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DATE: February 12, 2025

TO: Interested Parties

FROM: John Coplantz, P.E.
Pavement Management Engineer

SUBJECT: 2024 Pavement Condition Report

Attached is a copy of the Oregon Department of Transportation 2024 Pavement Condition Report produced by the Pavement Management team as a product of data collection efforts for the Pavement Management System. This report presents the results of the pavement condition survey work conducted during the summer of 2024. Pavement conditions are determined for all state mainline highways under the jurisdiction of the Oregon Department of Transportation.

Pavement condition surveys are conducted on a biennial basis. The next Pavement Condition Report is scheduled for 2026.

If there are any questions regarding the contents of this report or general pavement condition information, please contact John Coplantz at (503) 986-3119.

This report can be found on the internet at the address below:

https://www.oregon.gov/odot/Construction/Pages/Pavement-Condition.aspx

2024

PAVEMENT CONDITION REPORT

Oregon Department of Transportation

PAVEMENT SERVICES UNIT

800 AIRPORT ROAD SE, SALEM, OR 97301

2024 PAVEMENT CONDITION REPORT

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT SERVICES UNIT
PAVEMENT MANAGEMENT TEAM

Prepared By

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John Coplantz, P.E.
State Pavement Management Engineer

February, 2025

2024 PAVEMENT CONDITION REPORT

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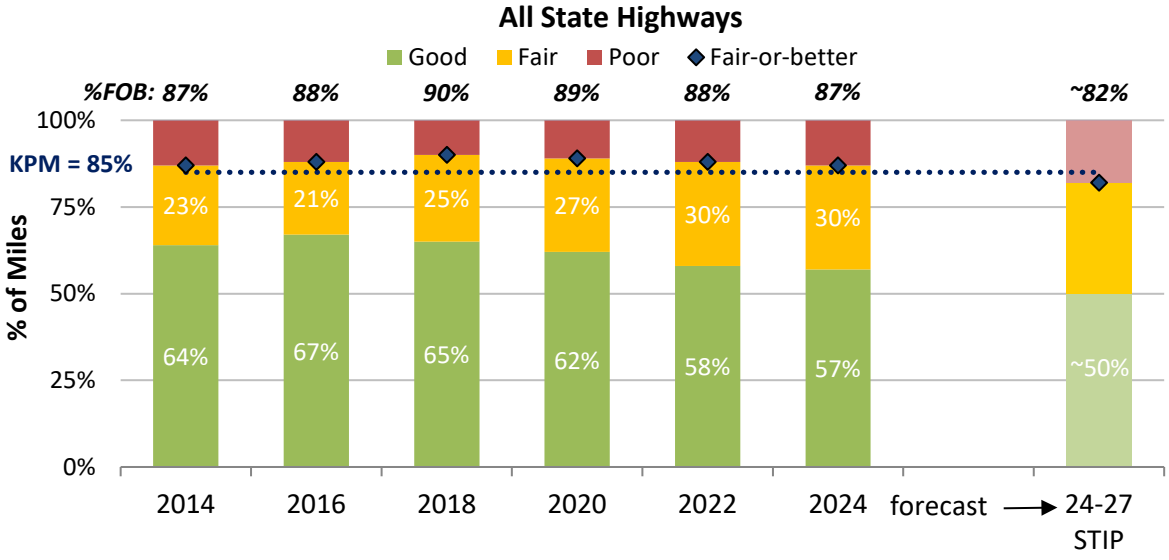
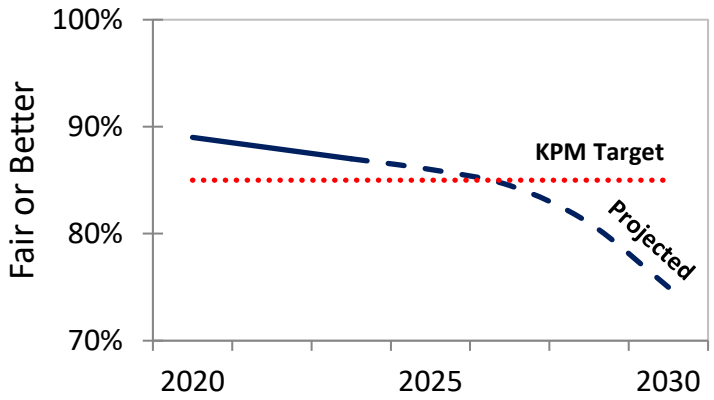
EXECUTIVE SUMMARY

Pavement is one of the largest assets that the Oregon Department of Transportation (ODOT) manages. ODOT maintains roughly 7,350 centerline of state highways with over 18,000 lane miles of pavement and strives to be a good steward of the state's transportation assets through efficient use of taxpayer resources. ODOT's investments and asset management strategies have recognized the importance of pavement maintenance and repair and pavement conditions have been relatively stable, exceeding the State Key Performance Measure (KPM) of 85% fair-or-better (%FOB) for the last several years.

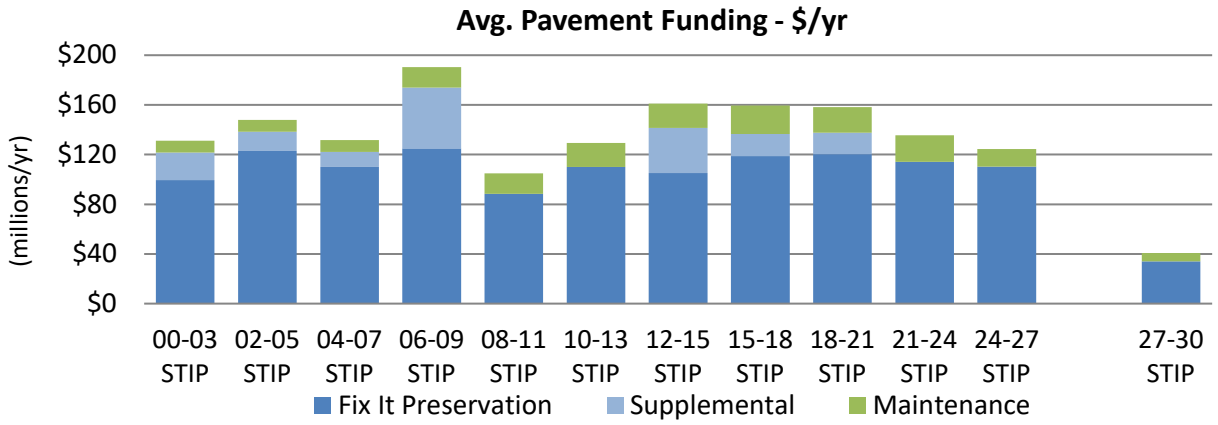
The 2024 state highway pavement measure is 87% fair-or-better, down one percent from 2022 but still above the 85% KPM. While the fair-or-better numbers are close to where they have been the last decade, the percentage of good pavement has dropped significantly and is at its lowest level since 2001. Pavement funding reductions and inflationary effects have resulted in an insufficient investment in pavement preservation and maintenance. Pavement conditions are now on the decline and in just a few years, the growing bubble of fair pavement will turn poor. Pavement conditions are forecast to drop below the KPM by the end of the 24-27 STIP. A substantial increase in pavement investments are needed to keep pavement conditions from declining.





Pavements are load-carrying structures that degrade over time due to the cumulative effects of traffic, weather, and material aging. To keep them properly maintained and out of poor condition, they must be resurfaced or rehabilitated at periodic intervals. Typical ranges of service life are 10 to 30 years for asphalt-surfaced pavements and 40 to 60 years for concrete pavements. When pavements are resurfaced at or before the end of their service life, degradation is typically confined to the surfacing only and the pavement's foundation and base layers remain protected. However, if resurfacing is delayed for too long, the pavement structure and underlying base materials can become excessively damaged and complete replacement (e.g. reconstruction) becomes necessary and can cost six to ten times higher, or even more. Timely maintenance and preservation are by far the most efficient way to preserve our investment.

Over the last 20+ years, Pavement funding has been relatively flat at around $100 million per year, with supplemental funds adding another $20 to $40 million per year. With this investment, ODOT accomplished an average paving cycle of 25 years with pavement conditions holding steady, although we still weren't able to get to the worst roads or the most expensive projects. Pavement funding was significantly reduced in the 21-24 STIP cycle and going forward, approved Pavement funding levels for the 27-30 STIP have been reduced even more and are only $33 million per year. Even before considering inflationary effects, this funding level is about one-third of where it has historically been and translates to roughly one paving project per year. With funding through 2030, the equivalent paving cycle time is 160 years and after 2030 it is on a 500 year cycle, which is unsustainable.



With limited budgets, the pavement program must follow asset management principles rather than following a "worst-first" philosophy. After 2027, all Pavement program funding will go to either the interstate or to chip seals. The Interstate is the highest priority because of its significance to the economy and movement of freight, and because there are severe financial penalties for not meeting minimum federal pavement condition standards on the interstate. It is also critically important that lower volume highways, which are over 40% of state highway lane mileage, continue to receive sufficient investment levels for timely chip seals and proactive patching. We can maintain them now for $15 to $20 million per year or pay $70 to $100 million per year to rehabilitate them after they have severely deteriorated. This "bang-for-buck" opportunity is why it is so important to dedicate sufficient preservation and maintenance investments towards these routes.

The outlook for state highway pavement is "caution - rough roads ahead". Without a change of course, there will be rapid declines in pavement condition, resulting in diminished safety and higher vehicle repair costs for Oregonians traveling on rutted and potholed roads. Also, Oregonians will pay more to repair failing pavement than it would have cost to preserve and maintain them in a state of good repair.

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION REPORT

INTRODUCTION

The Oregon Department of Transportation (ODOT) 2024 Pavement Condition Report presents the results of pavement condition surveys conducted on the state highway system in the summer/fall of 2024. These surveys are conducted on mainline state highways under ODOT's jurisdiction, excluding frontage roads, connector ramps, and gravel surfaced roads. This report summarizes pavement condition results in various ways and provides a listing of pavement condition ratings for all state highways by pavement management section. The appendices of this report also include a listing of pavement repair projects and additional information regarding the computation of pavement conditions from the data.

The information obtained from the pavement 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. These activities fall under the responsibility of the Pavement Services Unit as part of the Department's Pavement Management System.

Pavement condition surveys are currently conducted on a biennial basis during even-numbered years. The next survey and Pavement Condition Report is scheduled for 2026.

Appendix A provides summaries of pavement conditions across highway classes and jurisdictional boundaries in both tabular and graphical form.

Appendix B provides a detailed listing of pavement condition for each pavement management section grouped by district and sorted by highway and mile point.

Appendix C provides a list of highways where paving, grinding, or seal resurfacing treatments were completed in 2023 and 2024 under the construction program or through maintenance activities.

Appendix D describes the process used to compute the condition index values from the raw automated distress survey data that are used to establish the pavement condition rating for the pavement management section.

BACKGROUND - HIGHWAY SYSTEM AND CLASSIFICATION

Oregon's state highway mileage inventory is in a nearly constant state of flux. Changes in highway alignments and jurisdictional transfers are examples of these activities. For purposes of data collection and reporting, a stable and unchanging list of highways and mileage must be defined. This is referred to as the system definition. The system definition for the 2024 Pavement Condition Report was created by taking a "snapshot" of the highway system inventory in April 2024, prior to commencing data collection. Reported highway mileages reflect this April 2024 snapshot.

Mileage in Condition Summary Tables

According to the Oregon Mileage Report[1], which is ODOT's official source of public road mileage, there are approximately 7,338 miles of mainline state highway and another 636 miles of connections and frontage roads. ODOT collects and reports pavement condition in the add direction for all paved (e.g. non-gravel) mainline highways and collects both the add and non-add direction for interstates. This methodology was instituted in the early 1990's for reporting fair-or-better Key Performance Measure (KPM) conditions and has continued for consistency. As a result, the mileage data in the condition summary tables differs somewhat from other ODOT reports. The main differences are:

- Approximately 22 miles of gravel surfaced highways are **excluded** in the condition summary tables.
- Approximately 728 miles of non-add Interstate miles are **included** in the "Interstate" and "All Highways" summary tables.

The state highway mileages reported in the condition summary tables (approximately 8,044 total) should only be taken in the context of pavement condition reporting for the KPM. For official state highway mileage, please refer to the Oregon Mileage Report.

National Highway System

The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. The Federal Highway Administration (FHWA) requires all states to track and report NHS pavement conditions to FHWA's Highway Performance Monitoring System (HPMS) Program. This information is available for each state at https://www.fhwa.dot.gov/tpm/reporting/state/. It is important to note that the FHWA's pavement performance measures on the NHS are for a different universe of highways and use a different set of rating metrics and thresholds, which are not as comprehensive as ODOT's pavement rating method. As a result, the FHWA pavement performance measure numbers are not directly comparable to ODOT's KPM numbers. ODOT has a long track record with the current KPM methodology and it will continue to be the primary tool for pavement performance monitoring and reporting, with the Federal measures playing a secondary role.

OHP State Highway Classification

While the NHS classification system plays an important role in managing asset condition and investments nationally, ODOT's Oregon Highway Plan (OHP)[2] established the State Classification System (SCS) to guide management and investment decisions on state highway facilities. The four SCS classifications are

[1] Oregon Department of Transportation, *Oregon Mileage Report*, https://www.oregon.gov/odot/data/pages/road-assets-mileage.aspx#OMR

[2] Oregon Department of Transportation, *1999 Oregon Highway Plan*, https://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf

Interstate, State, Region, and District in order of statewide significance. Although the SCS highways are independent of the NHS classification, there is a similar overlap in that the Interstate and the vast majority of the State classification highways are also NHS. Most of the Region and District classification highways are non-NHS. A graphic depicting the OHP SCS classifications is shown in Figure 1. The interstate is in red, the statewide highways are in green, and the regional and district highways are in blue and brown, respectively.

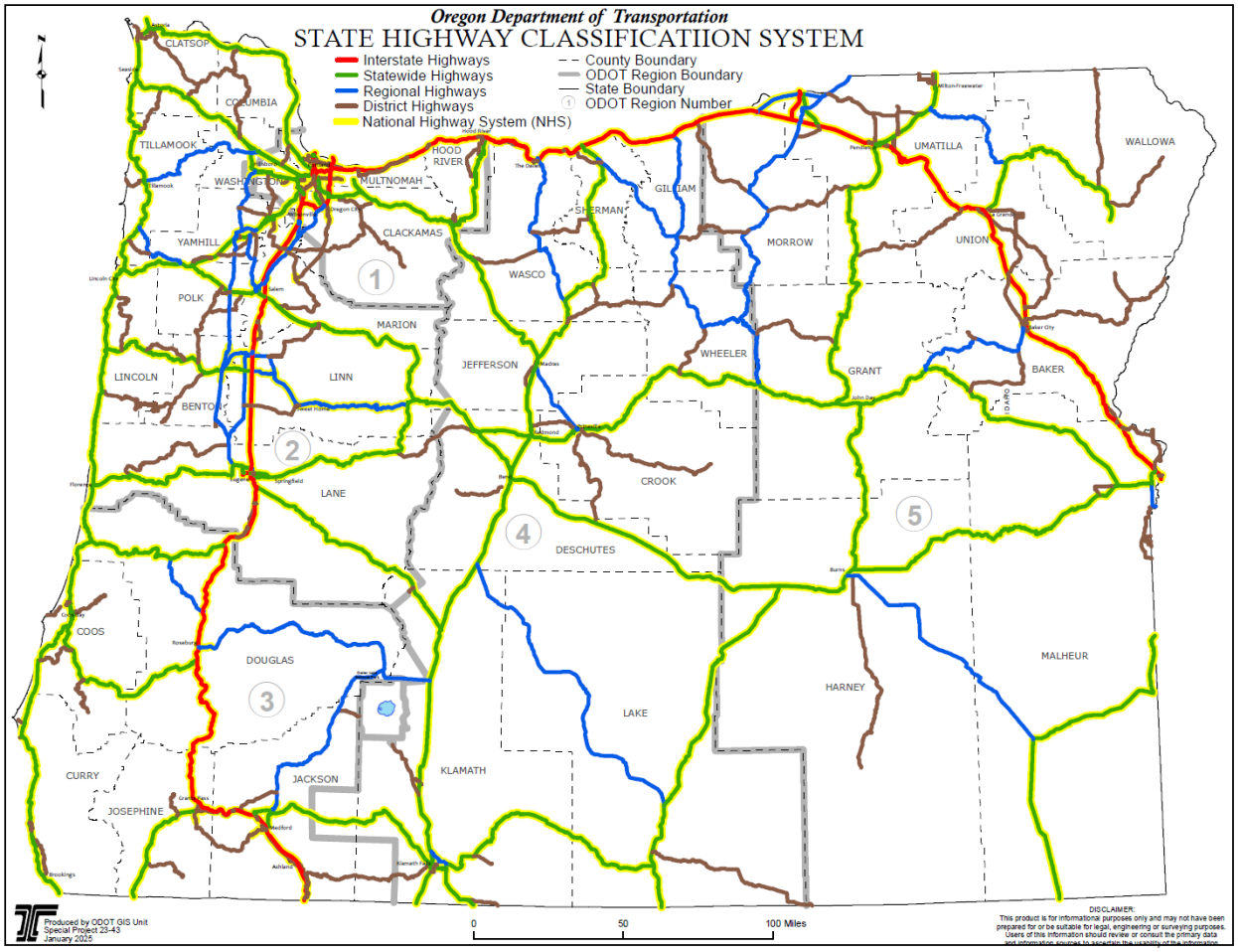


Figure 1 – OHP State Classification System

Low Volume Road (LVR) Highways

A subset of non-Interstate highways with an average daily traffic (ADT) of less than 5,000 vehicles and 20-year equivalent single axle truck loads (ESALs) less than 3 million has been designated as "Low Volume Highways." Pavement preservation on these highways is funded under the Low Volume Road (LVR) Preservation Program. This program was established with the 1999 OHP and started with just Region and District level highways with an ADT of less than 1,000 vehicles. The intent of this program was to maintain these highways at their same condition with thin "maintenance only" treatments such as chip seals or thin overlays. Because these treatments are so cost-effective, over time their conditions improved and the traffic threshold was iteratively increased adding more highways to the program over several biennia. The current traffic threshold is 5,000 vehicles per day and no more than 3 million 20-year ESAL's which is near the upper limit for where these types of thin treatments are most successful. The latest iteration of the

designated Low Volume Highways began with the 2011-13 biennium and has remained consistent since, as shown in Figure 2.

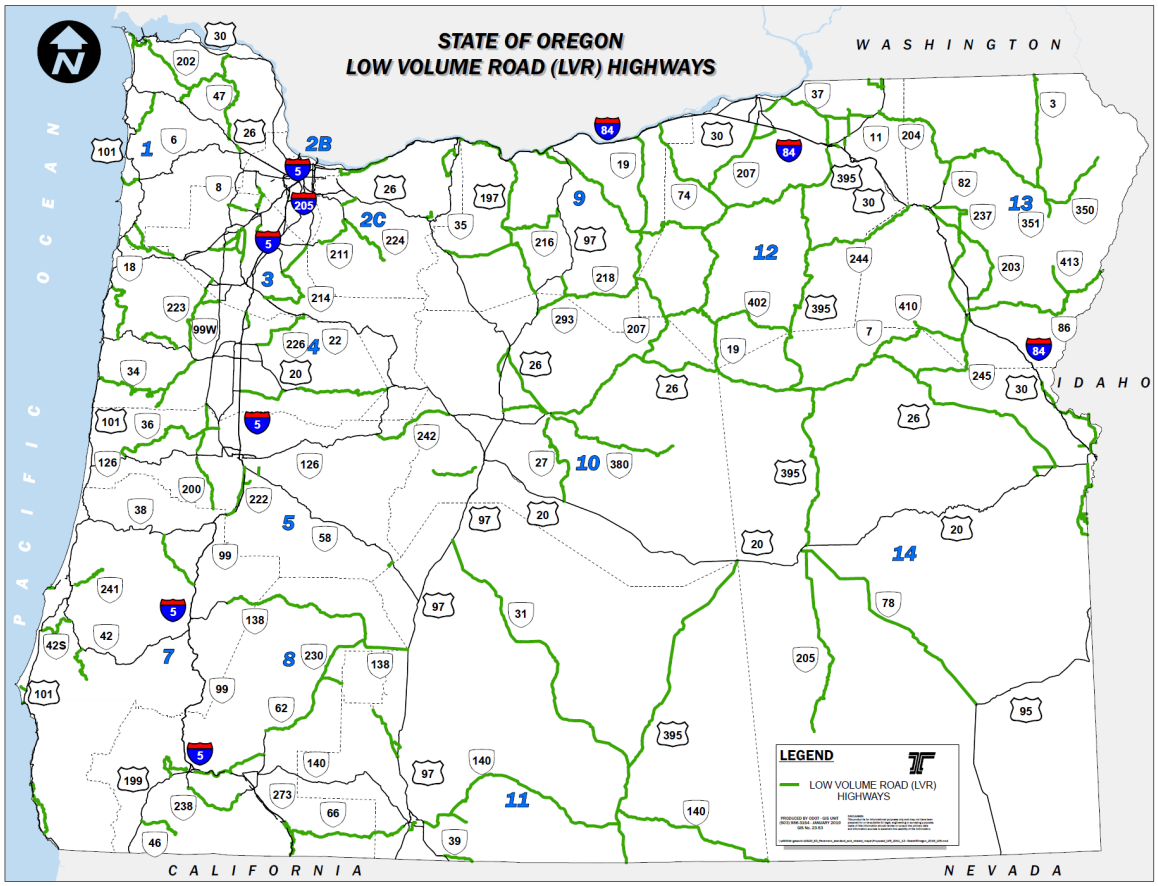


Figure 2 – Low Volume Highways

Although the LVR highways are a lower priority in terms of traffic volume, these highways are very significant in terms of pavement miles and it is critically important from a cost-effectiveness standpoint to keep them maintained in a state of good repair. Nearly 70% of the non-interstate highway lane mileage in central and eastern Oregon and over 40% of total state highway mileage are LVR highways, yet the cost to keep them preserved in a state of good repair is only about 10% of the overall pavement preservation budget need. If these highways were allowed to deteriorate to poor condition, it is estimated that the cost to bring them back to good repair would be three to six times higher than the cost of maintaining them in the first place. This "bang-for-buck" opportunity is why it is so important to dedicate sufficient preservation and maintenance investments towards these routes.

CONDITION RATING PROCEDURES

The Pavement Management Team employs two separate and distinct pavement rating procedures to gather the condition data – the Automated Distress Survey procedure and the Good-Fair-Poor (GFP) rating procedure. The Automated Distress Survey procedure provides important information that can be used to determine specific pavement problems and deficiencies. However, the data collection required by this procedure is costly and time/labor intensive. To achieve the best balance of cost and value of the data, this procedure is used to rate Oregon's Interstate, NHS highways and selected higher volume non-NHS highways. Remaining routes are rated using the windshield-based GFP rating procedure. From each rating procedure, a condition score is determined ranging from 0 to 100 which relates to pavement condition as shown in Table 1.

Table 1 – Relationship between Pavement Score and Condition Rating

Condition Score	Pavement Condition
96 – 100	Very Good (VG)
76 – 95	Good (GD)
46 – 75	Fair (FR)
Fair-or-Better (FOB) Line	
21 – 45	Poor (PR)
0 – 20	Very Poor (VP)

Examples of pavement in good through very poor condition are shown in Figure 3.

Figure 3 – Example Photos of Pavement – Good through Very Poor

The pavement condition survey work is generally completed during a span of approximately five months. The surveys typically begin in late May and conclude in September. Depending on the timing of the surveys, some pavement construction and rehabilitation projects may not have been finished when the condition data was collected. To account for this, the Pavement Management Team compiles a list of pavement repair projects and affected pavement management sections are changed to an "under construction" (UC) rating to reflect the state of the pavement conditions at the end of the paving season. For the condition summary tables, UC sections are included in the "good" pavement condition category.

Automated Distress Survey Procedure

The Distress Survey procedure was first fully implemented by ODOT's Pavement Services Unit in 1993 to rate the Interstate and NHS highways. The procedure incorporates a detailed visual evaluation of the pavement with identification and quantification of specific pavement distresses and defects. The ODOT *Pavement Data Collection Manual*[3] contains procedures, distress definitions, and photos specific to rating Oregon's state highways. ODOT's manual was updated in March 2022 based on the newest editions of FHWA's *Distress Identification Manual for the Long-Term Pavement Performance Program*[4] and the *Highway Performance Monitoring System Field Manual*[5].

Prior to 2008, distresses were collected manually using two person crews driving at slow speeds on the road shoulder. Because of safety concerns and advancements in automation, camera, and imaging technology that are now available, ODOT contracts with pavement data collection vendors who specialize in this type of work. For 2024, ODOT's contractor, Pathway Services Inc., utilized their pavement data collection vehicle, which is equipped with a variety of laser and camera systems to capture the required pavement data at highway speeds. An illustration of the data collection vehicle is shown in Figure 4.

Figure 4 – Pavement Data Collection Vehicle used for Automated Distress Survey

[3] Oregon Department of Transportation, *Pavement Data Collection Manual* (Revised March 2022), https://www.oregon.gov/ODOT/Construction/Documents/pavement_data_collection_manual.pdf

[4] Federal Highway Administration, *Distress Identification Manual for the Long-Term Pavement Performance Program* (Fifth Revised Edition), https://www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltpp/13092/13092.pdf

[5] Federal Highway Administration, *Highway Performance Monitoring System Field Manual* (December 2016 and Errata February 2018), https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf

The data collection vehicle used for the Oregon project is equipped with an inertial profiler to collect smoothness e.g. International Roughness Index (IRI) data and a 3D scan laser subsystem to collect both rut depth and pavement cracking. The 3D-PAS system collects 2,560 data points transversely to measure rut depth and can identify hairline cracks of widths 0.08 inch and greater (Figure 5).

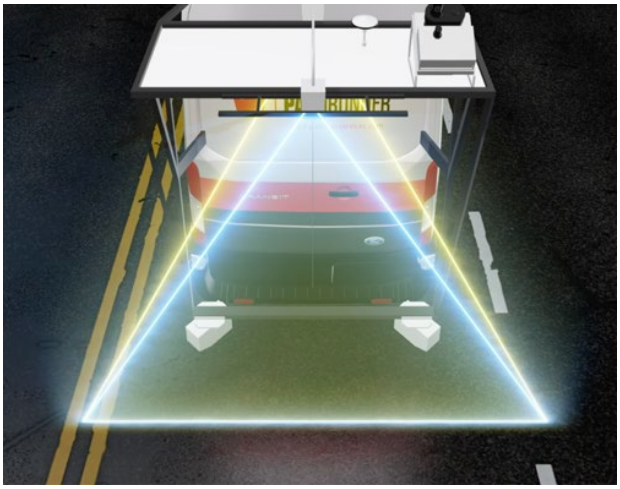


Figure 5 – Illustration of 3D-PAS system

Both "add" and "non-add" directions are collected on the Interstate system. For highways off the Interstate system, collection is generally conducted in the "add" milepoint direction only. Distress data are collected from a designated lane (generally the outside or rightmost through lane) at 100 percent sampling and distress quantities are summarized in 0.1-mile segments. For some roads with three or more lanes in each direction, studded tire and chain wear is the dominant distress type present and the rutting damage in the center lane is more severe than it is in the outside lane. For these roads, rut depth is measured in both the outside and center lane and the lane with the larger of the two rut depths is used for condition reporting. Routes subject to this extra lane collection are I-5 (State Highway 001) from Salem to the Washington State line, I-84 (State Highway 002) from I-5 to 181st Avenue, Interstate 205 (State Highway 064) between Oregon City and the Washington border, and the Sunset Hwy US-26 (State Highway 047) from Cornell Road to I-405.

Quality control (QC) and quality assurance (QA) activities are integrated throughout the data collection process to ensure the collected data meets acceptance standards. Although these activities have been performed for many years, they are now formally documented in ODOT's *Data Quality Management Plan for Pavement Condition.*[6] The data quality plan defines the acceptable level of data quality and describes how the data collection process will ensure this level of quality in its deliverables and processes. It describes the quality control activities to monitor data quality and resolve errors as they arise, and acceptance criteria to verify data collection deliverables meet defined quality standards.

Distress data are used to calculate 0 to 100 index values that reflect specific pavement defects, with larger values indicating better pavement condition. Six condition index values are determined for each 0.1 mile segment along the highway: a rut index, a raveling index, a patching index, a fatigue index, a no load

[6] Oregon Department of Transportation, *Data Quality Management Plan for Pavement Condition*, https://www.oregon.gov/ODOT/Construction/Documents/pavement_data_QM_plan.pdf

(environmental) index, and an overall index. The overall index is used to categorize the condition of the pavement section as good, fair, poor, etc. as shown previously in Table 1. Calculation procedures for determining the index values are described in Appendix D.

GFP Rating Procedure

The GFP rating procedure is a windshield survey conducted visually by ODOT Pavement Services Unit personnel. The survey is conducted at highway speeds to capture predominant distresses present and determine an overall pavement condition score. Each section is given a condition score ranging in value from 0 to 100 estimated to the nearest 5 points, based on the surface distresses present and, to a lesser degree, ride quality. This method has been used by the Department since 1976 and is appropriate for determining overall pavement conditions; however, the lack of detail makes it more difficult to make the decisions regarding appropriate maintenance treatment selection and timing. Figure 6 below provides an example of GFP Pavement Rating descriptions for asphalt pavement. The rating procedure is described in the ODOT *GFP Pavement Condition Rating Manual*[7].

	GFP Score	Stability	Structural Weakness	Fatigue	Transverse/ Block	Patching	Ride Qualities	Deformation and Rutting	Comment
Very Good	100	Stable	None	None	None	None	Excellent	Rut depth less than ¼"	Nothing would improve this road
	99								
	98								
	97								
	96								
Good	95	Stable	None evident	Generally hairline and hard to detect	Minor amounts may be present	Minor amounts may be present	Very good	Deformation minor, rut less than ½"	May have dry or light colored appearance
	90								
	85								
	80								
Fair	75	Generally stable	Minor areas evident	Easier to detect by low severity	May have widespread low and/or intermittent high severity	May be patched, but not excessively (i.e. less than 100%)	Good to acceptable	Deformation more easily noticed, rut less than ¾"	Typ. treatment needed: Low vol.: chip seal High vol.: 2" resurface
	70								
	65								
	60								
	55								
	50								
Poor	45	Areas of instability	Marked evidence of structural deficiency	Large crack patterns (alligatoring) present	May have widespread moderate and/or intermittent high severity	Heavy and numerous	Acceptable to poor	Deformation very noticeable, rut ¾" or greater if present	Typ. treatment needed: Low vol.: 2" resurface High vol.: >2" resurface
	40								
	35								
	30								
	25								
Very Poor	20	Numerous areas of instability	Majority showing structural deficiency	Intermittent to extensive high severity	Extensive high severity	Intermittent to extensive high severity	Unacceptable, should slow down		Typ. treatment needed: Low vol.: >2" resurface High vol.: heavy rehab or reconstruction
	15								
	10								
	5								

Figure 6 – GFP Rating Descriptions for Asphalt Concrete (AC) Pavement

The advantage of this method is the low cost and speed at which the ratings can be completed relative to the Distress Survey procedure. A disadvantage of the GFP Rating procedure is that specific pavement distresses are roughly estimated, rather than accurately measured. This rating procedure is generally used for rating lower volume highways, which are not part of the NHS.

[7] Oregon Department of Transportation, *GFP Pavement Condition Rating Manual,* https://www.oregon.gov/ODOT/Construction/Documents/gfp_manual.pdf

2024 PAVEMENT CONDITIONS

Pavement condition is one of ODOT's key performance measures and is reported as the percentage of pavement mileage rated "fair" condition or better (%FOB) out of total state highway miles. Figure 7 below presents the percentage of state highway mileage in good through poor condition since 2014 and comparison between the %FOB and the Key Performance Measure (KPM) of 85%.

The 2024 state highway pavement measure is 87% fair-or-better, down one percent from 2022 but still above the 85% KPM. While the fair-or-better numbers are close to where they have been the last decade, the percentage of good pavement has dropped significantly and is at its lowest level since 2001. Pavement funding reductions and inflationary effects have resulted in an insufficient investment in pavement preservation and maintenance. Pavement conditions are now on the decline and in just a few years, the growing bubble of fair pavement will turn poor. Pavement conditions are forecast to drop below the KPM by the end of the 24-27 STIP. A substantial increase in pavement investments are needed to keep pavement conditions from declining.

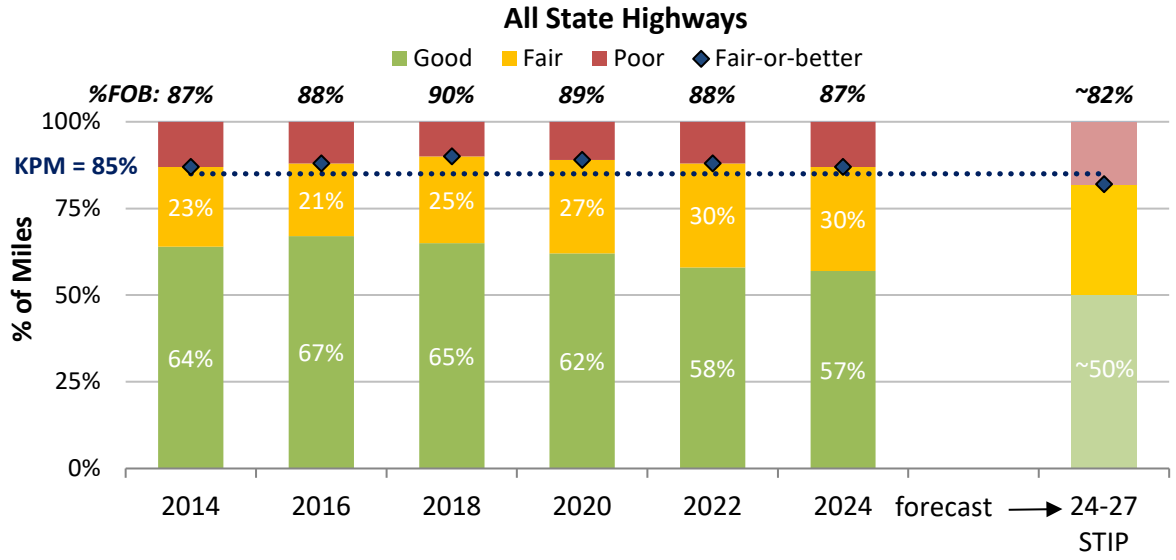


Figure 7 – Pavement Conditions 2014-2024

Appendix A provides summaries of pavement conditions across highway classes and jurisdictional boundaries in both tabular and graphical form.

Appendix B provides a detailed listing of pavement condition for each pavement management section grouped by district and sorted by highway and mile point.

Condition by Classification

Figure 8 shows pavement conditions for each highway class in accordance with the Oregon Highway Plan SCS classification and the low volume system. The results are consistent with ODOT's pavement preservation strategy, which places the highest and pavement condition priority on Interstate routes, with correspondingly lower conditions for state level routes, and region/district routes.

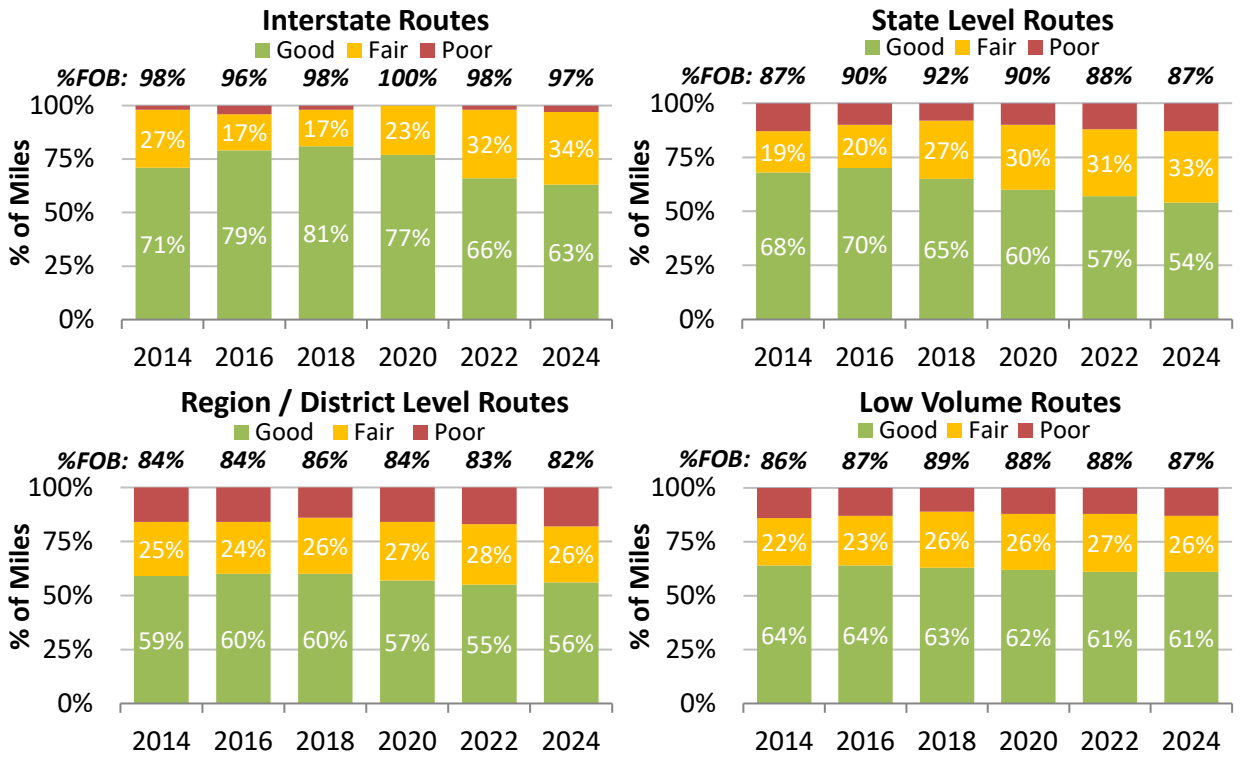


Figure 8 – Pavement Condition by Highway Classification and volume.

- ***Interstate Routes –*** The Department's goal is to have the best pavement conditions on the Interstate system, with pavement conditions at or above 95% fair-or-better. This is consistent with the federal requirement of no more than 5% poor pavement on the interstate system. This goal was met for 2024, however the percentage in good condition continues to decrease significantly. Additional investments for interstate pavement projects are required to keep the interstate above the minimum federal requirements.
- ***State Level Routes –*** The fair-or-better percentage for State level high volume highways is 87%, which is about where it was a decade ago. However, the percentage in good condition has been declining for years and is now at the lowest level it has been since 1999, reflecting the advancing age of pavement. This shift from good to fair will lead to a wave of additional poor pavement before 2030.
- ***Region / District Level Routes –*** Like State level routes, the fair-or-better values for Region and District level highways are similar to where they were a decade ago and like the other highway classes, the percentage in good condition is declining.
- ***Low Volume Routes –*** Low Volume highway conditions are declining, but more slowly than other highways, reflecting ODOT's strong pro-active preventive maintenance investments on these routes over the last 20 years. Some of these roads are now reaching a point where paving is required to bring them back to good condition rather than chip seal. Funding reductions could lead to significant declines on these routes in the future making them much more expensive to maintain in the long run.

Condition by Region

Figure 9 shows pavement conditions for each Region. Most Regions saw a shift away from the Good category into the Fair or Poor category. Region 5 made a slight improvement in the Good category.

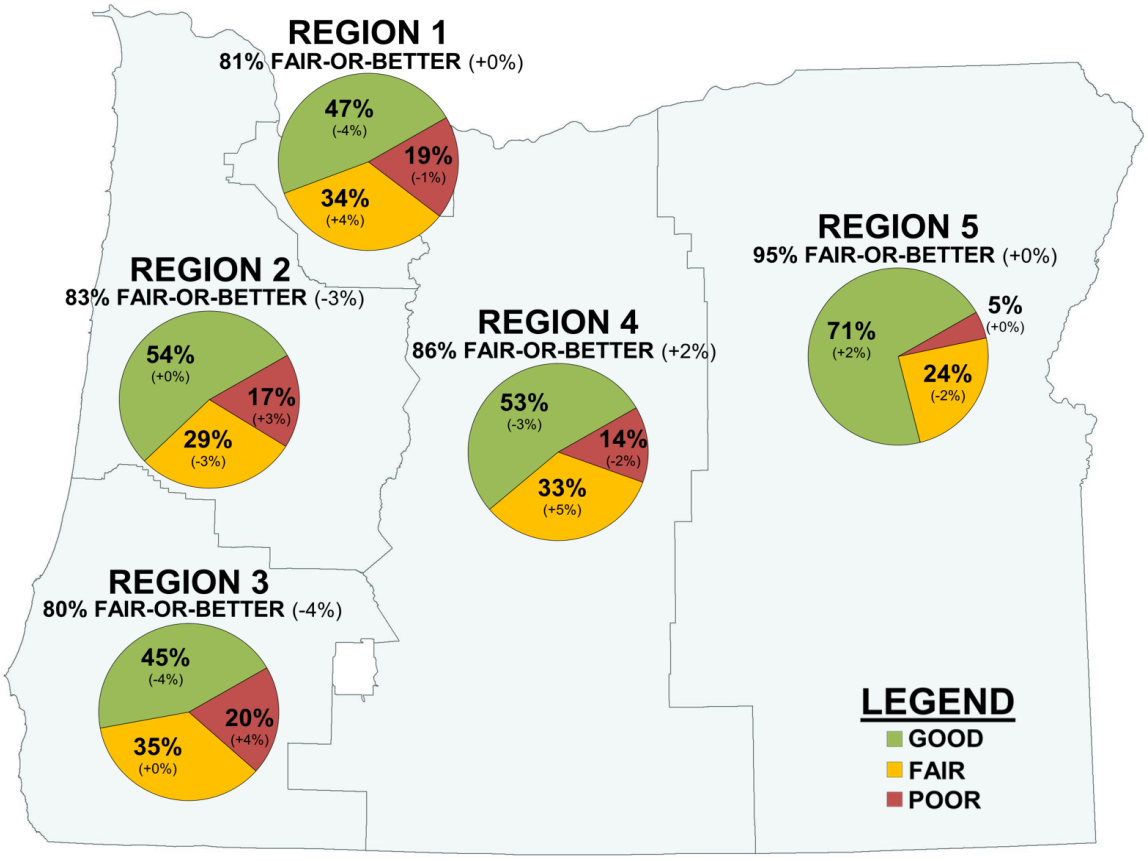


Figure 9 – Pavement Condition by Region

Fair-or-Better Summary

Table 2 below gives a breakdown of the percentage of State highways with pavement in fair-or-better condition by highway class and Region. Numbers in parentheses are the change in condition since the last report in 2022.

Table 2 – Percent Fair-or-Better Summary by Classification and Region

Class	Region 1	Region 2	Region 3	Region 4	Region 5	Total
Interstate	100%	98%	100%	100%	93%	**97%** (-1%)
Non-Interstate (High Volume)	69%	77%	86%	80%	96%	**81%** (-1%)
Non-Interstate (Low Volume)	75%	89%	57%	87%	95%	**87%** (-1%)
Total	**81%** (+0%)	**83%** (-3%)	**80%** (-4%)	**86%** (+2%)	**95%** (+0%)	**87%** (-1%)

2023/2024 PAVEMENT PRESERVATION MILEAGE SUMMARY

A list of highways where paving, diamond grinding, or chip seal resurfacing treatments were completed in 2023 and 2024 was compiled and is included in Appendix C. The lists are separated by year and Region. The list does not include crack sealing, blade patching or intermittent machine patching work. The 2024 treatment list was used to update pavement conditions to reflect improvements that may have been made to the highway system after the rating crews' survey. The general criteria for including on the list were:

- Treatment is likely to provide 5 or more years of service in fair-or-better condition.
- Non-intermittent treatment over ½ mile in length (urban) or over 1 mile in length (rural).
- For shorter lengths, the majority of a pavement management section is treated resulting in an improvement in the condition rating of the section.

Mileage totals for 2023 and 2024 are summarized in Table 3 below by program and by treatment.

Table 3 – Total Lane Miles Treated for 2023 and 2024

	By Program			By Treatment			
Year	*Preservation (Including MIM, Chip, Statewide)*	*Maintenance (Including Fed. Maint.)*	*Other (Mod., Safety, Forest, Local, etc.)*	*Reconstruction (Full Depth)*	*Resurface (Paving, Dia. Grind)*	*Seal Coat (Chip Seal)*	Total
2023	376	384	112	1	324	547	**872**
2024	388	273	43	20	294	390	**704**
Total	**764**	**657**	**155**	**21**	**618**	**937**	**1,576**
			2-Year Avg.	**10**	**309**	**469**	**788**

To help put the 2023-2024 lane mileage into context, Figure 10 shows the average annual paving and chip seal lane mileage since 2003, along with planned mileages out through 2027 from the STIP and Maintenance programs. The 20-year historic average for paving and chip seals is approximately 710 and 515 lane miles per year, respectively. This pace is roughly equivalent to a 25-year re-paving cycle and held pavement conditions steady, although we still weren't able to get to all roads. Going forward, reduced pavement funding levels, maintenance reductions, and rising costs will lead to significantly fewer projects and less miles treated. The Pavement preservation budget through 2030 and beyond will only accomplish a small fraction of historic levels and is equivalent to a re-paving cycle of about 160 years, far longer than pavement lasts.

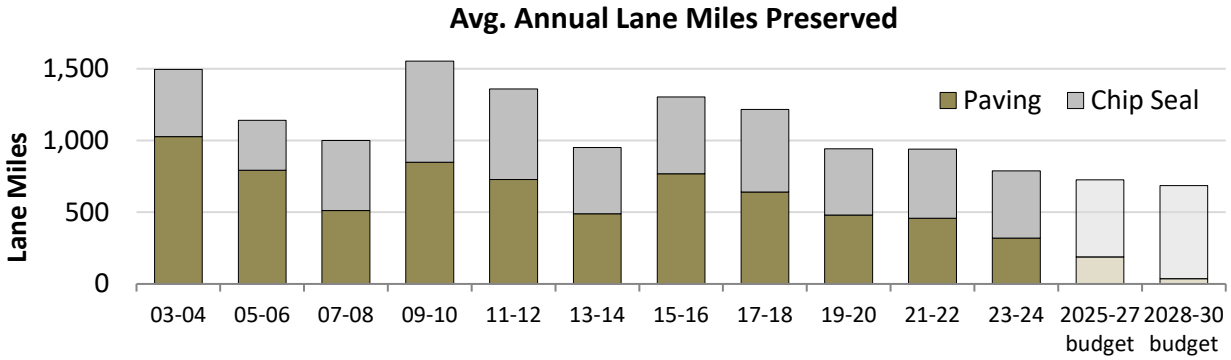


Figure 10 – Average Annual Paving and Chip Seal Lane Miles (2003-2024, forecast through 2030)

PAVEMENT 101 – NEEDS AND FUNDING

Pavement Life Cycle

Pavements are load-carrying structures that degrade over time due to the cumulative effects of traffic, weather, and material aging. To keep them properly maintained and out of poor condition, they must be resurfaced or rehabilitated at periodic intervals. Typical ranges of service life are as follows, as shown in Figure 11.

- Asphalt – 15 to 20 years (typical average – extremes vary from 10 or less to 30 or more)
- Concrete – typically 40 to 60 years, although some may last longer

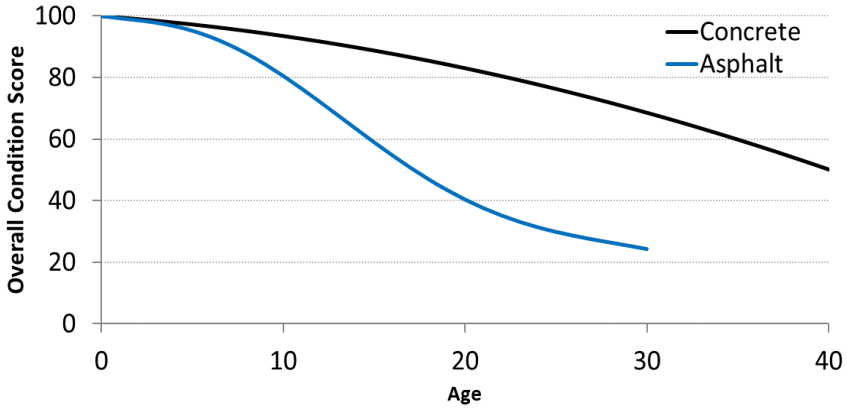


Figure 11 – Illustration of Pavement Condition over Time

When pavements are resurfaced at or before the end of their service life, degradation is typically confined to the surfacing only and the pavement's foundation and base layers remain protected. However, if resurfacing is delayed for too long, the pavement structure and underlying base materials can become excessively damaged and complete replacement (e.g. reconstruction) becomes necessary at a much higher cost. The typical cost to restore a severely damaged road can be six to ten times higher, or even more, than the cost to preserve pavement through seals and resurfacing treatments. Timely maintenance and preservation are by far the most efficient way to preserve our investment.

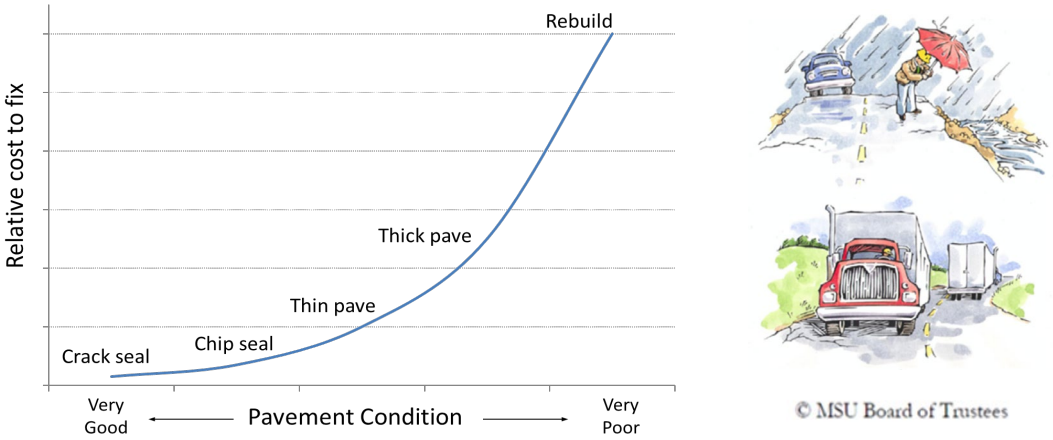


Figure 12 – Illustration of Relative Cost to Fix vs. Pavement Condition

Pavement Program Needs

Pavement construction costs are sensitive to the price of fuel, asphalt, cement, and aggregate. Figure 13 shows construction costs have more than tripled over the last 20 years. This is an important factor that must be considered when setting funding levels for pavement maintenance and repair.

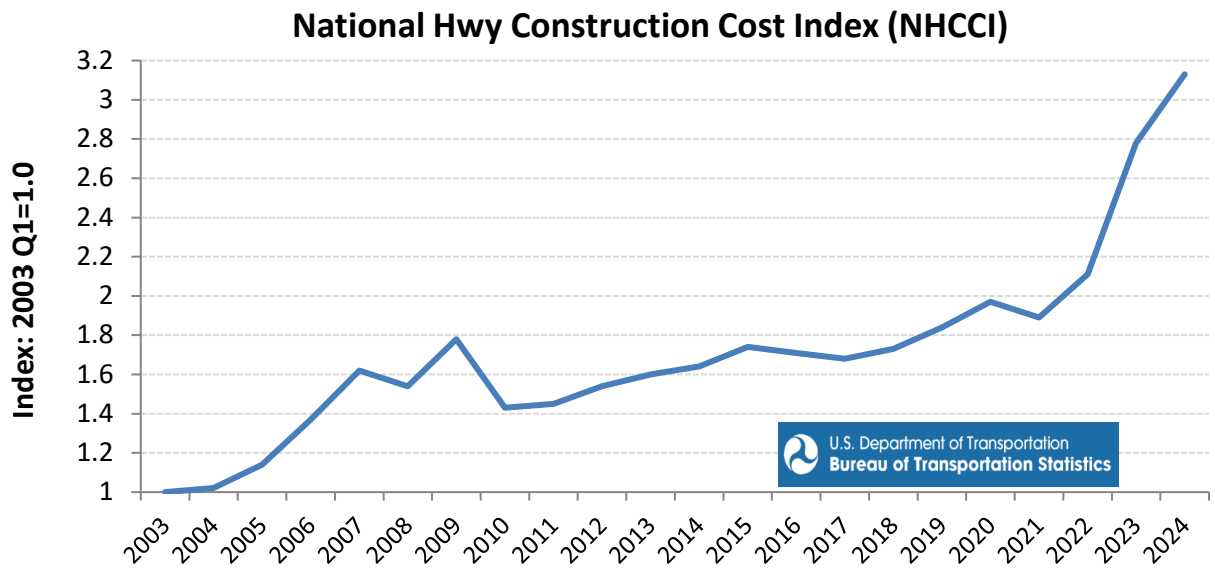


Figure 13 – National Highway Construction Cost Index (source: US Department of Transportation[8])

A simple tool[9] on FHWA's pavement preservation website provides a methodology for approximating pavement investment needs. The basic idea is that every lane mile in the pavement network loses 1 year of life annually due to deterioration (1 lane mile-year). For ODOT's mainline state highway network (excluding gravel roads, bridges, connector ramps and frontage roads), this is approximately 18,000 lane mile-years. For long-term pavement health, an equivalent number of 18,000 lane mile-years of pavement repair work should be put back into the system to offset this deterioration.

This is best accomplished by programming an appropriate mix of preventive pavement maintenance, preservation and rehabilitation projects. About 5% of the state highway network is concrete pavement, which typically needs resurfacing or replacement after 40 to 60 years of service. The remaining 95% of ODOT's state highway network is asphalt surfaced. Resurfacing or rehabilitation treatments on asphalt-surfaced pavements last about 10 to 30 years before another one is required, depending on traffic, weather, resurfacing materials and thickness, and maintenance practices. Seal coat treatments such as chip seals can extend the resurface interval to 50 years or longer on some low and moderate traffic asphalt surfaced roads by providing a barrier against the harmful effects of moisture, aging, and traffic. Some asphalt surfaced pavements are too damaged to cost effectively rehabilitate and must be reconstructed.

[8] U.S. Department of Transportation, Bureau of Transportation Statistics; https://www.bts.gov/content/national-highway-construction-cost-index-nhcci, January 13, 2025.
[9] Federal Highway Administration, *A Quick Check of Your Highway Network Health,* https://www.fhwa.dot.gov/pavement/preservation/if07006.pdf

To determine overall pavement needs, the state highway network was broken down by pavement type and condition as shown in Table 4. If ODOT can keep up with this idealized treatment cycle, the pavement conditions would be in a sustainable "steady state" where each year the roads coming due for treatment would be programmed and there would be no backlog. Not long ago, the estimated need was $200 million per year. At today's prices, an estimated $400 million per year is needed over the long term to make major repairs needed on routes with the worst pavement conditions, while providing for timely preventive preservation and maintenance on roads in fair to good condition. This investment level would maintain the entire highway system in a state of good repair, with all roads on a preservation cycle.

Table 4 – "Idealized" Illustration of Sustainable Pavement Program

Pavement Condition	Activity	Annual Need (lane miles)	Service Life (years)	Lane Mile-Years	Annual Need
Failed	Reconstruction Concrete Asphalt	 15 25	 40 to 60 15 to 25	 750 500	$80 million
Poor	Structural Paving (multi-layers)	300	15 to 25	6,000	$180 million
Fair	Non-Structural (thin paving)	400	12 to 18	6,000	$120 million
Good/Fair	Chip Seals	500	5 to 7	3,000	$20 million
All	Routine & Stop Gap Maintenance	500	2 to 5	1,750	Included in Maint. Budget
Totals **Reconstruct** **Paving** **Chip Seals**		**40** **700** **500**		**18,000**	**$400 million**

Pavement Program Funding

The majority of funds for pavement preservation on ODOT's state highway system come from the STIP Fix-It Preservation Program and a small amount of funds come from the Maintenance Program. The Pavement program occasionally receives additional supplemental funds such as through redistributions or one-time congressional packages, but these funds are relatively minor to the overall funding picture. Figure 14 shows average annual pavement funding for the last 20 years by STIP cycle, along with approved pavement funding levels for the 27-30 STIP.

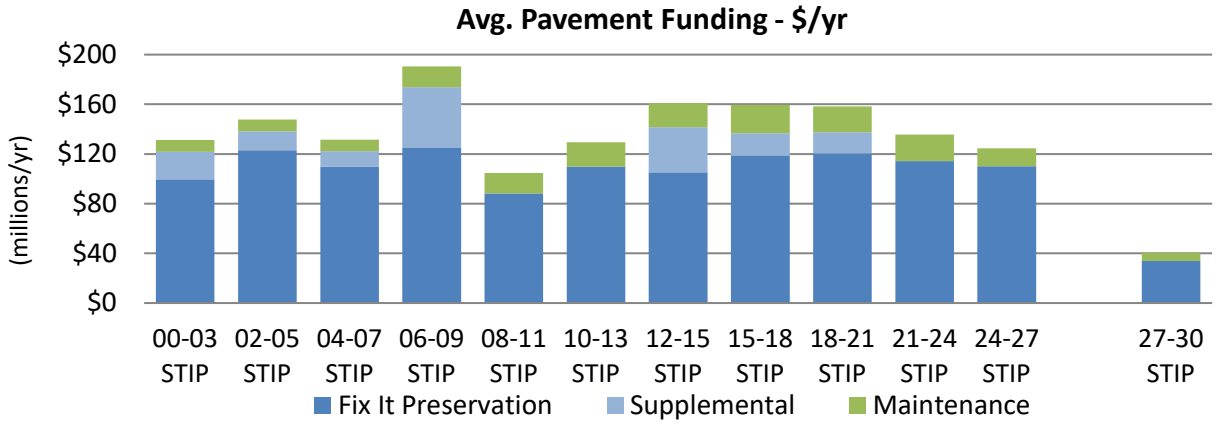


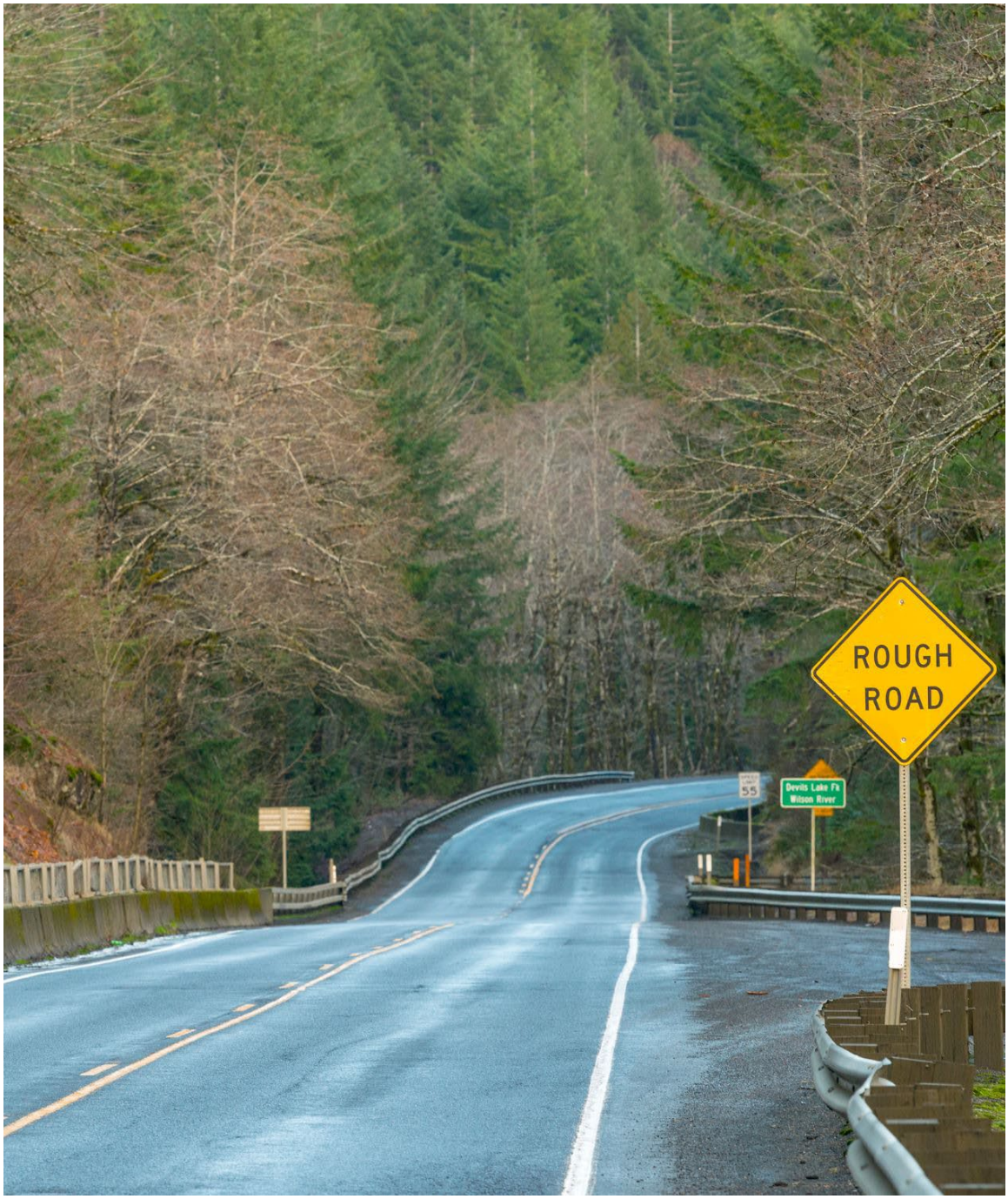
Figure 14 – Average Annual Pavement Funding by STIP Cycle (last 20 years plus approved 27-30 STIP)

Up until recently, STIP Pavement funding has been relatively flat at around $100 million per year, with supplemental funds adding another $20 to $40 million per year. Comparing the annual lane mile averages in Figure 10 against the actual funding levels in Figure 14 and the "ideal" amounts in Table 4 for long term pavement health, it is apparent that while ODOT's chip seal mileage has remained roughly where it should be, reductions to pavement budgets have reduced paving mileage substantially. The 20-year historic average paving cycle was 25 years and this held pavement conditions steady, although we still weren't able to get to the worst roads or the most expensive projects. Pavement funding was significantly reduced in the 21-24 STIP cycle and going forward, approved Pavement funding levels for the 27-30 STIP have been reduced even more and are only $33 million per year. Even before considering inflationary effects, this funding level is about one-third of where it has historically been and translates to less than one paving project per year. After 2027, all Pavement program funding will go to either the interstate or to chip seals. With funding through 2030, the equivalent resurfacing cycle time is roughly 160 years and after 2030 it is on a 500 year cycle, which is unsustainable.

