.6	80.0	100.0	99.2	100.0	100.0	GD	GD
03	001	2			N.JEFFERSON INTERCH-BATTLE CR	244.68	248.41	3.73	98.2	100.0	100.0	98.2	100.0	100.0	VG	GD
03	001	2			BATTLECREEK - N. SANTIAM HWY	248.41	253.53	5.11	77.6	92.5	95.5	87.8	98.3	100.0	GD	GD
03	001	1			BATTLECREEK - N. SANTIAM HWY	249.38	253.53	4.14	48.5	52.3	88.7	95.9	99.5	99.6	FR	FR
03	001	1			N. SANTIAM HWY - STATE ST.	253.53	255.33	1.80							UC	FR
03	001	2			N. SANTIAM HWY - STATE ST.	253.53	255.33	1.80							UC	GD
03	001	1			STATE ST. - SILVERTON RD.	255.33	257.29	1.96	99.7	100.0	100.0	99.7	0.0	0.0	VG	VG

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
03	001	2			STATE ST. - SILVERTON RD.	255.33	257.29	1.96	93.4	100.0	96.7	98.7	0.0	0.0	GD	GD
03	001	1			SILVERTON RD. - HAYESVILLE	257.29	259.10	1.81							UC	UC
03	001	2			SILVERTON RD. - HAYESVILLE	257.29	259.10	1.81	100.0	100.0	100.0	100.0	0.0	0.0	VG	UC
03	001	1			HAYESVLE INTCH-WOODBURN INTCH	259.10	272.29	13.19							UC	FR
03	001	2			HAYESVLE INTCH-WOODBURN INTCH	259.10	272.29	13.19							UC	FR
03	001	1			WOODBURN INT - HUBBARD INT	272.29	281.33	9.04							UC	FR
03	001	2			WOODBURN INT - HUBBARD INT	272.29	281.33	9.04							UC	GD
03	001	1			BALDOCK SRA - WILLAMETTE R (REG 2)	281.33	282.65	1.32	96.9	100.0	100.0	100.0	0.0	0.0	GD	VG
03	001	2			BALDOCK SRA - WILLAMETTE R (REG 2)	281.33	282.66	1.33	88.7	100.0	88.7	100.0	0.0	0.0	GD	VG
01	009	1			ST LINE-S. END ASTORIA BR	0.00	3.67	3.67							ST	ST
01	009	1			E ASTORIA BR-END NEW YOUNGS BAY BR	3.67	5.31	1.64	39.3	78.2	49.6	82.2	98.8	100.0	PR	FR
01	009	2			E ASTORIA BR-END NEW YOUNGS BAY BR	4.10	4.33	0.23	35.3	91.3	78.4	45.0	100.0	100.0	PR	PR
01	009	1			YOUNGS BAY BR-FT STEVENS SPUR	5.31	7.53	2.22	76.2	80.7	96.9	97.7	100.0	100.0	GD	GD
01	009	1			FT STEVENS SPUR-CAMP RILEA (1981)	7.53	10.16	2.63	50.3	82.5	57.5	93.4	99.0	100.0	FR	FR
01	009	1			CAMP RILEA-ANDERSON RD	12.15	14.71	2.56	37.8	85.4	83.7	45.2	99.6	99.6	PR	PR
01	009	1			ANDERSON RD-DELMOOR LOOP RD	14.71	15.19	0.48	62.5	93.9	75.0	92.6	19.8	20.8	FR	FR
01	009	1			DELMOOR LOOP RD-DELMOOR LOOP RD	15.19	16.26	1.07	39.9	80.6	90.2	45.5	97.0	99.1	PR	PR
01	009	1			DELMOOR LOOP-NEAWANNA CR	16.26	19.74	3.48	40.4	84.1	60.6	69.9	99.3	100.0	PR	PR
01	009	1			NEAWANNA CR-DOOLEY BR (1958)	19.74	22.48	2.64	40.9	85.6	85.5	49.3	99.6	100.0	PR	PR
01	009	1			DOOLEY BR-SUMMIT CANNON BEACH HILL	22.48	27.23	4.73	49.8	90.4	71.7	73.4	99.7	99.0	FR	FR
01	009	1			SUMMIT CANNON BCH HILL-S CB EXIT	27.23	31.55	4.32	85.5	97.2	91.9	95.1	99.8	100.0	GD	GD
01	009	1			S CANNON BCH EXT-ARCH CAPE TUNNEL	31.55	35.68	4.11							UC	PR
01	009	1			ARCH CAPE TUNNEL	35.68	35.91	0.23							ST	ST
01	009	1			ARCH CAPE TUNNEL-SHORT SANDS CR	35.91	39.12	3.21	93.6	99.4	100.0	94.3	100.0	100.0	GD	GD
01	009	1			SHORT SANDS CR-NEAHKAHNIE MTN	39.12	41.50	2.38	96.2	100.0	100.0	96.8	100.0	100.0	GD	GD
01	009	1			NEAHKAHNIE MTN-S MANZANITA	41.50	43.75	2.25	74.2	99.1	87.5	85.5	100.0	100.0	FR	GD
01	009	1			S MANZANITA-S WHEELER	43.75	48.65	4.88	56.1	84.0	83.6	77.4	98.6	100.0	FR	GD
01	009	1 Z 2			FISHERY POINT-NEDONNA BCH	45.31	48.73	3.42	73.5	92.4	88.8	79.8	100.0	100.0	FR	GD
01	009	1			S WHEELER-FISHERY POINT	48.65	49.57	0.92	98.9	98.9	100.0	100.0	100.0	100.0	VG	VG
01	009	1 Z 2			NEDONNA BCH-BARVIEW	48.73	49.57	0.78	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98
01	009	1			NEDONNA BCH-BARVIEW	49.57	53.79	4.22	98.7	99.5	100.0	99.1	100.0	100.0	VG	VG
01	009	1			BARVIEW-MIAMI RIVER	53.79	56.72	2.93	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
01	009	1			MIAMI RIVER-SPRR XING	56.72	57.21	0.49	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
01	009	1			SPRR XING-WILSON RIVER BR	57.21	64.19	6.77	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
01	009	1			WILSON RIVER BR.-DOUGHERTY SLOUGH	64.19	65.25	1.06							UC	FR
01	009	1			DOUGHERTY SLGH-SCL TILLAMOOK	65.25	66.40	1.15	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
01	009	2			DOUGHERTY SLGH-SCL TILLAMOOK	65.64	66.43	0.79	96.9	99.2	97.8	100.0	97.9	100.0	GD	VG
01	009	1			SCL TILLAMOOK-SIMMONS CR.	66.40	71.63	5.23	46.3	77.1	64.5	79.8	98.3	100.0	FR	FR
01	009	1			SIMMONS CR.-PLEASANT VALLEY	71.63	73.00	1.37	98.5	98.5	100.0	100.0	100.0	100.0	VG	GD
01	009	1			PLEASANT VALLEY-GRN TIMBER RD	73.00	76.04	3.04	56.9	77.9	80.0	69.6	98.4	100.0	FR	FR
01	009	1			GREEN TIMBER RD-CONDOR BR	76.04	84.07	8.03	72.1	89.6	91.8	78.1	99.8	100.0	FR	FR
01	009	1			CONDOR BR-BROOTEN RD	84.07	90.31	6.24	72.8	95.2	85.8	88.2	99.0	100.0	FR	GD
01	009	1			BROOTEN RD.-JCT LITTLE NESTUCCA HWY	90.31	91.46	1.15	88.1	91.3	100.0	96.8	100.0	100.0	GD	GD
01	009	1			JCT L.NESTUCCA HWY-LITTLE NESTUCCA R	91.46	91.79	0.33	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
01	009	1			LITTLE NESTUCCA R.-BUTTE CR	91.79	96.15	4.17	96.6	99.0	97.1	100.0	100.0	100.0	GD	GD
01	009	1			BUTTE CR-OTIS JCT	96.76	105.27	8.47	28.5	85.2	46.4	66.4	96.6	100.0	PR	PR
01	009	1			OTIS JCT-LOGAN RD	105.27	112.65	2.27	39.4	84.0	69.9	53.0	99.6	100.0	PR	PR
01	009	1			LOGAN RD - N.36TH	112.65	113.00	0.35	91.4	91.4	100.0	100.0	100.0	100.0	GD	GD
01	009	1			N.36TH-E. DEVILS LAKE RD	113.00	115.56	2.56	34.5	77.3	66.3	53.1	100.0	100.0	PR	PR
01	009	1			E. DEVILS LAKE RD-JCT HWY 181	115.56	120.02	4.46	75.4	89.7	85.8	93.4	99.8	100.0	GD	GD
04	009	1			JCT HWY 181-CORONADO SHORES	120.02	123.20	3.06	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
04	009	1			CORONADO SHORES-FOGARTY CR	123.20	125.19	1.99	94.8	98.0	100.0	96.8	100.0	100.0	GD	GD
04	009	1			FOGARTY CR-DEPOE BAY BRIDGE	125.19	127.60	2.41							UC	PR
04	009	1			DEPOE BAY BRIDGE-54TH ST	127.60	137.51	9.91	91.4	100.0	100.0	91.5	99.9	100.0	GD	GD
04	009	1			54TH ST-20TH ST (NEWPORT)	137.51	139.37	1.86	98.7	100.0	100.0	98.7	100.0	100.0	VG	VG
04	009	1			20TH ST-YAQUINA BAY BR (NEWPORT)	139.37	141.37	2.00							UC	FR
04	009	1			YAQUINA BAY BRIDGE (NEWPORT)	141.37	141.98	0.61							ST	ST
04	009	1			YAQUINA BAY BR-S.E.123RD	141.98	146.95	4.97	67.3	80.0	81.5	96.7	99.9	100.0	FR	FR
04	009	1			S.E.123RD-LOST CR	146.95	147.51	0.56							UC	FR
04	009	1			LOST CR-ALSEA BAY BR	147.51	155.25	7.74	97.2	100.0	100.0	97.7	100.0	100.0	GD	GD

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
04	009	1			ALSEA BAY BRIDGE	155.25	155.84	0.59							ST	ST
04	009	1			ALSEA BAY BR-BIG CREEK	155.84	160.15	4.31	71.0	88.3	80.7	93.3	99.7	100.0	FR	FR
04	009	1			BIG CREEK-LANE CO.LINE	160.15	167.61	7.46	57.4	96.6	67.6	88.4	100.0	100.0	FR	FR
05	009	1			LINCOLN CO LINE-CAPE CR BR	167.61	178.29	10.63	58.0	73.9	80.3	87.7	100.0	100.0	FR	FR
05	009	1			CAPE CREEK BRIDGE	178.29	178.41	0.12							ST	ST
05	009	1			CAPE CREEK BR-SUTTON LAKE	178.41	184.80	6.39	75.6	84.5	94.3	90.5	99.9	100.0	GD	GD
05	009	1			SUTTON LAKE-FLORENCE	184.80	190.03	5.23	96.4	99.6	99.1	99.3	97.9	100.0	GD	GD
05	009	1			FLORENCE	190.03	190.84	0.81	56.0	100.0	60.7	93.2	98.5	100.0	FR	FR
05	009	1			SIUSLAW RIVER BRIDGE (FLORENCE)	190.84	191.15	0.31							ST	ST
05	009	1			SIUSLAW R-DOUGLAS CO LINE	191.15	198.58	7.43	99.6	100.0	100.0	99.6	100.0	100.0	VG	VG
05	015	1			GLENWOOD SECTION	-0.06	0.37	0.43	69.3	96.4	76.1	90.7	95.6	100.0	FR	GD
05	015	1	Z	1	GLENWOOD SECTION	0.36	0.37	0.01	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
05	015	1			GLENWOOD SECTION	0.37	1.28	0.91	62.0	100.0	68.7	95.9	92.8	100.0	FR	FR
05	015	2			GLENWOOD SECTION	1.12	1.24	0.12	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
05	015	2			WILLAMETTE RIVER BRIDGE(SPRINGFIELD)	1.24	1.45	0.21							ST	ST
05	015	1			WILLAMETTE RIVER BRIDGE(SPRINGFIELD)	1.28	1.42	0.14							ST	ST
05	015	1			WILLAMETTE RIVER BR-20TH ST	1.42	2.96	1.54	91.4	96.6	95.4	98.5	99.2	100.0	GD	GD
05	015	2			WILLAMETTE RIVER BR-20TH ST	1.45	2.95	1.50	60.3	86.2	68.3	100.0	95.0	100.0	FR	FR
05	015	1			20TH ST-SPRR XING	2.96	3.50	0.54	27.8	83.7	52.7	56.4	96.3	100.0	PR	PR
05	015	1			SPRR XING-ECL SPRINGFIELD	3.50	7.98	4.48	62.6	87.0	74.9	95.2	97.9	100.0	FR	FR
05	015	1			ECL SPRINGFIELD-HENDRICKS BR	7.98	11.35	3.37	56.2	76.4	78.3	88.9	99.3	100.0	FR	FR
05	015	1			HENDRICKS BRIDGE	11.35	11.52	0.17							ST	ST
05	015	1			HENDRICKS BR-MP 13.0	11.52	13.00	1.48	52.7	96.2	71.7	72.7	100.0	100.0	FR	FR
05	015	1			MP 13.0-MP 16.0	13.00	16.00	3.00							UC	FR
05	015	1			MP 16.0-LEABURG	16.00	20.31	4.31	79.0	86.4	94.8	96.7	99.6	100.0	GD	GD
05	015	1			LEABURG DR-GREENWOOD DR	20.31	22.49	2.18	86.7	90.9	93.2	100.0	99.5	100.0	GD	GD
05	015	1			GREENWOOD DR-MP 26.2	22.49	26.24	3.75							UC	PR
05	015	1			MP 26.2 - MP 31.0	26.24	31.00	4.76							UC	PR
05	015	1			MP 31.0-NIMROD	31.00	35.10	4.10	71.6	90.0	79.5	97.0	99.5	99.3	FR	GD
05	015	1			NIMROD-ELK CR	35.10	39.46	4.36	74.2	94.2	82.5	90.8	100.0	100.0	FR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	RMTV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	COND			
							Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
05	015	1	ELK CR-MILL CR	39.46	46.90	7.26	42.0	78.5	68.5	69.4	99.2	99.9	PR	PR	
05	015	1	MILL CR-CLEAR LAKE JCT	46.90	54.97	8.07	43.6	58.3	95.2	73.0	99.9	100.0	PR	PR	
05	015	1	CLEAR LAKE JCT-YOUTH CAMP	55.46	61.60	6.14	98.4						1.8	VG	VG
05	015	1	YOUTH CAMP-LINN CO LINE	61.60	76.65	15.05	86.5						2.5	GD	GD
04	016	1	PACIFIC BLVD.-GOLDFISH FARM RD	-0.01	1.75	1.76							9.0	UC	PR
04	016	1	GOLDFISH FARM RD.-CORV/LEB HWY	1.75	12.91	11.16	27.5						4.5	PR	PR
04	016	1	CORV/LEB HWY- LEBANON DITCH	12.91	14.05	1.14	69.0						3.2	FR	FR
04	016	2	CORV/LEB HWY- LEBANON DITCH	12.93	13.73	0.80	63.0						3.4	FR	FR
04	016	1	LEBANON DITCH-SODAVILLE RD.	14.05	16.66	2.61	72.0						3.1	FR	FR
04	016	1	SODAVILLE RD.-VAIL CR.	16.66	18.10	1.44	66.0						3.3	FR	FR
04	016	1	VAIL CR.-LIBERTY RD.	18.10	22.74	4.64	54.0						3.7	FR	FR
04	016	1	LIBERTY RD.-SWEETHOME	22.74	26.64	3.90	81.9						2.7	GD	GD
04	016	1	WCL SWEET HOME-18TH AVE.	26.64	27.70	1.06	48.0						3.9	FR	FR
04	016	2	WCL SWEET HOME-18TH AVE.	27.25	27.72	0.47	75.0						3.0	FR	FR
04	016	1	18TH AVE-FOSTER DAM RD	27.70	30.85	3.15	27.5						4.5	PR	PR
04	016	1	FOSTER DAM RD-QUARTZVILLE RD	30.85	33.80	2.95	48.0						3.9	FR	FR
04	016	1	QUARTZVILLE RD.-GARLAND BRIDGE	33.80	46.40	12.59	77.3						2.9	GD	GD
04	016	1	GARLAND BRIDGE-SEVEN MILE CR RD	46.40	60.88	14.48	31.0						4.4	PR	PR
04	016	1	SEVEN MILE CR RD-LOST PRAIRIE	60.88	67.20	6.32	45.0						4.0	PR	PR
04	016	1	LOST PRAIRIE-CLEAR LAKE JCT	67.20	71.52	4.32	98.8						1.6	VG	VG
03	016	1	CLEAR LAKE HWY-SANTIAM JCT.	71.52	74.96	3.44	32.5	70.5	66.5	53.2	92.3	100.0	PR	PR	
03	016	1	SANTIAM JCT-SANTIAM SUMMIT	74.96	80.80	5.84	56.8	93.8	94.0	62.9	99.8	99.7	FR	FR	
03	016	1	SANTIAM SUMMIT-JACK LAKE RD	80.80	88.19	7.37	55.5	85.0	65.6	93.3	99.2	100.0	FR	FR	
05	018	1	GOSHEN-SPFLD/CRESWELL HWY	-0.30	5.71	6.01	27.8	86.4	52.4	53.6	99.0	100.0	PR	PR	
05	018	1	SPFLD/CRESWELL HWY-MP 7.0	5.71	6.90	1.19	44.0	45.0	92.2	97.2	100.0	99.8	PR	FR	
05	018	1	MP 7.0 - SPRR XING	6.90	8.08	1.18	94.3	98.2	96.1	100.0	100.0	100.0	GD	VG	
05	018	1	SPRR XING-DEXTER	8.08	11.00	2.92	28.5	80.7	60.6	47.8	99.7	98.7	PR	PR	
05	018	1	DEXTER-MINNOW CR	11.00	16.50	5.50	49.2	84.7	63.2	85.5	99.3	100.0	FR	FR	
05	018	1	MINNOW CR-BLACK CANYON	16.50	27.36	10.86	50.2	83.3	57.0	90.5	100.0	100.0	FR	FR	
05	018	1	BLACK CANYON-M. FORK WILLAMETTE R.	27.36	33.18	5.82	33.0	63.4	73.7	45.2	100.0	100.0	PR	PR	

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	
05	018	1			M. FORK WILLAMETTE RIVER BRIDGE	33.18	33.29	0.11							ST ST
05	018	1			M. FORK WILLAMETTE R.-THATCHER RD.	33.29	34.20	0.91	45.0	45.0	95.2	88.5	100.0	100.0	PR FR
05	018	1			THATCHER RD-SALMON CR	34.20	35.96	1.76	27.1	63.5	49.2	57.0	99.4	100.0	PR PR
05	018	1			SALMON CR-UPPER SALT CR	35.96	42.89	6.93	67.5	79.5	86.9	90.7	99.8	100.0	FR FR
05	018	1			UPPER SALT CR.-EAGLE CR	42.89	48.30	5.41	40.4	76.9	72.2	56.6	100.0	100.0	PR PR
05	018	1			EAGLE CR-SALT CR TUNNEL	48.30	56.00	7.70							UC FR
05	018	1			SALT CR TUNNEL-VIADUCT	56.00	56.18	0.18							ST ST
05	018	1			VIADUCT-KLAMATH CO LINE	56.18	62.07	5.89	75.9	78.3	97.4	96.8	100.0	100.0	GD GD
05	018	1			LANE CO LINE-ODELL MAINT STA ROAD	62.07	64.24	2.17	90.1	100.0	90.5	99.2	100.0	100.0	GD GD
05	018	1			ODELL MAINT. STA-E.ODELL LAKE RD.	64.24	67.64	3.40							UC PR
05	018	1			E.ODELL LAKE RD.-CRESCENT LAKE JCT.	67.64	69.41	1.77							UC PR
04	027	1			JCT HWY 009-LINT SLOUGH	0.00	0.55	0.55	57.0						3.6 FR FR
04	027	1			LINT SLOUGH-ALSEA RIVER BRIDGE	0.55	7.06	6.51	34.5						4.3 PR PR
04	027	1			ALSEA RIVER BR-SCOTT CR	7.06	14.22	7.16	38.0						4.2 PR PR
04	027	1			SCOTT CR-FIVE RIVERS RD	14.22	20.11	5.89	31.0						4.4 PR PR
04	027	1			FIVE RIVERS RD-DIGGER CR	20.11	27.90	7.76	31.0						4.4 PR PR
04	027	1			DIGGER CR SECTION	27.90	28.21	0.31	98.0						2.0 GD GD
04	027	1			DIGGER CR-MALTBY CR	28.35	35.61	7.26	34.5						4.3 PR PR
04	027	1			MALTBY CR-ALSEA MTN	35.61	45.77	10.16	79.6						2.8 GD GD
04	027	1			ALSEA MTN SECTION	45.77	48.65	2.88	45.0						4.0 PR FR
04	027	1			ALSEA MTN-HIDE CR.	50.43	52.33	1.90	38.0						4.2 PR PR
04	027	1			HIDE CR-JCT HWY 033	52.33	58.56	6.23	63.0						3.4 FR FR
03	029	1			WASHINGTON CO LINE-MP 30.8	26.51	30.75	4.24	51.0						3.8 FR FR
03	029	1			MP 30.8-JCT HWY 151	30.75	34.47	3.72	63.0						3.4 FR FR
03	029	1			JCT HWY 151-CARLTON	34.47	37.70	3.23	54.0						3.7 FR FR
03	029	1			CARLTON-JCT HWY 1W	37.70	42.46	4.76	75.0						3.0 FR FR
03	029	2			JCT HWY 151-JCT HWY 001W	42.41	42.46	0.05	86.5						2.5 GD GD
03	030	1			JCT HWY 039-HART ROAD	0.00	7.76	7.74	97.9	99.5	98.6	99.5	99.8	100.0	GD VG
03	030	1			HART ROAD-DOLF CORNER	7.76	11.70	3.94	96.9	98.5	98.6	100.0	100.0	100.0	GD VG
03	030	1			DOLF CORNER-JCT HWY 001W	11.70	16.12	4.42	51.6	80.0	55.3	100.0	100.0	100.0	FR GD

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
03	030	1			JCT HWY 001W-JCT HWY 193	16.12	20.56	4.44	82.1	82.1	100.0	100.0	100.0	100.0	GD	VG	
03	030	1			JCT HWY 193 - O-XING HWY 150	20.75	24.26	3.51	92.0	93.4	100.0	98.6	100.0	100.0	GD	VG	
03	030	1			O-XING HWY 150-JCT HWY 072	24.26	26.14	1.88	78.1	80.0	98.5	97.8	99.7	100.0	GD	VG	
04	031	1			JCT HWY 210-HEWLETT PACKARD	0.10	1.38	1.28	48.0						3.9	FR	FR
04	031	1			HEWLETT PACKARD-HYAK PARK	1.38	7.50	6.12	60.0						3.5	FR	FR
04	031	1			HYAK PARK-WILLAMETTE RIV BR	7.50	10.29	2.78	48.0						3.9	FR	FR
04	031	1			WILLAMETTE RIV BR-JCT HWY 058	10.29	11.28	0.99	72.0						3.1	FR	GD
04	031	2			WILLAMETTE RIV BR-JCT HWY 058	10.29	11.16	0.87	69.0						3.2	FR	FR
01	032	1			JCT HWY 009-CASTLE ROCK	0.00	4.82	4.82	75.0						3.0	FR	FR
01	032	1			CASTLE RK-JCT HWY 130	4.82	10.63	5.81	34.5						4.3	PR	PR
01	032	1			JCT HWY 130-JCT HWY 039	10.63	24.97	14.34	81.9						2.7	GD	GD
04	033	1			JCT HWY 009-JOHN MOORE RD	0.00	0.51	0.51	90.4	99.6	90.8	100.0	100.0	100.0	GD	GD	
04	033	1			JOHN MOORE RD-MP 3.0	0.51	3.00	2.49	79.3	85.6	96.5	93.3	99.8	100.0	GD	FR	
04	033	1			MP 3.0 - JCT HWY 181	3.00	5.76	2.76	42.9	87.9	80.0	54.2	99.8	100.0	PR	PR	
04	033	1			JCT HWY 181-PIONEER MOUNTAIN	5.76	11.00	5.24	45.0	90.5	56.0	81.9	99.9	100.0	PR	PR	
04	033	1			PIONEER MOUNTAIN-EDDYVILLE	11.00	24.47	10.89	91.1	98.5	93.2	96.7	100.0	100.0	GD	GD	
04	033	1			EDDYVILLE-CLINE HILL	24.47	29.34	4.83							UC	FR	
04	033	1			COAST RANGE SUMMIT SECTION	29.34	31.40	2.06	80.1	80.8	100.0	98.3	100.0	100.0	GD	GD	
04	033	1			COAST RG SUM SEC-BURNT WOODS	31.40	33.34	1.94	92.8	96.9	100.0	100.0	99.9	100.0	GD	VG	
04	033	1			BURNT WOODS-OLD BLODGETT RD	33.34	36.63	3.29	84.0	97.6	97.4	98.2	89.4	100.0	GD	GD	
04	033	1			OLD BLODGETT RD-JCT HWY 180	37.20	39.39	2.19	99.1	99.1	100.0	100.0	100.0	100.0	VG	GD	
04	033	1			JCT HWY 180-JCT HWY 191	39.39	42.18	2.79	96.9	99.3	100.0	97.6	100.0	100.0	GD	GD	
04	033	1	Z	1	JCT HWY 180-JCT HWY 191	42.07	42.18	0.11	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
04	033	1			JCT HWY 180-JCT HWY 191	42.18	44.57	2.39	98.0	100.0	100.0	98.0	100.0	100.0	GD	GD	
04	033	1			JCT HWY 191-WREN HILL	44.57	46.78	1.23	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
04	033	1			WREN HILL CURVE SECTION	46.78	47.40	0.62	62.5	100.0	70.6	95.3	94.4	100.0	FR	FR	
04	033	1			WOOD CREEK-PHILOMATH	47.40	49.86	2.44	37.8	77.3	61.4	62.5	99.4	100.0	PR	PR	
04	033	1			PHILOMATH SECTION	49.86	51.31	1.45	25.3	48.5	56.9	76.2	97.8	100.0	PR	PR	
04	033	1			NEWTON CR-53RD ST	51.31	53.49	2.18	60.9	79.7	72.8	94.7	100.0	100.0	FR	FR	
04	033	1			53RD ST-NEER ST	53.49	54.35	0.86	77.2	99.8	100.0	78.0	99.4	100.0	GD	FR	

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
04	033	1			NEER ST-JCT HWY 001W	54.35	55.75	1.40	53.6	89.6	100.0	57.2	99.5	100.0	FR	FR	
04	033	1			SOUTH CORVALLIS BYPASS	55.75	56.80	1.05	99.2	100.0	100.0	100.0	100.0	100.0	VG	VG	
01	037	1			JCT HWY 101-UXING RR	0.00	0.53	0.53	98.6						1.7	VG	VG
01	037	2			JCT HWY 101-UXING RR	0.00	0.25	0.25	98.0						2.0	GD	GD
01	037	1			UXING RR-WILSON RVR	0.53	11.80	10.90	48.0						3.9	FR	FR
01	037	1			WILSON R. BR.-JORDAN CR. (1983)	11.80	18.00	6.20	57.0						3.6	FR	FR
01	037	1			JORDAN CR.-MCNARRERS CAMP (1983)	18.00	27.80	9.80	69.0						3.2	FR	FR
01	039	1			JCT HWY 009-SLICK ROCK CR	-0.22	5.50	5.72	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
01	039	1			SLICK ROCK CR-SULPHUR CR	5.50	9.58	4.08	98.9	100.0	98.9	100.0	100.0	100.0	VG	VG	
01	039	1			SULPHUR CR-LONG FIBER RD	9.58	11.30	1.72	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
01	039	1			LONGFIBER RD-MURPHY HILL	11.30	18.00	6.55	95.8	99.8	100.0	95.8	100.0	100.0	GD	GD	
01	039	1			MURPHY HILL-A R FORD RD	18.00	20.18	2.18	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
01	039	1			A R FORD RD-MP 22.3	20.18	22.30	2.12	97.7	99.1	100.0	98.6	100.0	100.0	GD	VG	
01	039	1			MP 22.3 - FORT HILL	22.30	23.06	0.76	97.4	98.2	100.0	100.0	100.0	100.0	GD	VG	
03	039	1			FORT HILL-MP 23.92	23.06	23.92	0.85	86.7	98.4	100.0	88.3	100.0	100.0	GD	GD	
03	039	1			MP 23.92-JCT HWY 157	23.92	27.16	3.24	82.1	82.2	100.0	99.1	100.0	100.0	GD	GD	
03	039	1			JCT HWY 157-JCT HWY 157	27.16	34.10	6.94	49.9	97.0	54.0	95.3	99.2	99.8	FR	FR	
03	039	1			JCT HWY 157-JCT HWY 153	34.10	37.58	3.48	45.2	86.5	58.3	95.2	83.1	100.0	FR	FR	
03	039	1			JCT HWY 157-OLDSVILLE RD	37.58	40.37	2.79	58.4	89.8	77.1	98.1	76.9	100.0	FR	GD	
03	039	1			OLDSVIL RD-S MCMINVIL INTCH	40.37	43.89	3.52	57.1	62.3	94.8	95.7	98.5	99.7	FR	FR	
03	039	1			S MCMNVL INTCH-E MCMNVL INTCH	43.89	46.50	2.61	23.7	83.7	40.3	62.5	91.5	100.0	PR	PR	
03	039	2	Y		MCMINNVILLE SPUR	46.11	46.48	0.37	81.9						2.7	GD	GD
03	039	1	Y		MCMINNVILLE SPUR	46.26	47.20	0.94	86.5						2.5	GD	GD
03	039	1			E MCMINVIL INTCH-AIRPORT RD	46.50	48.00	1.50	77.9	80.0	100.0	97.0	90.3	100.0	GD	GD	
03	039	1			AIRPORT RD-JCT HWY 154	48.00	49.91	1.91	82.8	92.7	100.0	99.7	90.4	100.0	GD	GD	
03	039	1			JCT HWY 154-JCT HWY 001W	49.91	52.65	2.74	88.8	97.0	100.0	92.2	100.0	100.0	GD	GD	
03	043	1			JCT HWY 001W-JCT HWY 193	0.00	2.35	2.35	63.0						3.4	FR	FR
01	046	1			JCT HWY 047-TILLAMOOK CO LINE	0.04	11.40	11.28	95.7						2.1	GD	UC
01	046	1			TILLAMOOK CO LINE-JCT HWY 009	11.40	19.03	7.63	98.8						1.6	VG	UC
01	047	1			JCT.HWY.101-NEC.JCT.(1981)	-0.10	9.80	9.90	69.2	92.1	88.6	82.5	99.8	100.0	FR	FR	