The Maintenance budget has traditionally preserved Low Volume (LVR) routes (described on page 3 & 4). Low Volume routes are about one-half of State highway mileage but in central and eastern Oregon these routes are more than 70% of non-interstate highway miles. For the 19-21 and 21-23 bienniums, the program was funded at roughly $15.5 million per year. Funding reductions in the Maintenance budget led to using a blend of STIP preservation funds and Maintenance funds to keep LVR roads funded. Despite the addition of STIP preservation funds, the LVR program was cut to just under $12 million per year in the 23-25 biennium (25% overall reduction). The Maintenance budget also includes a line item for Pavement Patching. For the past decade, the Pavement Patching budget has been funded at $6 million per year. Funding was temporarily increased to $7.5 million per year for the 21-23 biennium, but was cut back to $6 million per year for the 23-25 biennium (20% reduction). Further cuts are anticipated unless ODOT receives additional revenue.

With limited funding, the pavement program must follow asset management principles to get the most value from preservation investments and reduce the slope of declining pavement conditions across the system. Rather than following a "worst-first" philosophy, the Program strives to apply a "mix of fixes" including preventive maintenance seal coats, resurfacing preservation projects, pavement rehabilitation, and reconstruction. Priorities are typically set by highway class as established in the OHP, with the highest priority given to the Interstate followed by statewide level routes, then regional and district routes. The Interstate is the highest priority because of its significance to the economy and movement of freight, and because there are severe financial penalties for not meeting minimum federal pavement condition standards on the interstate. Posted speed and traffic volume are also factors that impact investments. Poor pavement negatively impacts safety at high speeds so routes with higher speed limits are a higher priority than routes with speeds at or below 40 mph. Also, while the bulk of the funding goes to higher traffic routes, it is critically important that the lower volume highways continue to receive sufficient investment levels for timely chip seals and proactive patching or it will cost much more to maintain them in the long run. We can maintain them now for $15 to $20 million per year or pay $70 to $100 million per year to rehabilitate them after they have severely deteriorated. This "bang-for-buck" opportunity is why it is so important to dedicate sufficient preservation and maintenance investments towards these routes.

The outlook for state highway pavement is "caution - rough roads ahead". Inflationary factors coupled with deep cuts to pavement repair budgets in both the STIP and Maintenance programs will lead to rapid declines in pavement condition, resulting in diminished safety and higher vehicle repair costs for Oregonians traveling on rutted and potholed roads. Also, Oregonians will pay more to repair failing pavement than it would have cost to preserve and maintain them in a state of good repair.


ROUGH
ROAD
55
Devils Lake Fk
Wilson River

APPENDIX A

2024 PAVEMENT CONDITION SUMMARIES

This appendix provides summary tables which show mileage totals by pavement condition and by percent fair-or-better.

CONTENTS

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add Direction Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)
Interstate Mileage Includes Add and Non-Add Direction

ALL STATE HIGHWAYS - BY STATEWIDE CLASSIFICATION SYSTEM (SCS)

	CLASSIFICATION	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
ALL STATE HWYS	INTERSTATE	244.28	685.92	490.02	37.48	0.08	1457.78	1420.22	**97%**	98%
	STATE	332.05	1310.92	984.63	373.66	8.81	3010.07	2627.60	**87%**	88%
	REGION	42.00	710.40	259.71	254.10	22.12	1288.33	1012.11	**79%**	80%
	DISTRICT	87.31	1141.68	675.86	335.40	47.10	2287.35	1904.85	**83%**	85%
	TOTAL	705.64	3848.92	2410.22	1000.64	78.11	8043.53	6964.78	**87%**	88%

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add Direction Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)
Interstate Mileage Includes Add and Non-Add Direction

ALL STATE HIGHWAYS - BY REGION

	REGION	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
ALL STATE HWYS	REGION 1	65.19	243.24	219.24	114.42	7.94	650.03	527.67	**81%**	81%
	REGION 2	194.76	900.11	588.45	327.99	21.33	2032.64	1683.32	**83%**	86%
	REGION 3	146.19	374.71	414.83	215.90	16.98	1168.61	935.73	**80%**	84%
	REGION 4	97.77	885.60	618.07	239.46	18.67	1859.57	1601.44	**86%**	84%
	REGION 5	201.73	1445.26	569.63	102.87	13.19	2332.68	2216.62	**95%**	95%
	TOTAL	705.64	3848.92	2410.22	1000.64	78.11	8043.53	6964.78	**87%**	88%

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add and Non-Add Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)
Interstate Mileage Includes Add and Non-Add Direction

INTERSTATE HIGHWAYS - BY REGION

	REGION	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
INTERSTATE HWYS	REGION 1	30.32	127.90	77.81	0.84	0.00	236.87	236.03	**100%**	97%
	REGION 2	29.42	129.87	71.41	5.56	0.00	236.26	230.70	**98%**	100%
	REGION 3	92.33	134.95	108.73	0.00	0.00	336.01	336.01	**100%**	100%
	REGION 4	24.77	101.86	43.59	0.00	0.00	170.22	170.22	**100%**	100%
	REGION 5	67.44	191.34	188.48	31.08	0.08	478.42	447.26	**93%**	96%
	TOTAL	244.28	685.92	490.02	37.48	0.08	1457.78	1420.22	**97%**	98%

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add Direction Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)

NON-INTERSTATE HIGHWAYS - BY REGION AND STATEWIDE CLASSIFICATION (SCS)

	REGION	SCS	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
NON-INTERSTATE HWYS	REGION 1	STATE	27.10	41.71	70.62	45.28	0.90	185.61	139.43	**75%**	73%
		REGION	0.00	4.05	5.25	3.64	0.00	12.94	9.30	**72%**	62%
		DISTRICT	7.77	69.58	65.56	64.66	7.04	214.61	142.91	**67%**	72%
		SUBTOTAL	34.87	115.34	141.43	113.58	7.94	413.16	291.64	**71%**	72%
	REGION 2	STATE	114.86	337.03	248.61	113.43	2.39	816.32	700.50	**86%**	88%
		REGION	37.03	119.48	86.47	116.49	4.32	363.79	242.98	**67%**	71%
		DISTRICT	13.45	313.73	181.96	92.51	14.62	616.27	509.14	**83%**	88%
		SUBTOTAL	165.34	770.24	517.04	322.43	21.33	1796.38	1452.62	**81%**	84%
	REGION 3	STATE	44.75	113.79	164.37	33.74	0.35	357.00	322.91	**90%**	94%
		REGION	4.39	61.06	46.68	82.80	4.30	199.23	112.13	**56%**	67%
		DISTRICT	4.72	64.91	95.05	99.36	12.33	276.37	164.68	**60%**	65%
		SUBTOTAL	53.86	239.76	306.10	215.90	16.98	832.60	599.72	**72%**	78%
	REGION 4	STATE	42.32	317.28	346.09	143.18	5.17	854.04	705.69	**83%**	81%
		REGION	0.58	216.35	96.67	48.39	13.50	375.49	313.60	**84%**	80%
		DISTRICT	30.10	250.11	131.72	47.89	0.00	459.82	411.93	**90%**	89%
		SUBTOTAL	73.00	783.74	574.48	239.46	18.67	1689.35	1431.22	**85%**	83%
	REGION 5	STATE	103.02	501.11	154.94	38.03	0.00	797.10	759.07	**95%**	96%
		REGION	0.00	309.46	24.64	2.78	0.00	336.88	334.10	**99%**	100%
		DISTRICT	31.27	443.35	201.57	30.98	13.11	720.28	676.19	**94%**	91%
		SUBTOTAL	134.29	1253.92	381.15	71.79	13.11	1854.26	1769.36	**95%**	95%
	TOTAL NON-INTERSTATE	STATE	332.05	1310.92	984.63	373.66	8.81	3010.07	2627.60	**87%**	88%
		REGION	42.00	710.40	259.71	254.10	22.12	1288.33	1012.11	**79%**	80%
		DISTRICT	87.31	1141.68	675.86	335.40	47.10	2287.35	1904.85	**83%**	85%
		TOTAL	461.36	3163.00	1920.20	963.16	78.03	6585.75	5544.56	**84%**	85%

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add Direction Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)

NON-INTERSTATE HIGHWAYS - BY REGION / DISTRICT

	REGION	DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
NON-INTERSTATE HWYS	REGION 1	2B	12.25	58.94	60.55	58.87	7.94	198.55	131.74	**66%**	63%
		2C	22.62	56.40	80.88	54.71	0.00	214.61	159.90	**75%**	81%
		SUBTOTAL	34.87	115.34	141.43	113.58	7.94	413.16	291.64	**71%**	72%
	REGION 2	1	30.00	191.67	138.50	92.53	1.69	454.39	360.17	**79%**	85%
		3	41.79	161.63	113.72	135.94	7.98	461.06	317.14	**69%**	74%
		4	38.55	245.14	168.87	66.51	11.66	530.73	452.56	**85%**	86%
		5	55.00	171.80	95.95	27.45	0.00	350.20	322.75	**92%**	95%
		SUBTOTAL	165.34	770.24	517.04	322.43	21.33	1796.38	1452.62	**81%**	84%
	REGION 3	7	26.74	175.90	169.62	50.83	4.81	427.90	372.26	**87%**	92%
		8	27.12	63.86	136.48	165.07	12.17	404.70	227.46	**56%**	63%
		SUBTOTAL	53.86	239.76	306.10	215.90	16.98	832.60	599.72	**72%**	78%
	REGION 4	9	12.31	301.53	88.09	16.14	0.00	418.07	401.93	**96%**	93%
		10	35.32	258.57	160.50	87.27	2.32	543.98	454.39	**84%**	79%
		11	25.37	189.60	300.15	136.05	16.35	667.52	515.12	**77%**	79%
		12	0.00	34.04	25.74	0.00	0.00	59.78	59.78	**100%**	83%
		SUBTOTAL	73.00	783.74	574.48	239.46	18.67	1689.35	1431.22	**85%**	83%
	REGION 5	10	11.20	11.09	0.00	0.00	0.00	22.29	22.29	**100%**	100%
		11	15.20	5.56	2.29	12.30	0.00	35.35	23.05	**65%**	72%
		12	34.67	369.63	97.21	21.87	0.00	523.38	501.51	**96%**	98%
		13	5.94	286.28	131.38	17.87	0.00	441.47	423.60	**96%**	94%
		14	67.28	581.36	150.27	19.75	13.11	831.77	798.91	**96%**	94%
		SUBTOTAL	134.29	1253.92	381.15	71.79	13.11	1854.26	1769.36	**95%**	95%
	TOTAL NON-INTERSTATE		461.36	3163.00	1920.20	963.16	78.03	6585.75	5544.56	**84%**	85%

OREGON DEPARTMENT OF TRANSPORTATION

2024 PAVEMENT CONDITION SUMMARY

Add Direction Centerline Miles per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)
Low Volume system is subset of Non-Interstate highways with ADT less than 5,000 and 20-Year ESAL's less than 3 million

LOW VOLUME HIGHWAYS - BY DISTRICT

	DISTRICT GROUP	DISTRICT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	**2024 % FOB**	2022 % FOB
LOW VOLUME HWYS	2B, 2C	2B	0.00	4.25	0.00	0.00	0.00	4.25	4.25	**100%**	100%
		2C	6.15	47.17	15.52	24.02	0.00	92.86	68.84	**74%**	88%
		SUBTOTAL	6.15	51.42	15.52	24.02	0.00	97.11	73.09	**75%**	88%
	1, 3, 4, 5	1	0.37	83.46	35.38	39.30	0.00	158.51	119.21	**75%**	89%
		3	3.55	82.11	22.08	11.83	0.00	119.57	107.74	**90%**	92%
		4	14.04	126.07	92.89	12.57	7.78	253.35	233.00	**92%**	92%
		5	0.00	63.46	28.78	0.00	0.00	92.24	92.24	**100%**	100%
		SUBTOTAL	17.96	355.10	179.13	63.70	7.78	623.67	552.19	**89%**	92%
	7, 8	7	0.00	78.52	20.69	16.01	4.81	120.03	99.21	**83%**	89%
		8	8.28	35.54	84.19	140.18	11.82	280.01	128.01	**46%**	54%
		SUBTOTAL	8.28	114.06	104.88	156.19	16.63	400.04	227.22	**57%**	64%
	9, 10, 11	9	12.31	243.36	49.64	7.68	0.00	312.99	305.31	**98%**	99%
		10	15.40	148.91	80.19	39.42	0.00	283.92	244.50	**86%**	84%
		11	29.34	118.96	213.73	87.45	13.50	462.98	362.03	**78%**	77%
		SUBTOTAL	57.05	511.23	343.56	134.55	13.50	1059.89	911.84	**86%**	85%
	12, 13, 14	12	30.25	340.98	101.57	11.06	0.00	483.86	472.80	**98%**	98%
		13	5.94	285.57	114.30	17.56	0.00	423.37	405.81	**96%**	94%
		14	39.20	403.82	82.22	13.82	13.11	552.17	525.24	**95%**	93%
		SUBTOTAL	75.39	1030.37	298.09	42.44	13.11	1459.40	1403.85	**96%**	95%
	TOTAL LOW VOLUME		164.83	2062.18	941.18	420.90	51.02	3640.11	3168.19	**87%**	88%

APPENDIX B

2024 PAVEMENT CONDITION RATINGS BY MANAGEMENT SECTION

This appendix presents a list of pavement condition scores and ratings for each pavement management section. The list is grouped by District and sorted by Road ID (State Highway Number). At the beginning of each District list is a map depicting pavement conditions.

CONDITION SCORES

Interstate, National Highway System (NHS) Highways, and Selected High Volume Non-NHS Highways – These highways were rated with the Automated Distress Survey method (RATE METHOD = A in the list). Overall Index scores and individual indices (rut index, fatigue index, patch index, no load index, and raveling index, are provided. The definition of each index is given in Appendix D. These columns show up blank for structure sections (bridge, tunnel, etc.), and sections under construction.

Remaining Non-NHS Highways – These highways were rated with the GFP rating method (RATE METHOD = G in the list) and therefore only an overall condition score is provided.

CONDITION RATING

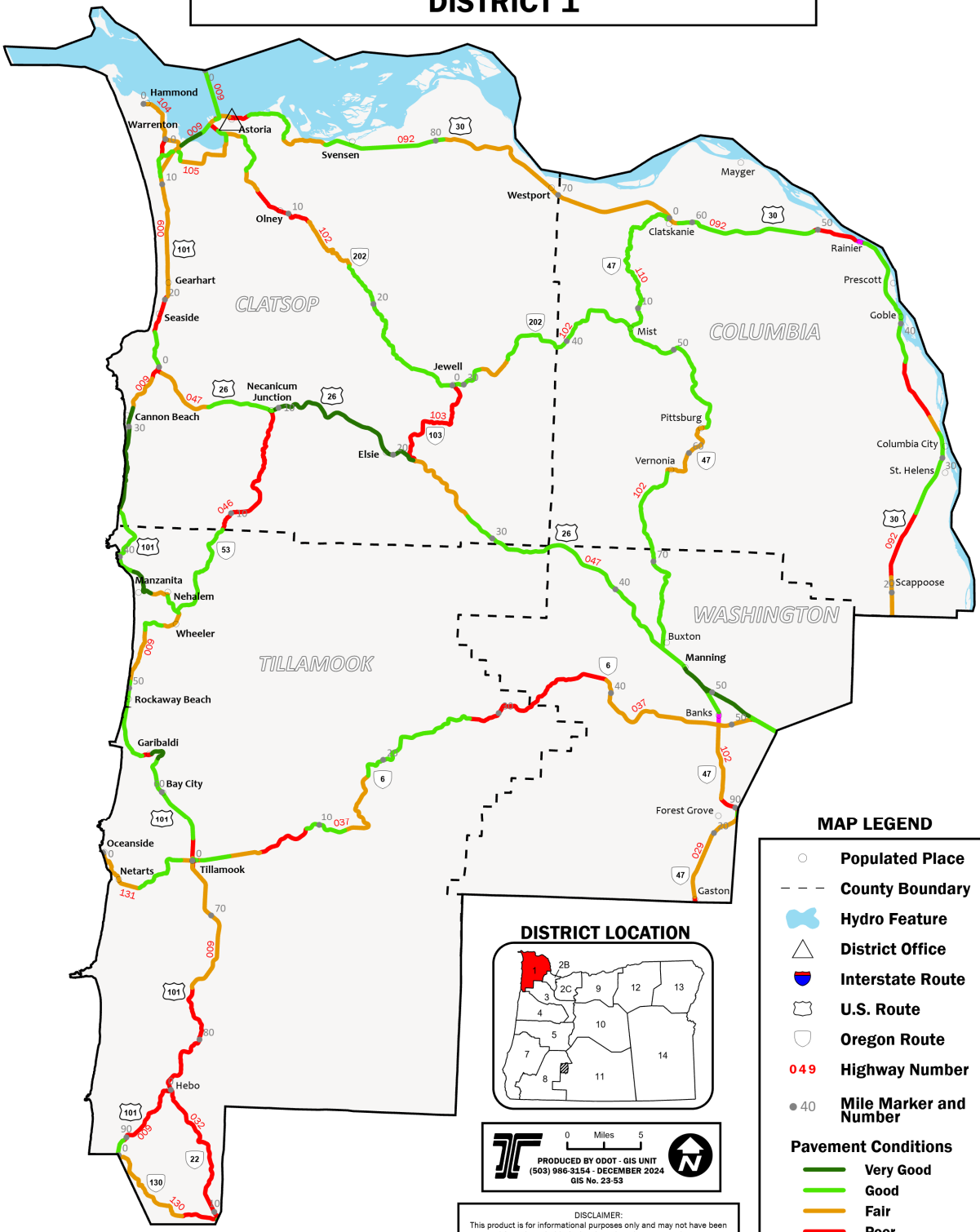
The overall condition score for each rating method is used to determine the pavement condition category of the pavement management section per the table below.

Condition Score	Pavement Condition
96 – 100	Very Good (VG)
76 – 95	Good (GD)
46 – 75	Fair (FR)
Fair-or-Better (FOB) Line	
21 – 45	Poor (PR)
0 – 20	Very Poor (VP)

For all highways, the 0 to 100 overall condition score is listed under the COND SCORE column and the corresponding pavement condition is listed under the RATING 24 column. For reference, the 2022 pavement condition is also provided under the RATING 22 column. The COND SCORE column is blank for structure sections (bridge, tunnel, etc.), and sections under construction. If the RATING 24 column is NR, the section was not rated by either condition survey procedure.

OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 1



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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 01

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	01	US 101	009	1			ASTORIA MEGLER BRIDGE	0.00	3.67	3.67	ST	A							ST	ST
2	01	US 101	009	1			ASTORIA BR APPROACH	3.67	3.80	0.13	AC	A	94	45	52	100	85	28	PR	PR
2	01	US 101	009	1			ASTORIA BR - NEW YOUNGS BAY BR	3.80	4.51	0.71	AC	A	75	67	76	100	98	57	FR	FR
2	01	US 101	009	1			NEW YOUNGS BAY BRIDGE	4.51	5.31	0.80	ST	A							ST	ST
2	01	US 101	009	1			YOUNGS BAY BR - NEPTUNE DR	5.31	6.84	1.53	AC	A	100	100	100	100	100	100	VG	UC
2	01	US 101	009	1			NEPTUNE DR - CAMP RILEA	6.84	10.16	3.32	AC	A	87	65	96	100	96	58	FR	FR
2	01	US 101	009	1			CAMP RILEA - ANDERSON RD	12.15	14.63	2.48	AC	A	83	69	93	100	98	63	FR	FR
2	01	US 101	009	1			ANDERSON RD - DELLMOOR LOOP RD	14.63	15.25	0.62	AC	A	83	59	93	100	87	50	FR	PR
2	01	US 101	009	1			DELLMOOR LOOP RD - NEAWANNA CREEK	15.25	19.72	4.47	AC	A	84	60	82	100	97	52	FR	FR
2	01	US 101	009	1			NEAWANNA CREEK - DOOLEY BR	19.72	22.48	2.66	AC	A	74	65	64	99	97	41	PR	PR
2	01	US 101	009	1			DOOLEY BR - CANNON BEACH JCT	22.48	24.95	2.47	AC	A	99	96	100	100	100	95	GD	VG
2	01	US 101	009	1			CANNON BEACH JCT SECTION	24.95	26.00	1.05	AC	A	91	45	92	100	95	43	PR	FR
2	01	US 101	009	1			CANNON BEACH JCT - ECOLA CREEK	26.00	28.70	2.62	AC	A	88	74	82	93	99	57	FR	FR
2	01	US 101	009	1			ECOLA CREEK - S. CANNON BEACH	28.70	31.55	2.85	AC	A	100	100	100	100	100	100	VG	UC
2	01	US 101	009	1			S. CANNON BEACH - ARCH CAPE TUNNEL	31.55	35.68	4.13	AC	A	100	97	100	100	100	96	VG	VG
2	01	US 101	009	1			ARCH CAPE TUNNEL	35.68	35.91	0.23	PC	A	89	96	59			57	FR	FR
2	01	US 101	009	1			ARCH CAPE TUNNEL - OSWALD WEST ST. PK.	35.91	39.14	3.23	AC	A	100	84	97	100	100	81	GD	GD
2	01	US 101	009	1			OSWALD WEST ST. PK. - SUNSET DR	39.14	41.50	2.36	AC	A	99	86	98	100	99	83	GD	GD
2	01	US 101	009	1			SUNSET DR - MANZANITA	41.50	43.78	2.28	AC	A	99	98	99	100	100	96	VG	GD
2	01	US 101	009	1			MANZANITA - NEHALEM	43.78	45.12	1.34	AC	A	94	71	97	99	98	69	FR	FR
2	01	US 101	009	1			NEHALEM - WHEELER O-XING	45.12	46.60	1.48	AC	A	97	78	98	100	99	77	GD	GD
2	01	US 101	009	1			WHEELER O-XING - S. WHEELER	46.60	48.40	1.80	AC	A	95	69	94	100	98	65	FR	FR
2	01	US 101	009	1			S. WHEELER - FISHERY POINT	48.40	49.57	1.17	AC	A	97	85	100	100	100	84	GD	GD
2	01	US 101	009	1	Z	2	FISHERY POINT - KENTON AVE	45.37	45.83	0.46	AC	A	99	83	100	100	100	83	GD	GD
2	01	US 101	009	1	Z	2	KENTON AVE - JETTY CRK	45.83	47.32	1.49	AC	A	91	76	75	100	98	59	FR	FR
2	01	US 101	009	1	Z	2	JETTY CRK - ROCKAWAY BEACH	47.32	49.57	2.25	AC	A	98	70	97	100	99	68	FR	GD
2	01	US 101	009	1			ROCKAWAY BEACH - GARIBALDI	49.57	55.28	5.71	AC	A	97	97	99	100	100	94	GD	VG
2	01	US 101	009	1			GARIBALDI SECTION	55.28	55.95	0.67	AC	A	82	44	72	96	93	33	PR	PR

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2	01	US 101	009	1			GARIBALDI - HOBSONVILLE POINT	55.95	57.40	1.45	AC	A	98	98	100	100	100	97	VG	GD
2	01	US 101	009	1			HOBSONVILLE POINT - WILSON R.	57.40	64.23	6.62	AC	A	97	91	96	100	99	87	GD	GD
2	01	US 101	009	1			WILSON R. - HOQUARTEN SLOUGH	64.23	65.57	1.34	AC	A	85	53	84	100	91	44	PR	PR
2	01	US 101	009	1			TILLAMOOK COUPLET (SB)	65.57	66.43	0.86	AC	A	90	60	86	98	90	51	FR	FR
2	01	US 101	009	1			SCL TILLAMOOK - SOUTH PRAIRIE RD	66.43	71.57	5.14	AC	A	93	57	93	97	97	51	FR	FR
2	01	US 101	009	1			SOUTH PRAIRIE RD - PLEASANT VALLEY	71.57	72.90	1.33	AC	A	97	61	100	100	95	58	FR	FR
2	01	US 101	009	1			PLEASANT VALLEY - MP 75.1	72.90	75.10	2.20	AC	A	97	54	100	99	98	53	FR	FR
2	01	US 101	009	1			MP 75.1 - MP 76	75.10	76.00	0.90	AC	A	97	52	95	100	93	47	FR	FR
2	01	US 101	009	1			MP 76 - HEBO	76.00	85.00	9.00	AC	A	96	45	90	100	96	42	PR	FR
2	01	US 101	009	1			HEBO - BROOTEN RD	85.00	90.30	5.30	AC	A	97	39	86	100	95	34	PR	PR
2	01	US 101	009	1			BROOTEN RD - JCT HWY 130	90.30	91.37	1.07	AC	A	98	93	100	100	100	91	GD	GD
2	01	US 101	009	2			ASTORIA ROUNDABOUT NB	4.14	4.41	0.27	AC								NR	NR
2	01	US 101	009	2			TILLAMOOK COUPLET (NB)	65.57	66.43	0.86	AC	A	90	45	75	96	96	37	PR	PR
2	01	OR 47	029	1			QUINCE ST - B ST	17.88	19.96	2.08	AC	A	95	56	95	100	95	52	FR	FR
2	01	OR 47	029	1			B ST - GASTON	19.96	25.33	4.69	AC	A	94	56	98	100	96	53	FR	FR
2	01	OR 47	029	1			GASTON SECTION	25.33	25.73	0.40	AC	A	81	43	68	100	86	28	PR	PR
2	01	OR 22	032	1			JCT HWY 009 - CASTLE ROCK	0.00	4.90	4.90	AC	G						45	PR	FR
2	01	OR 22	032	1			CASTLE ROCK - DOLPH	4.90	10.66	5.76	AC	G						40	PR	PR
2	01	OR 6	037	1			TILLAMOOK COUPLET (EB)	0.00	0.29	0.29	AC	A	91	48	78	92	94	37	PR	PR
2	01	OR 6	037	1			MILLER AV - RXR U-XING	0.29	0.52	0.23	AC	A	95	45	67	98	89	32	PR	PR
2	01	OR 6	037	1			RXR U-XING	0.52	0.62	0.10	PC	A	97	58	100			58	FR	FR
2	01	OR 6	037	1			RXR U-XING - OLSEN RD	0.62	2.52	1.90	AC	A	97	89	100	97	98	85	GD	GD
2	01	OR 6	037	1			OLSEN RD - FAIRVIEW RD	2.52	4.63	2.11	AC	A	89	73	95	99	98	66	FR	FR
2	01	OR 6	037	1			FAIRVIEW RD - SMITH CRK	5.00	9.00	4.00	AC	A	89	50	58	98	95	34	PR	PR
2	01	OR 6	037	1			SMITH CRK - WILSON R.	9.00	12.00	3.00	AC	A	97	94	97	98	100	89	GD	VG
2	01	OR 6	037	1			WILSON R. - JORDAN CREEK	12.00	18.03	6.03	AC	A	90	66	88	99	99	60	FR	FR
2	01	OR 6	037	1			JORDAN CREEK - HOSKIN CREEK RD	18.03	20.60	2.57	AC	A	91	85	93	100	99	76	GD	GD
2	01	OR 6	037	1			HOSKIN CREEK RD - SOUTH FK. RD	20.60	27.83	7.23	AC	A	95	86	96	99	99	80	GD	GD

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2	01	OR 6	037	1			SOUTH FK. RD - STORY BURN RD	27.83	32.95	5.12	AC	A	92	59	60	98	94	40	PR	PR
2	01	OR 6	037	1			STORY BURN RD - AGAARD RD	32.95	37.65	4.70	AC	A	90	48	63	100	93	36	PR	PR
2	01	OR 6	037	1			AGAARD RD - TIMBER RD	37.65	39.00	1.35	AC	A	74	63	59	98	96	42	PR	FR
2	01	OR 6	037	1			TIMBER RD - NW SCHMIDT HILL DR	39.00	41.70	2.70	AC	A	89	64	93	100	96	60	FR	FR
2	01	OR 6	037	1			NW SCHMIDT HILL DR - HWY 102AD CONN.	41.70	48.90	7.20	AC	A	89	60	95	100	98	57	FR	FR
2	01	OR 6	037	1			HWY 102AD CONN. - SUNSET HWY JCT	48.90	51.21	2.31	AC	A	82	50	90	100	97	46	FR	FR
2	01	OR 6	037	1			SUNSET HWY JCT (EB)	51.21	51.62	0.41	AC	A	88	32	69	100	96	26	PR	FR
2	01	OR 6	037	2			TILLAMOOK COUPLET (WB)	-0.04	0.25	0.29	AC	A	96	80	93	100	100	77	GD	GD
2	01	OR 6	037	2			SUNSET HWY JCT (WB)	51.21	51.68	0.47	AC								NR	NR
2	01	OR 53	046	1			JCT HWY 047 - NEHALEM R.	0.04	7.74	7.62	AC	G						30	PR	PR
2	01	OR 53	046	1			NEHALEM R. - BRIDGE LN	7.74	11.38	3.64	AC	G						40	PR	FR
2	01	OR 53	046	1			BRIDGE LN - JCT HWY 009	11.38	19.03	7.65	AC	G						95	GD	UC
2	01	US 26	047	1			CANNON BEACH JCT (EB)	-0.10	0.55	0.65	AC	A	94	47	83	99	97	40	PR	PR
2	01	US 26	047	1			CANNON BEACH JCT - MP 5	0.55	5.00	4.45	AC	A	85	82	91	100	98	71	FR	FR
2	01	US 26	047	1			MP 5 - NECANICUM JCT	5.00	9.76	4.76	AC	A	87	96	98	100	100	85	GD	GD
2	01	US 26	047	1			NECANICUM JCT - COAST RANGE SUMMIT	9.76	13.80	4.04	AC	A	100	99	99	100	99	97	VG	VG
2	01	US 26	047	1			COAST RANGE SUMMIT - NEHALEM R.	13.80	21.70	7.90	AC	A	99	99	100	100	100	98	VG	VG
2	01	US 26	047	1			NEHALEM R. - QUARTZ CREEK	21.70	24.20	2.50	AC	A	92	80	75	100	96	62	FR	FR
2	01	US 26	047	1			QUARTZ CREEK - ROCK CREEK	24.20	27.70	3.50	AC	A	96	71	95	100	98	68	FR	GD
2	01	US 26	047	1			ROCK CREEK - MCGREGOR RD	27.70	29.40	1.70	AC	A	92	96	99	100	95	87	GD	GD
2	01	US 26	047	1			MCGREGOR RD - TIMBER JCT	29.40	37.40	8.00	AC	A	94	91	99	100	99	87	GD	GD
2	01	US 26	047	1			TIMBER JCT - DENNIS EDWARDS TUNNEL	37.40	40.84	3.44	AC	A	91	97	98	100	99	88	GD	GD
2	01	US 26	047	1			DENNIS EDWARDS TUNNEL	40.84	40.99	0.15	PC	A	97	48	76			44	PR	PR
2	01	US 26	047	1			DENNIS EDWARDS TUNNEL - MANNING	40.99	47.55	6.56	AC	A	93	90	100	100	100	85	GD	GD
2	01	US 26	047	1			MANNING - CHRYSLER DR	47.55	48.40	0.85	AC	A	98	100	100	100	100	98	VG	VG
2	01	US 26	047	1			CHRYSLER DR - TILLAMOOK JCT	48.40	53.00	4.60	AC	A	100	100	100	100	99	98	VG	VG
2	01	US 26	047	1			TILLAMOOK JCT - DERSHAM RD (EB)	53.00	55.19	2.19	AC	A	96	94	100	100	98	91	GD	VG
2	01	US 26	047	2			CANNON BEACH JCT (WB)	0.00	0.30	0.30	AC								NR	NR

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2	01	US 26	047	2			TILLAMOOK JCT - DERSHAM RD (WB)	53.01	55.19	2.18	AC	A	97	96	100	100	99	94	GD	VG
2	01	US 30	092	1			MULTNOMAH CO. LINE - OLD PORTLAND RD	18.37	20.23	1.86	PC	A	90	74	95			72	FR	FR
2	01	US 30	092	1			OLD PORTLAND RD - LAUREL ST	20.23	21.05	0.82	PC	A	95	71	94			68	FR	FR
2	01	US 30	092	1			LAUREL ST - BENNETT RD	21.05	25.81	4.76	AC	A	74	47	85	100	89	38	PR	PR
2	01	US 30	092	1			BENNETT RD - PACIFIC ST	25.81	31.72	5.91	PC	A	97	94	99			92	GD	GD
2	01	US 30	092	1			PACIFIC ST - DEER ISLAND	31.72	33.00	1.28	AC	A	96	54	91	100	98	51	FR	FR
2	01	US 30	092	1			DEER ISLAND - JONES RD	33.00	37.25	4.25	AC	A	95	47	95	100	98	45	PR	FR
2	01	US 30	092	1			JONES RD - ECL RAINIER	37.25	45.76	8.41	AC	A							UC	PR
2	01	US 30	092	1			ECL RAINIER - E. 6TH ST	45.76	46.65	0.89	AC	A							UC	PR
2	01	US 30	092	1			E. 6TH ST - W. 6TH ST	46.65	47.34	0.69	AC	A	86	30	60	100	86	20	VP	VP
2	01	US 30	092	1			W. 6TH ST - WONDERLY RD	47.34	50.35	3.01	AC	A	88	70	66	90	91	41	PR	PR
2	01	US 30	092	1			WONDERLY RD - LEG TO BEAVER FALLS RD	50.35	53.42	3.07	AC	A	97	77	100	100	100	77	GD	GD
2	01	US 30	092	1			LEG TO BEAVER FALLS RD - SWEDETOWN RD CONN	54.50	60.93	6.43	AC	A	96	80	100	100	98	78	GD	GD
2	01	US 30	092	1			SWEDETOWN RD CONN - JCT HWY 110	60.93	61.72	0.79	AC	A	87	68	100	100	98	65	FR	FR
2	01	US 30	092	1			JCT HWY 110 - CLATSOP CO. LINE	61.72	69.95	8.23	AC	A	86	72	98	100	98	67	FR	FR
2	01	US 30	092	1			COLUMBIA CO. LINE - MP 76.8	69.95	76.81	6.86	AC	A	84	84	85	99	99	68	FR	FR
2	01	US 30	092	1			MP 76.8 - GNAT CREEK RD	76.81	79.48	2.67	AC	A	80	89	95	100	98	73	FR	GD
2	01	US 30	092	1			GNAT CREEK RD - ABBOTT RD	79.48	81.80	2.32	AC	A	98	89	100	100	99	87	GD	GD
2	01	US 30	092	1			ABBOTT RD - KOPPISCH RD	81.80	83.41	1.61	AC	A	97	87	100	100	99	86	GD	GD
2	01	US 30	092	1			KOPPISCH RD - BURNSIDE LP	83.41	87.70	4.29	AC	A	97	95	98	100	100	91	GD	GD
2	01	US 30	092	1			BURNSIDE LP - JOHN DAY R.	87.70	92.84	3.26	AC	A	73	71	77	97	96	54	FR	FR
2	01	US 30	092	1			JOHN DAY R. - BLUE RIDGE DR	92.87	95.38	2.51	AC	A	93	87	94	100	96	79	GD	GD
2	01	US 30	092	1			BLUE RIDGE DR - 33RD ST	95.38	97.00	1.62	AC	A	85	87	91	100	100	78	GD	GD
2	01	US 30	092	1			33RD ST - 16TH ST	97.00	97.96	0.96	AC	A	55	48	55	100	92	31	PR	PR
2	01	US 30	092	1			ASTORIA COUPLET (WB)	97.96	98.41	0.45	AC	A	57	60	52	100	91	36	PR	PR
2	01	US 30	092	1			8TH ST - JCT HWY 009	98.41	99.34	0.93	AC	A	83	83	84	100	98	68	FR	PR
2	01	US 30	092	2			LONGVIEW BRIDGE - WONDERLY RD (RW2-EB)	48.51	50.16	1.65	AC								NR	NR
2	01	US 30	092	2			ASTORIA COUPLET (EB)	97.96	98.45	0.49	AC	A	78	75	51	100	92	42	PR	FR

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2	01	US 101B	102	1			JCT HWY 009 - ASTORIA HS	0.15	0.90	0.75	AC	A	93	50	60	100	93	35	PR	PR
2	01	US 101B	102	1			ASTORIA HS - JCT HWY 105	0.90	1.42	0.52	AC	A							UC	PR
2	01	OR 202	102	1			JCT HWY 105 - SEVENTH ST	1.42	1.61	0.19	AC	A	98	72	75	100	89	53	FR	PR
2	01	OR 202	102	1			SEVENTH ST - WILLIAMSPORT RD	1.61	2.64	1.03	AC	A	97	59	92	100	98	55	FR	FR
2	01	OR 202	102	1			WILLIAMSPORT RD - MP 5.5	2.64	5.50	2.86	AC	G						80	GD	GD
2	01	OR 202	102	1			MP 5.5 - WALLUSKI LOOP RD	5.50	7.20	1.70	AC	G						65	FR	FR
2	01	OR 202	102	1			WALLUSKI LOOP RD - KLATSKANIE RIV	7.20	11.73	4.53	AC	G						30	PR	FR
2	01	OR 202	102	1			KLATSKANIE RIV - KLATSKANIE SUMMIT	11.84	16.69	4.85	AC	G						75	FR	FR
2	01	OR 202	102	1			KLATSKANIE SUMMIT - FISHHAWK FALLS PIT RD	16.69	24.60	7.91	AC	G						85	GD	GD
2	01	OR 202	102	1			FISHHAWK FALLS PIT RD - JCT HWY 103	24.60	29.20	4.60	AC	G						95	GD	VG
2	01	OR 202	102	1			JCT HWY 103 - MP 31.7	29.20	31.70	2.50	AC	G						95	GD	GD
2	01	OR 202	102	1			MP 31.7 - MP 34.3	31.70	34.30	2.60	AC	G						60	FR	FR
2	01	OR 202	102	1			MP 34.3 - VESPER	34.30	39.00	4.70	AC	G						85	GD	GD
2	01	OR 202	102	1			VESPER - JCT HWY 110	39.00	46.14	7.14	AC	G						90	GD	GD
2	01	OR 47	102	1			JCT HWY 110 - APIARY RD	46.14	53.00	6.86	AC	G						90	GD	GD
2	01	OR 47	102	1			APIARY RD - PITTSBURG JCT	53.00	57.10	4.10	AC	G						80	GD	GD
2	01	OR 47	102	1			PITTSBURG JCT - NCL VERNONIA	57.10	60.40	3.30	AC	G						75	FR	GD
2	01	OR 47	102	1			NCL VERNONIA - NEHALEM R.	60.40	61.26	0.86	AC	G						70	FR	FR
2	01	OR 47	102	1			NEHALEM R. - RIVER ST	61.26	62.77	1.51	AC	G						75	FR	FR
2	01	OR 47	102	1			RIVER ST - WASHINGTON CO. LINE	62.77	69.14	6.33	AC	G						80	GD	GD
2	01	OR 47	102	1			COLUMBIA CO. LINE - TOPHILL	69.14	71.90	2.76	AC	G						85	GD	GD
2	01	OR 47	102	1			TOPHILL - W. FK. DAIRY CREEK	71.90	75.00	3.10	AC	G						90	GD	GD
2	01	OR 47	102	1			W. FK. DAIRY CREEK - STALEYS JCT	75.00	76.96	1.96	AC	G						85	GD	GD
2	01	OR 47	102	1			DAVIES JCT (TO EB HWY 047)	80.83	81.20	0.37	AC	A	100	100	100	100	100	100	VG	PR
2	01	OR 47	102	1			DAVIES JCT - NW BANKS RD	81.20	82.85	1.65	AC	A	99	94	99	100	99	93	GD	PR
2	01	OR 47	102	1			NW BANKS RD - WILKESBORO RD	82.85	83.85	1.00	AC	A	82	31	66	100	57	15	VP	PR
2	01	OR 47	102	1			WILKESBORO RD - VERBOORT/PURDIN	83.85	87.90	4.05	AC	A	96	56	97	100	94	53	FR	FR
2	01	OR 47	102	1			VERBOORT/PURDIN - BEAL RD	87.90	88.80	0.90	AC	A	98	74	100	100	97	72	FR	GD

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GD = Good
FR = Fair
PR = Poor
VP = Very Poor
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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 01

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	01	OR 47	102	1			BEAL RD - REMOVED RXR XING	88.80	90.40	1.60	AC	A	81	38	89	100	81	29	PR	PR
2	01	OR 47	102	1			REMOVED RXR XING - JCT HWY 029	90.40	90.64	0.24	PC	A	97	92	88			79	GD	FR
2	01	US 101B	102	2			ASTORIA ROUNDABOUT WB	0.15	0.22	0.07	AC								NR	NR
2	01	OR 47	102	2			STALEYS JCT (RW2)	76.87	77.05	0.18	AC								NR	NR
2	01	OR 47	102	2			DAVIES JCT (TO WB HWY 047)	80.33	81.21	0.88	AC								NR	NR
2	01	OR 47	102	2			VERBOORT/PURDIN ROUNDABOUT NB	87.90	88.23	0.33	AC								NR	NR
2	01	OR 47	102	2			DAVID HILL ROUNDABOUT NB	88.53	88.83	0.30	AC								NR	NR
2	01	OR 103	103	1			JCT HWY 102 - JCT HWY 047	0.00	9.02	9.02	AC	G						45	PR	FR
2	01	OR 104	104	1			HAMMOND SECTION	0.00	0.50	0.50	AC	G						50	FR	FR
2	01	OR 104	104	1			HAMMOND - JCT HWY 105	0.50	3.32	2.82	AC	G						70	FR	FR
2	01	OR 104	104	1			JCT HWY 105 - DELAURA BEACH LN	3.32	4.65	1.33	AC	G						35	PR	PR
2	01	OR 104	104	1			DELAURA BEACH LN - JCT HWY 009	4.65	6.03	1.38	AC	G						85	GD	GD
2	01	US 101B	105	1			JCT HWY 104 - HWY 105AA CONN	0.00	0.82	0.82	AC	G						75	FR	FR
2	01	US 101B	105	1			HWY 105AA CONN - HWY 105AC CONN.	0.82	1.55	0.73	AC	G						75	FR	GD
2	01	US 101B	105	1			HWY 105AC CONN - SE ENSIGN LN	1.55	2.24	0.69	AC	G						80	GD	GD
2	01	US 101B	105	1			SE ENSIGN LN - LEWIS & CLARK R.	2.24	4.67	2.43	AC	G						75	FR	GD
2	01	US 101B	105	1			LEWIS & CLARK R. - YOUNGS BAY	4.67	6.75	2.08	AC	G						70	FR	FR
2	01	US 101B	105	1			YOUNGS BAY BRIDGE	6.75	7.08	0.33	ST	G							ST	ST
2	01	US 101B	105	1			YOUNGS BAY BR - JCT HWY 102	7.08	7.25	0.17	AC	G						70	FR	FR
2	01	US 101B	105	2			JCT 105AA CONN (RW2)	0.82	0.90	0.08	AC								NR	NR
2	01	OR 47	110	1			JCT HWY 092 - WEST CREEK	0.00	5.88	5.88	AC	G						90	GD	GD
2	01	OR 47	110	1			WEST CREEK - JCT HWY 102	5.88	11.89	6.01	AC	G						90	GD	GD
2	01	OR 130	130	1			JCT HWY 009 - GAULDY RD	-0.10	6.80	6.90	AC	G						65	FR	FR
2	01	OR 130	130	1			GAULDY RD - JCT HWY 032	6.80	9.30	2.50	AC	G						40	PR	FR
2	01	OR 131	131	1			OCEANSIDE - BREEZEE WY	0.00	1.11	1.11	AC	G						65	FR	FR
2	01	OR 131	131	1			BREEZEE WY - WHISKEY CREEK RD	1.11	4.15	3.04	AC	G						60	FR	FR
2	01	OR 131	131	1			WHISKEY CREEK RD - TILLAMOOK R.	4.15	7.49	3.34	AC	G						80	GD	GD
2	01	OR 131	131	1			TILLAMOOK R. - TRASK R.	7.49	8.30	0.81	AC	G						80	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 01

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	**01**	**OR 131**	131	1			TRASK R. - JCT HWY 009	**8.30**	**9.08**	0.78	AC	G						**70**	**FR**	FR
2	**01**	**OR 104S**	485	1			FORT STEVENS SPUR	**4.43**	**5.33**	0.90	AC	G						**80**	**GD**	GD

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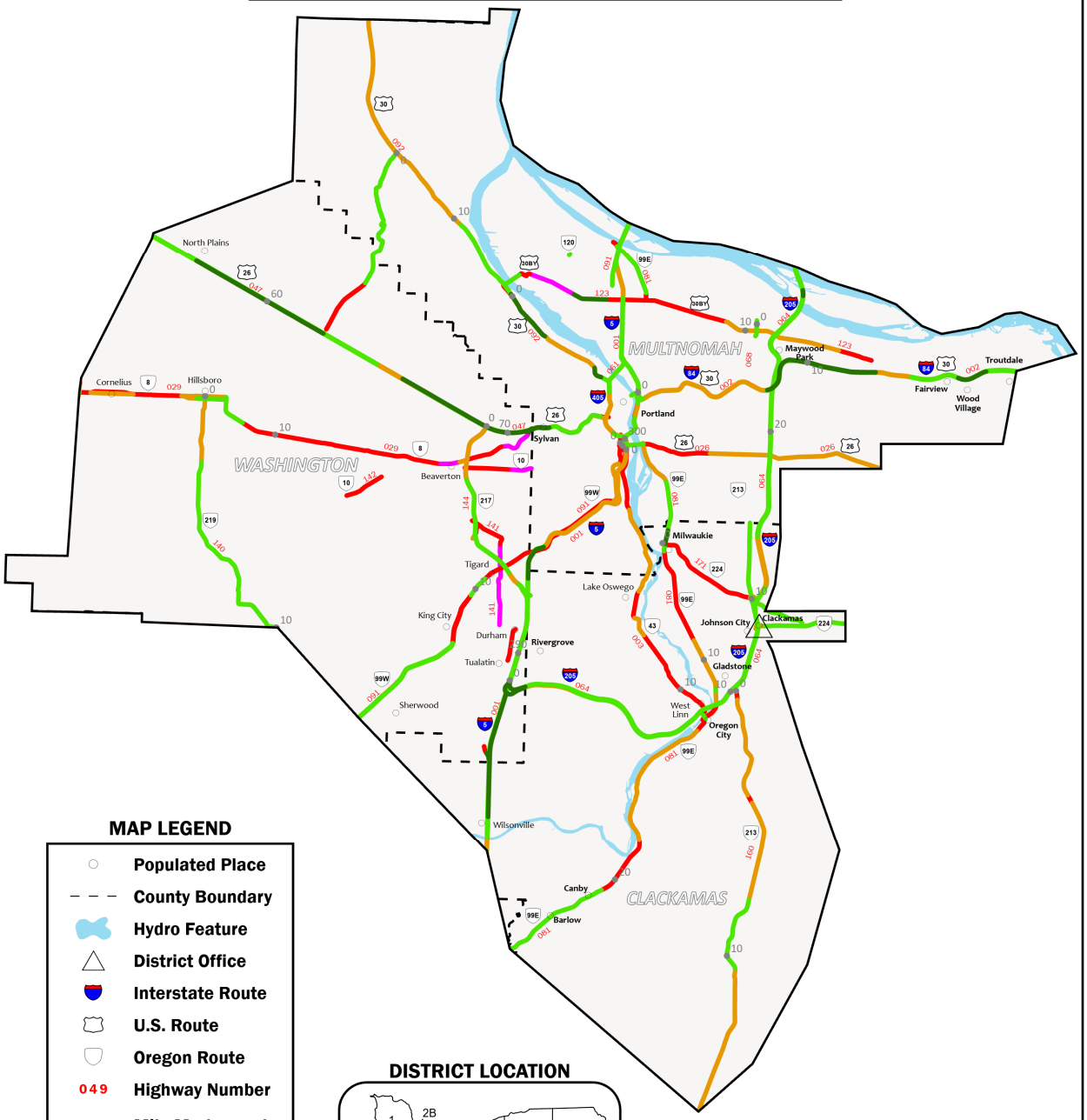
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 2B



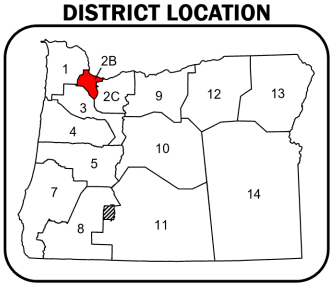
MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

DISTRICT LOCATION



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PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	I-5	001	1			BALDOCK SRA - WILLAMETTE R. (REG 1)	282.65	283.21	0.56	PC	A	57	100	100			57	FR	FR
1	02B	I-5	001	1			WILLAMETTE R. - WILSONVILLE INTCH	283.21	283.90	0.69	AC	A	95	100	100	100	100	95	GD	VG
1	02B	I-5	001	1			WILSONVILLE INTCH - I-205	283.90	288.50	4.60	AC	A	88	100	100	100	100	88	GD	VG
1	02B	I-5	001	1			I-205 - S. TIGARD INTCH	288.50	292.77	4.27	AC	A	91	97	96	100	99	87	GD	GD
1	02B	I-5	001	1			S. TIGARD INTCH - N. TIGARD INTCH	292.77	294.21	1.44	AC	A	95	97	100	100	99	93	GD	VG
1	02B	I-5	001	1			N. TIGARD INTCH - MARQUAM BRIDGE	294.21	299.92	5.71	AC	A	69	98	97	100	97	68	FR	GD
1	02B	I-5	001	1			MARQUAM BRIDGE SECTION	299.92	300.92	1.00	ST	A							ST	ST
1	02B	I-5	001	1			MARQUAM BRIDGE - BURNSIDE ST	300.92	301.48	0.56	PC	A	52	83	88			41	PR	PR
1	02B	I-5	001	1			BURNSIDE ST - OREGON ST	301.48	301.91	0.43	ST	A							ST	ST
1	02B	I-5	001	1			OREGON ST - MULTNOMAH ST	301.91	302.05	0.14	PC	A	91	44	87			41	PR	GD
1	02B	I-5	001	1			MULTNOMAH ST - FREMONT VIADUCT	302.05	302.80	0.75	AC	A	81	99	93	100	98	76	GD	GD
1	02B	I-5	001	1			FREMONT VIADUCT	302.80	303.20	0.40	ST	A							ST	ST
1	02B	I-5	001	1			FREMONT VIADUCT - N. LOMBARD ST	303.20	305.48	2.28	AC	A	90	97	98	100	98	87	GD	GD
1	02B	I-5	001	1			N. LOMBARD ST - N. COLUMBIA BLVD	305.48	305.90	0.42	AC	A	56	68	100	100	95	46	FR	PR
1	02B	I-5	001	1			N. COLUMBIA BLVD - N. VICTORY BLVD	305.90	306.70	0.80	AC	A	68	84	95	100	97	62	FR	FR
1	02B	I-5	001	1			N. VICTORY BLVD - OREGON SLOUGH BR	306.70	307.45	0.75	PC	A	94	100	100			94	GD	GD
1	02B	I-5	001	1			OREGON SLOUGH BRIDGE SECTION	307.45	307.70	0.25	ST	A							ST	ST
1	02B	I-5	001	1			OREGON SLOUGH BR - INTERSTATE BR	307.70	307.98	0.28	AC	A	84	100	100	100	100	84	GD	GD
1	02B	I-5	001	1			INTERSTATE BRIDGE SECTION	307.98	308.38	0.40	ST	A							ST	ST
1	02B	I-5	001	2			BALDOCK SRA - WILLAMETTE R. (REG 1)	282.65	283.21	0.56	PC	A	58	100	100			58	FR	FR
1	02B	I-5	001	2			WILLAMETTE R. - WILSONVILLE INTCH	283.21	283.90	0.69	AC	A	93	100	100	100	100	93	GD	VG
1	02B	I-5	001	2			WILSONVILLE INTCH - I-205	283.90	288.50	4.60	AC	A	96	100	100	100	100	96	VG	VG
1	02B	I-5	001	2			I-205 - S. TIGARD INTCH	288.50	292.77	4.27	AC	A	91	97	97	100	99	87	GD	GD
1	02B	I-5	001	2			S. TIGARD INTCH - N. TIGARD INTCH	292.77	294.21	1.44	AC	A	96	99	100	100	100	96	VG	VG
1	02B	I-5	001	2			N. TIGARD INTCH - MARQUAM BRIDGE	294.21	299.93	5.72	AC	A	63	98	95	100	98	62	FR	FR
1	02B	I-5	001	2			MARQUAM BRIDGE SECTION	299.93	300.90	0.97	ST	A							ST	ST
1	02B	I-5	001	2			MARQUAM BRIDGE - BURNSIDE ST	300.90	301.48	0.58	PC	A	85	65	64			49	FR	FR
1	02B	I-5	001	2			BURNSIDE ST - OREGON ST	301.48	301.91	0.43	ST	A							ST	ST

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	I-5	001	2			OREGON ST - MULTNOMAH ST	301.91	302.05	0.14	PC	A	93	76	47			41	PR	FR
1	02B	I-5	001	2			MULTNOMAH ST - FREMONT VIADUCT	302.05	302.80	0.75	AC	A	85	98	95	100	99	81	GD	GD
1	02B	I-5	001	2			FREMONT VIADUCT	302.80	303.20	0.40	ST	A							ST	ST
1	02B	I-5	001	2			FREMONT VIADUCT - N. LOMBARD ST	303.20	305.48	2.28	AC	A	85	99	94	100	99	82	GD	GD
1	02B	I-5	001	2			N. LOMBARD ST - N. COLUMBIA BLVD	305.48	305.90	0.42	AC	A	48	88	91	100	96	48	FR	PR
1	02B	I-5	001	2			N. COLUMBIA BLVD - N. VICTORY BLVD	305.90	306.70	0.80	AC	A	65	83	100	100	96	62	FR	FR
1	02B	I-5	001	2			N. VICTORY BLVD - OREGON SLOUGH BR	306.70	307.45	0.75	PC	A	95	96	97			91	GD	GD
1	02B	I-5	001	2			OREGON SLOUGH BRIDGE SECTION	307.45	307.70	0.25	ST	A							ST	ST
1	02B	I-5	001	2			OREGON SLOUGH BR - INTERSTATE BR	307.70	307.98	0.28	AC	A	74	100	100	100	98	74	FR	GD
1	02B	I-5	001	2			INTERSTATE BRIDGE SECTION	307.98	308.38	0.40	ST	A							ST	ST
1	02B	I-84	002	1			I-5/I-84 INTERCHANGE SECTION	0.00	0.40	0.40	ST	A							ST	ST
1	02B	I-84	002	1			NE UNION AVE - S. BANFIELD INTCH	0.40	5.56	5.16	AC	A	59	100	98	100	100	58	FR	FR
1	02B	I-84	002	1			S. BANFIELD INTCH - N. BANFIELD INTCH	5.56	7.37	1.81	AC	A	80	91	96	100	99	76	GD	FR
1	02B	I-84	002	1			N. BANFIELD INTCH - 181ST AVE	9.70	12.52	2.82	AC	A	99	100	100	100	100	99	VG	PR
1	02B	I-84	002	1			NE 181ST AVE INTCH	12.52	13.83	1.31	PC	A	73	85	95			67	FR	FR
1	02B	I-84	002	1			181ST AVE - 223RD AVE	13.83	15.60	1.77	PC	A	93	98	100			92	GD	FR
1	02B	I-84	002	1			223RD AVE - MARINE DR	15.60	16.66	1.06	PC	A	97	100	100			97	VG	GD
1	02B	I-84	002	1			MARINE DR - JORDAN RD	16.66	17.82	1.16	AC	A	89	91	95	100	96	82	GD	GD
1	02B	I-84	002	2			I-5/I-84 INTERCHANGE SECTION	0.00	0.40	0.40	ST	A							ST	ST
1	02B	I-84	002	2			NE UNION AVE - S. BANFIELD INTCH	0.40	5.56	5.07	AC	A	69	100	98	100	100	68	FR	FR
1	02B	I-84	002	2			S. BANFIELD INTCH - N. BANFIELD INTCH	5.56	7.40	1.84	AC	A	99	98	98	100	99	97	VG	FR
1	02B	I-84	002	2			N. BANFIELD INTCH - 181ST AVE	9.70	12.52	2.82	AC	A	98	100	100	100	100	98	VG	PR
1	02B	I-84	002	2			NE 181ST AVE INTCH	12.52	13.83	1.31	PC	A	71	95	96			68	FR	FR
1	02B	I-84	002	2			181ST AVE - 223RD AVE	13.83	15.60	1.77	PC	A	92	98	100			92	GD	FR
1	02B	I-84	002	2			223RD AVE - MARINE DR	15.60	16.67	1.07	PC	A	96	98	100			94	GD	FR
1	02B	I-84	002	2			MARINE DR - JORDAN RD	16.67	17.82	1.15	AC	A	85	98	100	100	100	85	GD	GD
1	02B	OR 43	003	1			HWY 26 - HOOD AVE (SB COUPLET)	0.00	0.24	0.24	AC	A	98	53	71	100	88	39	PR	PR
1	02B	OR 43	003	1			HOOD AVE (SB COUPLET)	0.24	0.64	0.40	AC	A	90	40	62	100	90	30	PR	PR

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RAV INDX = Ravel Index
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COND SCORE: Condition Score (0-100)

RATING: Condition Rating
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GD = Good
FR = Fair
PR = Poor
VP = Very Poor
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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 43	003	1			BANCROFT ST - SELLWOOD BR	0.64	2.53	1.83	AC	A	64	70	62	100	85	39	PR	PR
1	02B	OR 43	003	1			SELLWOOD BR - TERWILLIGER BLVD	2.53	5.80	3.27	AC	A	95	75	92	100	98	71	FR	GD
1	02B	OR 43	003	1			TERWILLIGER BLVD - A AVE	5.80	6.13	0.33	AC	A	71	37	78	100	84	27	PR	PR
1	02B	OR 43	003	1			A AVE - OSWEGO CREEK	6.13	6.80	0.67	AC	A	80	54	68	100	86	37	PR	FR
1	02B	OR 43	003	1			OSWEGO CREEK - GLENMORRIE RD	6.80	7.60	0.80	AC	A	88	63	87	100	91	56	FR	FR
1	02B	OR 43	003	1			GLENMORRIE RD - JCT I-205	7.60	11.29	3.69	AC	A	84	46	57	99	83	30	PR	PR
1	02B	OR 43	003	1			JCT I-205 - WILLAMETTE R.	11.29	11.39	0.10	AC	A	97	78	50	100	96	44	PR	PR
1	02B	OR 43	003	1			WILLAMETTE R. BRIDGE	11.39	11.55	0.16	ST	A							ST	ST
1	02B	OR 43	003	2			MACADAM AVE (NB COUPLET)	0.00	0.76	0.76	AC	A	92	49	62	100	81	37	PR	PR
1	02B	US 26	026	1			JCT HWY 091 - ROSS ISLAND BR (EB)	-0.10	0.30	0.40	PC	A	78	42	52			31	PR	PR
1	02B	US 26	026	1			ROSS ISLAND BRIDGE	0.30	1.02	0.72	ST	A							ST	ST
1	02B	US 26	026	1			ROSS ISLAND BR - SE 50TH AVE	1.02	3.50	2.48	AC	A	89	59	76	100	87	45	PR	PR
1	02B	US 26	026	1			SE 50TH AVE - SE 98TH AVE	3.50	5.87	2.32	AC	A	89	79	97	100	87	67	FR	FR
1	02B	US 26	026	1			SE 98TH AVE - GRESHAM WCL	5.97	9.96	3.99	AC	A	85	75	88	100	96	65	FR	FR
1	02B	US 26	026	2			JCT HWY 091 - ROSS ISLAND BR (RW2-WB)	0.00	0.31	0.31	AC								NR	NR
1	02B	US 26	026	2			UPRR U-XING (RW2-WB)	1.47	1.76	0.29	AC								NR	NR
1	02B	OR 8	029	1			047DD CONN - SUNSET HWY EB ON RAMP	0.05	0.23	0.18	AC	A	100	100	100	100	100	100	VG	VG
1	02B	OR 8	029	1			SUNSET HWY EB ON RAMP - SW CANYON CREST DR	0.23	0.48	0.25	AC	A	79	24	72	100	69	14	VP	PR
1	02B	OR 8	029	1			SW CANYON CREST DR - SW 87TH AV	0.48	1.55	1.07	AC	A	75	34	55	100	68	17	VP	PR
1	02B	OR 8	029	1			SW 87TH AV - HWY 144 U'XING	1.55	2.90	1.35	AC	A	79	42	66	100	79	26	PR	PR
1	02B	OR 8	029	1			HWY 144 U'XING - SW 117TH	2.90	3.18	0.28	AC	A	50	66	78	99	89	47	FR	PR
1	02B	OR 8	029	1			SW 117TH - SW HOCKEN AVE	3.18	4.02	0.84	AC	A	74	35	82	100	38	13	VP	VP
1	02B	OR 8	029	1			SW HOCKEN AVE - ST MARYS BOYS HOME	4.02	5.60	1.58	AC	A	81	38	71	100	54	21	PR	VP
1	02B	OR 8	029	1			ST MARYS BOYS HOME - SW 73RD AV	5.60	8.56	2.96	AC	A	78	45	71	100	68	31	PR	PR
1	02B	OR 8	029	1			SW 73RD AV - MINTER BRIDGE RD	8.56	11.28	2.72	AC	A	78	44	93	100	59	30	PR	PR
1	02B	OR 8	029	1			MINTER BRIDGE RD - SE BASELINE ST	11.28	12.53	1.25	AC	A	95	87	94	100	96	78	GD	GD
1	02B	OR 8	029	1			SE 10TH AVE - SW DENNIS AVE (WB COUPLET)	12.53	13.60	1.07	AC	A	81	91	97	100	95	74	FR	GD
1	02B	OR 8	029	1			SW DENNIS AVE - SW 17TH AVE (WB COUPLET)	13.60	14.15	0.55	AC	A	83	75	100	100	97	72	FR	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 8	029	1			SW 17TH AVE - 20TH AVE	14.15	15.90	1.75	AC	A	82	52	86	100	92	45	PR	PR
1	02B	OR 8	029	1			20TH AVE - QUINCE ST (WB COUPLET)	15.90	17.88	1.98	AC	A	79	34	81	100	86	26	PR	PR
1	02B	OR 8	029	2			JCT HWY 047 (EB ON RAMP)	-0.22	0.22	0.44	AC								NR	NR
1	02B	OR 8	029	2			HWY 144 U'XING - SW 117TH (EB)	2.81	3.18	0.37	AC								NR	NR
1	02B	OR 8	029	2			SW 229TH AVE - SW 234TH AVE (EB)	8.81	9.06	0.25	AC								NR	NR
1	02B	OR 8	029	2			SE 10TH AVE - SW DENNIS AVE (EB COUPLET)	12.41	13.50	1.09	AC	A	93	91	98	100	98	84	GD	GD
1	02B	OR 8	029	2			SW DENNIS AVE - 17TH AVE (EB COUPLET)	13.50	14.07	0.57	AC	A	96	66	100	100	96	64	FR	GD
1	02B	OR 8	029	2			ECL CORNELIUS - SW 345TH AVE (EB)	15.22	15.36	0.14	AC								NR	NR
1	02B	OR 8	029	2			N. 29TH AVE - N. 26TH AVE (EB)	15.53	15.72	0.19	AC								NR	NR
1	02B	OR 8	029	2			20TH AVE - MTN VIEW LN (EB COUPLET)	15.90	17.46	1.56	AC	A	76	57	92	100	93	46	FR	FR
1	02B	OR 10	040	1			HWY 144 - SW LAURELWOOD AV	0.97	2.55	1.58	AC	A	87	42	70	100	65	22	PR	PR
1	02B	OR 10	040	1			SW LAURELWOOD AV - MULTNOMAH CO. LINE	2.55	3.41	0.86	AC	A	82	25	70	100	54	12	VP	PR
1	02B	US 26	047	1			DERSHAM RD - GLENCOE RD (EB)	55.19	57.04	1.85	AC	A	93	100	100	100	99	93	GD	GD
1	02B	US 26	047	1			GLENCOE RD - CORNELIUS PASS RD (EB)	57.04	62.35	5.31	AC	A	100	100	100	100	100	100	VG	PR
1	02B	US 26	047	1			CORNELIUS PASS RD - 185TH AVE (EB)	62.35	64.58	2.23	AC	A	87	95	100	100	99	84	GD	GD
1	02B	US 26	047	1			185TH AVE - CORNELL RD (EB)	64.58	66.35	1.77	AC	A	58	98	100	100	98	58	FR	FR
1	02B	US 26	047	1			CORNELL RD - HWY 144 O-XING (EB)	66.35	69.20	2.85	AC	A	95	100	100	100	100	95	GD	VG
1	02B	US 26	047	1			HWY 144 O-XING - SYLVAN INTCH (EB)	69.20	71.53	2.33	AC	A	96	100	100	100	100	96	VG	VG
1	02B	US 26	047	1			SYLVAN INTCH - ZOO INTCH (EB)	71.53	72.40	0.87	AC	A	80	98	100	100	98	80	GD	GD
1	02B	US 26	047	1			ZOO INTCH - VISTA RIDGE TUNNEL (EB)	72.40	73.31	0.91	AC	A	82	97	100	100	99	82	GD	GD
1	02B	US 26	047	1			VISTA RIDGE TUNNEL (EB)	73.31	73.65	0.34	AC	A	69	85	100	100	97	62	FR	FR
1	02B	US 26	047	1			VISTA RDG TUNNEL - HWY 061 O-XING (EB)	73.65	73.97	0.32	AC	A	89	67	72	100	90	47	FR	FR
1	02B	US 26	047	2			DERSHAM RD - GLENCOE RD (WB)	55.19	57.04	1.85	AC	A	95	99	100	100	100	94	GD	VG
1	02B	US 26	047	2			GLENCOE RD - CORNELIUS PASS RD (WB)	57.04	62.28	5.24	AC	A							UC	PR
1	02B	US 26	047	2			CORNELIUS PASS RD - 185TH AVE (WB)	62.28	64.58	2.30	AC	A	83	97	98	100	100	80	GD	GD
1	02B	US 26	047	2			185TH AVE - CORNELL RD (WB)	64.58	65.68	1.10	AC	A	47	99	100	100	98	47	FR	FR
1	02B	US 26	047	2			CORNELL RD - HWY 144 O-XING (WB)	65.68	69.20	3.52	AC	A	96	100	100	100	99	96	VG	VG
1	02B	US 26	047	2			HWY 144 O-XING - CAMELOT INT (WB)	69.20	70.70	1.50	AC	A	96	99	100	100	98	94	GD	VG

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	US 26	047	2			CAMELOT INT - SYLVAN INTCH (WB)	70.70	71.53	0.83	AC	A	97	100	100	100	100	97	VG	VG
1	02B	US 26	047	2			SYLVAN INTCH - ZOO INTCH (WB)	71.53	72.40	0.87	AC	A	74	94	100	100	99	74	FR	FR
1	02B	US 26	047	2			ZOO INTCH - VISTA RDG TUNNEL (WB)	72.40	73.43	1.03	AC	A	78	91	100	100	98	77	GD	GD
1	02B	US 26	047	2			VISTA RIDGE TUNNEL (WB)	73.43	73.70	0.27	AC	A	80	96	100	100	94	77	GD	GD
1	02B	US 26	047	2			VISTA RDG TUNNEL - HWY 061 O-XING (WB)	73.70	74.05	0.35	AC	A	96	53	91	98	87	44	PR	FR
1	02B	I-405	061	1			MARQUAM INTCH (NB)	-0.04	0.38	0.42	AC	A	85	100	100	100	98	85	GD	GD
1	02B	I-405	061	1			I-5 NB CONN. TO I-405 NB STRUCTURE	0.38	0.59	0.21	ST	A							ST	ST
1	02B	I-405	061	1			I-5 CONN. STRUCTURE - SW 1ST U-XING	0.59	0.70	0.11	PC	A	91	73	100			72	FR	FR
1	02B	I-405	061	1			SW 1ST U-XING - EVERETT ST U-XING	0.70	2.40	1.70	AC	A	62	99	97	100	99	62	FR	FR
1	02B	I-405	061	1			EVERETT ST U-XING - FREMONT BRIDGE	2.40	2.59	0.19	PC	A	83	76	55			48	FR	FR
1	02B	I-405	061	1			FREMONT BRIDGE SECTION	2.59	3.98	1.39	ST	A							ST	ST
1	02B	I-405	061	1			FREMONT BRIDGE - JCT HWY 001	3.98	4.21	0.23	AC	A	92	100	100	100	100	92	GD	GD
1	02B	I-405	061	2			MARQUAM INTCH (SB)	0.00	0.51	0.51	AC	A	90	100	100	100	100	90	GD	GD
1	02B	I-405	061	2			I-405 SB CONN. TO I-5 SB STRUCTURE	0.51	0.57	0.06	ST	A							ST	ST
1	02B	I-405	061	2			I-5 CONN. STRUCTURE - NAITO PKWY U-XING	0.57	0.64	0.07	PC	A	94	83	80			62	FR	FR
1	02B	I-405	061	2			NAITO PKWY U-XING - 4TH AVE U-XING	0.68	0.95	0.27	AC	A	80	100	100	100	99	80	GD	GD
1	02B	I-405	061	2			4TH AVE O-XING - PARK AVE U-XING	0.95	1.20	0.25	PC	A	96	100	73			71	FR	VG
1	02B	I-405	061	2			PARK AVE U-XING - FREMONT BRIDGE	1.20	2.59	1.39	AC	A	55	94	97	100	98	55	FR	FR
1	02B	I-405	061	2			FREMONT BRIDGE SECTION	2.59	3.98	1.39	ST	A							ST	ST
1	02B	I-405	061	2			FREMONT BRIDGE - JCT HWY 001	3.98	4.20	0.22	AC	A	90	96	100	100	100	89	GD	GD
1	02B	I-205	064	1			JCT HWT 001 (SB OFF RAMP)	0.00	1.24	1.24	AC	A	98	100	100	100	99	98	VG	VG
1	02B	I-205	064	1			HWY 001 CONN U-XING - STAFFORD RD	1.24	3.05	1.81	AC	A	75	100	100	100	100	75	FR	GD
1	02B	I-205	064	1			STAFFORD RD - A ST U-XING	3.05	8.67	5.62	AC	A	89	98	97	100	98	86	GD	GD
1	02B	I-205	064	1			A ST U-XING - ABERNATHY BR	8.67	8.80	0.13	PC	A	86	70	100			69	FR	FR
1	02B	I-205	064	1			OREGON CITY ABERNATHY BRIDGE	8.80	9.31	0.51	ST	A							ST	ST
1	02B	I-205	064	1			ABERNATHY BR - SUNNYBROOK BLVD	9.31	14.16	4.85	AC	A	96	100	99	100	99	95	GD	VG
1	02B	I-205	064	1			SUNNYBROOK BLVD - JOHNSON CR. BLVD	14.16	16.20	2.04	AC	A	65	81	94	100	98	59	FR	FR
1	02B	I-205	064	1			JOHNSON CR. BLVD - SE FOSTER RD	16.20	17.59	1.39	AC	A	92	98	97	100	96	88	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

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1	02B	I-205	064	1			SE FOSTER RD - SE POWELL BLVD	17.59	19.00	1.41	AC	A	89	100	100	100	99	89	GD	GD
1	02B	I-205	064	1			SE POWELL BLVD - COLUMBIA RVR BR	19.00	24.86	5.86	AC	A	91	97	99	100	99	88	GD	GD
1	02B	I-205	064	1			COLUMBIA R. BRIDGE SECTION	24.86	25.45	0.59	ST	A							ST	ST
1	02B	I-205	064	1			COLUMBIA RVR BR - GLENN JACKSON BR	25.45	25.66	0.21	PC	A	96	100	100			96	VG	VG
1	02B	I-205	064	1			GLENN JACKSON BRIDGE SECTION	25.66	26.56	0.90	ST	A							ST	ST
1	02B	I-205	064	2			JCT HWY 001 (NB ON RAMP)	-0.10	0.85	0.95	AC	A	97	100	100	100	100	97	VG	VG
1	02B	I-205	064	2			CONN NO. 1 - STAFFORD RD	1.27	3.00	1.73	AC	A	83	100	100	100	99	83	GD	GD
1	02B	I-205	064	2			STAFFORD RD - A ST U-XING	3.00	8.64	5.64	AC	A	86	99	98	100	99	85	GD	GD
1	02B	I-205	064	2			A ST U-XING - ABERNATHY BR	8.64	8.80	0.16	PC	A	82	100	88			82	GD	FR
1	02B	I-205	064	2			OREGON CITY ABERNATHY BRIDGE	8.80	9.31	0.51	ST	A							ST	ST
1	02B	I-205	064	2			ABERNATHY BR - SE 82ND DR	9.31	13.37	4.06	AC	A	94	100	100	100	100	93	GD	VG
1	02B	I-205	064	2			SE 82ND DR - JOHNSON CR. BLVD	13.37	16.05	2.68	AC	A	70	96	96	100	98	68	FR	FR
1	02B	I-205	064	2			JOHNSON CR. BLVD - SE FOSTER RD	16.05	17.64	1.59	AC	A	91	96	97	100	97	88	GD	GD
1	02B	I-205	064	2			SE FOSTER RD - SE POWELL BLVD	17.64	19.00	1.36	AC	A	90	100	100	100	97	90	GD	GD
1	02B	I-205	064	2			SE POWELL BLVD - COLUMBIA RVR BR	19.00	24.88	5.88	AC	A	91	100	98	100	99	90	GD	GD
1	02B	I-205	064	2			COLUMBIA R. BRIDGE SECTION	24.88	25.48	0.60	ST	A							ST	ST
1	02B	I-205	064	2			COLUMBIA RVR BR - GLENN JACKSON BR	25.48	25.69	0.21	PC	A	95	100	100			95	GD	GD
1	02B	I-205	064	2			GLENN JACKSON BRIDGE SECTION	25.69	26.60	0.91	ST	A							ST	ST
1	02B	OR 213	068	1			BEGIN STATE JURIS - NE WEBSTER ST	-0.14	0.44	0.58	AC	A	99	84	88	100	98	81	GD	GD
1	02B	OR 213	068	1			SE CLATSOP ST - KING RD	7.23	8.30	1.07	AC	A	94	86	95	100	97	82	GD	GD
1	02B	OR 213	068	1			KING RD - MT SCOTT CREEK	8.30	9.67	1.37	AC	A	92	86	97	100	98	81	GD	GD
1	02B	OR 213	068	1			MT SCOTT CREEK - HWY 171 SB ON RAMP	9.67	10.18	0.51	AC	A	97	91	100	100	98	89	GD	GD
1	02B	OR 213	068	2			BEGIN STATE JURIS - NE WEBSTER ST (RW2-NB)	-0.14	0.33	0.47	AC								NR	NR
1	02B	OR 213	068	2			BEGIN DIVIDED HWY - HWY 171 NB OFF RAMP	9.94	10.02	0.08	AC								NR	NR
1	02B	OR 224	075	1			SUNRISE EXPRESSWAY	4.11	6.26	2.15	AC	A	93	94	98	100	99	89	GD	GD
1	02B	OR 99E	081	1			END HWY 120 - MARINE WAY	-6.09	-5.75	0.34	AC	A	98	92	100	100	100	92	GD	GD
1	02B	OR 99E	081	1			MARINE WAY - NE COLUMBIA BLVD	-5.75	-4.01	1.74	AC	A	97	78	99	100	98	76	GD	FR
1	02B	OR 99E	081	1			NE COLUMBIA BLVD - NE LOMBARD ST	-4.01	-3.75	0.26	AC	A	69	37	64	100	92	27	PR	PR

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FR = Fair
PR = Poor
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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 99E	081	1			WOODWARD ST - HAROLD ST (SB)	1.45	3.17	1.72	AC	A	89	64	86	100	92	56	FR	FR
1	02B	OR 99E	081	1			HAROLD ST - TACOMA ST (SB)	3.17	4.22	1.05	AC	A	91	81	100	100	100	80	GD	GD
1	02B	OR 99E	081	1			TACOMA ST - OCHOCO ST	4.22	4.94	0.72	AC	A	94	100	100	100	100	94	GD	GD
1	02B	OR 99E	081	1			OCHOCO ST - HWY 171 U-XING (SB)	4.94	5.46	0.52	AC	A	97	98	100	100	100	97	VG	GD
1	02B	OR 99E	081	1			HWY 171 U-XING - HARRISON ST (SB)	5.46	5.72	0.26	AC	A	96	95	100	100	99	91	GD	VG
1	02B	OR 99E	081	1			HARRISON ST - PARK AV	5.72	6.80	1.08	AC	A	72	38	75	100	88	28	PR	PR
1	02B	OR 99E	081	1			PARK AV - ROETHE RD	6.80	9.20	2.40	AC	A	77	35	80	100	93	29	PR	PR
1	02B	OR 99E	081	1			ROETHE RD - CLACKAMAS R.	9.20	11.13	1.93	AC	A	84	87	98	100	99	75	FR	FR
1	02B	OR 99E	081	1			CLACKAMAS R. (MCLOUGHLIN) BRIDGE	11.13	11.26	0.13	ST	A							ST	ST
1	02B	OR 99E	081	1			CLACKAMAS R. - I-205 U-XING	11.26	11.73	0.47	AC	A	79	55	79	100	87	48	FR	FR
1	02B	OR 99E	081	1			I-205 U-XING - S. 2ND ST	11.73	13.00	1.27	AC	A	81	61	74	100	77	43	PR	PR
1	02B	OR 99E	081	1			S. 2ND ST - PULP	13.00	15.20	2.20	AC	A	77	66	96	100	97	61	FR	FR
1	02B	OR 99E	081	1			PULP - NEW ERA	15.20	18.25	3.05	AC	A	89	54	98	100	97	51	FR	FR
1	02B	OR 99E	081	1			NEW ERA - PINE ST	18.25	20.62	2.37	AC	A	85	46	95	98	96	40	PR	PR
1	02B	OR 99E	081	1			PINE ST - BERG PARKWAY	20.62	21.86	1.24	AC	A							UC	VP
1	02B	OR 99E	081	1			BERG PARKWAY - PUDDING R.	21.86	24.67	2.81	AC	A	97	89	97	100	98	85	GD	GD
1	02B	OR 99E	081	2			WOODWARD ST - HAROLD ST (NB)	1.45	3.17	1.72	AC								NR	NR
1	02B	OR 99E	081	2			HAROLD ST - TACOMA ST (NB)	3.17	4.22	1.05	AC								NR	NR
1	02B	OR 99E	081	2			TACOMA ST - HWY 171 U-XING (NB)	4.22	5.46	1.24	AC								NR	NR
1	02B	OR 99E	081	2			HWY 171 U-XING - HARRISON ST (NB)	5.46	5.72	0.26	AC								NR	NR
1	02B		091	1			JCT HWY 001 - PIR DRIVEWAY ACCESS	-5.76	-5.31	0.45	AC	G						90	GD	GD
1	02B		091	1			PIR DRIVEWAY ACCESS - ARGYLE ST	-5.31	-4.75	0.56	AC	G						80	GD	GD
1	02B		091	1			STEEL BRIDGE	-0.44	-0.29	0.15	ST	G							ST	ST
1	02B	OR 99W	091	1			SHERIDAN ST - HWY 026 O-XING	1.24	1.67	0.43	AC	A	93	63	83	100	65	33	PR	PR
1	02B	OR 99W	091	1			HWY 026 O-XING - SW HAMILTON	1.67	2.34	0.67	AC	A	83	55	61	100	60	25	PR	PR
1	02B	OR 99W	091	1			SW HAMILTON - SW 3RD AVE	2.34	3.85	1.51	AC	A	80	74	71	93	87	47	FR	FR
1	02B	OR 99W	091	1			SW 3RD AVE - CUSTER ST	3.85	4.35	0.50	AC	A	45	68	70	96	96	42	PR	PR
1	02B	OR 99W	091	1			CUSTER ST - I-5 O-XING	4.35	7.42	3.07	AC	A	68	42	87	100	82	31	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 99W	091	1			I-5 O-XING - OR217 SB RAMPS	7.42	8.70	1.28	AC	A	85	36	64	100	81	24	PR	PR
1	02B	OR 99W	091	1			OR217 SB RAMPS - SW JOHNSON ST	8.70	9.50	0.80	AC	A	85	44	70	100	73	30	PR	VP
1	02B	OR 99W	091	1			SW JOHNSON ST - SW MCDONALD ST	9.50	10.30	0.80	AC	A							UC	VP
1	02B	OR 99W	091	1			SW MCDONALD ST - TUALATIN R.	10.30	12.20	1.90	AC	A	66	41	76	100	75	31	PR	PR
1	02B	OR 99W	091	1			TUALATIN R. - N. SHERWOOD (SB)	12.20	14.70	2.50	AC	A	90	92	98	100	100	83	GD	GD
1	02B	OR 99W	091	1			N. SHERWOOD - SW 12TH ST (SB)	14.70	15.60	0.90	AC	A	86	78	96	100	100	75	FR	GD
1	02B	OR 99W	091	1			SW 12TH ST - SUNSET BLVD (SB)	15.60	16.67	1.07	AC	A	76	91	100	100	100	76	GD	GD
1	02B		091	2			JCT HWY 001 - VICTORY BLVD (RW2-NB)	-5.98	-5.52	0.46	AC								NR	NR
1	02B	OR 99W	091	2			SHERIDAN ST - HWY 026 O-XING (NB)	1.24	1.67	0.43	AC								NR	NR
1	02B	OR 99W	091	2			HWY 026 O-XING - SW HAMILTON (NB)	1.67	2.26	0.59	AC								NR	NR
1	02B	OR 99W	091	2			BRIER PL - SW 13TH AVE (RW2-NB)	3.72	4.45	0.73	AC								NR	NR
1	02B	OR 99W	091	2			S.W. MCDONALD ST - TUALATIN R (RW2-NB)	10.30	12.20	1.90	AC	A	53	42	67	100	72	27	PR	PR
1	02B	OR 99W	091	2			TUALATIN R - N. SHERWOOD (NB)	12.20	14.70	2.50	AC	A	91	94	99	100	99	89	GD	GD
1	02B	OR 99W	091	2			N. SHERWOOD - SW 12TH ST (NB)	14.70	15.60	0.90	AC	A	84	95	100	100	100	84	GD	GD
1	02B	OR 99W	091	2			SW 12TH ST - SUNSET BLVD (NB)	15.60	16.67	1.07	AC	A	85	88	100	100	99	79	GD	GD
1	02B	US 30	092	1			JCT HWY 061 - END OF STRUCTURE (WB)	0.95	1.47	0.52	ST	A							ST	ST
1	02B	US 30	092	1			END OF STRUCTURE - NICOLAI ST	1.47	1.96	0.49	PC	A	96	100	100			96	VG	GD
1	02B	US 30	092	1			NICOLAI ST - KITTRIDGE AV	1.96	4.13	2.17	AC	A	73	90	94	100	93	68	FR	FR
1	02B	US 30	092	1			KITTRIDGE AV - NW BRIDGE AVE	4.52	6.50	1.98	AC	A	100	100	97	100	100	97	VG	UC
1	02B	US 30	092	1			NW BRIDGE AVE - NW HARBORTON DR	6.50	9.65	3.15	AC	A	95	98	95	99	100	90	GD	GD
1	02B	US 30	092	1			NW HARBORTON DR - CORNELIUS PASS RD	9.65	13.12	3.47	AC	A	89	82	86	100	99	71	FR	GD
1	02B	US 30	092	1			CORNELIUS PASS RD - BEGIN JCP	13.12	17.90	4.78	AC	A	89	70	100	100	99	69	FR	GD
1	02B	US 30	092	1			BEGIN JCP - COLUMBIA CO. LINE	17.90	18.37	0.47	PC	A	81	72	100			72	FR	FR
1	02B	US 30	092	2			JCT HWY 061-END OF STRUCTURE (EB)	0.87	1.45	0.58	ST								NR	NR
1	02B	US 30	092	2			END OF STRUCTURE - END MEDIAN BARRIER	1.45	1.87	0.42	PC								NR	NR
1	02B	OR 120	120	1			COLUMBIA SLOUGH	0.35	0.41	0.06	ST	A							ST	ST
1	02B	OR 120	120	1			END JCP - BEG HWY 081	2.49	2.71	0.22	AC	A	81	38	100	100	81	31	PR	PR
1	02B	US 30BY	123	1			SE RAMP TO ST JOHNS BRIDGE	0.00	0.57	0.57	AC	A	89	56	46	100	83	26	PR	VP

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	US 30BY	123	1			ST JOHNS BRIDGE	0.57	1.25	0.68	ST	A							ST	ST
1	02B	US 30BY	123	1			ST JOHNS BRIDGE - IVANHOE ST	1.25	1.31	0.06	AC	A	80	31	100	100	60	19	VP	PR
1	02B	US 30BY	123	1			IVANHOE ST - N OSWEGO AVE	1.31	1.73	0.42	AC	A	96	35	58	100	81	22	PR	PR
1	02B	US 30BY	123	1			N OSWEGO AVE - N NEWMAN AVE	1.73	3.50	1.77	AC	A	96	36	52	100	77	18	VP	PR
1	02B	US 30BY	123	1			N NEWMAN AVE - N BOSTON AVE	3.50	4.73	1.23	AC	A	100	100	100	100	100	100	VG	UC
1	02B	US 30BY	123	1			N BOSTON AVE - MLK JR BLVD	4.73	6.15	1.42	AC	A	92	44	71	100	88	33	PR	PR
1	02B	US 30BY	123	1			MLK JR BLVD - NE 60TH AVE	6.15	9.20	3.05	AC	A	83	46	62	100	92	32	PR	PR
1	02B	US 30BY	123	1			NE 60TH AVE - NE 82ND AVE	9.20	10.40	1.20	AC	A	91	69	77	100	81	49	FR	PR
1	02B	US 30BY	123	1			NE 82ND AVE - I-205	10.40	11.25	0.85	AC	A	92	67	85	100	75	48	FR	FR
1	02B	US 30BY	123	1			I-205 - NE 122ND	11.25	12.43	1.18	AC	A	74	65	77	100	98	54	FR	FR
1	02B	US 30BY	123	1			NE 122ND - NE 141ST	12.43	13.54	1.11	AC	A	85	82	88	100	97	69	FR	GD
1	02B	US 30BY	123	1			NE 141ST - GRESHAM CITY LIMITS	13.54	14.76	1.22	AC	A	93	48	65	100	90	35	PR	FR
1	02B	US 30BY	123	2			NW RAMP TO ST JOHNS BRIDGE	0.00	0.42	0.42	AC								NR	NR
1	02B	OR 127	127	1			JCT HWY 092 - SKYLINE BLVD	0.00	3.50	3.50	AC	A	99	98	98	100	99	95	GD	VG
1	02B	OR 127	127	1			SKYLINE BLVD - OLD CORNELIUS PASS RD	3.50	5.60	2.10	AC	A	98	95	100	100	100	94	GD	VG
1	02B	OR 127	127	1			OLD CORNELIUS PASS RD - W. UNION RD	5.60	7.14	1.54	AC	A	58	39	62	100	99	29	PR	PR
1	02B	OR 127	127	1			W. UNION RD - HWY 047AW CONN.	7.14	7.85	0.71	AC	A	71	38	57	100	86	24	PR	PR
1	02B	OR 219	140	1			JCT HWY 029 - SW SPRING ST	0.00	0.40	0.40	AC	A	94	57	90	100	92	48	FR	GD
1	02B	OR 219	140	1			SW SPRING ST - SW TONGUE LN	0.40	2.40	2.00	AC	A	96	51	86	100	99	46	FR	GD
1	02B	OR 219	140	1			SW TONGUE LN - BALD PEAK RD	2.40	5.80	3.40	AC	A							UC	GD
1	02B	OR 219	140	1			BALD PEAK RD - SCHOLLS JCT	5.80	10.05	4.25	AC	A	94	89	99	100	99	82	GD	GD
1	02B	OR 141	141	1			BEGIN STATE JURIS - JCT HWY 143	2.57	2.84	0.27	AC	A	85	34	59	100	86	24	PR	PR
1	02B	OR 141	141	1			JCT HWY 143 - GREENBURG RD	2.84	3.31	0.47	AC	A	92	38	60	100	77	24	PR	PR
1	02B	OR 141	141	1			GREENBURG RD - SW LOCUST ST	3.31	4.08	0.77	AC	A	94	43	51	100	90	24	PR	PR
1	02B	OR 141	141	1			SW LOCUST ST - HWY 091	4.08	4.97	0.89	AC	A	87	27	54	100	90	19	VP	PR
1	02B	OR 141	141	1			HWY 091 - DURHAM RD	4.97	7.07	2.10	AC	A	84	23	63	100	77	14	VP	PR
1	02B	OR 141	141	1			DURHAM RD - TUALATIN R.	7.69	8.91	1.18	AC	A	94	42	88	100	96	38	PR	FR
1	02B	OR 141	141	1			DAY ST - JCT HWY 001	12.47	12.74	0.27	AC	A	75	60	80	100	83	45	PR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 141	141	1			JCT HWY 001 (SB ON RAMP-JCP)	12.74	12.95	0.21	PC	A	100	100	100			100	VG	GD
1	02B	OR 141	141	1			JCT HWY 001 (SB ON RAMP-AC)	12.95	13.14	0.19	AC	A	100	66	100	100	46	31	PR	PR
1	02B	OR 141	141	2			JCT HWY 001 (O-XING)	12.69	12.96	0.27	AC								NR	NR
1	02B	OR 141	141	2			JCT HWY 001 (NB OFF RAMP)	12.96	13.24	0.28	PC								NR	NR
1	02B	OR 10	142	1			SW 198TH AVE - END STATE JURIS	5.88	7.38	1.50	AC	A	75	45	90	100	97	40	PR	FR
1	02B	OR 210	143	1			P&W RRXING - OR217 SB RAMP	9.03	9.13	0.10	AC	A	88	67	100	100	98	65	FR	GD
1	02B	OR 210	143	1			OR217 SB RAMP - HALL BLVD.	9.13	9.60	0.47	AC	A	87	30	68	100	84	22	PR	PR
1	02B	OR 217	144	1			HWY 047 U-XING - HWY 029 O-XING	0.00	1.42	1.42	AC	A	65	89	94	100	98	62	FR	FR
1	02B	OR 217	144	1			HWY 029 O-XING - SW ALLEN OFF RAMP	1.42	2.20	0.78	AC	A	71	82	95	100	95	69	FR	FR
1	02B	OR 217	144	1			SW ALLEN OFF RAMP - HWY 091 ON RAMP	2.20	6.12	3.92	AC	A							UC	FR
1	02B	OR 217	144	1			HWY 091 ON RAMP - SW 72ND AVE	6.12	6.78	0.66	AC	A	68	69	94	100	98	60	FR	FR
1	02B	OR 217	144	1			SW 72ND AVE - JCT HWY 001	6.78	7.52	0.74	AC	A	86	87	100	100	98	77	GD	GD
1	02B	OR 217	144	2			HWY 047 U-XING - HWY 029 O-XING	0.00	1.42	1.42	AC	A	77	88	100	100	96	72	FR	GD
1	02B	OR 217	144	2			HWY 029 O-XING - HWY 143 U-XING	1.42	4.24	2.82	AC	A	83	83	90	97	97	65	FR	FR
1	02B	OR 217	144	2			HWY 143 U-XING - HWY 091 OFF RAMP	4.24	6.22	1.98	AC	A							UC	FR
1	02B	OR 217	144	2			HWY 091 OFF RAMP - SW 72ND AVE	6.22	6.73	0.51	AC	A	88	74	100	100	99	72	FR	FR
1	02B	OR 217	144	2			SW 72ND AVE - JCT HWY 001	6.73	7.34	0.61	AC	A	93	80	100	100	99	78	GD	GD
1	02B	OR 213	160	1			WASHINGTON ST O-XING - REDLAND RD	0.00	0.33	0.33	AC	A	80	56	79	100	86	37	PR	FR
1	02B	OR 213	160	1			REDLAND RD - CANYON RIDGE DR	0.33	4.00	3.67	AC	A	66	83	99	100	91	62	FR	FR
1	02B	OR 213	160	1	Z	1	REDLAND RD - CANYON RIDGE DR (Z)	3.69	4.00	0.31	AC	A	51	59	78	100	91	39	PR	FR
1	02B	OR 213	160	1			CANYON RIDGE DR - LELAND RD	4.00	5.73	1.73	AC	A	50	65	98	100	99	49	FR	FR
1	02B	OR 213	160	1			LELAND RD - SPANGLER HILL	5.73	7.70	1.97	AC	A	65	64	96	100	99	56	FR	FR
1	02B	OR 213	160	1			SPANGLER HILL - MULINO	7.70	10.61	2.91	AC	A	90	88	92	100	99	80	GD	FR
1	02B	OR 213	160	1			MULINO - TOLIVER RD	10.64	15.63	4.93	AC	A	86	72	98	100	98	68	FR	FR
1	02B	OR 213	160	1			TOLIVER RD - JCT HWY 161	15.63	16.10	0.47	AC	A	94	59	67	100	95	50	FR	FR
1	02B	OR 213	160	2			HOLCOMB BLVD - BEAVER CREEK RD (RW2-NB)	0.58	2.78	2.20	AC								NR	NR
1	02B	OR 213	160	2			TOLLIVER RD ROUNDABOUT (NB)	15.63	15.79	0.16	AC								NR	NR
1	02B		171	1			17TH AVE - HWY 081 O-XING	-0.01	0.09	0.10	AC	A	94	25	95	100	62	15	VP	PR

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RAV INDX = Ravel Index
ENV INDX = No Load Index

COND SCORE: Condition Score (0-100)

RATING: Condition Rating
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GD = Good
FR = Fair
PR = Poor
VP = Very Poor
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UC = Under Construction
NR = Not Rated

2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02B	OR 224	171	1			HWY 081 O-XING - HARMONY RD INTCHG	0.09	2.09	2.00	AC	A	55	34	88	100	83	28	PR	PR
1	02B	OR 224	171	1			HARMONY RD INTCHG - OR213 SB ON RAMP	2.09	3.96	1.87	AC	A	55	40	78	100	77	28	PR	PR
1	02B		171	1	Z	1	OR213 SB ON RAMP (Z)	3.82	3.96	0.14	AC	A	100	65	100	100	96	63	FR	GD
1	02B	OR 213	171	1			END HWY 068 - I-205	3.96	4.36	0.40	AC	A	99	90	100	100	97	88	GD	VG
1	02B	OR 212	171	1			I-205 SB OFF RAMP - I-205 O-XING	4.91	5.18	0.27	AC	A	92	62	73	100	84	50	FR	FR
1	02B	OR 212	171	1	Z	2	I-205 O-XING - UPRR O-XING	4.89	5.18	0.29	AC	A	86	70	89	100	84	56	FR	FR
1	02B	OR 212	171	1			UPRR O-XING - SE 122ND AVE	5.18	6.50	1.32	AC	A	98	100	97	100	99	95	GD	VG
1	02B	OR 212	171	1			SE 122ND AVE - ROCK CREEK	6.50	8.15	1.65	AC	A	96	98	100	100	100	95	GD	VG
1	02B		171	2			17TH AVE - HWY 081 O-XING (WB)	-0.01	0.11	0.12	AC								NR	NR
1	02B	OR 224	171	2			HWY 081 O-XING - END DIV. HWY (WB)	0.11	0.50	0.39	AC								NR	NR
1	02B	OR 224	171	2			HARMONY RD INTCH - MT SCOTT CREEK (WB)	2.00	2.59	0.59	AC								NR	NR
1	02B	OR 224	171	2			82ND O-XING - 82ND AV SB ON RAMP (WB)	3.82	3.93	0.11	AC	A	60	19	70	100	90	14	VP	
1	02B	OR 224	171	2			82ND AV NB OFF LOOP RAMP (WB)	3.93	4.17	0.24	AC	A	98	70	87	100	98	66	FR	
1	02B	OR 224	171	2			I-205 NB OFF RAMP - 82ND AV LOOP RAMP (WB)	4.17	4.73	0.56	AC	A	89	92	100	100	100	86	GD	
1	02B	OR 212	171	2			I-205 NB ON RAMP	4.90	5.22	0.32	AC								NR	NR

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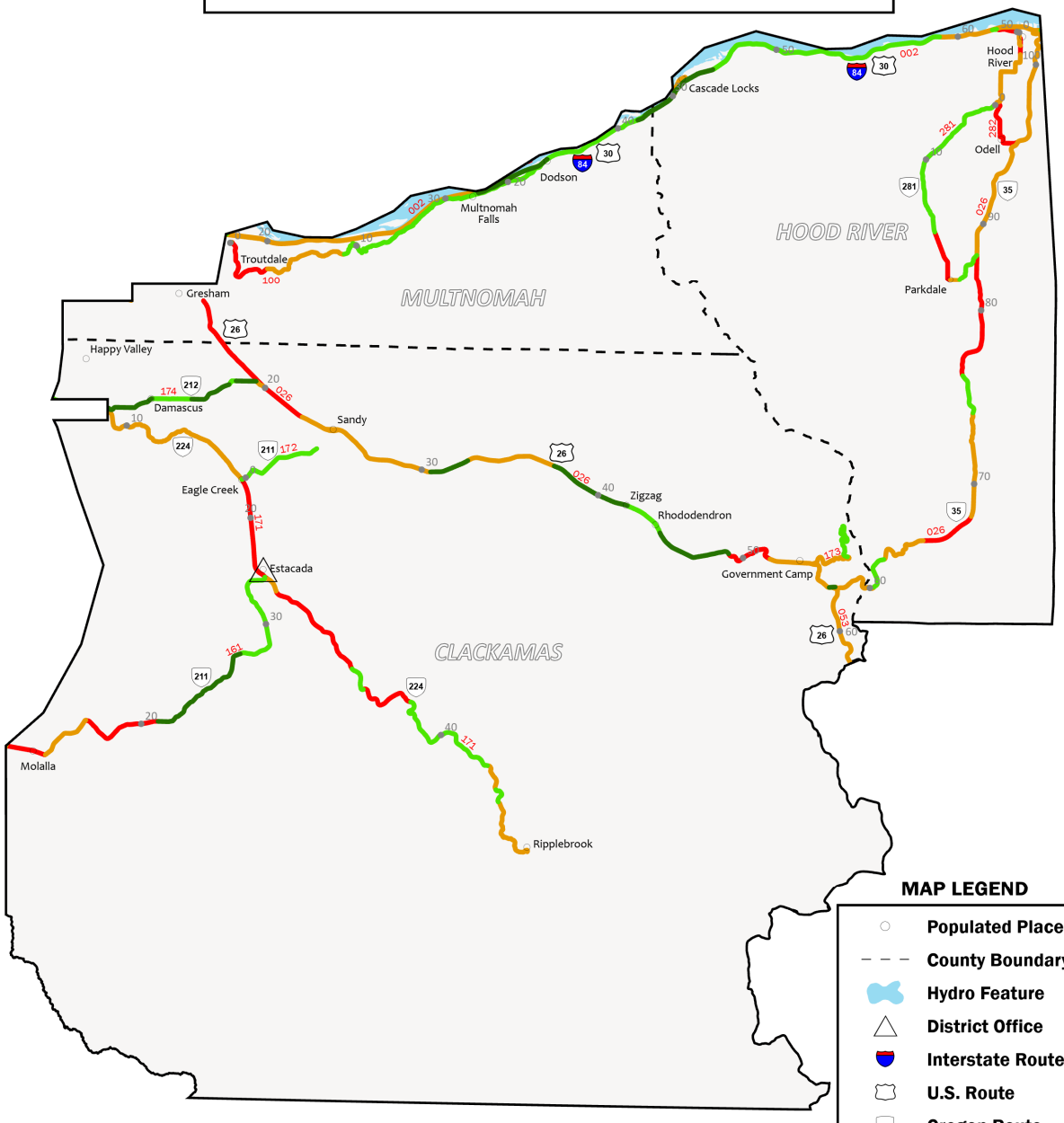
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 2C



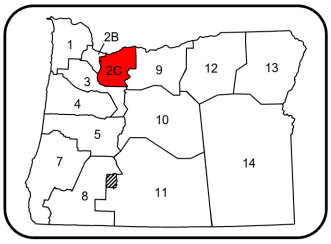
MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

DISTRICT LOCATION



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PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02C	I-84	002	1			JORDAN RD - CORBETT	17.82	22.40	4.58	AC	A	66	84	93	100	99	60	FR	FR
1	02C	I-84	002	1			CORBETT - MULTNOMAH FALLS	22.40	31.77	9.37	AC	A	73	96	100	100	100	72	FR	GD
1	02C	I-84	002	1			MULTNOMAH FALLS - DODSON	31.77	35.84	4.07	AC	A	97	100	98	100	100	95	GD	UC
1	02C	I-84	002	1			DODSON - TOOTH ROCK	35.84	41.16	5.32	AC	A	89	97	98	100	98	89	GD	UC
1	02C	I-84	002	1			TOOTH ROCK TUNNEL	41.16	41.34	0.18	PC	A	100	100	100			100	VG	UC
1	02C	I-84	002	1			TOOTH ROCK - CASCADE LOCKS	41.34	46.00	4.66	AC	A	97	100	100	100	100	97	VG	UC
1	02C	I-84	002	1			CASCADE LOCKS - MITCHELL POINT	46.00	59.02	13.02	AC	A	82	94	98	100	99	79	GD	GD
1	02C	I-84	002	1			MITCHELL POINT - HOOD RIVER	59.02	64.44	5.42	AC	A	77	76	98	100	99	69	FR	GD
1	02C	I-84	002	2			JORDAN RD - CORBETT	17.82	22.40	4.58	AC	A	73	84	92	100	100	62	FR	FR
1	02C	I-84	002	2			CORBETT - MULTNOMAH FALLS	22.40	31.77	9.37	AC	A	72	97	99	100	100	72	FR	GD
1	02C	I-84	002	2			MULTNOMAH FALLS - DODSON	31.77	35.84	4.07	AC	A	97	100	100	100	100	97	VG	UC
1	02C	I-84	002	2			DODSON - EAGLE CREEK VIADUCT	35.84	41.05	5.21	AC	A	97	99	98	100	100	95	GD	UC
1	02C	I-84	002	2			EAGLE CREEK VIADUCT	41.05	41.57	0.52	ST	A							ST	ST
1	02C	I-84	002	2			EAGLE CREEK VIADUCT - CASCADE LOCKS	41.57	46.00	4.43	AC	A	98	100	99	100	100	97	VG	UC
1	02C	I-84	002	2			CASCADE LOCKS - MITCHELL POINT	46.00	59.02	13.02	AC	A	83	90	98	100	99	80	GD	GD
1	02C	I-84	002	2			MITCHELL POINT - HOOD RIVER	59.02	64.44	5.42	AC	A	83	76	96	100	99	72	FR	GD
1	02C	US 26	026	1			E. BURNSIDE RD - JCT HWY 174	14.22	19.96	5.74	AC	A	49	71	93	100	97	44	PR	FR
1	02C	US 26	026	1			JCT HWY 174 - CHAMPION WY	19.96	22.50	2.54	AC	A	36	85	94	100	96	34	PR	PR
1	02C	US 26	026	1			CHAMPION WY - BLUFF RD	22.50	23.87	1.37	AC	A	62	68	88	100	97	56	FR	FR
1	02C	US 26	026	1			BLUFF RD - TEN EYCK RD (EB COUPLET)	23.87	24.70	0.83	AC	A	67	78	62	100	97	51	FR	FR
1	02C	US 26	026	1			TEN EYCK RD - SE WEBBER RD	24.92	30.40	5.48	AC	A	58	80	85	100	98	53	FR	FR
1	02C	US 26	026	1			SE WEBBER RD - E CHERRYVILLE DR	30.40	32.50	2.10	AC	A	98	100	99	100	100	97	VG	VG
1	02C	US 26	026	1			E. CHERRYVILLE DR - SALMON R.	32.50	37.20	4.70	AC	A	53	97	96	100	100	52	FR	FR
1	02C	US 26	026	1			SALMON R. - BRIGHTWOOD LOOP RD	37.20	38.70	1.50	AC	A	97	100	100	100	100	97	VG	PR
1	02C	US 26	026	1			BRIGHTWOOD LOOP RD - ZIGZAG	38.70	41.60	2.90	AC	A	98	100	100	100	100	98	VG	FR
1	02C	US 26	026	1			ZIGZAG - RHODODENDRON	42.25	44.57	2.32	AC	A	89	91	93	100	97	80	GD	GD
1	02C	US 26	026	1			RHODODENDRON - MP 49.0	44.79	49.00	4.21	AC	A	97	100	100	100	100	96	VG	UC
1	02C	US 26	026	1			MP 49.0 - MIRROR LAKE TRAILHEAD	49.00	52.00	3.00	AC	A	79	94	47	100	98	43	PR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02C	US 26	026	1			MIRROR LAKE TRAILHEAD - GOVERNMENT CAMP	**52.00**	**53.70**	1.70	AC	A	86	75	62	100	93	**47**	**FR**	FR
1	02C	US 26	026	1			GOVERNMENT CAMP - JCT HWY 053	**53.70**	**56.11**	2.41	AC	A	97	84	84	100	99	**70**	**FR**	FR
1	02C	OR 35	026	1			JCT HWY 053 - BARLOW	**57.20**	**60.25**	3.05	AC	A	98	66	71	100	94	**48**	**FR**	FR
1	02C	OR 35	026	1			BARLOW - WHITE R.	**60.25**	**62.15**	1.90	AC	A	97	83	89	100	96	**78**	**GD**	GD
1	02C	OR 35	026	1			WHITE R. - TEACUP SNOW PRK	**62.15**	**65.30**	3.15	AC	A	97	74	94	100	95	**70**	**FR**	GD
1	02C	OR 35	026	1			TEACUP SNOW PRK - ROBINHOOD BR	**65.30**	**68.25**	2.95	AC	A	86	56	75	100	93	**42**	**PR**	PR
1	02C	OR 35	026	1			ROBINHOOD BR - LITTLE JOHN SNO-PARK	**68.25**	**70.50**	2.25	AC	A	95	65	93	100	99	**62**	**FR**	FR
1	02C	OR 35	026	1			LITTLE JOHN SNO-PARK - POLALLIE CREEK	**70.50**	**73.80**	3.30	AC	A	95	66	82	100	96	**56**	**FR**	FR
1	02C	OR 35	026	1			POLALLIE CREEK - MP 76	**73.80**	**76.00**	2.20	AC	A	99	99	98	100	95	**93**	**GD**	PR
1	02C	OR 35	026	1			MP 76 - YELLOWJACKET CREEK	**76.00**	**80.59**	4.59	AC	A	85	42	96	100	79	**33**	**PR**	PR
1	02C	OR 35	026	1			YELLOWJACKET CREEK - JCT HWY 281	**82.62**	**85.09**	2.47	AC	A	90	45	80	100	78	**32**	**PR**	PR
1	02C	OR 35	026	1			JCT HWY 281 - NEAL CREEK RD	**88.34**	**91.50**	3.16	AC	A	78	60	100	100	99	**58**	**FR**	FR
1	02C	OR 35	026	1			NEAL CREEK RD - WILLOW FLAT RD	**91.50**	**94.17**	2.67	AC	A	89	88	83	100	99	**73**	**FR**	PR
1	02C	OR 35	026	1			WILLOW FLAT RD - NEAL CREEK	**94.43**	**96.88**	2.45	AC	A	85	70	100	100	99	**69**	**FR**	FR
1	02C	OR 35	026	1			NEAL CREEK - HOOD RIV/UPRR O-XING	**97.09**	**101.82**	4.73	AC	A	76	79	100	100	99	**69**	**FR**	FR
1	02C	US 26	026	2			E. BURNSIDE RD - JCT HWY 174 (WB-1)	**15.45**	**16.09**	0.64	AC								**NR**	NR
1	02C	US 26	026	2			E. BURNSIDE RD - JCT HWY 174 (WB-2)	**16.35**	**16.68**	0.33	AC								**NR**	NR
1	02C	US 26	026	2			E. BURNSIDE RD - JCT HWY 174 (WB-3)	**16.88**	**18.25**	1.37	AC								**NR**	NR
1	02C	US 26	026	2			E. BURNSIDE RD - JCT HWY 174 (WB-4)	**18.45**	**19.96**	1.51	AC								**NR**	NR
1	02C	US 26	026	2			BLUFF RD - TEN EYCK RD (WB COUPLET)	**23.87**	**24.63**	0.76	AC	A	63	81	95	100	88	**59**	**FR**	FR
1	02C	OR 35	026	2			OR35 NB RAMP - BEG. HWY 053	**57.20**	**57.45**	0.25	AC	A	99	100	100	100	100	**99**	**VG**	FR
1	02C	OR 35	026	2			OR35 SB RAMP	**57.45**	**57.80**	0.35	AC								**NR**	NR
1	02C	US 26	053	1			JCT HWY 026 - E HIGH MEADOWS LN	**57.45**	**60.00**	2.55	AC	A	82	83	84	100	99	**66**	**FR**	FR
1	02C	US 26	053	1			E HIGH MEADOWS LN - WASCO CO. LINE	**60.00**	**62.16**	2.07	AC	A	89	84	78	100	99	**63**	**FR**	FR
1	02C		100	1			SANDY RIVER BRIDGE	**0.00**	**0.07**	0.07	ST	G							**ST**	ST
1	02C		100	1			SANDY R. - WOODWARD RD	**0.07**	**3.95**	3.88	AC	G						**45**	**PR**	FR
1	02C		100	1			WOODWARD RD - LARCH MTN RD	**3.95**	**8.76**	4.81	AC	G						**55**	**FR**	FR
1	02C		100	1			LARCH MTN RD - LATOURELL CRK	**8.76**	**12.00**	3.24	AC	G						**90**	**GD**	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02C		100	1			LATOURELL CRK - MULTNOMAH FALLS	**12.00**	**17.78**	5.78	AC	G						**85**	**GD**	GD
1	02C		100	1			MULTNOMAH FALLS - DODSON INTCH	**17.86**	**21.64**	3.78	AC	G						**85**	**GD**	GD
1	02C		100	1			DODSON INTCH (EB RAMPS)	**21.64**	**22.25**	0.61	AC	G						**90**	**GD**	GD
1	02C	US 30	100	1			CASCADE LOCKS INTCH (EB OFF RAMP)	**30.00**	**30.36**	0.36	AC	A	99	65	100	100	91	**60**	**FR**	FR
1	02C	US 30	100	1			CASCADE LOCKS SECTION	**30.36**	**31.28**	0.92	AC	A	100	75	91	100	97	**73**	**FR**	FR
1	02C	US 30	100	1			HOOD RIVER W. INTCH (EB OFF RAMP)	**48.68**	**48.91**	0.23	AC	G						**80**	**GD**	GD
1	02C	US 30	100	1			I-84 - JCT HWY 281	**48.91**	**50.12**	1.21	AC	A	81	67	55	100	95	**41**	**PR**	PR
1	02C	US 30	100	1			STATE ST - JCT HWY 026	**50.88**	**51.26**	0.38	AC	A	84	82	69	100	97	**57**	**FR**	PR
1	02C		100	1			JCT HWY 026 - GATE	**51.26**	**52.48**	1.22	AC	G						**60**	**FR**	FR
1	02C		100	2			DODSON INTCH (WB RAMPS)	**21.64**	**22.18**	0.54	AC								**NR**	NR
1	02C	US 30	100	2			CASCADE LOCKS INTCH (WB ON RAMP)	**29.71**	**30.33**	0.62	AC								**NR**	NR
1	02C	US 30	100	2			HOOD RIVER W. INTCH (WB O-XING & ON RAMP)	**48.66**	**48.98**	0.32	AC								**NR**	NR
1	02C	OR 211	161	1			JCT HWY 160 - SHAVER AVE	**11.31**	**12.60**	1.29	AC	A	77	48	62	92	92	**30**	**PR**	PR
1	02C	OR 211	161	1			SHAVER AVE - MATHIAS RD	**12.60**	**13.43**	0.83	AC	A	82	45	58	100	90	**29**	**PR**	PR
1	02C	OR 211	161	1			MATHIAS RD - FOUR CORNERS	**13.43**	**16.43**	3.00	AC	A	93	55	96	100	99	**54**	**FR**	FR
1	02C	OR 211	161	1			FOUR CORNERS - HULT RD	**16.43**	**20.89**	4.46	AC	A	96	50	90	100	91	**43**	**PR**	FR
1	02C	OR 211	161	1			HULT RD - SHIBLEY RD	**20.89**	**26.41**	5.52	AC	G						**96**	**VG**	VG
1	02C	OR 211	161	1			SHIBLEY RD - CLEAR CREEK	**26.41**	**27.04**	0.63	AC	G						**96**	**VG**	VG
1	02C	OR 211	161	1			CLEAR CREEK - HILLOCK BURN RD	**27.15**	**28.70**	1.55	AC	G						**95**	**GD**	GD
1	02C	OR 211	161	1			HILLOCK BURN RD - JCT HWY 171	**28.70**	**33.49**	4.79	AC	G						**85**	**GD**	GD
1	02C	OR 211	161	2			FOUR CORNERS INTERSECTION	**16.39**	**16.46**	0.07	AC								**NR**	NR
1	02C	OR 224	171	1			ROCK CREEK - CARVER	**8.15**	**9.50**	1.35	AC	A	93	66	77	100	97	**54**	**FR**	FR
1	02C	OR 224	171	1			CARVER - DEEP CREEK	**9.50**	**13.95**	4.45	AC	A	96	77	93	100	99	**71**	**FR**	GD
1	02C	OR 224	171	1			DEEP CREEK - EAGLE CREEK	**13.95**	**17.90**	3.95	AC	A	73	52	95	100	97	**46**	**FR**	FR
1	02C	OR 224	171	1			EAGLE CREEK - JCT HWY 161	**17.90**	**23.51**	5.61	AC	A	86	66	62	100	88	**37**	**PR**	PR
1	02C	OR 224	171	1			JCT HWY 161 - FARADAY RD	**23.84**	**24.67**	0.83	AC	G						**55**	**FR**	FR
1	02C	OR 224	171	1			FARADAY RD - N. FK. CLACKAMAS R.	**24.67**	**29.18**	4.51	AC	G						**45**	**PR**	PR
1	02C	OR 224	171	1			N. FK. CLACKAMAS R. - FOREST BDRY	**30.02**	**31.56**	1.54	AC	G						**40**	**PR**	PR