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
01	047	1			NECANICUM JCT-HUMBUG SUMMIT(66 70)	9.80	14.00	4.20	96.0	98.6	100.0	97.5	100.0	100.0		GD	GD
01	047	1			HUMBUG SUMMIT-JEWELL JCT	14.00	21.86	7.86	69.4	98.5	85.4	82.4	99.9	100.0		FR	FR
03	051	1			JCT HWY 001-MARION CO LINE	-0.31	1.80	2.11	38.0						4.2	PR	PR
03	051	2			JCT HWY 001-MARION CO LINE	-0.31	0.41	0.72	88.8						2.4	GD	VG
03	051	1			MARION CO LINE-SENECAL CREEK	1.80	4.02	2.22	27.5						4.5	PR	PR
03	051	1			SENECAL CREEK-JCT HWY 001E	4.02	5.63	1.61	27.5						4.5	PR	PR
03	051	2			SENECAL CREEK-JCT HWY 001E	5.44	5.55	0.11	60.0						3.5	FR	FR
04	058	1			JCT HWY 001-W QUEEN AVE	0.00	2.90	2.90	99.0						1.5	VG	UC
04	058	2			JCT HWY 001-W QUEEN AVE	0.00	0.78	0.78	99.0						1.5	VG	UC
04	058	1			W QUEEN AVE-SCL ALBANY	2.90	5.96	3.06	93.4						2.2	GD	GD
04	058	1			SCL ALBANY-JCT HWY 210	5.96	8.09	2.12	98.2						1.9	VG	VG
04	058	1			TANGENT HALSEY SECTION	8.09	19.61	11.52	98.0						2.0	GD	GD
04	058	1			HALSEY SECTION	19.61	20.49	0.88	45.0						4.0	PR	PR
04	058	1			HALSEY HARRISBURG SECTION	20.49	28.22	7.71	86.5						2.5	GD	GD
04	058	1			HARRISBURG-JCT HWY 001W	28.22	32.37	4.15	31.0						4.4	PR	PR
05	062	1			FLORENCE-N.FORK SIUSLAW BR	0.02	1.22	1.20	32.1	86.8	61.7	56.0	96.1	100.0		PR	PR
05	062	1			N.FORK SIUSLAW BR-MP 12.0	1.22	12.20	10.98	38.6	84.6	64.0	62.6	99.8	100.0		PR	PR
05	062	1			MP 12.0-MP 13.0	12.20	13.20	1.00	90.2	98.0	100.0	90.2	100.0	100.0		GD	GD
05	062	1			MP 13.0 - MAPLETON	13.20	14.42	1.22	49.2	98.3	77.5	60.3	100.0	100.0		FR	FR
05	062	1			SIUSLAW RIVER BRIDGE (MAPLETON)	14.42	14.55	0.13								ST	ST
05	062	1			SIUSLAW RIV BR-SIUSLAW RIVER	14.55	26.48	11.93	77.6	81.8	99.2	92.6	100.0	100.0		GD	FR
05	062	1			SIUSLAW RIVER-WALTON	26.48	32.55	6.07	69.1	95.6	94.9	74.2	100.0	100.0		FR	FR
05	062	1			WALTON-MP 34.0	32.55	34.00	1.45	79.4	96.6	87.0	93.8	99.0	100.0		GD	GD
05	062	1			MP 34.0-COUGAR PASS	34.00	35.80	1.75	54.2	96.6	71.6	85.0	91.7	100.0		FR	FR
05	062	1			COUGAR PASS-MILL VALLEY CR	35.80	40.74	4.94	67.0	97.6	79.6	86.0	99.8	99.4		FR	GD
05	062	1			NOTI-VENETA, WEST UNIT	40.74	42.72	1.98	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
05	062	1			NOTI-ECL VENETA	42.88	46.76	3.88	76.5	100.0	88.6	94.0	91.8	100.0		GD	GD
05	062	1			ECL VENETA-ELLMAKER RD	46.76	48.46	0.89	64.6	87.4	83.3	91.4	91.6	100.0		FR	FR
05	062	1	Z	1	ECL VENETA-ELLMAKER RD (Z MILES)	47.46	48.46	1.00	72.6	84.8	100.0	87.8	100.0	100.0		FR	GD
05	062	1			ELLMAKER RD-OAK HILL	48.46	52.69	4.23	58.1	84.3	86.5	71.3	99.9	100.0		FR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
05	069	1			OAK HILL- SPRR BRIDGE	0.00	3.95	3.95	71.8	81.8	93.4	89.5	99.4	100.0	FR	GD	
05	069	1			SPRR BRIDGE- PAC HWY WEST	3.95	6.44	2.49	98.3	98.9	99.1	100.0	100.0	100.0	VG	UC	
05	069	1			PAC HWY WEST-RIVER ROAD	6.44	8.25	1.81	38.1	80.0	56.0	67.8	100.0	100.0	PR	FR	
05	069	1			RIVER ROAD-PACIFIC HWY	8.25	12.76	4.51	63.5	83.4	77.5	92.9	100.0	100.0	FR	FR	
05	069	1			PACIFIC HWY INTCHGE	12.76	13.00	0.24	63.0						3.4	FR	FR
05	069	2			PACIFIC HWY INTCHGE	12.76	12.96	0.20	75.0						3.0	FR	FR
03	072	1			JCT HWY 001-LIBERTY ST	0.00	3.34	3.34	51.0						3.8	FR	FR
03	072	2			JCT HWY 001-LIBERTY ST	0.00	0.65	0.65	63.0						3.4	FR	FR
03	072	1			LIBERTY ST.-MARION ST. BR.	3.34	4.93	1.59	48.0						3.9	FR	FR
03	072	2			LIBERTY ST.-CENTER ST. BR.	3.34	5.00	1.66	34.5						4.3	PR	PR
03	072	1			MARION ST. BR.-TRADE ST.	4.93	5.43	0.50	40.0	80.0	44.7	100.0	89.8	100.0	PR	FR	
03	072	2			FRONT ST.-TRADE ST.	5.33	5.71	0.38	34.9	80.5	43.9	86.5	93.4	100.0	PR	PR	
03	072	1			COMMERCIAL ST. - 12TH ST.	5.43	6.24	0.81	42.6	80.0	66.6	72.4	96.9	100.0	PR	PR	
03	072	1			12TH ST - 25TH ST.	6.24	7.58	1.34	57.0	64.7	89.0	100.0	92.4	100.0	FR	FR	
03	072	1			25TH - JCT HWY 001	7.58	8.52	0.94	82.1	82.1	100.0	100.0	100.0	100.0	GD	GD	
03	081	1			NCL CANBY-MOLLALA RIVER BRIDGE	20.46	22.11	1.65	38.0						4.2	PR	PR
03	081	1			MOLLALA RIV BR-LONE ELDER RD	22.11	24.50	2.39	99.2						1.4	VG	VG
03	081	1			LONE ELDER RD-O-XING HWY 051	24.50	27.26	2.76	86.5						2.5	GD	GD
03	081	2			LONE ELDER RD-O-XING HWY 051	27.09	27.26	0.17	99.2						1.4	VG	VG
03	081	1			O-XING HWY 051-CARL RD	27.26	30.64	3.38	99.2						1.4	VG	VG
03	081	2			O-XING HWY 051-CARL RD	27.26	27.73	0.47	99.2						1.4	VG	VG
03	081	1			CARL RD-NE LINCOLN RD	30.64	32.41	1.77	95.7						2.1	GD	GD
03	081	1			WOODBURN SECTION	32.41	33.27	0.86	27.5						4.5	PR	PR
03	081	1			SCL WOODBURN-GERVAIS RD	33.27	36.22	2.95	84.2						2.6	GD	GD
03	081	1			GERVAIS RD-QUINABY	36.22	42.05	5.83	77.3						2.9	GD	GD
03	081	1			QUINABY-CHEMAWA RD	42.05	44.46	2.41	79.6						2.8	GD	GD
03	081	1			CHEMAWA RD-HAYESVILLE INTCH	44.46	46.49	2.03	66.0						3.3	FR	FR
03	081	2			CHEMAWA RD-HAYESVILLE INTCH	45.89	46.47	0.58							9.0	UC	FR
03	091	1			KRUGER RD-REX HILL	16.67	19.00	2.33	49.9	74.3	54.6	96.5	99.4	100.0	FR	FR	
03	091	1	Z	1	KRUGER RD-REX HILL	18.99	19.00	0.01	45.0	45.0	100.0	100.0	100.0	100.0	PR	GD	

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
03	091	1			KRUGER RD-REX HILL	19.00	19.40	0.40	49.3	62.5	53.3	100.0	100.0	100.0	FR	FR	
03	091	1			REX HILL-NEWBERG(1962)	19.40	23.20	3.80	17.0	67.9	43.4	48.0	83.3	100.0	PR	PR	
03	091	2			HESS CR.-CHEHALEM CR.(1974)	23.19	23.88	0.69	22.3	36.3	55.0	45.1	96.0	100.0	PR	VP	
03	091	1			HESS CR.-CHEHALEM CR.(1974)	23.20	23.95	0.75	26.4	56.7	59.9	44.6	97.7	100.0	PR	PR	
03	091	1			CHEHALEM CR-DUNDEE(1975)(MI.O'LAP)	23.95	24.58	0.63	19.7	80.0	45.8	45.0	95.3	100.0	PR	PR	
03	091	1	Z	2	CHEHALEM CR-DUNDEE(1975)(MI.O'LAP)	24.49	24.58	0.09	26.3	80.0	52.9	49.7	100.0	100.0	PR	PR	
03	091	1			CHEHALEM CR-DUNDEE(1975)(MI.O'LAP)	24.58	25.50	0.92	22.0	80.0	48.6	45.3	100.0	100.0	PR	PR	
03	091	1			DUNDEE E.CTY LIM.-MP 26.46 (1949)	25.50	26.46	0.96	39.2	86.3	88.3	45.0	100.0	100.0	PR	PR	
03	091	1			DUNDEE E.CTY LIM.-DAYTON JCT(1949)	26.46	29.79	3.33	59.2	80.1	80.2	88.7	99.1	100.0	FR	FR	
03	091	1			SCHMIDT LN-LAFAYETTE E.C.L.(1979)	29.79	32.16	2.37	45.0						4.0	PR	FR
03	091	1			LAFYTE ECL-MCMINNV(BAKER ST)1959/79	32.16	32.76	0.60	27.5						4.5	PR	PR
03	091	1			LAFYTE WCL-N.YAMHILL RD	32.76	34.99	2.23	41.5						4.1	PR	FR
03	091	2			LAFYTE WCL-N.YAMHILL RD -1	32.97	33.74	0.77	38.0						4.2	PR	PR
03	091	2			LAFYTE WCL-N.YAMHILL RD -2	34.22	34.99	0.77	48.0						3.9	FR	FR
03	091	1			N.YAMHILL RD-17ST	34.99	37.06	2.07	86.5						2.5	GD	GD
03	091	2			N.YAMHILL RD-17ST	34.99	35.19	0.20	86.5						2.5	GD	GD
03	091	2			17ST-EDMSTN(MCMNVL):EDMSTN-SAL R HW	37.01	38.22	1.21	75.0						3.0	FR	FR
03	091	1			17ST-EDMSTN(MCMNVL):EDMSTN-SAL R HW	37.06	39.40	2.34	86.5						2.5	GD	UC
03	091	1			SALMON R. HWY-AMITY N.C.L.(1975)	39.40	44.20	4.76	27.5						4.5	PR	PR
03	091	1			AMITY N.C.L.-POLK CO.LN(1921/49/60)	44.20	46.50	2.30	77.3						2.9	GD	GD
03	091	1			YAMHIL CO.LN-MP 54.40	46.50	54.40	7.90	93.4						2.2	GD	GD
03	091	1			MP 54.40 - RICKREALL(1963-1967)	54.40	57.40	3.00	98.4						1.8	VG	VG
03	091	1			RICKREALL-MONMOUTH(1960/1963)	57.40	63.79	6.35	34.5						4.3	PR	PR
04	091	1			MONMOUTH-LEWISBURG	63.79	72.33	8.54	45.0						4.0	PR	FR
04	091	1			SUVER-LEWISBURG	72.33	77.94	5.61	38.0						4.2	PR	FR
04	091	1	Z	3	SUVER-LEWISBURG	77.90	77.94	0.04	38.0						4.2	PR	FR
04	091	1			SUVER-LEWISBURG	77.94	79.77	1.83	38.0						4.2	PR	FR
04	091	1			LEWISBURG-SPRR O'XING(CORVALLIS)	79.77	82.64	2.87	79.6						2.8	GD	GD
04	091	1			CORVALLIS SECTION	82.64	84.29	1.65							9.0	UC	FR
04	091	2			LEWISBURG - CORVALLIS SECTION	82.64	84.28	1.64							9.0	UC	FR

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
04	091	1			MARY'S R.-KIGER ISLAND	84.29	86.50	2.21	93.4						2.2	GD	VG
04	091	1	Z	6	MARY'S R.-KIGER ISLAND	86.49	86.50	0.01	93.4						2.2	GD	VG
04	091	1			KIGER ISLAND-BRUCE RD	86.50	95.60	9.10	34.5						4.3	PR	PR
04	091	1			BRUCE RD-MONROE	95.60	101.16	5.56	54.0						3.7	FR	FR
04	091	1			MONROE -CROW CREEK	101.16	105.58	4.42	38.0						4.2	PR	FR
04	091	1			CROW CR-OAKLEA DR	105.58	106.98	1.40	34.5						4.3	PR	PR
04	091	1			OAKLEA DR-FLAT CREEK	106.98	108.52	1.54	10.0						5.0	VP	VP
04	091	1			FLAT CREEK-W. 17TH AVE.	108.52	108.82	0.30	93.4						2.2	GD	GD
05	091	1			JUNCTION CITY SECTION	108.82	108.92	0.10	48.0						3.9	FR	FR
05	091	1	Z	5	JUNCTION CITY SECTION	108.89	108.92	0.03	48.0						3.9	FR	FR
05	091	1			JUNCTION CITY SECTION	108.92	109.65	0.73	48.0						3.9	FR	FR
05	091	1			JUNCTION CITY-ENID RD	109.65	116.70	7.05	51.0						3.8	FR	FR
05	091	1			ENID RD-AIRPORT RD	116.70	117.04	0.34	98.0						2.0	GD	GD
05	091	1			AIRPORT RD-BELTLINE RD	117.04	118.42	1.38	80.0	80.0	100.0	100.0	100.0	100.0		GD	GD
05	091	1			BELTLINE RD-BARGER AVE	118.42	119.40	0.98	80.0	80.0	100.0	100.0	100.0	100.0		GD	GD
05	091	1			BARGER AVE-6TH 7TH ST JCT	119.40	121.70	2.30	63.9	80.0	84.6	86.0	98.0	100.0		FR	GD
05	091	1			GARFIELD-WASHINGTON ST	121.70	123.37	1.67	56.7	78.4	79.7	83.4	87.9	100.0		FR	FR
05	091	2			GARFIELD-WASHINGTON ST	121.70	123.37	1.67	58.0	81.2	78.4	86.0	80.9	94.0		FR	FR
05	091	1			WASHINGTON ST-HIGH ST	123.37	124.02	0.65	69.5	78.4	91.7	94.7	95.8	100.0		FR	GD
05	091	2			WASHINGTON ST-HIGH ST	123.37	124.02	0.65	73.9	80.0	100.0	91.2	90.9	100.0		FR	FR
05	091	1	Z	4	WASHINGTON ST-HIGH ST	124.00	124.02	0.02	80.0	80.0	100.0	100.0	100.0	100.0		GD	GD
05	091	1			HIGH ST-WALNUT ST	124.02	125.50	1.48	78.7	80.0	100.0	97.8	98.0	100.0		GD	GD
05	091	2			HIGH ST-COBURG RD	124.02	124.10	0.08	57.1	80.0	100.0	57.1	100.0	100.0		FR	GD
05	091	1			WALNUT ST-JCT HWY 015	125.50	125.81	0.31	62.7	83.9	69.8	86.1	0.0	0.0		FR	FR
05	091	2			JCT HWY 015-JCT HWY 001	125.80	126.38	0.58	60.0						3.5	FR	FR
05	091	1			JCT HWY 015 - JCT HWY 001	125.81	126.37	0.56	69.0						3.2	FR	FR
01	092	1			COLUMBIA CO LINE-GNAT CR	69.95	76.83	6.88	54.0	92.5	59.9	91.0	99.9	100.0		FR	FR
01	092	1			GNAT CR-KNAPPA	76.83	81.80	4.97	67.2	93.6	75.5	88.9	97.7	100.0		FR	FR
01	092	1			KNAPPA-TRIPP RD	81.80	83.40	1.60	97.1	100.0	100.0	97.1	100.0	100.0		GD	GD
01	092	1			TRIPP RD-CLAREMONT RD	83.40	89.13	5.73	65.0	85.3	85.8	83.7	99.8	100.0		FR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	RW	MT	OVC	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
01	092	1			CLAREMONT RD-LEIF ERICKSON	91.01	95.47	4.43	41.8	94.5	67.0	63.2	94.9	100.0	PR	PR	
01	092	1			LEIF ERICKSON-32ND ST	95.47	97.07	1.60	48.8	90.0	71.6	72.4	95.2	100.0	FR	FR	
01	092	1			32ND ST-JCT HWY 009	97.07	99.34	2.27	48.1	90.3	62.7	76.2	97.7	100.0	FR	FR	
01	092	2			32ND ST-JCT HWY 009	97.96	98.45	0.49	23.3	69.8	56.4	47.1	83.4	100.0	PR	PR	
01	102	1			JCT HWY 009-HANOVER ST	0.00	1.29	1.29	60.0						3.5	FR	FR
01	102	2			JCT HWY 009-WILLIAMSPORT RD	0.00	0.24	0.24	81.9						2.7	GD	GD
01	102	1			HANOVER ST SECTION	1.29	1.39	0.10	60.0						3.5	FR	FR
01	102	1			HANOVER ST-WILLIAMSPORT RD	1.39	2.64	1.25	34.5						4.3	PR	PR
01	102	1			WILLIAMSPORT RD-OLNEY CUTOFF RD	2.64	10.57	7.93	31.0						4.4	PR	PR
01	102	1			OLNEY CUTOFF RD-KLASKANINE SUMMIT	10.57	16.69	6.01	17.0						4.8	PR	PR
01	102	1			KLASKANINE SUMMIT-JCT HWY 103	16.69	29.20	12.51	17.0						4.8	PR	PR
01	103	1			JCT HWY 102-JCT HWY 047	0.00	9.02	9.02	20.5						4.7	PR	PR
01	104	1			FT STEVENS ST PK-JCT HWY 105	0.00	3.32	3.32	63.0						3.4	FR	FR
01	104	1			JCT HWY 105-JCT HWY 009	3.32	3.40	0.08	51.0						3.8	FR	FR
01	104	1	Z	1	JCT HWY 105-JCT HWY 009	3.39	3.40	0.01	57.0						3.6	FR	FR
01	104	1			JCT HWY 105-JCT HWY 009	3.40	6.03	2.63	54.0						3.7	FR	FR
01	104	1	Y		FORT STEVENS SPUR	4.44	5.38	0.94	51.0						3.8	FR	FR
01	105	1			JCT HWY 104-AIRPORT RD	0.00	1.56	1.55	51.0						3.8	FR	FR
01	105	2			JCT HWY 104-AIRPORT RD	0.82	0.90	0.08	60.0						3.5	FR	FR
01	105	1			AIRPORT RD-YOUNGS BAY BR	1.56	6.75	5.19	41.5						4.1	PR	PR
01	105	1			YOUNGS BAY BR-JCT HWY 102	6.75	7.25	0.50	54.0						3.7	FR	FR
01	130	1			JCT HWY 009-JCT HWY 032	-0.10	9.30	9.40	24.0						4.6	PR	PR
01	131	1			OCEANSIDE	0.00	1.11	1.11	98.8						1.6	VG	VG
01	131	1			OCEANSIDE-WHISKEY CR. RD.	1.11	3.90	2.79	91.1						2.3	GD	GD
01	131	1			WHISKEY CR RD-TRASK RIVER BR	3.90	8.33	4.43	34.5						4.3	PR	PR
01	131	1			TRASK RIVER BR-JCT HWY 009	8.33	9.08	0.75	79.6						2.8	GD	GD
03	140	1			JCT HWY 143-MP 14.1	10.05	14.10	4.05	88.8						2.4	GD	GD
03	140	1			MP 14.1-NORTH VALLEY RD	14.10	17.94	3.84	38.0						4.2	PR	PR
03	140	1			N VALLEY RD-JCT HWY 001W	17.94	20.22	2.28	27.5						4.5	PR	PR
03	140	1			JCT HWY 001W-MP 26.0	20.59	26.00	5.37	57.0						3.6	FR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	RW	MT	OVS	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
03	140	1			MP 26.0-6TH STREET	26.00	28.34	2.34	86.5						2.5	GD	GD
03	140	1			6TH STREET-WILLOW AVE	28.34	36.24	7.90	38.0						4.2	PR	PR
03	140	1			WILLOW AVE-WOODLAND AVE	36.24	36.62	0.38	95.7						2.1	GD	GD
03	140	1			WOODLAND AVE-BROUGHTON WAY	36.62	37.46	0.84	34.5						4.3	PR	PR
03	140	1			BROUGHTON WAY-JCT HWY 001E	37.48	39.29	1.81	51.0						3.8	FR	FR
03	140	1	Z	1	JCT HWY 001E-YOUNG ST	39.31	40.46	1.15	41.5						4.1	PR	PR
03	140	1			JCT HWY 001E-WOODBURN-MONITOR RD	40.46	42.88	2.42	41.5						4.1	PR	PR
03	140	1			WOODBURN-MONITOR RD-CHARLES ST	42.88	46.10	3.15	66.0						3.3	FR	FR
03	140	1			CHARLES ST-ABIQUA RIVER	46.10	48.45	2.35	57.0						3.6	FR	FR
03	140	1			ABIQUA RIVER-"C" STREET	48.45	50.24	1.79	54.0						3.7	FR	FR
03	140	1			"C" STREET-JCT HWY 163	50.24	50.66	0.42	41.5						4.1	PR	PR
03	140	2			"C" STREET-JCT HWY 163	50.24	50.64	0.40	34.5						4.3	PR	PR
03	150	1			JCT HWY 039-SCL DAYTON	0.00	0.87	0.87	38.0						4.2	PR	PR
03	150	2			JCT HWY 039-SCL DAYTON	0.00	0.31	0.31	38.0						4.2	PR	PR
03	150	1			SCL DAYTON-GRAND ISLAND RD	0.87	7.17	6.30	38.0						4.2	PR	PR
03	150	1			GRAND ISLAND RD-JCT HWY 153	7.17	9.26	2.09	38.0						4.2	PR	PR
03	150	1			JCT HWY 153-SPRING VALLEY CR	9.26	12.47	3.21	34.5						4.3	PR	PR
03	150	1			SPRG VALLY CR-MP 17.27	12.47	17.27	4.80	75.0						3.0	FR	GD
03	150	1			MP 17.27-ORCHARD HEIGHTS RD	17.27	20.15	2.88							9.0	UC	PR
03	150	1			ORCHARD HTS RD-EDGEWATER ST	20.15	20.78	0.63	98.0						2.0	GD	VG
03	151	1			JCT HWY 029-STAG HOLLOW CR	0.00	0.90	0.90	27.5						4.5	PR	PR
03	151	1			STAG HOLLOW CR-TANGENT RD	0.90	9.84	8.94	79.6						2.8	GD	GD
03	151	1			TANGENT RD-JCT HWY 001W	9.84	11.50	1.66	57.0						3.6	FR	FR
03	153	1			BELLEVUE-AMITY	0.00	6.38	6.38	51.0						3.8	FR	FR
03	153	1			AMITY-AMITY JCT	6.45	11.11	4.66	31.0						4.4	PR	PR
03	153	1			AMITY JCT-HOPEWELL/WEBFOOT RD	11.11	13.02	1.91	51.0						3.8	FR	FR
03	153	1			HOPEWELL/WEBFOOT RD-JCT HWY 150	13.02	14.36	1.34	41.5						4.1	PR	PR
03	154	1			JCT HWY 039-FULGHAM BRIDGE	0.00	1.11	1.11	31.0						4.4	PR	PR
03	154	1			FULGHAM BRIDGE-JCT HWY 153	1.11	6.26	5.15	45.0						4.0	PR	PR
03	155	1			JCT HWY 001W-JCT HWY 154	0.00	7.44	7.44	27.5						4.5	PR	PR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
03	155	1			JCT HWY 154-JCT HWY 150	7.44	9.19	1.75	54.0						3.7	FR	FR
03	156	1			JCT HWY 001W-JCT HWY 039	0.00	1.71	1.71	91.1						2.3	GD	GD
03	157	1			JCT HWY 039-MP 5.0	0.00	4.95	4.95	57.0						3.6	FR	FR
03	157	2			JCT HWY 039-MP 5.0	0.00	0.13	0.13	95.7						2.1	GD	GD
03	157	1			MP 5.0-JCT HWY 039	4.95	8.60	3.61	48.0						3.9	FR	FR
03	157	2			MP 5.0-JCT HWY 039	8.16	8.58	0.42	45.0						4.0	PR	PR
03	160	1			JCT HWY 161-S COMER CR DR	16.10	20.70	4.60	79.6						2.8	GD	GD
03	160	1			S COMER CR DR-MP 25.6	20.70	25.60	4.90	86.5						2.5	GD	GD
03	160	1			MP 25.6-JCT HWY 140	25.60	29.71	4.11	84.2						2.6	GD	GD
03	161	1			JCT HWY 001E-CLACKAMAS CO LN	0.00	2.51	2.51	81.9						2.7	GD	GD
03	161	1			MARION CO LN-JCT HWY 160	2.61	11.31	8.70	31.0						4.4	PR	PR
03	162	1			JCT HWY 001-LANCASTER DR	1.21	2.12	0.91	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
03	162	1			LANCASTER DR-JCT HWY 163	2.12	5.16	3.04	98.4	100.0	100.0	98.6	100.0	99.9		VG	GD
03	162	1			JCT HWY 163-GOLF CLUB RD	5.16	11.53	6.37	99.1	100.0	100.0	100.0	100.0	99.1		VG	UC
03	162	1			GOLF CLUB RD-MP 14.0	11.53	14.00	2.47	100.0	100.0	100.0	100.0	100.0	100.0		VG	UC
03	162	1			MP 14.0-MP 16.9	14.00	16.90	2.90								UC	FR
03	162	1			MP 16.9-JCT HWY 211	16.90	22.42	5.52	64.3	67.2	91.5	98.8	100.0	100.0		FR	FR
03	162	1			JCT HWY 211-MP 26.0	22.42	26.00	3.58	89.3	93.4	94.4	98.7	99.9	100.0		GD	GD
03	162	1			MP 26.0-MP 29.0	26.00	29.00	3.00	96.1	98.7	96.8	100.0	100.0	100.0		GD	GD
03	162	1			MP 29.0-MAPLES REST AREA	29.00	34.55	5.55	80.2	94.8	86.5	95.7	100.0	100.0		GD	GD
03	162	1			MAPLES RA-LITTLE SWEDEN	34.55	38.56	4.01	98.2	99.8	98.4	100.0	100.0	100.0		VG	VG
03	162	1			LITTLE SWEDEN-BIG CLIFF DAM	38.56	39.93	1.37	84.8	100.0	94.2	87.6	98.9	100.0		GD	GD
03	162	1			BIG CLIFF DAM-MP 47.0	39.93	47.00	7.07	37.3	92.4	63.1	57.5	98.6	100.0		PR	PR
03	162	1			MP 47.0-MACKEY CREEK	47.00	51.18	4.18	34.1	76.6	69.8	59.9	98.9	100.0		PR	PR
03	162	1			MACKEY CR-IDANHA	51.18	54.98	3.80	64.4	76.1	80.5	98.4	100.0	100.0		FR	FR
03	162	1			IDANHA-LINN CO LINE	54.98	61.50	6.52	34.9	86.5	53.1	69.0	98.0	100.0		PR	PR
03	162	1			LINN CO LINE-MINTO CR	61.50	65.48	3.98	84.6	96.0	92.3	89.3	100.0	100.0		GD	GD
03	162	1			MINTO CR-BUGABOO RD	65.48	67.45	1.97	29.6	88.3	43.2	69.4	99.6	100.0		PR	PR
03	162	1			BUGABOO RD-TWIN MEADOWS RD	67.45	70.20	2.75	85.2	99.6	90.9	89.3	100.0	100.0		GD	GD
03	162	1			TWIN MEADOWS RD-N SANTIAM RIVER	70.20	75.46	5.26	50.0	84.6	80.6	69.7	100.0	99.2		FR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
03	162	1			N SANTIAM R-LAVA LK MEADOWS RD	75.46	76.90	1.44	57.2	92.9	74.9	86.6	92.2	100.0	FR	FR	
03	162	1			LAVA LK MEADOWS RD-LAVA FLAT RD	76.90	79.70	2.80	80.2	100.0	87.1	91.2	99.0	100.0	GD	GD	
03	162	1			LAVA FLAT RD-JCT HWY 016	79.70	81.81	2.11	39.0	94.3	57.4	65.8	100.0	100.0	PR	FR	
03	163	1			JCT HWY 162-SHERMAN RD	8.78	13.79	5.01	93.4						2.2	GD	GD
03	163	2			JCT HWY 162-SHERMAN RD	8.79	9.15	0.36	99.0						1.5	VG	PR
03	163	1			SHERMAN RD-CASCADE HWY	13.79	15.50	1.71	95.7						2.1	GD	GD
03	163	1			CASCADE HWY-DRIFT CR RD	15.50	19.35	3.85	31.0						4.4	PR	PR
03	163	1			DRIFT CREEK RD-MP 21.0	19.35	21.15	1.80	72.0						3.1	FR	FR
03	163	1			MP 21.0-SILVER FALLS ST PK	21.15	23.36	2.21	45.0						4.0	PR	PR
03	163	1			SILVER FALLS ST PK-DRAKES XING	23.36	31.10	7.74	60.0						3.5	FR	FR
03	163	1			DRAKES XING-MP 34.0	31.10	34.00	2.90	24.0						4.6	PR	PR
03	163	1			MP 34.0-IKE MOONEY RD	34.00	39.47	5.47	17.0						4.8	PR	PR
03	163	1			IKE MOONEY RD-JCT HWY 140	39.47	40.84	1.37	38.0						4.2	PR	PR
04	164	1			JCT HWY 001-TALBOT RD	0.00	4.92	4.92	20.5						4.7	PR	PR
04	164	2			JCT HWY 001-TALBOT RD	0.00	0.23	0.23	98.0						2.0	GD	GD
04	164	1			TALBOT RD-SANTIAM RIV BR	4.92	6.19	1.27	45.0						4.0	PR	PR
04	164	1			SANTIAM RIVER BRIDGE	6.19	6.34	0.15							8.0	ST	ST
04	164	1			SANTIAM RIV BR-JCT HWY 001	6.34	8.39	2.05	79.6						2.8	GD	GD
04	164	2			SANTIAM RIV BR-JCT HWY 001	8.13	8.77	0.64	69.0						3.2	FR	FR
04	180	1			JCT HWY 033-YAQUINA RIVER	0.00	4.93	4.91	24.0						4.6	PR	PR
04	180	1			YAQUINA RIVER-NASHVILLE	4.93	11.03	6.10	24.0						4.6	PR	PR
04	180	1			NASHVILLE-DEVITT CR	11.03	16.57	5.54	24.0						4.6	PR	PR
04	180	1			DEVITT CR-JCT HWY 033	16.57	19.25	2.68	27.5						4.5	PR	PR
04	181	1			KERVILLE-ROOTS CR	-0.21	12.87	13.08	17.0						4.8	PR	PR
04	181	1			ROOTS CR-SILETZ	12.87	24.10	11.23	20.5						4.7	PR	PR
04	181	1			SILETZ-HUDSON LOOP	24.10	27.00	2.90	38.0						4.2	PR	PR
04	181	1			HUDSON LOOP-CORVALLIS/NEWPORT HWY	27.00	31.24	4.24	41.5						4.1	PR	PR
04	182	1			DEVILS PUNCH BOWL-JCT HWY 009	0.00	0.75	0.75	34.5						4.3	PR	PR
03	189	1			JCT HWY 191-ECL DALLAS	0.00	0.61	0.61	72.0						3.1	FR	FR
03	189	1			ECL DALLAS-JCT HWY 030	0.61	4.01	3.40	81.9						2.7	GD	GD

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	RW	M	O	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND			
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97	
03	189	2			ECL DALLAS-JCT HWY 030	3.85	3.98	0.13	72.0							3.1	FR	FR
03	191	1			JCT HWY 030-JCT HWY 189	0.00	2.63	2.63	34.5							4.3	PR	PR
03	191	1			JCT HWY 189-SW BRIDLEWOOD DR	2.63	4.73	2.10	51.0							3.8	FR	FR
03	191	2			JCT HWY 189-SW BRIDLEWOOD DR	2.94	3.45	0.51	57.0							3.6	FR	FR
04	191	1			SW BRIDLEWOOD DR-MCTIMMONDS RD	4.73	12.50	7.77	34.5							4.3	PR	PR
04	191	1			MCTIMMONDS RD-PEDEE STORE	12.50	15.75	3.25	79.6							2.8	GD	GD
04	191	1			PEDEE STORE-KINGS VALLEY	15.75	23.59	7.84	72.0							3.1	FR	FR
04	191	1			KINGS VALLEY-JCT HWY 033	23.59	31.40	7.81	51.0							3.8	FR	FR
03	193	1			JCT HWY 030-JCT HWY 043	0.00	6.34	6.34	38.0							4.2	PR	PR
04	194	1			JCT HWY 191-SCL MONMOUTH	0.00	6.44	6.44	27.5							4.5	PR	PR
04	194	1			SCL MONMOUTH-JCT HWY 001W	6.44	7.56	1.12	51.0							3.8	FR	FR
05	200	1			MONROE-COUNTY LINE	-0.06	2.03	2.09	38.0							4.2	PR	PR
05	200	1			COUNTY LINE-COX BUTTE	2.03	5.55	3.52	38.0							4.2	PR	PR
05	200	1			COX BUTTE-CHESHIRE	5.55	10.06	4.51	45.0							4.0	PR	FR
05	200	1			CHESHIRE-ELMIRA	10.06	18.70	8.64	38.0							4.2	PR	PR
05	200	1			ELMIRA-VENETA	18.70	20.75	2.05	72.0							3.1	FR	FR
05	200	1			VENETA-BRIGGS HILL RD	20.75	28.72	7.97	48.0							3.9	FR	FR
05	200	1			BRIGGS HILL RD-MP 41	28.72	41.11	12.39	24.0							4.6	PR	PR
05	200	1			MP 41.00 - DOUGLAS CO LINE	41.11	42.08	0.97	34.5							4.3	PR	PR
04	201	1			JCT HWY 027-LOBSTER VALLEY RD	0.00	9.49	9.49	20.5							4.7	PR	PR
04	210	1			FOURTH ST-CORVALLIS BYPASS	-0.10	0.34	0.44	27.5							4.5	PR	PR
04	210	2			FOURTH ST-WILLAMETTE RIVER BR	-0.10	0.04	0.14	27.5							4.5	PR	PR
04	210	2			WILLAMETTE RIVER BRIDGE (CORVALLIS)	0.04	0.21	0.17								8.0	ST	ST
04	210	2			WILLAMETTE RIVER BR-CORVALLIS BYPASS	0.21	0.32	0.11	98.0							2.0	GD	GD
04	210	1			CORVALLIS BYPASS-IRELAND LANE	0.34	0.54	0.20	100.0	100.0	100.0	100.0	100.0	100.0			VG	VG
04	210	1			IRELAND LANE-ORLEANS RD	0.54	3.61	3.07	93.1	98.1	97.6	98.7	100.0	100.0			GD	GD
04	210	1			ORLEANS RD-LAKE CR	3.61	6.40	2.79	71.4	73.7	97.8	96.4	99.8	100.0			FR	GD
04	210	1			LAKE CR-PACIFIC HWY	6.40	9.81	3.41	94.3	99.2	99.4	98.9	0.0	0.0			GD	VG
04	210	1			PACIFIC HWY INTERCHANGE (NHS)	9.81	9.94	0.13	96.0	100.0	100.0	100.0	0.0	0.0			GD	VG
04	210	1			PACIFIC HWY INTERCHANGE (NONNHS)	9.94	10.38	0.44	98.0							2.0	GD	GD