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PR = Poor
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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
1	02C	OR 224	171	1			FOREST BDRY - MP 33	31.56	33.00	1.44	AC	G						95	GD	PR
1	02C	OR 224	171	1			MP 33 - MP 36.4 ROCKFALL	33.00	36.40	3.40	AC	G						40	PR	PR
1	02C	OR 224	171	1			MP 36.4 ROCKFALL - ROARING RIVER	36.40	41.48	5.08	AC	G						95	GD	GD
1	02C	OR 224	171	1			ROARING RIVER - THE NARROWS	41.48	43.40	1.92	AC	G						85	GD	GD
1	02C	OR 224	171	1			THE NARROWS - WHITEWATER BR	43.40	44.88	1.48	AC	G						50	FR	FR
1	02C	OR 224	171	1			WHITEWATER BR - CRIPPLE CREEK BR	44.88	45.83	0.95	AC	G						90	GD	GD
1	02C	OR 224	171	1			CRIPPLE CREEK BR - ROAD #4630	45.83	47.26	1.43	AC	G						50	FR	FR
1	02C	OR 224	171	1			ROAD #4630 - RIPPLE BROOK	47.41	49.97	2.56	AC	G						60	FR	FR
1	02C	OR 224	171	2			ROCK CREEK JCT WEST LEG (RW2)	8.15	8.19	0.04	AC								NR	NR
1	02C	OR 224	171	2			ROCK CREEK JCT SOUTH LEG (RW2)	8.19	8.22	0.03	AC								NR	NR
1	02C	OR 211	172	1			JCT HWY 171 - END STATE JURIS	-0.23	4.40	4.63	AC	A	92	84	96	100	99	79	GD	FR
1	02C	OR 173	173	1			TIMBERLINE LODGE - MP 2.75	0.12	2.75	2.63	AC	G						85	GD	GD
1	02C	OR 173	173	1			MP 2.75 - JCT HWY 026	2.75	5.49	2.69	AC	G						70	FR	GD
1	02C	OR 173	173	2			TIMBERLINE LODGE - END DIV HWY (NB)	0.12	0.66	0.54	AC	G						85	GD	
1	02C	OR 212	174	1			ROCK CREEK - SUNNYSIDE RD	0.03	2.50	2.47	AC	A	98	99	99	100	100	96	VG	VG
1	02C	OR 212	174	1			SUNNYSIDE RD - SE 242ND DR	2.50	4.62	2.12	AC	A	98	98	99	100	100	95	GD	VG
1	02C	OR 212	174	1			SE 242ND DR - SE RITCHEY RD	4.62	6.84	2.22	AC	A	96	100	100	100	100	96	VG	VG
1	02C	OR 212	174	1			SE RITCHEY RD - SE BURT LN	6.84	7.30	0.46	AC	A	99	100	92	100	100	91	GD	VG
1	02C	OR 212	174	1			SE BURT LN - JCT HWY 026	7.30	8.37	1.07	AC	A	98	100	100	100	100	98	VG	VG
1	02C	OR 212	174	1			JCT HWY 026 (EB RAMPS)	8.37	8.87	0.50	AC	A	94	70	100	100	96	67	FR	GD
1	02C	OR 212	174	2			JCT HWY 026 (O-XING)	8.37	8.53	0.16	AC								NR	NR
1	02C	OR 212	174	2			JCT HWY 026 (WB RAMPS)	8.53	8.78	0.25	AC								NR	NR
1	02C	OR 281	281	1			JCT HWY 100 - MAY ST	0.00	0.33	0.33	AC	A	89	61	72	100	96	50	FR	FR
1	02C	OR 281	281	1			MAY ST - NIX DR (SB COUPLET)	0.33	0.73	0.40	AC	A	89	64	93	100	93	58	FR	FR
1	02C	OR 281	281	1			NIX DR - BROOKSIDE DR	0.78	1.24	0.46	AC	A	91	57	63	100	83	37	PR	PR
1	02C	OR 281	281	1			BROOKSIDE DR - WINDMASTER CORNER	1.24	3.13	1.89	AC	G						55	FR	GD
1	02C	OR 281	281	1			WINDMASTER CORNER - JCT HWY 282	3.13	5.09	1.96	AC	G						65	FR	GD
1	02C	OR 281	281	1			JCT HWY 282 - DEE	5.09	11.50	6.41	AC	G						85	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

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1	02C	OR 281	281	1			DEE - BILLINGS RD	11.50	14.00	2.50	AC	G						90	GD	GD
1	02C	OR 281	281	1			BILLINGS RD - PARKDALE	14.00	16.78	2.78	AC	G						45	PR	FR
1	02C	OR 281	281	1			PARKDALE - COOPER SPUR RD	16.78	17.28	0.50	AC	G						65	FR	FR
1	02C	OR 281	281	1			BASELINE RD - JCT HWY 026	17.28	19.07	1.79	AC	G						80	GD	GD
1	02C	OR 281	281	2			MAY ST - NIX DR (NB COUPLET)	0.33	0.78	0.45	AC	A	71	49	51	100	80	29	PR	PR
1	02C	OR 282	282	1			JCT HWY 281 - JCT HWY 026	0.00	3.45	3.45	AC	G						35	PR	FR

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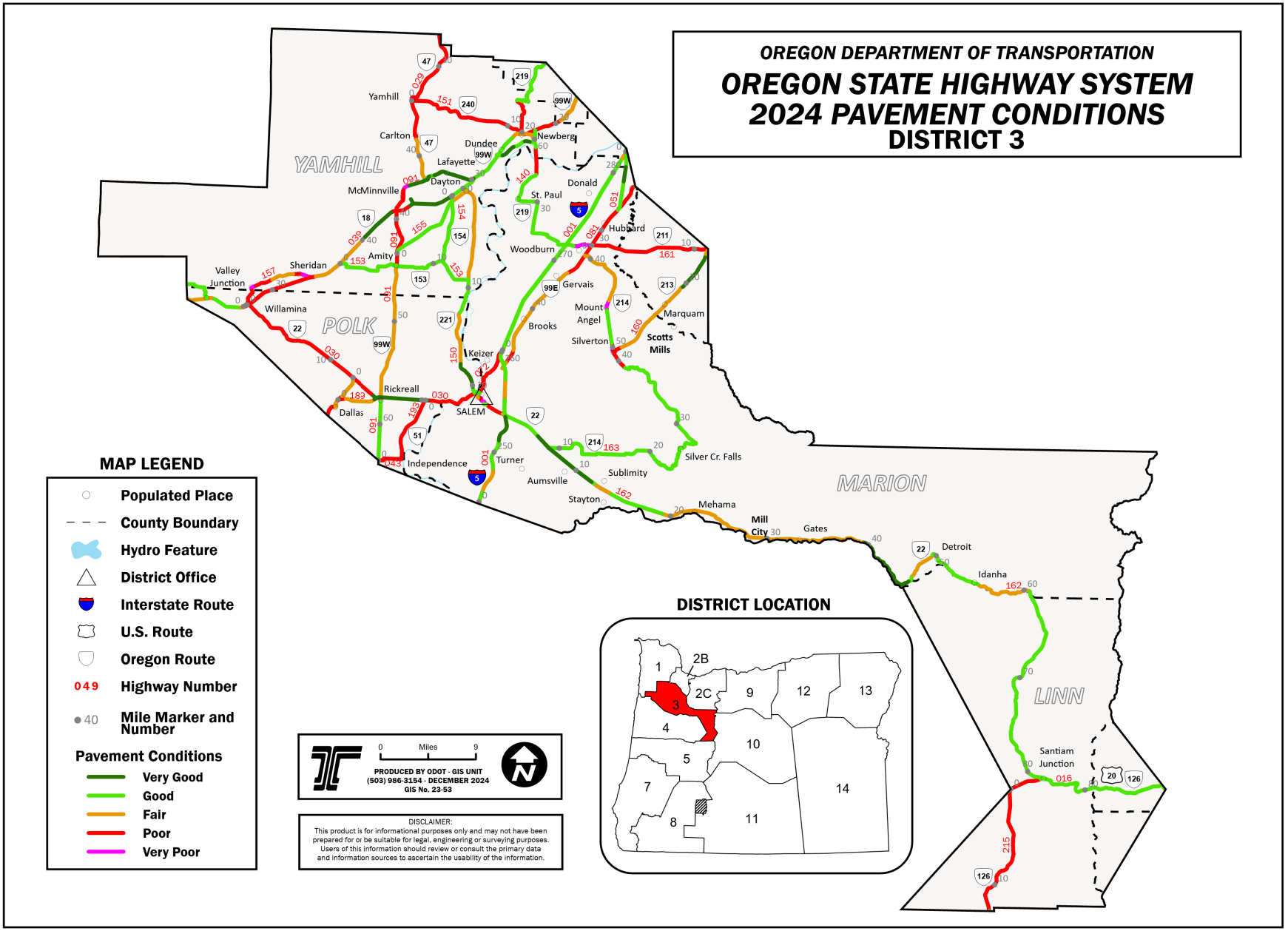

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	03	I-5	001	1			N. JEFFERSON - DELANEY RD (DIST 3)	244.68	248.40	3.72	AC	A	82	76	97	100	97	71	FR	GD
2	03	I-5	001	1			DELANEY RD - KUEBLER	248.40	251.40	3.00	AC	A	92	87	100	98	99	85	GD	GD
2	03	I-5	001	1			KUEBLER - N. SANTIAM HWY	251.40	253.72	2.32	AC	A	100	100	96	100	100	96	VG	FR
2	03	I-5	001	1			N. SANTIAM HWY - STATE ST	253.72	255.32	1.60	PC	A	78	100	98			77	GD	GD
2	03	I-5	001	1			STATE ST - SILVERTON RD	255.32	257.28	1.96	PC	A	69	100	98			68	FR	FR
2	03	I-5	001	1			SILVERTON RD - HAYESVILLE INTCH	257.28	259.10	1.82	PC	A	74	99	100			74	FR	FR
2	03	I-5	001	1			HAYESVILLE INTCH - WOODBURN	259.10	271.50	12.40	AC	A	91	100	100	100	100	91	GD	GD
2	03	I-5	001	1			WOODBURN - BALDOCK SRA	271.50	281.33	9.83	AC	A	88	100	97	100	99	86	GD	GD
2	03	I-5	001	1			BALDOCK SRA - WILLAMETTE R. (REG 2)	281.33	282.65	1.32	PC	A	54	98	96			53	FR	FR
2	03	I-5	001	2			N. JEFFERSON - MILLER CRK (DIST 3)	244.68	245.84	1.16	AC	A	96	99	100	100	100	95	GD	FR
2	03	I-5	001	2			MILLER CRK - DELANEY RD	245.84	248.40	2.56	AC	A	94	68	96	100	92	61	FR	FR
2	03	I-5	001	2			DELANEY RD - BATTLE CREEK	248.40	249.92	1.52	AC	A	95	86	75	100	95	60	FR	GD
2	03	I-5	001	2			BATTLE CREEK - KUEBLER	249.92	251.22	1.30	AC	A	61	88	92	91	99	56	FR	FR
2	03	I-5	001	2			KUEBLER - N. SANTIAM HWY	251.22	253.73	2.51	AC	A	100	100	100	100	100	100	VG	FR
2	03	I-5	001	2			N. SANTIAM HWY - STATE ST	253.73	255.32	1.59	PC	A	85	100	100			85	GD	GD
2	03	I-5	001	2			STATE ST - SILVERTON RD	255.32	257.28	1.96	PC	A	68	100	99			68	FR	FR
2	03	I-5	001	2			SILVERTON RD - HAYESVILLE INTCH	257.28	259.10	1.82	PC	A	78	100	100			78	GD	GD
2	03	I-5	001	2			HAYESVILLE INTCH - WOODBURN	259.10	271.50	12.40	AC	A	91	100	98	100	100	89	GD	GD
2	03	I-5	001	2			WOODBURN - BALDOCK SRA	271.50	281.33	9.83	AC	A	88	99	97	100	98	85	GD	GD
2	03	I-5	001	2			BALDOCK SRA - WILLAMETTE R. (REG 2)	281.33	282.65	1.32	PC	A	53	98	100			53	FR	FR
2	03	US 20	016	1			CLEAR LAKE JCT - SANTIAM JCT	71.52	74.50	2.98	AC	A	97	73	46	98	96	35	PR	PR
2	03	US 20	016	1			SANTIAM JCT - SANTIAM SUMMIT	74.50	80.40	5.90	AC	A	98	91	98	100	99	89	GD	VG
2	03	US 20	016	1			SANTIAM SUMMIT - JACK LAKE RD	80.40	88.20	7.80	AC	A	93	96	99	100	100	91	GD	VG
2	03	OR 47	029	1			GASTON - MP 30.8	26.52	30.80	4.28	AC	A	93	37	69	100	79	23	PR	PR
2	03	OR 47	029	1			MP 30.8 - YAMHILL	30.80	34.20	3.40	AC	A	87	34	85	100	79	24	PR	PR
2	03	OR 47	029	1			YAMHILL SECTION	34.20	34.70	0.50	AC	A	86	22	53	100	73	12	VP	VP
2	03	OR 47	029	1			YAMHILL - CARLTON	34.70	37.36	2.66	AC	A	96	44	97	100	92	40	PR	FR
2	03	OR 47	029	1			W ROOSEVELT ST - W MADISON ST (CARLTON)	37.36	37.70	0.34	AC	A	95	57	45	100	98	33	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	03	OR 47	029	1			W MADISON ST - PINE ST (CARLTON)	37.70	38.00	0.30	AC	A	94	34	55	100	92	23	PR	VP
2	03	OR 47	029	1			MAIN ST - W WILSON ST (CARLTON)	38.00	38.35	0.35	AC	A	98	48	57	100	84	27	PR	PR
2	03	OR 47	029	1			CARLTON - JCT HWY 091	38.35	42.46	4.11	AC	A	98	69	100	100	95	66	FR	GD
2	03	OR 47	029	2			HWY 001W CENTER TURN LANE	42.41	42.46	0.05	AC								NR	NR
2	03	OR 22	030	1			JCT HWY 039 EB	0.00	0.28	0.28	AC	A	98	34	82	100	83	24	PR	PR
2	03	OR 22	030	1			HWY 039 - HART RD	0.28	7.80	7.52	AC	A	90	55	90	100	88	45	PR	FR
2	03	OR 22	030	1			HART RD - DOLPH CORNER	7.80	11.70	3.90	AC	A	82	48	84	100	88	37	PR	PR
2	03	OR 22	030	1			DOLPH CORNER - RICKREALL INTCH	11.70	15.34	3.64	AC	A	89	43	96	100	77	33	PR	PR
2	03	OR 22	030	1			RICKREALL INTERCHANGE	15.34	16.17	0.83	AC	A	100	98	100	100	99	98	VG	VG
2	03	OR 22	030	1			RICKREALL INTCH - JCT HWY 193	16.20	20.56	4.36	AC	A	98	97	100	100	100	96	VG	VG
2	03	OR 22	030	1			JCT HWY 193 - ROSEWOOD DR	20.75	24.09	3.34	AC	A	73	45	87	100	99	41	PR	PR
2	03	OR 22	030	1			ROSEWOOD DR - WILLAMETTE R. (EB)	24.09	25.66	1.57	AC	A	75	47	100	100	96	45	PR	FR
2	03	OR 22	030	1			WILLAMETTE R. CENTER ST. BRIDGE (EB)	25.66	26.14	0.48	ST	A							ST	ST
2	03	OR 22	030	2			JCT HWY 039 WB	0.00	0.54	0.54	AC	A	99	43	84	100	77	31	PR	
2	03	OR 22	030	2			RICKREALL INTERCHANGE (RW2)	15.34	16.60	1.26	AC								NR	NR
2	03	OR 22	030	2			RICKREALL INTCH - JCT HWY 193 (WB-1)	16.60	18.38	1.78	AC								NR	NR
2	03	OR 22	030	2			RICKREALL INTCH - JCT HWY 193 (WB-2)	18.84	19.40	0.56	AC								NR	NR
2	03	OR 22	030	2			ROSEWOOD DR - WILLAMETTE R. (RW2-WB)	24.09	25.68	1.59	AC	A	78	38	87	100	96	34	PR	FR
2	03	OR 22	030	2			WILLAMETTE R. MARION ST. BRIDGE (WB)	25.68	26.18	0.50	ST	A							ST	ST
2	03	OR 22	032	1			GRAND RONDE RD - JCT HWY 039	22.01	24.97	2.96	AC	G						90	GD	GD
2	03	OR 18	039	1			GRAND RONDE RD - FORT HILL	21.18	23.80	2.62	AC	A	84	59	93	100	95	54	FR	FR
2	03	OR 18	039	1			FORT HILL - END MEDIAN BARRIER	23.80	26.22	2.42	AC	A	86	84	100	100	99	80	GD	GD
2	03	OR 18	039	1			END MEDIAN BARRIER - S. YAMHILL R.	26.22	27.17	0.95	AC	A	94	52	89	100	96	48	FR	FR
2	03	OR 18	039	1			S. YAMHILL R. - JCT HWY 157	27.17	34.25	7.08	AC	A	91	49	99	100	89	44	PR	PR
2	03	OR 18	039	1			JCT HWY 157 - CHRISTENSEN RD	34.25	35.47	1.22	AC	A	88	49	100	100	97	47	FR	FR
2	03	OR 18	039	1			CHRISTENSEN RD - OLDSVILLE RD	35.47	40.38	4.91	AC	A	92	57	98	100	89	50	FR	FR
2	03	OR 18	039	1			OLDSVILLE RD - S. MCMINNVILLE INTCH	40.38	43.80	3.42	AC	A	100	100	100	100	100	100	VG	PR
2	03	OR 18	039	1			S. MCMINNVILLE INTCH - YAMHILL R. OVERFLOW	43.80	45.80	2.00	AC	A	89	32	61	100	85	22	PR	VP

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

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2	03	OR 18	039	1			YAMHILL R. OVERFLOW - CRUICKSHANK RD	45.80	48.80	3.00	AC	A	100	100	100	100	100	100	VG	PR
2	03	OR 18	039	1			CRUICKSHANK RD - ASH RD	48.80	50.10	1.30	AC	A	100	100	100	100	100	100	VG	PR
2	03	OR 18	039	1			ASH RD - JCT HWY 001W	50.10	52.71	2.61	AC	A	99	95	100	100	100	94	GD	GD
2	03	OR 18	039	1			JCT HWY 091 - FULQUARTZ U-XING	55.48	56.20	0.72	AC	A	100	87	100	100	99	86	GD	VG
2	03	OR 18	039	1			FULQUARTZ U-XING - CHEHALEM CRK	56.20	57.52	1.32	PC	A	100	100	98			98	VG	VG
2	03	OR 18	039	1			CHEHALEM CRK - COLLEGE ST BRIDGE	57.52	58.24	0.72	AC	A	98	99	100	100	96	95	GD	GD
2	03	OR 18	039	1			COLLEGE ST BRIDGE	58.24	58.71	0.47	ST	A							ST	ST
2	03	OR 18	039	1			COLLEGE ST BRIDGE - HESS CRK	58.71	59.20	0.49	PC	A	100	100	100			100	VG	VG
2	03	OR 18	039	1			HESS CRK - JCT HWY 140	59.20	59.66	0.46	AC	A	95	100	100	100	100	95	GD	GD
2	03	OR 18	039	1			JCT HWY 140 - JCT HWY 091 (SPRINGBROOK RD)	59.90	60.88	0.98	AC	A	97	93	100	100	96	88	GD	GD
2	03	OR 18	039	2			SAWTELL RD - END DIVIDED HWY (RW2-WB)	27.94	29.28	1.34	AC	A	94	39	100	100	79	31	PR	PR
2	03	OR 18	039	2			S. MCMINNVILLE INTCH - E. MCMINNVILLE INT (RW2-	43.79	44.26	0.47	AC								NR	NR
2	03	OR 18	039	2			JCT HWY 091 SOUTH DUNDEE	55.41	55.56	0.15	AC								NR	NR
2	03	OR 51	043	1			JCT HWY 091 - JCT HWY 193	0.00	2.35	2.35	AC	A	92	38	67	99	82	25	PR	PR
2	03	OR 551	051	1			JCT HWY 001 (SB)	-0.31	0.41	0.72	AC	A	98	82	100	100	92	76	GD	GD
2	03	OR 551	051	1			END DIVIDED RDWY - ARNDT RD	0.41	1.47	1.06	AC	A	98	95	100	100	100	93	GD	GD
2	03	OR 551	051	1			ARNDT RD - KEIL RD	1.47	2.85	1.38	AC	A	98	99	100	100	99	97	VG	VG
2	03	OR 551	051	1			KEIL RD - JULIA RD	2.85	3.70	0.85	AC	A	95	94	100	99	96	90	GD	VG
2	03	OR 551	051	1			JULIA RD - JCT HWY 001E	3.70	5.63	1.93	AC	A	99	94	96	100	98	89	GD	GD
2	03	OR 551	051	2			JCT HWY 001 (NB)	-0.31	0.41	0.72	AC								NR	NR
2	03	OR 551	051	2			JCT HWY 001E (NB)	5.44	5.55	0.11	AC								NR	NR
2	03	OR 99EB	072	1			JCT HWY 001 (SB OFF RAMP)	0.00	0.43	0.43	AC	A	97	52	59	98	70	24	PR	PR
2	03	OR 99EB	072	1			JCT HWY 001 - CHERRY AVE	0.43	2.60	2.17	AC	A	88	43	96	100	77	33	PR	VP
2	03	OR 99EB	072	1			CHERRY AVE - COMMERCIAL ST	2.60	3.34	0.74	AC	A	81	37	63	100	82	24	PR	VP
2	03	OR 99EB	072	1			LIBERTY ST - MILL CREEK (SB COUPLET)	3.34	4.52	1.18	AC	A	91	44	83	100	79	31	PR	PR
2	03	OR 99EB	072	1			MILL CREEK - CENTER ST O-XING (SB)	4.52	5.01	0.49	AC	A	98	55	96	100	74	41	PR	PR
2	03	OR 22	072	1			CENTER ST O-XING - COMMERCIAL ST	5.01	5.43	0.42	AC	A	84	70	93	100	88	60	FR	FR
2	03	OR 22	072	1			COMMERCIAL ST - CHURCH ST (EB COUPLET)	5.43	5.69	0.26	AC	A	87	39	76	100	66	24	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

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2	03	OR 22	072	1			CHURCH ST - WINTER ST (EB COUPLET)	5.69	5.93	0.24	AC	A	92	38	74	100	58	19	VP	VP
2	03	OR 22	072	1			WINTER ST - MISSION ST O-XING	5.93	6.39	0.46	AC	A	86	27	67	100	68	14	VP	PR
2	03	OR 22	072	1			MISSION ST O-XING (EB)	6.39	6.66	0.27	ST	A							ST	ST
2	03	OR 22	072	1			MISSION ST O-XING - HELM ST	6.66	7.42	0.76	AC	A	60	49	88	100	60	28	PR	PR
2	03	OR 22	072	1			HELM ST - BEGIN HWY 162	7.42	8.48	1.06	AC	A	78	51	76	100	84	35	PR	FR
2	03	OR 99EB	072	2			JCT HWY 001 (NB ON RAMP)	0.00	0.65	0.65	AC								NR	NR
2	03	OR 99EB	072	2			SALEM PKWY - MILL CREEK (NB COUPLET)	3.34	4.52	1.18	AC	A	90	49	77	100	80	34	PR	PR
2	03	OR 99EB	072	2			MILL CREEK - CENTER ST O-XING (NB)	4.52	5.01	0.49	AC								NR	NR
2	03	OR 22	072	2			CENTER ST O-XING - FERRY ST (WB)	5.01	5.33	0.32	AC								NR	NR
2	03	OR 22	072	2			FRONT ST - CHURCH ST (WB COUPLET)	5.33	5.65	0.32	AC	A	65	21	49	100	69	10	VP	VP
2	03	OR 22	072	2			CHURCH ST - WINTER ST (WB COUPLET)	5.65	5.93	0.28	AC	A	74	24	43	100	63	10	VP	PR
2	03	OR 22	072	2			WINTER ST - MISSION ST O-XING (WB)	5.93	6.34	0.41	AC								NR	NR
2	03	OR 22	072	2			MISSION ST O-XING (WB)	6.34	6.57	0.23	ST								NR	NR
2	03	OR 99E	081	1			PUDDING R. - JCT HWY 051	24.67	27.10	2.43	AC	A	94	51	100	100	86	44	PR	PR
2	03	OR 99E	081	1			JCT HWY 051 - DIMMICK LN	27.10	30.65	3.55	AC	A	94	64	43	94	93	30	PR	PR
2	03	OR 99E	081	1			DIMMICK LN - MT HOOD AVE	30.65	31.70	1.05	AC	A	90	54	92	100	87	42	PR	PR
2	03	OR 99E	081	1			MT HOOD AVE - YOUNG ST	31.70	32.87	1.17	AC	A	93	51	96	100	74	38	PR	PR
2	03	OR 99E	081	1			YOUNG ST - SCL WOODBURN	32.87	33.25	0.38	AC	A	99	39	94	100	88	33	PR	PR
2	03	OR 99E	081	1			SCL WOODBURN - BOONES FERRY RD	33.25	35.25	2.00	AC	A	94	51	76	100	80	39	PR	PR
2	03	OR 99E	081	1			BOONES FERRY RD - POINSETTIA ST	35.25	42.50	7.25	AC	A	92	56	90	100	90	49	FR	FR
2	03	OR 99E	081	1			POINSETTIA ST - CHEMAWA RD	42.50	44.46	1.96	AC	A	96	58	91	100	94	52	FR	FR
2	03	OR 99E	081	1			CHEMAWA RD - WARD DR	44.46	45.82	1.36	AC	A	95	48	99	100	83	40	PR	PR
2	03	OR 99E	081	1			WARD DR - HYACINTH ST	45.82	46.49	0.67	AC	A	92	62	94	100	87	52	FR	FR
2	03	OR 99E	081	2			JCT HWY 051 (NB)	27.09	27.66	0.57	AC								NR	NR
2	03	OR 99W	091	1			SUNSET BLVD - REX HILL	16.67	19.44	2.77	AC	A	82	72	98	100	98	69	FR	FR
2	03	OR 99W	091	1			REX HILL - BRUTSCHER ST	19.44	21.80	2.36	AC	A	81	51	89	100	74	34	PR	PR
2	03	OR 99W	091	1			BRUTSCHER ST - RIVER ST	21.80	23.20	1.40	AC	A	72	35	87	100	81	28	PR	PR
2	03	OR 99W	091	1			RIVER ST - JCT HWY 151 (SB COUPLET)	23.20	23.76	0.53	AC	A	88	49	100	100	83	40	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

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2	03	OR 99W	091	1			JCT HWY 151 - DUNBERG LOOP	23.76	24.58	0.82	AC	A	96	77	93	100	98	73	FR	GD
2	03	OR 99W	091	1	Z	2	DUNBERG LOOP - DUNDEE (Z-SB)	24.49	24.58	0.09	AC	A	96	67	100	100	100	67	FR	GD
2	03	OR 99W	091	1			DUNBERG LOOP - DUNDEE (SB)	24.58	25.40	0.82	AC	A	94	79	100	100	99	78	GD	GD
2	03	OR 99W	091	1			DUNDEE SECTION	25.40	26.80	1.40	AC	A	91	100	99	100	100	90	GD	VG
2	03	OR 99W	091	1			DUNDEE - ARCHERY SUMMIT RD (SB)	26.80	28.05	1.25	AC	A	92	100	100	100	100	92	GD	GD
2	03	OR 99W	091	1			ARCHERY SUMMIT RD - MCDOUGALL JCT	28.05	29.79	1.74	AC	A	94	99	98	100	100	92	GD	GD
2	03	OR 99W	091	1			MCDOUGALL JCT - LAFAYETTE	29.79	32.16	2.37	AC	A	99	98	100	100	100	97	VG	VG
2	03	OR 99W	091	1			LAFAYETTE SECTION	32.16	32.97	0.81	AC	A	98	99	100	100	100	97	VG	VG
2	03	OR 99W	091	1			LAFAYETTE - ST. JOSEPH RD (SB)	32.97	33.74	0.77	AC	A	100	100	100	100	100	100	VG	VG
2	03	OR 99W	091	1			ST. JOSEPH RD -RIVERSIDE DR	33.74	35.14	1.40	AC	A	100	98	97	100	97	94	GD	VG
2	03	OR 99W	091	1			RIVERSIDE DR - MCDONALD LN	35.14	36.32	1.18	AC	A	99	100	100	100	100	99	VG	VG
2	03	OR 99W	091	1			MCDONALD LN - 15TH ST	36.32	37.06	0.74	AC	A	89	29	54	100	85	18	VP	VP
2	03	OR 99W	091	1			15TH ST - EDMUNSTON ST (SB COUPLET)	37.06	38.23	1.17	AC	A	82	55	50	100	86	28	PR	VP
2	03	OR 99W	091	1			EDMUNSTON ST - BOOTH BEND RD	38.23	39.05	0.82	AC	A	91	45	57	100	93	31	PR	PR
2	03	OR 99W	091	1	Z	7	EDMUNSTON ST - BOOTH BEND RD (Z)	39.01	39.05	0.04	AC	A	85	35	64	100	81	22	PR	VP
2	03	OR 99W	091	1			BOOTH BEND RD - HWY 039 EB CONN	39.05	39.28	0.23	AC	A	94	39	90	100	91	33	PR	PR
2	03	OR 99W	091	1			HWY 039 EB CONN - AMITY	39.28	44.15	4.83	AC	A	96	47	61	100	84	31	PR	PR
2	03	OR 99W	091	1			AMITY SECTION	44.15	44.90	0.75	AC	A	86	50	52	100	94	31	PR	PR
2	03	OR 99W	091	1			AMITY - PERRYDALE RD	44.90	46.50	1.60	AC	A	96	76	100	100	99	75	FR	GD
2	03	OR 99W	091	1			PERRYDALE RD - CROWLEY RD	46.50	54.40	7.90	AC	A	97	70	99	100	99	69	FR	GD
2	03	OR 99W	091	1			CROWLEY RD - RICKREALL INTCH	54.40	57.20	2.80	AC	A	96	61	100	100	99	60	FR	GD
2	03	OR 99W	091	1			RICKREALL INTCH - RICKREALL RD	57.20	57.82	0.62	AC	A	88	22	58	100	49	8	VP	PR
2	03	OR 99W	091	1			RICKREALL RD - HOFFMAN RD	57.82	62.10	4.24	AC	A	96	97	99	100	99	94	GD	GD
2	03	OR 99W	091	1			HOFFMAN RD - GWINN ST	62.10	63.79	1.69	AC	A	97	93	99	100	100	92	GD	VG
2	03	OR 99W	091	2			SUNSET BLVD - REX HILL (NB)	16.67	19.43	2.76	AC	A	78	67	98	100	82	52	FR	FR
2	03	OR 99W	091	2			JCT HWY 140 - RR X'ING (NB COUPLET)	23.18	23.89	0.71	AC	A	60	61	82	100	88	47	FR	PR
2	03	OR 99W	091	2			BEGIN DIV HWY - DUNDEE (NB)	24.49	25.40	0.91	AC	A	97	96	100	100	99	93	GD	GD
2	03	OR 99W	091	2			TRUNK RD - ARCHERY SUMMIT RD (NB)	27.09	28.05	0.96	AC	A	94	98	100	100	100	92	GD	GD

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2	03	OR 99W	091	2			LAFAYETTE - ST. JOSEPH RD (NB)	32.97	33.74	0.77	AC	A	100	99	100	100	100	99	VG	VG
2	03	OR 99W	091	2			RR U-XING - JCT HWY 029 (NB)	34.22	34.72	0.50	AC	A	100	100	100	100	100	100	VG	VG
2	03	OR 99W	091	2			JCT HWY 029 - RIVERSIDE DR (NB)	34.72	35.19	0.47	AC	A	99	100	100	100	100	99	VG	VG
2	03	OR 99W	091	2			15TH ST - EDMUNSTON ST (NB COUPLET)	37.06	38.22	1.16	AC	A	88	61	46	99	76	29	PR	VP
2	03	OR 219	140	1			SCHOLLS JCT - BALD PEAK RD	10.05	16.44	6.39	AC	G						95	GD	GD
2	03	OR 219	140	1			BALD PEAK RD - N. TERRACE DR	16.44	18.30	1.86	AC	G						40	PR	FR
2	03	OR 219	140	1			N. TERRACE DR - JCT HWY 091	18.30	20.19	1.89	AC	A	90	34	67	100	79	21	PR	PR
2	03	OR 219	140	1			JCT HWY 091 - VILLA RD	20.65	20.73	0.08	AC	A	100	77	100	100	78	61	FR	FR
2	03	OR 219	140	1			VILLA RD - SPRINGBROOK RD	20.73	21.61	0.88	AC	A	86	50	100	100	92	47	FR	FR
2	03	OR 219	140	1			SPRINGBROOK RD - JCT HWY 039	21.61	21.85	0.24	AC	A	88	76	100	100	100	76	GD	GD
2	03	OR 219	140	1			JCT HWY 039 - WILSONVILLE RD	21.85	22.40	0.55	AC	A	96	91	100	98	97	87	GD	FR
2	03	OR 219	140	1			WILSONVILLE RD - MCKAY RD	22.40	25.01	2.61	AC	A	86	47	88	100	94	42	PR	FR
2	03	OR 219	140	1			MCKAY RD - CHURCH ST	25.01	28.11	3.06	AC	G						80	GD	FR
2	03	OR 219	140	1			CHURCH ST - KIRSCH RD	28.11	31.30	3.19	AC	G						85	GD	FR
2	03	OR 219	140	1			KIRSCH RD - CHAMPOEG CRK	31.30	33.17	1.87	AC	G						85	GD	GD
2	03	OR 219	140	1			CHAMPOEG CRK - BUTTEVILLE RD	33.17	36.07	2.90	AC	G						85	GD	GD
2	03	OR 219	140	1			BUTTEVILLE RD - WOODLAND AVE	36.07	36.52	0.45	AC	A	90	100	99	100	100	90	GD	GD
2	03	OR 214	140	1			WOODLAND AVE - BROUGHTON WY	36.52	37.54	1.02	AC	A	88	100	99	100	100	87	GD	GD
2	03	OR 214	140	1			BROUGHTON WY - JCT HWY 081	37.54	39.29	1.75	AC	A	84	34	54	100	54	14	VP	VP
2	03	OR 214	140	1			JCT HWY 081 - WOODBURN-MONITOR RD	39.31	42.80	3.49	AC	A	92	68	95	100	96	63	FR	FR
2	03	OR 214	140	1			WOODBURN-MONITOR RD - MOUNT ANGEL	42.80	45.50	2.63	AC	A	91	76	76	100	99	59	FR	GD
2	03	OR 214	140	1			MOUNT ANGEL SECTION	45.50	46.45	0.95	AC	A	85	29	55	100	71	16	VP	VP
2	03	OR 214	140	1			MOUNT ANGEL - NE HOBART RD	46.45	49.37	2.92	AC	A	90	96	95	100	99	82	GD	GD
2	03	OR 214	140	1			NE HOBART RD - JEFFERSON ST	49.37	49.62	0.25	AC	A	80	99	100	100	100	80	GD	FR
2	03	OR 214	140	1			JEFFERSON ST - C ST	49.62	50.24	0.62	AC	A	82	43	67	100	83	35	PR	FR
2	03	OR 214	140	1			SILVERTON COUPLET (EB)	50.24	50.72	0.48	AC	A	96	33	62	100	74	19	VP	VP
2	03	OR 219	140	2			BUTTEVILLE RD ROUNDABOUT (WB)	36.07	36.24	0.17	AC								NR	NR
2	03	OR 214	140	2			SILVERTON COUPLET (WB)	50.24	50.64	0.40	AC	A	88	9	84	100	66	5	VP	VP

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2	03	OR 221	150	1			DAYTON INTCH (EB RAMPS)	0.00	0.19	0.19	AC	G						95	GD	GD
2	03	OR 221	150	1			DAYTON SECTION	0.19	0.73	0.54	AC	A	98	56	91	100	94	51	FR	FR
2	03	OR 221	150	1			PALMER CREEK - JCT HWY 153	0.73	9.26	8.53	AC	A	94	59	98	95	99	55	FR	FR
2	03	OR 221	150	1			JCT HWY 153 - SPRING VALLEY CREEK	9.26	12.50	3.24	AC	A	94	84	99	96	100	80	GD	GD
2	03	OR 221	150	1			SPRING VALLEY CREEK - MICHIGAN CITY AV	12.50	17.57	5.07	AC	A	94	57	91	98	98	51	FR	FR
2	03	OR 221	150	1			MICHIGAN CITY AV - ORCHARD HEIGHTS RD	17.57	20.15	2.58	AC	A	99	99	100	100	100	99	VG	VG
2	03	OR 221	150	1			ORCHARD HTS RD - EDGEWATER ST	20.19	20.78	0.59	AC	A	92	92	97	100	100	83	GD	GD
2	03	OR 221	150	2			DAYTON INTCH (WB RAMPS & U-XING)	0.00	0.31	0.31	AC								NR	NR
2	03	OR 221	150	2			BEGIN DIV HWY - ORCHARD HEIGHTS RD (NB)	18.01	20.13	2.12	AC								NR	NR
2	03	OR 240	151	1			JCT HWY 029 - YAMHILL CREEK	0.00	0.62	0.62	AC	G						40	PR	PR
2	03	OR 240	151	1			YAMHILL CREEK - DOPP RD	0.62	7.30	6.68	AC	G						25	PR	PR
2	03	OR 240	151	1			DOPP RD - CHEHALEM CREEK	7.30	10.95	3.65	AC	A	88	46	75	100	98	33	PR	PR
2	03	OR 240	151	1			CHEHALEM CREEK - JCT HWY 001W	10.95	11.50	0.55	AC	A	92	35	82	100	75	25	PR	PR
2	03	OR 153	153	1			JCT HWY 039 - AMITY	0.00	6.23	6.23	AC	G						85	GD	VG
2	03	OR 153	153	1			AMITY - JCT HWY 154	6.30	10.96	4.66	AC	G						85	GD	GD
2	03	OR 153	153	1			JCT HWY 154 - JCT HWY 150	10.96	14.36	3.40	AC	G						85	GD	VG
2	03	OR 233	154	1			JCT HWY 039 - JCT HWY 155	0.00	0.52	0.52	AC	G						95	GD	VG
2	03	OR 154	154	1			JCT HWY 155 - JCT HWY 153	0.52	6.26	5.74	AC	G						95	GD	VG
2	03	OR 233	155	1			JCT HWY 091 - JCT HWY 154	0.00	7.44	7.44	AC	G						95	GD	VG
2	03		155	1			JCT HWY 154 - JCT HWY 150	7.44	9.19	1.75	AC	G						65	FR	GD
2	03	OR 18B	157	1			WILLAMINA JCT - HWY 157AC CONN.	0.00	0.60	0.60	AC	A	99	43	92	100	76	32	PR	PR
2	03	OR 18B	157	1			HWY 157AC CONN. - WILLAMINA	0.60	2.00	1.40	AC	A	97	41	51	100	74	21	PR	VP
2	03	OR 18B	157	1			WILLAMINA SECTION	2.00	2.77	0.77	AC	A	94	35	47	100	60	13	VP	VP
2	03	OR 18B	157	1			WILLAMINA - PITTMAN RD	2.77	4.40	1.63	AC	A	97	40	72	100	91	31	PR	PR
2	03	OR 18B	157	1			PITTMAN RD - WESTERN ST	4.40	6.55	2.11	AC	A	98	58	91	100	98	55	FR	FR
2	03	OR 18B	157	1			WESTERN ST - BRIDGE ST	6.55	7.13	0.58	AC	A	94	37	75	100	75	24	PR	PR
2	03	OR 18B	157	1			BRIDGE ST - SHERIDAN JCT (EB HWY 039 ON RAMP)	7.13	8.60	1.47	AC	A	96	27	74	100	53	12	VP	PR
2	03	OR 18B	157	2			WILLAMINA JCT (EB HWY 039 ON RAMP)	0.00	0.13	0.13	AC								NR	NR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	03	OR 18B	157	2			SHERIDAN JCT (WB HWY 039 OFF RAMP)	8.16	8.58	0.42	AC								NR	NR
2	03	OR 213	160	1			JCT HWY 161 - MARQUAM HILL RD	16.10	16.95	0.85	AC	A	89	72	91	100	97	66	FR	FR
2	03	OR 213	160	1			MARQUAM HILL RD - MONTE CRISTO RD	16.95	20.50	3.55	AC	A	100	100	100	100	100	100	VG	FR
2	03	OR 213	160	1			MONTE CRISTO RD - LONE PINE CORNER	20.50	24.77	4.27	AC	A	96	57	100	100	95	54	FR	FR
2	03	OR 213	160	1			LONE PINE CORNER - MONITOR RD	24.77	28.78	4.01	AC	A	90	60	92	99	97	56	FR	FR
2	03	OR 213	160	1			MONITOR RD - 1ST ST	28.78	29.65	0.87	AC	A	91	46	95	100	85	38	PR	PR
2	03	OR 213	160	1			1ST ST - WATER ST	29.65	29.71	0.06	AC	A	94	44	53	100	70	22	PR	PR
2	03	OR 211	161	1			JCT HWY 001E - MP 0.7	0.00	0.70	0.70	AC	A	84	50	70	100	90	38	PR	PR
2	03	OR 211	161	1			MP 0.7 - CLACKAMAS CO. LN	0.70	2.51	1.81	AC	A	95	61	62	100	98	40	PR	PR
2	03	OR 211	161	1			MARION CO. LN - HAMRICKS CORNER	2.61	7.59	4.98	AC	A	86	43	90	100	92	37	PR	PR
2	03	OR 211	161	1			HAMRICKS CORNER - JCT HWY 160	7.59	11.31	3.72	AC	A	90	48	96	100	93	44	PR	FR
2	03	OR 22	162	1			END HWY 072 - I-5 NB RAMPS	1.17	1.68	0.51	AC	A	91	69	87	100	94	54	FR	GD
2	03	OR 22	162	1			I-5 NB RAMPS - JOSEPH ST	1.68	5.16	3.48	AC	A	91	89	98	100	99	85	GD	GD
2	03	OR 22	162	1			JOSEPH ST - GOLF CLUB RD	5.16	11.83	6.67	AC	A	99	100	99	100	100	98	VG	VG
2	03	OR 22	162	1			GOLF CLUB RD - FERN RIDGE RD	11.83	14.08	2.25	AC	A	63	52	100	100	94	48	FR	FR
2	03	OR 22	162	1			FERN RIDGE RD - BEG DIV HWY	14.08	16.98	2.90	AC	A	95	92	99	100	99	89	GD	VG
2	03	OR 22	162	1			BEG DIV HWY - KINGDOM LN	16.98	19.18	2.20	AC	A	68	98	100	100	99	68	FR	FR
2	03	OR 22	162	1			KINGDOM LN - GOPHER LN	19.18	22.96	3.78	AC	A	58	79	100	100	99	56	FR	FR
2	03	OR 22	162	1			GOPHER LN - MP 25.9	22.96	25.90	2.94	AC	A	69	77	99	100	98	60	FR	FR
2	03	OR 22	162	1			MP 25.9 - MILL CITY	25.90	29.50	3.60	AC	A	93	62	100	100	99	61	FR	GD
2	03	OR 22	162	1			MILL CITY - THE MAPLES SRA	29.50	34.20	4.70	AC	A	93	68	97	100	98	65	FR	GD
2	03	OR 22	162	1			THE MAPLES SRA - LITTLE SWEDEN	34.20	38.50	4.30	AC	A	93	70	97	100	99	67	FR	GD
2	03	OR 22	162	1			LITTLE SWEDEN - BIG CLIFF DAM	38.50	39.55	1.05	AC	A	80	90	96	100	98	73	FR	GD
2	03	OR 22	162	1			BIG CLIFF DAM - MONGOLD SLIDE	39.55	46.00	6.45	AC	A	100	100	100	100	100	100	VG	PR
2	03	OR 22	162	1			MONGOLD SLIDE SECTION	46.00	46.50	0.50	AC	A	97	78	100	100	99	77	GD	FR
2	03	OR 22	162	1			MONGOLD SLIDE - DETROIT	46.50	49.55	3.05	AC	A	90	66	84	100	97	58	FR	FR
2	03	OR 22	162	1			DETROIT - IDANHA	49.55	55.00	5.45	AC	A	91	87	96	100	98	80	GD	GD
2	03	OR 22	162	1			IDANHA - WHITEWATER RD	55.00	60.57	5.57	AC	A	89	54	88	100	95	47	FR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	03	OR 22	162	1			WHITEWATER RD - MINTO CREEK	60.57	65.50	4.93	AC	A	94	91	100	100	98	86	GD	GD
2	03	OR 22	162	1			MINTO CREEK - BUGABOO RD	65.50	67.90	2.40	AC	A	92	97	100	100	99	90	GD	GD
2	03	OR 22	162	1			BUGABOO RD - TWIN MEADOWS RD	67.90	70.00	2.10	AC	A	94	96	100	100	99	92	GD	GD
2	03	OR 22	162	1			TWIN MEADOWS RD - LAVA LAKE MEADOWS	70.00	77.75	7.75	AC	A	92	89	97	99	99	83	GD	GD
2	03	OR 22	162	1			LAVA LAKE MEADOWS - LAVA FLAT RD	77.75	79.70	1.95	AC	A	90	95	100	100	98	87	GD	GD
2	03	OR 22	162	1			LAVA FLAT RD - JCT HWY 016	79.70	81.81	2.11	AC	A	93	82	98	100	99	78	GD	GD
2	03	OR 22	162	2			JOSEPH ST - SUBLIMITY INTCHG (RW2-WB)	6.04	12.11	6.07	PC	A	90	98	100			89	GD	GD
2	03	OR 22	162	2			SUBLIMITY INTCHG SECT (RW2-WB)	12.11	13.95	1.84	AC	A	79	59	100	100	93	55	FR	FR
2	03	OR 22	162	2			BEG DIV HWY - END DIV HWY (WB)	16.94	19.18	2.24	AC	A	87	98	100	100	100	86	GD	GD
2	03	OR 214	163	1			JCT HWY 162 (EB OFF RAMP & U-XING)	8.78	9.22	0.44	AC	G						80	GD	GD
2	03	OR 214	163	1			JCT HWY 162 - CASCADE HWY	9.22	15.59	6.37	AC	G						85	GD	GD
2	03	OR 214	163	1			CASCADE HWY - MP 21.2	15.59	21.20	5.61	AC	G						95	GD	VG
2	03	OR 214	163	1			MP 21.2 - SILVER FALLS ST PK	21.20	23.36	2.16	AC	G						90	GD	VG
2	03	OR 214	163	1			SILVER FALLS ST PK SECTION	23.36	27.36	4.00	AC	G						95	GD	VG
2	03	OR 214	163	1			SILVER FALLS ST PK - DRAKES XING	27.36	31.09	3.73	AC	G						90	GD	VG
2	03	OR 214	163	1			DRAKES XING - SILVER SPRINGS LN	31.09	33.70	2.61	AC	G						90	GD	VG
2	03	OR 214	163	1			SILVER SPRINGS LN - MOUNTAIN VIEW RD	33.70	39.10	5.40	AC	G						80	GD	VG
2	03	OR 214	163	1			MOUNTAIN VIEW RD - JCT HWY 140	39.10	40.84	1.74	AC	G						45	PR	PR
2	03	OR 214	163	2			JCT HWY 162 (WB ON RAMP)	8.81	9.09	0.28	AC								NR	NR
2	03	OR 223	189	1			JCT HWY 191 - ECL DALLAS	0.00	0.72	0.72	AC	A	82	45	75	100	82	33	PR	PR
2	03	OR 223	189	1			ECL DALLAS - RICKREALL INTCH	0.72	3.60	2.88	AC	A	76	55	92	100	98	52	FR	FR
2	03	OR 223	189	1			RICKREALL INTCH SECTION	3.60	4.32	0.72	AC	A	99	100	100	100	100	99	VG	VG
2	03	OR 223	191	1			JCT HWY 030 - POLK STATION RD	0.00	2.13	2.13	AC	A	98	59	85	100	95	49	FR	FR
2	03	OR 223	191	1			POLK STATION RD - JEFFERSON ST	2.13	2.94	0.81	AC	A	95	51	98	100	85	44	PR	FR
2	03	OR 223	191	1			DALLAS COUPLET (SB)	2.94	3.40	0.46	AC	A	95	57	92	100	86	47	FR	PR
2	03	OR 223	191	1			MAIN ST - DISTRICT BDRY	3.40	4.73	1.33	AC	A	97	45	75	100	84	31	PR	PR
2	03	OR 223	191	2			DALLAS COUPLET (NB)	2.94	3.45	0.51	AC	A	99	74	97	100	83	62	FR	FR
2	03	OR 51	193	1			JCT HWY 030 - STRYKER ST	0.00	4.88	4.88	AC	A	92	44	90	99	94	40	PR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 03

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2	**03**	**OR 51**	193	1			STRYKER ST - POLK ST	**4.88**	**5.70**	0.82	AC	A	89	40	66	100	83	**26**	**PR**	PR
2	**03**	**OR 51**	193	1			POLK ST - JCT HWY 043	**5.70**	**6.34**	0.64	AC	A	95	44	91	100	78	**33**	**PR**	PR
2	**03**	**OR 126**	215	1			JCT HWY 016 - CLEAR LAKE LODGE	**0.00**	**3.60**	3.60	AC	A	91	64	57	100	97	**36**	**PR**	PR
2	**03**	**OR 126**	215	1			CLEAR LAKE LODGE - LANE CO. LINE	**3.60**	**13.02**	9.42	AC	A	84	58	72	99	97	**44**	**PR**	FR
2	**03**	**OR 126**	215	2			JCT HWY 016 (RW2-NB)	**0.00**	**0.19**	0.19	AC								**NR**	NR
2	**03**		483	1			MCMINNVILLE SPUR (NB)	**46.26**	**46.85**	0.59	AC	A	100	100	100	100	100	**100**	**VG**	PR
2	**03**		483	2			MCMINNVILLE SPUR (SB)	**46.11**	**46.48**	0.37	AC								**NR**	NR

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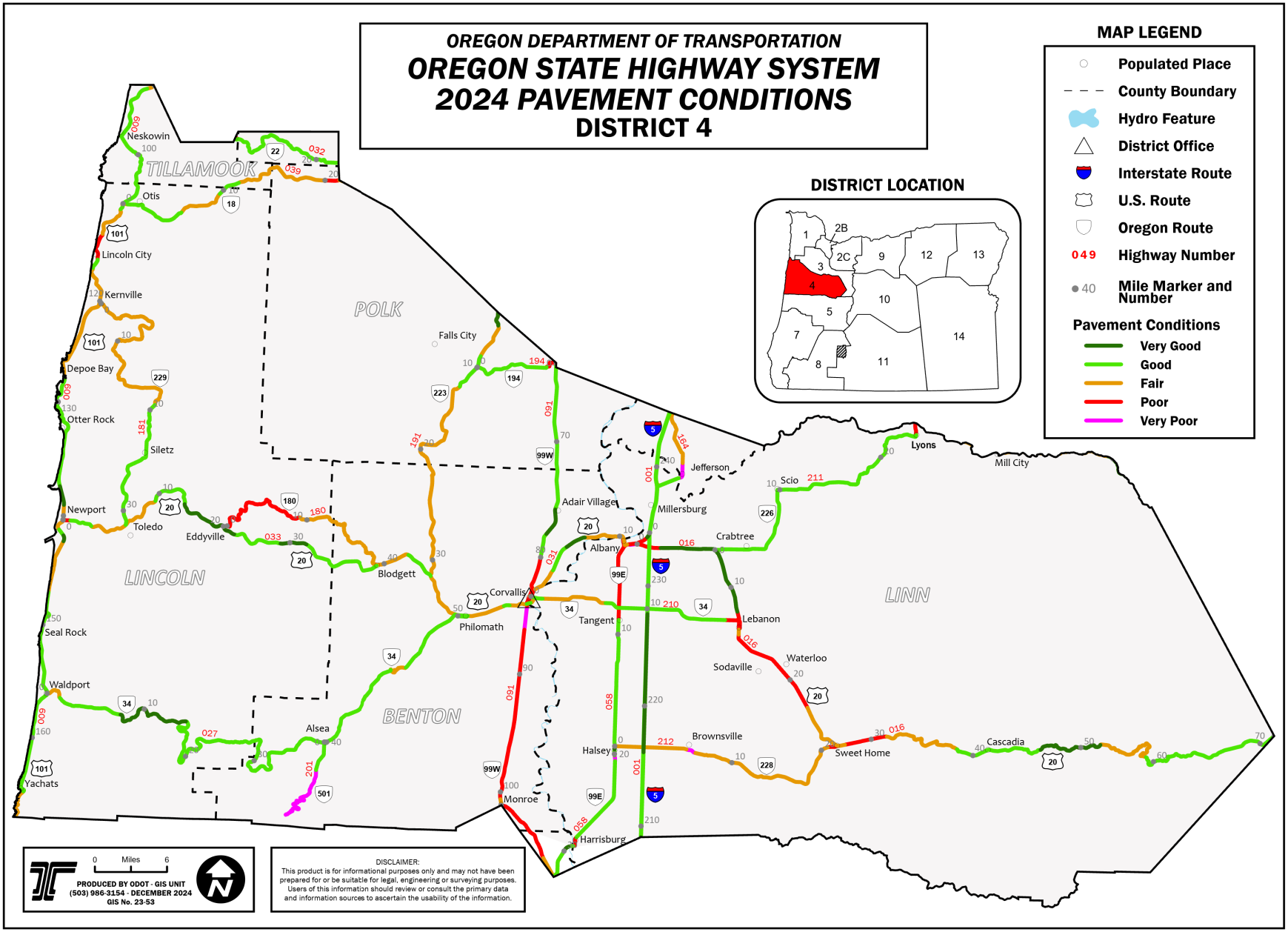

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 04

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	04	I-5	001	1			DIAMOND HILL INTCH - HALSEY	209.06	216.12	7.06	AC	A	98	96	97	100	99	93	GD	FR
2	04	I-5	001	1			HALSEY - CORVALLIS/LEBANON INTCH	216.12	227.68	11.56	PC	A	96	97	96			91	GD	GD
2	04	I-5	001	1			CORVALLIS/LEBANON INTCH - N. ALBANY	227.68	234.62	6.94	PC	A	98	93	96			89	GD	GD
2	04	I-5	001	1			N. ALBANY - S. JEFFERSON	234.62	237.74	3.12	AC	A	94	99	89	100	96	83	GD	GD
2	04	I-5	001	1			S. JEFFERSON - SANTIAM R.	237.74	240.34	2.60	AC	A	95	100	100	100	99	95	GD	VG
2	04	I-5	001	1			SANTIAM R. BRIDGES SECTION	240.34	241.52	1.18	AC	A	95	100	96	100	99	92	GD	GD
2	04	I-5	001	1			SANTIAM R. - N. JEFFERSON	241.52	244.44	2.92	AC	A	91	100	100	100	100	91	GD	GD
2	04	I-5	001	1			N. JEFFERSON - DELANEY RD (DIST 4)	244.44	244.68	0.24	AC	A	94	100	100	100	99	94	GD	VG
2	04	I-5	001	2			DIAMOND HILL INTCH - HALSEY	209.06	216.14	7.08	AC	A							UC	FR
2	04	I-5	001	2			HALSEY - CORVALLIS/LEBANON INTCH	216.14	227.68	11.54	PC	A	98	99	98			96	VG	GD
2	04	I-5	001	2			CORVALLIS/LEBANON INTCH - N. ALBANY	227.68	234.71	7.03	PC	A	98	91	96			88	GD	GD
2	04	I-5	001	2			N. ALBANY - S. JEFFERSON	234.71	238.75	4.04	AC	A	95	100	98	100	98	93	GD	GD
2	04	I-5	001	2			S. JEFFERSON - SANTIAM R.	238.75	240.41	1.66	PC	A	95	99	93			89	GD	GD
2	04	I-5	001	2			SANTIAM R. BRIDGES SECTION	240.41	241.32	0.91	AC	A	90	100	100	100	99	90	GD	GD
2	04	I-5	001	2			SANTIAM R. - N. JEFFERSON	241.32	244.44	3.12	PC	A	95	99	100			94	GD	GD
2	04	I-5	001	2			N. JEFFERSON - MILLER CRK (DIST 4)	244.44	244.68	0.24	AC	A	88	90	100	100	98	86	GD	PR
2	04	US 101	009	1			JCT HWY 130 - MEDA LOOP RD	91.37	92.02	0.65	AC	A	95	74	90	100	96	69	FR	FR
2	04	US 101	009	1			MEDA LOOP RD - NESKOWIN CREST RD	92.21	96.15	3.94	AC	A	100	93	100	100	99	93	GD	GD
2	04	US 101	009	1			NESKOWIN CREST RD - OTIS JCT	96.76	105.64	8.84	AC	A	99	85	96	100	99	82	GD	GD
2	04	US 101	009	1			OTIS JCT - 25TH ST	110.75	113.70	2.95	AC	A	90	60	77	100	95	50	FR	FR
2	04	US 101	009	1			25TH ST - SE 23RD ST	113.70	116.05	2.35	AC	A	95	50	85	100	89	40	PR	FR
2	04	US 101	009	1			SE 23RD ST - 35TH ST	116.05	116.88	0.83	AC	A	90	99	100	100	100	89	GD	GD
2	04	US 101	009	1			35TH ST - DRIFT CREEK	116.88	119.67	2.79	AC	A	95	55	85	100	93	47	FR	FR
2	04	US 101	009	1			DRIFT CREEK - CORONADO SHORES	119.67	123.35	3.56	AC	A	95	71	97	100	98	69	FR	FR
2	04	US 101	009	1			CORONADO SHORES - FOGARTY CREEK	123.35	125.20	1.85	AC	A	97	53	100	100	98	52	FR	FR
2	04	US 101	009	1			FOGARTY CREEK - DEPOE BAY BRIDGE	125.20	127.60	2.40	AC	A	91	69	97	99	99	66	FR	FR
2	04	US 101	009	1			DEPOE BAY BRIDGE - BEVERLY BEACH SP	127.60	133.65	6.05	AC	A	96	88	92	99	99	79	GD	GD
2	04	US 101	009	1			BEVERLY BEACH SP - 54TH ST	133.65	137.50	3.85	AC	A	97	95	94	100	99	86	GD	GD

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2	04	US 101	009	1			54TH ST - 25TH ST	137.50	139.10	1.60	AC	A	97	99	100	100	100	96	VG	GD
2	04	US 101	009	1			25TH ST - YAQUINA BAY BR	139.10	141.37	2.27	AC	A	90	78	74	100	99	60	FR	FR
2	04	US 101	009	1			YAQUINA BAY BRIDGE	141.37	141.98	0.61	ST	A							ST	ST
2	04	US 101	009	1			YAQUINA BAY BR - FERRY SLIP RD	141.98	142.47	0.49	AC	A	99	100	100	100	100	99	VG	VG
2	04	US 101	009	1			FERRY SLIP RD - SE 123RD	142.47	146.95	4.48	AC	A	93	56	90	100	89	48	FR	FR
2	04	US 101	009	1			SE 123RD - ALSEA BAY BR	146.95	155.25	8.30	AC	A	98	89	99	100	100	87	GD	GD
2	04	US 101	009	1			ALSEA BAY BRIDGE	155.25	155.80	0.55	ST	A							ST	ST
2	04	US 101	009	1			ALSEA BAY BR - WM. KEADY WAYSIDE	155.80	156.22	0.42	AC	A	96	100	90	100	100	87	GD	VG
2	04	US 101	009	1			WM. KEADY WAYSIDE - YACHATS	156.22	163.90	7.68	AC	A	98	88	98	100	99	85	GD	GD
2	04	US 101	009	1			YACHATS SECTION	163.90	164.75	0.85	AC	A	98	81	99	100	99	81	GD	GD
2	04	US 101	009	1			YACHATS - LANE CO.LINE	164.75	167.61	2.86	AC	A	99	67	95	100	99	64	FR	FR
2	04	US 101	009	2			CORONADO SHORES - END DIVIDED HWY (NB)	123.42	124.90	1.48	AC								NR	NR
2	04	US 20	016	1			GEARY ST - BURKHART ST (EB COUPLET)	-0.03	0.12	0.15	AC	A	91	45	61	100	60	21	PR	PR
2	04	US 20	016	1			BURKHART ST - COX CREEK	0.12	2.00	1.88	AC	A	84	47	77	100	67	28	PR	PR
2	04	US 20	016	1			COX CREEK - SCRAVEL HILL RD	2.00	2.64	0.64	AC	A	98	99	100	100	100	97	VG	VG
2	04	US 20	016	1			SCRAVEL HILL RD - GORE DR	2.64	11.71	9.07	AC	A	99	100	100	100	100	99	VG	VG
2	04	US 20	016	1			GORE DR - REEVES PKWY	11.71	12.13	0.42	AC	A	98	99	100	100	100	97	VG	VG
2	04	US 20	016	1			REEVES PKWY - CAROLINA ST	12.13	12.93	0.80	AC	A	95	51	90	100	86	42	PR	FR
2	04	US 20	016	1			CAROLINA ST - ELMORE ST (EB COUPLET)	12.93	13.60	0.67	AC	A	99	55	88	100	83	43	PR	PR
2	04	US 20	016	1			ELMORE ST - SANTIAM CANAL	13.60	14.05	0.45	AC	A	97	70	100	100	86	60	FR	PR
2	04	US 20	016	1			SANTIAM CANAL - WEIRICH DR	14.05	15.68	1.63	AC	A	95	62	48	100	90	34	PR	PR
2	04	US 20	016	1			WEIRICH DR - VAIL CREEK	15.68	18.10	2.42	AC	A	92	49	100	100	84	41	PR	PR
2	04	US 20	016	1			VAIL CREEK - LIBERTY RD	18.10	22.74	4.64	AC	A	85	50	100	100	90	45	PR	PR
2	04	US 20	016	1			LIBERTY RD - W. SWEETHOME	22.74	26.64	3.90	AC	A	72	91	99	100	90	70	FR	FR
2	04	US 20	016	1			W. SWEET HOME -18TH AVE	26.64	27.72	1.08	AC	A	82	78	71	100	89	55	FR	FR
2	04	US 20	016	1			18TH AVE - FOSTER DAM	27.72	31.32	3.60	AC	A	88	44	97	100	89	39	PR	PR
2	04	US 20	016	1			FOSTER DAM - QUARTZVILLE RD	31.32	33.25	1.93	AC	A	97	55	100	100	95	52	FR	FR
2	04	US 20	016	1			QUARTZVILLE RD - SHOT POUCH RD	33.25	38.50	5.25	AC	A	99	78	95	98	96	73	FR	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 04

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2	04	US 20	016	1			SHOT POUCH RD - CASCADIA	38.50	41.40	2.90	AC	A	99	85	100	100	100	84	GD	GD
2	04	US 20	016	1			CASCADIA - GARLAND BRIDGE	41.40	46.12	4.72	AC	A	99	96	100	100	100	95	GD	VG
2	04	US 20	016	1			GARLAND BRIDGE - UPPER SODA	46.12	51.80	5.68	AC	A	100	99	100	100	100	99	VG	VG
2	04	US 20	016	1			UPPER SODA - SLIDE SECTION	51.80	55.40	3.60	AC	A	97	66	90	100	95	58	FR	FR
2	04	US 20	016	1			SLIDE SECTION	55.40	57.00	1.60	AC	A	99	69	79	100	94	54	FR	FR
2	04	US 20	016	1			SHEEP CREEK RD - SHEEP RIDGE RD	57.00	58.70	1.70	AC	A	99	62	89	100	95	56	FR	FR
2	04	US 20	016	1			SHEEP RIDGE RD - BURNSIDE RD	58.70	60.90	2.20	AC	A							UC	FR
2	04	US 20	016	1			BURNSIDE RD - TOMBSTONE PASS	60.90	63.80	2.90	AC	A							UC	FR
2	04	US 20	016	1			TOMBSTONE PASS - LOST PRAIRIE	63.80	67.25	3.45	AC	A	100	90	99	99	100	88	GD	VG
2	04	US 20	016	1			LOST PRAIRIE - CLEAR LAKE JCT	67.25	71.52	4.27	AC	A	100	82	100	100	99	81	GD	GD
2	04	US 20	016	2			GEARY ST - BURKHART ST (WB COUPLET)	-0.04	0.12	0.16	AC	A	75	42	55	100	80	24	PR	
2	04	US 20	016	2			MAIN ST - E VINE ST (WB COUPLET)	12.93	13.21	0.28	AC	A	99	60	60	100	83	38	PR	PR
2	04	US 20	016	2			E VINE ST - E GRANT ST (WB COUPLET)	13.21	13.39	0.18	PC	A	98	35	86			33	PR	VP
2	04	US 20	016	2			MAIN ST - ELMORE ST (WB COUPLET)	13.39	13.73	0.34	AC	A	97	52	100	100	85	45	PR	PR
2	04	US 20	016	2			E GRANT ST - 18TH AVE	27.25	27.72	0.47	AC								NR	NR
2	04	OR 34	027	1			JCT HWY 009 - LINT SLOUGH	0.00	0.55	0.55	AC	G						65	FR	FR
2	04	OR 34	027	1			LINT SLOUGH - MCKINNEY SLOUGH	0.55	1.62	1.07	AC	G						65	FR	FR
2	04	OR 34	027	1			MCKINNEY SLOUGH - ALSEA R.	1.62	7.06	5.44	AC	G						90	GD	GD
2	04	OR 34	027	1			ALSEA R. - SCOTT CREEK	7.06	14.22	7.16	AC	G						96	VG	VG
2	04	OR 34	027	1			SCOTT CREEK - MP 20.81	14.22	20.81	6.59	AC	G						85	GD	GD
2	04	OR 34	027	1			MP 20.84 - DIGGER CREEK	20.84	27.77	6.93	AC	G						85	GD	GD
2	04	OR 34	027	1			DIGGER CREEK SECTION	27.77	28.21	0.44	AC	G						80	GD	GD
2	04	OR 34	027	1			DIGGER CREEK - MALTBY CREEK	28.35	35.62	7.27	AC	G						90	GD	GD
2	04	OR 34	027	1			MALTBY CREEK - ALSEA MTN	35.62	45.75	10.13	AC	G						90	GD	GD
2	04	OR 34	027	1			ALSEA MTN SECTION	45.75	48.65	2.90	AC	G						90	GD	GD
2	04	OR 34	027	1			ALSEA MTN - HIDE CREEK	50.43	52.35	1.92	AC	G						65	FR	FR
2	04	OR 34	027	1			HIDE CREEK - JCT HWY 033	52.35	58.56	6.21	AC	G						85	GD	GD
2	04	US 20	031	1			JCT HWY 210 - NE WATER WORKS ST	0.10	0.80	0.70	AC	A	95	56	91	100	77	40	PR	PR

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2	04	US 20	031	1			NE WATER WORKS ST - HP CAMPUS	**0.80**	**1.43**	0.63	AC	A	99	58	100	100	92	**54**	**FR**	FR
2	04	US 20	031	1			HP CAMPUS - NE CONIFER BLVD	**1.43**	**3.00**	1.57	AC	A	95	55	93	100	93	**49**	**FR**	FR
2	04	US 20	031	1			NE CONIFER BLVD - NE GRANGER AV	**3.00**	**5.30**	2.30	AC	A	99	90	100	100	100	**90**	**GD**	FR
2	04	US 20	031	1			NE GRANGER AV - BOWERS SLOUGH	**5.30**	**7.03**	1.73	AC	A	100	99	100	100	100	**99**	**VG**	FR
2	04	US 20	031	1			BOWERS SLOUGH - SCENIC DR	**7.03**	**8.30**	1.27	AC	A	93	58	98	100	99	**57**	**FR**	FR
2	04	US 20	031	1			SCENIC DR - WILLAMETTE R.	**8.30**	**10.33**	2.03	AC	A	96	70	100	100	97	**68**	**FR**	FR
2	04	US 20	031	1			ALBANY COUPLET (EB)	**10.33**	**11.28**	0.95	AC	A	97	58	85	100	82	**45**	**PR**	FR
2	04	US 20	031	2			ALBANY COUPLET (WB)	**10.29**	**11.19**	0.90	AC	A	97	71	81	100	84	**56**	**FR**	FR
2	04	OR 22	032	1			DOLPH - SOURGRASS RIDGE RD	**10.66**	**13.75**	3.09	AC	G						**90**	**GD**	VG
2	04	OR 22	032	1			SOURGRASS RIDGE RD - COMMUNITY CHURCH	**13.75**	**16.30**	2.55	AC	G						**95**	**GD**	VG
2	04	OR 22	032	1			COMMUNITY CHURCH - GRAND RONDE RD	**16.30**	**22.01**	5.71	AC	G						**85**	**GD**	VG
2	04	US 20	033	1			JCT HWY 009 - SE MOORE DR	**0.00**	**0.60**	0.60	AC	A	92	60	52	99	92	**35**	**PR**	PR
2	04	US 20	033	1			SE MOORE DR - SE JOHN NYE RD	**0.60**	**2.50**	1.90	AC	A	91	88	95	100	98	**79**	**GD**	GD
2	04	US 20	033	1			SE JOHN NYE RD - TOLEDO	**2.50**	**5.57**	3.07	AC	A	85	69	90	100	98	**61**	**FR**	FR
2	04	US 20	033	1			TOLEDO - NEAL LOOP	**5.57**	**9.28**	3.71	AC	A	93	60	96	100	96	**56**	**FR**	FR
2	04	US 20	033	1			NEAL LOOP - PIONEER MTN LOOP RD	**9.28**	**11.92**	2.64	AC	A	96	78	98	100	99	**76**	**GD**	GD
2	04	US 20	033	1			PIONEER MTN LOOP RD - ELK CITY RD	**14.50**	**15.87**	1.37	AC	A	95	97	100	100	100	**93**	**GD**	GD
2	04	US 20	033	1			ELK CITY RD - EDDYVILLE	**15.87**	**21.20**	5.33	AC	A	98	98	100	100	100	**96**	**VG**	VG
2	04	US 20	033	1			EDDYVILLE - CLINE HILL	**24.25**	**29.11**	4.40	AC	A							**UC**	FR
2	04	US 20	033	1			CLINE HILL SECTION	**29.15**	**31.40**	2.25	AC	A	98	100	100	100	100	**98**	**VG**	GD
2	04	US 20	033	1			CLINE HILL - CLEM RD	**31.40**	**33.30**	1.90	AC	A	98	95	100	100	100	**93**	**GD**	VG
2	04	US 20	033	1			CLEM RD - OLD BLODGETT RD	**33.30**	**36.63**	3.33	AC	A	99	90	100	100	97	**88**	**GD**	VG
2	04	US 20	033	1			OLD BLODGETT RD - MARYS R.	**37.20**	**39.35**	2.15	AC	A	99	87	97	100	98	**83**	**GD**	GD
2	04	US 20	033	1			MARYS R. - WREN (1)	**39.35**	**42.18**	2.83	AC	A	98	72	100	100	99	**72**	**FR**	GD
2	04	US 20	033	1	Z	1	MARYS R. - WREN (Z)	**42.07**	**42.18**	0.11	AC	A	99	95	100	100	100	**95**	**GD**	VG
2	04	US 20	033	1			MARYS R. - WREN (2)	**42.18**	**44.68**	2.50	AC	A	98	82	97	100	99	**81**	**GD**	GD
2	04	US 20	033	1			WREN - WREN HILL	**45.66**	**46.70**	1.04	AC	A	98	73	100	100	94	**68**	**FR**	GD
2	04	US 20	033	1			WREN HILL CURVE SECTION	**46.70**	**47.43**	0.73	AC	A	99	65	99	100	98	**64**	**FR**	GD

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2	04	US 20	033	1			MOUSE MTN RD - PHILOMATH	47.43	49.87	2.44	AC	A	97	62	96	100	99	60	FR	GD
2	04	US 20	033	1			PHILOMATH COUPLET (EB)	49.87	50.79	0.92	AC	A							UC	PR
2	04	US 20	033	1	Z	2	PHILOMATH COUPLET (EB-Z)	50.72	50.79	0.07	AC	A							UC	FR
2	04	US 20	033	1			PHILOMATH COUPLET - NEWTON CREEK	50.79	51.40	0.61	AC	A	91	66	88	100	93	58	FR	PR
2	04	US 20	033	1			NEWTON CREEK - 53RD ST	51.40	53.40	2.00	AC	A	80	66	99	100	99	64	FR	FR
2	04	US 20	033	1			53RD ST - SW SYLVIA ST	53.40	53.92	0.52	AC	A	83	74	62	100	92	46	FR	FR
2	04	US 20	033	1			SW SYLVIA ST - DISTRICT 4 HQ	53.92	54.40	0.48	AC	A	97	87	94	100	98	83	GD	FR
2	04	US 20	033	1			DISTRICT 4 HQ - JCT HWY 001W	54.40	55.85	1.45	AC	A	76	71	83	100	96	56	FR	FR
2	04	OR 34	033	1			CORVALLIS BYPASS STRUCTURE	55.85	56.22	0.37	ST	A							ST	ST
2	04	OR 34	033	1			CORVALLIS BYPASS	56.22	56.80	0.58	AC	A	98	67	76	100	96	55	FR	FR
2	04	US 20	033	2			PHILOMATH COUPLET (WB)	49.87	50.79	0.92	AC	A							UC	PR
2	04	US 20	033	2			SW SCOTT ST - DISTRICT 4 HQ (RW2-WB)	54.07	54.39	0.32	AC								NR	NR
2	04	OR 18	039	1			OTIS JCT (US101SB TO OR18)	-0.22	0.40	0.62	AC	A	100	58	100	100	86	50	FR	FR
2	04	OR 18	039	1			OTIS JCT - SLICK ROCK RD	0.40	5.63	5.23	AC	A	94	92	98	100	99	87	GD	GD
2	04	OR 18	039	1			SLICK ROCK RD - SULPHUR CREEK	5.63	9.58	3.95	AC	A	94	65	91	100	100	60	FR	FR
2	04	OR 18	039	1			SULPHUR CREEK - LONG FIBER RD	9.58	11.43	1.85	AC	A	91	91	97	100	99	84	GD	GD
2	04	OR 18	039	1			LONGFIBER RD - MURPHY HILL	11.43	17.77	6.34	AC	A	89	66	81	100	97	55	FR	FR
2	04	OR 18	039	1			MURPHY HILL - A R FORD RD	17.92	20.05	2.13	AC	A	87	68	91	100	96	59	FR	FR
2	04	OR 18	039	1			A R FORD RD - GRAND RONDE RD	20.05	21.18	1.13	AC	A	77	46	100	100	97	44	PR	PR
2	04	OR 18	039	2			OTIS JCT (OR18 WB TO US101 SB)	-0.41	-0.11	0.30	AC								NR	NR
2	04	OR 99E	058	1			N. ALBANY INTCH (SB OFF RAMP)	0.00	0.42	0.42	AC	A	100	100	100	100	100	100	VG	PR
2	04	OR 99E	058	1			ALBANY AVE - SANTIAM RD	0.42	1.30	0.88	AC	A	74	37	67	100	78	25	PR	PR
2	04	OR 99E	058	1			SANTIAM RD - UPRR O-XING (SB COUPLET)	1.30	2.14	0.84	AC	A	83	56	55	100	87	33	PR	PR
2	04	OR 99E	058	1			UPRR O-XING - CALAPOOIA ST	2.14	2.93	0.79	AC	A	79	59	95	100	75	43	PR	PR
2	04	OR 99E	058	1			CALAPOOIA ST - SCL ALBANY	2.93	5.98	3.05	AC	A	71	59	86	100	83	44	PR	PR
2	04	OR 99E	058	1			SCL ALBANY - JCT HWY 210	5.98	7.90	1.92	AC	A	69	42	93	100	86	35	PR	PR
2	04	OR 99E	058	1			JCT HWY 210 - BIRDFOOT DR	7.90	8.80	0.90	AC	A	93	43	93	100	82	34	PR	PR
2	04	OR 99E	058	1			BIRDFOOT DR - JCT HWY 212	8.80	19.36	10.56	AC	A	95	92	100	100	99	89	GD	GD

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2	04	OR 99E	058	1			JCT HWY 212 - WEST F ST	19.36	19.64	0.28	AC	A	100	100	100	100	100	100	VG	PR
2	04	OR 99E	058	1			WEST F ST - UPRR RXR	19.64	20.13	0.49	PC	A							UC	VP
2	04	OR 99E	058	1			UPRR RXR - SEEFELD DR	20.13	20.60	0.47	PC	A	96	23	77			20	VP	VP
2	04	OR 99E	058	1			SEEFELD DR - BNSF RXR	20.60	28.20	7.60	AC	A	96	89	100	100	92	82	GD	GD
2	04	OR 99E	058	1			HARRISBURG SECTION	28.20	29.06	0.86	AC	A	96	50	65	100	89	38	PR	FR
2	04	OR 99E	058	1			WILLAMETTE R. (HARRISBURG) BRIDGE - D4	29.06	29.17	0.11	ST	A							ST	ST
2	04	OR 99E	058	2			N. ALBANY INTCH (NB ON RAMP)	0.00	0.78	0.78	AC								NR	NR
2	04	OR 99E	058	2			SANTIAM RD - UPRR O-XING (NB COUPLET)	1.30	2.14	0.84	AC	A	83	38	69	100	57	18	VP	PR
2	04	OR 99W	091	1			GWINN ST - SUVER	63.79	70.51	6.72	AC	A	100	94	99	100	99	93	GD	VG
2	04	OR 99W	091	1			SUVER - ROBISON RD	70.51	72.65	2.14	AC	A	100	90	96	100	99	88	GD	GD
2	04	OR 99W	091	1			ROBISON RD - ADAIR VILLAGE	72.65	75.70	3.05	AC	A	100	93	100	100	100	93	GD	VG
2	04	OR 99W	091	1			ADAIR VILLAGE - MISTLETOE CIR	75.70	77.94	2.24	AC	A	100	100	100	100	100	99	VG	VG
2	04	OR 99W	091	1	Z	3	MISTLETOE CIR - MTN VIEW CREEK (Z)	77.90	77.94	0.04	AC	A	99	100	100	100	100	99	VG	VG
2	04	OR 99W	091	1			MISTLETOE CIR - MTN VIEW CREEK	77.94	78.67	0.73	AC	A	99	93	100	100	100	92	GD	GD
2	04	OR 99W	091	1			MTN VIEW CREEK - NE ELLIOT RD	78.67	79.80	1.13	AC	A	95	86	92	99	96	78	GD	GD
2	04	OR 99W	091	1			NE ELLIOT RD - ELKS DR	79.80	80.80	1.00	AC	A	84	45	92	100	97	42	PR	FR
2	04	OR 99W	091	1			ELKS DR - RXR OXING	80.80	82.64	1.84	AC	A	89	40	73	100	80	27	PR	PR
2	04	OR 99W	091	1			RXR OXING - HARRISON BL (SB COUPLET)	82.64	83.35	0.71	AC	A	90	47	75	100	91	37	PR	PR
2	04	OR 99W	091	1			HARRISON BL - MARYS R. (SB COUPLET)	83.35	84.31	0.96	AC	A	85	60	68	100	90	43	PR	PR
2	04	OR 99W	091	1			MARYS R. - KIGER ISLAND DR	84.31	86.30	1.99	AC	A	80	40	81	100	54	20	VP	PR
2	04	OR 99W	091	1			KIGER ISLAND DR - CORVALLIS AIRPORT	86.30	87.53	1.23	AC	A	92	40	98	100	56	22	PR	PR
2	04	OR 99W	091	1			CORVALLIS AIRPORT - BRUCE RD	87.53	95.60	8.07	AC	A	91	42	97	100	69	29	PR	PR
2	04	OR 99W	091	1			BRUCE RD - MONROE	95.60	100.58	4.98	AC	A	91	50	99	100	82	41	PR	PR
2	04	OR 99W	091	1			MONROE SECTION	100.58	101.18	0.60	AC	A	91	56	92	100	87	47	FR	FR
2	04	OR 99W	091	1			MONROE - DISTRICT BOUNDARY	101.18	104.36	3.18	AC	A	93	49	97	100	83	41	PR	PR
2	04	OR 99W	091	2			RXR OXING - HARRISON BL (NB COUPLET)	82.64	83.35	0.71	AC	A	91	43	72	100	89	32	PR	PR
2	04	OR 99W	091	2			HARRISON BL - MARYS R. (NB COUPLET)	83.35	84.28	0.93	AC	A	86	60	68	100	90	45	PR	PR
2	04	OR 164	164	1			N. JEFFERSON INTCH (SB OFF RAMP & O-XING)	0.00	0.35	0.35	AC	G						80	GD	GD

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VG = Very Good
GD = Good
FR = Fair
PR = Poor
VP = Very Poor
ST = Structure
UC = Under Construction
NR = Not Rated

2024 PAVEMENT CONDITION BY SECTION - DISTRICT 04

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	04	OR 164	164	1			N. JEFFERSON INTCH - TALBOT RD	0.35	4.92	4.57	AC	G						75	FR	GD
2	04	OR 164	164	1			JEFFERSON SECTION	4.92	6.34	1.42	AC	G						20	VP	PR
2	04	OR 164	164	1			SANTIAM R. - S. JEFFERSON INTCH	6.34	8.13	1.79	AC	G						80	GD	GD
2	04	OR 164	164	1			S. JEFFERSON INTCH (NB ON RAMP)	8.13	8.54	0.41	AC	G						75	FR	GD
2	04	OR 164	164	2			N. JEFFERSON INTCH (NB ON RAMP)	0.00	0.23	0.23	AC								NR	NR
2	04	OR 164	164	2			S. JEFFERSON INTCH (SB RAMPS)	8.13	8.90	0.77	AC								NR	NR
2	04	OR 180	180	1			JCT HWY 033 - YAQUINA R.	0.00	4.93	4.93	AC	G						35	PR	PR
2	04	OR 180	180	1			YAQUINA R. - RXR X'ING	4.93	9.36	4.43	AC	G						35	PR	PR
2	04	OR 180	180	1			RXR X'ING - DEVITT CREEK	9.36	16.57	7.21	AC	G						70	FR	FR
2	04	OR 180	180	1			DEVITT CREEK - JCT HWY 033	16.57	19.18	2.61	AC	G						55	FR	FR
2	04	OR 229	181	1			JCT HWY 009 - MP 6	-0.21	6.00	6.21	AC	G						70	FR	FR
2	04	OR 229	181	1			MP 6 - MP 15	6.00	15.00	8.90	AC	G						55	FR	FR
2	04	OR 229	181	1			MP 15 - EUCHRE CREEK	15.00	19.42	4.34	AC	G						70	FR	FR
2	04	OR 229	181	1			EUCHRE CREEK - SILETZ	19.42	24.10	4.68	AC	G						80	GD	GD
2	04	OR 229	181	1			SILETZ - HUDSON LOOP	24.10	27.24	3.14	AC	G						95	GD	GD
2	04	OR 229	181	1			HUDSON LOOP - JCT HWY 033	27.24	31.24	4.00	AC	G						95	GD	GD
2	04	OR 223	191	1			DISTRICT BDRY - MP 5.9	4.73	5.93	1.20	AC	G						99	VG	FR
2	04	OR 223	191	1			MP 5.9 - FALLS CITY RD	5.93	8.98	3.05	AC	G						65	FR	FR
2	04	OR 223	191	1			FALLS CITY RD - MP 12.5 SLIDE	8.98	12.20	3.22	AC	G						85	GD	GD
2	04	OR 223	191	1			MP 12.5 SLIDE SECTION	12.20	12.50	0.30	AC	G						50	FR	FR
2	04	OR 223	191	1			MCTIMMONDS RD - HANNUM RD	12.50	15.75	3.25	AC	G						75	FR	FR
2	04	OR 223	191	1			HANNUM RD - KINGS VALLEY	15.75	23.59	7.84	AC	G						60	FR	FR
2	04	OR 223	191	1			KINGS VALLEY - ALEXANDER RD	23.59	27.20	3.61	AC	G						70	FR	FR
2	04	OR 223	191	1			ALEXANDER RD - JCT HWY 033	27.20	31.40	4.20	AC	G						60	FR	FR
2	04	OR 194	194	1			JCT HWY 191 - SCL MONMOUTH	0.00	6.44	6.44	AC	G						80	GD	GD
2	04	OR 194	194	1			SCL MONMOUTH - JCT HWY 001W	6.44	7.56	1.12	AC	A	96	40	64	98	77	26	PR	PR
2	04	OR 200	200	1			MONROE SECTION	-0.03	0.23	0.26	AC	G						50	FR	FR
2	04	OR 200	200	1			MONROE - LANE CO LINE	0.23	2.03	1.80	AC	G						75	FR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 04

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2	04	OR 501	201	1			JCT HWY 027 - FUDGE RD	0.00	2.53	2.53	AC	G						95	GD	GD
2	04	OR 501	201	1			FUDGE RD - LOBSTER VALLEY RD	2.53	9.49	6.96	AC	G						15	VP	VP
2	04	US 20	210	1			4TH ST - 1ST ST (EB COUPLET)	-0.10	0.07	0.17	AC	A	95	71	100	100	89	63	FR	FR
2	04	US 20	210	1			1ST ST - JCT HWY 033 (EB COUPLET)	0.07	0.34	0.27	AC	A							UC	FR
2	04	OR 34	210	1			JCT HWY 033 - PEORIA RD	0.34	1.00	0.66	AC	A	94	81	100	100	99	80	GD	GD
2	04	OR 34	210	1			PEORIA RD - ORLEANS RD	1.00	3.70	2.70	AC	A	82	91	94	100	98	75	FR	GD
2	04	OR 34	210	1			ORLEANS RD - LAKE CREEK	3.70	6.40	2.70	AC	A	79	80	97	100	97	72	FR	GD
2	04	OR 34	210	1			LAKE CREEK - PACIFIC HWY INTCH	6.40	10.06	3.66	PC	A	93	95	98			88	GD	GD
2	04	OR 34	210	1			PACIFIC HWY INTCH - WCL LEBANON	10.06	16.89	6.72	AC	A	96	90	98	100	96	85	GD	GD
2	04	OR 34	210	1			WCL LEBANON - RXR X-ING	16.92	17.89	0.97	AC	A	90	53	88	100	90	45	PR	FR
2	04	OR 34	210	1			RXR X-ING - HWY 016	17.89	18.13	0.24	AC	A	94	55	72	100	82	38	PR	PR
2	04	US 20	210	2			4TH ST - 1ST ST (WB COUPLET)	-0.10	0.04	0.14	AC	A	91	40	55	100	89	26	PR	PR
2	04	US 20	210	2			1ST ST - END DIV. HWY (WB COUPLET)	0.04	0.32	0.28	AC	A	96	30	100	100	83	25	PR	PR
2	04	OR 226	211	1			JCT HWY 016 - FISH HATCHERY DR	0.00	4.31	4.31	AC	G						90	GD	GD
2	04	OR 226	211	1			FISH HATCHERY DR - SCIO	4.70	9.80	5.10	AC	G						85	GD	GD
2	04	OR 226	211	1			SCIO - THOMAS CREEK	9.80	13.88	4.08	AC	G						90	GD	GD
2	04	OR 226	211	1			THOMAS CREEK - MAIN ST	13.88	24.40	10.52	AC	G						85	GD	GD
2	04	OR 226	211	1			MAIN ST - JCT HWY 162	24.40	25.71	1.27	AC	G						45	PR	PR
2	04	OR 228	212	1			JCT HWY 058 - COURTNEY CREEK	0.00	2.64	2.64	AC	A	85	58	94	100	97	53	FR	FR
2	04	OR 228	212	1			COURTNEY CREEK - BROWNSVILLE	2.64	5.98	3.34	AC	A	88	69	85	100	98	58	FR	FR
2	04	OR 228	212	1			BROWNSVILLE SECTION	5.98	6.80	0.82	AC	A	95	38	51	100	83	20	VP	VP
2	04	OR 228	212	1			BROWNSVILLE - WCL SWEET HOME	6.80	20.58	13.78	AC	G						50	FR	FR
2	04	OR 228	212	1			WCL SWEET HOME - JCT HWY 016	20.58	21.40	0.82	AC	G						35	PR	PR

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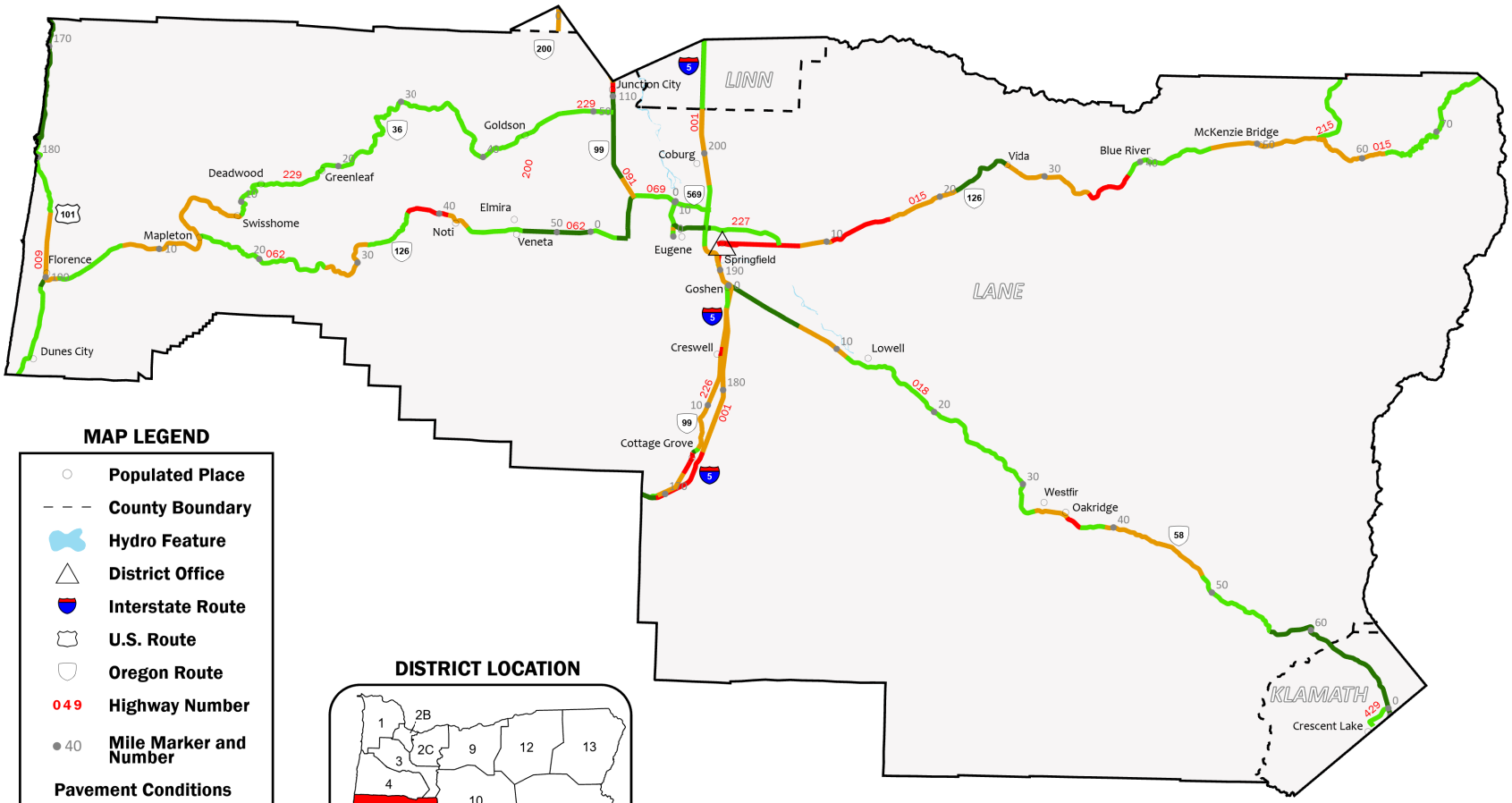
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 5



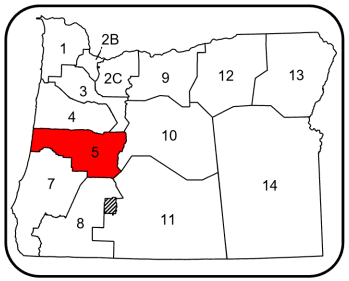
MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

DISTRICT LOCATION



0 Miles 7

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(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	05	I-5	001	1			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	PC	A	100	99	100			99	VG	VG
2	05	I-5	001	1			MARTIN CREEK - COTTAGE GROVE	169.20	174.84	5.64	AC	A	86	57	91	100	97	52	FR	FR
2	05	I-5	001	1			COTTAGE GROVE - GOSHEN	174.84	187.85	13.01	BW	A	72	98	93			71	FR	FR
2	05	I-5	001	1			GOSHEN - WILLAMETTE R.	187.85	192.55	4.70	AC	A	72	71	95	100	98	63	FR	FR
2	05	I-5	001	1			WILLAMETTE R. BRIDGE	192.55	192.89	0.34	ST	A							ST	ST
2	05	I-5	001	1			WILLAMETTE R. - MCKENZIE R.	192.89	197.40	4.51	PC	A	81	97	96			77	GD	GD
2	05	I-5	001	1			MCKENZIE R. - LINN CO. LINE	197.40	203.55	6.15	AC	A	91	83	89	100	93	72	FR	FR
2	05	I-5	001	1			LANE CO. LINE - DIAMOND HILL INTERCH	203.55	209.06	5.51	AC	A	99	98	99	100	100	97	VG	VG
2	05	I-5	001	2			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	PC	A	100	100	100			100	VG	VG
2	05	I-5	001	2			MARTIN CREEK - COTTAGE GROVE	169.20	174.76	5.56	AC	A	84	49	86	100	97	43	PR	FR
2	05	I-5	001	2			COTTAGE GROVE - GOSHEN	174.76	187.93	13.17	PC	A	80	87	93			75	FR	FR
2	05	I-5	001	2			GOSHEN - WILLAMETTE R.	187.93	192.48	4.55	AC	A	79	69	89	100	98	60	FR	FR
2	05	I-5	001	2			WILLAMETTE R. BRIDGE	192.48	192.86	0.38	ST	A							ST	ST
2	05	I-5	001	2			WILLAMETTE R. - MCKENZIE R.	192.86	197.40	4.54	PC	A	85	96	99			83	GD	GD
2	05	I-5	001	2			MCKENZIE R. - LINN CO. LINE	197.40	203.55	6.15	AC	A	79	59	91	100	86	48	FR	FR
2	05	I-5	001	2			LANE CO. LINE - DIAMOND HILL INTERCH	203.55	209.06	5.51	AC	A							UC	FR
2	05	US 101	009	1			LINCOLN CO. LINE - CAPE CREEK TUNNEL	167.61	178.40	10.74	AC	A	98	99	100	100	100	97	VG	VG
2	05	US 101	009	1			CAPE CREEK TUNNEL	178.40	178.55	0.15	PC	A	100	100	100			100	VG	VG
2	05	US 101	009	1			CAPE CREEK TUNNEL - SUTTON CREEK	178.55	184.82	6.27	AC	A	98	98	99	100	99	95	GD	VG
2	05	US 101	009	1			SUTTON CREEK - 37TH ST	184.82	188.45	3.63	AC	A	95	63	96	94	91	52	FR	FR
2	05	US 101	009	1			37TH ST - JCT HWY 062	188.45	190.25	1.80	AC	A	96	61	94	100	87	51	FR	PR
2	05	US 101	009	1			JCT HWY 062 - SIUSLAW R	190.25	190.84	0.59	AC	A	98	100	100	100	100	98	VG	VG
2	05	US 101	009	1			SIUSLAW RIVER BRIDGE (FLORENCE)	190.84	191.15	0.31	ST	A							ST	ST
2	05	US 101	009	1			SIUSLAW R - DOUGLAS CO. LINE	191.15	198.58	7.43	AC	A	100	97	99	100	99	95	GD	VG
2	05	OR 126B	015	1			MCVAY HWY JCT - 20TH ST (EB COUPLET)	1.23	2.96	1.73	AC	A	96	35	76	100	80	25	PR	PR
2	05	OR 126B	015	1			20TH ST - JCT HWY 227	2.96	6.23	3.27	AC	A	92	45	96	100	89	39	PR	PR
2	05	OR 126	015	1			JCT HWY 227 - S. 72ND ST	6.23	7.88	1.65	AC	A	89	32	94	100	88	27	PR	PR
2	05	OR 126	015	1			S. 72ND ST - GRAY CREEK	7.88	10.45	2.57	AC	A	85	59	79	100	96	47	FR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

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2	05	OR 126	015	1			GRAY CREEK - ROSS LN	10.45	15.60	5.15	AC	A	75	43	94	100	93	39	PR	FR
2	05	OR 126	015	1			ROSS LN - GREENWOOD DR	15.60	21.38	5.78	AC	A	90	53	90	100	94	50	FR	FR
2	05	OR 126	015	1			GREENWOOD DR - VIDA BR	21.38	26.52	5.14	AC	A	100	100	100	100	100	100	VG	FR
2	05	OR 126	015	1			VIDA BR - MAPLE CREEK	26.52	34.25	7.73	AC	A	86	62	96	100	97	60	FR	FR
2	05	OR 126	015	1			MAPLE CREEK - FINN ROCK	34.25	38.52	4.27	AC	A	91	47	82	99	98	40	PR	FR
2	05	OR 126	015	1			FINN ROCK - MCKENZIE RIVER DR	38.52	46.30	7.60	AC	A	86	93	91	100	100	77	GD	GD
2	05	OR 126	015	1			MCKENZIE RIVER DR - CLEAR LAKE JCT	46.30	54.97	8.67	AC	A	78	95	85	100	100	70	FR	GD
2	05	OR 242	015	1			CLEAR LAKE JCT - YOUTH CAMP SNOW GATE	55.46	61.91	6.45	AC	G						75	FR	FR
2	05	OR 242	015	1			YOUTH CAMP SNOW GATE - LINN CO LINE	61.91	76.65	14.74	AC	G						90	GD	GD
2	05	OR 126B	015	2			MCVAY HWY JCT - 20TH ST (WB COUPLET)	1.22	2.95	1.73	AC	A	86	49	74	100	86	36	PR	PR
2	05	OR 58	018	1			GOSHEN INTCH	-0.30	0.30	0.60	AC	A	97	81	100	100	99	80	GD	GD
2	05	OR 58	018	1			GOSHEN - PHEASANT LN	0.30	6.50	6.20	AC	A	97	99	100	100	100	96	VG	VG
2	05	OR 58	018	1			PHEASANT LN - SPRR XING	6.50	8.10	1.60	AC	A	94	59	100	100	98	57	FR	FR
2	05	OR 58	018	1			SPRR XING - DEXTER	8.10	11.00	2.90	AC	A	92	59	98	100	96	56	FR	FR
2	05	OR 58	018	1			DEXTER - MINNOW CREEK	11.00	16.50	5.50	AC	A	97	91	99	100	99	88	GD	GD
2	05	OR 58	018	1			MINNOW CREEK - BLACK CANYON	16.50	27.35	10.85	AC	A	96	89	98	100	99	85	GD	GD
2	05	OR 58	018	1			BLACK CANYON - M. FK. WILLAMETTE R.	27.35	33.24	5.89	AC	A	96	99	99	100	99	94	GD	VG
2	05	OR 58	018	1			M. FK. WILLAMETTE R. - SALMON CRK	33.24	35.98	2.74	AC	A	78	64	77	100	96	49	FR	FR
2	05	OR 58	018	1			SALMON CRK - KITSON SPRINGS RD	35.98	37.30	1.32	AC	A	90	57	72	100	94	43	PR	FR
2	05	OR 58	018	1			KITSON SPRINGS RD - KITSON RIDGE RD	37.30	39.30	2.00	AC	A	95	84	98	100	99	81	GD	GD
2	05	OR 58	018	1			KITSON RIDGE RD - SALT CREEK	39.30	42.93	3.63	AC	A	95	78	94	100	98	72	FR	GD
2	05	OR 58	018	1			SALT CREEK - EAGLE CREEK	42.93	48.40	5.47	AC	A	93	76	91	100	99	69	FR	GD
2	05	OR 58	018	1			EAGLE CREEK - SALT CREEK TUNNEL	48.40	56.01	7.61	AC	A							UC	FR
2	05	OR 58	018	1			SALT CREEK TUNNEL	56.01	56.18	0.17	PC	A	92	100	100			92	GD	GD
2	05	OR 58	018	1			SALT CREEK TUNNEL - KLAMATH CO LINE	56.18	62.00	5.82	AC	A	98	99	98	100	100	96	VG	UC
2	05	OR 58	018	1			LANE CO. LINE - ODELL MAINT STA	62.00	64.25	2.25	AC	A	100	100	100	100	100	100	VG	UC
2	05	OR 58	018	1			ODELL MAINT STA - ODELL LAKE	64.25	67.00	2.75	AC	A	100	100	100	100	100	100	VG	UC
2	05	OR 58	018	1			ODELL LAKE - DISTRICT BDRY	67.00	70.00	3.00	AC	A	99	99	100	100	100	99	VG	UC

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	05	OR 58	018	2			GOSHEN INTCH (NB ON RAMP)	0.00	0.46	0.46	AC								NR	NR
2	05	OR 99E	058	1			WILLAMETTE R. (HARRISBURG) BRIDGE - D5	29.17	29.47	0.30	ST	A							ST	ST
2	05	OR 99E	058	1			WILLAMETTE R. - WILLAMETTE OVERFLOW	29.47	29.84	0.37	AC	A	100	100	100	100	100	100	VG	VG
2	05	OR 99E	058	1			WILLAMETTE OVERFLOW - JCT HWY 001W	29.84	32.37	2.53	AC	A	100	91	99	100	100	90	GD	GD
2	05	OR 126	062	1			FLORENCE - N. FK. SIUSLAW	0.02	1.10	1.08	AC	A	97	58	82	100	92	48	FR	FR
2	05	OR 126	062	1			N. FK. SIUSLAW - HORSESHOE CREEK	1.10	7.05	5.95	AC	A	97	86	98	100	98	82	GD	GD
2	05	OR 126	062	1			HORSESHOE CREEK - OLD MILL SITE	7.05	10.43	3.38	AC	A	95	70	100	100	98	68	FR	FR
2	05	OR 126	062	1			OLD MILL SITE - MAPLETON	10.43	13.80	3.37	AC	A	97	64	97	100	96	60	FR	FR
2	05	OR 126	062	1			MAPLETON - SWEET CREEK RD	13.80	14.55	0.75	AC	A	98	48	100	100	96	46	FR	PR
2	05	OR 126	062	1			SWEET CREEK RD - SIUSLAW R.	14.55	26.47	11.92	AC	A	97	81	98	100	98	79	GD	GD
2	05	OR 126	062	1			SIUSLAW R. - CHICKAHOMINY CREEK	26.47	32.40	5.93	AC	A	96	58	97	100	92	54	FR	FR
2	05	OR 126	062	1			CHICKAHOMINY CREEK - POTERF CREEK	32.40	37.20	4.75	AC	A	99	90	100	100	99	89	GD	VG
2	05	OR 126	062	1			POTERF CREEK - TORRENCE RD	37.20	40.73	3.53	AC	A	95	39	100	100	95	37	PR	FR
2	05	OR 126	062	1			TORRENCE RD - NOTI	40.73	42.72	1.99	AC	A	100	68	100	100	97	67	FR	GD
2	05	OR 126	062	1			NOTI - CORNERSTONE DR	42.88	47.46	4.58	AC	A	99	83	100	100	98	81	GD	VG
2	05	OR 126	062	1	Z	1	NOTI - CORNERSTONE DR (Z)	47.27	47.46	0.19	AC	A	100	100	100	100	98	98	VG	VG
2	05	OR 126	062	1			CORNERSTONE DR - BEG HWY 069	47.46	52.69	5.23	AC	A	98	97	100	100	100	96	VG	VG
2	05	OR 126	062	2			HWY 229 JCT (RW2-WB)	14.37	14.44	0.07	AC								NR	NR
2	05	OR 126	069	1			END HWY 062 - TERRY ST	0.00	2.22	2.22	AC	A	97	83	91	100	95	79	GD	GD
2	05	OR 126	069	1			TERRY ST - BELTLINE RD	2.22	3.10	0.88	AC	A	100	100	100	100	100	100	VG	PR
2	05	OR 569	069	1			W. 11TH AVE - UPRR O'XING	3.10	3.95	0.85	AC	A	100	100	100	100	100	100	VG	FR
2	05	OR 569	069	1			UPRR O'XING - HWY 091 (EB)	3.95	6.56	2.61	AC	A	99	99	100	100	100	98	VG	GD
2	05	OR 569	069	1			HWY 091 - RIVER RD (EB)	6.56	8.45	1.89	AC	A	97	99	100	100	97	95	GD	VG
2	05	OR 569	069	1			RIVER RD - COBURG RD (EB)	8.45	11.68	3.23	AC	A	94	100	100	100	98	93	GD	VG
2	05	OR 569	069	1			COBURG RD - I-5 INTCH (EB)	11.68	12.76	1.08	AC	A	99	92	100	100	96	89	GD	GD
2	05	OR 569	069	1			I-5 INTERCHANGE (EB)	12.76	13.00	0.24	AC	A	98	95	100	100	94	89	GD	GD
2	05	OR 569	069	2			BEG DIV HWY - HWY 091 (WB)	4.37	6.56	2.19	AC	A	98	95	100	100	99	93	GD	VG
2	05	OR 569	069	2			HWY 091 - RIVER RD (WB)	6.56	8.45	1.89	AC	A	97	100	98	100	99	95	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	05	OR 569	069	2			RIVER RD - COBURG RD (WB)	8.45	11.68	3.23	AC	A	93	100	100	100	99	93	GD	GD
2	05	OR 569	069	2			COBURG RD - I-5 INTCH (WB)	11.68	12.76	1.08	AC	A	97	95	100	100	98	92	GD	VG
2	05	OR 569	069	2			I-5 INTERCHANGE (WB)	12.76	13.00	0.24	AC	A	95	83	100	100	93	76	GD	FR
2	05	OR 99W	091	1			DISTRICT BOUNDARY - OAKLEA DR	104.36	106.98	2.62	AC	A	93	45	97	100	66	29	PR	PR
2	05	OR 99W	091	1			OAKLEA DR - JCT HWY 058	106.98	108.76	1.78	AC	A	95	62	96	99	91	55	FR	FR
2	05	OR 99W	091	1			JCT HWY 058 - FLAT CREEK	108.76	108.92	0.16	AC	A	75	85	83	92	93	67	FR	FR
2	05	OR 99	091	1	Z	5	FLAT CREEK BRIDGE	108.89	108.92	0.03	ST	A							ST	ST
2	05	OR 99	091	1			FLAT CREEK - W. 3RD AVE	108.92	109.65	0.73	AC	A	85	37	69	100	75	23	PR	PR
2	05	OR 99	091	1			W. 3RD AVE - ENID RD	109.65	116.70	7.05	AC	A	100	99	100	100	100	98	VG	UC
2	05	OR 99	091	1			ENID RD - AIRPORT RD	116.70	117.04	0.34	AC	A	76	82	100	100	89	70	FR	FR
2	05	OR 99	091	1			AIRPORT RD - BELTLINE HWY	117.04	118.57	1.53	AC	A	80	84	96	100	91	71	FR	FR
2	05	OR 132	132	1			BELTLINE INTCHG SECTION	0.00	0.26	0.26	AC	A	93	84	100	100	96	81	GD	GD
2	05	OR 132	132	1			BELTLINE - I-105 (SB)	0.26	1.90	1.64	AC	A	98	93	100	100	97	89	GD	VG
2	05	OR 132	132	1			I-105 EB ON RAMP	1.90	2.39	0.49	AC	A	100	100	100	100	100	100	VG	VG
2	05	OR 132	132	2			BELTLINE - I-105 (NB)	0.26	1.90	1.64	AC	A	99	100	100	100	100	99	VG	VG
2	05	OR 132	132	2			I-105 WB OFF RAMP	1.90	2.28	0.38	AC	A	100	100	100	100	100	100	VG	GD
2	05	OR 126	215	1			LINN CO. LINE - JCT HWY 015	13.02	19.81	6.79	AC	A							UC	FR
2	05	OR 225	225	1			BEGIN STATE JURIS - I-5 O-XING	0.89	1.51	0.62	AC	G						45	PR	FR
2	05	OR 225	225	1			I-5 O-XING - 30TH AVE	1.51	2.19	0.68	AC	G						80	GD	GD
2	05	OR 225	225	1			JCT HWY 001 (SB ON RAMP)	2.19	2.53	0.34	AC	G						70	FR	FR
2	05	OR 225	225	2			JCT HWY 001 (NB OFF RAMP & O-XING)	2.19	2.52	0.33	AC								NR	NR
2	05	OR 99	226	1			JCT HWY 018 - DILLARD RD CONN.	0.02	2.00	1.98	AC	G						95	GD	GD
2	05	OR 99	226	1			DILLARD RD CONN. - RICKETT RD	2.00	3.46	1.46	AC	G						70	FR	FR
2	05	OR 99	226	1			RICKETT RD - W. MARTIN RD	3.46	5.15	1.69	AC	G						65	FR	FR
2	05	OR 99	226	1			W. MARTIN RD - D ST	5.15	5.90	0.75	AC	G						30	PR	PR
2	05	OR 99	226	1			D ST - TATE RD	5.90	8.50	2.60	AC	G						75	FR	GD
2	05	OR 99	226	1			TATE RD - WILLAMETTE R.	8.50	13.75	5.25	AC	G						75	FR	GD
2	05	OR 99	226	1			WILLAMETTE R. - I-5 CONN.	13.75	14.10	0.35	AC	G						95	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
2	05	OR 99	226	1			I-5 CONN. - WOODSON PL	14.10	14.33	0.23	AC	A	99	100	100	100	100	99	VG	PR
2	05	OR 99	226	1			WOODSON PL - MAIN ST	14.33	14.79	0.43	AC	A	97	47	86	100	87	39	PR	PR
2	05	OR 99	226	1			MAIN ST - S. 5TH ST	14.79	15.22	0.43	PC	A	98	51	69			42	PR	PR
2	05	OR 99	226	1			S. 5TH ST - EMERSON LN	15.22	16.17	0.95	AC	A	98	50	88	100	85	42	PR	FR
2	05	OR 99	226	1			EMERSON LN - MARTIN CREEK RD	16.17	19.01	2.84	AC	G						75	FR	GD
2	05	OR 99	226	1			MARTIN CREEK RD - PACIFIC HWY	19.01	19.92	0.91	AC	G						85	GD	GD
2	05	OR 99	226	2			HWY 018 EB ON RAMP	0.00	0.14	0.14	AC								NR	NR
2	05	OR 99	226	2			MAIN ST - HARRISON AVE (RW2-NB)	14.79	15.22	0.43	PC								NR	NR
2	05	OR 99	226	2			JCT HWY 001 (OFF RAMP & O-XING)	19.55	20.05	0.50	AC								NR	NR
2	05	I-105	227	1			JCT HWY 091 - END STRUCTURE	0.00	0.47	0.47	ST	A							ST	ST
2	05	I-105	227	1			END STRUCTURE - WILLAMETTE R.	0.47	0.75	0.28	PC	A	60	80	87			60	FR	FR
2	05	I-105	227	1			WILLAMETTE RIVER BRIDGE (EUGENE)	0.75	0.91	0.16	ST	A							ST	ST
2	05	I-105	227	1			WILLAMETTE R. - HWY 001 O-XING	0.91	3.49	2.58	AC	A	99	100	100	100	100	99	VG	GD
2	05	OR 126	227	1			HWY 001 O-XING - FLOODWAY DITCH	3.49	3.95	0.46	AC	A	100	100	100	100	100	100	VG	FR
2	05	OR 126	227	1			FLOODWAY DITCH - 42ND ST (EB)	3.95	7.53	3.58	AC	A	80	93	99	100	97	78	GD	GD
2	05	OR 126	227	1			42ND ST - JCT HWY 015 (EB)	7.53	9.97	2.44	AC	A	96	99	100	100	99	95	GD	VG
2	05	I-105	227	2			JCT HWY 091 - END STRUCTURE	0.00	0.47	0.47	ST	A							ST	ST
2	05	I-105	227	2			END STRUCTURE - WILLAMETTE R.	0.47	0.75	0.28	PC	A	88	79	85			73	FR	FR
2	05	I-105	227	2			WILLAMETTE RIVER BRIDGE (EUGENE)	0.75	0.91	0.16	ST	A							ST	ST
2	05	I-105	227	2			WILLAMETTE R. - HWY 001 O-XING	0.91	3.49	2.58	AC	A	100	100	99	100	100	99	VG	FR
2	05	OR 126	227	2			HWY 001 O-XING - FLOODWAY DITCH	3.49	3.95	0.46	AC	A	99	100	100	100	100	99	VG	PR
2	05	OR 126	227	2			FLOODWAY DITCH - 42ND ST (WB)	3.95	7.53	3.58	AC								NR	NR
2	05	OR 126	227	2			42ND ST - JCT HWY 015 (WB)	7.53	9.98	2.45	AC								NR	NR
2	05	OR 36	229	1			JCT HWY 062 - SWISSHOME	0.01	8.50	8.49	AC	G						75	FR	GD
2	05	OR 36	229	1			SWISSHOME - MP 11.5	8.50	11.50	3.00	AC	G						80	GD	GD
2	05	OR 36	229	1			MP 11.5 - GREENLEAF CREEK	11.50	21.38	9.88	AC	G						80	GD	GD
2	05	OR 36	229	1			GREENLEAF CREEK - POST RD	21.38	29.65	8.27	AC	G						95	GD	GD
2	05	OR 36	229	1			POST RD - LOW PASS	29.65	34.40	4.75	AC	G						95	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 05

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2	**05**	**OR 36**	229	1			LOW PASS - LAWRENCE RD	**34.40**	**42.50**	8.10	AC	G						**90**	**GD**	GD
2	**05**	**OR 36**	229	1			LAWRENCE RD - HWY 200 S. BRANCH	**42.50**	**45.95**	3.45	AC	G						**85**	**GD**	GD
2	**05**	**OR 36**	229	1			HWY 200 S. BRANCH - HWY 200 N. BRANCH	**45.95**	**47.41**	1.46	AC	G						**80**	**GD**	GD
2	**05**	**OR 36**	229	1			HWY 200 N. BRANCH - JCT HWY 091	**47.41**	**51.59**	4.18	AC	G						**85**	**GD**	GD
2	**05**	**OR 429**	429	1			JCT HWY 018 - CRESCENT LAKE	**0.00**	**2.39**	2.39	AC	G						**85**	**GD**	GD

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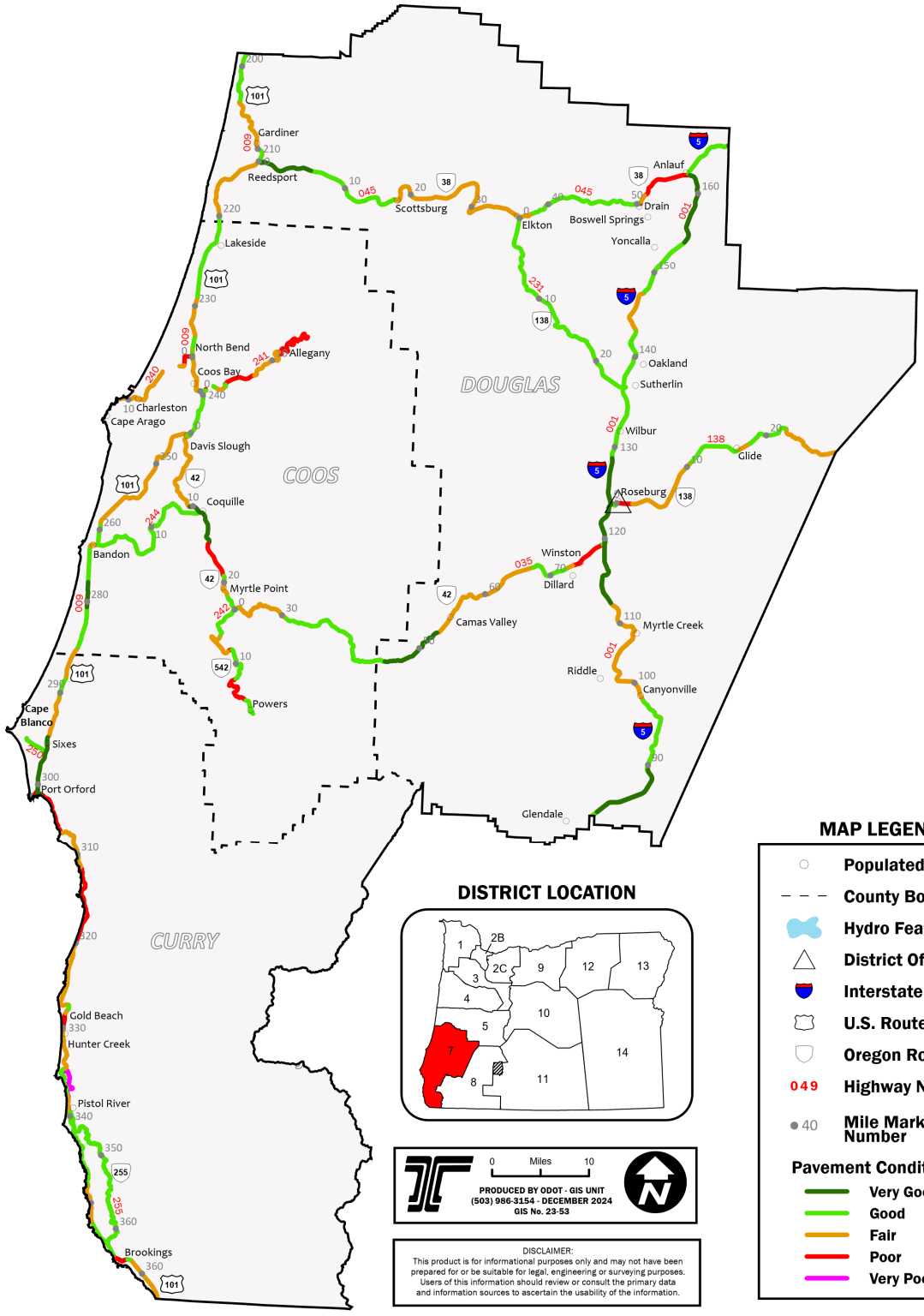
OREGON DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 7



DISTRICT LOCATION

0 Miles 10

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

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MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 07

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
3	07	I-5	001	1			SUNNY VALLEY - GLENDALE JCT (DIST 7)	80.80	81.45	0.65	AC	A	69	100	93	100	100	64	FR	FR
3	07	I-5	001	1			GLENDALE JCT - AZALEA	81.45	87.36	5.91	AC	A	98	100	100	100	100	98	VG	FR
3	07	I-5	001	1			AZALEA - CANYONVILLE	87.36	97.90	10.54	AC	A	90	89	94	100	96	80	GD	GD
3	07	I-5	001	1			CANYONVILLE - MYRTLE CREEK	97.90	109.00	11.10	AC	A	76	88	89	100	96	68	FR	FR
3	07	I-5	001	1			MYRTLE CREEK - S. UMPQUA R.	109.00	112.60	3.60	AC	A	74	98	90	100	95	68	FR	FR
3	07	I-5	001	1			S. UMPQUA R. - ROBERTS MTN	112.60	115.22	2.62	AC	A	96	100	100	100	100	96	VG	VG
3	07	I-5	001	1			ROBERTS MTN - ROBERTS CREEK	115.22	117.74	2.52	AC	A	99	99	100	100	100	99	VG	VG
3	07	I-5	001	1			ROBERTS CREEK - FAIRGROUNDS INTCH	117.74	122.32	4.58	AC	A	98	100	100	100	100	98	VG	VG
3	07	I-5	001	1			FAIRGROUNDS INTCH - GARDEN VALLEY INTCH	122.32	125.50	3.18	AC	A	98	100	100	100	100	98	VG	VG
3	07	I-5	001	1			GARDEN VALLEY INTCH - WINCHESTER	125.50	128.77	3.27	AC	A	97	100	100	100	100	97	VG	VG
3	07	I-5	001	1			WINCHESTER BRIDGE	128.77	129.07	0.30	ST	A							ST	ST
3	07	I-5	001	1			WINCHESTER - SUTHERLIN	129.07	136.52	7.45	AC	A	97	99	94	100	99	91	GD	VG
3	07	I-5	001	1			SUTHERLIN - N. OAKLAND	136.52	140.60	4.08	AC	A	93	95	92	100	98	84	GD	GD
3	07	I-5	001	1			N. OAKLAND - CABIN CREEK SRA	140.60	142.87	2.27	AC	A	91	86	98	100	100	84	GD	FR
3	07	I-5	001	1			CABIN CREEK SRA - RICE HILL	142.87	147.78	4.91	AC	A	81	81	93	100	97	68	FR	GD
3	07	I-5	001	1			RICE HILL - ELKHEAD RD	147.78	154.88	7.10	PC	A	93	96	97			89	GD	GD
3	07	I-5	001	1			ELKHEAD RD - ANLAUF	154.88	162.25	7.37	PC	A	98	100	99			98	VG	VG
3	07	I-5	001	1			ANLAUF - MARTIN CREEK - REG 3	162.25	168.01	5.76	AC	A	94	100	99	100	99	93	GD	GD
3	07	I-5	001	2			SUNNY VALLEY - GLENDALE JCT (DIST 7)	80.80	81.45	0.61	AC	A	85	100	100	100	99	85	GD	GD
3	07	I-5	001	2			GLENDALE JCT - AZALEA	81.45	89.54	8.09	AC	A	99	100	99	100	100	98	VG	FR
3	07	I-5	001	2			AZALEA - CANYONVILLE	89.54	97.90	8.36	AC	A	85	86	93	100	99	75	FR	GD
3	07	I-5	001	2			CANYONVILLE - MYRTLE CREEK	97.90	109.00	11.10	AC	A	72	82	89	100	97	63	FR	FR
3	07	I-5	001	2			MYRTLE CREEK - S. UMPQUA R.	109.00	112.60	3.60	AC	A	76	90	97	100	98	72	FR	FR
3	07	I-5	001	2			S. UMPQUA R. - ROBERTS MTN	112.60	115.22	2.62	AC	A	98	100	100	100	100	98	VG	VG
3	07	I-5	001	2			ROBERTS MTN - ROBERTS CREEK	115.22	117.74	2.52	AC	A	98	98	95	100	100	92	GD	VG
3	07	I-5	001	2			ROBERTS CREEK - FAIRGROUNDS INTCH	117.74	122.32	4.58	AC	A	98	100	100	100	100	98	VG	VG
3	07	I-5	001	2			FAIRGROUNDS INTCH - GARDEN VALLEY INTCH	122.32	125.50	3.18	AC	A	96	100	100	100	100	96	VG	VG
3	07	I-5	001	2			GARDEN VALLEY INTCH - WINCHESTER	125.50	128.77	3.27	AC	A	97	100	100	100	100	97	VG	VG