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
04	210	1			PACIFIC HWY-SANTIAM HWY(LEBANON)	10.49	18.13	7.64							9.0	UC	PR
04	211	1			JCT HWY 016-FISH HATCHERY DR	0.00	4.31	4.31	54.0						3.7	FR	FR
04	211	1			FISH HATCHERY DR-SCIO	4.70	9.80	5.10	27.5						4.5	PR	PR
04	211	1			SCIO-JCT HWY 162	9.80	25.71	15.91	20.5						4.7	PR	PR
04	212	1			JCT HWY 058-JCT HWY 001	0.00	2.40	2.40	34.5						4.3	PR	PR
04	212	1			JCT HWY 001-BROWNSVILLE	2.40	6.50	4.10	99.0						1.5	VG	VG
04	212	1			BROWNSVILLE-WCL SWEET HOME	6.50	20.60	14.10	98.0						2.0	GD	VG
04	212	1			WCL SWEET HOME-JCT HWY 016	20.60	21.40	0.80	27.5						4.5	PR	PR
03	215	1			JCT HWY 016-CLEAR LAKE LODGE	0.00	3.30	3.30	99.9	100.0	100.0	100.0	100.0	99.9		VG	VG
03	215	1			CLEAR LAKE LODGE-LANE CO LINE	3.30	13.02	9.72	98.8	100.0	99.4	99.4	100.0	100.0		VG	VG
05	215	1			LINN CO LINE-JCT HWY 015	13.02	19.81	6.79	67.8	89.6	79.5	92.4	99.1	100.0		FR	FR
05	222	1	T		MCKENZIE HWY-JASPER	0.00	5.13	5.13	38.0						4.2	PR	FR
05	222	1	T		JASPER BRIDGE	5.13	5.29	0.16							8.0	ST	ST
05	222	1	T		JASPER-WILLAMETTE HWY (TEMP)	5.29	5.52	0.23	60.0						3.5	FR	GD
05	222	1			JASPER-WILLAMETTE HWY	5.52	8.00	2.48	69.0						3.2	FR	GD
05	222	1			HENDRICKS RD-WILLAMETTE RIVER BR	11.63	13.31	1.68	81.9						2.7	GD	GD
05	222	1			WILLAMETTE RIVER BRIDGE (CRESWELL)	13.31	13.42	0.11							8.0	ST	ST
05	222	1			WILLAMETTE RIVER BR-CRESWELL	13.42	14.88	1.37	69.0						3.2	FR	FR
05	225	1			MCKENZIE HWY-30TH AVE	0.01	2.53	2.52	51.0						3.8	FR	FR
05	225	2			MCKENZIE HWY-30TH AVE	2.19	2.52	0.33	77.3						2.9	GD	GD
05	226	2			GOSHEN-TATE RD	0.00	0.14	0.14	81.9						2.7	GD	FR
05	226	1			GOSHEN-JCT HWY 222	0.02	5.80	5.78	48.0						3.9	FR	FR
05	226	1			JCT HWY 222-TATE RD	5.80	8.65	2.85	75.0						3.0	FR	FR
05	226	1			TATE RD-COTTAGE GROVE	8.65	14.27	5.62	51.0						3.8	FR	FR
05	226	1			WOODSON PL-MAIN ST	14.27	14.76	0.46	38.0						4.2	PR	FR
05	226	1			MAIN ST-HARRISON ST	14.76	15.19	0.43	66.0						3.3	FR	FR
05	226	1			COTTAGE GROVE-DUGAN LANE	15.19	17.00	1.81	86.5						2.5	GD	FR
05	226	1			DUGAN LANE-HAWLEY RD	17.00	19.10	2.10	88.8						2.4	GD	GD
05	226	1			HAWLEY RD-PACIFIC HWY	19.10	19.92	0.82	45.0						4.0	PR	FR
05	226	2			HAWLEY RD-PACIFIC HWY	19.55	20.05	0.50	45.0						4.0	PR	FR

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## 1998 CONDITION REPORT - REGION 2

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
05	227	1			7TH AVE - WILLAMETTE RIVER	0.00	0.75	0.75	55.0	55.0	60.0	100.0	0.0	0.0	FR	FR
05	227	2			7TH AVE - WILLAMETTE RIVER	0.00	0.75	0.75	50.4	95.0	65.9	86.0	0.0	0.0	FR	FR
05	227	1			WILLAMETTE RIVER BRIDGE (EUGENE)	0.75	0.89	0.14							ST	ST
05	227	2			WILLAMETTE RIVER BRIDGE (EUGENE)	0.75	0.89	0.14							ST	ST
05	227	1			WILLAMETTE RIVER - COBURG RD	0.89	2.16	1.27	56.9	93.3	62.8	91.3	0.0	0.0	FR	FR
05	227	2			WILLAMETTE RIVER - COBURG RD	0.89	2.16	1.27	61.0	91.6	69.6	94.7	0.0	0.0	FR	FR
05	227	1			COBURG ROAD - PACIFIC HIGHWAY	2.16	3.49	1.33	56.1	64.9	82.9	92.8	0.0	0.0	FR	GD
05	227	2			COBURG ROAD - PACIFIC HIGHWAY	2.16	3.49	1.33	48.8	58.9	73.7	90.6	0.0	0.0	FR	FR
05	227	1			PACIFIC HWY-MCKENZIE HWY	3.49	9.97	6.48	71.2	72.4	98.5	99.4	91.6	91.6	FR	GD
05	227	2			PACIFIC HWY-MCKENZIE HWY	3.49	9.98	6.49	76.5	78.6	95.3	98.8	93.1	93.6	GD	GD
05	228	1			Q ST-SOUTH A (SPRINGFIELD)	0.00	1.40	1.40	99.0						1.5	VG UC
05	228	2			Q ST-SOUTH A (SPRINGFIELD)	0.13	1.40	1.27	99.0						1.5	VG UC
05	229	1			MAPLETON-SWISSHOME	0.01	8.39	8.38	86.5						2.5	GD GD
05	229	1			SWISSHOME-WHEELER CREEK	8.39	18.33	9.94	45.0						4.0	PR FR
05	229	1			WHEELER CREEK-TRIANGLE LAKE	18.33	27.00	8.67	27.5						4.5	PR PR
05	229	1			TRIANGLE LAKE-BEAR CR	27.00	42.87	15.87	45.0						4.0	PR FR
05	229	1			BEAR CR-HALL RD	42.87	45.97	3.10	41.5						4.1	PR PR
05	229	1			HALL RD-PACIFIC HWY WEST	47.41	51.59	4.18	72.0						3.1	FR FR
05	429	1			JCT HWY 018-CRESCENT LAKE	0.00	2.39	2.39	24.0						4.6	PR PR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
08	001	1			CALIF STATE LINE - ASHLAND	0.00	11.45	11.45	84.5	99.9	84.8	99.9	0.0	0.0	GD	GD
08	001	2			CALIF STATE LINE - ASHLAND	0.00	11.47	11.47	85.3	100.0	85.6	99.7	0.0	0.0	GD	GD
08	001	2	Z	1	S. ASHLAND-N. ASHLAND	11.44	11.47	0.03	100.0	100.0	100.0	100.0	0.0	0.0	VG	FR
08	001	1			S. ASHLAND-N. ASHLAND	11.45	18.70	7.25	52.9	99.4	57.6	92.8	0.0	0.0	FR	FR
08	001	2			S. ASHLAND-N. ASHLAND	11.47	18.70	7.23	45.7	98.3	57.1	78.5	0.0	0.0	FR	FR
08	001	1			N. ASHLAND - 12TH STREET	18.70	28.33	9.63	83.3	97.5	87.9	96.4	0.0	0.0	GD	GD
08	001	2			N. ASHLAND - 12TH STREET	18.70	28.33	9.63	55.5	92.7	58.0	97.5	0.0	0.0	FR	FR
08	001	1			JACKSON STREET - SEVEN OAKS	28.33	35.75	7.42	99.0	100.0	100.0	99.0	100.0	100.0	VG	VG
08	001	2			JACKSON STREET - SEVEN OAKS	28.33	35.75	7.42	99.0	99.7	100.0	99.3	100.0	100.0	VG	VG
08	001	1			SEVEN OAKS - ROCK POINT	35.75	43.13	7.38	99.4	100.0	100.0	99.4	99.6	99.6	VG	VG
08	001	2			SEVEN OAKS - ROCK POINT	35.75	43.13	7.38	99.9	100.0	99.9	100.0	99.6	99.6	VG	VG
08	001	1			ROCK POINT - EVANS CREEK	43.13	49.00	5.87	46.7	97.8	65.2	69.6	0.0	0.0	FR	FR
08	001	2			ROCK POINT - EVANS CREEK	43.13	49.00	5.87	39.6	99.1	48.1	82.7	0.0	0.0	PR	PR
08	001	1			EVANS CREEK - N GRANTS PASS	49.00	58.20	9.20	100.0	100.0	100.0	100.0	98.9	98.9	VG	UC
08	001	2			EVANS CREEK - N GRANTS PASS	49.00	58.20	9.20	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
08	001	1			N. GRANTS PASS-JUMPOFF JOE CR	58.20	67.00	8.80	99.4	99.8	100.0	99.6	100.0	100.0	VG	VG
08	001	2			N. GRANTS PASS-JUMPOFF JOE CR	58.20	67.00	8.80	98.0	99.8	100.0	98.3	99.7	100.0	GD	VG
08	001	1			JUMPOFF JOE CR.-SUNNY VALLEY	67.00	71.49	4.49	99.0	99.6	100.0	99.0	100.0	100.0	VG	VG
08	001	2			JUMPOFF JOE CR.-SUNNY VALLEY	67.00	71.49	4.49	98.8	99.6	100.0	99.2	100.0	100.0	VG	VG
08	001	1			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.49	80.80	9.31	99.6	100.0	100.0	99.6	100.0	100.0	VG	VG
08	001	2			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.49	80.80	9.31	96.5	98.7	100.0	97.9	100.0	100.0	GD	VG
06	001	1			SUNNY VALLEY - GLENDALE JCT (DIST 6)	80.80	82.00	1.20	97.1	100.0	100.0	97.1	91.7	91.7	GD	VG
06	001	2			SUNNY VALLEY - GLENDALE JCT (DIST 6)	80.80	82.00	1.16	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
06	001	1			GLENDALE JCT - AZALEA	82.00	87.36	5.36	71.8	99.8	84.4	85.6	0.0	0.0	FR	FR
06	001	2			GLENDALE JCT - AZALEA	82.00	87.36	5.36	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
06	001	1			AZALEA - CANYONVILLE	87.36	98.92	11.56	43.9	68.6	64.8	80.2	99.0	99.7	PR	FR
06	001	2			AZALEA - CANYONVILLE	87.36	98.92	11.56	54.3	82.5	79.0	74.1	99.3	100.0	FR	FR
06	001	1			CANYONVILLE - MYRTLE CREEK	98.92	108.40	9.48	40.7	64.0	80.4	65.0	99.8	100.0	PR	PR
06	001	2			CANYONVILLE - MYRTLE CREEK	98.92	108.40	9.48	39.7	50.8	62.4	87.7	99.7	100.0	PR	PR
06	001	1			MYRTLE CR. - DILLARD JCT.	108.40	112.50	4.10	47.9	52.4	78.1	86.8	100.0	100.0	FR	PR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98
06	001	2			MYRTLE CR. - DILLARD JCT.	108.40	112.50	4.10	62.3	85.4	72.7	91.6	99.7	100.0	FR	FR
06	001	1			DILLARD JCT. - ROBERTS CREEK	112.50	117.74	5.24	99.9	99.9	100.0	100.0	100.0	100.0	VG	VG
06	001	2			DILLARD JCT. - ROBERTS CREEK	112.50	117.74	5.24	99.1	99.6	99.6	99.5	100.0	100.0	VG	VG
06	001	1			ROBERTS CR. - FAIRGROUNDS INT	117.74	122.32	4.58	38.3	43.9	83.9	85.6	97.7	100.0	PR	FR
06	001	2			ROBERTS CR. - FAIRGROUNDS INT	117.74	122.32	4.58	39.6	48.2	93.9	84.7	97.2	100.0	PR	PR
06	001	1			FAIRGROUNDS-GARDEN VALLEY INT	122.32	124.90	2.58	63.2	89.2	91.8	75.5	96.6	100.0	FR	FR
06	001	2			FAIRGROUNDS-GARDEN VALLEY INT	122.32	124.90	2.58	44.7	61.1	92.1	71.1	98.9	100.0	PR	PR
06	001	1			GARDEN VALLEY INTCH-WINCHESTER	124.90	129.40	4.50	90.1	100.0	94.8	94.7	100.0	100.0	GD	GD
06	001	2			GARDEN VALLEY INTCH-WINCHESTER	124.90	129.40	4.50	82.3	86.3	95.9	96.6	99.7	100.0	GD	GD
06	001	1			WINCHESTER INTCH-SUTHERLIN JCT	129.40	136.66	7.26	95.2	100.0	98.2	97.0	100.0	100.0	GD	VG
06	001	2			WINCHESTER INTCH-SUTHERLIN JCT	129.40	136.66	7.26	73.6	80.2	97.5	91.3	100.0	100.0	FR	GD
06	001	1			SUTHERLIN JCT-N. OAKLAND	136.66	139.70	3.04	98.6	100.0	100.0	98.6	100.0	100.0	VG	VG
06	001	2			SUTHERLIN JCT-N. OAKLAND	136.66	139.70	3.04	98.6	100.0	100.0	98.6	100.0	100.0	VG	VG
06	001	1			N. OAKLAND INTERCHANGE	139.70	140.58	0.88	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
06	001	2			N. OAKLAND INTERCHANGE	139.70	140.58	0.88	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
06	001	1			N. OAKLAND - RICE HILL	140.58	147.87	7.29							UC	PR
06	001	2			N. OAKLAND - RICE HILL	140.58	147.87	7.27							UC	FR
06	001	1			RICE HILL - ELKHEAD ROAD	147.87	154.88	7.01	82.2	100.0	93.4	91.9	0.0	0.0	GD	GD
06	001	2			RICE HILL - ELKHEAD ROAD	147.87	154.88	7.01	79.5	80.2	100.0	98.4	100.0	100.0	GD	GD
06	001	1			ELKHEAD ROAD - ANLAUF	154.88	162.26	7.38	95.5	95.5	100.0	100.0	99.7	99.7	GD	UC
06	001	2			ELKHEAD ROAD - ANLAUF	154.88	162.20	7.31	100.0	100.0	100.0	100.0	100.0	100.0	VG	UC
06	001	2			ANLAUF - MARTIN CREEK - REG 3	162.20	168.01	5.81	82.8	100.0	84.8	98.0	0.0	0.0	GD	GD
06	001	1			ANLAUF - MARTIN CREEK - REG 3	162.26	168.01	5.75	86.0	99.1	86.9	100.0	0.7	0.7	GD	GD
06	009	1			LINN CO LINE-GARDINER	198.58	209.27	10.69							UC	FR
06	009	1			GARDINER-SMITH RIVER BR	209.27	210.31	1.04	80.6	80.6	100.0	100.0	100.0	100.0	GD	GD
06	009	1			SMITH RIVER BRIDGE	210.31	210.61	0.30							ST	ST
06	009	1			SMITH RIV BR-UMPQUA RIV BR	210.61	211.00	0.39							UC	FR
06	009	1			UMPQUA RIVER BRIDGE	211.00	211.42	0.42							ST	ST
06	009	1			UMPQUA RIV BR-JCT HWY 45	211.42	211.58	0.16							ST	ST
06	009	1			JCT HWY 45-LONGWOOD DRIVE	211.58	213.64	2.06	49.8	66.1	75.7	81.8	99.5	100.0	FR	FR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
06	009	1			LONGWOOD DRIVE-WINCHESTER BAY	213.64	215.70	2.06	62.8	74.9	84.9	85.5	100.0	100.0	FR	FR
06	009	1			WINCHESTER BAY-COOS CO. LINE	215.70	220.58	4.88	63.3	82.0	82.7	81.6	100.0	100.0	FR	FR
07	009	1			DOUGLAS CO LINE-TUGMAN ST PARK	220.58	221.40	0.82	57.5	80.0	87.3	74.7	100.0	100.0	FR	FR
07	009	1			TUGMAN ST PARK-TENMILE CREEK	221.40	223.36	1.96	97.6	99.0	100.0	97.6	100.0	100.0	GD	GD
07	009	1			TENMILE CREEK-WILDWOOD DR	223.36	224.40	1.04	95.2	100.0	100.0	100.0	95.2	100.0	GD	GD
07	009	1			WILDWOOD DR-MCCULLOUGH BR	224.40	233.48	9.08	69.3	85.5	93.4	79.4	100.0	100.0	FR	FR
07	009	1			MCCULLOUGH BRIDGE	233.48	234.48	1.00							ST	ST
07	009	1			MCCULLOCH BR-BAY STREET	234.48	234.81	0.33	96.7	100.0	100.0	98.5	98.1	100.0	GD	GD
07	009	1			BAY STREET-TEAKWOOD	234.81	237.02	2.21	64.3	89.9	82.7	86.4	96.1	100.0	FR	FR
07	009	2			BAY STREET-TEAKWOOD	235.09	235.58	0.49	61.4	74.3	79.0	100.0	98.2	100.0	FR	GD
07	009	1			TEAKWOOD-FIR	237.02	237.78	0.76	38.1	85.3	72.5	60.1	88.6	100.0	PR	PR
07	009	2			TEAKWOOD-FIR	237.38	237.78	0.40	33.4	73.0	59.9	72.4	92.9	100.0	PR	FR
07	009	1			FIR-EDWARDS	237.78	239.60	1.81	41.0	71.8	61.2	77.1	93.0	100.0	PR	PR
07	009	2			FIR-EDWARDS	237.78	239.08	1.30	44.2	68.7	85.0	69.8	93.6	100.0	PR	FR
07	009	1			EDWARDS ST-DAVIS SLOUGH	239.60	244.92	5.32	47.1	81.2	82.1	62.5	99.8	100.0	FR	FR
07	009	1			DAVIS SLOUGH-BULLARDS BR	244.92	259.58	14.66	70.1	80.7	85.6	97.9	97.7	100.0	FR	GD
07	009	1			BULLARDS BRIDGE	259.58	259.72	0.14							ST	ST
07	009	1			BULLARDS BR-JCT HWY 244	259.72	261.60	1.88	79.1	85.3	97.5	93.5	98.7	100.0	GD	GD
07	009	1			JCT HWY 244-SCL BANDON	273.37	274.60	1.23	58.7	98.4	83.2	73.2	98.3	100.0	FR	FR
07	009	1			SCL BANDON-TWOMILE RD	274.60	278.30	3.70	72.3	91.4	93.3	84.2	100.0	100.0	FR	GD
07	009	1			TWOMILE RD-DEW VALLEY RD	278.30	279.50	1.20	36.3	83.3	61.3	61.6	99.1	100.0	PR	PR
07	009	1			DEW VALLEY RD-BETHEL CREEK	279.50	284.80	5.30	78.9	90.9	94.1	87.9	99.7	100.0	GD	GD
07	009	1			BETHEL CREEK-BUTTE CREEK	284.80	285.45	0.65	57.0	83.1	67.2	95.9	92.4	100.0	FR	FR
07	009	1			BUTTE CREEK-LANGLOIS	285.45	288.10	2.65	31.8	85.3	53.3	61.4	100.0	100.0	PR	PR
07	009	1			LANGLOIS-WILLOW CREEK RD	288.10	289.90	1.75	42.9	89.9	60.7	72.7	99.0	100.0	PR	FR
07	009	1			WILLOW CREEK RD-DENMARK	289.90	291.19	1.29	86.8	98.5	93.3	93.5	100.0	100.0	GD	PR
07	009	1			DENMARK-STONECYPHER RD	291.19	292.09	0.90	59.7	88.9	90.2	76.2	100.0	100.0	FR	PR
07	009	1			STONECYPHER RD-SIXES	292.09	295.00	2.91	93.0	100.0	98.2	94.8	100.0	100.0	GD	GD
07	009	1			SIXES-SCL PORT ORFORD	295.00	301.30	6.13	65.0	87.1	74.7	90.1	99.9	100.0	FR	FR
07	009	1			SCL PORT ORFORD-VIEWPOINT	301.30	305.65	4.35	48.7	93.9	80.0	62.3	99.9	100.0	FR	FR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
07	009	1			VIEWPOINT-MP 310.3	305.65	310.30	4.65	60.6	84.3	85.1	77.2	99.2	100.0	FR	FR	
07	009	1			MP 310.3-FRONTAGE RD	310.30	311.91	1.61	84.1	98.7	100.0	84.1	100.0	100.0	GD	PR	
07	009	1			FRONTAGE RD-MP 312.5	311.91	312.47	0.55	75.6	100.0	100.0	75.6	100.0	100.0	GD	UC	
07	009	1			MP 312.5-MP 313.9	312.47	313.87	1.40	100.0	100.0	100.0	100.0	100.0	100.0	VG	UC	
07	009	1			MP 313.9-EUCHRE CR RD	313.87	316.90	3.03	52.8	85.8	86.7	60.5	100.0	100.0	FR	FR	
07	009	1			EUCHRE CR RD-NESIKA BCH	316.90	320.60	3.70	70.3	95.1	78.3	94.0	100.0	100.0	FR	FR	
07	009	1			NESIKA BCH-ROGUE RIVER BR	320.60	327.51	6.91	34.1	89.0	53.6	67.1	99.5	100.0	PR	PR	
07	009	1			ROGUE RIVER BRIDGE	327.51	327.88	0.37							ST	ST	
07	009	1			ROGUE RIVER BR-MOORE ST	327.88	328.47	0.59	92.3	100.0	100.0	92.3	100.0	100.0	GD	GD	
07	009	1			MOORE STREET-SCL GOLD BCH	328.48	330.00	1.52	44.1	100.0	55.2	81.3	99.5	100.0	PR	FR	
07	009	1			SCL GOLD BCH-CAPE SEBASTIAN	330.00	336.00	6.00	43.2	90.7	68.7	66.0	99.9	100.0	PR	PR	
07	009	1			CAPE SEBASTIAN-FRONTAGE RD	336.00	337.55	1.55	57.0	100.0	67.9	83.3	100.0	100.0	FR	FR	
07	009	1			FRONTAGE RD-CARPENTERVILLE	337.55	339.99	2.44							UC	PR	
07	009	1			CARPENTERVILLE-PISTOL RIVER	339.99	340.90	0.91	48.6	97.8	52.8	90.7	100.0	100.0	FR	FR	
07	009	1			PISTOL RIVER-THOMAS CR BR	340.90	347.69	6.79	50.7	94.1	56.9	91.5	99.9	100.0	FR	FR	
07	009	1			THOMAS CREEK BRIDGE	347.69	347.87	0.18							ST	ST	
07	009	1			THOMAS CR BR-BEACH AVE	347.87	355.94	8.07	44.0	86.1	54.8	81.6	99.8	100.0	PR	PR	
07	009	1			BEACH AVE-OAK STREET	355.94	357.47	1.53	47.2	77.7	55.5	88.0	99.2	100.0	FR	FR	
07	009	1			OAK STREET-CHETCO RIVER BR	357.47	357.87	0.40	63.6	80.0	72.1	100.0	99.1	100.0	FR	FR	
07	009	1			CHETCO RIVER BRIDGE	357.87	358.09	0.22							ST	ST	
07	009	1			CHETCO RIVER BR-RAYMOND LANE	358.09	360.00	1.91	96.8	96.8	100.0	100.0	100.0	100.0	GD	GD	
07	009	1			RAYMOND LANE-CALIF LINE	360.00	363.11	3.11	98.5	100.0	100.0	98.5	100.0	100.0	VG	VG	
08	021	1			JCT HWY 063-OAK KNOLL DR	0.00	2.13	2.13	45.0						4.0	PR	PR
08	021	1			OAK KNOLL DR-NEIL CREEK	2.13	3.26	1.13	99.0						1.5	VG	VG
08	021	1			NEIL CREEK-EMIGRANT LAKE RD	3.26	4.74	1.48	54.0						3.7	FR	FR
08	021	1			EMIGRANT LAKE RD-BUCKHORN RD	4.74	9.00	4.26	98.4						1.8	VG	VG
08	021	1			BUCKHORN RD- MP 14.0	9.00	13.66	4.66	27.5						4.5	PR	PR
08	021	1	Z	1	BUCKHORN RD- MP 14.0 (Z MILES)	13.00	13.66	0.66	75.0						3.0	FR	FR
08	021	1			MP 14.0-KEENE CRK	13.66	16.30	2.64	66.0						3.3	FR	FR
08	021	1			KEENE CRK - MTN VIEW	16.30	22.25	5.95	24.0						4.6	PR	PR

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DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
08	021	1			MT VIEW-PINEHURST	22.25	23.56	1.31	38.0						4.2	PR	PR
08	021	1			PINEHURST-WARD RD	23.57	38.75	15.18	57.0						3.6	FR	FR
08	021	1			WARD RD-SPENCER BRIDGE	38.75	43.86	5.11	54.0						3.7	FR	FR
08	022	1			JCT HWY 063-PACIFIC HWY	0.00	0.47	0.47	48.0						3.9	FR	FR
08	022	2			JCT HWY 063-NCL MEDFORD	0.00	0.18	0.18	98.0						2.0	GD	VG
08	022	1			PACIFIC HWY-NCL MEDFORD	0.47	3.76	3.29	94.1	94.1	100.0	100.0	100.0	100.0		GD	VG
08	022	1			NCL MEDFORD-JCT HWY 270	3.76	6.03	2.27	93.0	93.0	100.0	100.0	100.0	100.0		GD	VG
08	022	1			JCT HWY 270-WHITE CITY	6.03	7.32	1.29	99.0						1.5	VG	VG
08	022	1			WHITE CITY-EAGLE POINT	7.32	10.25	2.93							9.0	UC	FR
08	022	1			EAGLE POINT-JCT HWY 271	10.25	13.70	3.45	99.0						1.5	VG	VG
08	022	1			JCT HWY 271-MP 16.0	13.70	16.07	2.37	75.0						3.0	FR	FR
08	022	1			MP 16.0-SHADY COVE SCL	16.07	18.57	2.50	98.4						1.8	VG	VG
08	022	1			SHADY COVE SCL-INDIAN CREEK	18.58	19.82	1.24	99.4						1.3	VG	UC
08	022	1			INDIAN CREEK-TRAIL	19.82	23.00	3.18	99.4						1.3	VG	UC
08	022	1			TRAIL-MP 26.7	23.00	26.65	3.65	98.6						1.7	VG	VG
08	022	1			MP 26.7-CASEY ST PARK	26.91	28.98	2.07	95.7						2.1	GD	GD
08	022	1			CASEY ST PARK-PEYTON BR	28.98	29.18	0.20	48.0						3.9	FR	FR
08	022	1	Z 1		CASEY ST PARK-PEYTON BR	29.16	29.18	0.02	48.0						3.9	FR	FR
08	022	1			CASEY ST PARK-PEYTON BR	29.18	35.25	6.07	48.0						3.9	FR	FR
08	022	1			PEYTON BRIDGE	35.25	35.57	0.32							8.0	ST	ST
08	022	1			PEYTON BRIDGE-FOREST BOUNDARY	35.57	44.29	7.78	57.0						3.6	FR	FR
08	022	1			FOREST BOUNDARY-MP 48.0	45.31	48.00	2.69	54.0						3.7	FR	FR
08	022	1			MP 48.0-JCT HWY 233	48.00	57.22	9.22	45.0						4.0	PR	FR
08	022	1			JCT HWY 233-UNION CREEK TRAIL	57.22	59.45	2.23	34.5						4.3	PR	PR
08	022	2			JCT HWY 233-UNION CREEK TRAIL	57.22	57.32	0.10	41.5						4.1	PR	PR
08	022	1			UNION CREEK TRAIL-MP 60.0	59.45	59.80	0.35	27.5						4.5	PR	PR
08	022	1			MP 60.0-WHISKEY CREEK	59.80	62.87	3.07	38.0						4.2	PR	PR
08	022	1			WHISKEY CREEK-KLAMATH CO LINE	62.87	65.45	2.58	98.8						1.6	VG	UC
08	025	2			JCT HWY 001-MARION STREET	-2.85	0.35	3.20	36.2	74.4	46.7	86.4	88.8	100.0		PR	PR
08	025	1			JCT HWY 001-MARION STREET	-2.74	0.29	3.03	23.1	83.1	48.7	55.9	78.5	100.0		PR	PR

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DIS	RD ID	RW	MT	OVS	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
08	025	1	Y		GRANTS PASS SPUR -1	-0.48	0.01	0.49	60.0						3.5	FR	FR
08	025	1	Y		GRANTS PASS SPUR -2	0.01	1.99	1.98	60.0						3.5	FR	FR
08	025	1			MARION ST-APPLEGATE RIVER BR	0.29	6.92	6.63								UC	PR
08	025	2	Y		GRANTS PASS SPUR	0.72	2.06	1.34	60.0						3.5	FR	FR
08	025	1			APPLEGATE RIVER BRIDGE	6.92	7.02	0.10								ST	ST
08	025	1			APPLEGATE RIV BR-L CHEYEANE TR	7.02	9.03	2.01	45.0	100.0	97.3	46.6	100.0	100.0		PR	PR
08	025	1			L CHEYEANE TR-SLATE CREEK	9.33	14.20	4.87	97.0	98.0	100.0	99.1	100.0	100.0		GD	GD
08	025	1			SLATE CREEK-HAYES HILL	14.20	16.46	2.26	54.9	83.5	76.3	81.4	99.0	100.0		FR	GD
08	025	1			HAYES HILL-ANDERSON CR	16.46	17.23	0.77	73.8	98.2	84.4	81.1	100.0	100.0		FR	GD
08	025	1			ANDERSON CR-HOGUE DR	17.23	20.32	3.09	49.5	81.9	64.1	86.4	98.9	98.7		FR	FR
08	025	1			HOGUE DR-WILD PARKLANE	20.32	22.00	1.55	40.8	81.3	52.3	84.1	97.9	100.0		PR	PR
08	025	1			WILD PARKLANE-REEVES CR	22.00	24.55	2.55	51.7	96.9	65.9	84.5	99.6	100.0		FR	FR
08	025	1			REEVES CR -KERBY	24.55	26.40	1.85	85.9	94.6	90.6	98.6	100.0	100.0		GD	GD
08	025	1			KERBY-MP 28.0	26.40	28.00	1.60	56.7	95.0	56.7	100.0	100.0	100.0		FR	FR
08	025	1			MP 28.0-O'BRIEN	28.00	36.00	7.88								UC	FR
08	025	1			O'BRIEN-CALIF. LINE	36.00	41.69	5.69	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
07	035	1			DAVIS SLOUGH-MP 2.75	0.00	2.75	2.75	85.9	97.0	100.0	87.0	99.6	100.0		GD	FR
07	035	1			MP 2.75 - MP 4.0	2.75	3.97	1.22								UC	FR
07	035	1			MP 4.0-NCL COQUILLE	3.97	9.68	5.71	35.4	89.3	68.2	53.7	97.5	100.0		PR	PR
07	035	1			COQUILLE REROUTE SECTION	9.68	11.42	1.74	89.8	99.8	96.9	91.8	99.9	100.0		GD	GD
07	035	1			MAIN ST-GLEN AIKEN CREEK	12.13	15.15	3.02	94.0	94.0	100.0	100.0	100.0	100.0		GD	VG
07	035	1			GLEN AIKEN CREEK-GRAY CREEK	15.15	16.60	1.45	48.1	95.9	62.8	79.3	91.4	100.0		FR	FR
07	035	1			GRAY CR-N FORK COQUILLE RIVER	16.60	19.34	2.74	75.5	97.0	82.5	98.0	94.0	99.7		GD	GD
07	035	1			N FORK COQUILLE RIVER BRIDGE	19.34	19.61	0.27								ST	ST
07	035	1			N FORK COQ-MIDDLE FORK COQ	19.61	23.37	3.66	65.2	90.4	78.2	85.3	99.7	100.0		FR	GD
07	035	1			MIDDLE FORK COQ-BRIDGE	23.37	30.70	7.33	47.3	96.6	58.8	83.5	100.0	100.0		FR	FR
07	035	1			BRIDGE-FRENCHIE CR.	30.70	36.35	5.65	43.8	86.2	63.6	68.3	99.9	100.0		PR	FR
07	035	1			FRENCHIE CR.-REMOTE	36.35	38.25	1.90	33.9	90.5	59.0	62.6	85.0	100.0		PR	FR
07	035	1			REMOTE CAMPGROUND-COUNTY LINE	38.25	44.95	5.21	98.9	99.6	99.5	99.5	100.0	100.0		VG	VG
06	035	1			COUNTY LINE-SLATER CREEK	44.95	46.00	1.05	79.6	98.1	100.0	81.5	100.0	100.0		GD	GD