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3	07	I-5	001	2			WINCHESTER BRIDGE	128.77	129.07	0.30	ST	A							ST	ST
3	07	I-5	001	2			WINCHESTER - SUTHERLIN	129.07	136.52	7.45	AC	A	96	98	99	100	100	94	GD	VG
3	07	I-5	001	2			SUTHERLIN - N. OAKLAND	136.52	140.60	4.08	AC	A	92	86	99	100	98	80	GD	FR
3	07	I-5	001	2			N. OAKLAND - CABIN CREEK SRA	140.60	142.58	1.98	AC	A	89	85	93	100	99	78	GD	GD
3	07	I-5	001	2			CABIN CREEK SRA - RICE HILL	142.58	147.75	5.17	AC	A	83	73	100	100	98	69	FR	GD
3	07	I-5	001	2			RICE HILL - ELKHEAD RD	147.75	154.54	6.79	AC	A	91	100	97	100	100	88	GD	GD
3	07	I-5	001	2			ELKHEAD RD - ANLAUF	154.54	162.20	7.66	PC	A	99	100	99			98	VG	VG
3	07	I-5	001	2			ANLAUF - MARTIN CREEK - REG 3	162.20	168.01	5.81	AC	A	95	99	98	100	99	93	GD	GD
3	07	US 101	009	1			LANE CO. LINE - ELBOW LAKE	198.58	203.80	5.22	AC	A	100	83	92	100	99	77	GD	GD
3	07	US 101	009	1			ELBOW LAKE - GARDINER	203.80	209.20	5.40	AC	A	97	78	96	100	97	73	FR	GD
3	07	US 101	009	1			GARDINER - SMITH R.	209.20	210.31	1.11	AC	A	97	59	89	100	98	54	FR	FR
3	07	US 101	009	1			SMITH RIVER BRIDGE	210.31	210.61	0.30	ST	A							ST	ST
3	07	US 101	009	1			SMITH R. - UMPQUA R.	210.61	211.00	0.39	AC	A	96	64	90	100	98	59	FR	FR
3	07	US 101	009	1			UMPQUA RIVER BRIDGE	211.00	211.42	0.42	ST	A							ST	ST
3	07	US 101	009	1			UMPQUA R. - LONGWOOD DR	211.42	212.80	1.38	AC	A	94	60	82	100	94	49	FR	FR
3	07	US 101	009	1			LONGWOOD DR - WINCHESTER BAY	212.80	215.65	2.85	AC	A	97	76	95	100	98	71	FR	GD
3	07	US 101	009	1			WINCHESTER BAY - CLEAR LAKE	215.65	216.92	1.27	AC	A	93	48	98	100	97	46	FR	FR
3	07	US 101	009	1			CLEAR LAKE - EEL LAKE	216.92	220.10	3.18	AC	A	92	76	63	100	97	50	FR	FR
3	07	US 101	009	1			EEL LAKE - TENMILE CREEK	220.10	223.37	3.27	AC	A	99	99	92	100	100	90	GD	GD
3	07	US 101	009	1			TENMILE CREEK - SPINREEL RD	223.37	224.40	1.03	AC	A	100	97	98	100	100	95	GD	VG
3	07	US 101	009	1			SPINREEL RD - HAUSER	224.40	229.00	4.60	AC	A	90	93	98	88	100	80	GD	GD
3	07	US 101	009	1			HAUSER - MCCULLOUGH BR	229.00	233.48	4.48	AC	A	94	86	93	89	99	71	FR	FR
3	07	US 101	009	1			MCCULLOUGH BRIDGE	233.48	234.48	1.00	ST	A							ST	ST
3	07	US 101	009	1			MCCULLOUGH BR - FLORIDA AVE	234.48	235.05	0.57	AC	A	99	91	82	100	96	75	FR	VG
3	07	US 101	009	1			FLORIDA AVE - WASHINGTON AVE (SB COUPLET)	235.05	235.60	0.55	AC	A	99	90	95	100	97	81	GD	GD
3	07	US 101	009	1			WASHINGTON AVE - HEMLOCK AVE	235.60	237.60	2.00	AC	A	100	84	85	100	92	69	FR	GD
3	07	US 101	009	1			HEMLOCK AVE - FRONT ST (SB COUPLET)	237.60	239.10	1.50	AC	A	94	78	83	100	88	61	FR	FR
3	07	US 101	009	1			FRONT ST - EDWARDS	239.10	239.60	0.50	AC	A	98	73	70	100	80	46	FR	PR

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3	07	US 101	009	1			EDWARDS - LORAIN AVE	239.60	240.38	0.78	AC	A	94	67	87	100	94	59	FR	FR
3	07	US 101	009	1			LORAIN AVE - DAVIS SLOUGH	240.38	244.80	4.42	AC	A	96	91	90	94	100	78	GD	FR
3	07	US 101	009	1			DAVIS SLOUGH - BULLARDS BR	244.80	259.58	14.78	AC	A	98	77	98	100	99	75	FR	GD
3	07	US 101	009	1			BULLARDS BRIDGE	259.58	259.72	0.14	ST	A							ST	ST
3	07	US 101	009	1			BULLARDS BR - JCT HWY 244	259.72	261.57	1.85	AC	A	96	88	99	100	98	86	GD	GD
3	07	US 101	009	1			JCT HWY 244 - 13TH SW ST	273.36	274.60	1.24	AC	A	96	66	85	100	97	59	FR	FR
3	07	US 101	009	1			13TH SW ST - JOHNSON CREEK	274.60	275.70	1.10	AC	A	98	93	100	100	100	92	GD	VG
3	07	US 101	009	1			JOHNSON CREEK - CHINA CREEK	275.70	277.95	2.25	AC	A	99	83	99	100	99	82	GD	GD
3	07	US 101	009	1			CHINA CREEK - MCTIMMONS LN	277.95	280.55	2.60	AC	A	100	99	98	100	100	97	VG	VG
3	07	US 101	009	1			MCTIMMONS LN - BETHEL CREEK	280.55	284.80	4.25	AC	A	99	79	95	100	100	76	GD	GD
3	07	US 101	009	1			BETHEL CREEK - LANGLOIS	284.80	287.60	2.80	AC	A	100	71	91	100	96	65	FR	FR
3	07	US 101	009	1			LANGLOIS - FLORAS CREEK	287.60	288.50	0.90	AC	A	92	56	100	100	98	55	FR	FR
3	07	US 101	009	1			FLORAS CREEK - DENMARK	288.50	290.20	1.65	AC	A	99	87	100	100	99	86	GD	GD
3	07	US 101	009	1			DENMARK - STONECYPHER RD	290.20	291.85	1.65	AC	A	99	74	85	100	99	67	FR	GD
3	07	US 101	009	1			STONECYPHER RD - SIXES	291.85	294.90	3.05	AC	A	99	75	97	100	100	73	FR	GD
3	07	US 101	009	1			SIXES - BLUEBERRY LN	294.90	298.26	3.36	AC	A	100	100	100	100	100	99	VG	VG
3	07	US 101	009	1			BLUEBERRY LN - PORT ORFORD	298.26	300.10	1.84	AC	A	100	100	100	100	100	100	VG	VG
3	07	US 101	009	1			PORT ORFORD SECTION	300.10	301.45	1.18	AC	A	100	100	100	100	100	100	VG	FR
3	07	US 101	009	1			PORT ORFORD - ROCKY POINT	301.45	303.70	2.25	AC	A	96	61	67	99	97	45	PR	FR
3	07	US 101	009	1			ROCKY POINT - BRUSH CREEK	303.70	306.35	2.65	AC	A	96	65	61	100	96	42	PR	FR
3	07	US 101	009	1			BRUSH CREEK - REINHART CREEK	306.35	311.40	5.05	AC	A	98	79	85	98	99	66	FR	GD
3	07	US 101	009	1			REINHART CREEK - PIGEON POINT RD	311.40	313.90	2.50	AC	A	97	60	61	100	97	38	PR	FR
3	07	US 101	009	1			PIGEON POINT RD - FRANKPORT VIADUCT	313.90	315.53	1.63	AC	A	90	80	41	100	98	35	PR	FR
3	07	US 101	009	1			FRANKPORT VIADUCT - NESIKA BCH	315.53	320.40	4.87	AC	A	97	45	94	100	97	41	PR	FR
3	07	US 101	009	1			NESIKA BCH - ROGUE R.	320.40	327.51	7.11	AC	A	97	83	93	87	100	68	FR	GD
3	07	US 101	009	1			ROGUE RIVER BRIDGE	327.51	327.88	0.37	ST	A							ST	ST
3	07	US 101	009	1			ROGUE R. - MOORE ST	327.88	328.47	0.59	AC	A	98	52	86	100	97	46	FR	PR
3	07	US 101	009	1			MOORE ST - SCL GOLD BCH	328.47	330.05	1.58	AC	A	98	38	91	100	91	34	PR	PR

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3	07	US 101	009	1			SCL GOLD BCH - CARPENTERVILLE HWY	330.05	334.80	4.75	AC	A	100	82	85	100	98	70	FR	FR
3	07	US 101	009	1			CARPENTERVILLE HWY - PISTOL RIVER S.P.	334.80	337.60	2.80	AC	A	100	81	100	100	98	80	GD	GD
3	07	US 101	009	1			PISTOL RIVER S.P. - CARPENTERVILLE HWY	337.60	340.00	2.40	AC	A	96	65	95	91	100	57	FR	FR
3	07	US 101	009	1			CARPENTERVILLE HWY - THOMAS CR BR	340.00	347.69	7.69	AC	A	100	90	92	100	99	82	GD	GD
3	07	US 101	009	1			THOMAS CREEK BRIDGE	347.69	347.87	0.18	ST	A							ST	ST
3	07	US 101	009	1			THOMAS CREEK BR - LONE RANCH CREEK	347.87	352.30	4.43	AC	A	97	87	89	90	99	70	FR	FR
3	07	US 101	009	1			LONE RANCH CREEK - HEATHER LN	352.30	356.18	3.88	AC	A	97	95	95	92	100	83	GD	GD
3	07	US 101	009	1			HEATHER LN - CHETCO R.	356.18	357.87	1.69	AC	A	96	45	81	100	96	38	PR	PR
3	07	US 101	009	1			CHETCO RIVER BRIDGE	357.87	358.09	0.22	ST	A							ST	ST
3	07	US 101	009	1			CHETCO R. - RAYMOND LN	358.09	360.00	1.91	AC	A	96	73	83	100	99	62	FR	FR
3	07	US 101	009	1			RAYMOND LN - CALIF STATE LINE	360.00	363.11	3.11	AC	A	95	81	73	85	99	53	FR	FR
3	07	US 101	009	2			FLORIDA AVE - WASHINGTON AVE (NB COUPLET)	235.09	235.59	0.50	AC	A	98	77	96	100	98	73	FR	GD
3	07	US 101	009	2			WASHINGTON AVE - HIGHWAY ST (NB-DIV. HWY)	235.59	236.06	0.47	AC	A	100	81	92	100	94	75	FR	
3	07	US 101	009	2			HEMLOCK AVE - FIR AVE (NB DIV. HWY)	237.60	237.78	0.18	AC	A	98	80	100	100	86	69	FR	FR
3	07	US 101	009	2			FIR AVE - CURTIS AVE (NB COUPLET)	237.78	238.43	0.65	AC	A	93	73	72	100	95	53	FR	FR
3	07	US 101	009	2			CURTIS AVE - KRUSE AVE (NB COUPLET)	238.43	239.09	0.66	AC	A	96	88	89	100	78	64	FR	FR
3	07	US 101	009	2			FLANAGAN RD - EDWARDS (NB)	239.38	239.60	0.22	AC	A	98	90	83	100	98	76	GD	
3	07	US 101	009	2			LORAIN AVE - END DIVIDED HWY (NB)	240.38	240.71	0.33	AC	A	90	51	79	93	98	40	PR	
3	07	US 101	009	2			BEG. DIVIDED HWY - SLAUGHTERHOUSE LN (NB)	241.49	241.96	0.47	AC	A	93	82	76	96	97	59	FR	
3	07	US 101	009	2			OAKWAY RD - DAVIS SLOUGH (NB)	243.20	244.56	1.36	AC	A	98	92	86	95	100	75	FR	
3	07	OR 42	035	1			DAVIS SLOUGH - DELMAR LN (EB)	0.00	2.70	2.70	AC	A	97	71	84	93	99	56	FR	FR
3	07	OR 42	035	1			DELMAR LN - OVERLAND LN	2.70	3.98	1.28	AC	A	93	75	78	90	99	54	FR	FR
3	07	OR 42	035	1			OVERLAND LN - GARDEN VALLEY RD	3.98	7.70	3.72	AC	A	95	80	70	91	97	50	FR	FR
3	07	OR 42	035	1			GARDEN VALLEY RD - COQUILLE	7.70	9.65	1.95	AC	A	94	56	92	100	96	52	FR	FR
3	07	OR 42	035	1			COQUILLE REROUTE SECTION	9.65	11.42	1.77	AC	A	100	100	100	100	100	100	VG	VG
3	07	OR 42	035	1			MAIN ST - GLEN AIKEN CREEK	12.13	15.20	3.07	AC	A	100	99	100	100	100	98	VG	VG
3	07	OR 42	035	1			GLEN AIKEN CREEK - N. FK. COQUILLE R.	15.20	19.32	4.12	AC	A	96	51	94	100	87	43	PR	PR
3	07	OR 42	035	1			N. FK. COQUILLE RIVER BRIDGE	19.32	19.61	0.29	ST	A							ST	ST

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3	07	OR 42	035	1			N. FK. COQUILLE R. - ASH ST	19.61	20.45	0.84	AC	A	97	63	89	100	90	51	FR	FR
3	07	OR 42	035	1			ASH ST - CARLISLE LN	20.51	21.84	1.33	AC	A	95	79	81	100	99	65	FR	FR
3	07	OR 42	035	1			CARLISLE LN - POWERS JCT	21.84	23.65	1.77	AC	A	97	87	86	100	99	76	GD	GD
3	07	OR 42	035	1			POWERS JCT - BRIDGE	23.65	30.60	6.95	AC	A	96	91	79	100	99	72	FR	FR
3	07	OR 42	035	1			BRIDGE - MP 36.35	30.60	36.35	5.75	AC	A	95	95	96	100	100	89	GD	GD
3	07	OR 42	035	1			MP 36.35 - REMOTE	36.35	38.20	1.85	AC	A	96	91	100	100	99	89	GD	GD
3	07	OR 42	035	1			REMOTE - COUNTY LINE SLIDE	38.20	44.06	4.37	AC	A	99	95	98	100	99	93	GD	GD
3	07	OR 42	035	1			COUNTY LINE SLIDE SECTION	44.06	45.85	1.79	AC	A	98	92	100	100	100	91	GD	VG
3	07	OR 42	035	1			SLATER CREEK - HARD CASH LN	45.85	52.68	6.83	AC	A	100	99	98	100	100	97	VG	VG
3	07	OR 42	035	1			HARD CASH LN - QUIET MOUNTAIN RD	52.68	56.65	3.97	AC	A	98	69	97	100	88	59	FR	FR
3	07	OR 42	035	1			QUIET MOUNTAIN RD - SUICIDE CREEK RD	56.65	60.14	3.49	AC	A	97	85	85	100	92	68	FR	FR
3	07	OR 42	035	1			SUICIDE CREEK RD - BENEDICT RD	61.72	63.83	2.11	AC	A	85	66	92	100	97	58	FR	FR
3	07	OR 42	035	1			BENEDICT RD - OLALLA CREEK	63.83	67.55	3.72	AC	A	96	76	98	100	100	73	FR	GD
3	07	OR 42	035	1			OLALLA CREEK - HOOVER HILL RD	67.55	69.35	1.80	AC	A	98	93	95	100	100	88	GD	GD
3	07	OR 42	035	1			HOOVER HILL RD - BROCKWAY RD	69.35	71.70	2.35	AC	A	89	96	89	100	100	80	GD	FR
3	07	OR 42	035	1			BROCKWAY RD - LOOKING GLASS CREEK	71.70	72.52	0.82	AC	A	92	67	92	100	96	61	FR	FR
3	07	OR 42	035	1			LOOKING GLASS CREEK - GLENHART AVE	72.52	73.18	0.66	AC	A	83	51	91	100	63	30	PR	PR
3	07	OR 42	035	1			GLENHART AVE - HWY 001 O-XING	73.18	76.40	3.22	AC	A	89	57	97	100	75	42	PR	PR
3	07	OR 42	035	1			WINSTON INTCH (NB ON RAMP)	76.40	77.20	0.80	AC	A	99	87	95	100	99	81	GD	GD
3	07	OR 42	035	2			DAVIS SLOUGH - DELMAR LN (WB)	0.00	2.47	2.47	AC								NR	NR
3	07	OR 42	035	2			SOUTH UMPQUA RIVER (RW2-WB)	74.39	74.61	0.22	AC								NR	NR
3	07	OR 42	035	2			WINSTON INTCH (SB OFF RAMP)	76.53	76.87	0.34	AC								NR	NR
3	07	OR 38	045	1			JCT HWY 009 - 6TH ST	0.00	0.33	0.33	AC	A	99	100	100	100	97	97	VG	GD
3	07	OR 38	045	1			6TH ST - 3RD ST	0.33	0.54	0.21	AC	A	100	100	100	100	97	96	VG	GD
3	07	OR 38	045	1			3RD ST - DEAN CREEK	0.54	5.90	5.36	AC	A	99	98	100	100	100	97	VG	VG
3	07	OR 38	045	1			DEAN CREEK - MILL CREEK	5.90	13.24	7.34	AC	A	99	95	89	100	100	84	GD	GD
3	07	OR 38	045	1			MILL CREEK - UMPQUA R.	13.24	16.25	2.94	AC	A	99	99	87	100	100	86	GD	GD
3	07	OR 38	045	1			UMPQUA RIVER BRIDGE	16.25	16.50	0.25	ST	A							ST	ST

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 07

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
3	07	OR 38	045	1			UMPQUA R. - WEATHERLY CREEK	16.50	22.84	6.34	AC	A	97	75	95	93	97	64	FR	GD
3	07	OR 38	045	1			WEATHERLY CREEK - SAWYER RAPIDS PARK	22.84	26.65	3.81	AC	A	96	78	92	94	99	69	FR	GD
3	07	OR 38	045	1			SAWYER RAPIDS PARK - PASSING LANES	26.65	32.15	5.50	AC	A	95	79	93	100	99	74	FR	GD
3	07	OR 38	045	1			PASSING LANES - ELKTON	32.15	36.00	3.85	AC	A	93	63	79	100	99	49	FR	FR
3	07	OR 38	045	1			ELKTON SECTION	36.00	36.43	0.43	AC	A	84	59	84	100	97	51	FR	FR
3	07	OR 38	045	1			ELKTON - HANCOCK CREEK	36.43	38.07	1.64	AC	A	97	56	79	100	96	46	FR	FR
3	07	OR 38	045	1			HANCOCK CREEK - ELK CREEK TUNNEL	38.14	39.73	1.59	AC	A							UC	FR
3	07	OR 38	045	1			ELK CREEK TUNNEL	39.73	39.93	0.20	PC	A	100	77	58			51	FR	FR
3	07	OR 38	045	1			ELK CREEK TUNNEL - JACK CREEK	39.93	45.78	5.85	AC	A							UC	FR
3	07	OR 38	045	1			JACK CREEK - DRAIN	45.78	50.20	4.42	AC	A							UC	FR
3	07	OR 99	045	1			DRAIN SECTION	50.20	50.55	0.35	AC	A	92	60	64	100	99	41	PR	PR
3	07	OR 99	045	1			DRAIN - KREWSON CREEK	50.55	51.35	0.80	AC	A	81	49	91	100	99	46	FR	FR
3	07	OR 99	045	1			KREWSON CREEK - ROCK CREEK	51.35	53.96	2.61	AC	A	94	40	94	100	88	34	PR	PR
3	07	OR 99	045	1			ROCK CREEK - CURTIN RD	53.96	56.17	2.21	AC	A	97	45	91	100	87	37	PR	PR
3	07	OR 99	045	1			CURTIN RD - JCT HWY 001	56.27	56.87	0.60	AC	A	95	45	93	100	77	34	PR	PR
3	07	OR 99	045	1			AUNLAUF INTCH (SB ON RAMP)	56.87	57.13	0.26	AC	A	100	51	86	100	81	41	PR	FR
3	07	OR 99	045	2			AUNLAUF INTCH (NB OFF RAMP & O-XING)	56.87	57.33	0.46	AC								NR	NR
3	07	OR 138	138	1			JCT HWY 001 (SB OFF RAMP)	-1.13	-0.94	0.19	AC	A	100	100	100	100	100	100	VG	VG
3	07	OR 138	138	1			HWY 001 SB RAMPS - MADRONE ST	-0.94	-0.67	0.27	AC	A	97	92	81	100	95	72	FR	FR
3	07	OR 138	138	1			MADRONE ST - STEPHENS ST (EB COUPLET)	-0.67	-0.31	0.36	AC	A	98	97	72	100	99	70	FR	FR
3	07	OR 99	138	1			STEPHENS ST	-0.31	0.00	0.31	AC	A	95	86	95	100	98	82	GD	GD
3	07	OR 138	138	1			STEPHENS ST - ECL ROSEBURG	0.00	1.61	1.61	AC	A	98	78	51	100	96	41	PR	PR
3	07	OR 138	138	1			ECL ROSEBURG - BUCKHORN RD	1.61	3.70	2.09	AC	A	82	88	97	100	99	73	FR	FR
3	07	OR 138	138	1			BUCKHORN RD - OAK CREEK	3.70	10.66	6.96	AC	A	92	82	92	100	98	72	FR	FR
3	07	OR 138	138	1			OAK CREEK - LITTLE RIVER	10.66	16.31	5.65	AC	A	93	91	91	100	100	81	GD	GD
3	07	OR 138	138	1			LITTLE RIVER - LONE ROCK BRIDGE	16.31	17.91	1.60	AC	A	89	81	87	100	100	72	FR	FR
3	07	OR 138	138	1			LONE ROCK BRIDGE - ROCK CREEK	17.91	22.30	4.39	AC	G						80	GD	GD
3	07	OR 138	138	1			ROCK CREEK - BOUNDARY RD	22.30	28.80	6.50	AC	G						75	FR	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 07

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3	07	OR 138	138	2			JCT HWY 001 (NB ON RAMP)	-1.18	-0.84	0.34	AC								NR	NR
3	07	OR 138	138	2			MADRONE ST - STEPHENS ST (WB COUPLET)	-0.57	-0.20	0.37	AC	A	97	75	94	100	94	68	FR	GD
3	07	OR 138	231	1			JCT HWY 045 - SMITHS BRIDGE	0.00	3.82	3.82	AC	G						95	GD	GD
3	07	OR 138	231	1			SMITHS BRIDGE - KELLOGG BRIDGE	3.82	6.32	2.50	AC	G						85	GD	GD
3	07	OR 138	231	1			KELLOGG BRIDGE - KELLOGG CAMP LN	6.32	9.00	2.68	AC	G						90	GD	GD
3	07	OR 138	231	1			KELLOGG CAMP LN - SCOTT RD	9.00	11.20	2.20	AC	G						80	GD	GD
3	07	OR 138	231	1			SCOTT RD - MP 17.4	11.20	17.40	6.20	AC	G						85	GD	GD
3	07	OR 138	231	1			MP 17.4 - MP 20.1	17.40	20.10	2.70	AC	G						85	GD	GD
3	07	OR 138	231	1			MP 20.1 - FORT MCKAY RD	20.10	23.75	3.65	AC	G						85	GD	GD
3	07	OR 138	231	1			FORT MCKAY RD - SUNSET ST	23.75	24.48	0.73	AC	G						90	GD	VG
3	07	OR 540	240	1			JCT HWY 009 NB - BROADWAY ST	-0.05	0.77	0.82	AC	A	97	54	63	100	91	38	PR	FR
3	07	OR 540	240	1			BROADWAY ST - NEWMARK ST	0.77	1.70	0.93	AC	A	98	74	49	100	96	38	PR	PR
3	07	OR 540	240	1			NEWMARK ST - END STATE JURIS	1.70	2.24	0.54	AC	A	98	76	96	100	93	69	FR	FR
3	07	OR 540	240	1			BEGIN STATE JURIS - SOUTH SLOUGH	4.49	8.45	3.96	AC	G						70	FR	FR
3	07	OR 540	240	1			SOUTH SLOUGH - SUNSET BAY S.P.	8.45	10.94	2.49	AC	G						50	FR	FR
3	07	OR 540	240	2			BEG. DIV. HWY - STATE ST (EB)	1.70	1.93	0.23	AC								NR	NR
3	07	OR 241	241	1			JCT HWY 009 - EDWARDS RD	0.00	0.12	0.12	AC	A	99	75	77	100	92	60	FR	PR
3	07	OR 241	241	1			EDWARDS RD - EASTSIDE BR	0.12	0.25	0.13	AC	A	93	51	43	100	89	30	PR	PR
3	07	OR 241	241	1			EASTSIDE BRIDGE	0.25	0.59	0.34	ST	A							ST	ST
3	07	OR 241	241	1			EASTSIDE BR - 16TH AVE	0.59	0.72	0.13	AC	A	88	64	57	100	88	41	PR	PR
3	07	OR 241	241	1			BEGIN STATE JURIS - CATCHING SLOUGH	2.07	2.30	0.23	ST	G							ST	ST
3	07	OR 241	241	1			CATCHING SLOUGH - CHANDLER BR	2.30	3.62	1.29	AC	G						75	FR	GD
3	07	OR 241	241	1			CHANDLER BRIDGE	3.62	3.81	0.19	ST	G							ST	ST
3	07	OR 241	241	1			CHANDLER BR - BOAT RAMP RD	3.81	7.23	3.39	AC	G						40	PR	PR
3	07	OR 241	241	1			BOAT RAMP RD - MP 12	7.23	12.00	4.69	AC	G						50	FR	FR
3	07	OR 241	241	1			MP 12 - KRUSE RD	12.00	15.05	2.96	AC	G						45	PR	FR
3	07	OR 241	241	1			KRUSE RD - END OF PVMT	15.05	18.95	3.90	AC	G						30	PR	PR
3	07	OR 241	241	1			END OF PVMT - END OF HWY (GRAVEL)	18.95	19.15	0.20	G								NR	NR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 07

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3	07	OR 241	241	2			JCT HWY 009 - EDWARDS RD (RW2-WB)	0.00	0.07	0.07	AC								NR	NR
3	07	OR 542	242	1			JCT HWY 035 - WARNER CREEK	0.00	1.24	1.24	AC	G						85	GD	GD
3	07	OR 542	242	1			WARNER CREEK - MP 3.65	1.24	3.65	2.41	AC	G						85	GD	GD
3	07	OR 542	242	1			MP 3.78 - MP 4.4	3.78	4.40	0.62	AC	G						60	FR	FR
3	07	OR 542	242	1			MP 4.4 - SLIDE	4.40	7.90	3.50	AC	G						50	FR	FR
3	07	OR 542	242	1			MP 8 SLIDE SECTION	7.90	8.40	0.50	AC	G						30	PR	PR
3	07	OR 542	242	1			SLIDE - YELLOW CRK LN	8.40	10.60	2.20	AC	G						95	GD	GD
3	07	OR 542	242	1			YELLOW CRK LN - LONG TOM CRK	10.60	12.50	1.90	AC	G						85	GD	FR
3	07	OR 542	242	1			LONG TOM CRK - S. FK. COQ R.	12.50	17.00	4.50	AC	G						45	PR	FR
3	07	OR 542	242	1			POWERS BR - END OF HWY	17.10	18.91	1.81	AC	G						80	GD	GD
3	07	OR 542	242	2			JCT HWY 035 - END RDWY 2 (NB)	0.00	0.33	0.33	AC								NR	NR
3	07	OR 42S	244	1			JCT HWY 009 - MP 2.6	0.01	2.60	2.59	AC	G						95	GD	VG
3	07	OR 42S	244	1			MP 2.6 - ALDER CREEK	2.60	9.16	6.56	AC	G						90	GD	GD
3	07	OR 42S	244	1			ALDER CREEK - MP 12.6	9.16	12.60	3.44	AC	G						85	GD	GD
3	07	OR 42S	244	1			MP 12.6 - FISHTRAP RD	12.60	16.54	3.94	AC	G						90	GD	GD
3	07	OR 42S	244	1			FISHTRAP RD - JCT HWY 035	16.54	16.94	0.40	AC	G						95	GD	GD
3	07	OR 250	250	1			PARK BDRY - JCT HWY 009	3.15	5.57	2.42	AC	G						80	GD	GD
3	07	OR 251	251	1			COAST GUARD RD-JCT HWY 009	0.00	0.76	0.76	AC	G						40	PR	PR
3	07	OR 255	255	1			JCT HWY 009 - JCT HWY 009	334.87	339.68	4.81	AC	G						10	VP	VP
3	07	OR 255	255	1			JCT HWY 009 - WHISKEY CREEK	341.22	345.10	3.88	AC	G						85	GD	GD
3	07	OR 255	255	1			WHISKEY CREEK - SUMMIT	345.10	353.60	8.50	AC	G						80	GD	GD
3	07	OR 255	255	1			SUMMIT - JCT HWY 009	353.60	362.27	8.67	AC	G						80	GD	GD

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OREGON DEPARTMENT OF TRANSPORTATION

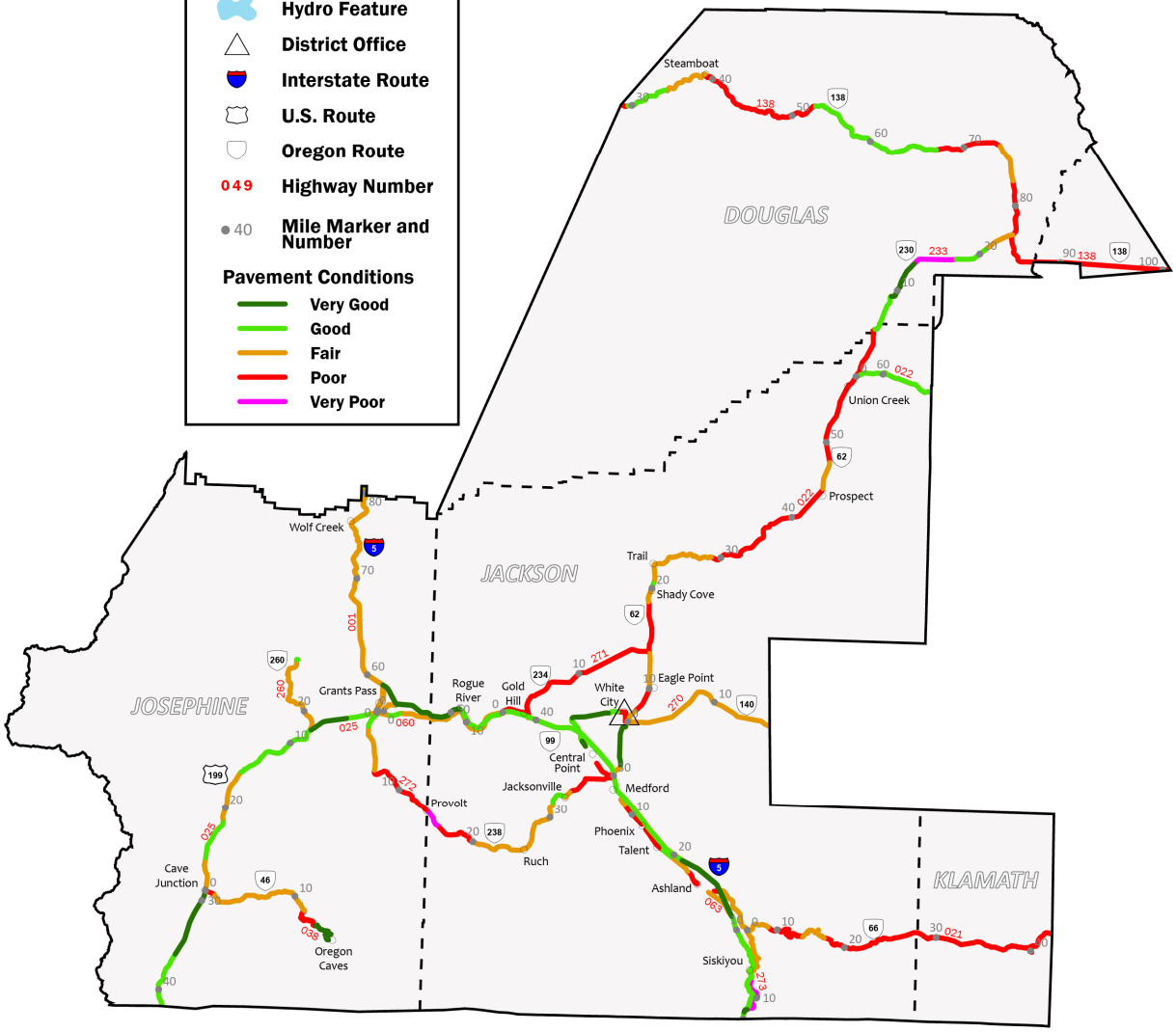
OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 8

MAP LEGEND

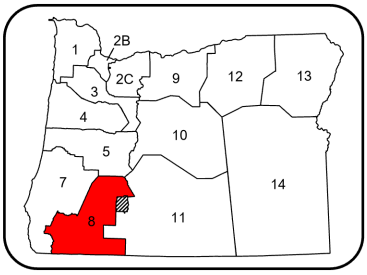
- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor



DISTRICT LOCATION



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(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 08

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
3	08	I-5	001	1			CALIF STATE LINE - ASHLAND	0.00	11.40	11.40	PC	A	96	96	99			93	GD	GD
3	08	I-5	001	1			S. ASHLAND - N. ASHLAND	11.40	19.05	7.65	AC	A	100	100	99	100	100	98	VG	FR
3	08	I-5	001	1			N. ASHLAND - S. MEDFORD INTCH	19.05	26.65	7.60	AC	A	84	92	99	100	98	83	GD	GD
3	08	I-5	001	1			S. MEDFORD INTCH - MEDFORD VIADUCT	26.65	28.33	1.68	AC	A	95	94	94	100	98	86	GD	VG
3	08	I-5	001	1			MEDFORD VIADUCT	28.33	28.94	0.61	ST	A							ST	ST
3	08	I-5	001	1			JACKSON ST - SEVEN OAKS	28.94	35.65	6.71	AC	A	80	99	97	100	92	78	GD	FR
3	08	I-5	001	1			SEVEN OAKS - ROCK POINT	35.65	43.05	7.40	AC	A	89	84	96	100	100	78	GD	GD
3	08	I-5	001	1			ROCK POINT - EVANS CREEK	43.05	49.07	6.02	AC	A	90	97	99	100	92	86	GD	GD
3	08	I-5	001	1			EVANS CREEK - N. GRANTS PASS	49.07	58.18	9.11	AC	A	98	100	100	100	100	98	VG	VG
3	08	I-5	001	1			N. GRANTS PASS - JUMPOFF JOE CREEK	58.18	67.10	8.92	AC	A	63	70	78	100	96	47	FR	FR
3	08	I-5	001	1			JUMPOFF JOE CREEK - SUNNY VALLEY	67.10	71.70	4.60	AC	A	86	81	77	100	98	62	FR	FR
3	08	I-5	001	1			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.70	80.80	9.10	AC	A	82	78	88	100	99	65	FR	FR
3	08	I-5	001	2			CALIF STATE LINE - ASHLAND	0.00	11.47	11.47	PC	A	96	96	98			91	GD	GD
3	08	I-5	001	2	Z	1	S. ASHLAND - N. ASHLAND (Z)	11.44	11.47	0.03	AC	A	99	100	100	100	100	99	VG	FR
3	08	I-5	001	2			S. ASHLAND - N. ASHLAND	11.47	19.05	7.58	AC	A	100	100	100	100	100	100	VG	FR
3	08	I-5	001	2			N. ASHLAND - S. MEDFORD INTCH	19.05	26.65	7.60	AC	A	82	83	98	100	98	75	FR	GD
3	08	I-5	001	2			S. MEDFORD INTCH - MEDFORD VIADUCT	26.65	28.33	1.68	AC	A	96	95	100	99	99	91	GD	VG
3	08	I-5	001	2			MEDFORD VIADUCT	28.33	28.94	0.61	ST	A							ST	ST
3	08	I-5	001	2			JACKSON ST - SEVEN OAKS	28.94	35.65	6.71	AC	A	82	96	95	100	94	77	GD	FR
3	08	I-5	001	2			SEVEN OAKS - ROCK POINT	35.65	43.05	7.40	AC	A	91	72	95	100	99	67	FR	GD
3	08	I-5	001	2			ROCK POINT - EVANS CREEK	43.05	49.07	6.02	AC	A	90	97	97	100	92	84	GD	GD
3	08	I-5	001	2			EVANS CREEK - N. GRANTS PASS	49.07	58.18	9.11	AC	A	99	100	100	100	100	99	VG	VG
3	08	I-5	001	2			N. GRANTS PASS - JUMPOFF JOE CREEK	58.18	66.70	8.52	AC	A	58	66	98	100	95	54	FR	FR
3	08	I-5	001	2			JUMPOFF JOE CREEK - SUNNY VALLEY	66.70	71.70	5.00	AC	A	92	79	96	100	97	74	FR	GD
3	08	I-5	001	2			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.70	80.80	9.10	AC	A	82	78	85	100	99	65	FR	FR
3	08	OR 66	021	1			BEG STATE JURIS - I-5 NB RAMPS	0.73	1.38	0.65	AC	A	79	59	86	100	79	45	PR	PR
3	08	OR 66	021	1			I-5 NB RAMPS - DEAD INDIAN MEM. RD	1.38	2.00	0.62	AC	A	92	59	86	100	96	51	FR	FR
3	08	OR 66	021	1			DEAD INDIAN MEM. RD - EMIGRANT LAKE RD	2.00	4.74	2.74	AC	G						55	FR	FR

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3	08	OR 66	021	1			EMIGRANT LAKE RD - MP 6.9	4.74	6.90	2.16	AC	G						55	FR	FR
3	08	OR 66	021	1			MP 6.9 - OLD GREEN SPRINGS HWY	6.90	8.95	2.05	AC	G						70	FR	FR
3	08	OR 66	021	1			OLD GREEN SPRINGS HWY - ROCKFALL	8.95	13.66	4.71	AC	G						45	PR	PR
3	08	OR 66	021	1	Z	1	ROCKFALL (Z) SECTION	13.00	13.66	0.66	AC	G						45	PR	PR
3	08	OR 66	021	1			ROCKFALL - HYATT LAKE RD	13.66	17.45	3.79	AC	G						60	FR	FR
3	08	OR 66	021	1			HYATT LAKE RD - PINEHURST	17.45	23.56	6.11	AC	G						35	PR	PR
3	08	OR 66	021	1			PINEHURST - PARKER MTN RD	23.56	28.70	5.14	AC	G						35	PR	PR
3	08	OR 66	021	1			PARKER MTN RD - WARD RD	28.70	39.00	10.30	AC	G						35	PR	PR
3	08	OR 66	021	1			WARD RD - REGION BDRY	39.00	43.86	4.86	AC	G						40	PR	PR
3	08	OR 62	022	1			JCT HWY 063 - BEAR CRK	0.05	0.40	0.35	AC	A	73	31	71	100	73	19	VP	PR
3	08	OR 62	022	1			BEAR CRK - I-5 NB RAMPS	0.40	0.73	0.33	AC	A	79	39	86	100	73	25	PR	PR
3	08	OR 62	022	1			I-5 NB RAMPS - OR62 BYPASS	0.73	1.22	0.49	AC	A	86	70	100	100	87	59	FR	GD
3	08	OR 62	022	1			OR62 BYPASS AC SECTION	1.22	1.55	0.33	AC	A	97	72	100	100	95	68	FR	GD
3	08	OR 62	022	1			OR62 BYPASS SECTION	1.55	5.49	3.94	PC	A	99	100	100			99	VG	VG
3	08	OR 62	022	1	Z	1	OR62 BYPASS SECTION (Z)	5.37	5.49	0.12	PC	A	99	100	100			99	VG	VG
3	08	OR 62	022	1			JCT OR62 BYPASS - JCT HWY 270	5.49	6.03	0.54	AC	A	65	84	99	100	96	59	FR	FR
3	08	OR 62	022	1			JCT HWY 270 - AVENUE "H"	6.03	7.34	1.31	AC	A	74	66	100	100	93	61	FR	FR
3	08	OR 62	022	1			AVENUE "H" - LINN RD	7.34	10.09	2.75	AC	A	82	50	98	100	90	45	PR	FR
3	08	OR 62	022	1			LINN RD - JCT HWY 271	10.09	13.45	3.36	AC	A	90	55	96	100	84	46	FR	FR
3	08	OR 62	022	1			JCT HWY 271 - MP 16.15	13.45	16.15	2.70	AC	A	89	42	94	100	84	34	PR	PR
3	08	OR 62	022	1			MP 16.15 - BROPHY WY	16.15	18.57	2.42	AC	A	87	51	100	100	88	45	PR	FR
3	08	OR 62	022	1			BROPHY WY - ROGUE RIVER	18.57	20.00	1.43	AC	A	96	68	82	100	93	50	FR	FR
3	08	OR 62	022	1			ROGUE RIVER - MALLORY LN	20.00	20.52	0.52	AC	A	97	84	100	100	100	84	GD	GD
3	08	OR 62	022	1			MALLORY LN - TRAIL	20.52	22.48	1.96	AC	A	92	63	100	100	87	54	FR	FR
3	08	OR 62	022	1			TRAIL - MP 26.65	22.48	26.65	4.17	AC	G						55	FR	FR
3	08	OR 62	022	1			MP 26.91 - CASEY ST PARK	26.91	28.98	2.07	AC	G						65	FR	GD
3	08	OR 62	022	1			CASEY ST PARK - PEYTON BR	28.98	35.70	6.72	AC	G						30	PR	PR
3	08	OR 62	022	1			PEYTON BRIDGE - MILL CREEK DR	36.64	44.29	7.65	AC	G						45	PR	FR

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3	08	OR 62	022	1			MILL CREEK DR - MP 48	45.31	48.00	2.69	AC	G						50	FR	GD
3	08	OR 62	022	1			MP 48 - JCT HWY 233	48.00	57.31	9.31	AC	G						30	PR	PR
3	08	OR 62	022	1			JCT HWY 233 - SNOW PARK	57.31	62.96	5.65	AC	G						95	GD	GD
3	08	OR 62	022	1			SNOW PARK - CRATER LK NAT PK	62.96	65.45	2.49	AC	G						90	GD	GD
3	08	OR 62	022	2			JCT HWY 063 - HWY 001 (RW2-WB)	0.05	0.36	0.31	AC								NR	NR
3	08	OR 62	022	2			BULLOCK RD - JCT OR62 BYPASS (RW2-WB)	0.89	1.28	0.39	AC								NR	NR
3	08	OR 62	022	2			OR62 BYPASS AC SECTION (RW2-WB)	1.28	1.48	0.20	AC								NR	NR
3	08	OR 62	022	2			OR62 BYPASS SECTION (RW2-WB)	1.48	5.65	4.17	PC								NR	NR
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -1	7.49	7.64	0.15	AC								NR	NR
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -2	7.83	8.45	0.62	AC								NR	NR
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -3	8.69	10.04	1.35	AC								NR	NR
3	08	OR 99	025	1			N. GRANTS PASS INTCH (SB OFF RAMP)	-2.74	-2.45	0.29	AC	A	98	77	100	100	92	71	FR	FR
3	08	OR 99	025	1			MORGAN LN - ROGUE R (SB COUPLET)	-2.45	-0.09	2.36	AC	A	90	56	95	99	95	52	FR	FR
3	08	OR 99	025	1			ROGUE R - REDWOOD HWY JCT (SB COUPLET)	-0.09	0.25	0.34	AC	A	97	65	82	97	90	48	FR	FR
3	08	US 199	025	1			REDWOOD HWY JCT - REDWOOD AVE	0.25	1.04	0.79	AC	A	93	76	100	100	100	75	FR	GD
3	08	US 199	025	1			REDWOOD AVE - HUBBARD LN	1.04	3.25	2.21	AC	A	90	82	100	100	100	80	GD	GD
3	08	US 199	025	1			HUBBARD LN - APPLEGATE R.	3.25	7.00	3.75	AC	A	99	100	100	100	99	99	VG	GD
3	08	US 199	025	1			APPLEGATE R. - L CHEYEANE TR	7.00	9.03	2.03	AC	A	100	90	100	100	99	89	GD	VG
3	08	US 199	025	1			L CHEYEANE TR - SLATE CREEK	9.33	14.20	4.87	AC	A	98	82	100	100	98	81	GD	GD
3	08	US 199	025	1			SLATE CREEK - HAYES HILL	14.20	16.10	1.90	AC	A	98	95	100	100	99	93	GD	VG
3	08	US 199	025	1			HAYES HILL - HOGUE DR	16.10	21.46	5.36	AC	A	97	76	100	100	99	75	FR	GD
3	08	US 199	025	1			HOGUE DR - REEVES CREEK	21.59	24.60	3.01	AC	A	97	86	98	100	99	85	GD	GD
3	08	US 199	025	1			REEVES CREEK - KERBY MAINLINE RD	24.60	25.70	1.10	AC	A	99	76	100	100	100	76	GD	GD
3	08	US 199	025	1			KERBY MAINLINE RD - WALDAMAR RD	25.70	27.50	1.80	AC	A	97	66	98	100	97	65	FR	GD
3	08	US 199	025	1			WALDAMAR RD - RIVER ST	27.50	28.40	0.90	AC	A	92	73	100	100	100	72	FR	GD
3	08	US 199	025	1			RIVER ST - ILLINOIS R.	28.40	29.40	1.00	AC	A	94	63	100	100	95	60	FR	FR
3	08	US 199	025	1			ILLINOIS R. - O'BRIEN	29.40	36.00	6.48	AC	A	100	100	100	100	100	100	VG	GD
3	08	US 199	025	1			O'BRIEN - CALIF STATE LINE	36.00	41.69	5.69	AC	A	95	100	100	100	100	95	GD	FR

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3	08	OR 99	025	2			N. GRANTS PASS INTCH (I-5 U-XING & NB ON RAMP)	-2.85	-2.55	0.30	AC	A	99	81	85	100	88	66	FR	FR
3	08	OR 99	025	2			MORGAN LN - ROGUE R (NB COUPLET)	-2.55	-0.18	2.37	AC	A	92	57	95	100	90	50	FR	FR
3	08	OR 99	025	2			ROGUE R - RAMP & U-XING TO OR99 (NB COUPLET)	-0.18	0.35	0.53	AC	A	96	70	100	100	93	65	FR	FR
3	08	US 199	025	2			HENDERSON LN - REDWOOD AVE (RW2-EB)	0.48	1.04	0.56	AC								NR	NR
3	08	OR 46	038	1			JCT HWY 025 - MILL CREEK	0.00	1.00	1.00	AC	G						35	PR	PR
3	08	OR 46	038	1			MILL CREEK - GRAYBACK CRK	1.00	11.75	10.75	AC	G						75	FR	FR
3	08	OR 46	038	1			GRAYBACK CRK - CAVE CREEK CAMPGROUND	11.75	15.65	3.90	AC	G						35	PR	PR
3	08	OR 46	038	1			CAVE CREEK CAMPGROUND - OR CAVES NAT MON	15.65	19.33	3.68	AC	G						100	VG	PR
3	08	OR 99	060	1			REDWOOD HWY JCT (SB)	0.00	0.45	0.45	AC	A	98	72	100	100	92	66	FR	FR
3	08	OR 99	060	1			REDWOOD HWY JCT - FRUITDALE CREEK	0.45	1.40	0.95	AC	A	96	73	100	100	97	71	FR	FR
3	08	OR 99	060	1			FRUITDALE CREEK - FRUITDALE DR	1.40	2.39	0.99	AC	A	97	98	98	100	96	90	GD	GD
3	08	OR 99	060	1			FRUITDALE DR - JACKSON CO. LN	2.39	5.51	3.12	AC	G						55	FR	FR
3	08	OR 99	060	1			JACKSON CO. LN - DEPOT ST	5.51	8.86	3.35	AC	G						70	FR	FR
3	08	OR 99	060	1			DEPOT ST - FURHMAN AVE	8.86	13.00	4.14	AC	G						65	FR	FR
3	08	OR 99	060	1			FURHMAN AVE - JCT HWY 271	13.00	14.50	1.50	AC	G						55	FR	FR
3	08	OR 99	060	1			ROCK PT. INTCH (O-XING & SB ON RAMP)	14.50	14.95	0.45	AC	G						55	FR	FR
3	08	OR 99	060	2			REDWOOD HWY JCT (NB)	0.00	0.35	0.35	AC								NR	NR
3	08	OR 99	060	2			ROCK PT. INTCH (NB OFF RAMP)	14.57	14.76	0.19	AC								NR	NR
3	08	OR 99	063	1			I-5 NB RAMPS - I-5 SB RAMPS	0.05	0.34	0.29	AC	A	91	43	92	100	84	35	PR	PR
3	08	OR 99	063	1			I-5 SB RAMPS - MP 1.0	0.34	1.00	0.66	AC	A	98	96	100	100	100	95	GD	FR
3	08	OR 99	063	1			MP 1.0 - END STATE JURIS	1.00	1.64	0.64	AC	A	98	99	100	100	100	97	VG	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - TABLE ROCK RD	3.60	5.33	1.73	AC	A	95	69	59	100	85	34	PR	PR
3	08	OR 99	063	1			TABLE ROCK RD - JCT HWY 272	5.33	5.52	0.19	AC	A	92	70	45	100	85	32	PR	PR
3	08	OR 99	063	1			JCT HWY 272 - END STATE JURIS (SB COUPLET)	5.52	5.71	0.19	AC	A	98	81	42	100	84	34	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - CHARLOTTE ANN DR	8.13	8.81	0.68	AC	A	88	61	90	100	80	46	FR	PR
3	08	OR 99	063	1			CHARLOTTE ANN DR - GLENWOOD RD	8.81	10.18	1.37	AC	A	89	58	75	100	75	37	PR	PR
3	08	OR 99	063	1			GLENWOOD RD - 6TH ST	10.18	11.37	1.19	AC	A	94	68	71	100	72	43	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - COLVER RD	12.00	13.61	1.61	AC	A	87	49	53	100	93	33	PR	PR

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3	08	OR 99	063	1			COLVER RD - RAPP RD.	13.61	14.64	1.03	AC	A	93	49	100	100	92	45	PR	FR
3	08	OR 99	063	1			RAPP RD - S. TALENT	14.64	15.67	1.03	AC	A	99	84	98	100	99	82	GD	GD
3	08	OR 99	063	1			S. TALENT - VALLEY VIEW RD	15.67	17.00	1.33	AC	A	95	70	100	100	95	66	FR	FR
3	08	OR 99	063	1			VALLEY VIEW RD - N. MAIN ST	17.00	17.88	0.88	AC	A	95	62	96	100	92	55	FR	FR
3	08	OR 99	063	1			N. MAIN ST - HELMAN ST	17.88	19.00	1.12	AC	A	73	51	54	100	93	32	PR	PR
3	08	OR 99	063	1			HELMAN ST - END STATE JURIS (SB COUPLET)	19.00	19.46	0.46	AC	A	86	35	75	100	70	22	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - CROWSON RD	20.84	22.40	1.56	AC	A	91	79	96	100	83	64	FR	FR
3	08	OR 99	063	1			CROWSON RD - JCT HWY 001	22.40	24.12	1.72	AC	A	98	67	100	100	92	62	FR	FR
3	08	OR 99	063	2			TABLE ROCK RD - JCT HWY 272 (NB)	5.33	5.52	0.19	AC								NR	NR
3	08	OR 99	063	2			JCT HWY 272 - END STATE JURIS (NB COUPLET)	5.52	5.75	0.23	AC	A	93	70	46	100	75	32	PR	
3	08	OR 99	063	2			HELMAN ST - END STATE JURIS (NB COUPLET)	19.00	19.46	0.46	AC	A	64	34	73	100	81	24	PR	PR
3	08	OR 99	063	2			S. ASHLAND INTCH (O-XING & NB OFF RAMP)	23.65	24.11	0.46	AC								NR	NR
3	08	OR 138	138	1			BOUNDARY RD - MP 29.6	28.80	29.60	0.80	AC	G						40	PR	PR
3	08	OR 138	138	1			MP 29.6 - WRIGHT CREEK RD	29.60	33.90	4.30	AC	G						90	GD	GD
3	08	OR 138	138	1			WRIGHT CREEK RD - STEAMBOAT CREEK	33.90	38.92	5.02	AC	G						50	FR	FR
3	08	OR 138	138	1			STEAMBOAT CREEK - ILLAHEE RD	38.98	47.60	8.62	AC	G						45	PR	FR
3	08	OR 138	138	1			ILLAHEE RD - BOULDER FLAT CAMP	47.60	52.78	5.18	AC	G						40	PR	PR
3	08	OR 138	138	1			BOULDER FLAT CAMP - FISH CREEK	52.78	56.00	3.22	AC	G						95	GD	GD
3	08	OR 138	138	1			FISH CREEK - MOWICH LOOP RD	56.00	67.14	11.14	AC	G						95	GD	GD
3	08	OR 138	138	1			MOWICH LOOP RD - WINDIGO PASS RD	67.14	73.70	6.56	AC	G						30	PR	PR
3	08	OR 138	138	1			WINDIGO PASS RD - MP 77.5	73.70	77.54	3.84	AC	G						60	FR	FR
3	08	OR 138	138	1			MP 77.5 - JCT HWY 233	77.54	83.49	5.95	AC	G						40	PR	PR
3	08	OR 138	138	1			JCT HWY 233 - CRATER LK NATL PK	83.49	86.01	2.52	AC	G						35	PR	PR
3	08	OR 138	138	1			CRATER LK NATL PK - JCT HWY 004	86.01	100.82	14.81	AC	G						40	PR	PR
3	08	OR 230	233	1			JCT HWY 022 - ROGUE R.	0.00	5.20	5.20	AC	G						40	PR	PR
3	08	OR 230	233	1			ROGUE R. - LOST CREEK	5.20	9.00	3.80	AC	G						90	GD	GD
3	08	OR 230	233	1			LOST CREEK - MUIR CREEK	9.00	10.30	1.30	AC	G						97	VG	VG
3	08	OR 230	233	1			MUIR CREEK - MP 13.2	10.30	13.20	2.90	AC	G						96	VG	VG

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GD = Good
FR = Fair
PR = Poor
VP = Very Poor

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 08

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
3	08	OR 230	233	1			MP 13.2 - CASCADE CREEK	13.20	17.50	4.30	AC	G						20	VP	PR
3	08	OR 230	233	1			CASCADE CREEK - USFS 3703	17.50	20.75	3.25	AC	G						95	GD	GD
3	08	OR 230	233	1			USFS 3703 - JCT HWY 138	20.75	23.80	3.05	AC	G						60	FR	GD
3	08	OR 260	260	1			ROGUE RIVER ROBERTSON BRIDGE	12.78	12.94	0.16	ST	G							ST	ST
3	08	OR 260	260	1			ROBERTSON BR - SHAN CREEK	12.99	16.64	3.65	AC	G						65	FR	FR
3	08	OR 260	260	1			SHAN CREEK - MARCY LOOP RD	16.64	20.10	3.36	AC	G						75	FR	GD
3	08	OR 260	260	1			MARCY LOOP RD - HWY 025	20.10	22.24	2.14	AC	G						70	FR	FR
3	08		270	1			I-5 NB RAMPS - BEAR CREEK	-8.15	-6.50	1.65	AC	A	96	84	92	100	97	76	GD	UC
3	08		270	1			BEAR CREEK - TABLE ROCK RD	-6.50	-2.90	3.60	AC	A	99	100	100	100	100	99	VG	VG
3	08		270	1			TABLE ROCK RD - FIFTH ST	-2.90	-1.92	0.98	AC	A	100	92	100	100	100	92	GD	VG
3	08		270	1			FIFTH ST - AGATE ST (AVE G)	-1.92	-1.16	0.76	AC	A	87	50	76	100	71	30	PR	PR
3	08		270	1			AVE G - HWY 022	-1.16	0.00	1.16	AC	A	89	64	67	100	76	39	PR	PR
3	08	OR 140	270	1			JCT HWY 022 - KERSHAW RD	0.00	2.50	2.50	AC	A	87	70	92	100	92	62	FR	FR
3	08	OR 140	270	1			KERSHAW RD - BROWNSBORO	2.50	8.20	5.70	AC	A	77	52	99	100	93	49	FR	FR
3	08	OR 140	270	1			BROWNSBORO - N. FK. LITTLE BUTTE	8.20	16.04	7.84	AC	A	73	79	99	100	99	68	FR	FR
3	08	OR 140	270	2			ATLANTIC AVE ROUNDABOUT WB	1.52	1.87	0.35	AC								NR	NR
3	08	OR 99	271	1			JCT HWY 060 - WCL GOLD HILL	-0.30	1.26	1.56	AC	G						45	PR	PR
3	08	OR 99	271	1			WCL GOLD HILL - JCT HWY 486	1.26	2.36	1.10	AC	G						35	PR	PR
3	08	OR 234	271	1			JCT HWY 486 - BEEMAN ST	2.36	2.58	0.22	AC	G						40	PR	PR
3	08	OR 234	271	1			BEEMAN ST - TRESHAM LN	2.58	8.75	6.17	AC	G						45	PR	FR
3	08	OR 234	271	1			TRESHAM LN - ANTIOCH RD	8.75	12.61	3.86	AC	G						45	PR	FR
3	08	OR 234	271	1			ANTIOCH RD - JCT HWY 022	12.61	17.48	4.87	AC	G						45	PR	PR
3	08	OR 238	272	1			JCT HWY 025 - S. HIGHLINE CANAL	0.00	1.68	1.68	AC	A	85	86	99	100	98	80	GD	GD
3	08	OR 238	272	1			S. HIGHLINE CANAL - JAYNES DR	1.68	4.17	2.49	AC	A	93	76	99	100	99	75	FR	GD
3	08	OR 238	272	1			JAYNES DR - MURPHY BR	4.17	6.18	2.01	AC	A	94	77	100	100	98	75	FR	GD
3	08	OR 238	272	1			MURPHY BR - PROVOLT	6.18	13.62	7.44	AC	A	95	48	83	94	94	37	PR	PR
3	08	OR 238	272	1			PROVOLT - MP 16	13.70	16.00	2.30	AC	A	95	32	85	98	68	19	VP	PR
3	08	OR 238	272	1			MP 16 - MP 20	16.00	20.00	4.00	AC	A	96	56	85	100	87	43	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 08