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
06	035	1			SLATER CREEK-MYSTIC CREEK	46.00	50.55	4.55	29.7	93.9	57.5	65.6	83.9	100.0		PR PR
06	035	1			MYSTIC CREEK-DAY CREEK	50.55	52.66	2.11	40.3	95.3	67.1	75.7	82.6	100.0		PR PR
06	035	1			DAY CREEK-CAMAS MTN WAYSIDE	52.66	57.04	4.38	95.1	98.5	98.0	99.2	98.9	100.0		GD VG
06	035	1			CAMAS MTN WAYSIDE-SHEILDS CREEK	57.04	60.14	3.10	67.1	97.7	84.5	88.4	91.1	100.0		FR GD
06	035	1			SHIELDS CREEK-SHIELDS CREEK	61.72	62.01	0.29	47.4	92.4	85.8	81.0	70.2	100.0		FR FR
06	035	1			SHIELDS CREEK-TEN MILE CR. BR	62.01	63.81	1.80	51.8	94.6	100.0	53.2	99.5	100.0		FR FR
06	035	1			TEN MILE CR. BR-OLALLA CR. BR	63.81	67.60	3.79								UC FR
06	035	1			OLALLA CR. BR-SAM HILL	67.60	69.37	1.77	97.9	100.0	100.0	97.9	100.0	100.0		GD FR
06	035	1	Z	1	OLALLA CR. BR-SAM HILL	69.36	69.37	0.01	100.0	100.0	100.0	100.0	100.0	100.0		VG VG
06	035	1			OLALLA CR. BR-SAM HILL	69.37	69.43	0.06	100.0	100.0	100.0	100.0	100.0	100.0		VG VG
06	035	1			SAM HILL-BROCKWAY RD	69.43	71.73	2.30	84.7	92.2	100.0	89.3	99.9	100.0		GD GD
06	035	1			BROCKWAY RD-GLENHART AVE	71.73	73.18	1.45	50.2	81.0	69.1	82.4	94.8	100.0		FR FR
06	035	1			GLENHART AVE-JCT HWY 1	73.18	77.20	4.02	61.1	67.5	92.9	91.0	92.6	100.0		FR FR
08	038	1			JCT HWY 025-GRAYBACK CR	0.00	11.75	11.75	51.0						3.8	FR FR
08	038	1			GRAYBACK CR-OR CAVES NAT MON	11.75	19.33	7.58	98.8						1.6	VG PR
06	045	1			JCT HWY 009-6TH STREET	0.00	0.33	0.33	55.9	100.0	60.1	91.0	100.0	100.0		FR FR
06	045	1			6TH STREET-3RD STREET	0.33	0.55	0.22	100.0	100.0	100.0	100.0	100.0	100.0		VG FR
06	045	1			3RD STREET-DEAN CREEK	0.55	5.76	5.21	74.3	89.6	88.7	89.3	99.8	100.0		FR FR
06	045	1			DEAN CREEK-CHARLOTTE CREEK	5.76	10.67	4.91	87.4	99.2	92.8	91.4	100.0	99.6		GD GD
06	045	1			CHARLOTTE CREEK-UMPQUA RIVER BR	10.67	16.35	5.61								UC FR
06	045	1			UMPQUA RIVER BRIDGE	16.35	16.52	0.17								ST ST
06	045	1			UMPQUA RIV BR-GOLDEN DR	16.52	19.80	3.28	79.9	100.0	91.1	88.0	100.0	100.0		GD GD
06	045	1			GOLDEN DR-SCOTT CREEK	19.80	25.50	5.70	77.5	95.8	87.4	89.2	100.0	100.0		GD GD
06	045	1			SCOTT CREEK-ELKTON SLIDE	25.50	32.15	6.65	95.6	99.4	98.7	97.7	100.0	99.8		GD GD
06	045	1			ELKTON SLIDE-JCT HWY 231	32.15	36.44	4.29	75.0	92.4	85.7	94.0	100.0	100.0		FR GD
06	045	1			JCT HWY 231-MP 37.0	36.44	37.00	0.56	42.9	88.0	94.3	56.2	100.0	100.0		PR PR
06	045	1			MP 37.0-MP 38.07	37.00	38.07	1.07	85.2	89.4	95.8	100.0	100.0	100.0		GD GD
06	045	1			MP 38.17 - ELK CREEK TUNNEL	38.14	39.73	1.59	63.8	80.0	89.1	84.2	100.0	100.0		FR FR
06	045	1			ELK CREEK TUNNEL-SNELL RD	39.73	45.20	5.47	52.0	65.4	85.6	81.1	100.0	100.0		FR FR
06	045	1			SNELL RD-JACK CREEK	45.20	45.78	0.58	95.0	100.0	100.0	100.0	100.0	100.0		GD GD

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
06	045	1			JACK CREEK-DRAIN	45.78	50.50	4.72	36.9	82.2	73.2	54.2	99.1	100.0	PR	PR	
06	045	1			DRAIN-SMITH CR	50.50	52.07	1.57	38.3	82.6	64.7	63.9	99.0	100.0	PR	PR	
06	045	1			SMITH CREEK-ROCK CREEK	52.07	53.96	1.89	43.3	83.2	72.4	65.0	97.6	100.0	PR	PR	
06	045	1			ROCK CREEK-MP 56.0	53.96	56.01	2.05	78.8	80.0	99.0	98.9	100.0	100.0	GD	GD	
06	045	1			MP 56.0-JCT HWY 001 (EAST)	56.01	57.13	1.02	67.3	87.8	75.1	92.7	100.0	100.0	FR	FR	
08	060	1			JCT HWY 025-FRUITDALE CR	0.00	1.39	1.39	60.0						3.5	FR	FR
08	060	2			JCT HWY 025-FRUITDALE CR	0.00	0.35	0.35	54.0						3.7	FR	FR
08	060	1			FRUITDALE CR-MAIN LOW CANAL	1.39	3.44	2.05	51.0						3.8	FR	FR
08	060	1			MAIN LOW CANAL-JACKSON CO LN	3.44	5.51	2.07	63.0						3.4	FR	FR
08	060	1			JACKSON CO LN-DEPOT STREET	5.51	8.80	3.29	66.0						3.3	FR	FR
08	060	1			DEPOT STREET-JCT HWY 001	8.80	14.95	6.15	60.0						3.5	FR	FR
08	060	2			DEPOT STREET-JCT HWY 001	14.57	14.76	0.19	60.0						3.5	FR	FR
08	063	1			JCT HWY 001-BEALL LN	0.00	3.60	3.60	93.4						2.2	GD	UC
08	063	2			JCT HWY 001-ALDER ST	0.00	0.63	0.63	60.0						3.5	FR	FR
08	063	1			BEALL LN-JCT HWY 022	3.60	5.49	1.89	34.5						4.3	PR	PR
08	063	1			JCT HWY 022-STEWART AVE	5.49	8.09	2.60	93.4						2.2	GD	GD
08	063	2			ALDER ST-JCT HWY 022	5.50	5.56	0.06	98.0						2.0	GD	VG
08	063	2			JCT HWY 022-STEWART AVE	5.56	7.75	2.19	98.0						2.0	GD	VG
08	063	1			STEWART AVE-6TH STREET	8.09	11.37	3.28	86.5						2.5	GD	GD
08	063	1			6TH STREET-OAK STREET	11.37	11.93	0.56	48.0						3.9	FR	FR
08	063	2			6TH STREET-OAK STREET	11.37	11.96	0.59	48.0						3.9	FR	FR
08	063	1			OAK ST-OSHD WEIGH STATION	11.93	17.02	5.09	84.2						2.6	GD	GD
08	063	1			OSHD WEIGH STA-HELMAN ST	17.02	19.00	1.98	38.0						4.2	PR	PR
08	063	1			HELMAN ST-LITHIA WAY	19.00	19.55	0.55	45.0						4.0	PR	PR
08	063	2			HELMAN ST-LITHIA WAY	19.00	19.56	0.56	45.0						4.0	PR	PR
08	063	1			LITHIA WAY-WALKER AVE	19.55	20.89	1.34	31.0						4.4	PR	PR
08	063	1			WALKER AVE-TOLMAN CR ROAD	20.89	21.87	0.98	81.9						2.7	GD	GD
08	063	1			TOLMAN CR ROAD-TOLMAN CR	21.87	22.40	0.53	63.0						3.4	FR	FR
08	063	1			TOLMAN CR-JCT HWY 001	22.40	24.12	1.72	38.0						4.2	PR	PR
08	063	2			TOLMAN CR-JCT HWY 001	23.65	24.11	0.46	38.0						4.2	PR	PR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
06	073	1			HWY. 234 - E.C.L. ROSEBURG	0.00	1.61	1.61	98.0						2.0	GD	VG
06	073	1			E.C.L.ROSEBURG-STOCKS LN	1.61	4.30	2.69	98.4						1.8	VG	VG
06	073	1			STOCKS LN-MP 9.60	4.30	9.60	5.30	99.0						1.5	VG	VG
06	073	1			MP 9.60 - WILD RIVER DR	9.60	14.00	4.40	99.4						1.3	VG	VG
06	073	1			WILD RIVER DR-WEIGH STATION	14.00	15.25	1.25	99.4						1.3	VG	VG
06	073	1			WEIGH STATION-LITTLE RIVER	15.25	16.31	1.06	99.4						1.3	VG	VG
06	073	1			LITTLE RIVER-LONE ROCK BR	16.31	17.91	1.60	99.0						1.5	VG	VG
06	073	1			LONE ROCK BR - BAKER PARK	17.91	22.26	4.35	54.0						3.7	FR	FR
06	073	1			BAKER PARK -BOUNDARY RD.	22.26	28.67	6.41	45.0						4.0	PR	PR
06	073	1			BOUNDARY RD-FOREST BOUNDARY	28.67	30.79	2.12	77.3						2.9	GD	GD
06	073	1			FOREST BOUNDARY-WRIGHT CRK RD	30.79	34.60	3.81	72.0						3.1	FR	GD
06	073	1			WRIGHT CR-STEAMBOAT CR	34.60	38.70	4.10	45.0						4.0	PR	PR
06	073	1			STEAMBOAT CR-DRY CR	38.70	47.45	8.75	98.0						2.0	GD	VG
06	073	1			DRY CR-MP 49.0	47.45	49.00	1.55	99.0						1.5	VG	VG
06	073	1			MP 49.0-BOULDER FLAT CAMP RD	49.00	52.78	3.78	98.6						1.7	VG	VG
06	073	1			BOULDER FLAT CAMP RD-FISH CR	52.78	56.00	3.22	75.0						3.0	FR	FR
06	073	1			FISH CR-CAMP CR	56.00	64.00	8.00	51.0						3.8	FR	UC
06	073	1			CAMP CR-BIG CAMAS RD	64.00	66.40	2.40	48.0						3.9	FR	UC
06	073	1			BIG CAMAS RD - CLEARWATER RD	66.40	67.20	0.80	34.5						4.3	PR	UC
06	073	1			CLEARWATER RD-MP 70.60	67.20	70.60	3.40	86.5						2.5	GD	GD
06	073	1			LEMOLO RD.-WINDIGO PASS RD.	70.60	73.70	3.10	88.8						2.4	GD	GD
06	073	1			WINDIGO PASS RD.-DIAMOND LAKE	73.70	77.00	3.30	54.0						3.7	FR	FR
06	073	1			DIAMOND LAKE-JCT W.DIAMOND LAKE HWY.	77.00	83.08	6.08	45.0						4.0	PR	FR
06	073	1			JCT W DIAMOND-JCT E DIAMOND LK HWY	83.08	86.01	2.93	48.0						3.9	FR	FR
08	230	1			DOUGLAS CO LINE-SLIDE	41.46	44.85	3.39	27.5						4.5	PR	PR
08	230	1			SLIDE SECTION	44.85	45.32	0.47	69.0						3.2	FR	FR
08	230	1	Z	1	SLIDE SECTION	45.31	45.32	0.01	69.0						3.2	FR	FR
08	230	1			SLIDE-BUCK ROCK CR	45.32	49.44	4.12	41.5						4.1	PR	PR
08	230	1			BUCK ROCK CR-FOREST BOUNDARY	49.44	51.12	1.68	75.0						3.0	FR	FR
08	230	1			FOREST BOUNDARY-CRATER LAKE HWY	51.12	52.71	1.59	41.5						4.1	PR	PR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
06	231	1			JCT UMPQUA HWY-SMITHS BRIDGE	0.00	3.82	3.82	93.4					2.2	GD	GD
06	231	1			SMITHS BRIDGE-KELLOG BRIDGE	3.82	6.24	2.42	69.0					3.2	FR	PR
06	231	1			KELLOG BRIDGE-MP 10.9	6.24	10.89	4.65	60.0					3.5	FR	FR
06	231	1			MP 10.9 - MP 17.06	10.89	17.06	6.17						9.0	UC	FR
06	231	1			MP 17.06-MARVIN HILL	17.06	17.65	0.59	86.5					2.5	GD	VG
06	231	1			MARVIN HILL-DODGE CREEK	17.65	20.75	3.10	86.5					2.5	GD	VG
06	231	1			DODGE CREEK-JCT HWY 001	20.75	24.10	3.35	45.0					4.0	PR	PR
06	231	1			HWY 001-JCT OAK/SHADY HWY(SUTHERLIN)	24.10	25.39	1.29	99.6					1.2	VG	UC
08	233	1			JCT HWY 022-JACKSON/DOUGLAS CO LINE	0.00	5.99	5.99	41.5					4.1	PR	PR
08	233	1			JACKSON/DOUGLAS CO LINE-MP 7.0	5.99	7.00	1.01	34.5					4.3	PR	PR
08	233	1			MP 7.0-MP 8.3	7.00	8.30	1.30	48.0					3.9	FR	FR
08	233	1			MP 8.3-ROCK MEADOW RD	8.30	9.00	0.70	24.0					4.6	PR	PR
08	233	1			ROCK MEADOW RD-MP 11.28	9.00	11.28	2.28	99.2					1.4	VG	UC
08	233	1			MP 11.28-MP 13.2	11.28	13.20	1.92	93.4					2.2	GD	GD
08	233	1			MP 13.2-SUMMIT	13.20	19.50	6.30	93.4					2.2	GD	GD
08	233	1			SUMMIT-JCT HWY 073	19.50	23.80	4.30	86.5					2.5	GD	GD
06	234	1			UMPQUA COLLEGE RD-WINCHESTER	11.77	12.29	0.52	81.9					2.7	GD	GD
06	234	1			WINCHESTER-PAGE RD	12.29	12.48	0.19	45.0					4.0	PR	PR
06	234	1			PAGE RD-HOOKER RD	12.48	13.00	0.52	77.3					2.9	GD	GD
06	234	1	Z	1	PAGE RD-HOOKER RD	12.99	13.00	0.01	77.3					2.9	GD	GD
06	234	1			PAGE RD-HOOKER RD	13.00	14.48	1.48	77.3					2.9	GD	GD
06	234	1			HOOKER RD-N. ALAMEDA AVE.	14.48	15.95	1.47	98.2					1.9	VG	VG
06	234	1			N.ALAMEDA AVE.-GARDEN VALLEY RD	15.95	16.20	0.25	66.0					3.3	FR	FR
06	234	1			GARDEN VALLEY-DIAMOND LAKE BLVD.	16.20	17.18	0.98	51.0					3.8	FR	FR
06	234	1			DIAMOND LAKE BLVD-DOUGLAS AVE	17.18	17.36	0.18	57.0					3.6	FR	FR
06	234	1			DOUGLAS AVE-PARROTT CR.	17.36	18.29	0.93	63.0					3.4	FR	FR
06	234	2			DOUGLAS AVE-PARROTT CR.	17.37	18.26	0.89	60.0					3.5	FR	FR
06	234	1			PARROTT CREEK-JCT COOS BAY RSB	18.29	22.25	3.96	60.0					3.5	FR	FR
07	240	1			JCT HWY 009-BROADWAY ST	-0.05	0.77	0.82	60.0					3.5	FR	FR
07	240	1			BROADWAY ST-STATE ST	0.77	1.73	0.96	75.0					3.0	FR	GD

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
07	240	2			BROADWAY ST-STATE ST	1.70	1.73	0.03	77.3						2.9	GD	GD
07	240	1			STATE ST-EAST COLLEGE	1.73	2.35	0.62	66.0						3.3	FR	GD
07	240	2			STATE ST-EAST COLLEGE	1.73	1.93	0.20	77.3						2.9	GD	GD
07	240	2			SWOCC SECTION	2.24	2.52	0.28	86.5						2.5	GD	GD
07	240	1			EAST COLLEGE-HWY 243	2.35	3.13	0.78	72.0						3.1	FR	GD
07	240	1			HWY 243-EMPIRE BLVD.	3.13	3.70	0.57	72.0						3.1	FR	GD
07	240	1			EMPIRE BLVD-MP 8.0	3.70	8.00	4.30	54.0						3.7	FR	FR
07	240	1			MP 8.0-SOUTH SLOUGH	8.00	8.21	0.21	75.0						3.0	FR	FR
07	240	1			SOUTH SLOUGH BRIDGE -ROOSEVELT BLVD	8.21	8.55	0.34	60.0						3.5	FR	FR
07	240	1			ROOSEVELT BLVD-SUNSET BAY PARK	8.55	11.03	2.48	48.0						3.9	FR	FR
07	240	1			SUNSET BAY PARK-CAPE ARAGO	11.03	14.15	3.12	38.0						4.2	PR	PR
07	241	1			JCT HWY 009-EASTSIDE BR	0.00	0.25	0.25	51.0						3.8	FR	FR
07	241	2			JCT HWY 009-EASTSIDE BR	0.00	0.07	0.07	54.0						3.7	FR	FR
07	241	1			EASTSIDE BRIDGE	0.25	0.59	0.34							8.0	ST	ST
07	241	1			EASTSIDE BR-16TH AVE	0.59	1.80	1.21	48.0						3.9	FR	FR
07	241	1			16TH AVE-CATCHING SLOUGH	1.80	2.30	0.50	98.2						1.9	VG	VG
07	241	1			CATCHING SLOUGH-CHANDLER BR	2.30	3.62	1.29	86.5						2.5	GD	FR
07	241	1			CHANDLER BRIDGE	3.62	3.80	0.18							8.0	ST	ST
07	241	1			CHANDLER BR-MP 4.0	3.80	4.08	0.25	54.0						3.7	FR	FR
07	241	1			MP 4.0-MART DAVIS CR	4.08	7.50	3.42	48.0						3.9	FR	FR
07	241	1			MART DAVIS CR-MARLOW CR.	7.50	15.04	7.54	48.0						3.9	FR	FR
07	241	1			MARLOW CR.-END OF HWY	15.04	19.15	4.11	38.0						4.2	PR	PR
07	242	1			JCT HWY 035-WARNER CR	0.00	1.24	1.24	45.0						4.0	PR	FR
07	242	2			JCT HWY 035-WARNER CR	0.00	0.33	0.33	54.0						3.7	FR	FR
07	242	1			WARNER CR.-ROBBINS CR.	1.24	3.65	2.41	34.5						4.3	PR	PR
07	242	1			ROBBINS CR.-M.P. 7.0	3.78	7.13	3.35	20.5						4.7	PR	PR
07	242	1			M.P. 7.0-MP 8.0	7.13	8.00	0.87	69.0						3.2	FR	FR
07	242	1			MP 8.0-BURMA SLIDE	8.00	8.50	0.50	10.0						5.0	VP	PR
07	242	1			BURMA SLIDE- WHISKEY CREEK	8.50	14.82	6.32	20.5						4.7	PR	PR
07	242	1			WHISKEY CR-S.FORK COQ RIV	14.82	17.17	2.35	20.5						4.7	PR	PR

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
07	242	1			S.FORK COQ RIV-S.FORK BRIDGE	17.17	18.18	1.01	86.5						2.5	GD	GD
07	242	1			S.FORK COQUILLE RIVER BRIDGE	18.18	18.28	0.10							8.0	ST	ST
07	242	1			S.FORK BRIDGE-END OF HWY	18.28	18.91	0.63	86.5						2.5	GD	GD
07	243	1			JCT HWY 240-CENTRAL AVE	0.00	2.80	2.80	57.0						3.6	FR	FR
07	243	1			CENTRAL AVE-BAYSHORE DR	2.80	3.57	0.77	72.0						3.1	FR	FR
07	243	2			CENTRAL AVE-BAYSHORE DR	3.20	3.58	0.38	75.0						3.0	FR	FR
07	244	1			JCT HWY 009-BEAR CR RD	0.00	3.08	3.08	99.6						1.2	VG	UC
07	244	1			BEAR CR RD-ALDER CREEK	3.08	8.70	5.62	98.0						2.0	GD	VG
07	244	1			ALDER CREEK-FAT ELK CR	8.70	14.90	6.20	98.0						2.0	GD	VG
07	244	1			FAT ELK CR-FISHTRAP RD	14.90	16.50	1.60	99.6						1.2	VG	UC
07	244	1			FISHTRAP RD COQUILLE RIVER	16.50	16.68	0.18	93.4						2.2	GD	GD
07	244	1			COQUILLE RIVER BRIDGE	16.68	16.80	0.12							8.0	ST	ST
07	244	1			COQUILLE RIVER-JCT HWY 035	16.80	16.94	0.14	93.4						2.2	GD	GD
07	250	1			CAPE BLANCO-JCT HWY 009	0.16	5.57	5.41	38.0						4.2	PR	PR
07	251	1			COAST GUARD RD-JCT HWY 009	0.00	0.76	0.76	45.0						4.0	PR	PR
08	260	1			JCT HWY 025-SYCAMORE DR	1.30	4.30	3.00	60.0						3.5	FR	FR
08	260	1			SYCAMORE DR-UPPER RIVER RD	4.30	5.82	1.52	79.6						2.8	GD	GD
08	260	1			UPPER RIVER RD-BUCKSKIN RD	5.82	6.50	0.68	84.2						2.6	GD	GD
08	260	1			BUCKSKIN RD-MP 9.10	6.50	9.10	2.60	84.2						2.6	GD	GD
08	260	1			MP 9.10-ROBERTSON BR	9.10	12.91	3.81	60.0						3.5	FR	FR
08	260	1			ROBERTSON BR-MARCY LOOP RD	12.91	20.10	7.09	57.0						3.6	FR	FR
08	260	1			MARCY LOOP RD-HWY 025	20.10	22.24	2.14	60.0						3.5	FR	FR
08	270	1			JCT HWY 022-BROWNSBORO	0.00	8.20	8.20	89.2	90.0	100.0	99.3	99.9	100.0		GD	GD
08	270	1			BROWNSBORO-HANLEY RANCH	8.20	16.04	7.84	61.6	77.1	72.6	98.9	97.2	100.0		FR	FR
08	271	1			JCT HWY 060-SARDINE CR	-0.30	0.86	1.16	60.0						3.5	FR	FR
08	271	1			SARDINE CR-BOAT LANDING RD	0.86	2.90	2.04	20.5						4.7	PR	PR
08	271	1	Y		GOLD HILL SPUR	2.36	3.32	0.96	38.0						4.2	PR	PR
08	271	1			BOAT LANDING RD-WEBBER ROAD	2.90	11.74	8.84	66.0						3.3	FR	FR
08	271	1			WEBBER ROAD-JCT HWY 022	11.74	17.48	5.74	60.0						3.5	FR	FR
08	272	1			JCT HWY 025-S HIGHLINE CANAL	0.00	1.70	1.70	66.0						3.3	FR	FR

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## 1998 CONDITION REPORT - REGION 3

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
08	272	2			JCT HWY 025-S HIGHLINE CANAL	0.00	0.26	0.26	69.0						3.2	FR	FR
08	272	1			S HIGHLINE CANAL-SHORE ST	1.70	4.00	2.30	98.4						1.8	VG	GD
08	272	1			SHORE ST-GLENWOOD ROAD	4.00	4.50	0.50	98.4						1.8	VG	VG
08	272	1			GLENWOOD ROAD-MURPHY BRIDGE	4.50	6.40	1.90	98.4						1.8	VG	VG
08	272	1			MURPHY BR-JACKSON CO LINE	6.40	13.79	7.39	75.0						3.0	FR	FR
08	272	1			JACKSON CO LN-FERRIS GULCH	13.79	16.00	2.21	57.0						3.6	FR	FR
08	272	1			FERRIS GULCH-APPLE GATE RIV	16.00	18.17	2.17	99.6						1.2	VG	UC
08	272	1			APPLEGATE RIV-MP 20.0	18.17	20.00	1.83	99.6						1.2	VG	UC
08	272	1			MP 20.0-LONG GULCH	20.00	21.60	1.60	48.0						3.9	FR	FR
08	272	1			LONG GULCH-RUCH	21.60	25.30	3.70	54.0						3.7	FR	FR
08	272	1			RUCH	25.30	25.90	0.60	54.0						3.7	FR	FR
08	272	1			RUCH-POORMANS CR	25.90	28.00	2.10	66.0						3.3	FR	FR
08	272	1			POORMANS CR-WCL JACKSONVILLE	28.00	32.41	4.41	51.0						3.8	FR	FR
08	272	1			WCL JACKSONVILLE-PHOENIX CANAL	32.41	34.00	1.59	31.0						4.4	PR	PR
08	272	1			PHOENIX CANAL-ROSS LANE	34.00	37.20	3.20	63.0						3.4	FR	FR
08	272	1			ROSS LANE-JCT HWY 063	37.20	38.93	1.73	54.0						3.7	FR	FR
08	273	1			JCT HWY 021-MP 1.5	0.00	1.50	1.50	98.8						1.6	VG	PR
08	273	1			MP 1.5-MP 3.10	1.50	3.10	1.60	72.0						3.1	FR	FR
08	273	1			MP 3.10-JCT HWY 001	3.10	6.96	3.86	88.8						2.4	GD	PR
08	273	2			MP 1.0-JCT HWY 001	6.64	7.06	0.42	51.0						3.8	FR	FR
06	425	1			CRATER LK NATL PK-JCT HWY 004	86.00	100.82	14.82	51.0						3.8	FR	FR

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
09	002	1			HOOD RIVER INT - SHOGREN	64.44	70.11	5.67	69.4	78.3	92.8	91.1	99.3	100.0	FR	GD	
09	002	2			HOOD RIVER INT - SHOGREN	64.44	70.11	5.67	74.6	81.6	93.8	93.8	99.6	100.0	FR	VG	
09	002	1			SHOGREN - ROWENA INTERCHANGE	70.11	76.45	6.34	97.8	97.8	100.0	100.0	100.0	100.0	GD	UC	
09	002	2			SHOGREN - ROWENA INTERCHANGE	70.11	76.45	6.34	96.1	96.2	100.0	100.0	100.0	100.0	GD	VG	
09	002	1			ROWENA - THE DALLES	76.45	84.31	7.85	87.5	88.1	100.0	99.4	99.9	99.9	GD	GD	
09	002	2			ROWENA - THE DALLES	76.45	84.24	7.79	99.7	100.0	100.0	100.0	100.0	100.0	VG	VG	
09	002	2			THE DALLES-FIFTEEN MILE CREEK	84.24	88.01	3.77	26.9	96.9	39.9	70.3	0.3	0.3	PR	FR	
09	002	1			THE DALLES-FIFTEEN MILE CREEK	84.31	88.08	3.77	42.1	95.4	64.4	65.3	0.0	0.0	PR	FR	
09	002	2			FIFTEEN MILE CREEK - CELILO	88.01	95.91	7.90	99.5	100.0	100.0	99.5	100.0	100.0	VG	GD	
09	002	1			FIFTEEN MILE CREEK - CELILO	88.08	96.77	8.69	79.6	80.0	100.0	99.1	99.8	99.8	GD	GD	
09	002	2	Z	2	FIFTEEN MILE CREEK - CELILO	95.81	95.91	0.10	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
09	002	2			FIFTEEN MILE CREEK - CELILO	95.91	96.77	0.86	83.2	83.2	85.3	100.0	100.0	100.0	GD	VG	
09	002	1			CELILO - RUFUS	96.77	110.56	13.79							UC	PR	
09	002	2			CELILO - RUFUS	96.77	110.56	13.79							UC	PR	
09	002	1			RUFUS - QUINTON	110.56	122.98	12.42	95.0	95.3	100.0	99.8	100.0	100.0	GD	VG	
09	002	2			RUFUS - QUINTON	110.56	122.98	12.42	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
09	002	1			QUINTON - ARLINGTON	122.98	138.00	15.02	70.4	70.6	100.0	99.8	100.0	100.0	FR	GD	
09	002	2			QUINTON - ARLINGTON	122.98	138.00	15.02	77.6	77.6	100.0	100.0	100.0	100.0	GD	GD	
09	002	1			ARLINGTON - WILLOW CREEK	138.00	149.65	11.65	38.4	73.1	48.1	83.6	90.8	100.0	PR	PR	
09	002	2			ARLINGTON - WILLOW CREEK	138.00	149.65	11.65	42.5	61.1	61.8	81.6	96.4	100.0	PR	PR	
09	002	1			WILLOW CREEK - TOWER ROAD	149.65	159.30	9.65	44.8	66.4	54.8	98.1	91.2	100.0	PR	FR	
09	002	2			WILLOW CREEK - TOWER ROAD	149.65	159.30	9.65	41.5	46.8	50.6	96.6	90.3	100.0	PR	PR	
09	004	1			COLUMBIA RIVER BRIDGE	0.00	0.40	0.40							8.0	ST	ST
09	004	1			COLUMBIA RIVER BR-DUFUR	0.41	0.96	0.55	57.0						3.6	FR	FR
09	004	2			COLUMBIA RIVER BR-DUFUR	0.88	0.96	0.08	81.9						2.7	GD	GD
09	004	1	Z	1	COLUMBIA RIVER BR-DUFUR	0.94	0.96	0.02	57.0						3.6	FR	FR
09	004	1			COLUMBIA RIVER BR-DUFUR	0.96	12.50	11.54	63.0						3.4	FR	GD
09	004	1			DUFUR-TYGH GRADE	12.50	23.00	10.50	66.0						3.3	FR	GD
09	004	1			TYGH GRADE- MP 31.2	27.88	31.20	3.32	98.2						1.9	VG	VG
09	004	1			MP 31.2 - BUTLER CREEK	31.20	32.90	1.70	98.2						1.9	VG	VG

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
09	004	1			BUTLER CREEK - OAK SPRINGS RD	32.90	37.77	4.87	51.0						3.8	FR	FR
09	004	1			OAK SPRINGS RD - MAUPIN	39.33	46.00	6.64	34.5						4.3	PR	PR
09	004	1			MAUPIN-MP 51.0	46.00	51.00	5.00	93.4						2.2	GD	VG
09	004	1			MP 51.0-MP 54.5	51.00	54.50	3.50	98.0						2.0	GD	FR
09	004	1			MP 54.5-CRITERION	54.50	58.00	3.50	41.5						4.1	PR	FR
09	004	1			CRITERION-JCT HWY 97	58.00	67.17	9.17	51.0						3.8	FR	FR
10	004	1			JCT.SHERMAN HWY-COW CANYON CR (NHS)	67.17	70.00	2.83	98.4	100.0	98.4	100.0	100.0	100.0		VG	VG
10	004	1			COW CANYON CR-WILLOWDALE	70.00	74.95	4.95	99.1	99.6	100.0	99.5	100.0	100.0		VG	VG
10	004	1			WILLOWDALE-HAY CREEK	74.95	78.00	3.05	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
10	004	1			HAY CREEK-LYLE GAP	78.00	81.00	3.00	85.3	85.3	100.0	100.0	100.0	100.0		GD	VG
10	004	1			LYLE GAP-MADRAS	81.00	91.87	10.87	26.0	74.3	44.1	71.0	89.3	100.0		PR	PR
10	004	1			MADRAS SECTION	91.87	97.18	2.39	31.3	80.9	44.2	93.3	75.8	100.0		PR	PR
10	004	2			MADRAS SECTION	92.09	93.13	1.04	22.6	73.9	51.4	57.0	86.3	100.0		PR	PR
10	004	1			JCT.MADRAS/PRINEVILLE-JCT.CULVER HWY	97.18	101.20	4.02	42.2	64.2	58.7	97.7	77.9	100.0		PR	PR
10	004	1			JCT.CULVER HWY-MP 108.0	101.20	108.00	6.80	99.3	100.0	100.0	99.3	100.0	100.0		VG	VG
10	004	1			MP 108.0-PSO SCENIC WAYSIDE	108.00	111.91	3.91	99.4	100.0	100.0	99.4	100.0	100.0		VG	VG
10	004	1			PSO SCENIC WAYSIDE-NW WIMP WAY	111.91	114.20	2.29	43.4	82.3	55.2	85.9	84.0	97.6		PR	FR
10	004	1			NW WIMP WAY-TERREBONNE	114.20	115.20	1.00	13.0	80.0	47.6	41.2	74.6	100.0		PR	PR
10	004	1			TERREBONNE-REDMOND	115.20	120.40	5.20	88.2	89.2	99.1	99.5	100.0	100.0		GD	FR
10	004	1			REDMOND SECTION - (AC)	120.40	121.02	0.62	20.4	32.9	36.4	99.2	80.7	96.8		PR	PR
10	004	2			REDMOND SECTION	120.42	121.63	1.21	20.8	57.3	37.5	65.7	72.4	100.0		PR	PR
10	004	1			REDMOND SECTION - (PCC)	121.02	121.43	0.41	22.9	95.0	30.0	80.0	0.0	0.0		PR	PR
10	004	1			REDMOND-REDMOND SCL	121.43	123.68	2.25	34.7	65.8	67.8	61.4	83.4	96.9		PR	PR
10	004	1			REDMOND SCL-DESCHUTES JCT	123.68	130.18	6.50	57.0	57.0	100.0	100.0	100.0	100.0		FR	FR
10	004	1			DESCHUTES JCT-WAYSIDE BOUNDARY	130.18	132.50	2.32	46.5	46.5	100.0	100.0	100.0	100.0		FR	GD
10	004	1			WAYSIDE BOUNDARY-MP 133.4	132.50	133.40	0.90	45.0	45.0	100.0	100.0	100.0	100.0		PR	PR
10	004	1			MP 133.4-MP 137.5	133.40	137.50	4.10	54.0	59.6	93.9	92.4	99.2	100.0		FR	PR
10	004	1			MP 137.5-E. FRANKLIN AVE	137.50	137.97	0.47	45.0	45.0	100.0	100.0	100.0	100.0		PR	FR
10	004	1			E. FRANKLIN AVE-MILLER AVE	137.97	138.48	0.51								UC	FR
10	004	1			MILLER AVE-REED MARKET	138.48	139.87	0.66	50.8	50.8	100.0	100.0	100.0	100.0		FR	FR

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98
10	004	1			REED MARKET ROAD-MURPHY RD.	139.87	141.30	1.43	21.8	32.1	79.4	81.2	89.5	100.0	PR	PR
10	004	1			MURPHY ROAD-LAVA BUTTE	141.30	149.65	8.35	66.2	71.0	92.4	98.0	94.2	100.0	FR	FR
10	004	1			LAVA BUTTE-JCT.FREMONT HWY.	149.65	169.83	20.18	33.4	57.0	54.0	93.4	77.9	100.0	PR	PR
10	004	1			JCT. FREMONT HWY-HACKETT DR	169.83	177.10	7.27	86.5	97.5	100.0	99.5	87.9	100.0	GD	GD
10	004	1			HACKETT DR - MP 183.0	177.10	183.00	5.90	75.8	77.0	100.0	99.4	89.4	100.0	GD	GD
10	004	1			MP 183.0-CRESENT	183.00	186.50	3.50	49.0	87.1	82.7	62.5	88.9	100.0	FR	FR
10	004	1			CRESENT-MP 192.8	186.50	192.80	6.30	97.7	97.8	100.0	100.0	99.9	100.0	GD	VG
10	004	1			MP 192.8-MP 193.75	192.80	193.75	0.95							UC	PR
10	004	1			MP 193.75-JCT. WILLAMETTE HWY.	193.75	195.50	1.75	75.5	98.9	98.1	76.5	99.2	100.0	GD	PR
10	004	1			JCT WILLAMETTE HWY-MP 202.0	195.50	202.00	6.50							UC	FR
10	004	1			MP 202.2 - CHEMULT	202.00	203.64	1.64	65.9	92.2	74.3	90.4	87.4	100.0	FR	FR
10	004	1			CHEMULT-MP 221.0	203.64	221.00	17.36							UC	FR
10	004	1			MP 221.0-MP 227.2	221.00	227.21	6.21							UC	FR
10	004	1			MP 227.2 - DISTRICT BNDRY	227.21	227.77	0.56	54.6	82.5	92.6	85.8	89.4	80.7	FR	FR
11	004	1			DISTRICT BNDRY-MP 231.0	227.77	231.00	3.23	70.1	74.3	92.6	99.5	92.0	98.8	FR	FR
11	004	1			MP 231.0-MP 233.0	231.00	233.00	2.00	44.7	75.5	97.6	48.4	97.0	100.0	PR	FR
11	004	1			MP 233.0-FORGE RD	233.00	241.00	8.00	37.0	81.6	92.6	47.0	85.9	100.0	PR	PR
11	004	1			FORGE RD-MP 250.0	241.00	249.99	8.99	85.1	86.5	99.3	98.9	100.0	100.0	GD	GD
11	004	1			MP 250.0-LOBERT JCT.	250.00	252.10	2.10	64.0	66.7	95.5	98.0	95.2	95.2	FR	FR
11	004	1			LOBERT JCT - LOBERT O-XING	252.10	252.60	0.50	88.7	100.0	89.4	100.0	18.6	20.0	GD	VG
11	004	1			LOBERT O-XING-MP 256.5	252.60	256.50	3.90	71.5	100.0	74.3	98.6	96.1	100.0	FR	FR
11	004	1			MP 256.5 - MODOC POINT	256.50	257.69	1.19	82.1	100.0	85.2	95.9	14.9	16.0	GD	GD
11	004	1			MODOC POINT-ALGOMA RD	257.69	263.00	5.31	79.0	88.3	86.1	100.0	100.0	100.0	GD	GD
11	004	1			ALGOMA RD-ALGOMA	263.00	265.65	2.65	51.9	87.6	55.2	100.0	99.2	100.0	FR	FR
11	004	1			ALGOMA-NCL KLAMATH FALLS	265.65	272.24	6.59	70.8	87.7	79.1	99.3	100.0	99.9	FR	FR
11	004	1			NCL K FALLS-K FALLS/MALIN INTCH	272.24	274.92	2.68	96.7	97.8	98.9	100.0	100.0	100.0	GD	GD
11	004	1			O-XING HWY 20 & LINK RIVER	274.92	275.15	0.23							ST	ST
11	004	1			K FALLS/MALIN INTCH-SCL K FALLS	275.15	277.61	2.46	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
11	004	1			SCL K FALLS-MIDLAND	278.03	280.51	2.48	99.1	99.1	100.0	100.0	100.0	100.0	VG	GD
11	004	1			MIDLAND-STATE LINE	280.51	291.73	11.22							UC	GD

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
09	005	1			ARLINGTON SECTION	0.00	0.58	0.58	45.0						4.0	PR	FR
09	005	2			ARLINGTON INTERCHANGE	0.00	0.76	0.76	54.0						3.7	FR	FR
09	005	1			ARLINGTON-CEDAR SPRING (N. UNIT)	0.58	1.13	0.55	93.4						2.2	GD	GD
09	005	1	Z	1	ARLINGTON-CEDAR SPRING (S. UNIT)	0.97	1.13	0.16	93.4						2.2	GD	GD
09	005	1			ARLINGTON-CEDAR SPRING (S. UNIT)	1.13	7.20	6.07	98.0						2.0	GD	GD
09	005	1			CEDAR SPRINGS-CAMERON	7.20	11.60	4.40	93.4						2.2	GD	GD
09	005	1			CAMERON RD-BASELINE RD.	11.60	15.61	4.01	93.4						2.2	GD	GD
09	005	1			BASELINE RD-ROCK CREEK	15.61	17.03	1.42	93.4						2.2	GD	GD
09	005	1			ROCK CREEK-WILKIN RANCH	17.03	24.60	7.56	98.4						1.8	VG	FR
09	005	1			WILKIN RANCH-CONDON	24.60	37.50	12.90	88.8						2.4	GD	VG
09	005	1			CONDON SECTION	37.50	38.68	1.18	48.0						3.9	FR	FR
09	005	1			CONDON-MAYVILLE	38.68	49.14	9.98	86.5						2.5	GD	GD
09	005	1			MAYVILLE-CEMETARY ROAD	49.29	50.14	0.85	98.0						2.0	GD	GD
09	005	1			CEMETARY ROAD- FOSSIL	50.14	59.64	8.53	81.9						2.7	GD	GD
10	007	1			GREENWOOD-PILOT BUTTE	0.51	1.20	0.69	84.2	94.2	93.6	94.6	98.1	100.0		GD	GD
10	007	1			PILOT BUTTE-POWELL BUTTE RD	1.20	4.80	3.60	47.0	52.4	80.2	98.9	89.3	100.0		FR	FR
10	007	1			POWELL BUTTE RD-TEN BARR RD	4.80	8.17	3.37	57.8	99.0	70.8	100.0	82.0	100.0		FR	FR
10	007	1			TEN BARR RD-ARNOLD ICE CAVE RD	8.17	12.30	4.13	43.9	94.5	54.2	100.0	80.8	100.0		PR	PR
10	007	1			ARNOLD ICE CAVE RD-HORSE RIDGE	12.30	17.60	5.30	54.0	59.9	74.6	93.2	98.2	99.9		FR	FR
10	007	1			HORSE RIDGE SECTION	18.01	20.97	2.96	44.3	80.0	85.4	67.0	82.3	100.0		PR	FR
10	007	1			HORSE RIDGE-JCT.CROOKED R. HW	21.69	33.40	11.71	75.7	78.3	97.8	99.1	87.1	100.0		GD	GD
10	007	1			JCT.CROOKED R. HWY-FREDERICK BUTTE	33.40	48.00	14.60	42.8	62.5	63.3	89.5	89.3	100.0		PR	FR
10	007	1			FREDRICK BUTTE RD-HARMAN RD	48.00	56.00	8.00	97.0	97.0	100.0	100.0	100.0	100.0		GD	UC
10	007	1			HARMAN RD-HAMPTON	56.00	62.00	6.00	100.0	100.0	100.0	100.0	100.0	100.0		VG	UC
10	007	1			HAMPTON-LAKE COUNTY LINE	62.00	69.25	7.25	56.1	59.8	99.3	95.9	87.5	100.0		FR	FR
10	007	1			DECHUTES COUNTY LINE-GLASS BUTTES	69.25	75.00	5.75	49.8	97.4	97.2	56.5	91.4	100.0		FR	FR
10	007	1			GLASS BUTTES-HARNEY COUNTY LINE	75.00	84.00	9.00	99.9	100.0	100.0	100.0	99.9	100.0		VG	VG
10	007	1			LAKE COUNTY LINE-SILVER CR VALLEY	84.00	91.00	7.00	99.2	100.0	100.0	100.0	99.2	100.0		VG	UC
10	007	1			SILVER CR VALLEY-CHICKAHOMINY	91.00	101.00	10.00	90.1	100.0	93.6	99.5	96.6	100.0		GD	GD
10	007	1			CHICKAHOMINY-RILEY	101.00	104.62	3.62	98.0	100.0	100.0	98.6	99.4	100.0		GD	VG

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
10	014	1			PRINEVILLE-DRY CREEK	0.00	6.18	6.18	38.0						4.2	PR	PR
10	014	1			DRY CREEK SECTION	6.18	6.47	0.29	75.0						3.0	FR	GD
10	014	1			DRY CREEK - MP 11.3	6.48	11.30	4.82	81.9						2.7	GD	GD
10	014	1			MP 11.3 - BOWMAN DAM	11.30	19.84	8.47	81.9						2.7	GD	GD
10	014	1			BOWDAN DAM-END PAVEMENT	19.84	20.39	0.55	75.0						3.0	FR	FR
10	015	1			LANE COUNTY LINE-DUGOUT LAKE RD	76.65	83.81	7.16	93.4						2.2	GD	GD
10	015	1			DUGOUT LAKE RD-MP 91.4	83.81	91.39	7.58							9.0	UC	FR
10	015	1			MP 91.4 - JCT SANTIAM HWY	91.39	92.28	0.89	79.6						2.8	GD	GD
10	015	1			JCT SANTIAM HWY-JCT MCKENZIE/BEND	92.28	93.07	0.79	92.1	100.0	92.5	100.0	99.0	100.0		GD	GD
10	015	1			JCT MCKENZIE/BEND HWY-BRADLEY RD	93.07	95.00	1.93	84.3	100.0	100.0	95.6	88.7	100.0		GD	GD
10	015	1			BRADLEY RD-SQUAW CREEK	95.00	97.00	2.00	62.6	90.0	92.0	94.0	72.0	100.0		FR	GD
10	015	1			SQUAW CREEK-DESCHUTES RIVER	97.00	107.65	10.65	37.5	70.5	57.2	92.8	74.0	100.0		PR	PR
10	015	1			DESCHUTES RIVER-REDMOND	107.65	111.94	4.29	39.4	81.4	96.4	45.0	90.6	100.0		PR	PR
10	016	1			JACK LAKE RD-SISTERS	88.19	100.36	12.17								UC	FR
10	017	1			SISTERS-GIST RD	0.00	5.00	5.00	97.2	98.0	100.0	99.2	100.0	100.0		GD	VG
10	017	1			GIST RD-FRYREAR RD	5.00	8.00	3.00	91.3	91.3	100.0	100.0	100.0	100.0		GD	VG
10	017	1			FRYREAR RD-TUMALO	8.00	15.10	7.10	36.6	59.9	67.4	85.8	69.3	100.0		PR	FR
10	017	1			TUMALO-JCT HWY 004	15.10	18.51	3.41	74.9	86.7	90.3	91.3	94.0	100.0		FR	GD
10	018	1			CRESCENT LAKE JCT.-MP 70.0	69.41	70.00	0.59								UC	GD
10	018	1			MP 70.0-MP 75.0	70.00	75.00	5.00	98.9	100.0	98.9	100.0	100.0	100.0		VG	GD
10	018	1			MP 75.0 - THE DALLES/CAL HWY	75.00	86.45	11.45								UC	PR
10	019	1			JCT HWY 004-LAKE COUNTY LINE	0.00	19.29	19.29	34.5						4.3	PR	PR
10	019	1			LAKE COUNTY LINE-MP 30.5	19.29	30.50	11.21	98.0						2.0	GD	VG
10	019	1			MP 30.5 - MP 41.0	30.50	41.00	10.50	27.5						4.5	PR	PR
10	019	1			MP 41.0 - SILVER LAKE	41.00	48.12	7.12	48.0						3.9	FR	FR
10	019	1			SILVER LAKE-ARROW GAP ROAD	48.12	55.00	6.88	34.5						4.3	PR	PR
10	019	1			ARROW GAP RD-PICTURE ROCK PASS	55.00	63.50	8.50	31.0						4.4	PR	PR
10	019	1			PICTURE ROCK PASS-DRURY LANE	63.50	68.00	4.50	41.5						4.1	PR	PR
10	019	1			DRURY LANE-CROSS RD	68.00	75.00	7.00	98.6						1.7	VG	VG
10	019	1			CROSS RD-HUNTER HILL	75.00	79.00	4.00	98.6						1.7	VG	VG

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	RW	MT	OVS	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
10	019	1			HUNTER HILL-MINKLER RANCH	79.00	82.70	3.70	98.6						1.7	VG	VG
10	019	1			MINKLER RANCH-HARVEY RANCH	82.70	86.10	3.40	98.6						1.7	VG	VG
10	019	1			HARVEY RANCH-KELLY CREEK	86.10	88.33	2.23	24.0						4.6	PR	PR
10	019	1			KELLY CREEK-HAMPTON CREEK	88.33	90.29	1.96	24.0						4.6	PR	PR
10	019	1			HAMPTON CREEK-MP 95.0	90.29	95.00	4.71	24.0						4.6	PR	PR
10	019	1			MP 95.0-PAISLEY	95.00	98.22	3.22	54.0						3.7	FR	FR
10	019	1			PAISLEY-JOHNSON CANYON CREEK	98.22	103.11	4.89	84.2						2.6	GD	FR
10	019	1			JOHNSON CANYON CR-CLOVER FLAT RD	103.11	104.30	1.19	98.0						2.0	GD	FR
10	019	1			CLOVER FLAT RD-MOSS CREEK	104.30	106.00	1.70	98.0						2.0	GD	VG
10	019	1			MOSS CREEK-THE NARROWS BRIDGE	106.00	109.27	3.27	84.2						2.6	GD	GD
10	019	1			THE NARROWS BRIDGE-VALLEY FALLS	109.27	120.57	11.30	57.0						3.6	FR	FR
11	019	1			VALLEY FALLS-MP 123.0	120.57	122.80	2.23	80.5	87.4	100.0	91.1	98.7	100.0		GD	GD
11	019	1			MP 123.0-LOVELESS CREEK	122.80	128.57	5.77	92.8	94.1	100.0	98.3	100.0	100.0		GD	GD
11	019	1			LOVELESS CREEK-HUNTERS LODGE	128.57	140.66	12.09	93.1	98.3	94.9	99.5	99.8	100.0		GD	GD
11	019	1			HUNTERS LODGE-SCL LAKEVIEW	140.66	145.00	4.34	63.2	74.1	90.4	96.0	88.8	100.0		FR	FR
11	019	1			SCL LAKEVIEW-COGSWELL CREEK	145.00	152.35	7.35	40.6	73.7	66.8	76.2	86.8	100.0		PR	PR
11	019	1			COGSWELL CREEK-CAL ST LINE	152.35	157.73	5.38	99.7	100.0	100.0	99.7	100.0	100.0		VG	VG
11	020	2			JCT HWY 004-EWAUNA STREET	-0.15	0.12	0.27	75.0						3.0	FR	GD
11	020	1			JCT HWY 004-EWAUNA STREET	-0.14	0.19	0.33	66.0						3.3	FR	FR
11	020	1			BROAD ST-6TH ST VIADUCT	0.95	1.17	0.22	84.2						2.6	GD	GD
11	020	1			6TH STREET VIADUCT	1.17	1.33	0.16							8.0	ST	ST
11	020	1			6TH ST VIADUCT-MP 2.6	1.33	2.61	1.28	69.0						3.2	FR	PR
11	020	1			MP 2.6-ALTAMONT BRIDGE	2.61	3.28	0.67							9.0	UC	PR
11	020	1			ALTAMONT BRIDGE-PATTERSON ST	3.28	4.58	1.30	84.3	84.3	100.0	100.0	100.0	100.0		GD	GD
11	020	1			PATTERSON STREET-JCT HWY 050	4.58	5.54	0.96	97.9	97.9	100.0	100.0	100.0	100.0		GD	GD
11	020	1			JCT HWY 050-MP 11.0	5.54	11.00	5.46	72.0	82.1	100.0	84.9	100.0	100.0		FR	GD
11	020	1			MP 11.0-MP 16.0	11.00	15.70	4.70	68.9	80.0	100.0	82.5	100.0	100.0		FR	FR
11	020	1			MP 16.0-RITTER RD	15.70	25.17	9.47	88.1	90.5	98.5	99.0	99.1	100.0		GD	GD
11	020	1			RITTER RD-SPRAGUE RIVER RD	25.17	35.90	10.73	52.8	87.9	64.9	87.4	97.1	100.0		FR	FR
11	020	1			SPRAGUE RIV RD-SCYAN MARSH RD	35.90	42.20	6.30	84.5	85.4	99.1	100.0	99.1	100.0		GD	GD

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DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
11	020	1			SCYAN MARSH RD-BLY	42.20	54.11	11.91	85.0	86.7	98.7	99.1	100.0	100.0	GD	GD	
11	020	1			BLY-FOREST BOUNDARY	54.11	63.94	9.83							UC	PR	
11	020	1			FOREST BOUNDARY-DREWS CREEK	63.94	71.73	7.79	88.8	89.4	100.0	99.4	100.0	100.0	GD	GD	
11	020	1			DREWS CREEK-DREWS GAP	71.73	82.02	10.29	99.6	100.0	100.0	99.6	100.0	100.0	VG	VG	
11	020	1			DREWS GAP-MADDOCK CORNER	82.05	92.24	10.19	92.7	97.3	99.3	98.3	96.8	100.0	GD	GD	
11	020	1			MADDOCK CORNER-JCT HWY 019	92.24	96.37	4.13	30.4	83.0	63.7	68.0	77.1	100.0	PR	PR	
11	021	1			SPENCER BR-KLAMATH RIVER	43.86	49.96	6.10							9.0	UC	FR
11	021	1			KLAMATH RIVER- MP 52.0	49.96	52.10	2.14	75.0						3.0	FR	FR
11	021	1			MP 52.0-KERN SWAMP RD	52.10	53.65	1.55	75.0						3.0	FR	FR
11	021	1			KERN SWAMP RD-WEYERHAEUSER RD	53.65	56.72	3.07	95.7						2.1	GD	GD
11	021	1			WEYERHAEUSER RD-JCT HWY 270	56.72	58.86	2.14	69.0						3.2	FR	FR
11	021	1			JCT HWY 270-JCT HWY 004	58.86	59.05	0.19	46.7	80.0	61.6	91.2	90.7	100.0	FR	FR	
11	022	1			CRATER LK NAT PK-WEED RD	83.63	90.00	6.37	98.0						2.0	GD	GD
11	022	1			WEED RD-TECUMSEH SPRING	90.00	95.50	5.46	34.5						4.3	PR	PR
11	022	1			TECUMSEH SPRING-JCT HWY 004	95.50	103.95	8.45	27.5						4.5	PR	PR
11	022	2			TECUMSEH SPRING-JCT HWY 004	103.72	103.79	0.07	75.0						3.0	FR	FR
11	023	1			JCT HWY 020-BONANZA	0.00	6.97	6.97	98.0						2.0	GD	VG
10	041	1			REDMOND-JCT. POWELL BUTTE HWY	-0.06	6.84	6.90	65.3	82.5	84.0	97.6	83.6	100.0	FR	PR	
10	041	1			JCT.POWELL BUTTE HWY-WILEY RD	6.84	13.00	6.16	95.6	99.5	100.0	95.6	100.0	100.0	GD	VG	
10	041	1			WILEY RD-PRINEVILLE	13.00	17.98	4.98	86.7	94.5	96.6	98.6	94.1	100.0	GD	GD	
10	041	1			PRINEVILLE SECTION, WEST UNIT	18.00	19.60	1.60	34.0	95.0	78.4	48.4	90.6	100.0	PR	PR	
10	041	1			PRINEVILLE SECTION, EAST UNIT	19.60	20.80	1.20	30.9	100.0	70.3	45.7	96.4	100.0	PR	PR	
10	041	1			PRINEVILLE-MILL CREEK	20.80	28.00	7.20	42.7	86.9	68.8	72.1	98.5	87.7	PR	FR	
10	041	1			MILL CREEK-POCHOCO RANGER STATION RD	28.00	34.80	6.80	48.1	92.5	61.2	80.6	98.2	99.3	FR	FR	
10	041	1			POCHOCO RANGER STA. RD.-RUCH CR.RD	34.80	45.37	10.57	95.7	99.9	99.4	96.5	100.0	100.0	GD	VG	
10	041	1			RUCH CREEK RD.-WHEELER CO. LINE	45.37	50.10	4.73	84.9	89.3	97.9	98.2	95.2	100.0	GD	GD	
10	041	1			CROOK CO.LINE-WEST BR. CREEK	50.10	60.30	10.20	99.5	99.8	99.5	100.0	99.9	100.0	VG	VG	
10	041	1			WEST BR.CREEK-MITCHELL	60.30	66.61	6.31	77.0	94.0	83.6	96.8	98.5	100.0	GD	FR	
10	041	1			MITCHELL-KEYES CREEK SUMMIT	66.61	74.10	6.49	84.0	91.1	97.1	93.2	100.0	100.0	GD	GD	
10	041	1			KEYES CREEK SUMMIT-ANTONE CO. RD	74.10	81.60	7.50	87.8	97.5	91.4	99.0	99.9	100.0	GD	GD	

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DIS	RD ID	RW	M T V	O SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	COND			
								Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
10	041	1		ANTONE - MT.CR.SLIDE	81.60	90.50	8.90	52.3	89.7	68.2	74.3	94.0	100.0	FR	FR	
10	041	1		MT.CR.SLIDE-JCT. JOHN DAY HWY	90.50	98.39	7.89	18.6	82.2	40.2	49.0	93.8	99.6	PR	PR	
09	042	1		BIGGS-WASCO	-0.43	8.90	9.20	57.1	92.4	69.1	89.1	96.4	100.0	FR	FR	
09	042	1		WASCO-MORO	8.90	18.60	9.30	72.8	95.5	81.3	98.4	91.0	100.0	FR	FR	
09	042	1		MORO-GRASS VALLEY	18.60	29.30	10.70	95.7	96.5	100.0	97.8	99.5	100.0	GD	GD	
09	042	1		GRASS VALLEY-J M WILSON RD	29.30	41.30	11.83	65.4	80.1	86.5	87.5	99.3	100.0	FR	FR	
09	042	1		J M WILSON RD-WILCOX RD	41.30	45.60	4.30	27.7	85.7	68.5	44.9	89.1	100.0	PR	PR	
09	042	1		WILCOX RD-SHANIKO	45.60	56.00	10.40	42.9	75.8	87.2	52.5	98.2	99.8	PR	PR	
09	042	1		SHANIKO-MP 65.00	56.00	65.00	8.98							UC	FR	
09	042	1		MP 65.00 - JCT HWY 197	65.00	68.66	3.66							UC	PR	
09	044	2		WARM SPRINGS JCT-PINE GROVE	0.17	0.28	0.11	98.8						1.6	VG	UC
09	044	1		WARM SPRINGS JCT-MP 10.0	0.18	10.00	9.82	98.8						1.6	VG	UC
09	044	1		MP 10.0-PINE GROVE	10.00	12.63	2.63	98.8						1.6	VG	GD
09	044	1		PINE GROVE- JCT. 197	12.63	26.03	13.40	88.8						2.4	GD	GD
11	049	1		RILEY-M.P. 5.27	0.00	5.27	5.27	82.3	88.6	96.6	100.0	92.8	100.0	GD	GD	
11	049	1		MP 5.27 - MP 15.4	5.36	15.40	10.04	68.1	93.4	80.5	95.7	89.6	100.0	FR	FR	
11	049	1		RILEY-WAGONTIRE(S.UNIT)	15.40	29.80	14.40	16.9	87.4	35.5	86.9	44.1	100.0	PR	PR	
11	049	1		WAGONTIRE-LAKE COUNTY LINE	29.80	34.96	5.16	43.5	60.7	86.6	100.0	51.5	100.0	PR	PR	
11	049	1		HARNEY COUNTY LINE-HOGBACK	35.06	62.05	26.99	50.6	77.0	87.8	76.9	83.8	100.0	FR	PR	
11	049	1		HOGBACK-LAKE ABERT	62.05	73.50	11.45	59.8	96.1	91.8	91.1	72.6	100.0	FR	FR	
11	049	1		LAKE ABERT SECTION	73.50	81.23	7.73	97.5	100.0	100.0	97.5	100.0	100.0	GD	GD	
11	049	1		LAKE ABERT-LAKE ABERT RD	81.39	87.60	6.21	97.4	100.0	100.0	97.4	100.0	100.0	GD	VG	
11	049	1		LAKE ABERT RD-VALLEY FALLS S. UNIT	87.60	90.02	2.42	43.7	84.3	82.9	57.1	100.0	100.0	PR	FR	
11	050	1		JCT HWY 004-JCT HWY 020	-6.92	-2.24	4.68	56.9	56.9	100.0	93.8	100.0	100.0	FR	FR	
11	050	2		JCT HWY 004-JCT HWY 020	-6.81	-5.40	1.41	49.2	49.2	100.0	95.8	100.0	100.0	FR	FR	
11	050	1		JCT HWY 020-MP 7.0	0.00	7.00	7.00	84.5	84.9	100.0	99.3	99.8	100.0	GD	GD	
11	050	1	Y	ESPLANADE ST SPUR (PCC)	4.97	5.06	0.09	57.0						3.6	FR	FR
11	050	1	Y	ESPLANADE ST SPUR (AC)	5.06	5.10	0.04	24.0						4.6	PR	PR
11	050	1		MP 7.0-N POLK STREET	7.00	13.73	6.73	41.7	45.7	79.3	100.0	91.6	100.0	PR	FR	
11	050	1		N POLK STREET-SCL MERRILL	13.73	14.50	0.77	70.3	80.0	86.9	100.0	92.9	100.0	FR	GD	

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
11	050	1			SCL MERILL-MP 16.51	14.50	16.51	2.01	78.8	80.0	100.0	97.8	100.0	100.0	GD	GD	
11	050	1			MP 16.51-PAYGR ROAD	16.51	20.81	4.30	51.0						3.8	FR	FR
11	050	1			PAYGR ROAD-S MALIN RD	20.81	24.30	3.49	51.0						3.8	FR	FR
11	050	1			S MALIN RD-CAL STATE LINE	24.30	27.10	2.80	45.0						4.0	PR	PR
09	052	1			COLUMBIA RIVER HWY-COUNTY LINE	0.00	8.44	8.44	69.0						3.2	FR	GD
09	052	2			COLUMBIA RIVER HWY-CECIL	0.00	0.37	0.37	51.0						3.8	FR	FR
09	053	1			WASCO CO.LINE-SKYLINE RD	62.15	66.80	4.65	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
09	053	1			SKYLINE RD-WARM SPRINGS JCT	66.80	70.40	3.60	92.8	100.0	100.0	92.8	100.0	100.0	GD	GD	
09	053	1			WARM SPRINGS JCT.-WARM SPRINGS R	70.40	85.50	15.04	41.8	94.7	66.6	71.6	95.6	100.0	PR	PR	
09	053	1			WARM SPRINGS R.-JEFFERSON CO.LINE	85.50	96.48	10.98	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
10	053	1			WASCO CO LINE-MP 103.26	96.48	103.26	6.78	53.1	80.3	83.2	74.5	81.1	100.0	FR	FR	
10	053	1			MP 103.26 - DESCHUTES RIVER	103.26	105.30	2.04	80.3	80.3	100.0	100.0	100.0	100.0	GD	GD	
10	053	1			DESCHUTES RIVER-GUMWOOD LANE	105.30	106.88	1.58	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
10	053	1	Z	1	DESCHUTES RIVER-GUMWOOD LANE	106.86	106.88	0.02	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
10	053	1			DESCHUTES RIVER-GUMWOOD LANE	106.88	110.80	3.92	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
10	053	1			GUMWOOD LANE-JCT HWY 004	110.80	117.58	6.78	71.5	87.8	84.9	95.6	87.1	100.0	FR	FR	
09	100	1			MOSIER-HOG CREEK CANYON	56.91	63.72	6.81	99.0						1.5	VG	UC
09	100	1			HOG CREEK CANYON- THE DALLES	63.72	72.37	8.65	45.0						4.0	PR	PR
11	270	1			HANLEY RANCH-FISH LAKE ROAD	16.04	25.92	9.88	40.4	83.5	55.0	78.5	99.2	100.0	PR	PR	
11	270	1			FISH LAKE ROAD-DEAD INDIAN ROAD	25.92	37.50	11.58	92.4	100.0	95.2	98.6	98.5	100.0	GD	GD	
11	270	1			DEAD INDIAN ROAD-FOUR MILE FLAT RD	37.50	41.50	4.00	97.5	100.0	100.0	97.6	99.9	100.0	GD	VG	
11	270	1			FOURMILE FLAT RD-MP 49.0	41.50	49.00	7.50	71.5	73.1	99.4	96.4	98.2	100.0	FR	FR	
11	270	1			MP 49.0-EAGLE RIDGE ROAD	49.00	51.52	2.52	98.7	100.0	100.0	100.0	98.7	100.0	VG	VG	
11	270	1			EAGLE RIDGE RD-LAKE SHORE DRIVE	51.52	62.40	10.88	93.2	99.6	98.6	94.8	100.0	100.0	GD	GD	
11	270	1			LAKE SHORE DRIVE-JCT HWY 021	62.40	68.76	6.36	81.6	83.3	97.7	99.3	99.7	100.0	GD	GD	
09	290	1			TYGH VALLEY-SHERMAN CO LN	-0.05	8.30	8.35	48.0						3.9	FR	FR
09	290	1			WASCO CO LN-MP 12.00	8.30	12.00	3.70	63.0						3.4	FR	FR
09	290	1			MP 12.0 - MP 14.0	12.00	14.00	2.00	45.0						4.0	PR	PR
09	290	1			MP 14.00-GRASS VALLEY	14.00	28.42	14.42	41.5						4.1	PR	PR
09	291	1			SHANIKO-ROOPER RD	0.00	4.00	4.00	98.4						1.8	VG	PR

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
09	291	1			ROOPER RD-ANTELOPE	4.00	8.30	4.30	86.5						2.5	GD	GD
09	291	1			ANTELOPE-WEST SUMMIT	8.30	15.00	6.70	98.0						2.0	GD	GD
09	291	1			WEST SUMMIT-CLARNO	15.00	23.00	8.00	91.1						2.3	GD	GD
09	291	1			CLARNO-MP 26.3	23.00	26.30	2.93	48.0						3.9	FR	FR
09	291	1			MP 26.3 - MP 29.0	26.30	29.00	2.70							9.0	UC	FR
09	291	1			MP 29.0 - MP 34.3	29.00	34.30	5.30							9.0	UC	FR
09	291	1			MP 34.3 - MP 37.58	34.30	37.58	3.28	60.0						3.5	FR	FR
09	291	1			MP 37.58 - MP 39.1	37.58	39.10	1.52							9.0	UC	FR
09	291	1			MP 39.1 - FOSSIL	39.10	42.98	3.88							9.0	UC	FR
09	292	2			BREWERY GRADE INTERCHANGE	18.60	18.95	0.35	34.5						4.3	PR	PR
09	292	1			BREWERY GRADE INT-JCT HWY 004	18.61	20.24	1.63	34.5						4.3	PR	PR
09	292	2			JCT HWY 004 (SECTION 1)	19.97	20.08	0.11	41.5						4.1	PR	PR
09	292	2			JCT HWY 004 (SECTION 2)	20.17	20.30	0.13	45.0						4.0	PR	PR
10	293	1			JCT HWY 004-MP 2.0	0.00	2.00	2.00	38.0						4.2	PR	PR
10	293	1			MP 2.0-TUB SPRINGS LOOP	2.00	8.23	6.23	45.0						4.0	PR	PR
10	293	1			TUB SPRINGS LOOP-ANTELOPE	8.23	13.52	5.29	45.0						4.0	PR	PR
09	300	1			WASCO-JOHN DAY RIVER	-1.97	15.09	17.06	63.0						3.4	FR	FR
09	300	1			JOHN DAY RIVER-FERRY CANYON	15.16	34.00	18.84	60.0						3.5	FR	FR
09	300	1			FERRY CANYON-CONDON	34.00	40.72	6.72	41.5						4.1	PR	PR
09	300	1			CONDON-MP 47.0	40.92	47.00	6.08	45.0						4.0	PR	PR
09	300	1			MP 47.0-ROCK CREEK	47.00	51.66	4.66	60.0						3.5	FR	FR
09	300	1			ROCK CREEK- MORROW CO LINE	51.66	54.86	3.20	88.8						2.4	GD	PR
09	301	1			CELILO - FULTON CANYON	0.00	5.00	5.00	60.0						3.5	FR	FR
09	301	2			CELILO - FULTON CANYON	0.00	0.28	0.28	86.5						2.5	GD	GD
09	301	1	Y		CELILO-WASCO HWY SPUR	4.80	7.62	2.82	51.0						3.8	FR	FR
09	301	1			FULTON CANYON -UPPER FULTON RD	5.00	7.00	2.00	93.4						2.2	GD	GD
09	301	1			UPPER FULTON RD - NEECE CANYON	7.00	10.20	3.20	93.4						2.2	GD	VG
09	301	1			NEECE CANYON - WASCO	10.20	15.57	5.37	54.0						3.7	FR	FR
10	360	1			JCT HWY 004-LONE PINE RD	0.00	14.00	14.00	79.6						2.8	GD	GD
10	360	1			LONE PINE RD-LYTLE CREEK	14.00	20.00	6.00	79.6						2.8	GD	GD