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3	08	OR 238	272	1			MP 20 - RUCH	20.00	25.37	5.37	AC	A	96	61	97	100	85	50	FR	FR
3	08	OR 238	272	1			RUCH - WAGON TRAIL DR	25.37	31.63	6.26	AC	A	95	57	97	100	84	47	FR	FR
3	08	OR 238	272	1			WAGON TRAIL DR - MAIN ST	31.63	33.16	1.53	AC	A	99	85	95	100	100	81	GD	GD
3	08	OR 238	272	1			MAIN ST - 5TH ST	33.16	33.38	0.22	AC	A	69	48	91	100	81	36	PR	FR
3	08	OR 238	272	1			CALIFORNIA ST - NCL JACKSONVILLE	33.38	34.03	0.65	AC	A	86	77	100	100	90	69	FR	FR
3	08	OR 238	272	1			NCL JACKSONVILLE - MAIN ST	34.03	35.07	1.04	AC	A	92	54	100	100	77	43	PR	PR
3	08	OR 238	272	1			MAIN ST - KINGWOOD DR	35.07	37.63	2.56	AC	A	91	58	76	100	87	42	PR	PR
3	08	OR 238	272	1			KINGWOOD DR - JCT HWY 063	37.63	38.75	1.12	AC	A	81	50	84	100	74	34	PR	PR
3	08	OR 238	272	2			HWY 025 JCT (RW2-NB)	0.00	0.26	0.26	AC								NR	NR
3	08	OR 238	272	2			BEG. DIV HWY - JCT HWY 063	38.09	38.75	0.66	AC								NR	NR
3	08	OR 273	273	1			JCT HWY 021 - MP 3.1	0.00	3.10	3.10	AC	G						65	FR	FR
3	08	OR 273	273	1			MP 3.1 - SISKIYOU INTCHG	3.10	6.80	3.70	AC	G						55	FR	FR
3	08	OR 273	273	1			SISKIYOU INTCHG - JCT HWY 001	6.80	12.02	5.22	AC	G						20	VP	VP
3	08	OR 273	273	1			JCY HWY 001 (SB ON RAMP)	12.02	12.42	0.40	AC	G						97	VG	UC
3	08	OR 273	273	2			JCY HWY 001 (NB OFF RAMP)	12.02	12.36	0.34	AC								NR	NR
3	08	US 199	482	1			GRANTS PASS SPUR (EB)	-0.69	1.68	2.37	AC	A	86	67	100	100	93	62	FR	FR
3	08	US 199	482	1			US199 INTCH (SB ON RAMP)	1.68	1.99	0.31	AC	A	99	97	100	100	100	96	VG	VG
3	08	US 199	482	2			GRANTS PASS SPUR (WB)	0.72	1.68	0.96	AC								NR	NR
3	08	US 199	482	2			US199 INTCH (SB RAMPS TO NB ON RAMP)	1.68	1.89	0.21	AC								NR	NR
3	08	OR 99	486	1			GOLD HILL SPUR	2.36	3.32	0.96	AC	G						30	PR	PR

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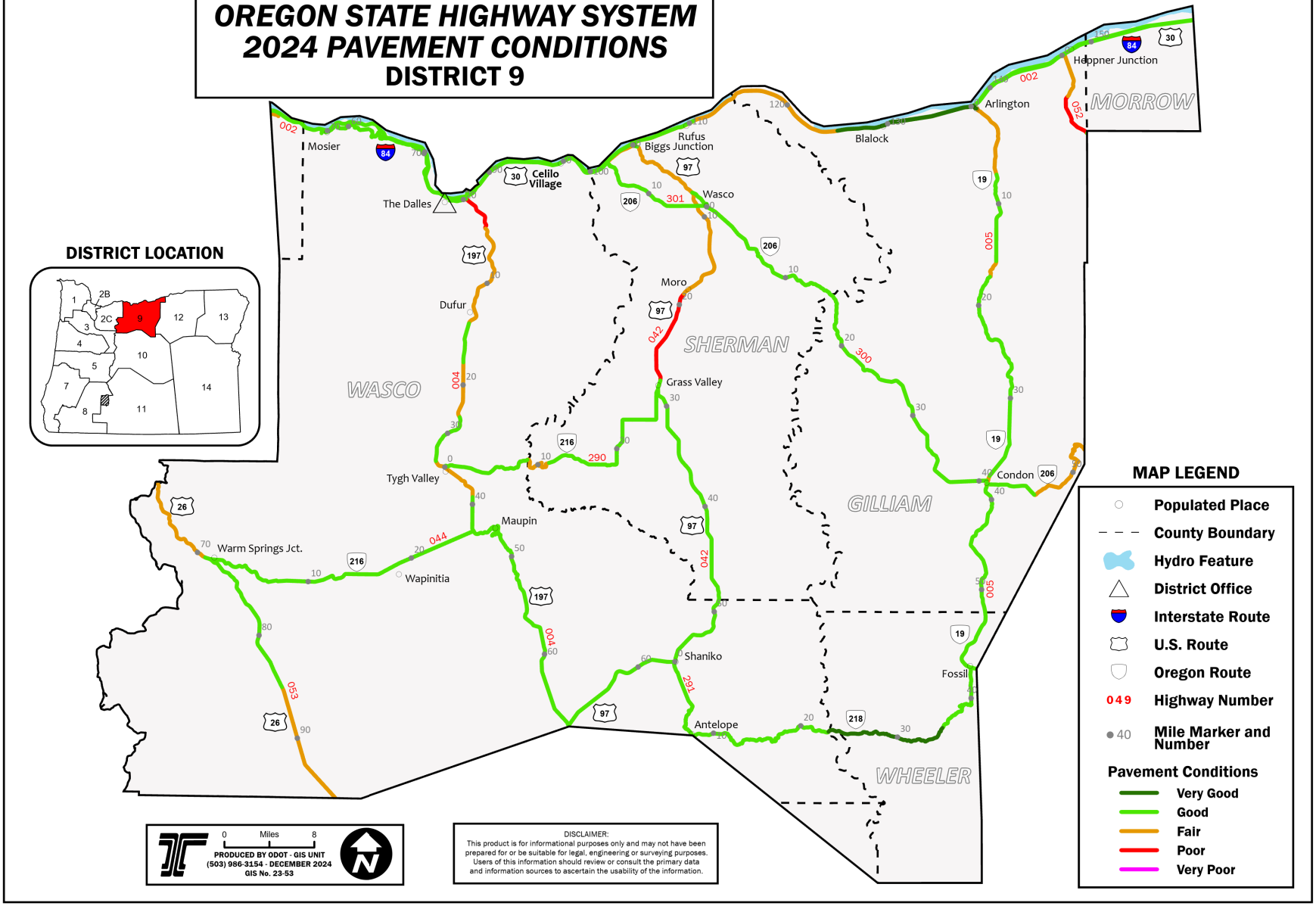
OREGON DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 9



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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 09

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	09	I-84	002	1			HOOD RIVER - MOSIER	64.44	70.10	5.66	AC	A	84	96	99	100	100	81	GD	GD
4	09	I-84	002	1			MOSIER - ROWENA	70.10	76.45	6.35	AC	A	87	100	100	100	100	87	GD	GD
4	09	I-84	002	1			ROWENA - THE DALLES	76.45	84.25	7.80	AC	A	85	99	99	100	100	85	GD	GD
4	09	I-84	002	1			THE DALLES - FIFTEEN MILE CREEK	84.25	88.00	3.75	PC	A	95	96	100			92	GD	GD
4	09	I-84	002	1			FIFTEEN MILE CREEK - CELILO	88.00	96.75	8.75	AC	A	81	98	98	100	99	79	GD	GD
4	09	I-84	002	1			CELILO - RUFUS	96.75	110.46	13.71	AC	A	79	78	99	100	96	70	FR	GD
4	09	I-84	002	1			RUFUS - SWANSON CANYON	110.46	125.40	14.94	AC	A	73	92	99	100	99	71	FR	FR
4	09	I-84	002	1			SWANSON CANYON - WOELPERN	125.40	132.00	6.60	AC	A	99	100	100	100	100	98	VG	VG
4	09	I-84	002	1			WOELPERN - ARLINGTON	132.00	137.79	5.79	AC	A	98	100	100	100	100	98	VG	VG
4	09	I-84	002	1			ARLINGTON VIADUCT	137.79	138.04	0.25	ST	A							ST	ST
4	09	I-84	002	1			ARLINGTON - MORROW CO. LINE	138.04	149.50	11.46	AC	A	87	98	100	100	99	86	GD	GD
5	09	I-84	002	1			GILLIAM CO. LINE - TOWER RD	149.50	159.30	9.80	AC	A	87	98	100	100	100	87	GD	GD
4	09	I-84	002	2			HOOD RIVER - MOSIER	64.44	70.10	5.66	AC	A	87	100	100	100	100	87	GD	GD
4	09	I-84	002	2			MOSIER - ROWENA	70.10	76.45	6.35	AC	A	89	100	100	100	100	89	GD	GD
4	09	I-84	002	2			ROWENA - THE DALLES	76.45	84.25	7.80	AC	A	90	100	100	100	98	90	GD	GD
4	09	I-84	002	2			THE DALLES - FIFTEEN MILE CREEK	84.25	88.00	3.75	PC	A	96	97	99			93	GD	VG
4	09	I-84	002	2			FIFTEEN MILE CREEK - CELILO (1)	88.00	95.91	7.91	AC	A	84	99	99	100	99	83	GD	GD
4	09	I-84	002	2	Z	2	FIFTEEN MILE CREEK - CELILO (Z)	95.81	95.91	0.10	AC	A	91	100	100	100	100	91	GD	VG
4	09	I-84	002	2			FIFTEEN MILE CREEK - CELILO (2)	95.91	96.75	0.84	AC	A	82	100	100	100	100	82	GD	GD
4	09	I-84	002	2			CELILO - RUFUS	96.75	110.46	13.71	AC	A	84	91	98	100	96	79	GD	GD
4	09	I-84	002	2			RUFUS - SWANSON CANYON	110.46	125.40	14.94	AC	A	74	92	95	100	99	69	FR	FR
4	09	I-84	002	2			SWANSON CANYON - WOELPERN	125.40	132.00	6.60	AC	A	97	100	100	100	100	97	VG	VG
4	09	I-84	002	2			WOELPERN - ARLINGTON	132.00	137.78	5.78	AC	A	99	100	100	100	100	99	VG	VG
4	09	I-84	002	2			ARLINGTON VIADUCT	137.78	138.06	0.28	ST	A							ST	ST
4	09	I-84	002	2			ARLINGTON - MORROW CO. LINE	138.06	149.50	11.44	AC	A	81	98	100	100	100	80	GD	GD
5	09	I-84	002	2			GILLIAM CO. LINE - TOWER RD	149.50	159.30	9.80	AC	A	85	90	100	100	100	82	GD	GD
4	09	US 197	004	1			COLUMBIA RIVER BRIDGE	0.00	0.40	0.40	ST	G							ST	ST
4	09	US 30	004	1			COLUMBIA R. BR - JCT HWY 292	0.40	0.93	0.53	AC	G						55	FR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 09

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	09	US 197	004	1			JCT HWY 292 - FIVEMILE RD	0.93	4.40	3.47	AC	G						35	PR	FR
4	09	US 197	004	1			FIVEMILE RD - BOYD LOOP RD	4.40	9.87	5.47	AC	G						60	FR	FR
4	09	US 197	004	1			BOYD LOOP RD - DUFUR N. ENTR.	9.87	12.60	2.73	AC	G						65	FR	GD
4	09	US 197	004	1			DUFUR N. ENTR. - DUFUR S. ENTR.	12.60	14.46	1.86	AC	G						65	FR	GD
4	09	US 197	004	1			DUFUR S. ENTR. - MP 15.3	14.46	15.30	0.84	AC	G						85	GD	GD
4	09	US 197	004	1			MP 15.3 - POLE RD	15.30	18.00	2.70	AC	G						80	GD	GD
4	09	US 197	004	1			POLE RD - TYGH GRADE	18.00	23.00	5.00	AC	G						55	FR	FR
4	09	US 197	004	1			TYGH GRADE - BUTLER CREEK	27.88	32.85	4.97	AC	G						90	GD	GD
4	09	US 197	004	1			BUTLER CREEK - OAK SPRINGS RD	32.85	37.77	4.92	AC	G						75	FR	FR
4	09	US 197	004	1			OAK SPRINGS RD - WAPINITIA JCT	39.33	42.90	3.57	AC	G						85	GD	GD
4	09	US 197	004	1			WAPINITIA JCT - BURNHAM DR	42.93	44.95	2.02	AC	G						85	GD	GD
4	09	US 197	004	1			BURNHAM DR - DESCHUTES R.	44.95	45.95	1.00	AC	G						85	GD	GD
4	09	US 197	004	1			DESCHUTES R. - MP 51	45.95	51.00	5.05	AC	G						90	GD	GD
4	09	US 197	004	1			MP 51 - MP 54.25	51.00	54.25	3.25	AC	G						90	GD	GD
4	09	US 197	004	1			MP 54.25 - MP 60.3	54.25	60.30	6.05	AC	G						90	GD	GD
4	09	US 197	004	1			MP 60.3 - JCT HWY 042	60.30	67.17	6.87	AC	G						90	GD	GD
4	09	US 197	004	2			JCT US30 (NB RT TURN)	0.84	0.96	0.12	AC								NR	NR
4	09	OR 19	005	1			ARLINGTON INTCH (EB OFF RAMP)	0.00	0.31	0.31	AC	A	100	100	100	100	100	100	VG	GD
4	09	OR 19	005	1			ARLINGTON SECTION	0.31	0.58	0.27	AC	A	100	100	100	100	99	99	VG	VP
4	09	OR 19	005	1			ARLINGTON - CEDAR SPRING (1)	0.58	1.13	0.55	AC	A	89	63	100	100	96	60	FR	FR
4	09	OR 19	005	1	Z	1	ARLINGTON - CEDAR SPRING (Z)	0.97	1.13	0.16	AC	A	92	55	100	100	92	50	FR	FR
4	09	OR 19	005	1			ARLINGTON - CEDAR SPRING (2)	1.13	7.25	6.12	AC	A	91	54	99	100	92	50	FR	FR
4	09	OR 19	005	1			CEDAR SPRINGS - CAMERON	7.25	11.60	4.35	AC	G						95	GD	FR
4	09	OR 19	005	1			CAMERON RD - BASELINE RD.	11.60	15.30	3.70	AC	G						90	GD	GD
4	09	OR 19	005	1			BASELINE RD - MIDDLE ROCK CRK LN	15.30	16.89	1.59	AC	G						75	FR	FR
4	09	OR 19	005	1			MIDDLE ROCK CRK LN - CLEM RD	17.09	23.05	5.96	AC	G						90	GD	GD
4	09	OR 19	005	1			CLEM RD - SPEECE	23.05	25.10	2.05	AC	G						95	GD	GD
4	09	OR 19	005	1			SPEECE - NCL CONDON	25.10	37.50	12.40	AC	G						95	GD	FR

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4	09	OR 19	005	1			NCL CONDON - JCT HWY 300	37.50	38.07	0.57	AC	G						75	FR	FR
4	09	OR 19	005	1			JCT HWY 300 - SCL CONDON	38.07	38.60	0.53	AC	G						65	FR	FR
4	09	OR 19	005	1			SCL CONDON - THIRTY MILE CREEK	38.60	44.51	5.91	AC	G							UC	GD
4	09	OR 19	005	1			THIRTY MILE CREEK - GREINER RD	44.99	49.14	4.15	AC	G						90	GD	UC
4	09	OR 19	005	1			GREINER RD - FOSSIL	49.29	59.64	9.38	AC	G						95	GD	UC
4	09	OR 19	005	2			ARLINGTON INTCH (U-XING & WB ON RAMP)	0.00	0.76	0.76	AC								NR	NR
4	09	US 97	042	1			COLUMBIA RIVER (SAM HILL) BRIDGE	-0.43	-0.18	0.25	ST	A							ST	ST
4	09	US 97	042	1			BIGGS SECTION	-0.18	0.40	0.58	AC	A	94	91	100	100	98	88	GD	GD
4	09	US 97	042	1			BIGGS - WASCO	0.40	7.00	6.47	AC	A	83	58	98	100	97	55	FR	FR
4	09	US 97	042	1			WASCO - MP 13.01	7.00	13.01	6.01	AC	A	81	72	98	99	100	65	FR	GD
4	09	US 97	042	1			MP 13.27 - MORO	13.27	18.03	4.76	AC	A	80	87	97	100	100	73	FR	GD
4	09	US 97	042	1			5TH ST - BIDWELL ST	18.03	18.43	0.40	AC	A	64	67	97	100	93	59	FR	FR
4	09	US 97	042	1			BIDWELL ST - MORO HIGH SCHOOL	18.57	18.94	0.37	AC	A	67	77	100	100	93	66	FR	FR
4	09	US 97	042	1			MORO - GRASS VALLEY	18.94	27.40	8.46	AC	A	68	33	75	100	93	24	PR	PR
4	09	US 97	042	1			GRASS VALLEY SECTION	27.40	27.93	0.53	AC	A	90	95	100	100	100	88	GD	GD
4	09	US 97	042	1			GRASS VALLEY - RUTLEDGE RD	27.93	29.30	1.37	AC	A	87	99	96	100	98	85	GD	FR
4	09	US 97	042	1			RUTLEDGE RD - KENT	29.30	40.55	11.25	AC	A	95	93	99	100	98	88	GD	GD
4	09	US 97	042	1			KENT - MP 47	40.72	47.50	6.78	AC	A	91	99	99	100	100	90	GD	GD
4	09	US 97	042	1			MP 47 - SHANIKO	47.50	56.70	9.20	AC	A	95	97	100	100	99	93	GD	GD
4	09	US 97	042	1			SHANIKO - BAKEOVEN RD	56.70	58.50	1.80	AC	A	77	100	100	100	100	77	GD	GD
4	09	US 97	042	1			BAKEOVEN RD - JCT HWY 004	58.50	68.66	10.16	AC	A	83	99	100	100	100	83	GD	GD
4	09	OR 216	044	1			WARM SPRINGS JCT - FROG CREEK RD	0.18	2.10	1.92	AC	G						95	GD	VG
4	09	OR 216	044	1			FROG CREEK RD - PINE GROVE	2.10	12.50	10.40	AC	G						95	GD	GD
4	09	OR 216	044	1			PINE GROVE - ENDERSBY RD	12.50	13.75	1.25	AC	G						90	GD	GD
4	09	OR 216	044	1			ENDERSBY RD - WAPINITIA CREEK	13.75	16.95	3.20	AC	G						85	GD	GD
4	09	OR 216	044	1			WAPINITIA CREEK - JCT HWY 004	16.95	26.03	9.08	AC	G						85	GD	GD
4	09	OR 216	044	2			WARM SPRINGS JCT (WB)	0.17	0.28	0.11	AC								NR	NR
4	09	OR 74	052	1			HEPPNER JCT (EB OFF RAMP)	0.00	0.23	0.23	AC	G						95	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 09

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	09	OR 74	052	1			JCY HWY 002 - WILLOW CREEK	0.23	4.23	4.00	AC	G						65	FR	FR
4	09	OR 74	052	1			WILLOW CREEK - MORROW COUNTY LINE	4.23	8.44	4.21	AC	G						45	PR	PR
4	09	OR 74	052	2			HEPPNER JCT (WB ON RAMP & O-XING)	0.00	0.37	0.37	AC								NR	NR
4	09	US 26	053	1			CLACKAMAS CO. LINE - SKYLINE RD	62.16	66.80	4.64	AC	A	95	82	90	100	97	73	FR	GD
4	09	US 26	053	1			SKYLINE RD - WARM SPRINGS JCT	66.80	70.84	4.04	AC	A	92	85	89	100	98	75	FR	GD
4	09	US 26	053	1			WARM SPRINGS JCT - POWER LINES	70.84	76.00	5.10	AC	A							UC	PR
4	09	US 26	053	1			POWER LINES - MP 78.2	76.00	78.20	2.20	AC	A							UC	PR
4	09	US 26	053	1			MP 78.2 - WARM SPRINGS R.	78.20	85.25	7.05	AC	A							UC	PR
4	09	US 26	053	1			WARM SPRINGS R. - JEFFERSON CO. LINE	85.25	96.48	11.23	AC	A	63	73	89	100	94	48	FR	FR
4	09	US 26	053	2			WARM SPRINGS JCT (RW2-WB)	71.13	71.58	0.45	AC								NR	NR
4	09	US 30	100	1			GATE - I-84 CONN	56.91	57.53	0.62	AC	G						90	GD	GD
4	09	US 30	100	1			I-84 CONN - ROWENA FERRY RD	57.53	66.16	8.63	AC	G						85	GD	GD
4	09	US 30	100	1			ROWENA FERRY RD - THE DALLES	66.16	72.37	6.21	AC	G						80	GD	GD
4	09	OR 216	290	1			TYGH VALLEY - BNSF UXING	-0.05	7.03	7.08	AC	G						95	GD	GD
4	09	OR 216	290	1			BNSF UXING - BUCK HOLLOW CREEK	7.03	8.30	1.27	AC	G						95	GD	GD
4	09	OR 216	290	1			BUCK HOLLOW CREEK - SHERARS SUMMIT	8.30	12.15	3.85	AC	G						75	FR	FR
4	09	OR 216	290	1			SHERARS SUMMIT - GRASS VALLEY	12.15	28.42	16.27	AC	G						80	GD	GD
4	09	OR 218	291	1			SHANIKO - SUMMIT	0.00	4.40	4.40	AC	G						90	GD	GD
4	09	OR 218	291	1			SUMMIT - ANTELOPE	4.40	8.04	3.64	AC	G						90	GD	GD
4	09	OR 218	291	1			ANTELOPE - GRUB HOLLOW	8.11	11.25	3.14	AC	G						90	GD	GD
4	09	OR 218	291	1			GRUB HOLLOW - CLARNO	11.25	22.80	11.45	AC	G						90	GD	GD
4	09	OR 218	291	1			CLARNO - MP 24.93	22.80	24.93	2.13	AC	G						97	VG	GD
4	09	OR 218	291	1			MP 25.30 - MP 34.9	25.30	34.90	9.60	AC	G						97	VG	GD
4	09	OR 218	291	1			MP 34.9 - PRINDLE HILL SUMMIT	34.90	37.40	2.50	AC	G						95	GD	GD
4	09	OR 218	291	1			PRINDLE HILL SUMMIT - FOSSIL	37.40	42.95	5.19	AC	G						95	GD	FR
4	09	US 30	292	1			BREWERY GRADE INTER. - JCT HWY 004	18.74	20.24	1.50	AC	G						90	GD	GD
4	09	US 30	292	2			FRONTAGE RD INTER. (WB)	19.97	20.08	0.11	AC								NR	NR
4	09		300	1			JCT HWY 042 - WASCO	-1.97	0.00	1.97	AC	G						85	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 09

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	09	OR 206	300	1			WASCO - GRASS VALLEY CNYN	0.00	5.51	5.51	AC	G						90	GD	GD
4	09	OR 206	300	1			GRASS VALLEY CNYN - STARVATION LN	5.51	10.75	5.24	AC	G						90	GD	GD
4	09	OR 206	300	1			STARVATION LN - JOHN DAY R.	10.75	15.09	4.34	AC	G						90	GD	GD
4	09	OR 206	300	1			JOHN DAY R. - MP 19	15.16	19.00	3.84	AC	G						90	GD	GD
4	09	OR 206	300	1			MP 19 - MP 32.5	19.00	32.50	13.50	AC	G						90	GD	GD
4	09	OR 206	300	1			MP 32.5 - CONDON	32.50	40.68	8.18	AC	G						90	GD	GD
4	09	OR 206	300	1			CONDON - LONE ROCK RD	40.88	45.60	4.72	AC	G						85	GD	GD
4	09	OR 206	300	1			LONE ROCK RD - ROCK CREEK	45.60	51.66	6.06	AC	G						70	FR	FR
4	09	OR 206	300	1			ROCK CREEK - MORROW CO. LINE	51.66	54.86	3.20	AC	G						65	FR	FR
4	09	OR 206	301	1			CELILO INTCH (EB OFF RAMP)	0.00	0.21	0.21	AC	G						70	FR	FR
4	09	OR 206	301	1			CELILO - HWY 487	0.21	4.80	4.59	AC	G						80	GD	GD
4	09	OR 206	301	1			HWY 487 - UPPER FULTON CANYON	4.80	7.20	2.40	AC	G						85	GD	GD
4	09	OR 206	301	1			UPPER FULTON CANYON - MP 10.7	7.20	10.70	3.50	AC	G						85	GD	GD
4	09	OR 206	301	1			MP 10.7 - WASCO	10.70	15.57	4.87	AC	G						85	GD	GD
4	09	OR 206	301	2			CELILO INTCH (WB ON RAMP)	0.00	0.28	0.28	AC								NR	NR
4	09		487	1			CELILO - WASCO HWY SPUR	4.80	7.62	2.82	AC	G						75	FR	GD

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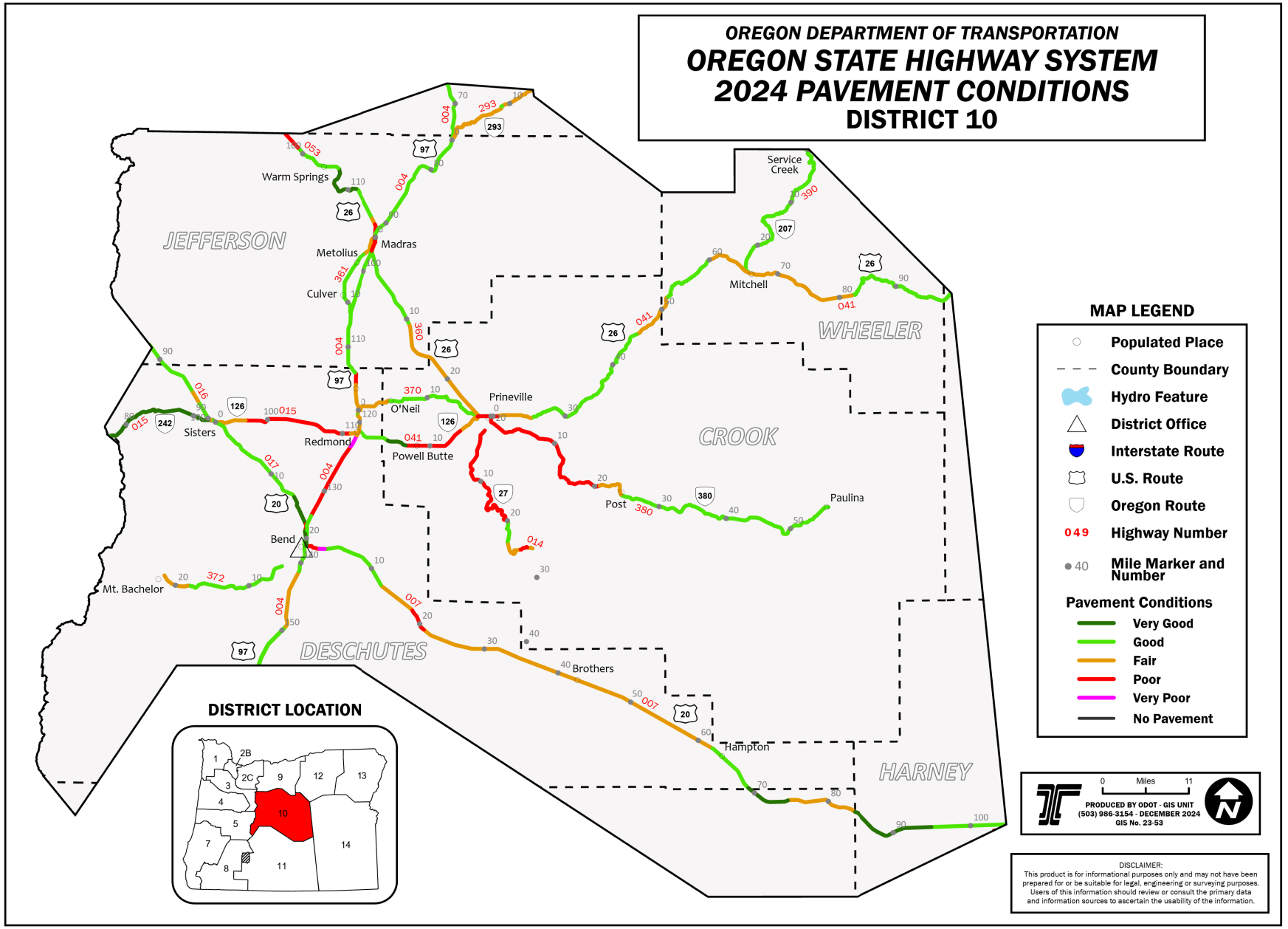

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 10

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	10	US 97	004	1			JCT HWY 042 - COW CANYON	67.17	69.50	2.33	AC	A	97	85	98	100	99	83	GD	VG
4	10	US 97	004	1			COW CANYON - WILLOWDALE	69.50	74.95	5.45	AC	A	98	97	99	100	98	94	GD	VG
4	10	US 97	004	1			WILLOWDALE - LYLE GAP	74.95	81.00	6.05	AC	A	94	98	99	100	100	92	GD	VG
4	10	US 97	004	1			LYLE GAP - MADRAS	81.00	92.08	11.08	AC	A	92	93	100	100	99	88	GD	GD
4	10	US 97	004	1			MADRAS COUPLET (SB)	92.08	93.12	1.04	AC	A	81	49	50	100	85	29	PR	PR
4	10	US 97	004	1			MADRAS COUPLET - SW HALL RD	96.04	96.80	0.76	AC	A	65	81	52	100	89	40	PR	PR
4	10	US 97	004	1			SW HALL RD - JCT HWY 360	96.80	97.20	0.40	AC	A	56	92	44	100	97	42	PR	PR
4	10	US 97	004	1			JCT HWY 360 - FORD LN	97.20	101.20	4.00	AC	A	93	98	99	100	99	90	GD	VG
4	10	US 97	004	1			FORD LN - CULVER HWY	101.20	105.70	4.50	AC	A	95	97	100	100	99	94	GD	VG
4	10	US 97	004	1			CULVER HWY - WEIGH STATION	105.70	108.00	2.30	AC	A	96	91	100	100	99	89	GD	VG
4	10	US 97	004	1			WEIGH STATION - PSO SCENIC WAYSIDE	108.00	111.90	3.90	AC	A	93	99	100	100	100	92	GD	VG
4	10	US 97	004	1			PSO SCENIC WAYSIDE - NW 10TH ST	111.90	113.60	1.70	AC	A	95	91	97	100	98	85	GD	GD
4	10	US 97	004	1			NW 10TH ST - TERREBONNE	113.60	115.20	1.60	AC	A	76	84	47	100	99	40	PR	PR
4	10	US 97	004	1			TERREBONNE SECTION	115.20	116.40	1.20	AC	A	51	77	97	100	99	49	FR	FR
4	10	US 97	004	1			TERREBONNE - REDMOND REROUTE	116.40	119.14	2.74	AC	A	74	93	100	100	98	73	FR	FR
4	10	US 97	004	1	Z	2	REDMOND REROUTE SECTION (Z)	118.96	119.14	0.18	AC	A	95	91	100	100	98	88	GD	FR
4	10	US 97	004	1			REDMOND REROUTE SECTION	119.14	121.80	2.66	AC	A	77	96	85	100	98	68	FR	FR
4	10	US 97	004	1			VETERANS WAY - YEW AVE	121.80	123.40	1.60	AC	A	69	39	45	100	77	18	VP	VP
4	10	US 97	004	1			YEW AVE - BOWERY LN	123.40	132.67	9.27	AC	A	77	98	46	100	100	42	PR	FR
4	10	US 97	004	1			BOWERY LN - GRANDVIEW DR	132.67	133.60	0.93	AC	A	30	69	40	100	91	25	PR	PR
4	10	US 97	004	1			GRANDVIEW DR - EMPIRE AVE	133.60	135.60	2.00	AC	A							UC	PR
4	10	US 97	004	1			EMPIRE AVE - WILSON AVE U'XING	135.60	138.60	3.00	AC	A	85	99	100	100	99	85	GD	VG
4	10	US 97	004	1			WILSON AVE U'XING - ROMAINE VILLAGE WY	138.60	141.12	2.52	AC	A	94	100	100	100	100	94	GD	VG
4	10	US 97	004	1			ROMAINE VILLAGE WY - WEIGH STATION	141.86	146.55	4.69	AC	A	71	83	66	100	93	46	FR	FR
4	10	US 97	004	1			WEIGH STATION - COTTONWOOD RD	146.55	149.30	2.75	AC	A	75	76	95	100	99	68	FR	GD
4	10	US 97	004	1			COTTONWOOD RD - SOUTH CENTURY DR	149.30	153.50	4.20	AC	A	84	100	100	100	100	84	GD	VG
4	10	US 97	004	1			SOUTH CENTURY DR - VANDEVERT RD	153.50	155.50	2.00	AC	A	93	100	100	100	100	93	GD	GD
4	10	US 97	004	2			MADRAS COUPLET (NB)	92.08	93.25	1.17	AC	A	70	60	70	100	93	39	PR	PR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 10

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4	10	US 97	004	2			CHINA HAT RD - END DIVIDED HWY (RW2-NB)	142.56	144.01	1.45	AC								NR	NR
4	10	US 97	004	2			COTTONWOOD RD - S. CENTURY DR (RW2-NB)	149.30	153.37	4.07	AC	A	80	100	100	100	100	80	GD	GD
4	10	US 97	004	2			S. CENTURY DR - VANDEVERT RD (RW2-NB)	153.37	155.50	2.13	AC	A	89	100	100	100	100	89	GD	
4	10	US 20	007	1			3RD ST - NE 11TH ST	0.51	1.11	0.60	AC	A	76	53	45	100	90	29	PR	PR
4	10	US 20	007	1			NE 11TH ST - PURCELL BLVD	1.11	2.28	1.17	AC	A	80	80	43	98	98	37	PR	PR
4	10	US 20	007	1			PURCELL BLVD - ECL BEND	2.28	3.00	0.72	AC	A	94	45	43	100	71	20	VP	VP
4	10	US 20	007	1			ECL BEND - POWELL BUTTE HWY	3.00	5.05	2.05	AC	A	95	97	100	100	99	94	GD	GD
4	10	US 20	007	1			POWELL BUTTE HWY - ARNOLD ICE CAVE RD	5.05	12.44	7.39	AC	A	95	88	100	100	99	85	GD	GD
4	10	US 20	007	1			ARNOLD ICE CAVE RD - HORSE RIDGE	12.44	17.60	5.16	AC	A	85	96	55	100	100	48	FR	PR
4	10	US 20	007	1			HORSE RIDGE SECTION	18.01	20.97	2.96	AC	A	88	46	100	100	93	43	PR	PR
4	10	US 20	007	1			HORSE RIDGE - JCT CROOKED R. HW	21.69	35.65	13.96	AC	A	92	61	100	100	91	56	FR	PR
4	10	US 20	007	1			JCT CROOKED R. HWY - BROTHERS	35.65	42.50	6.85	AC	A	87	55	100	100	91	50	FR	FR
4	10	US 20	007	1			BROTHERS - MP 48	42.50	48.00	5.50	AC	A	86	67	100	100	88	57	FR	FR
4	10	US 20	007	1			MP 48 - HAMPTON	48.00	62.07	14.07	AC	A	99	97	99	100	77	74	FR	FR
4	10	US 20	007	1			HAMPTON - MP 69	62.07	69.00	6.93	AC	A	94	100	100	100	94	91	GD	GD
4	10	US 20	007	1			MP 69 - GLASS BUTTE	69.00	74.65	5.65	AC	A	98	100	100	100	100	98	VG	VG
4	10	US 20	007	1			GLASS BUTTE - HARNEY COUNTY LINE	74.65	83.80	9.15	AC	A	98	99	48	100	100	47	FR	GD
5	10	US 20	007	1			LAKE COUNTY LINE - GAP RANCH	83.80	90.90	7.10	AC	A	99	100	100	100	99	98	VG	VG
5	10	US 20	007	1			GAP RANCH - BEST LN	90.90	95.00	4.10	AC	A	98	100	99	100	100	97	VG	VG
5	10	US 20	007	1			BEST LN - CHICKAHOMINY CREEK	95.00	101.25	6.25	AC	A	99	97	100	100	98	95	GD	VG
5	10	US 20	007	1			CHICKAHOMINY CREEK - RILEY JCT	101.25	104.62	3.37	AC	A	96	100	98	100	99	95	GD	GD
4	10	US 20	007	2			WARD/HAMBY ROUNDABOUT WB	3.45	3.68	0.23	AC								NR	NR
4	10	OR 27	014	1			BEGIN STATE JURIS - MP 4.6	1.90	4.60	2.70	AC	G						30	PR	FR
4	10	OR 27	014	1			MP 4.6 - DRY CREEK	4.60	6.15	1.55	AC	G						25	PR	PR
4	10	OR 27	014	1			DRY CREEK - L. PALISADES REC SITE	6.15	15.19	9.04	AC	G						40	PR	PR
4	10	OR 27	014	1			L. PALISADES REC SITE - BOWMAN DAM	15.19	19.65	4.46	AC	G						40	PR	PR
4	10	OR 27	014	1			BOWMAN DAM - MP 20.4	19.72	20.40	0.68	AC	G						80	GD	GD
4	10	OR 27	014	1			MP 20.4 - SE RESERVOIR RD	20.40	23.00	2.60	AC	G						85	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 10

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	10	OR 27	014	1			SE RESERVOIR RD - MP 26.4	23.00	26.40	3.40	AC	G						55	FR	FR
4	10	OR 27	014	1			MP 26.4 - END OF PVMT	26.40	27.39	0.99	AC	G						40	PR	FR
4	10	OR 27	014	1	Z	1	MP 26.4 - END OF PVMT (Z)	25.04	25.77	0.73	AC	G						50	FR	FR
4	10	OR 27	014	1	Z	1	CROOKED R. GRAVEL SECTION (Z)	25.77	27.39	1.62	G								NR	NR
4	10	OR 27	014	1			CROOKED R. GRAVEL SECTION	27.39	42.51	15.12	G								NR	NR
4	10	OR 242	015	1			LANE COUNTY LINE - SNOW GATE	76.65	83.71	7.06	AC	G						100	VG	FR
4	10	OR 242	015	1			SNOW GATE - CROSSROADS RD	83.71	89.84	5.95	AC	G						100	VG	FR
4	10	OR 242	015	1			CROSSROADS RD - EDGINGTON RD	89.84	91.27	1.43	AC	G						100	VG	PR
4	10	OR 242	015	1			EDGINGTON RD - SENTRY DR	91.27	92.05	0.78	AC	G						100	VG	PR
4	10	OR 242	015	1	Z	2	SENTRY DR - JCT HWY 016	91.85	92.03	0.18	AC	G						100	VG	FR
4	10	US 20	015	1	Z	2	JCT HWY 016 - JCT HWY 017 (Z)	92.03	92.05	0.02	AC	A	87	70	100	100	98	68	FR	GD
4	10	US 20	015	1			JCT HWY 016 - E. SISTERS ROUNDABOUT	92.05	92.75	0.70	AC	A	68	57	88	100	94	48	FR	FR
4	10	US 20	015	1			E. SISTERS ROUNDABOUT - JCT HWY 017	92.75	93.07	0.32	AC	A							UC	FR
4	10	OR 126	015	1			JCT HWY 017 - CLOVERDALE	93.07	97.00	3.93	AC	A	71	79	91	100	93	59	FR	FR
4	10	OR 126	015	1			CLOVERDALE - QUAIL TREE DR	97.00	98.90	1.90	AC	A	96	96	42	100	95	40	PR	PR
4	10	OR 126	015	1			FRYREAR RD - DESCHUTES R.	98.90	107.65	8.75	AC	A	83	43	87	100	88	29	PR	PR
4	10	OR 126	015	1			DESCHUTES R. - RIMROCK WAY	107.65	111.06	3.41	AC	A	85	79	42	100	97	35	PR	FR
4	10	OR 126	015	1			RIMROCK WAY - 14TH ST	111.06	111.45	0.39	AC	A	73	80	58	100	98	46	FR	FR
4	10	OR 126	015	1			14TH ST - US-97 (EB COUPLET)	111.45	112.03	0.58	AC	A	70	83	96	100	94	68	FR	FR
4	10	OR 126	015	2			GLACIER AVE (WB COUPLET)	111.45	112.07	0.62	AC	A	80	85	100	100	91	70	FR	FR
4	10	US 20	016	1			JACK LAKE RD - COLD SPRGS PASSING LNS	88.20	95.80	7.60	AC	A	95	100	100	100	100	95	GD	VG
4	10	US 20	016	1			COLD SPRGS PASSING LNS	95.80	97.50	1.70	AC	A	72	98	100	100	100	72	FR	GD
4	10	US 20	016	1			COLD SPRGS PASSING LNS - W. SISTERS	97.50	99.86	2.36	AC	A	89	86	100	100	99	79	GD	GD
4	10	US 20	016	1			W. SISTERS ROUNDABOUT EB	99.86	100.02	0.16	PC	A	99	82	100			82	GD	GD
4	10	US 20	016	1			W. SISTERS ROUNDABOUT - END OF HWY 016	100.02	100.12	0.10	AC	A	83	51	100	100	99	50	FR	FR
4	10	US 20	016	2			SISTERS ROUNDABOUT WB	99.86	100.02	0.16	PC								NR	NR
4	10	US 20	017	1			SISTERS - MP 8.5	0.00	8.50	8.50	AC	A	92	96	100	100	99	90	GD	GD
4	10	US 20	017	1			MP 8.5 - MP 10.2	8.50	10.20	1.70	AC	A	87	96	100	100	98	86	GD	GD

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REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	10	US 20	017	1			MP 10.2 - MP 12.5	10.20	12.50	2.30	AC	A	89	87	100	100	99	83	GD	GD
4	10	US 20	017	1			MP 12.5 - TUMALO	12.50	14.32	1.82	AC	A	85	84	98	100	95	76	GD	GD
4	10	US 20	017	1			TUMALO SECTION	14.32	15.04	0.72	AC	A	99	100	100	100	100	99	VG	GD
4	10	US 20	017	1			TUMALO - OLD BEND-RDMD HWY	15.04	16.60	1.56	AC	A	99	100	100	100	100	99	VG	PR
4	10	US 20	017	1			OLD BEND-RDMD HWY - JAMISON ST ACCESS	16.60	18.18	1.58	AC	A	99	100	100	100	100	99	VG	PR
4	10	US 20	017	1			JAMISON ST ACCESS - MERVIN SAMPLES RD	18.18	19.00	0.82	AC	A	71	52	38	100	93	26	PR	PR
4	10	US 20	017	1			MERVIN SAMPLES RD - JCT HWY 007	19.00	20.99	1.99	AC	A	99	100	100	100	100	99	VG	PR
4	10	US 20	017	2			TUMALO SECTION (RW2-WB)	14.32	15.04	0.72	AC								NR	NR
4	10	US 20	017	2			OLD BEND-REDMOND HWY - JAMISON ST ACCESS	16.60	18.18	1.58	AC								NR	NR
4	10	US 20	017	2			JAMISON ST ACCESS - EMPIRE AV (RW2-WB)	18.18	18.76	0.58	AC	A	83	58	48	100	90	33	PR	
4	10	OR 126	041	1			REDMOND - SW CAVALRY WY	0.22	4.40	4.18	AC	A	97	89	96	100	95	87	GD	PR
4	10	OR 126	041	1			SW CAVALRY WY - POWELL BUTTE	4.40	6.90	2.50	AC	A	99	99	99	100	100	98	VG	PR
4	10	OR 126	041	1			POWELL BUTTE - WILEY RD	6.90	13.47	6.57	AC	A	72	76	45	100	98	38	PR	PR
4	10	OR 126	041	1			WILEY RD - PRINEVILLE AIRPORT	13.47	14.66	1.19	AC	A	80	57	54	100	96	35	PR	PR
4	10	OR 126	041	1			PRINEVILLE AIRPORT - PRINEVILLE GRADE	14.66	16.30	1.64	AC	A	72	88	100	100	100	72	FR	GD
4	10	OR 126	041	1			PRINEVILLE GRADE - CROOKED R.	16.30	18.00	1.70	AC	A	76	68	100	100	99	66	FR	FR
4	10	US 26	041	1			CROOKED R. - LAUGHLIN RD	18.00	20.60	2.60	AC	A	74	56	70	100	74	35	PR	PR
4	10	US 26	041	1			LAUGHLIN RD - OCHOCO DAM	20.60	24.90	4.30	AC	A	86	71	98	100	99	68	FR	FR
4	10	US 26	041	1			OCHOCO DAM - MARKS CREEK	24.90	34.10	9.20	AC	A	96	80	99	100	98	78	GD	GD
4	10	US 26	041	1			MARKS CREEK - RUSH CREEK RD	34.10	45.30	11.20	AC	A	98	96	94	100	99	89	GD	GD
4	10	US 26	041	1			RUSH CREEK RD - COUGAR EAST TRAILHEAD	45.30	52.00	6.70	AC	A	99	84	100	100	87	73	FR	FR
4	10	US 26	041	1			COUGAR EAST TRAILHEAD - WEST BRANCH RD	52.00	56.90	4.90	AC	A	99	98	95	100	99	92	GD	VG
4	10	US 26	041	1			WEST BRANCH RD - GAGE RD	56.90	60.30	3.40	AC	A	98	98	100	100	97	94	GD	GD
4	10	US 26	041	1			GAGE RD - E. MITCHELL	60.30	66.60	6.30	AC	A	98	85	100	100	86	73	FR	GD
4	10	US 26	041	1			E. MITCHELL - KEYES CREEK SUMMIT	66.60	72.52	5.92	AC	A	98	72	99	100	83	59	FR	FR
4	10	US 26	041	1			KEYES CREEK SUMMIT - ANTONE RD	73.52	81.60	8.08	AC	A	99	74	99	100	88	65	FR	FR
4	10	US 26	041	1			ANTONE RD - MP 90.5	81.60	90.50	8.82	AC	A	91	100	100	100	100	91	GD	GD
4	10	US 26	041	1			MP 90.5 - GRANT CO. LINE	90.50	96.89	6.39	AC	A	94	100	99	100	100	93	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 10

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5	10	US 26	041	1			WHEELER CO. LINE - JCT HWY 005	96.89	98.36	1.47	AC	A	96	100	98	100	100	94	GD	GD
4	10	US 26	041	2			TOM MCCALL ROUNDABOUT (WB)	15.70	15.93	0.23	AC								NR	NR
4	10	US 26	041	2			JCT HWY 360 (RW2-WB)	18.04	18.27	0.23	AC								NR	NR
4	10	US 26	053	1			WASCO CO. LINE - MP 99	96.48	99.05	2.57	AC	A	91	100	42	100	100	42	PR	FR
4	10	US 26	053	1			MP 99 - KAHNEETA JCT	99.05	103.10	4.05	AC	A	92	98	99	100	100	90	GD	GD
4	10	US 26	053	1			KAHNEETA JCT - DESCHUTES R.	103.10	105.26	2.16	AC	A	95	97	100	100	99	92	GD	VG
4	10	US 26	053	1			DESCHUTES R. - GUMWOOD LN	105.26	111.18	5.92	AC	A	98	100	100	100	100	97	VG	VG
4	10	US 26	053	1			GUMWOOD LN - N UNIT CANAL	111.18	115.58	4.40	AC	A	93	92	100	100	100	90	GD	GD
4	10	US 26	053	1			N UNIT CANAL - NW EARL ST	115.58	116.40	0.82	AC	A	76	82	99	100	99	72	FR	GD
4	10	US 26	053	1			NW EARL ST - JCT HWY 004	116.40	117.71	1.31	AC	A	75	80	56	100	95	34	PR	PR
4	10	OR 293	293	1			WILLOWDALE - INDIAN CREEK	0.00	8.95	8.92	AC	G						65	FR	FR
4	10	OR 293	293	1	Z	1	INDIAN CREEK - ANTELOPE (Z)	8.86	8.95	0.09	AC	G						85	GD	GD
4	10	OR 293	293	1			INDIAN CREEK - ANTELOPE	8.95	13.52	4.57	AC	G						75	FR	GD
4	10	US 26	360	1			JCT HWY 004 - MP 7.2	0.09	7.20	7.11	AC	A							UC	PR
4	10	US 26	360	1			MP 7.2 - CROOKED R NAT GRASSLAND	7.20	10.55	3.35	AC	A							UC	GD
4	10	US 26	360	1			CROOKED R NAT GRASSLAND - CROOK CO. LINE	10.55	16.30	5.75	AC	A	89	63	99	100	88	55	FR	FR
4	10	US 26	360	1			JEFFERSON CO. LINE - NW ELLIOTT LN	16.30	21.97	5.67	AC	A	89	53	98	100	88	47	FR	FR
4	10	US 26	360	1			NW ELLIOTT LN - NW CASCADE LP	21.97	25.50	3.53	AC	A	83	55	99	100	93	49	FR	FR
4	10	US 26	360	1			NW CASCADE LP - JCT HWY 041	25.50	26.28	0.78	AC	A	88	57	97	100	93	52	FR	FR
4	10	US 26	360	2			JCT HWY 041 (NB)	26.07	26.24	0.17	AC								NR	NR
4	10	OR 361	361	1			MADRAS - BEAR DR	0.00	2.91	2.91	AC	G						75	FR	GD
4	10	OR 361	361	1			BEAR DR - GEM LN	2.91	7.33	4.42	AC	G						90	GD	GD
4	10	OR 361	361	1			GEM LN - JCT HWY 004	7.33	11.62	4.29	AC	G						90	GD	GD
4	10	OR 370	370	1			JCT HWY 004 - LONE PINE RD	0.00	5.00	5.00	AC	G						65	FR	FR
4	10	OR 370	370	1			LONE PINE RD - MP 8.9	5.00	8.90	3.90	AC	G						90	GD	GD
4	10	OR 370	370	1			MP 8.9 - JCT HWY 041	8.90	17.67	8.77	AC	G						80	GD	GD
4	10		372	1			BEGIN STATE JURIS - KIWA BUTTE RD	4.63	11.60	6.97	AC	G						90	GD	GD
4	10		372	1			KIWA BUTTE RD - SUNRIVER RD	11.60	18.40	6.80	AC	G						85	GD	GD

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4	10		372	1			SUNRIVER RD - MT BACHELOR	18.40	21.98	3.58	AC	G						75	FR	GD
4	10		372	2			SUNRIVER RD JCT (RW2-EB)	18.42	19.20	0.78	AC	G						75	FR	
4	10	OR 380	380	1			PRINEVILLE SECTION	0.00	1.70	1.70	AC	G						25	PR	PR
4	10	OR 380	380	1			PRINEVILLE - EAGLE ROCK	1.70	14.96	13.26	AC	G						25	PR	PR
4	10	OR 380	380	1			EAGLE ROCK - CONANT BASIN RD	14.96	20.68	5.72	AC	G						25	PR	PR
4	10	OR 380	380	1			CONANT BASIN RD - POST	20.68	24.73	4.05	AC	G						65	FR	FR
4	10	OR 380	380	1			POST - PINE CREEK RD	24.73	29.79	5.06	AC	G						90	GD	GD
4	10	OR 380	380	1			PINE CREEK RD - MP 35.7	29.79	35.70	5.91	AC	G						90	GD	GD
4	10	OR 380	380	1			MP 35.7 - MP 47.19	35.70	47.19	11.49	AC	G						85	GD	GD
4	10	OR 380	380	1			MP 47.61 - BEAVER CREEK	47.61	52.10	4.49	AC	G						85	GD	GD
4	10	OR 380	380	1			BEAVER CREEK - PAULINA	52.10	55.91	3.81	AC	G						80	GD	GD
4	10	OR 207	390	1			JOHN DAY HWY - RICHMOND RD	0.00	5.60	5.60	AC	G						85	GD	GD
4	10	OR 207	390	1			RICHMOND RD - BLACK ROCK CREEK	5.60	8.95	3.35	AC	G						85	GD	GD
4	10	OR 207	390	1			BLACK ROCK CREEK - MP 12.7	9.48	12.70	3.22	AC	G						90	GD	GD
4	10	OR 207	390	1			MP 12.7 - MP 17.2	12.70	17.20	4.50	AC	G						85	GD	GD
4	10	OR 207	390	1			MP 17.2 - MP 21.2	17.20	21.20	4.00	AC	G						85	GD	GD
4	10	OR 207	390	1			MP 21.2 - RD TO TRANSFER STA	21.20	23.30	2.10	AC	G						85	GD	GD
4	10	OR 207	390	1			RD TO TRANSFER STA - MITCHELL	23.30	24.32	1.02	AC	G						90	GD	GD

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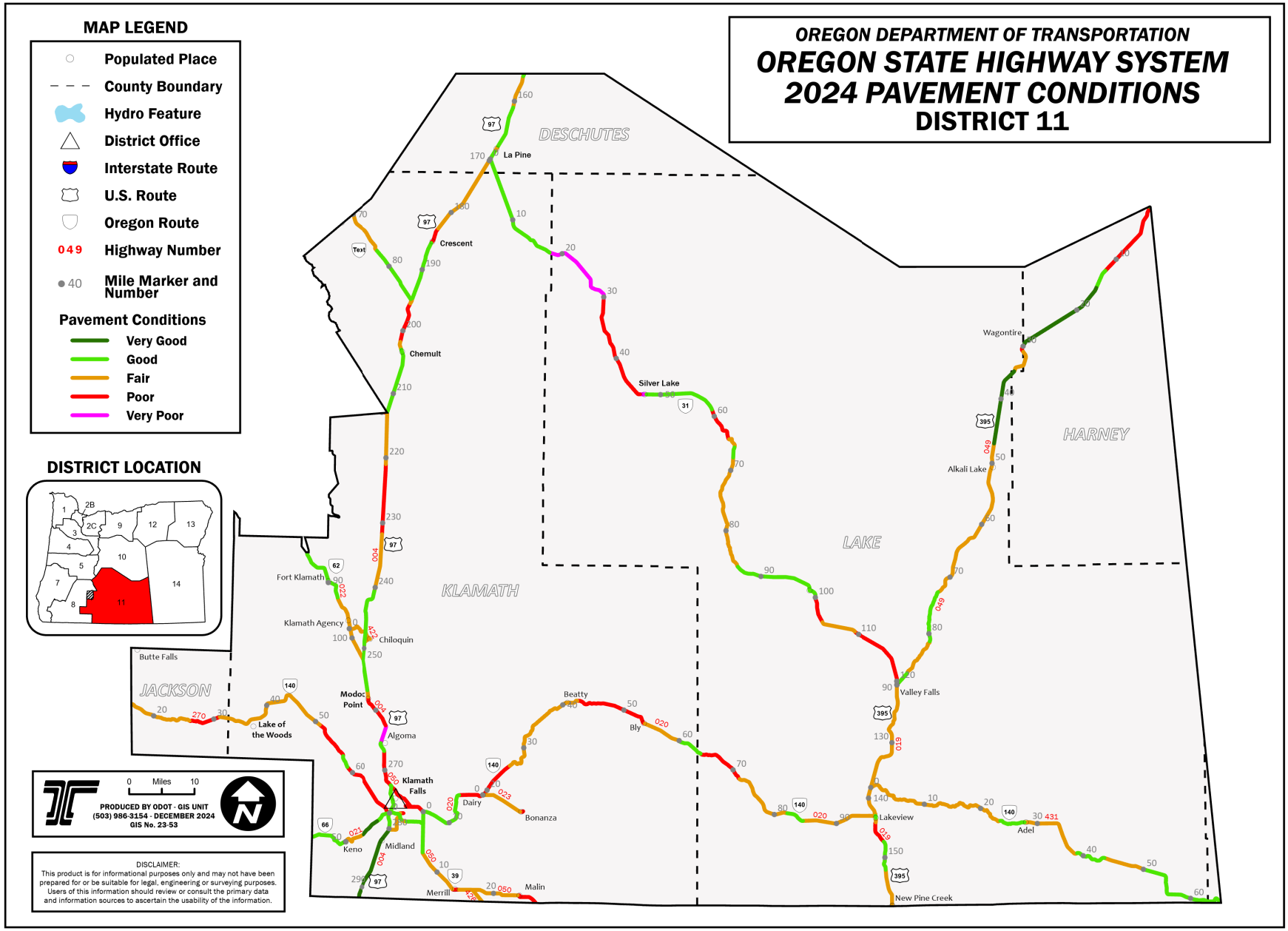

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 11

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
4	11	US 97	004	1			VANDEVERT RD - MP 161	155.50	161.00	5.50	AC	A	77	94	100	100	100	75	FR	GD
4	11	US 97	004	1			MP 161 - 1ST ST	161.00	167.35	6.35	AC	A	85	94	100	100	99	83	GD	GD
4	11	US 97	004	1			1ST ST - 6TH ST	167.35	168.35	1.00	AC	A	79	83	90	100	97	67	FR	FR
4	11	US 97	004	1			6TH ST - JCT HWY 019	168.35	169.83	1.48	AC	A	92	94	100	100	100	91	GD	VG
4	11	US 97	004	1			JCT HWY 019 - HACKETT DR	169.83	177.20	7.37	AC	A	70	88	100	100	91	68	FR	FR
4	11	US 97	004	1			HACKETT DR - CRESCENT O'XING	177.20	183.16	5.96	AC	A	72	90	100	100	97	70	FR	GD
4	11	US 97	004	1			CRESCENT O'XING - SCL CRESCENT	183.16	185.66	2.50	AC	A	76	46	86	100	92	38	PR	PR
4	11	US 97	004	1			SCL CRESCENT - WILLAMETTE HWY JCT	185.66	194.65	8.99	AC	A							UC	PR
4	11	US 97	004	1			WILLAMETTE HWY JCT SEC. (SB)	194.65	195.60	0.95	AC	A	98	43	91	100	92	38	PR	FR
4	11	US 97	004	1			WILLAMETTE HWY JCT - CHEMULT PASSING LANES	195.60	200.30	4.70	AC	A	88	41	89	100	93	35	PR	PR
4	11	US 97	004	1			CHEMULT PASSING LANES	200.30	201.75	1.45	AC	A	91	72	65	100	98	44	PR	FR
4	11	US 97	004	1			CHEMULT PASSING LANES - CHEMULT	201.75	203.00	1.25	AC	A	97	62	97	100	93	58	FR	FR
4	11	US 97	004	1			CHEMULT SECTION	203.00	203.74	0.74	AC	A	86	94	100	100	100	85	GD	GD
4	11	US 97	004	1			CHEMULT - DIAMOND LAKE JCT	203.74	212.95	9.21	AC	A	96	92	100	100	97	88	GD	GD
4	11	US 97	004	1			DIAMOND LAKE JCT - MP 221	212.95	221.00	8.05	AC	A	97	61	99	100	92	56	FR	GD
4	11	US 97	004	1			MP 221 - SILVER LAKE RD	221.00	227.20	6.20	AC	A	86	43	99	100	90	39	PR	FR
4	11	US 97	004	1			SILVER LAKE RD - SAND CRK PSG LNS	227.20	229.36	2.16	AC	A	82	46	96	99	95	43	PR	FR
4	11	US 97	004	1			SAND CREEK PASSING LANES	229.36	231.74	2.38	AC	A	87	33	87	100	70	22	PR	PR
4	11	US 97	004	1			SAND CRK PSG LNS - SPRING CREEK HILL	231.74	240.55	8.81	AC	A	82	51	100	100	95	48	FR	FR
4	11	US 97	004	1			SPRING CREEK HILL - COLLIER MEM ST PK	240.55	245.60	5.05	AC	A	94	92	99	100	100	88	GD	VG
4	11	US 97	004	1			COLLIER MEM ST PK - N. CHILOQUIN INTCH.	245.60	247.80	2.20	AC	A	97	86	100	100	100	85	GD	VG
4	11	US 97	004	1			N. CHILOQUIN INTCH. - WILLIAMSON DR	247.80	252.04	4.24	AC	A	93	94	99	100	100	89	GD	VG
4	11	US 97	004	1			WILLIAMSON DR - WILLIAMSON R.	252.04	252.50	0.46	BW	A	96	87	100			86	GD	GD
4	11	US 97	004	1			WILLIAMSON R. - BEGIN JCP	252.50	256.50	4.00	AC	A	94	89	99	100	100	85	GD	VG
4	11	US 97	004	1			BEGIN JCP - MODOC POINT	256.50	257.50	1.00	BW	A	92	52	100			52	FR	PR
4	11	US 97	004	1			MODOC POINT - FOREST BOUNDARY	257.50	262.80	5.30	AC	A	84	75	59	97	99	42	PR	FR
4	11	US 97	004	1			FOREST BOUNDARY - ALGOMA	262.80	265.65	2.85	AC	A	76	31	58	99	84	18	VP	PR
4	11	US 97	004	1			ALGOMA - SHADY PINE RD	265.65	267.05	1.40	AC	A	94	99	100	100	100	93	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 11