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
10	360	1			LYTLE CREEK-MCKAY CR	20.00	23.80	3.80	69.0						3.2	FR	FR
10	360	1			MCKAY CREEK-PRINEVILLE	23.80	26.28	2.48	38.0						4.2	PR	PR
10	360	2			MCKAY CREEK-PRINEVILLE	26.07	26.24	0.17	45.0						4.0	PR	PR
10	361	1			MADRAS - BEAR DRIVE	0.00	2.91	2.91	48.0						3.9	FR	FR
10	361	1			BEAR DRIVE - DESCHUTES DR	2.91	5.40	2.49	57.0						3.6	FR	FR
10	361	1			DESCHUTES DR - GEM LANE	5.40	7.25	1.85	88.8						2.4	GD	FR
10	361	1			GEM LANE-JCT HWY 004	7.25	11.62	4.37	81.9						2.7	GD	GD
10	370	1			JCT HWY 004-MP 1	0.00	1.00	1.00	31.0						4.4	PR	PR
10	370	1			MP 1-LONE PINE RD	1.00	5.00	4.00	54.0						3.7	FR	FR
10	370	1			LONE PINE RD-IRRIGATION	5.00	9.50	4.50	13.5						4.9	PR	PR
10	370	1			IRRIGATION-JCT HWY 041	9.50	17.67	8.17	24.0						4.6	PR	PR
10	371	1			JCT HWY 041-DESHUTES CO LINE	0.00	7.57	7.57	60.0						3.5	FR	FR
10	372	1			JCT HWY 004-INDUSTRIAL WAY	0.00	0.75	0.75	34.5						4.3	PR	PR
10	372	1			INDUSTRIAL WAY-FOREST BOUNDARY	0.75	4.61	3.86	31.0						4.4	PR	PR
10	372	2			COLORADO AVE-FOREST BOUNDARY	1.52	2.43	0.91	45.0						4.0	PR	FR
10	372	1			FOREST BOUNDARY-KIWA BUTTE RD	4.61	11.60	6.99	51.0						3.8	FR	FR
10	372	1			KIWA BUTTE RD-MP 15.0	11.60	15.30	3.70	86.5						2.5	GD	GD
10	372	1			MP 15.0-SUNRIVER RD	15.30	18.30	3.00	81.9						2.7	GD	GD
10	372	1			SUN RIVER RD-MT BACHELOR	18.30	21.98	3.68	81.9						2.7	GD	GD
10	372	2			SUN RIVER RD-MT BACHELOR	18.42	19.20	0.78	81.9						2.7	GD	GD
10	380	1			PRINEVILLE-FIRE RD	0.00	11.00	11.00	17.0						4.8	PR	PR
10	380	1			FIRE RD-CONANT BASIN	11.00	20.75	9.75	69.0						3.2	FR	FR
10	380	1			CONANT BASIN RD-PINE STUB CR RD	20.75	30.20	9.45	45.0						4.0	PR	PR
10	380	1			PINE STUB CR RD-SCOTT RD.	30.20	43.92	13.72	48.0						3.9	FR	FR
10	380	1			SCOTT RD-SOUTH FORK CROOKED RIVER	43.92	50.56	6.22	75.0						3.0	FR	FR
10	380	1			S FORK CROOKED RIVER-PAULINA	50.56	55.91	5.35	79.6						2.8	GD	GD
10	390	1			JOHN DAY HWY-SIX SHOOTER RD	0.00	5.55	5.55	81.9						2.7	GD	GD
10	390	1			SIX SHOOTER RD-SHOOFLY CREEK	5.55	8.85	3.30	48.0						3.9	FR	FR
10	390	1			SHOOFLY CREEK-GORDY FLAT	8.85	11.30	1.92	31.0						4.4	PR	FR
10	390	1			GORDY FLAT-GIRDS CREEK	11.30	17.68	6.38	27.5						4.5	PR	PR

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## 1998 CONDITION REPORT - REGION 4

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND			
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97	
10	390	1			GIRDS CREEK-MP 19.2	17.68	19.20	1.52	17.0							4.8	PR	PR
10	390	1			MP 19.2-MP 23.3	19.20	23.30	4.10	75.0							3.0	FR	FR
10	390	1			MP 23.3-MITCHELL	23.30	24.32	1.02	17.0							4.8	PR	PR
11	420	1			JCT HWY 020-LAVERNE AVE	0.00	1.33	1.33	99.4							1.3	VG	UC
11	420	1			LAVERNE AVE-JOE WRIGHT RD	1.33	3.75	2.42								9.0	UC	PR
11	420	1			JOE WRIGHT RD-JCT HWY 004	3.75	5.65	1.90	51.0							3.8	FR	FR
11	422	1			MODOC PT RD-JCT HWY 004	0.00	5.29	5.29	75.0							3.0	FR	GD
11	422	1	Y		CHILOQUIN SPUR	4.39	4.58	0.19	45.0							4.0	PR	FR
11	424	1			JCT HWY 004-KLAMATH RIVER BR	0.00	0.90	0.90	11.0	45.0	21.2	100.0	50.5	100.0			PR	PR
11	424	1			KLAMATH RIVER BR-ALTAMONT DR	0.90	3.37	2.47									UC	PR
11	424	1			ALTAMONT DR-JCT HWY 050	3.37	5.97	2.60	33.1	80.0	69.5	57.2	77.9	100.0			PR	PR
11	426	1			JCT HWY 050-CAL STATE LINE	16.51	18.93	2.42	81.6	82.5	98.3	100.0	100.0	100.0			GD	GD
11	431	1			JCT HWY 019-FOREST BOUNDARY	0.00	1.34	1.34	81.9							2.7	GD	GD
11	431	1			FOREST BOUNDARY-MP 2.4	1.34	2.39	1.05	20.5							4.7	PR	PR
11	431	1			MP 2.4-SKI AREA RD	2.39	3.94	1.51	57.0							3.6	FR	FR
11	431	1			SKI AREA RD-SQUAW BUTTE CREEK	3.94	8.50	4.56	24.0							4.6	PR	PR
11	431	1			SQUAW BUTTE CREEK-MP 14.5	8.50	14.50	6.00	98.4							1.8	VG	VG
11	431	1			MP 14.5-PARSNIP CREEK	14.50	18.00	3.50	27.5							4.5	PR	PR
11	431	1			PARSNIP CREEK-MP 19.0	18.00	19.00	1.00	54.0							3.7	FR	FR
11	431	1			MP 19.0-DRAKE CREEK	19.00	20.80	1.80	63.0							3.4	FR	FR
11	431	1			DRAKE CREEK-MP 24.0	20.80	24.00	3.20	27.5							4.5	PR	PR
11	431	1			MP 24.0-MP 35.0	24.00	35.00	11.00	60.0							3.5	FR	FR
11	431	1			MP 35.0-MP 39.0	35.00	39.00	4.00	60.0							3.5	FR	FR
11	431	1			MP 39.0-MP 40.0	39.00	40.00	1.00	60.0							3.5	FR	FR
11	431	1			MP 40.0-BLIZZARD GAP	40.00	43.00	3.00	34.5							4.3	PR	PR
11	431	1			BLIZZARD GAP-BLM RD	43.00	50.00	7.00	41.5							4.1	PR	PR
11	431	1			BLM RD-DOHERTY SLIDE	50.00	56.60	6.60	79.6							2.8	GD	GD
11	431	1			DOHERTY SLIDE-CAL STATE LINE	56.60	65.28	8.68	48.0							3.9	FR	FR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
12	002	1			TOWER RD-BOARDMAN	159.30	163.50	4.20	19.0	98.1	49.3	45.0	85.7	100.0	PR	PR	
12	002	2			TOWER RD-BOARDMAN	159.30	163.50	4.20	22.0	69.2	46.2	57.2	83.4	100.0	PR	PR	
12	002	1			BOARDMAN-STANFIELD INT (HWY 002)	163.50	167.58	4.08	99.9	100.0	100.0	100.0	99.9	100.0	VG	VG	
12	002	2			BOARDMAN-STANFIELD INT (HWY 002)	163.50	167.73	4.23	82.4	82.4	100.0	100.0	100.0	100.0	GD	GD	
12	002	1			IRRIGON JCT	167.58	168.28	0.70	38.0						4.2	PR	PR
12	002	2			IRRIGON JCT	167.73	168.15	0.42	51.0						3.8	FR	GD
12	002	1			IRRIGON JCT- IRRIGON	168.28	175.00	6.72	79.6						2.8	GD	GD
12	002	1			IRRIGON - UMATILLA BRIDGE	175.00	182.56	7.56	41.5						4.1	PR	FR
12	002	1			UMATILLA BRIDGE	182.56	182.60	0.04							8.0	ST	ST
12	002	1			UMATILLA BRIDGE - JCT HWY 070	182.60	184.11	1.51	93.4						2.2	GD	GD
12	002	1			JCT HWY 070 - JCT HWY 054	184.11	184.87	0.76	69.4	69.4	100.0	100.0	100.0	100.0	FR	GD	
12	002	1			JCT HWY 054 - MCNARY DAM	184.87	186.00	1.13	93.4						2.2	GD	GD
12	002	1			MCNARY DAM - JCT HWY 333	186.00	191.63	5.63	45.0						4.0	PR	FR
12	002	1			JCT HWY 333-JUNIPER CANYON	191.63	199.07	7.44	75.0						3.0	FR	FR
12	002	1			JUNIPER CANYON-MP 200.2	199.07	200.21	1.14							9.0	UC	FR
12	002	1			MP 200.2-WASHINGTON ST LINE	200.21	203.28	3.07	75.0						3.0	FR	FR
12	005	1			FOSSIL-MP 74.0	59.64	74.00	14.36	84.2						2.6	GD	GD
12	005	1			MP 74.0 - SERVICE CREEK	74.00	78.56	4.56	98.4						1.8	VG	VG
12	005	1			SERVICE CREEK-SPRAY	78.56	92.20	12.22	98.2						1.9	VG	VG
12	005	1			SPRAY-HAYSTACK CR.	92.20	95.40	3.20	98.2						1.9	VG	UC
12	005	1			HAYSTACK CR.-WHEELER/GRANT CO. LINE	95.51	104.73	9.22	98.0						2.0	GD	GD
12	005	1			WHEELER/GRANT CO. LINE-PARK BNDRY	104.73	106.80	2.07	98.0						2.0	GD	GD
12	005	1			PARK BNDRY-HOLMES CR	106.80	108.02	1.22	99.0						1.5	VG	VG
12	005	1			HOLMES CR.-FOSSIL CR.	108.14	109.35	1.21	31.0						4.4	PR	PR
12	005	1			FOSSIL CR.-BONE CR.	109.35	110.13	0.78	45.0						4.0	PR	FR
12	005	1			BONE CR.-JOHN DAY RIVER	110.14	119.60	9.46	31.0						4.4	PR	PR
12	005	1			JOHN DAY RIVER-OCHOCO JCT.	119.60	124.15	4.26	34.5						4.3	PR	PR
14	005	1			MITCHELL JCT.-DAYVILLE (NHS)	124.15	131.28	7.13	94.2	100.0	99.2	95.1	99.8	100.0	GD	UC	
14	005	1			DAYVILLE-FLAT CREEK	131.28	138.03	6.75	83.9	85.6	100.0	98.6	98.8	100.0	GD	GD	
14	005	1			FLAT CREEK-FIELDS CREEK	138.03	143.91	5.88	99.3	100.0	100.0	99.3	100.0	100.0	VG	VG	

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	RMTV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	COND		
							Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
14	005	1	FIELDS CREEK-JOHN DAY RIVER	143.98	154.00	10.02	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	005	1	JOHN DAY RIVER-JOHN DAY	154.00	161.83	7.83	61.2	92.9	72.3	97.9	88.1	100.0	FR	FR
14	005	1	JOHN DAY-PRAIRIE CITY	161.83	175.00	13.17	78.7	80.1	98.7	99.3	97.9	100.0	GD	GD
14	005	1	PRAIRIE CITY-DIXIE SUMMIT	175.00	183.30	8.26	98.9	100.0	100.0	98.9	100.0	100.0	VG	VG
14	005	1	DIXIE SUMMIT-AUSTIN JCT.	183.30	190.50	7.20	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	005	1	AUSTIN JCT.-MIDDLE FORK BURNT RIVER	190.50	203.19	12.68	33.8	100.0	74.4	48.1	89.6	99.8	PR	PR
14	005	1	MIDDLE FORK BURNT RIVER-UNITY JCT.	203.82	210.60	6.78	24.9	99.7	65.7	47.6	65.1	98.1	PR	PR
14	005	1	UNITY JCT.-MALHEUR CO. LINE	210.60	222.91	12.21	43.2	100.0	78.5	62.3	79.2	95.8	PR	PR
14	005	1	MALHEUR CO. LINE-IRONSIDE	222.91	231.10	8.19	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	005	1	IRONSIDE-BROGAN HILL	231.10	246.30	15.19	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	005	1	BROGAN HILL-BROGAN	246.30	254.17	7.87	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	005	1	BROGAN-WILLOW CREEK	254.60	268.00	13.40	99.7	100.0	100.0	99.7	100.0	100.0	VG	GD
14	005	1	WILLOW CREEK-VALE	268.00	278.21	10.21	86.2	99.8	99.1	98.5	88.4	100.0	GD	GD
12	006	1	BOARDMAN-STANFIELD INT (HWY 006)	167.58	188.04	20.46	100.0	100.0	100.0	100.0	99.8	99.8	VG	VG
12	006	2	BOARDMAN-STANFIELD INT (HWY 006)	167.73	188.04	20.31	98.9	98.9	100.0	100.0	100.0	100.0	VG	GD
12	006	1	STANFIELD INT-PENDLETON	188.04	204.43	16.39	96.7	100.0	96.7	99.9	0.0	0.0	GD	GD
12	006	2	STANFIELD INT-PENDLETON	188.04	204.43	16.39	88.3	100.0	92.5	99.7	0.4	0.4	GD	GD
12	006	1	PENDLETON SECTION	204.43	213.05	8.62	91.2	97.7	93.3	99.3	0.0	0.0	GD	GD
12	006	2	PENDLETON SECTION	204.43	213.05	8.62	84.3	100.0	89.7	99.0	0.6	0.6	GD	GD
12	006	1	E.PENDLETON INTCH-POVERTY FLATS(W)	213.05	217.70	4.65	80.0	80.0	100.0	100.0	99.9	100.0	GD	GD
12	006	2	E.PENDLETON INTCH-POVERTY FLATS(W)	213.05	217.70	4.65	83.5	84.6	100.0	100.0	100.0	100.0	GD	GD
12	006	1	E.PENDLETON INTCH-POVERTY FLATS(E)	217.70	225.84	8.14	96.0	100.0	100.0	100.0	0.0	0.0	GD	UC
12	006	2	E.PENDLETON INTCH-POVERTY FLATS(E)	217.70	225.84	7.49							UC	UC
12	006	1	POVERTY FLATS - MEACHAM	225.84	237.79	11.95	94.3	100.0	98.3	99.9	0.0	0.0	GD	VG
12	006	2	POVERTY FLATS - MEACHAM	225.84	237.79	11.95	94.2	100.0	99.8	100.0	0.0	0.0	GD	VG
12	006	1	MEACHAM - HILGARD	237.79	252.83	15.04	99.8	99.9	99.9	100.0	99.3	99.3	VG	GD
12	006	2	MEACHAM - HILGARD	237.79	252.83	15.04	90.2	91.0	100.0	99.2	98.6	98.6	GD	GD
13	006	1	HILGARD - LA GRANDE	252.83	259.19	6.36	73.0	83.4	100.0	86.6	92.4	100.0	FR	FR
13	006	2	HILGARD - LA GRANDE	252.83	259.19	6.36	63.7	66.1	100.0	96.0	90.7	100.0	FR	PR
13	006	1	LA GRANDE SECTION	259.19	265.51	6.32	92.5	100.0	92.8	99.9	0.2	0.2	GD	GD

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
13	006	2			LA GRANDE SECTION	259.19	265.51	6.32	92.8	100.0	94.1	100.0	0.0	0.0	GD	GD
13	006	1			LA GRANDE - LADD CANYON	265.51	272.09	6.58	92.5	93.8	99.7	100.0	0.0	0.0	GD	GD
13	006	2			LA GRANDE - LADD CANYON	265.51	272.09	6.58	91.1	100.0	95.2	99.7	0.0	0.0	GD	GD
13	006	1			LADD CANYON SECTION	272.09	276.07	3.98	94.7	100.0	99.5	99.0	0.0	0.0	GD	GD
13	006	2			LADD CANYON SECTION	272.09	276.07	3.98	89.0	100.0	92.9	98.8	0.0	0.0	GD	GD
13	006	1			LADD CANYON - NORTH POWDER	276.07	285.33	9.26	62.4	68.3	90.0	96.7	3.8	4.3	FR	FR
13	006	2			LADD CANYON - NORTH POWDER	276.07	285.33	9.26	75.2	80.6	91.7	98.4	4.0	4.3	GD	GD
13	006	1			NORTH POWDER-BALDOCK SLOUGH	285.33	297.11	11.78	99.2	99.7	99.5	100.0	0.1	0.1	VG	GD
13	006	2			NORTH POWDER-BALDOCK SLOUGH	285.33	297.11	11.78	98.9	99.7	99.3	99.9	0.1	0.1	VG	GD
13	006	1			BALDOCK SLOUGH-SOUTH BAKER INTER	297.11	306.53	9.42	65.9	68.3	100.0	92.8	100.0	100.0	FR	GD
13	006	2			BALDOCK SLOUGH-SOUTH BAKER INTER	297.11	306.53	9.42	82.1	86.1	100.0	93.8	100.0	100.0	GD	GD
13	006	1			SOUTH BAKER - ENCINA	306.53	313.25	6.72	99.9	100.0	100.0	99.9	0.0	0.0	VG	VG
13	006	2			SOUTH BAKER - ENCINA	306.53	313.25	6.72	100.0	100.0	100.0	100.0	0.0	0.0	VG	VG
13	006	1			ENCINA - PLEASANT VALLEY	313.25	318.09	4.84	44.9	86.4	100.0	50.3	79.6	90.5	PR	PR
13	006	2			ENCINA - PLEASANT VALLEY	313.25	318.09	4.84	44.7	69.8	100.0	49.5	82.2	92.8	PR	PR
13	006	1			PLEASANT VALLEY - DURKEE	318.09	327.30	9.21	44.9	76.8	100.0	46.9	99.5	100.0	PR	PR
13	006	2			PLEASANT VALLEY - DURKEE	318.09	324.67	6.58	43.2	76.8	100.0	43.6	100.0	100.0	PR	PR
13	006	2	Z 1		PLEASANT VALLEY - DURKEE	324.61	324.67	0.06	45.0	80.0	100.0	45.0	100.0	100.0	PR	PR
13	006	2			PLEASANT VALLEY - DURKEE	324.67	327.30	2.63	45.3	85.3	100.0	47.6	100.0	100.0	FR	FR
13	006	1			DURKEE - BUBBS RANCH	327.30	329.22	1.92	97.3	100.0	100.0	97.3	100.0	100.0	GD	VG
13	006	2			DURKEE - BUBBS RANCH	327.30	329.22	1.92	88.8	100.0	100.0	88.8	100.0	100.0	GD	GD
13	006	1			BUBBS RANCH - WEATHERBY	329.22	335.86	6.64	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
13	006	2			BUBBS RANCH - WEATHERBY	329.22	335.86	6.64	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	006	1			WEATHERBY - LIME	335.86	342.12	6.26	99.7	100.0	99.7	100.0	99.7	99.7	VG	VG
14	006	2			WEATHERBY - LIME	335.86	342.13	6.27	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	006	1			LIME SECTION - DIST 13	342.12	342.52	0.40	80.1	100.0	83.8	100.0	0.0	0.0	GD	GD
14	006	2	Z 2		LIME SECTION - DIST 13	342.12	342.13	0.01	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG
14	006	2			LIME SECTION - DIST 13	342.13	342.52	0.39	98.3	100.0	100.0	100.0	0.0	0.0	VG	VG
14	006	1			LIME SECTION - DIST 14	342.52	345.56	3.04	77.9	100.0	85.5	94.2	0.0	0.0	GD	FR
14	006	2			LIME SECTION - DIST 14	342.52	345.56	3.04	83.6	100.0	96.5	89.3	0.0	0.0	GD	GD

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
14	006	1			LIME - FAREWELL BEND	345.56	353.28	7.72	93.8	100.0	99.3	98.7	1.0	1.0	GD	GD	
14	006	2			LIME - FAREWELL BEND	345.56	353.28	7.72	94.9	100.0	100.0	99.5	0.5	1.0	GD	GD	
14	006	1			FAREWELL BEND-OLDS FERRY	353.28	355.70	2.42	69.0	71.5	100.0	94.4	100.0	100.0	FR	FR	
14	006	2			FAREWELL BEND - OLDS FERRY	353.28	355.70	2.42	71.0	77.7	100.0	90.4	98.5	100.0	FR	GD	
14	006	1			OLDS FERRY- N JACOBSENS GULCH	355.70	368.16	12.46	43.7	98.5	46.0	98.2	99.6	100.0	PR	FR	
14	006	2			OLDS FERRY- N JACOBSENS GULCH	355.70	368.16	12.46	44.7	100.0	49.2	97.4	93.3	99.5	PR	PR	
14	006	1			JACOBSENS GULCH-N ONTARIO INTER	368.16	374.78	6.62	99.6	100.0	99.6	100.0	100.0	100.0	VG	GD	
14	006	2			JACOBSENS GULCH-N ONTARIO INTER	368.16	374.12	5.96	80.6	100.0	93.9	85.8	0.3	0.3	GD	GD	
14	006	2			N ONTARIO INTER-IDAHO STATE LINE	374.12	378.01	3.89	81.4	82.0	100.0	100.0	100.0	100.0	GD	GD	
14	006	1			N ONTARIO INTER-IDAHO STATE LINE	374.78	378.01	3.23	97.1	97.1	100.0	100.0	100.0	100.0	GD	GD	
14	007	1			RILEY-SAGEHEN HILL	104.62	115.00	10.38	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
14	007	1			SAGEHEN HILL-HINES	115.00	128.25	13.25	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
14	007	1			HINES-BURNS	128.25	130.51	2.26							UC	PR	
14	007	1			BURNS-JOHN DAY HWY	130.51	134.32	3.81							UC	PR	
14	007	1			JOHN DAY HWY-JOHN LOGAN	134.32	152.40	18.08	81.9	82.6	99.4	99.4	99.7	100.0	GD	GD	
14	007	1			JOHN LOGAN-MP 158.0	152.40	157.89	5.49	83.9	94.6	99.2	98.6	87.8	100.0	GD	GD	
14	007	1			MP 158.0-BEEDE RES.	157.92	165.96	8.04	99.8	99.8	100.0	100.0	100.0	100.0	VG	VG	
14	007	1			BEEDE RES-DRINK WATER PASS	166.00	177.65	11.65	60.1	87.3	82.3	84.5	83.3	100.0	FR	FR	
14	007	1			DRINKWATER PASS-CHIMNEY CR	177.65	183.15	5.50	70.5	85.7	98.8	89.0	85.4	100.0	FR	FR	
14	007	1			CHIMNEY CR-JUNTURA	183.15	189.90	6.75	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
14	007	1			JUNTURA-BLACK CANYON	189.90	202.90	12.86	98.9	100.0	100.0	99.0	100.0	100.0	VG	VG	
14	007	1			BLACK CANYON-HARPER	202.90	223.16	20.26	82.6	100.0	100.0	97.6	84.9	100.0	GD	GD	
14	007	1			HARPER-MALHEUR RIVER	223.16	238.70	14.49	62.5	99.6	74.6	94.9	88.3	100.0	FR	FR	
14	007	1			MALHEUR RIVER-VALE	238.70	245.71	7.01	39.7	85.7	80.4	52.8	97.4	100.0	PR	PR	
14	007	1			VALE-MALHEUR RIVER	245.71	246.79	1.08	15.8	98.2	38.2	44.4	81.4	100.0	PR	PR	
14	007	2			VALE-MALHEUR RIVER	245.71	246.82	1.11	25.0	96.4	61.9	58.4	70.0	100.0	PR	PR	
14	007	1			MALHEUR RIVER-CAIRO JCT.	246.79	258.20	11.41	43.1	69.2	90.0	66.2	80.9	100.0	PR	PR	
14	007	1			CAIRO JCT.-FIRST ST	258.20	266.31	8.11	93.4						2.2	GD	GD
14	007	1			FIRST ST-UPRR	266.31	266.41	0.10	38.0						4.2	PR	PR
14	007	1			UPRR-ECL NYSSA	266.41	266.75	0.34	66.0						3.3	FR	FR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
14	007	1			SNAKE RIVER BRIDGE	266.75	266.82	0.07							8.0	ST	ST
12	008	1			S PENDLETON INT-14TH ST	-1.77	-0.66	1.11	44.7	80.8	54.9	100.0	85.8	100.0		PR	PR
12	008	1	Z	1	S PENDLETON INT-14TH ST	-0.69	-0.66	0.03	39.4	100.0	41.5	100.0	100.0	100.0		PR	PR
12	008	1			14TH ST - PENDLETON HWY	-0.66	0.00	0.66	29.6	100.0	62.3	49.4	94.2	100.0		PR	PR
12	008	1			PENDLETON HWY - ECL PENDLETON	0.00	0.77	0.77	61.8	100.0	68.0	94.3	92.2	100.0		FR	FR
12	008	1			ECL PENDLETON-ADAMS	0.77	11.00	10.23	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
12	008	1			ATHENA SECTION	11.00	16.30	5.30								UC	PR
12	008	1			ATHENA-WINN ROAD	16.30	21.75	5.41	100.0	100.0	100.0	100.0	100.0	100.0		VG	GD
12	008	1			WINN ROAD-MILTON FREEWATER	21.75	26.84	5.09	88.2	88.2	100.0	100.0	100.0	100.0		GD	GD
12	008	1			SE 3RD AVE-OR/WASH STATE LINE	26.84	35.32	5.49	99.0	100.0	99.3	99.5	100.0	100.0		VG	UC
13	010	1			HWY 66-RIDDLE ROAD	0.00	1.20	1.20	75.0						3.0	FR	GD
13	010	1			RIDDLE ROAD-CONLEY	1.20	5.05	3.85	91.1						2.3	GD	GD
13	010	1			CONLEY-IMBLER	5.05	12.80	7.75	95.7						2.1	GD	GD
13	010	1			IMBLER-PHILLIPS CREEK	12.80	19.73	6.93							9.0	UC	GD
13	010	1			ELGIN-MINAM CANYON	19.96	29.62	9.66							9.0	UC	FR
13	010	1			MINAM CANYON-WALLOWA RIVER	29.62	33.60	3.98	86.5						2.5	GD	GD
13	010	1			MINAM BRIDGE	33.60	33.68	0.08							8.0	ST	ST
13	010	1			WALLOWA RIVER-WAYSIDE BNDRY	33.68	41.73	8.02	54.0						3.7	FR	FR
13	010	1			WAYSIDE BNDRY-SPRING CREEK	42.09	49.40	7.31	75.0						3.0	FR	GD
13	010	1			SPRING CREEK-LOSTINE	49.40	54.60	5.20	81.9						2.7	GD	GD
13	010	1			LOSTINE-WADES POINT	54.60	56.92	2.32	86.5						2.5	GD	GD
13	010	1			WADES POINT-TROUT CREEK	56.92	62.10	5.18	93.4						2.2	GD	GD
13	010	1			TROUT CREEK-ENTERPRISE	62.10	64.54	2.44							9.0	UC	GD
13	010	1			ENTERPRISE CITY STREET	64.54	65.81	1.21	34.5						4.3	PR	PR
13	010	1			ENTERPRISE-PRAIRIE CREEK	65.81	68.12	2.31	93.4						2.2	GD	GD
13	010	1			PRAIRIE CREEK-JOSEPH	68.12	71.42	3.30	86.5						2.5	GD	GD
13	011	1			STATE LINE-BUFORD CANYON	0.00	5.00	5.00	84.2						2.6	GD	UC
13	011	1			BUFORD CANYON-N FOREST BOUNDARY	5.00	17.36	12.36	75.0						3.0	FR	GD
13	011	1			N FOREST BOUND - MP 25.5	17.36	25.54	8.18	88.8						2.4	GD	GD
13	011	1			MP 25.5 - S FOREST BOUND	25.56	29.60	4.04	75.0						3.0	FR	FR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
13	011	1			S FOREST BOUND-ENTERPRISE	29.60	41.25	11.65	88.8						2.4	GD	GD
13	011	1			ENTERPRISE SECTION	41.25	43.19	1.94							9.0	UC	PR
13	012	1			HWY 66-CAMPBELL AVE	0.00	0.24	0.24	93.4						2.2	GD	GD
13	012	1			CAMPBELL AVE - HWY 6	0.24	1.56	1.32	81.9						2.7	GD	GD
13	012	2			CAMPBELL AVE - HWY 6	1.13	1.42	0.29	91.1						2.3	GD	GD
13	012	2			HWY 6 - KEATING CUTOFF	2.32	2.75	0.43	75.0						3.0	FR	GD
13	012	1			HWY 6 - KEATING CUTOFF	2.43	2.77	0.34	77.3						2.9	GD	GD
13	012	1	Z	1	HWY 6 - KEATING CUTOFF	2.52	2.77	0.25	77.3						2.9	GD	GD
13	012	1			HWY 6 - KEATING CUTOFF	2.77	10.02	7.25	77.3						2.9	GD	GD
13	012	1			KEATING CUTOFF-PHILLIPS RANCH	10.02	17.40	7.38	84.2						2.6	GD	GD
13	012	1			PHILLIPS RANCH-POWDER RIVER	17.40	20.76	3.27	81.9						2.7	GD	GD
13	012	1			POWDER RIVER-RICHLAND	20.76	41.37	20.33	69.0						3.2	FR	FR
13	012	1			RICHLAND-MP 50.00	42.00	50.00	8.00	57.0						3.6	FR	FR
13	012	1			MP 50.00 - SNAKE RIVER	50.00	70.80	20.80	66.0						3.3	FR	FR
13	012	1	Y		HALFWAY SPUR - DAWSON ST	53.55	54.45	0.90	95.7						2.1	GD	GD
13	012	1	Y		HALFWAY SPUR - JCT 414	54.45	54.70	0.25							9.0	UC	GD
12	028	1			JCT.HWY 67-MP 1.50	0.03	1.50	1.47	75.0						3.0	FR	GD
12	028	2			JCT.HWY 67-JCT HWY 6	0.05	1.69	1.64	86.5						2.5	GD	GD
12	028	1			MP 1.50 - JCT. HWY 6	1.50	1.70	0.20	34.5						4.3	PR	PR
12	028	1			JCT. HWY 6-MONTEE DR.	1.70	2.75	0.97	38.7	80.0	45.2	100.0	85.4	100.0		PR	PR
12	028	1			PENDLETON MCKAY DAM	2.75	6.90	4.15	75.0	80.0	98.1	95.1	90.5	100.0		FR	GD
12	028	1			MCKAY DAM-WHITE EAGLE GRANGE	6.90	11.17	4.27	79.4	84.2	97.0	98.9	91.6	100.0		GD	GD
12	028	1			WHITE EAGLE GRANGE-PILOT ROCK	11.17	15.68	4.51	65.7	71.6	92.7	97.8	96.2	100.0		FR	FR
12	028	1			PILOT ROCK-NYE JCT.	16.00	23.60	7.60	49.1	77.8	79.0	81.6	96.4	97.8		FR	FR
12	028	1			NYE JCT-GURDUNE	23.60	32.70	9.10	61.3	91.7	95.1	72.6	99.8	94.5		FR	FR
12	028	1			GURDUNE-WEBB SLOUGH	32.70	34.00	1.30	39.8	96.9	75.2	54.0	99.3	99.0		PR	PR
12	028	1			WEBB SLOUGH-BATTLE MTN. STATE PARK	34.00	38.00	4.00	35.3	100.0	61.7	58.9	96.7	100.0		PR	PR
12	028	1			BATTLE MTN. STATE PARK-ALBEE RD JCT	38.00	41.96	3.96	34.6	100.0	61.4	57.6	93.8	100.0		PR	PR
12	028	1			ALBEE ROAD-DEERLICK CRK	41.96	49.97	8.01	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
12	028	1			DEERLICK CRK-UKIAH DALE WAYSIDE	49.97	52.20	2.23	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
12	028	1			UKIAH DALE WAYSIDE-FIVEMILE CREEK	52.20	56.16	3.96	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
12	028	1			FIVE MILE CREEK-BULLY CREEK	56.21	66.61	10.40	31.2	100.0	59.0	55.9	92.4	100.0	PR	PR	
12	028	1			BULLY CREEK-MIDDLE FORK JOHN DAY R	66.61	77.80	11.19							UC	FR	
12	028	1			MIDDLE FORK JOHN DAY-JCT HWY 402	77.80	90.25	12.45							UC	FR	
12	028	1			JCT HWY 402-LONGCREEK SCL	90.25	90.77	0.52	93.3	100.0	95.7	96.6	98.5	100.0	GD	GD	
14	028	1			LONGCREEK SCL-JACK VAUGHN RD	90.77	97.18	6.41	97.1	100.0	100.0	97.1	100.0	100.0	GD	VG	
14	028	1			JACK VAUGHN RD-BEECH CR SUMMIT	98.30	103.78	5.48	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
14	028	1			BEECH CREEK SUMMIT-GIBSON GULCH	103.78	114.90	11.12	83.1	100.0	85.1	97.7	99.2	100.0	GD	GD	
14	028	1			GIBSON GULCH-JCT HWY 005	115.32	120.51	5.19	74.7	90.1	100.0	85.3	99.7	100.0	FR	FR	
12	036	1			U-XING HWY 002 - O-XING UPRR	0.88	1.19	0.31	60.0						3.5	FR	FR
12	036	1			O-XING UPRR-COLD SPRINGS CR	1.19	6.59	5.40	79.6						2.8	GD	GD
12	036	1			COLD SPRINGS CR-HOLDMAN	6.90	13.30	6.39	31.0						4.4	PR	PR
12	036	1			HOLDMAN-MP 15.3	13.30	15.30	2.00	31.0						4.4	PR	PR
12	036	1			MP 15.3-MP 16.3	15.30	16.30	1.00	91.1						2.3	GD	GD
12	036	1			MP 16.3-JCT HWY 334	16.30	20.20	3.88	24.0						4.6	PR	PR
12	036	1			JCT HWY 334-MILLER RD	20.20	27.87	7.67	20.5						4.7	PR	PR
12	036	1			MILLER RD-JCT HWY 67	27.87	30.75	2.88	91.1						2.3	GD	GD
14	048	1			JCT HWY 005-SCL CANYON CITY	0.00	2.37	2.37	68.4	100.0	84.3	93.9	88.5	100.0	FR	FR	
14	048	1			SCL CANYON CITY-CANYON CREEK	2.37	10.21	7.84	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG	
14	048	1			CANYON CREEK-STARR RIDGE	10.30	15.60	5.30	93.3	100.0	100.0	93.3	100.0	100.0	GD	GD	
14	048	1			STARR RIDGE-SENECA	15.60	25.10	9.50	91.0	100.0	96.7	94.9	99.2	100.0	GD	GD	
14	048	1			SENECA-COTTONWOOD CREEK	25.10	32.30	7.20	83.7	99.7	100.0	89.4	94.2	100.0	GD	GD	
14	048	1			COTTONWOOD CREEK-HARNEY CO.LINE	32.30	40.38	8.08	98.8	100.0	100.0	98.8	100.0	100.0	VG	VG	
14	048	1			HARNEY CO.LINE-DEVINE SUMMIT	40.38	52.80	12.42	21.8	99.8	58.7	65.2	60.0	100.0	PR	PR	
14	048	1			DEVINE SUMMIT-JCT HWY 007	52.80	67.78	14.98	23.8	99.1	64.7	44.4	79.2	100.0	PR	PR	
12	052	1			COUNTY LINE-CECIL	8.44	13.60	5.16	86.5						2.5	GD	GD
12	052	1			CECIL-MP 15.10	13.60	15.10	1.50	98.0						2.0	GD	GD
12	052	1			MP 15.10 - SOUTH C.L. IONE	15.10	29.40	14.30	95.7						2.1	GD	GD
12	052	1			IONE-LEXINGTON	29.40	36.42	7.02	98.0						2.0	GD	VG
12	052	1			LEXINGTON-PIEPER CANYON	36.45	38.80	2.35	98.8						1.6	VG	FR

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									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
12	052	1			PIEPER CANYON-HEPPNER	38.80	45.45	6.63	84.2						2.6	GD	GD
12	052	1			HEPPNER SECTION	45.45	46.30	0.85	99.4						1.3	VG	UC
12	052	1			HEPPNER-SOUTH FORK BUTTER CREEK	46.30	62.50	16.20	24.0						4.6	PR	PR
12	052	1			S.FK BUTTER CR.- MP 66.00	62.50	66.00	3.50	31.0						4.4	PR	PR
12	052	1			MP 66.0 - MORROW/UMATILLA LN	66.00	72.70	6.70	57.0						3.6	FR	FR
12	052	1			MORROW/UMATILLA CO.LN.-VINSON CREEK	72.70	76.70	4.00	54.0						3.7	FR	FR
12	052	1			VINSON CR.-NYE JCT.	76.70	83.15	6.45	57.0						3.6	FR	FR
12	054	1			JCT HWY 002-ELM AVE	0.04	4.80	4.76								UC	PR
12	054	1			ELM AVE-E 4TH STREET	4.80	6.03	1.23								UC	PR
12	054	1			E 4TH STREET-NCL STANFIELD	6.03	9.60	3.57	79.4	80.0	99.0	100.0	97.6	100.0		GD	GD
12	054	1			NCL STANFIELD-JCT HWY 006	9.60	12.90	3.30	89.4	96.9	92.9	100.0	96.3	100.0		GD	GD
13	066	1			ORODELL- GRAND RONDE RIVER	-0.04	0.19	0.23	38.0						4.2	PR	FR
13	066	2			ORODELL-WALNUT ST.	0.00	0.43	0.43	51.0						3.8	FR	FR
13	066	1			GRAND RONDE RIVER-WALNUT ST.	0.19	1.28	1.09	72.0						3.1	FR	FR
13	066	1			WALNUT -E.LAGRANDE	1.28	2.75	1.47	86.5						2.5	GD	GD
13	066	1			E. LAGRANDE-HOT LAKE	2.75	11.00	8.24	60.0						3.5	FR	FR
13	066	1			HOT LAKE-JCT. COVE HWY.	11.00	15.90	4.86	86.5						2.5	GD	GD
13	066	1			UNION CITY STREET	15.90	17.50	1.60	98.4						1.8	VG	VG
13	066	1			UNION-MP 22.75	17.50	22.75	5.25	34.5						4.3	PR	PR
13	066	1			MP 22.75 - NORTH POWDER	22.75	33.20	10.45	79.6						2.8	GD	GD
13	066	1			NORTH POWDER-HAINES	33.20	40.70	7.50	51.0						3.8	FR	FR
13	066	1			HAINES-NORTH BAKER	40.70	50.00	9.30	45.0						4.0	PR	FR
13	066	1			BAKER CITY STREET	50.00	51.78	1.78	75.0						3.0	FR	GD
13	066	1			POWDER RIVER TO INDIANA AVE.	51.78	52.03	0.25	98.4						1.8	VG	VG
13	066	1			INDIANA AVE. TO BRIDGE ST.(SCL)	52.03	53.90	1.87	45.0						4.0	PR	FR
13	066	1			BRIDGE STREET-SOUTH BAKER INTCH	53.90	54.46	0.56	51.0						3.8	FR	GD
13	066	2			BRIDGE STREET-SOUTH BAKER INTCH	54.11	54.64	0.53	54.0						3.7	FR	GD
12	067	1			JCT HWY 006-AIRPORT ROAD	-0.03	0.76	0.79	99.0						1.5	VG	PR
12	067	2			JCT HWY 006-AIRPORT ROAD	0.00	0.47	0.47	99.0						1.5	VG	PR
12	067	1			AIRPORT ROAD-MP 1.8	0.76	1.81	1.05							9.0	UC	PR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
12	067	1			MP 1.8-COURT AVE	1.81	2.57	0.76	27.5						4.5	PR	PR
12	067	1			COURT AVE-JCT HWY 008	2.57	3.92	1.35	79.6						2.8	GD	GD
12	067	2			COURT AVE-2ND STREET	2.57	3.58	1.01	48.0						3.9	FR	FR
12	067	2			2ND STREET-JCT HWY 008	3.58	3.80	0.22	69.0						3.2	FR	GD
12	067	1			JCT HWY 008-THEATER RD	4.63	5.98	1.35	34.5						4.3	PR	PR
12	067	1			THEATER RD-JCT HWY 006	5.98	6.60	0.62	98.8						1.6	VG	VG
12	067	2			GOAD PETERSON RD-JCT HWY 006	6.03	6.49	0.46	98.8						1.6	VG	VG
12	070	1			COLUMBIA RIVER BRIDGE SECTION (EB)	0.00	0.40	0.40								ST	ST
12	070	2			COLUMBIA RIVER BRIDGE SECTION (WB)	0.00	0.40	0.40								ST	ST
12	070	1			COLUMBIA RVR-OLD OREGON TRAIL HWY-EB	0.40	11.21	10.81	92.4	100.0	96.0	99.9	0.1	0.1		GD	GD
12	070	2			COLUMBIA RVR-OLD OREGON TRAIL HWY-WB	0.40	10.78	10.38	95.5	100.0	99.6	99.9	0.0	0.0		GD	GD
14	071	1			AUSTIN JCT.-AUSTIN	0.00	2.10	2.10	93.4						2.2	GD	VG
14	071	1			AUSTIN-N.FORK BURNT RIVER	2.10	11.30	9.20	98.2						1.9	VG	VG
14	071	1			N.FORK BURNT RIVER-SUMPTER JCT	11.30	25.58	14.28	57.0						3.6	FR	FR
13	071	1			SUMPTER JCT-HUDESPETH LN	25.58	29.00	3.42	95.7						2.1	GD	VG
13	071	1			HUDESPETH LN-MASON DAM	29.00	35.42	6.42	95.7						2.1	GD	VG
13	071	1			MASON DAM-MP 37.50	35.42	37.50	2.08	98.0						2.0	GD	VG
13	071	1			MP 37.50-LAKE CREEK ROAD	37.50	39.30	1.80	98.0						2.0	GD	VG
13	071	1			LAKE CREEK RD-POWDER RIVER	39.30	41.18	1.88	98.0						2.0	GD	VG
13	071	1			MASON DAM-SALISBURY JCT.	41.18	41.85	0.67	98.6						1.7	VG	VG
13	071	1			SALISBURY JCT.-BAKER C.L.	41.85	50.42	8.57	72.0						3.1	FR	FR
13	071	1			BAKER C.L.-MP 50.62	50.42	50.62	0.20	45.0						4.0	PR	PR
13	071	1			MP 50.62-JCT.HWY66	50.62	50.96	0.34	34.5						4.3	PR	PR
12	300	1			GILLIAM CO LINE-EIGHTMILE	54.86	66.40	11.54							9.0	UC	FR
12	300	1			EIGHTMILE-ANDERSON RANCH	66.40	70.80	4.40	20.5						4.7	PR	PR
12	300	1			ANDERSON RANCH-JCT HWY 321	70.80	73.33	2.53	79.6						2.8	GD	GD
12	300	1			JCT HWY 321-MP 79.7	73.33	79.70	6.37	79.6						2.8	GD	GD
12	300	1			MP 79.7-WILLOW CR RD	79.70	83.20	3.50	75.0						3.0	FR	GD
12	300	1			WILLOW CR RD-JCT HWY 052	83.20	84.12	0.92	75.0						3.0	FR	FR
12	320	1			LEXINGTON-N. ELEVATOR	0.00	10.00	10.00	79.6						2.8	GD	FR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
12	320	1			STRAWBERRY RD - BUTTER CK	10.00	19.53	9.53	69.0						3.2	FR	FR
12	320	1			BUTTER CREEK - MADISON COR	19.63	27.20	7.57	93.4						2.2	GD	GD
12	320	1			MADISON COR.-ECHO	27.20	35.46	8.26	75.0						3.0	FR	FR
12	320	1			ECHO CITY LIMITS - HESTON ST	35.46	36.04	0.58	38.0						4.2	PR	FR
12	320	1			HESTON ST - JCT I-84	36.04	40.25	4.21	60.0						3.5	FR	FR
12	320	2			ECHO-JCT. I-84	40.01	40.37	0.36	99.0						1.5	VG	FR
12	321	1			RUGGS-ANSONWRIGHT PARK	0.00	14.90	14.90	98.0						2.0	GD	GD
12	321	1			ANSONWRIGHT PARK- DEADMAN HILL RD	14.90	19.00	4.10	48.0						3.9	FR	FR
12	321	1			DEADMAN HILL RD - PORTER CREEK	19.00	25.81	6.81	60.0						3.5	FR	FR
12	321	1			PORTER CREEK-MP 35	25.90	35.00	9.10	34.5						4.3	PR	PR
12	321	1			MP 35-HAYSTACK CREEK	35.00	36.80	1.80	98.0						2.0	GD	GD
12	321	1			HAYSTACK CREEK-JOHN DAY HWY	36.80	40.96	4.16	98.0						2.0	GD	GD
12	330	1			HWY 8-WESTON	-1.36	0.00	1.36	75.0						3.0	FR	FR
12	330	2			HWY 8-WESTON	-1.34	-1.05	0.29	95.7						2.1	GD	FR
12	330	1			WESTON-END OF CLIMBING LANE	0.00	6.00	6.00	75.0						3.0	FR	FR
12	330	1			WESTON MTN-BLUE MTN SUMMIT	6.00	10.69	4.38	86.5						2.5	GD	GD
13	330	1			BLUE MTN SUMMIT-BASKET MTN RD	10.69	20.90	10.21	24.0						4.6	PR	PR
13	330	1			BASKET MTN ROAD-SUMMIT	20.90	23.70	2.80	63.0						3.4	FR	FR
13	330	1			SUMMIT- LITTLE PHILLIPS CREEK	23.70	30.35	6.65	48.0						3.9	FR	FR
13	330	1			LITTLE PHILLIPS CREEK - ELGIN	30.35	40.35	10.00	57.0						3.6	FR	FR
13	330	1			ELGIN CITY STREET	40.35	40.84	0.49	38.0						4.2	PR	PR
12	331	1			JCT HWY 008-MISSION ST	0.00	4.18	4.18	48.0						3.9	FR	FR
12	331	1			MISSION ST - JCT HWY 006	4.18	4.84	0.66	93.4						2.2	GD	VG
12	331	2			JCT HWY 008-JCT HWY 006	4.44	4.75	0.31	98.0						2.0	GD	VG
12	332	1			WASHINGTON STATE LINE-JCT HWY 008	0.00	7.93	7.93	95.7						2.1	GD	GD
12	333	1			HWY 2-N.C.L. HERMISTON	0.02	6.75	6.73	95.7						2.1	GD	GD
12	333	1			N.C.L. HERMISTON-JCT.HWY 54	6.75	7.24	0.49	88.8						2.4	GD	GD
12	333	1			JCT. HWY 54-BUTTER CREEK ROAD	7.30	8.30	1.00	41.5						4.1	PR	PR
12	333	1			BUTTER CREEK ROAD-HIGHLAND AVE	8.30	8.70	0.40	98.0						2.0	GD	GD
12	333	1			HIGHLAND AVE - FEEDVILLE RD	8.70	10.84	2.14	98.0						2.0	GD	GD

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DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
12	333	1			FEEDVILLE RD - I-84	10.84	12.88	1.97							9.0	UC	FR
12	333	1			I-84-MADISON COR.	12.88	17.81	4.93	98.0						2.0	GD	VG
12	334	1			JCT HWY 036-MID FK COLD SPRGS	0.00	0.76	0.76	75.0						3.0	FR	GD
12	334	1			MID FK COLD SPRGS-MP 1.0	0.76	1.00	0.24	88.8						2.4	GD	GD
12	334	1			MP 1.0-JCT HWY 335	1.00	9.57	8.57	63.0						3.4	FR	GD
12	334	1			JCT HWY 335-GERKING FLATS	9.57	14.00	4.43							9.0	UC	FR
12	334	1			GERKING FLATS-WATERMAN GULCH	14.00	17.14	3.14							9.0	UC	FR
12	334	1			WATERMAN GULCH-JCT HWY 008	17.14	18.16	1.02	31.0						4.4	PR	PR
12	335	1			HELIX-JCT HWY 334	0.00	2.40	2.40	63.0						3.4	FR	FR
12	335	1			JCT HWY 334-JCT HWY 008	3.53	9.79	6.26	66.0						3.3	FR	FR
12	339	1			WASHINGTON ST LN-NE 5TH AVE	0.00	3.43	3.43	98.0						2.0	GD	GD
12	339	1			LAMB ST - N MAIN ST	3.43	4.43	1.00	95.7						2.1	GD	GD
12	339	1			NE 5TH AVE-JCT HWY 008	4.43	5.25	0.82	45.0						4.0	PR	PR
13	340	1			UNION - CATHERINE CREEK	0.00	0.49	0.49	38.0						4.2	PR	PR
13	340	1			CATHERINE CREEK - BADGER FLAT RD	0.54	5.50	4.96	38.0						4.2	PR	PR
13	340	1			BADGER FLAT RD - MILL CREEK	5.50	10.00	4.50	34.5						4.3	PR	PR
13	340	1			MILL CREEK - THOMPSON RD	10.00	11.43	1.43	77.3						2.9	GD	GD
13	340	1			MILK CREEK-CO LINE	11.43	22.90	11.47	51.0						3.8	FR	FR
13	340	1			CO LINE-SUMMIT	22.90	33.40	10.50	66.0						3.3	FR	GD
13	340	1			SUMMIT - SUNNYSLOPE LANE	33.40	35.59	2.19	48.0						3.9	FR	FR
13	340	1			SUNNY SLOPE ROAD-HWY 006	35.59	38.94	3.35	60.0						3.5	FR	FR
13	340	2			SUNNY SLOPE ROAD-HWY 006	38.51	38.75	0.24	93.4						2.2	GD	GD
12	341	1			JCT. HWY 28-CAMAS CREEK ROAD	0.00	2.45	2.45	93.4						2.2	GD	GD
12	341	1			CAMAS CREEK ROAD-FOREST BOUNDARY	2.45	10.05	7.60							9.0	UC	FR
12	341	1			FOREST BOUNDARY-CAMAS CREEK	10.05	20.16	10.11							9.0	UC	FR
12	341	1			CAMAS CREEK- CO LINE	20.16	23.54	3.38							9.0	UC	PR
13	341	1			CO LINE - MP 28.00	23.54	28.00	4.46							9.0	UC	GD
13	341	1			MP 28.00-GRAND RONDE RIVER	28.00	34.40	6.40							9.0	UC	GD
13	341	1			GRANDE RONDE RIVER-HILGARD JCT	34.40	47.22	12.82							9.0	UC	FR
13	341	2			WHISKEY CREEK-HILGARD JCT.	46.92	47.52	0.60	79.6						2.8	GD	GD

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
13	342	1			JCT HWY 10-MP 5.0	0.00	4.80	4.80	93.4						2.2	GD	GD
13	342	1			MP 5.0-CATHERINE CREEK	4.80	9.40	4.60	98.4						1.8	VG	VG
13	342	1			CATHERINE CREEK- DUNCAN CREEK	9.40	12.70	3.30	98.0						2.0	GD	VG
13	342	1			DUNCAN CREEK - CHURCH ST	12.70	13.70	1.00	98.8						1.6	VG	VG
13	342	1			CHURCH ST-COVE ST	13.70	21.81	8.11	69.0						3.2	FR	GD
13	342	1			COVE ST-JCT HWY 66	21.81	22.07	0.26	79.6						2.8	GD	GD
13	350	1			JCT HWY 10-LITTLE SHEEP CR RD	0.00	8.21	8.21	88.8						2.4	GD	GD
13	350	1			LITTLE SHEEP CR RD-MP 17.0	8.21	17.00	8.79	75.0						3.0	FR	GD
13	350	1			MP 17.0-LIGHTNING CR	17.00	18.65	1.65	75.0						3.0	FR	FR
13	350	1			LIGHTNING CR-FOREST BOUNDRY	18.65	20.97	2.32	86.5						2.5	GD	GD
13	350	1			FOREST BOUND-UPPER IMNAHA RD	20.97	29.36	8.39	86.5						2.5	GD	GD
13	351	1			JOSEPH-WALLOWA LAKE POWER HOUSE	0.00	6.94	6.94	86.5						2.5	GD	GD
12	402	1			JCT HWY 005-PORTUGUESE CANYON	0.00	6.00	6.00							9.0	UC	FR
12	402	1			PORTUGUESE CANYON-PINE CANYON	6.00	12.00	6.00							9.0	UC	FR
12	402	1			PINE CANYON-N FK JOHN DAY R	12.00	13.93	1.93							9.0	UC	FR
12	402	1			N FORK JOHN DAY R-MP 19.0	13.93	19.00	5.07	79.6						2.8	GD	FR
12	402	1			MP 19.0-HAMILTON S RD	19.00	23.60	4.60	79.6						2.8	GD	FR
12	402	1			HAMILTON S RD-JCT HWY 028	23.60	34.88	11.28	79.6						2.8	GD	FR
13	410	1			GRANITE HILL RD-SAWMILL GULCH RD	0.00	1.00	1.00	95.7						2.1	GD	VG
13	410	1			SAWMILL GULCH RD-JCT HWY 410	1.00	3.71	2.71	98.0						2.0	GD	VG
13	413	1			PINE CREEK-NCL HALFWAY	5.66	11.01	5.35	77.3						2.9	GD	GD
13	413	1			NCL HALFWAY-JCT HWY 414	11.01	11.45	0.44							9.0	UC	GD
13	414	1			JCT HWY 413-JCT HWY 012	0.00	0.91	0.91	93.4						2.2	GD	GD
14	415	1			UNITY JCT-MUD SPRINGS GULCH	0.00	8.50	8.50	17.0						4.8	PR	PR
14	415	1			MUD SPRINGS GULCH-HEREFORD	8.50	10.50	2.00	63.0						3.4	FR	FR
14	415	1			HEREFORD-BRIDGEPORT RD	10.50	21.13	10.63	17.0						4.8	PR	PR
13	415	1			BRIDGEPORT RD-MILL CREEK RD	21.13	23.32	2.19	17.0						4.8	PR	PR
13	415	1			MILL CREEK RD-SALISBURY	23.32	29.10	5.78	84.2						2.6	GD	UC
13	415	1			DOOLEY MNT SUMMIT-SALISBURY	29.10	36.62	7.52	77.3						2.9	GD	GD
14	440	1			JCT HWY 442-WRIGHTS POINT	0.00	11.50	11.50	17.0						4.8	PR	PR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	RW	MT	OV	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98	97
14	440	1			WRIGHTS POINT-MP 13.0	11.50	13.07	1.57	27.5						4.5	PR	PR
14	440	1			MP 13.0-MP 17.4	13.07	17.40	4.33	20.5						4.7	PR	PR
14	440	1			MP 17.4-NARROWS	17.40	23.10	5.70	98.0						2.0	GD	GD
14	440	1			NARROWS-MP 32.0	23.10	32.00	8.90	13.5						4.9	PR	PR
14	440	1			MP 32.0-MP 35.75	32.00	35.75	3.75	98.8						1.6	VG	UC
14	440	1			MP 35.75-MP 40.0	35.75	40.00	4.25	17.0						4.8	PR	PR
14	440	1			MP 40.0-MP 42.20	40.00	42.20	2.20	75.0						3.0	FR	FR
14	440	1			MP 42.2-MP 50.5	42.20	50.50	8.30	98.4						1.8	VG	UC
14	440	1			MP 50.5-MP 52.5	50.50	52.50	2.00	98.8						1.6	VG	GD
14	440	1			MP 52.5-FRENCHGLEN	52.50	58.30	5.80	98.0						2.0	GD	UC
14	440	1			FRENCHGLEN-ROARING SPRINGS	58.30	73.35	15.05	72.0						3.1	FR	GD
14	442	1			JCT HWY 007-MP 11.0	0.00	11.20	11.20	54.0						3.7	FR	FR
14	442	1			MP 11.0-MP 19.70	11.20	19.70	8.50	75.0						3.0	FR	GD
14	442	1			MP 19.70-SADDLE BUTTE QUARRY	19.70	20.60	0.90	41.5						4.1	PR	FR
14	442	1			SADDLE BUTTE QUARRY-CRANE	20.60	28.40	7.75	20.5						4.7	PR	PR
14	442	1			CRANE-MP 32.7	28.40	32.70	4.30	88.8						2.4	GD	GD
14	442	1			MP 32.7-NEW PRINCETON	32.70	37.20	4.50	91.1						2.3	GD	VG
14	442	1			NEW PRINCETON-VIRGINIA VALLEY RD	37.20	47.23	10.03	17.0						4.8	PR	PR
14	442	1			VIRGINIA VALLEY RD-MALHEUR CAVE	47.23	52.20	4.97	41.5						4.1	PR	PR
14	442	1			MALHEUR CAVE-MALHEUR CO LINE	52.20	61.05	8.85	41.5						4.1	PR	PR
14	442	1			MALHEUR CO LINE-CROWLEY/RIVERSIDE RD	61.05	65.68	4.63	95.7						2.1	GD	GD
14	442	1			CROWLEY/RIVERSIDE RD-BURNS JCT	65.68	91.60	25.92	98.4						1.8	VG	VG
14	449	1			LIME INTCH-BENSON CREEK INTCH	0.00	11.09	11.09	27.5						4.5	PR	PR
14	449	2			LIME INTERCHANGE	0.00	0.38	0.38	34.5						4.3	PR	PR
14	449	2			BENSON CREEK INTERCHANGE	10.70	11.04	0.34	34.5						4.3	PR	PR
14	450	1			NYSSA-OWYHEE JCT	0.02	8.00	7.98	34.5						4.3	PR	PR
14	450	1			OWYHEE JCT-SCL ADRIAN	8.00	12.51	4.51	45.0						4.0	PR	PR
14	450	1			SCL ADRIAN-SUCCOR CREEK RD	12.51	20.11	7.60	38.0						4.2	PR	PR
14	450	1	Y		PARMA SPUR	12.51	15.26	2.75	31.0						4.4	PR	PR
14	450	1	Y		HOMEDALE SPUR	20.11	22.24	2.13	45.0						4.0	PR	FR

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND		
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97	
14	451	1			MALHEUR RIVER-VALE	0.00	10.39	10.39	31.0						4.4	PR	PR
14	453	1			JCT HWY 454-PRIMROSE RD	0.00	2.26	2.26	27.5						4.5	PR	PR
14	453	1			PRIMROSE RD-IDAHO ST LINE	2.26	3.19	0.93	27.5						4.5	PR	PR
14	454	1			JCT PARMA SPUR-IDAHO ST LINE	0.00	5.09	5.09	38.0						4.2	PR	PR
14	455	1			OLDS FERRY INTCH-SAFETY REST AREA	-0.29	3.26	3.55	34.5						4.3	PR	PR
14	455	2			OLDS FERRY INTERCHANGE	0.00	0.25	0.25	45.0						4.0	PR	PR
14	455	1			SAFETY REST AREA-ANNEX RD	3.26	9.03	5.77	27.5						4.5	PR	PR
14	455	1			ANNEX RD-WEISER SPUR	9.03	11.65	2.62	38.0						4.2	PR	FR
14	455	1			WEISER SPUR-MALHEUR RIVER	11.65	24.58	12.93	98.0						2.0	GD	VG
14	455	1	Y		WEISER SPUR	11.65	13.66	2.01	41.5						4.1	PR	PR
14	455	1	Y		PAYETTE SPUR	19.65	21.30	1.65	34.5						4.3	PR	PR
14	455	1			MALHEUR RIVER-OREGON ST	24.58	27.02	2.42	41.5						4.1	PR	PR
14	455	1	Y		ONTARIO SPUR (NHS)	27.02	27.24	0.22	26.6	96.4	36.4	76.0	18.2	18.2		PR	PR
14	455	1			OREGON ST-9TH ST	27.02	27.86	0.84	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	455	1	Y		ONTARIO SPUR II (NHS)	27.24	27.73	0.49	80.0	80.0	100.0	100.0	100.0	100.0		GD	UC
14	455	1	Y		ONTARIO SPUR (NONNHS)	27.73	28.39	0.66							9.0	UC	UC
14	455	1			9TH ST-ECL ONTARIO	27.86	29.74	1.88	91.7	98.5	97.8	100.0	94.0	100.0		GD	GD
14	455	1			ECL ONTARIO-CAIRO JCT	29.74	31.81	2.07	79.9	80.0	100.0	100.0	99.4	100.0		GD	GD
14	456	1			IDAHO STATE LINE-COW CREEK	0.00	11.00	11.00	99.3	100.0	100.0	99.3	100.0	100.0		VG	VG
14	456	1			COW CREEK- JORDAN VALLEY	11.00	20.00	9.00	99.5	100.0	100.0	99.5	100.0	100.0		VG	VG
14	456	1			JORDAN VALLEY-SHEEP CREEK	20.00	25.90	5.90	44.8	85.1	56.0	96.2	80.6	100.0		PR	PR
14	456	1			SHEEP CREEK-ROCK CREEK RD	25.90	40.00	14.10	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	456	1			ROCK CREEK RD-ROME	40.00	53.00	13.00	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	456	1			ROME-JCT STEENS HWY 422	53.00	66.18	13.18	99.7	100.0	99.7	100.0	100.0	100.0		VG	VG
14	456	1			JCT STEENS HWY 422-CROOKED CREEK	66.18	75.70	9.52								UC	PR
14	456	1			CROOKED CREEK-MP 88.75	75.70	88.75	13.05	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	456	1			MP 88.75-BASQUE	88.75	94.30	5.55	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	456	1			BASQUE-BLUE MTN SUMMIT	94.30	98.65	4.35	98.0	100.0	100.0	98.0	100.0	100.0		GD	GD
14	456	1			BLUE MTN SUMMIT-OREGON CANYON	98.65	105.30	6.65	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG
14	456	1			OREGON CANYON-FISH CREEK ROAD	105.30	110.80	5.50	100.0	100.0	100.0	100.0	100.0	100.0		VG	VG

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## 1998 CONDITION REPORT - REGION 5

DIS	RD ID	R W	M T	O V	SECTION NAME	Beg MP	End MP	Length	98	98	98	98	98	98	COND	
									Overall Index	Rut Index	Fatigue Index	Patch Index	NoLoad Index	Raveling Index	98 GFP	98 97
14	456	1			FISHCREEK ROAD-MCDERMITT	110.80	121.36	10.56	100.0	100.0	100.0	100.0	100.0	100.0	VG	VG

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## **APPENDIX C**

### **OBJECTIVE RATING DISTRESS TYPE DESCRIPTIONS**

The Pavement Services Unit has developed a pavement condition survey manual that provides a detailed description of the Objective Rating process as well as the pavement distress type descriptions. The manual is provided in this appendix.

# **OREGON DEPARTMENT OF TRANSPORTATION**

## **Pavement Management Group**

### **Objective Rating Pavement Condition Survey Manual**

#### **INTRODUCTION**

This manual in conjunction with the SHRP Distress Identification Manual for the Long-Term Pavement Performance Project (SHRP-P-338) outlines the procedure for conducting a detailed pavement condition survey. The purpose of a condition survey is to identify and quantify the amount and severity of surface distress in a given segment of pavement. The results of the condition survey are used along with other measured roadway characteristics to establish a condition rating system for all segments of roadway within the State Highway System.

The Oregon State Highway System is currently composed of four primary surface types; Asphalt Concrete (AC), Jointed Portland Cement Concrete Pavement (JCP), Jointed Reinforced Portland Cement Concrete Pavement (JRCP), and Continuously Reinforced Portland Cement Concrete Pavement (CRCP). The distress types and procedures for rating each of these pavement types are presented below.

#### **SURVEY PROCEDURE**

Two-person crews trained in surface distress identification procedures will conduct condition surveys. Training will include proper distress identification using standardized sections of the State Highway System. These standardized sections will include examples of each of the four pavement types. For a given pavement type, the standardized sections will include typical examples of each type of distress.

The condition survey will be accomplished via a "windshield" survey from a slow-moving vehicle operating on the adjacent shoulder. If conditions do not permit the safe operation of a vehicle along the shoulder, then the crew will conduct the survey on foot being careful to not endanger themselves or the motoring public.

The highway will be rated in 0.1 miles increments with rut depths being physically measured at each milepoint marker. The surface distress will be recorded for each segment rated. The distress will be identified according to the descriptions provided in the SHRP Distress Identification manual.

The following is a brief summary of the condition survey procedure:

1. Begin at the appropriate milepoint marker.
2. Select the appropriate data entry screen or survey form (AC, JRPCC, or CRPCC).
3. Complete the section description information.
4. Measure rut depth in both wheel tracks at the milepoint marker. In areas of heavy traffic, only the outside wheel track will be measured.
5. Survey the 0.1-mile segment.
6. Record information on the computer or survey form.
7. Return to step one and repeat the process.

When recording the survey data, note any unusual conditions in the comment section. Also note, but do not rate, long bridge decks which fall within the section. Frequently, only partial miles will be rated because of construction activity, a bridge deck, or for safety reasons. In the event one or more 0.1-mile segments are not rated within a given mile, place an "N" in the appropriate field to indicate that the segment was not rated. Also note in the remarks field the reason why the segment was not rated.

## EVALUATION OF ASPHALT CONCRETE PAVEMENTS

The evaluation of asphalt pavements will be completed by rating the distress in the pavement according to the SHRP descriptions and severity levels as summarized below.

### Rutting

Rutting is a surface depression in the wheel path caused by permanent deformation in any of the pavement layers or subgrade. The rut depth will be measured with a rut bar in both wheel tracks at each milepoint marker. This measurement will be recorded on the computer or on the condition survey form. (Note: If heavy traffic makes it unsafe to measure the inside wheel track then estimate its depth.) In addition, a typical rut depth will be estimated for each individual segment. This may be done visually, establishing the rut depth as low, moderate, or high according to the following criteria:

**0** - 0" - 1/4"

**L** - 1/4" - 1/2"

**M** - 1/2" - 3/4"

**H** - Over 3/4"

### Alligator Cracking

Alligator cracking is a series of interconnected cracks caused by fatigue failure of the asphalt concrete. Alligator cracking will begin as one or a series of longitudinal cracks in the wheel paths. Alligator cracking will be rated as low, moderate, or high based on the criteria set forth in the SHRP Distress Identification Manual (page 8).

The quantity of alligator cracking will be measured by visually estimating the lineal feet of the wheel track that suffers from the distress. This amount will be between zero and 1,000 feet for each 0.1 mile. If a segment is alligatored full length in only one wheel track, the quantity would be 500 feet. If both wheel tracks are cracked, the quantity would be 1,000 feet. The amount of cracking in each severity level should be estimated and recorded.

### **Longitudinal Cracking**

Longitudinal cracks are cracks that are parallel to the pavement's centerline. Only longitudinal cracks that are **not** in a wheel path should be recorded as this form of distress. Longitudinal cracks which occur in the wheel path will be rated as alligator cracking. The cracks will be rated as either low, moderate, or high severity based on the SHRP Distress Identification Manual (page 12). The amount of longitudinal cracking will be determined by estimating the length of the cracks and totaling all crack lengths in the segment.

### **Transverse Cracking**

Transverse cracks are perpendicular to the pavement centerline, and may extend all or part way across the travel lane. The cracks will be rated low, moderate, or high severity based on the definitions in the SHRP Distress Identification Manual (page 16). The amount of transverse cracking will be measured by counting the actual number of cracks that occur in the travel lane being rated. Cracks should extend at least half way across the travel lane before being counted.

### **Block Cracking**

Block cracking is a distress where cracks divide the pavement surface into rectangular pieces. These pieces are typically one to 100 square feet. Block cracking, unlike alligator cracking, will typically occur throughout the pavement width, not just in the wheel tracks. Block cracking will be rated as low, moderate, or high based on the SHRP Distress Identification Manual (page 10). The amount of block cracking will be visually estimated as to the square feet of the travel lane that suffers this distress. The amount will range from zero to 6,000 square feet.

### **Potholes and Patches**

Potholes and patches will be rated together. Potholes and Patches will be rated as low, moderate, or high based on the SHRP Distress Identification Manual (pages 20 & 22). The amount of potholes and patching in any one segment will be visually estimated as to the square feet of the travel lane experiencing this distress. The amount will range from zero to 6,000 square feet.

### **Raveling**

Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles. Raveling will be rated as low, moderate, or high severity based on the SHRP Distress Identification Manual (page 32). The quantity of raveling in a section will be estimated as to the square feet of the travel lane that suffers this distress. The amount will range from zero to 6,000 square feet.

## **Bleeding**

Bleeding is indicated by the excess bituminous material on the pavement surface, which creates a shiny, glass-like reflective surface which usually becomes sticky in hot temperatures. Bleeding is not rated by severity level, but should be recorded when it is severe enough to cause a reduction in skid resistance. A segment is considered to have measurable bleeding if it has multiple areas of 25 square feet or larger patches of bleeding. Bleeding will simply be recorded as either existing or not existing for each 0.1-mile segment.

## **EVALUATION OF JOINTED & JOINTED REINFORCED PORTLAND CEMENT CONCRETE PAVEMENTS**

The evaluation of Jointed and Jointed Reinforced Portland Cement Concrete pavements will be completed by rating the distress in the pavement according to the SHRP descriptions and severity levels as summarized below.

### **Rutting/Wear**

Rutting or wearing of the concrete pavement is a surface depression in the wheel path caused by wearing away of the pavement surface. The rut depth will be measured with a rut bar in both wheel tracks at each milepoint marker. In areas of heavy traffic, the measurement in the inside wheel track may be omitted. This measurement will be recorded on the computer or on the condition survey form.

In addition, a typical rut depth will be estimated for each 0.1-mile segment. This may be done visually, establishing the rut depth as low, moderate or high according to the following criteria:

- 0** - 0" - 1/4"
- L** - 1/4" - 1/2"
- M** - 1/2" - 3/4"
- H** - Over 3/4"

### **Corner Cracking**

Corner cracks are short cracks that begin at transverse joints and are predominantly parallel to the pavement centerline. These cracks are generally located anywhere from the edge of the PCC to and including the wheel path. Corner cracks will be rated based on the criteria for longitudinal cracks as described in the SHRP Distress Identification Manual (page 42). The amount of corner cracking will be measured by counting the number of cracks that occur in each segment. Corner cracks that intersect transverse cracks will be rated as corner breaks and not as corner cracks.

### **Corner Breaks**

A corner break is the separation of a corner portion of concrete from the rest of the PCC slab. Corner breaks occur when a corner crack is intersected by a transverse crack or when a diagonal crack extends across the corner of a slab. Corner breaks will be rated as low, moderate, or high severity based on the SHRP Distress Identification Manual (page 40). The amount of corner breaks will be measured by counting the number of breaks that occur in each segment.

### **Longitudinal Cracking**

Longitudinal cracks are cracks that are predominantly parallel to the pavement centerline. Only longitudinal cracks that are **not** classified as corner cracks should be recorded as this form of distress (see description of corner cracks). The cracks will be rated as low, moderate, or high severity based on the criteria in the SHRP Distress Identification Manual (page 42). The amount of longitudinal cracking will be determined by estimating the length of the cracks and totaling all lengths in the segment.

### **Transverse Cracking**

Transverse cracks are cracks that are predominantly perpendicular to the pavement centerline. These cracks extend all or part way across the travel lane. Transverse cracks will be rated according to the severity levels established in the SHRP Distress Identification Manual (page 44). The amount of transverse cracking will be measured by counting the actual number of cracks that occur in the travel lane being rated. Cracks should extend at least half way across the travel lane before being counted.

### **Punchouts**

A punchout is the separation of a block of concrete from the rest of the PCC slab formed by two closely spaced transverse cracks, a short longitudinal crack, and the edge of the pavement or the longitudinal joint. The severity of a punchout will be rated according to the criteria established for corner breaks. The quantity of punchouts will be measured by counting the number that occurs in each segment. If this type of distress occurs in the corner of the slab, it should be classified as a corner break rather than a punchout.

### **Patch Condition**

A patch is an area where the original pavement has been removed and replaced with a **permanent** type of material. The patch condition will be rated as low, moderate, or high based on the SHRP Distress Identification Manual (page 60). The amount of patching will be measured by estimating the square feet of the outside lane that is patched. The amount of patching of each severity level should be estimated for each segment.

## **Joint Condition**

The condition of joints will be rated based on a combination of the joint condition and the seal condition. The condition of the joint will be based on the following criteria:

- L-** Joint is in good condition and seal is in good condition.
- M-** Joint is slightly spalled with seal in good condition or joint is in good condition with seal in poor condition.
- H-** Joint is badly spalled or joint is slightly spalled with seal in poor condition.

The condition of the transverse, lane, and shoulder joints will be rated separately based on the average condition of the joints in each segment.

## EVALUATION OF CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENTS

The evaluation of Continuously Reinforced Portland Cement Concrete pavements will be completed by rating the distress in the pavements according to the SHRP description and severity as summarized below.

### Rutting/Wear (Subject to Change)

Rutting or wearing of the concrete pavement is a surface depression in the wheel path caused by wearing away of the pavement surface. The rut depth will be measured with a rut bar in both wheel tracks at each milepoint marker. This measurement will be recorded on the computer or the condition survey form.

In addition, a typical rut depth will be estimated for each 0.1-mile segment. This may be done visually, establishing the rut depth as low, moderate or high according to the following criteria:

- 0** - 0" - 1/4"
- L** - 1/4" - 1/2"
- M** - 1/2" - 3/4"
- H** - Over 3/4"

### Longitudinal Cracking

Longitudinal cracks are cracks that are predominantly parallel to the pavement centerline. The cracks will be rated as low, moderate, or high severity based on the SHRP Distress Identification Manual (page 67). The amount of longitudinal cracking will be determined by estimating the length of the crack and totaling all crack lengths in the segment.

### Transverse Cracking

Transverse cracking of continuously reinforced concrete pavement is normal and is not considered a form of distress. However, if the cracks open up, major deterioration may result. The transverse crack severity will be rated based on the average crack condition according to the levels established in the SHRP Distress Identification Manual (page 68). The amount of transverse cracking will be measured by recording the average spacing between cracks. This will be accomplished once per mile at each milepoint marker by counting the number of cracks in a 100-foot section. The reported average crack spacing will be 100 divided by the number of cracks counted in the 100-foot section.

## **Punchouts**

A punchout is the separation of a block of concrete from the rest of the CRCP formed by two closely spaced transverse cracks, a short longitudinal crack, and the edge of the pavement or longitudinal joint. As the cracks deteriorate, the steel ruptures and the block of concrete punches downward into the base and subbase. Punchouts will be rated as low, moderate, or high based on the SHRP Distress Identification Manual (page 82). The quantity of punchouts will be measured by counting the number that occurs in each segment. If a punchout has been patched with asphalt, it should be rated as a high-severity punchout and not a patch, as the patch is only a temporary repair.

## **Patch Condition**

A patch is an area where the original pavement has been removed and replaced with a **permanent** type of material. The patch condition will be rated as low, moderate, or high based on the SHRP Distress Identification Manual (page 80). The amount of patching will be measured by estimating the square feet of the outside lane that is patched. The amount of patching in each severity level should be estimated for each segment.

## **Joint Condition**

The condition of joints will be rated based on a combination of the joint condition and the seal condition. The condition of the joint will be based on the following criteria:

- L-** Joint is in good condition and seal is in good condition.
- M-** Joint is slightly spalled with seal in good condition or joint is in good condition with seal in poor condition.
- H-** Joint is badly spalled or joint is slightly spalled with seal in poor condition.

The condition of the lane joint and shoulder joint will be rated separately based on the average condition of the joints in each segment.

## APPENDIX D

### COMPUTATION OF THE OBJECTIVE CONDITION INDEX

The goal of the Objective Rating process is to produce index values which represent pavement conditions based on distresses observed in the field. The condition index values are a function of distress type, distress severity, and distress quantity present in the pavement surface. The index values have been established to range from zero (0) to 100. Larger index values indicate better pavement conditions. For example, a new pavement with no distress is assigned an index value of 100.

The distance of 0.1 mile has been selected as the length of a standard section for which distress data are collected for calculation of condition index values. Once 0.1 mile condition index values are determined, condition index values are calculated for relatively homogeneous pavement management sections. These sections vary in length depending on the factors such as construction history.

To calculate indices for a pavement management section, each 0.1 mile increment within a given section is first surveyed. Using the distress data, a rut index, raveling index, patching index, fatigue index, and no load index are computed for each 0.1 mile increment. For a given pavement management section, the 0.1 mile rut indices are then averaged to produce a pavement management section rut index value. Similarly, the other indices for a given pavement management section are calculated by averaging the 0.1 mile indices. To determine an overall condition index of a pavement management section, each 0.1 mile index is first compared to the other 0.1 mile indices. The lower of the values is determined to be the "0.1 mile overall condition" index value. Next, to determine the overall pavement management section condition index, the "0.1 mile overall condition" indices are averaged.

For calculation of an index value for a given 0.1 mile section, the distress(es) found in the pavement surface is categorized by type (fatigue cracking, transverse cracking, longitudinal cracking, etc.) and severity (low, moderate, or high) and then quantified. For each distress severity for each distress type, an index value is computed using Eq. (1) as follows:

$$Index(typeX)_{(severityX)} = 1.0 - A * (Measured Distress / Maximum Distress)^B \quad Eq.(1)$$

The coefficient **A** and exponent **B** represent the relative importance of the type and severity of each distress. These values control the sensitivity of the index to smaller quantities of a given distress. Dividing the "Measured Distress" quantity by the "Maximum Distress" quantity possible generates a dimensionless value which ranges from zero (no distress measured) to one (measured distress is maximum possible). The "Maximum Distress" quantities which could occur in a standard 0.1 mile section have been established for each of the distress type measured (e.g., 1,000 LF max. per 0.1 mile section for fatigue cracking).

The values of coefficient **A** and exponent **B** have been established by determining the quantity and severity of each distress type allowed in each condition category. The coefficient **A** can range in value from 0 to 1.0 and establishes the importance of a particular severity level and distress type relative to all the other severity levels and distress types. The exponent **B** also ranges in value from 0 to 1.0 and sets the curvature of the equation, which controls the relative effect of small quantities for a particular distress type. When **B = 1.0**, the equation generates a straight line with slope **A**, and the index calculated is directly proportional to the quantity of measured distress. As **B** approaches **0** the equation becomes highly non-linear and very small quantities of distress generate increasingly larger percentage deducts.

After computing index values based on distress severity and distress type using Eq. (1), a composite index value is calculated for each distress type by using Eq. (2). This equation calculates the weighed average of the severity indices within a given distress type based on measured quantities for each category. Determination of this weighted average is a modification made to the 1993 condition index calculation procedure.

$$Index(typeX) = \frac{[(index (typeX)_{(sev.1)} * measured\ distress_{(sev.1)}) + \dots + (index (typeX)_{(sev.3)} * measured\ distress_{(sev.3)})]}{(measured\ distress_{(sev.1)} + \dots + measured\ distress_{(sev.3)}} \quad Eq. (2)$$

Once an index value is calculated for each distress type, a condition index is determined for a standard section using Eq. (3), which accounts for all appropriate distresses found in the given section:

$$Condition\ Index = 100 * index (type1) * index (type2) * \dots * index (typeX) \quad Eq.(3)$$

The index calculating algorithm utilizing Eqs.(1), (2), and (3) provides a very flexible model for converting multiple distress types with quantities into a single dimensionless index value. The coefficients, exponents, and maximum values for the various distress types are presented in Tables D-1 through D-3. Most of the distress types have three levels of severity: low, moderate, and high. The total measured quantity of all three severity levels for a particular distress type cannot exceed the maximum value listed in Tables D-1, D-2, and D-3. (e.g., Fatigue(low) + Fatigue (mod) + Fatigue(high) <= 1000 LF).

The distresses used to calculate the overall index is determined by the pavement surface type. For flexible (AC) pavements, the overall index is dependent on the following:

- Raveling index - moderate and high severity raveling (no deduct for low severity)
- Patch index - patches and potholes
- Fatigue index - fatigue cracks (no deduct for low severity fatigue cracking <= 25 feet)
- No load index - (environmental distresses including transverse and block cracks)
- Bleed index – bleeding
- Rut index – rutting

For Continuously Reinforced Concrete pavements, the overall index is dependent on the following:

- Lane joint index - moderate and high severity lane joint (no deduct for low severity)
- Shoulder joint index - moderate and high severity shoulder joint (no deduct for low severity)
- Fatigue index – longitudinal cracking, transverse cracking (moderate and high severity transverse crack severity with no deduct for low severity), and punchouts
- Patch index - patching
- Rut index – rutting

For Jointed Portland Cement Concrete pavements, the overall index is dependent on the following:

- Transverse joint index - moderate and high severity transverse joint (no deduct for low sev.)
- Lane joint index - moderate and high severity lane joint (no deduct for low severity)
- Shoulder joint index - moderate and high severity shoulder joint (no deduct for low severity)
- Fatigue index – longitudinal cracking, transverse cracking, corner breaks, corner cracks, and punchouts
- Patch index – patching
- Rut index – rutting

Regardless of pavement surface type, the rut index is based solely on the severity of rutting in the pavement surface.

The following example demonstrates the calculation of the overall condition index for a given 0.1 mile section:

**Example 1:** The field data for an asphalt concrete section from MP 37.8 to MP 37.9 indicates the following distress: 300 LF of low severity fatigue cracking, 500 LF of moderate severity fatigue cracking, and eight (8) low severity transverse cracks. Using Eqs. (1), (2), and (3) and the appropriate coefficients and exponents from Table D-1, the overall index is computed for the given 0.1 mile section as follows:

First, using Eq. (1), calculate the index for each severity level for each distress type reported in the standard section:

$$\begin{aligned}
 \text{Index (fatigue)}_{(low)} &= 1.0 - 0.6 * (300/1,000)^{0.1} &= 0.47 \\
 \text{Index (fatigue)}_{(moderate)} &= 1.0 - 0.8 * (500/1,000)^{0.1} &= 0.25 \\
 \text{Index (no load)}_{(low)} &= 1.0 - 0.33 * (8/44)^{0.5} &= 0.86
 \end{aligned}$$

*Since no other detrimental conditions exist, the value for all other indices will be equal to 1.00 as shown in the following example:*

$$\text{Index (rutting) (low)} = 1.0 - 0.2 * (0/1000)^{1.00} = 1.0 - 0.2 * 0.0 = 1.0$$

Second, with two severity levels measured for fatigue cracking, calculate the weighted average for the overall “index (fatigue)” using Eq. (2):

$$\text{Index (fatigue)} = [(0.47 * 300) + (0.25 * 500)] / (300 + 500) = 0.33$$

$$\text{Note: index(no load)} = \text{index (transverse)}_{(low)} = 0.86$$

Finally, using Eq. (3), the overall index based for the given 0.1 mile section is calculated as follows:

$$\text{Overall Index} = 100 * \text{index (fatigue)} * \text{index (no load)} * \text{index (raveling)} * \text{index (patching)} * \text{index (rutting)}$$

$$\text{Overall Index} = 100 * 0.33 * 0.86 * 1.00 * 1.00 * 1.00 = 28.7$$

The individual index value for the Pavement Management Section is the average value of all of the 0.1 mile sections within the length of the Pavement Management Section. The following example demonstrates the calculation of the overall index for a given Pavement Management Section.

**Example 2:** The 0.1 mile section from the above example is contained in a Pavement Management Section from MP 37.5 to MP 38.0. There are no distresses for the other 0.1 mile sections contained in the Pavement Management Section. Therefore the overall index for the Pavement Management Section would be calculated as follows:

$$\text{Overall Index for Pavement Management Section} = (\text{Overall Index first 0.1 mile section} + \text{Overall Index second 0.1 mile section} + \dots \text{Overall Index nth 0.1 mile section}) / n.$$

With

$$\text{MP37.5 – MP 37.6 Overall Index} = 100 \text{ (No distress)}$$

$$\text{MP37.6 – MP 37.7 Overall Index} = 100 \text{ (No distress)}$$

$$\text{MP37.7 – MP 37.8 Overall Index} = 100 \text{ (No distress)}$$

$$\text{MP37.8 – MP 37.9 Overall Index} = 28.7 \text{ (Distress from example 1)}$$

$$\text{MP37.9 – MP 38.0 Overall Index} = 100 \text{ (No distress)}$$

Then the Overall Index for this Pavement Management Section is calculated as follows:

$$(100 + 100 + 100 + 28.7 + 100) / 5 = 85.7 \text{ (This Pavement Management Section would be rated as good)}$$

Typically it is unusual to find a Pavement Management Section with such a severe difference between 0.1 mile sections.

**Table D-1. Flexible (AC) Pavement Deduct Coefficients**

DISTRESS	A	B	MAXIMUM
RUTTING (LOW)	0.200	1.00	N/A
RUTTING (MOD)	0.550	1.00	
RUTTING (HIGH)	0.850	1.00	
FATIGUE (LOW)	0.600	0.10	1,000 LF
FATIGUE (MOD)	0.800	0.10	
FATIGUE (HIGH)	1.000	0.10	
LONGITUDINAL (LOW)	0.000	1.00	1,500 LF
LONGITUDINAL (MOD)	0.000	1.00	
LONGITUDINAL (HIGH)	0.000	1.00	
TRANSVERSE (LOW)	0.333	0.50	44 EA
TRANSVERSE (MOD)	0.667	0.50	
TRANSVERSE (HIGH)	1.000	0.50	
BLOCK CRACK (LOW)	0.333	0.50	6,000 SF
BLOCK CRACK (MOD)	0.667	0.40	
BLOCK CRACK (HIGH)	1.000	0.30	
PATCH/POTHOLE (LOW)	0.550	0.10	6,000 SF
PATCH/POTHOLE (MOD)	0.800	0.10	
PATCH/POTHOLE (HIGH)	1.000	0.10	
RAVELING (LOW)	0.000	0.50	6,000 SF
RAVELING (MOD)	0.667	0.50	
RAVELING (HIGH)	1.000	0.50	
BLEEDING (NO)	0.000	1.00	N/A
BLEEDING (YES)	0.050	1.00	N/A

**Table D-2. Continuously Reinforced Concrete Deduct Coefficients**

DISTRESS	A	B	MAXIMUM
RUTTING (LOW)	0.050	1.00	N/A
RUTTING (MOD)	0.450	1.00	
RUTTING (HIGH)	0.850	1.00	
TRANSVERSE CRACK SEVERITY (LOW)	0.000	1.00	N/A
TRANSVERSE CRACK SEVERITY (MOD)	0.500	1.00	
TRANSVERSE CRACK SEVERITY (HIGH)	0.800	1.00	
LANE JOINT (LOW)	0.000	1.00	N/A
LANE JOINT (MOD)	0.040	1.00	
LANE JOINT (HIGH)	0.060	1.00	
SHOULDER JOINT (LOW)	0.000	1.00	N/A
SHOULDER JOINT (MOD)	0.040	1.00	
SHOULDER JOINT (HIGH)	0.060	1.00	
PATCHES (LOW)	0.500	0.50	6,000 SF
PATCHES (MOD)	0.750	0.50	
PATCHES (HIGH)	1.000	0.50	
TRANSVERSE (LOW)	0.000	1.00	N/A
TRANSVERSE (MOD)	0.000	1.00	
TRANSVERSE (HIGH)	0.000	1.00	
LONGITUDINAL (LOW)	0.333	0.50	500 LF
LONGITUDINAL (MOD)	0.667	0.50	
LONGITUDINAL (HIGH)	1.000	0.50	
PUNCHOUT (LOW)	0.650	0.04	32 EA
PUNCHOUT (MOD)	0.820	0.04	
PUNCHOUT (HIGH)	1.000	0.04	

**Table D-3 Jointed Concrete Deduct Coefficients**

DISTRESS	A	B	MAXIMUM
RUTTING (LOW)	0.050	1.00	N/A
RUTTING (MOD)	0.450	1.00	
RUTTING (HIGH)	0.850	1.00	
TRANSVERSE JOINT (LOW)	0.000	1.00	N/A
TRANSVERSE JOINT (MOD)	0.060	1.00	
TRANSVERSE JOINT (HIGH)	0.090	1.00	
LANE JOINT (LOW)	0.000	1.00	N/A
LANE JOINT (MOD)	0.040	1.00	
LANE JOINT (HIGH)	0.060	1.00	
SHOULDER JOINT (LOW)	0.000	1.00	N/A
SHOULDER JOINT (MOD)	0.040	1.00	
SHOULDER JOINT (HIGH)	0.060	1.00	
CORNER CRACK (LOW)	0.333	0.50	32 EA
CORNER CRACK (MOD)	0.667	0.50	
CORNER CRACK (HIGH)	1.000	0.50	
PATCHES (LOW)	0.500	0.10	6,000 SF
PATCHES (MOD)	0.750	0.10	
PATCHES (HIGH)	1.000	0.10	
CORNER BREAK (LOW)	0.333	0.50	32 EA
CORNER BREAK (MOD)	0.667	0.50	
CORNER BREAK (HIGH)	1.000	0.50	
TRANSVERSE (LOW)	0.333	0.10	44 EA
TRANSVERSE (MOD)	0.667	0.10	
TRANSVERSE (HIGH)	1.000	0.10	
LONGITUDINAL (LOW)	0.333	0.20	1,500 LF
LONGITUDINAL (MOD)	0.667	0.20	
LONGITUDINAL (HIGH)	1.000	0.20	
PUNCHOUT (LOW)	0.333	0.50	32 EA
PUNCHOUT (MOD)	0.667	0.50	
PUNCHOUT (HIGH)	1.000	0.50	

## **APPENDIX E**

### **GFP RATING CONDITION DESCRIPTIONS**

The GFP Rating method is used to rate the pavement condition of Non-NHS highways. This rating method involves driving highways, conducting a visual survey, and scoring pavement sections with a subjective value from very good to very poor. The definitions for these rating categories are presented in this appendix.

DEFINITION OF PAVEMENT CONDITION CATEGORIES  
For  
NON-NATIONAL HIGHWAY SYSTEM  
ASPHALT CONCRETE PAVEMENTS

<u>Category</u>	<u>Definition</u>
Very Good (1.0 - 1.9)	Stable, no cracking, no patching, and no deformation. Excellent riding qualities. Nothing would improve the roadway at this time.
Good (2.0 - 2.9)	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting less than 1/2".
Fair (3.0 - 3.9)	Generally stable, minor areas of structural weakness evident. Cracking is easier to detect, patched but not excessively. Deformation more pronounced and easily noticed. Ride qualities are good to acceptable.
Poor (4.0 - 4.9)	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligating), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor.
Very Poor (5.0)	Pavement in extremely deteriorated condition. Numerous areas of instability. Majority of section showing structural deficiency. Ride quality is unacceptable (probably should slow down).

DEFINITION OF PAVEMENT CONDITION CATEGORIES  
 For  
 NON-NATIONAL HIGHWAY SYSTEM  
 PORTLAND CEMENT CONCRETE PAVEMENTS

<u>Category</u>	<u>Definition</u>
Very Good (1.0 - 1.9)	Ride qualities are good. Original surface texture evident. Jointed reinforced--have no mid-slab cracks. Continuously reinforced--may have tight transverse cracks with no evidence of spalling. No faulting is evident.
Good (2.0 - 2.9)	Ride qualities are good. Original surface texture is worn in wheel tracks exposing coarse aggregate. Jointed reinforced--may have tight mid-slab transverse crack. Continuously reinforced--transverse cracks may show evidence of minor spalling. Pavement may have an occasional short longitudinal crack. No faulting is evident.
Fair (3.0 - 3.9)	Ride qualities are good. Jointed reinforced--may have some spalling at cracks and joint edges with longitudinal cracks appearing at less than 20% of the joints. A few areas may require minor level of repair by maintenance forces. Continuously reinforced--may show evidence of spalling with longitudinal cracks occurring in the wheel paths on less than 20% of the section. Shoulder joints may show evidence of deterioration and loss of slab support; faulting may be evident.
Poor (4.0 - 4.9)	Ride may continue to be acceptable. On both jointed and continuously reinforced, cracking patterns are evident with longitudinal cracks connecting joints and transverse cracks occurring more frequently. Occasional punchout repair evident. Some joints and cracks show loss of base support.
Very Poor (5.0)	Rate of deterioration rapidly accelerating.

## **APPENDIX F**

### **1998 PAVING PROJECTS**

Each Region has provided a list of 1998 paving projects. These projects included overlays and new construction work. The overlays covered in this list include maintenance paving contracts and general construction paving contracts. The paving project information has been used to update the condition survey data to reflect pavement conditions at the end of the construction season. The project lists provided by each Region are presented in this appendix.

### 1998 PAVING PROJECT LIST - REGION 1

<b>RD ID</b>	<b>Project name</b>	<b>Contract No.</b>	<b>MT</b>	<b>OV</b>	<b>Beg MP</b>	<b>End MP</b>
001-2	Interstate Br - I405 (HOV Lane)	C12118			305.45	306.71
002	MP 35.8 - MP 37.5	C12074			35.84	37.44
026	MP 30 - MP 33.3	C12138			30.00	33.20
026	MP 34 - MP 39	C12017			34.10	39.00
029	SW 117TH Ave - SW 100th (Beaverton)	C12008			2.74	3.41
047	Camelot Int - Sylvan Int	C11983			70.45	71.41
091	SW Hamilton - SW Miles (Portland)	C12136			2.33	3.88
123	MLK - NE 60th Ave	C12042			6.25	9.20
123	NE 102nd Ave - NE 122nd Ave (Portland)	C12050			11.43	12.41
160	MP 6.3 - MP 16.1 (Overlay)	C12088			6.00	7.75
160	MP 6.3 - MP 16.1 (Overlay)	C12088			10.87	16.10
161	M.P. 26.5 - Clear Creek Canyon	C12049			26.41	27.15
171	Cripple Cr. Br.- FDR 4630	C11925			46.22	47.50

**Total Miles Paved = 28.67**

## 1998 PAVING PROJECT LIST - REGION 2

RD ID	Project name	Contract No.	MT	OV	Beg MP	End MP
001	State St - N Santiam Hwy	C11976			253.53	255.33
001-1	Woodburn Interchange - SPTC	C12101			259.10	271.85
001-1	Baldock Safety Rest Area - Woodburn Interchan	C12119			271.85	276.08
001-1	Baldock Safety Rest Area - Woodburn Interchan	C12119			276.08	281.33
001-2	S. Jefferson - N. Albany	C12064			234.71	238.28
001-2	Woodburn Interchange - SPTC	C12101			259.10	271.44
001-2	Woodburn Interchange - SPTC	C12101			271.44	271.85
001-2	Baldock Safety Rest Area - Woodburn Interchan	C12119			271.85	276.06
001-2	Baldock Safety Rest Area - Woodburn Interchan	C12119			278.32	281.33
009	So. Cannon Beach - Arch Cape	C12117			31.55	35.68
009	Wilson River Br - Doughterty Slough Br	C11908			64.19	65.25
009	Depoe Bay 1998 Paving Project	C12093			125.19	127.60
009	20th St.- Yaquina Bay Br (Newport)	C12041			139.37	141.37
009	Ore Coast Hwy@ 130th Dr (Newport)	C12081			146.95	147.51
015	District 5 Chip Seals				13.00	16.00
015	Greenwood	C11939			22.49	26.24
015	District 5 Chip Seals				26.24	31.00
016	Albany Couplet	C11910			-0.01	1.75
018	District 5 Chip Seals				48.30	56.18
018	OR Hwy 58 & U.S. 97 paving project, Unit A	C12102			64.24	70.00
033	Eddyville - Cline Hill	C11972			24.47	29.35
058	Albany Couplet	C11910			0.00	2.90
062	Florence - Eugene Hwy @ MP 7	C12113			6.71	7.22
091	Corvallis 3rd&4th Grind&Inlay	DAS			82.64	84.28
150	Salemtowne - Orchard Heights Rd, Phase 2	C12066			17.27	20.15
162	Stayton NCL - Fir Grove Lane	C12023			14.00	16.90
210	Pacific Hwy - RR Tracks (Lebanon)	C12127			10.22	17.83

**Total Miles Paved = 112.01**

### 1998 PAVING PROJECT LIST - REGION 3

RD ID	Project name	Contract No.	MT	OV	Beg MP	End MP
001-1	N. Medford Interchange revision section	C11937			30.00	30.60
001	North Oakland Interchange - Rice Hill	C12020			140.58	147.87
009	Lane County Line - NCL Gardiner	C12059			198.58	209.27
009	Smith river bridge stage 1	C12021			210.15	211.00
009	Humbug mountain curves	C12145			306.97	307.60
009	Pistol river flats	C12029			337.55	339.99
022	Linn rd. - Dutton rd.	C12035			7.32	10.25
025	Grants Pass - Applegate River	C12034			0.29	6.91
025	Cave Junction - O'Brien	C12025			28.00	36.00
035	Manning gulch - Greenacres	C11765			2.75	3.97
035	Tenmile Ck Br - Olalla Ck Br	C12060			63.81	67.60
045	Charlotte Cr - Lutsinger Rd	C12080			10.67	16.38
063	Rogue valley hwy @ Ehrman way	C11999			4.33	4.62
231	BLM Access Rd - Green Vly Rd	C12083			10.89	17.06

**Total Miles Paved = 65.04**

### 1998 PAVING PROJECT LIST - REGION 4

RD ID	Project name	Contract No.	MT	OV	Beg MP	End MP
002	Celilo - Rufus	C12126			96.77	110.56
004	Bend parkway unit 2C	C11909			137.97	138.48
004	OR Hwy 58 & U.S. 97 paving project, Unit B	C12102			192.80	193.75
004	OR Hwy 58 & U.S. 97 paving project, Unit C	C12102			195.50	202.00
004	OR Hwy 58 & U.S. 97 paving project, Unit C	C12102			203.64	227.21
004	Midland jct - California state line	C12061			280.51	291.73
015	Snow gate - Edgington rd. milepoints	C12024			83.81	91.39
016	Jack lake rd - Sisters section	C12024			88.19	100.32
018	OR Hwy 58 & U.S. 97 paving project, Unit B	C12102			75.00	86.45
019	MP 27.1 - MP 28.3	C12013			27.08	27.72
020	Topsy rd - Keno & Authur st - E side expwy unit B	C12096			2.61	3.29
020	Bly - Klamath county line	C12063			54.11	63.94
021	Topsy rd - Keno & Authur st - E side expwy unit B	C12096			43.89	49.96
042	Shaniko - Hwy 197 jct	C12092			56.00	68.50
291	Clarno - Fossil contract maintenance overlay	DAS			26.30	34.30
291	Clarno - Fossil contract maintenance overlay	DAS			37.58	42.98
420	Washburn wy intchg-Hilyard ave to Joe Wright rd	C11806			1.33	3.75
424	Washburn wy intchg-Hilyard ave to Joe Wright rd	C11806			0.90	3.37

**Total Miles Paved = 149.97**

### 1998 PAVING PROJECT LIST - REGION 5

RD ID	Project name	Contract No.	MT	OV	Beg MP	End MP
002	Columbia river rockfall (phase 1)	C12137			199.07	200.21
007	Hines - Silvies River	C11981			128.25	132.51
007	Silvies river bridge - Jct 395	C12156			132.51	134.32
008	Adams - Athena	C12051			11.00	16.30
010	NCL Imbler-Minam River Road	C12043			12.80	29.62
010	Enterprise Section	C12086			62.10	64.54
011	Enterprise Section	C12086			41.25	43.13
012	Halfway Section	C12087		Y	Y54.45	Y54.70
028	Bully Creek Road-Long Creek	C12090			66.61	90.25
054	Jct. Hwy 730/US 395-SE 4th St.	C12104			0.20	6.03
067	West Pendleton paving project				0.76	1.81
300	District 12 chip seals				54.86	66.42
333	District 12 chip seals				10.84	12.50
334	District 12 chip seals				9.57	17.14
341	Ukiah - Union county line	C12077			2.45	23.54
341	Umatilla County Line-Hilgard	C12031			23.54	46.74
402	District 12 chip seals				0.00	13.74
413	Halfway Section	C12087			11.01	11.45
456	Burns Jct. - MP88(N.)	C12045			66.18	75.70

**Total Miles Paved = 152.90**