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4	11	US 97	004	1			SHADY PINE RD - WOCUS RD.	267.05	269.43	2.38	AC	A	86	99	45	99	100	44	PR	PR
4	11	US 97	004	1			WOCUS RD - N. K FALLS INTCH	269.43	272.58	3.15	AC	A	77	75	49	100	96	37	PR	FR
4	11	US 97	004	1			N. K FALLS INTCH - S. K FALLS INTCH	272.58	275.14	2.56	AC	A	96	82	97	100	98	78	GD	GD
4	11	US 97	004	1			S. K FALLS INTCH - GREEN SPRINGS INTCH.	275.14	277.61	2.47	AC	A	92	97	99	100	98	88	GD	VG
4	11	US 97	004	1			GREEN SPRINGS INTCH - MIDLAND	278.03	280.50	2.47	AC	A	93	95	100	100	100	91	GD	VG
4	11	US 97	004	1			MIDLAND - STATE LINE	280.50	291.73	11.23	AC	A	97	99	100	100	100	96	VG	VG
4	11	US 97	004	2			VANDEVERT RD - END DIVIDED HWY (RW2-NB)	155.50	155.92	0.42	AC	A	89	100	100	100	100	89	GD	
4	11	US 97	004	2			WILLAMETTE HWY JCT SEC. (NB)	194.80	195.52	0.72	AC	A	97	56	100	100	92	52	FR	
4	11	US 97	004	2			N. K FALLS INTCH - NORTH LEG (RW2-NB)	272.35	272.64	0.29	AC	A	89	43	79	100	94	35	PR	
4	11	US 97	004	2			N. K FALLS INTCH - SOUTH LEG (RW2-NB)	272.64	272.99	0.35	AC	A	99	93	100	100	100	93	GD	
4	11	US 97	004	2			S. K FALLS INTCH - GREEN SPRINGS INTCH. (RW2-NB)	275.41	277.37	1.96	AC								NR	NR
4	11	OR 58	018	1			DISTRICT BDRY - ODELL BUTTE	70.00	75.00	5.00	AC	A	96	67	93	100	98	62	FR	GD
4	11	OR 58	018	1			ODELL BUTTE - CAMP MAKULLA	75.00	77.00	2.00	AC	A	98	72	99	100	96	69	FR	GD
4	11	OR 58	018	1			CAMP MAKULLA - WILLAMETTE JCT	77.00	86.04	9.04	AC	A	97	90	100	100	99	88	GD	GD
4	11	OR 58	018	1			WILLAMETTE HWY JCT.	86.04	86.45	0.41	AC	A	99	55	100	100	90	50	FR	FR
4	11	OR 58	018	2			WILLAMETTE HWY JCT (NB FLYOVER)	86.04	86.57	0.53	AC	A	95	40	92	100	94	36	PR	
4	11	OR 31	019	1			JCT HWY 004 - BNSF CROSSING	0.00	3.00	3.00	AC	G						90	GD	VG
4	11	OR 31	019	1			BNSF CROSSING - MP 11.2	3.00	11.20	8.20	AC	G						90	GD	VG
4	11	OR 31	019	1			MP 11.2 - MP 18	11.20	18.00	6.80	AC	G						90	GD	GD
4	11	OR 31	019	1			MP 18 - FORT ROCK JCT	18.00	30.50	12.50	AC	G						20	VP	PR
4	11	OR 31	019	1			FORT ROCK JCT - OATMAN FLAT LN	30.50	39.80	9.30	AC	G						25	PR	PR
4	11	OR 31	019	1			OATMAN FLAT LN - SILVER LAKE	39.80	46.85	7.05	AC	G						35	PR	PR
4	11	OR 31	019	1			SILVER LAKE SECTION	46.85	47.85	1.00	AC	G						20	VP	VP
4	11	OR 31	019	1			SILVER LAKE - ARROW GAP RD	47.85	54.30	6.45	AC	G						90	GD	GD
4	11	OR 31	019	1			ARROW GAP RD - MP 58.9	54.30	58.90	4.60	AC	G						90	GD	GD
4	11	OR 31	019	1			MP 58.9 - WEAVER LN	58.90	60.70	1.80	AC	G						35	PR	PR
4	11	OR 31	019	1			WEAVER LN - RIM RD	60.70	64.50	3.80	AC	G						35	PR	PR
4	11	OR 31	019	1			RIM RD - MP 66.4	64.50	66.40	1.90	AC	G						65	FR	FR

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4	11	OR 31	019	1			MP 66.4 - MP 68	66.40	68.00	1.60	AC	G						90	GD	GD
4	11	OR 31	019	1			MP 68 - MP 75	68.00	75.00	7.00	AC	G						70	FR	FR
4	11	OR 31	019	1			MP 75 - HUNTER HILL	75.00	79.00	4.00	AC	G						65	FR	FR
4	11	OR 31	019	1			HUNTER HILL - MP 82.7	79.00	82.70	3.70	AC	G						70	FR	FR
4	11	OR 31	019	1			MP 82.7 - MP 86	82.70	86.00	3.30	AC	G						60	FR	FR
4	11	OR 31	019	1			MP 86 - MP 95	86.00	95.00	9.00	AC	G						90	GD	GD
4	11	OR 31	019	1			MP 95 - PAISLEY	95.00	98.22	3.22	AC	G						90	GD	GD
4	11	OR 31	019	1			PAISLEY - EAGLE RD	98.22	100.00	1.78	AC	G						90	GD	GD
4	11	OR 31	019	1			EAGLE RD - CLOVER FLAT RD	100.00	104.00	4.00	AC	G						25	PR	PR
4	11	OR 31	019	1			CLOVER FLAT RD - THE NARROWS BRIDGE	104.00	109.27	5.27	AC	G						75	FR	FR
4	11	OR 31	019	1			THE NARROWS BRIDGE - CHEWAUCAN R.	109.27	116.50	7.23	AC	G						30	PR	PR
4	11	OR 31	019	1			CHEWAUCAN R. - VALLEY FALLS	116.50	120.57	4.07	AC	G						35	PR	PR
4	11	US 395	019	1			VALLEY FALLS - MP 122.8	120.57	122.80	2.23	AC	A	87	82	83	100	94	62	FR	FR
4	11	US 395	019	1			MP 122.8 - MP 128.6	122.80	128.60	5.80	AC	A	95	81	88	100	81	60	FR	FR
4	11	US 395	019	1			MP 128.6 - GEYSER VIEW LN	128.60	140.70	12.10	AC	A	94	65	92	100	81	49	FR	FR
4	11	US 395	019	1			GEYSER VIEW LN - NCL LAKEVIEW	140.70	142.50	1.80	AC	A	85	66	100	100	84	55	FR	FR
4	11	US 395	019	1			NCL LAKEVIEW - JCT OR-140	142.50	143.03	0.53	AC	A	97	71	89	100	94	60	FR	FR
4	11	US 395	019	1			JCT OR140 - SOUTH 1ST ST	143.03	143.40	0.37	PC	A	97	88	94			84	GD	GD
4	11	US 395	019	1			SOUTH 1ST ST - SCL LAKEVIEW	143.40	144.05	0.65	AC	A	87	81	73	100	94	61	FR	FR
4	11	US 395	019	1			SCL LAKEVIEW - MP 147.5	144.05	147.50	3.45	AC	A	92	59	99	100	74	42	PR	PR
4	11	US 395	019	1			MP 147.5 - COGSWELL CREEK	147.50	152.00	4.50	AC	A	96	80	99	100	99	79	GD	GD
4	11	US 395	019	1			COGSWELL CREEK - CALIF ST LINE	152.00	157.73	5.73	AC	A	91	99	82	100	99	75	FR	GD
4	11	OR 39	020	1			BEGIN STATE JURIS - JCT HWY 050	2.50	3.28	0.78	AC	A	72	31	89	100	92	27	PR	PR
4	11	OR 39	020	1			JCT HWY 050 - PATTERSON ST	3.28	4.60	1.32	AC	A	69	28	88	100	85	23	PR	PR
4	11	OR 39	020	1			PATTERSON ST - JCT HWY 050	4.60	5.54	0.94	AC	A	77	39	88	100	97	36	PR	PR
4	11	OR 140	020	1			JCT HWY 050 - OLENE	5.54	9.30	3.76	AC	A	96	89	100	100	98	87	GD	VG
4	11	OR 140	020	1			OLENE - MP 15.3	9.30	15.30	6.00	AC	A	97	98	100	100	100	95	GD	VG
4	11	OR 140	020	1			MP 15.3 - RITTER RD	15.30	25.17	9.87	AC	A	85	46	92	100	83	36	PR	PR

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4	11	OR 140	020	1			RITTER RD - DEER RUN RD	25.17	34.23	9.06	AC	A	96	72	100	98	99	70	FR	GD
4	11	OR 140	020	1			DEER RUN RD - BEATTY GAP	34.42	42.45	8.03	AC	A	96	67	99	100	73	49	FR	UC
4	11	OR 140	020	1			BEATTY GAP - MP 45.4	42.45	45.40	2.95	AC	A	96	65	70	99	72	32	PR	PR
4	11	OR 140	020	1			MP 45.4 - BLY	45.40	54.10	8.70	AC	A	87	48	96	99	72	34	PR	PR
4	11	OR 140	020	1			BLY - MP 59.9	54.10	59.90	5.80	AC	A	86	89	100	100	86	74	FR	FR
4	11	OR 140	020	1			MP 59.9 - MP 64	59.90	64.03	4.09	AC	A	86	100	100	100	88	85	GD	GD
4	11	OR 140	020	1			MP 64 - QUARTZ MTN	64.03	67.05	3.02	AC	A	96	92	47	100	85	39	PR	PR
4	11	OR 140	020	1			QUARTZ MTN - DREWS CREEK	67.05	71.75	4.70	AC	A	85	61	66	100	79	34	PR	PR
4	11	OR 140	020	1			DREWS CREEK - DREWS GAP	71.75	82.02	10.27	AC	A	94	89	99	100	83	74	FR	FR
4	11	OR 140	020	1			DREWS GAP - ODEGAARD RD	82.05	84.85	2.80	AC	A	99	90	97	100	92	81	GD	GD
4	11	OR 140	020	1			ODEGAARD RD - WESTSIDE RD	84.85	91.70	6.85	AC	A	98	77	100	100	69	53	FR	UC
4	11	OR 140	020	1			WESTSIDE RD - ROBERTA RD	91.70	95.36	3.66	AC	A	77	94	100	100	99	75	FR	UC
4	11	OR 140	020	1			ROBERTA RD - JCT HWY 019	95.36	96.37	1.01	AC	A	76	78	86	100	91	53	FR	FR
4	11	OR 140	020	2			JCT HWY 050 (RW2-WB)	5.48	5.60	0.12	AC								NR	NR
4	11	OR 66	021	1			REGION BDRY - KENO	43.86	49.88	5.86	AC	G						95	GD	FR
4	11	OR 66	021	1			KENO - KERN SWAMP RD	49.88	53.65	3.77	AC	G						70	FR	FR
4	11	OR 66	021	1			KERN SWAMP RD - WEYERHAEUSER RD	53.65	56.62	2.97	AC	G						97	VG	VG
4	11	OR 66	021	1			WEYERHAEUSER RD - JCT HWY 270	56.62	58.79	2.17	AC	A	96	100	93	100	100	90	GD	GD
4	11	OR 140	021	1			JCT HWY 270 - BEG. HWY 424	58.79	59.05	0.26	AC	A	91	90	100	100	99	87	GD	VG
4	11	OR 140	021	2			GREEN SPRINGS INTCH (SB OFF RAMP)	58.99	59.29	0.30	AC								NR	NR
4	11	OR 62	022	1			CRATER LK NAT PK - FOURTH ST	83.63	90.01	6.38	AC	G						85	GD	GD
4	11	OR 62	022	1			WEED RD - LOOSLEY RD.	90.05	93.25	3.20	AC	G						85	GD	GD
4	11	OR 62	022	1			LOOSLEY RD - JCT HWY 422	93.25	98.55	5.30	AC	G						60	FR	FR
4	11	OR 62	022	1			JCT HWY 422 - JCT HWY 004	98.55	103.95	5.40	AC	G						70	FR	FR
4	11	OR 62	022	2			JCT HWY 004 (WB)	103.72	103.79	0.07	AC								NR	NR
4	11	OR 70	023	1			JCT HWY 020 - BONANZA	0.00	6.48	6.48	AC	G						55	FR	FR
4	11	OR 70	023	1			BONANZA SECTION	6.48	6.97	0.49	AC	G						40	PR	PR
5	11	US 395	049	1			RILEY - JUNIPER RIDGE	0.01	5.27	5.26	AC	A	83	53	90	100	84	41	PR	FR

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5	11	US 395	049	1			JUNIPER RIDGE - YELLOWSTONE WATERHOLE	5.36	12.40	7.04	AC	A	68	72	86	100	72	43	PR	PR
5	11	US 395	049	1			YELLOWSTONE WATERHOLE - BIG STICK RD	12.40	15.40	3.00	AC	A	99	100	96	100	100	94	GD	PR
5	11	US 395	049	1			BIG STICK RD - LAKE CO. LINE	15.40	30.00	14.60	AC	A	100	99	100	100	100	99	VG	UC
4	11	US 395	049	1			HARNEY CO. LINE - MP 30.95 (REG. 4)	30.00	30.95	0.95	AC	A	98	44	100	100	96	42	PR	FR
5	11	US 395	049	1			MP 30.95 - MP 33.24 (REG. 5)	30.95	33.24	2.29	AC	A	95	48	100	100	99	47	FR	FR
4	11	US 395	049	1			MP 33.24 - MP 35.16 (REG. 4)	33.24	35.16	1.82	AC	A	98	52	94	100	97	48	FR	FR
5	11	US 395	049	1			MP 35.16 - LAKE CO. LINE (REG. 5)	35.16	35.76	0.60	AC	A	100	100	100	100	100	100	VG	VG
4	11	US 395	049	1			HARNEY CO. LINE - ALKALI LAKE	35.76	46.93	11.17	AC	A	100	100	100	100	100	100	VG	VG
4	11	US 395	049	1			ALKALI LAKE - HOGBACK	46.93	65.63	18.70	AC	A	100	63	99	100	92	58	FR	FR
4	11	US 395	049	1			HOGBACK - LAKE ABERT	65.63	73.23	7.60	AC	A	99	62	100	100	97	61	FR	GD
4	11	US 395	049	1			LAKE ABERT SECTION	73.23	81.23	8.00	AC	A	98	100	100	100	100	94	GD	GD
4	11	US 395	049	1			LAKE ABERT - LAKE ABERT RD	81.39	87.60	6.21	AC	A	99	79	99	100	75	59	FR	FR
4	11	US 395	049	1			LAKE ABERT RD - VALLEY FALLS	87.60	90.02	2.42	AC	A	93	93	93	100	93	81	GD	GD
4	11	OR 39	050	1			JCT HWY 004 - JCT HWY 484	-6.87	-4.97	1.90	AC	A	80	77	58	100	93	40	PR	PR
4	11	OR 39	050	1			JCT HWY 484 - JCT HWY 020	-4.97	-2.24	2.73	AC	A	57	61	77	100	88	40	PR	PR
4	11	OR 39	050	1			JCT HWY 020 - LOST R. DIVERSION	0.00	3.90	3.90	AC	A	87	97	99	100	98	83	GD	GD
4	11	OR 39	050	1			LOST R. DIVERSION - MATNEY	3.90	6.23	2.33	AC	A	94	100	100	100	100	94	GD	VG
4	11	OR 39	050	1			MATNEY - MERRILL PIT RD	6.23	11.70	5.47	AC	A	80	77	100	100	100	70	FR	FR
4	11	OR 39	050	1			MERRILL PIT RD - MERRILL	11.70	13.54	1.84	AC	A	83	68	100	100	99	67	FR	FR
4	11	OR 39	050	1			MERRILL SECTION	13.54	14.55	1.01	AC	A	91	48	87	100	94	41	PR	PR
4	11	OR 39	050	1			MERRILL - JCT HWY 426	14.55	16.51	1.96	AC	A	91	59	98	100	96	56	FR	FR
4	11		050	1			JCT HWY 426 - MALIN	16.51	23.78	7.27	AC	G						50	FR	FR
4	11		050	1			MALIN SECTION	23.78	24.31	0.53	AC	G						40	PR	PR
4	11		050	1			MALIN - CAL STATE LINE	24.31	27.10	2.79	AC	G						40	PR	PR
4	11	OR 39	050	2			JCT HWY 004-JCT HWY 020 (RW2-WB)	-6.81	-5.40	1.41	AC								NR	NR
4	11	OR 39	050	2			KFALLS MALIN HWY INTERSECTION NB	-0.04	0.07	0.11	AC								NR	NR
4	11	OR 140	270	1			N. FK. LITTLE BUTTE - MP 21.5	16.04	21.50	5.46	AC	A	84	70	89	100	97	59	FR	FR
4	11	OR 140	270	1			MP 21.5 - MP 26	21.50	25.97	4.47	AC	A	86	55	83	100	95	46	FR	FR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 11

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4	11	OR 140	270	1			MP 26 - FISH LAKE	25.97	30.92	4.95	AC	A	89	47	82	100	93	38	PR	FR
4	11	OR 140	270	1			FISH LAKE - GREAT MEADOWS SNOW PARK	30.92	37.49	6.57	AC	A	92	56	90	100	96	51	FR	FR
4	11	OR 140	270	1			GREAT MEADOWS SNOW PARK - GREYLOCK WY	37.49	41.68	4.19	AC	A	84	70	78	100	96	52	FR	FR
4	11	OR 140	270	1			GREYLOCK WY - ASPEN LAKE RD	41.68	50.80	9.12	AC	A	69	74	79	100	93	48	FR	FR
4	11	OR 140	270	1			ASPEN LAKE RD - BOAT LANDING	50.80	57.00	6.20	AC	A	90	33	83	100	76	23	PR	PR
4	11	OR 140	270	1			BOAT LANDING - GEARY CANAL	57.00	58.83	1.83	AC	A							UC	FR
4	11	OR 140	270	1			GEARY CANAL - RUNNING Y RANCH	58.83	62.40	3.57	AC	A	89	62	82	100	91	44	PR	FR
4	11	OR 140	270	1			RUNNING Y RANCH - JCT HWY 021	62.40	68.73	6.33	AC	A	84	43	84	100	86	34	PR	PR
4	11		420	1			WASHBURN WAY - BNSF TRACKS	1.33	1.78	0.45	AC	G						45	PR	PR
4	11		420	1			BNSF TRACKS - JCT HWY 424	1.80	2.14	0.34	AC	G						65	FR	FR
4	11		420	1			JCT HWY 424 - JCT HWY 004	2.14	5.65	3.51	AC	G						70	FR	FR
4	11	OR 422	422	1			MODOC PT RD - N. CHILOQUIN INTCH	0.00	3.08	3.08	AC	G						60	FR	FR
4	11	OR 422	422	1			N. CHILOQUIN INTCH	3.18	3.46	0.28	AC	G						50	FR	FR
4	11	OR 422	422	1			N. CHILOQUIN INTCH - JCT HWY 004	3.46	5.29	1.83	AC	G						50	FR	FR
4	11	OR 140	424	1			END HWY 021 - WASHBURN WAY INTCHG	0.00	2.45	2.45	AC	A	81	86	98	100	99	77	GD	GD
4	11	OR 140	424	1			WASHBURN WAY INTCHG - ALTAMONT DR	2.45	3.31	0.86	AC	A	92	76	100	100	98	73	FR	GD
4	11	OR 140	424	1			ALTAMONT DR - JCT HWY 050	3.37	5.97	2.60	AC	A	89	80	100	100	99	77	GD	GD
4	11	OR 140	424	2			HOMEDALE RD ROUNDABOUT WB	4.50	4.74	0.24	AC								NR	NR
4	11	OR 39	426	1			JCT HWY 050 - CALIF ST LINE	16.51	18.93	2.42	AC	A	95	59	97	100	94	54	FR	PR
4	11	OR 140	431	1			JCT HWY 019 - WARNER MTN SUMMIT	0.00	4.80	4.76	AC	G						50	FR	FR
4	11	OR 140	431	1			WARNER MTN SUMMIT - BOWERS BRIDGES CREEK	4.80	9.33	4.53	AC	G						60	FR	FR
4	11	OR 140	431	1			BOWERS BRIDGES CREEK - MP 14.5	9.55	14.50	4.95	AC	G						50	FR	PR
4	11	OR 140	431	1			MP 14.5 - DEEP CREEK RD	14.50	17.45	2.95	AC	G						50	FR	FR
4	11	OR 140	431	1			DEEP CREEK RD - PARSNIP CREEK	17.45	18.42	0.97	AC	G						75	FR	GD
4	11	OR 140	431	1			PARSNIP CREEK - DRAKE CREEK	18.54	20.47	1.93	AC	G						60	FR	FR
4	11	OR 140	431	1			DRAKE CREEK - MP 24	20.47	24.00	3.53	AC	G						75	FR	FR
4	11	OR 140	431	1			MP 24 - ADEL	24.00	28.00	4.00	AC	G						85	GD	GD
4	11	OR 140	431	1			ADEL - GREASER CANYON	28.00	38.90	10.90	AC	G						75	FR	FR

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4	**11**	**OR 140**	431	1			GREASER CANYON - BLIZZARD GAP	**38.90**	**43.75**	4.85	AC	G						**90**	**GD**	GD
4	**11**	**OR 140**	431	1			BLIZZARD GAP - MP 46.5	**43.75**	**46.50**	2.75	AC	G						**75**	**FR**	FR
4	**11**	**OR 140**	431	1			MP 46.5 - MP 50.2	**46.50**	**50.20**	3.70	AC	G						**75**	**FR**	GD
4	**11**	**OR 140**	431	1			MP 50.2 - DOHERTY SUMMIT	**50.20**	**56.60**	6.40	AC	G						**85**	**GD**	GD
4	**11**	**OR 140**	431	1			DOHERTY SUMMIT - HARNEY CO. LINE	**56.60**	**62.72**	6.12	AC	G						**90**	**GD**	GD
5	**11**	**OR 140**	431	1			LAKE CO. LINE - NEVADA STATE LINE	**62.72**	**65.28**	2.56	AC	G						**90**	**GD**	GD
4	**11**	**OR 422S**	488	1			CHILOQUIN SPUR	**4.39**	**4.58**	0.19	AC	G						**50**	**FR**	FR

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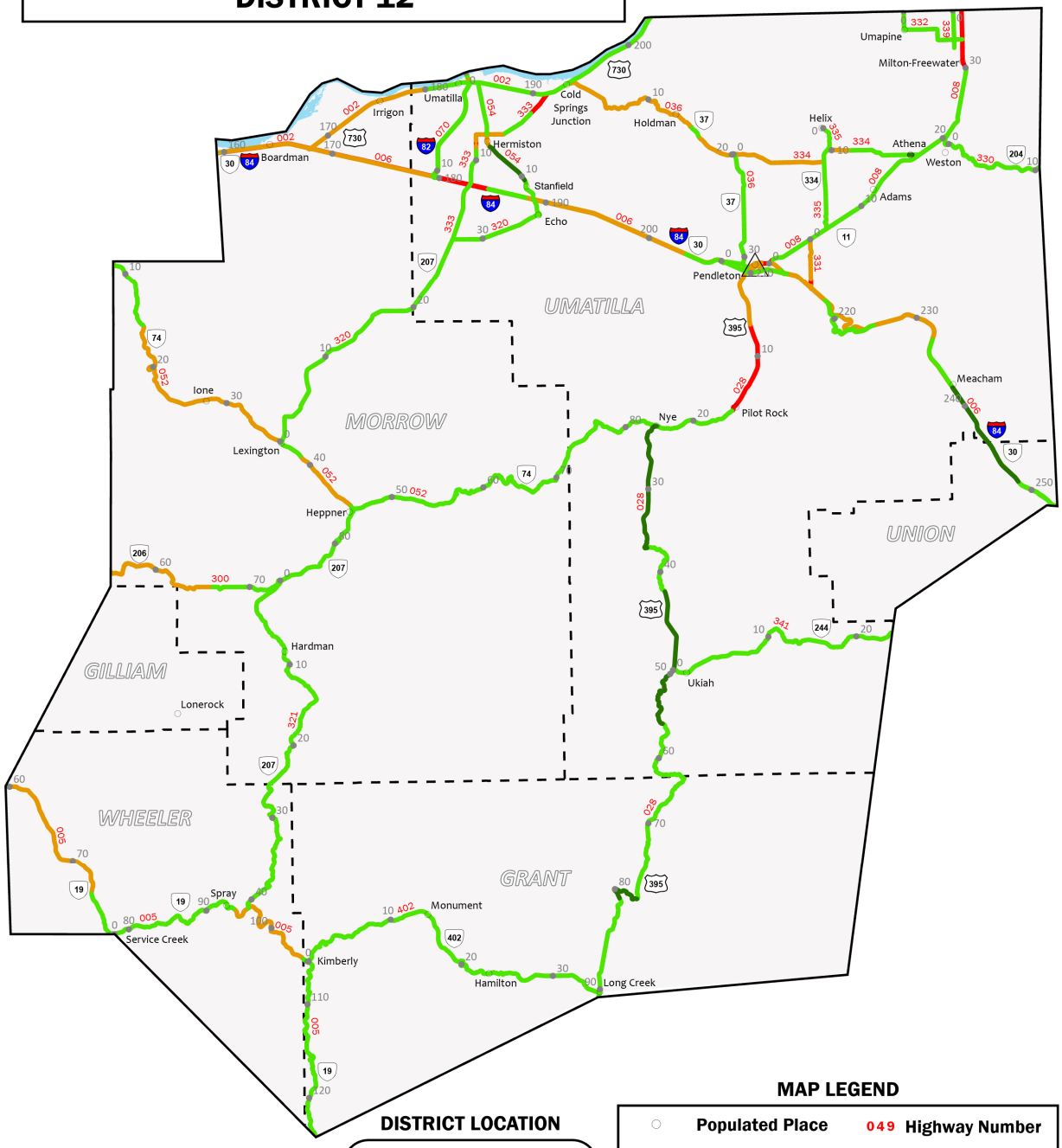
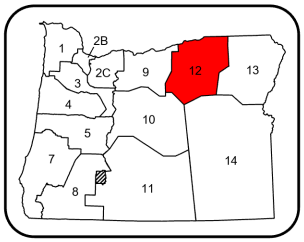
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM 2024 PAVEMENT CONDITIONS

DISTRICT 12



DISTRICT LOCATION



MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

0 Miles 8

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2024
GIS No. 23-53

\\gis_resources\GISWORK\GIS23_53_Pavement_standard_and_related_maps\Pavement_Conditions\PavementConditions_2024\project

2024 PAVEMENT CONDITION BY SECTION - DISTRICT 12

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5	12	I-84	002	1			TOWER RD-BOARDMAN	159.30	163.50	4.20	AC	A	86	60	69	100	91	43	PR	FR
5	12	I-84	002	1			BOARDMAN - IRRIGON JCT	163.50	167.58	4.08	AC	A	92	69	80	100	91	53	FR	FR
5	12	US 730	002	1			IRRIGON JCT (EB)	167.58	168.20	0.62	AC	A	98	62	92	100	88	52	FR	PR
5	12	US 730	002	1			IRRIGON JCT - CANAL RD	168.20	174.30	6.10	AC	A	88	83	100	100	96	75	FR	FR
5	12	US 730	002	1			CANAL RD - FOX LN	174.30	179.90	5.60	AC	A	85	58	99	100	97	56	FR	FR
5	12	US 730	002	1			FOX LN - UMATILLA BRIDGE	179.90	182.60	2.70	AC	A	94	99	100	100	99	93	GD	GD
5	12	US 730	002	1			UMATILLA BRIDGE - JCT HWY 070	182.60	184.08	1.48	AC	A	97	91	98	100	99	88	GD	VG
5	12	US 730	002	1			JCT HWY 070 - JCT HWY 054	184.08	184.87	0.79	AC	A	84	93	95	100	99	79	GD	GD
5	12	US 730	002	1			JCT HWY 054 - MCNARY DAM	184.87	186.00	1.13	AC	A	91	87	100	100	98	84	GD	GD
5	12	US 730	002	1			MCNARY DAM - JCT HWY 333	186.00	191.63	5.63	AC	A	96	100	100	100	100	95	GD	GD
5	12	US 730	002	1			JCT HWY 333 - SAND STATION	191.63	196.73	5.10	AC	A	85	97	99	100	96	84	GD	FR
5	12	US 730	002	1			SAND STATION - WASHINGTON ST LINE	196.73	203.28	6.55	AC	A	92	99	99	100	98	90	GD	GD
5	12	I-84	002	2			TOWER RD-BOARDMAN	159.30	163.50	4.20	AC	A	85	51	98	100	94	48	FR	FR
5	12	I-84	002	2			BOARDMAN - IRRIGON JCT	163.50	167.73	4.23	AC	A	90	49	88	100	91	42	PR	FR
5	12	US 730	002	2			IRRIGON JCT (WB ON RAMP)	167.73	168.15	0.42	AC								NR	NR
4	12	OR 19	005	1			FOSSIL - MP 74	59.64	74.00	14.36	AC	G						75	FR	GD
4	12	OR 19	005	1			MP 74 - SERVICE CREEK	74.00	78.56	4.56	AC	G						85	GD	GD
4	12	OR 19	005	1			SERVICE CREEK - SPRAY	78.56	93.24	13.26	AC	G						80	GD	GD
4	12	OR 19	005	1			SPRAY - JCT HWY 321	93.24	95.40	2.16	AC	G						70	FR	FR
4	12	OR 19	005	1			JCT HWY 321 - GRANT CO. LINE	95.51	104.73	9.22	AC	G						75	FR	FR
5	12	OR 19	005	1			WHEELER CO. LINE - J.D. FOSSIL BEDS N.M.	104.73	106.75	1.98	AC	G						85	GD	GD
5	12	OR 19	005	1			J.D. FOSSIL BEDS N.M. - HOLMES CREEK	106.75	108.02	1.27	AC	G						80	GD	GD
5	12	OR 19	005	1			HOLMES CREEK - JOHN DAY R.	108.14	119.45	11.31	AC	G						90	GD	GD
5	12	OR 19	005	1			JOHN DAY R. - JCT HWY 041	119.45	124.17	4.43	AC	G						85	GD	GD
5	12	I-84	006	1			IRRIGON JCT - JCT I-82	167.58	179.45	11.87	AC	A	87	73	85	100	92	57	FR	FR
5	12	I-84	006	1			JCT I-82 - MP 184.6	179.45	184.60	5.15	AC	A	92	45	62	100	88	31	PR	PR
5	12	I-84	006	1			184.6 - STANFIELD INTCH	184.60	188.04	3.44	AC	A	92	98	99	100	99	91	GD	GD
5	12	I-84	006	1			STANFIELD INTCH - PENDLETON	188.04	203.65	15.61	PC	A	61	75	94			56	FR	FR

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5	12	I-84	006	1			PENDLETON SECTION	203.65	213.05	9.40	AC	A	86	98	90	100	99	77	GD	GD
5	12	I-84	006	1			E. PENDLETON INTCH - CABBAGE HILL	213.05	217.76	4.71	AC	A	70	89	90	100	88	65	FR	FR
5	12	I-84	006	1			CABBAGE HILL - POVERTY FLATS	217.76	225.93	8.17	PC	A	79	96	100			77	GD	GD
5	12	I-84	006	1			POVERTY FLATS - MEACHAM	225.93	238.00	12.07	PC	A	80	88	95			75	FR	GD
5	12	I-84	006	1			MEACHAM - GLOVER	238.00	248.55	10.55	BW	A	98	100	99			97	VG	UC
5	12	I-84	006	1			GLOVER - HILGARD	248.55	252.83	4.28	BW	A	82	100	100			82	GD	GD
5	12	I-84	006	2			IRRIGON JCT - JCT I-82	167.73	179.40	11.67	AC	A	96	81	57	100	93	43	PR	FR
5	12	I-84	006	2			JCT I-82 - MP 184.6	179.40	184.60	5.20	AC	A	88	43	58	100	83	28	PR	PR
5	12	I-84	006	2			184.6 - STANFIELD INTCH	184.60	188.04	3.44	AC	A	95	98	99	100	100	93	GD	VG
5	12	I-84	006	2			STANFIELD INTCH - PENDLETON	188.04	203.65	15.61	PC	A	53	73	83			49	FR	FR
5	12	I-84	006	2			PENDLETON SECTION	203.65	213.05	9.40	AC	A	84	98	86	100	99	72	FR	GD
5	12	I-84	006	2			E. PENDLETON INTCH - CABBAGE HILL	213.05	217.80	4.75	AC	A	68	90	95	100	95	66	FR	FR
5	12	I-84	006	2			CABBAGE HILL - POVERTY FLATS	217.80	225.86	7.41	BW	A	75	100	99			74	FR	FR
5	12	I-84	006	2			POVERTY FLATS - O'XING RD	225.86	232.90	7.04	PC	A	67	95	94			65	FR	FR
5	12	I-84	006	2			O'XING RD - MEACHAM	232.90	238.00	5.10	BW	A	76	99	98			76	GD	GD
5	12	I-84	006	2			MEACHAM - MP 246	238.00	246.05	8.05	BW	A	98	100	100			98	VG	UC
5	12	I-84	006	2			MP 246 - HILGARD	246.05	252.83	6.78	BW	A	93	99	99			91	GD	GD
5	12	OR 11	008	1			OR/WA HWY INTCH (EB OFF RAMP)	-1.77	-1.54	0.23	AC	A	100	78	100	100	95	74	FR	FR
5	12	OR 11	008	1			OR/WA HWY INTCH - SE COURT AVE	-1.54	-0.70	0.84	AC	A	93	81	87	97	92	63	FR	FR
5	12	US 30	008	1			ORE-WASH HWY - US-30 / OR-11 JCT	-0.70	0.00	0.70	AC	A	74	80	72	100	93	44	PR	PR
5	12	OR 11	008	1			US-30 / OR-11 JCT - ECL PENDLETON	0.00	0.50	0.50	AC	A	94	45	100	100	88	40	PR	PR
5	12	OR 11	008	1			ECL PENDLETON - MP 2.0	0.50	2.00	1.50	AC	A	92	86	100	100	95	78	GD	FR
5	12	OR 11	008	1			MP 2.0 - JCT HWY 331	2.00	4.10	2.10	AC	A	98	92	100	100	91	84	GD	FR
5	12	OR 11	008	1			JCT HWY 331 - ADAMS	4.10	11.00	6.90	AC	A	88	99	100	100	100	88	GD	GD
5	12	OR 11	008	1			ADAMS - ATHENA	11.00	16.34	5.34	AC	A	92	99	100	100	98	92	GD	GD
5	12	OR 11	008	1			ATHENA - HWY 330 OXING	16.38	20.38	4.00	AC	A	96	93	100	100	97	88	GD	GD
5	12	OR 11	008	1			HWY 330 OXING - MILTON FREEWATER	20.38	26.93	6.55	AC	A	95	95	100	100	100	92	GD	FR
5	12	OR 11	008	1			MILTON FREEWATER - WASH STATE LINE	29.92	35.32	5.40	AC	A	81	90	52	100	95	43	PR	PR

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5	12	OR 11	008	2			S. PENDLETON INTCH (WB ON RAMP)	-1.75	-1.46	0.29	AC								NR	NR
5	12	OR 11	008	2			2ND AVE CONNECTION	30.63	30.68	0.05	AC								NR	NR
5	12		028	1			JCT HWY 008 - 4TH ST (SB COUPLET - EMIGRANT)	0.05	0.73	0.68	AC	A	95	67	50	98	88	36	PR	VP
5	12		028	1			4TH ST - I-84 EB RAMPS (SB COUPLET - EMIGRANT)	0.73	1.63	0.90	AC	A	89	68	50	100	89	38	PR	VP
5	12	US 395	028	1			HWY 006 EB CONN - SW 37TH ST	1.63	3.00	1.29	AC	A	72	82	68	99	88	47	FR	PR
5	12	US 395	028	1			SW 37TH ST - MCKAY DAM	3.00	7.00	4.00	AC	A	77	81	79	100	91	57	FR	FR
5	12	US 395	028	1			MCKAY DAM - WHITE EAGLE RD	7.00	11.50	4.50	AC	A	92	93	48	100	99	45	PR	FR
5	12	US 395	028	1			WHITE EAGLE RD - PILOT ROCK	11.50	15.00	3.50	AC	A	91	94	45	100	100	43	PR	FR
5	12	US 395	028	1			PILOT ROCK SECTION	15.00	15.68	0.68	AC	A	91	68	47	100	98	38	PR	PR
5	12	US 395	028	1			PILOT ROCK - NYE JCT	16.00	23.64	7.64	AC	A	93	100	100	100	100	93	GD	GD
5	12	US 395	028	1			NYE JCT - GURDANE RD	23.64	32.70	9.06	AC	A	97	100	100	100	100	97	VG	VG
5	12	US 395	028	1			GURDANE RD - CAPE HORN SUMMIT	32.70	35.90	3.20	AC	A	98	100	100	100	99	97	VG	GD
5	12	US 395	028	1			CAPE HORN SUMMIT - ALBEE RD	35.90	42.06	6.16	AC	A	100	90	97	100	98	85	GD	GD
5	12	US 395	028	1			ALBEE RD - DEERLICK CREEK	42.06	49.97	7.91	AC	A	100	100	100	100	97	97	VG	VG
5	12	US 395	028	1			DEERLICK CREEK - MP 52.3	49.97	52.30	2.33	AC	A	100	100	100	100	100	100	VG	VG
5	12	US 395	028	1			MP 52.3 - FIVE MILE CREEK	52.30	56.16	3.86	AC	A	100	100	99	100	100	99	VG	VG
5	12	US 395	028	1			FIVE MILE CREEK - BULLY CREEK RD	56.21	66.61	10.40	AC	A	100	98	98	100	98	95	GD	GD
5	12	US 395	028	1			BULLY CREEK RD - MEADOW BROOK SUMMIT	66.61	72.20	5.59	AC	A	98	90	100	99	98	87	GD	GD
5	12	US 395	028	1			MEADOW BROOK SUMMIT - M. FK. JOHN DAY R	72.20	77.40	5.20	AC	A	100	99	97	100	100	95	GD	VG
5	12	US 395	028	1			M. FK. JOHN DAY - OLD RITTER LN	77.40	81.00	3.60	AC	A	99	99	100	100	100	98	VG	VG
5	12	US 395	028	1			OLD RITTER LN - JCT HWY 402	81.00	90.26	9.26	AC	A	97	99	100	100	99	95	GD	GD
5	12		028	2			JCT HWY 008 - 4TH ST (NB COUPLET - FRAZER)	0.03	0.72	0.69	AC	A	93	78	72	96	72	42	PR	PR
5	12		028	2			4TH ST - END COUPLET (NB COUPLET - FRAZER)	0.72	1.69	0.97	AC	A	85	70	83	100	73	47	FR	PR
5	12	OR 37	036	1			U-XING HWY 002 - KOSMOS RD	0.88	6.59	5.71	AC	G						75	FR	GD
5	12	OR 37	036	1			KOSMOS RD - MP 9	6.90	9.00	2.10	AC	G						55	FR	FR
5	12	OR 37	036	1			MP 9 - MP 12.3	9.00	12.30	3.30	AC	G						55	FR	FR
5	12	OR 37	036	1			MP 12.3 - MP 15.3	12.30	15.30	3.00	AC	G						60	FR	FR
5	12	OR 37	036	1			MP 15.3 - MP 16.3	15.30	16.30	1.00	AC	G						80	GD	GD

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5	12	OR 37	036	1			MP 16.3 - JCT HWY 334	16.30	20.25	3.95	AC	G						75	FR	GD
5	12	OR 37	036	1			JCT HWY 334 - SNYDER RD	20.25	27.78	7.53	AC	G						95	GD	GD
5	12	OR 37	036	1			SNYDER RD - JCT HWY 067	27.78	30.75	2.97	AC	G						95	GD	FR
5	12	OR 74	052	1			GILLIAM COUNTY LINE - CECIL	8.44	15.40	6.96	AC	G						80	GD	GD
5	12	OR 74	052	1			CECIL - MCNAB LN	15.40	24.60	9.20	AC	G						65	FR	FR
5	12	OR 74	052	1			MCNAB LN - IONE	24.60	29.40	4.80	AC	G						60	FR	FR
5	12	OR 74	052	1			IONE - LEXINGTON	29.40	36.42	7.02	AC	G						70	FR	FR
5	12	OR 74	052	1			LEXINGTON - PIEPER CANYON	36.45	38.78	2.33	AC	G						80	GD	GD
5	12	OR 74	052	1			PIEPER CANYON - HINTON ST	38.78	45.40	6.62	AC	G						75	FR	FR
5	12	OR 74	052	1			HINTON ST - JCT HWY 300	45.40	45.89	0.49	AC	G						80	GD	GD
5	12	OR 74	052	1			JCT HWY 300 - SE COURT ST	45.89	46.02	0.13	AC	G						90	GD	GD
5	12	OR 74	052	1			SE COURT ST - FAIRVIEW WAY	46.02	46.48	0.46	PC	G						90	GD	GD
5	12	OR 74	052	1			FAIRVIEW WAY - KILKENNY CREEK	46.48	55.80	9.32	AC	G						95	GD	GD
5	12	OR 74	052	1			KILKENNY CREEK - LITTLE BUTTER CREEK	55.80	62.04	6.24	AC	G						95	GD	GD
5	12	OR 74	052	1			LITTLE BUTTER CREEK - FRANKLIN HILL SUMMIT	62.04	66.00	3.96	AC	G						95	GD	GD
5	12	OR 74	052	1			FRANKLIN HILL SUMMIT - NYE JCT	66.00	83.15	17.12	AC	G						95	GD	GD
5	12	US 395	054	1			JCT HWY 002 - CHARLESTOWN	0.04	2.00	1.96	AC	A	90	84	100	100	97	79	GD	GD
5	12	US 395	054	1			CHARLESTOWN - HWY 333 (ELM AVE)	2.00	4.83	2.83	AC	A	96	81	100	100	98	79	GD	GD
5	12	US 395	054	1			HWY 333 (ELM AVE) - SE 4TH ST	4.83	6.04	1.21	AC	A	91	79	90	100	95	69	FR	GD
5	12	US 395	054	1			SE 4TH ST - LOCUST ST	6.04	10.46	4.42	AC	A	98	99	99	100	100	96	VG	VG
5	12	US 395	054	1			LOCUST ST - S DUNNE ST	10.46	11.40	0.94	AC	A	94	98	94	100	100	89	GD	VG
5	12	US 395	054	1			S DUNNE ST - JCT HWY 320	11.40	12.64	1.24	AC	A	98	97	100	100	100	95	GD	VG
5	12	US 395	054	1			STANFIELD INTCH (EB ON RAMP)	12.64	12.90	0.26	AC	A	98	55	100	100	81	45	PR	PR
5	12	US 395	054	2			STANFIELD INTCH (WB OFF RAMP)	12.44	12.79	0.35	AC								NR	NR
5	12	US 30	067	1			W. PENDLETON INTCH (EB RAMPS)	-0.03	0.60	0.63	AC	A	98	78	100	100	98	76	GD	GD
5	12	US 30	067	1			AIRPORT ROAD - NW CARDEN AV	0.60	1.97	1.37	AC	A	92	91	100	100	99	86	GD	GD
5	12	US 30	067	1			NW CARDEN AV - COURT AVE	1.97	2.57	0.60	AC	A	87	91	100	100	94	82	GD	GD
5	12	US 30	067	1			COURT AVE - JCT HWY 008 (DORIAN EB)	2.57	3.92	1.35	AC	A	89	51	73	99	78	32	PR	PR

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5	12	US 30	067	1			JCT HWY 008 - THEATER RD	4.62	6.00	1.38	AC	G						75	FR	GD
5	12	US 30	067	1			THEATER RD - JCT HWY 006 (EB)	6.00	6.60	0.60	AC	G						85	GD	GD
5	12	US 30	067	2			W. PENDLETON INTCH (WB ON RAMP)	0.00	0.47	0.47	AC								NR	NR
5	12	US 30	067	2			COURT AVE - JCT HWY 008 (COURT WB)	2.57	3.80	1.23	AC	A	92	79	93	100	91	68	FR	FR
5	12	US 30	067	2			THEATER RD - JCT HWY 006 (WB)	6.03	6.49	0.46	AC								NR	NR
5	12	I-82	070	1			COLUMBIA RIVER BRIDGE	0.00	0.40	0.40	ST	A							ST	ST
5	12	I-82	070	1			COLUMBIA RVR - END OF JCP	0.40	0.53	0.13	PC	A	93	71	62			50	FR	PR
5	12	I-82	070	1			BEGIN CRCP - HWY 002 O-XING	0.53	1.02	0.49	PC	A	91	89	42			39	PR	FR
5	12	I-82	070	1			HWY 002 O-XING - JCT HWY 006	1.02	11.13	10.11	PC	A	92	91	96			83	GD	GD
5	12	I-82	070	1			I-84 EB ON (AC)	11.13	11.21	0.08	AC	A	96	38	31	100	82	17	VP	PR
5	12	I-82	070	2			COLUMBIA RIVER BRIDGE	0.00	0.40	0.40	ST	A							ST	ST
5	12	I-82	070	2			COLUMBIA RVR - HWY 002 O-XING	0.40	1.03	0.63	PC	A	93	76	76			60	FR	FR
5	12	I-82	070	2			HWY 002 O-XING - JCT HWY 006	1.03	10.64	9.61	PC	A	89	86	99			81	GD	FR
5	12	I-82	070	2			I-84 WB OFF (AC)	10.64	10.78	0.14	AC	A	98	39	100	100	88	35	PR	PR
5	12	OR 206	300	1			GILLIAM CO. LINE - EIGHTMILE	54.86	66.42	11.56	AC	G						65	FR	FR
5	12	OR 206	300	1			EIGHTMILE - MP 71	66.42	71.00	4.58	AC	G						90	GD	GD
5	12	OR 206	300	1			MP 71 - JCT HWY 321	71.00	73.33	2.33	AC	G						80	GD	GD
5	12	OR 206	300	1			JCT HWY 321 - WILLOW CREEK RD	73.33	83.20	9.87	AC	G						85	GD	GD
5	12	OR 206	300	1			WILLOW CREEK RD - JCT HWY 052	83.20	84.12	0.92	AC	G						85	GD	GD
5	12	OR 207	320	1			LEXINGTON - KILKENNEY RD	0.00	10.15	10.15	AC	G						90	GD	GD
5	12	OR 207	320	1			KILKENNEY RD - BUTTER CREEK	10.15	19.53	9.38	AC	G						90	GD	GD
5	12	OR 207	320	1			BUTTER CREEK - JCT HWY 333	19.63	27.24	7.61	AC	G						90	GD	GD
5	12		320	1			JCT HWY 333 - LEEZER AVE	27.24	35.22	7.98	AC	G						80	GD	GD
5	12		320	1			LEEZER AVE - THIELSON ST	35.22	35.70	0.48	AC	G						85	GD	GD
5	12		320	1			THIELSON ST - JCT HWY 006	35.70	37.13	1.43	AC	G						85	GD	GD
5	12	OR 207	321	1			RUGGS - HARDMAN	0.00	8.60	8.60	AC	G						95	GD	FR
5	12	OR 207	321	1			HARDMAN - SUNFLOWER FLAT RD	8.60	14.78	6.18	AC	G						90	GD	FR
5	12	OR 207	321	1			SUNFLOWER FLAT RD - DEADMAN HILL RD	14.78	19.00	4.22	AC	G						95	GD	GD

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5	12	OR 207	321	1			DEADMAN HILL RD - WHEELER CO. LINE	19.00	24.65	5.65	AC	G						95	GD	GD
4	12	OR 207	321	1			MORROW CO. LINE - MP 35	24.65	35.00	10.26	AC	G						90	GD	PR
4	12	OR 207	321	1			MP 35 - JCT HWY 005	35.00	40.96	5.96	AC	G						90	GD	FR
5	12	OR 204	330	1			HWY 008 RAMP (SE BRANCH)	-1.32	-1.05	0.27	AC	G						95	GD	VG
5	12	OR 204	330	1			HWY 008 RAMPS - WINN RD	-1.05	0.00	1.05	AC	G						90	GD	VG
5	12	OR 204	330	1			WINN RD - KIRK RD	0.00	2.50	2.50	AC	G						90	GD	GD
5	12	OR 204	330	1			KIRK RD - PEA RIDGE RD	2.50	5.80	3.30	AC	G						85	GD	GD
5	12	OR 204	330	1			PEA RIDGE RD - BASKET MTN RD	5.80	10.50	4.35	AC	G						85	GD	GD
5	12	OR 204	330	2			HWY 008 RAMP (NW BRANCH)	-1.34	-1.12	0.22	AC								NR	NR
5	12	OR 331	331	1			JCT HWY 008 - MISSION RD	0.00	2.52	2.52	AC	A	95	79	93	100	89	67	FR	FR
5	12	OR 331	331	1			MISSION RD - WILDHORSE BLVD	2.52	3.72	1.20	AC	A	95	93	61	100	95	52	FR	FR
5	12	OR 331	331	1			WILDHORSE BLVD - JCT HWY 006	3.72	4.34	0.62	AC	A	96	100	41	100	99	40	PR	FR
5	12	OR 331	331	1			JCT HWY 006 (O-XING & EB ON RAMP)	4.34	4.84	0.50	AC	A	93	68	83	100	85	54	FR	FR
5	12	OR 331	331	2			JCT HWY 006 (WB OFF RAMP)	4.44	4.75	0.31	AC								NR	NR
5	12	OR 332	332	1			WASH STATE LINE - UMAPINE	0.00	1.70	1.70	AC	G						85	GD	GD
5	12	OR 332	332	1			UMAPINE - JCT HWY 008	1.70	7.93	6.23	AC	G						85	GD	GD
5	12	OR 207	333	1			JCT HWY 002 - MP 2.4	0.02	2.40	2.38	AC	A	96	35	97	100	84	29	PR	FR
5	12	OR 207	333	1			MP 2.4 - ELM AV	2.40	5.38	2.98	AC	A	90	87	97	100	92	77	GD	FR
5	12	OR 207	333	1			ELM AV - W HERMISTON AVE	5.38	8.68	3.30	AC	A	66	89	95	100	96	57	FR	FR
5	12	OR 207	333	1	Z	1	W HERMISTON AVE - HIGHLAND AVE	8.28	8.68	0.40	AC	A	82	36	73	100	87	26	PR	VP
5	12	OR 207	333	1			HIGHLAND AVE - MAUGHAN LN	8.68	9.17	0.49	AC	A	94	95	84	100	93	74	FR	FR
5	12	OR 207	333	1			MAUGHAN LN - I-84 EB RAMPS	9.17	12.59	3.35	AC	A	90	90	95	100	93	79	GD	GD
5	12	OR 207	333	1			I-84 EB RAMPS - JCT HWY 320	12.59	17.81	5.22	AC	G						85	GD	GD
5	12	OR 334	334	1			JCT HWY 036 - JCT HWY 335	0.00	8.44	8.44	AC	G						50	FR	FR
5	12	OR 334	334	1			JCT HWY 335 - MP 11.8	9.57	11.80	2.23	AC	G						55	FR	FR
5	12	OR 334	334	1			MP 11.8 - GERKING FLAT RD	11.80	14.40	2.60	AC	G						90	GD	GD
5	12	OR 334	334	1			GERKING FLAT RD - ATHENA	14.40	17.22	2.82	AC	G						85	GD	GD
5	12	OR 334	334	1			ATHENA SECTION	17.22	17.51	0.29	PC	G						98	VG	VG

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5	**12**	**OR 334**	334	1			ATHENA - JCT HWY 008	**17.51**	**18.12**	0.61	AC	G						**95**	**GD**	VG
5	**12**	**OR 335**	335	1			HELIX - HWY 334 (E. BRANCH)	**0.00**	**2.40**	2.40	AC	G						**95**	**GD**	VG
5	**12**	**OR 335**	335	1			HWY 334 (E. BRANCH) - HWY 334 (W. BRANCH)	**2.40**	**3.53**	1.13	AC	G						**95**	**GD**	VG
5	**12**	**OR 335**	335	1			HWY 334 (W. BRANCH) - MIDWAY RD	**3.53**	**5.50**	1.97	AC	G						**95**	**GD**	VG
5	**12**	**OR 335**	335	1			MIDWAY RD - JCT HWY 008	**5.50**	**9.79**	4.23	AC	G						**85**	**GD**	GD
5	**12**	**OR 339**	339	1			WASHINGTON ST LN - NCL MILTON FREEWATER	**0.00**	**3.43**	3.43	AC	G						**80**	**GD**	GD
5	**12**	**OR 244**	341	1			JCT HWY 028 - UKIAH	**0.00**	**2.45**	2.45	AC	G						**85**	**GD**	GD
5	**12**	**OR 244**	341	1			UKIAH - FOREST BDRY	**2.45**	**10.00**	7.55	AC	G						**85**	**GD**	GD
5	**12**	**OR 244**	341	1			FOREST BDRY - UNION CO. LINE	**10.00**	**23.54**	13.54	AC	G						**85**	**GD**	GD
5	**12**	**OR 402**	402	1			JCT HWY 005 - MONUMENT	**0.00**	**13.93**	13.93	AC	G							**UC**	FR
5	**12**	**OR 402**	402	1			MONUMENT - HAMILTON	**13.93**	**23.60**	9.67	AC	G							**UC**	FR
5	**12**	**OR 402**	402	1			HAMILTON - JCT HWY 028	**23.60**	**34.88**	11.28	AC	G							**UC**	FR

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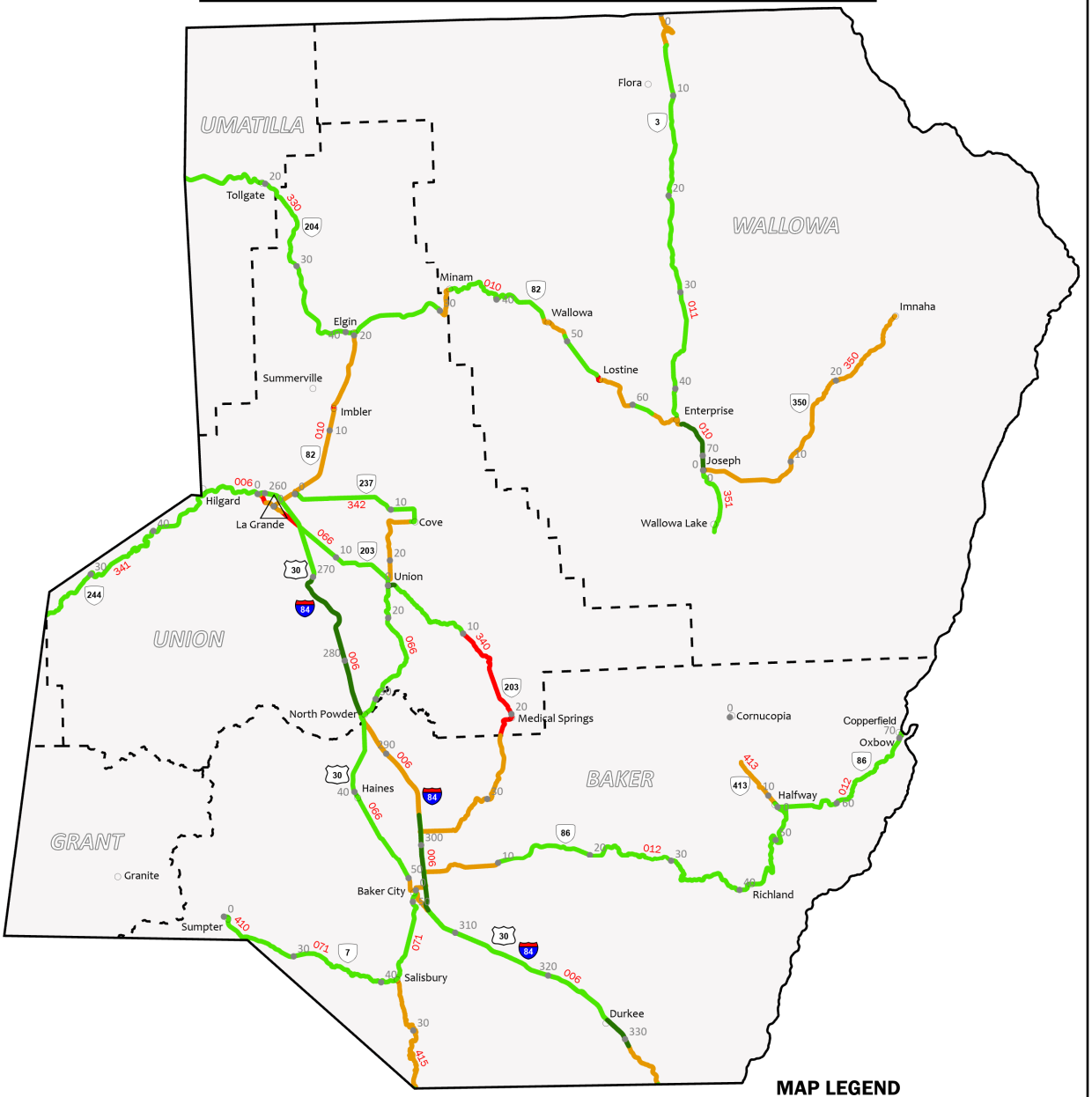
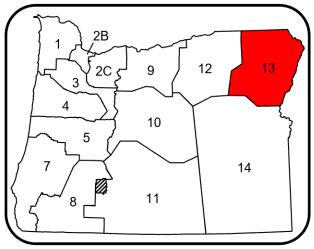
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM
2024 PAVEMENT CONDITIONS
DISTRICT 13



DISTRICT LOCATION



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GIS No. 23-53

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MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 13

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
5	13	I-84	006	1			HILGARD - N. LAGRANDE INTCHG	252.83	259.32	6.49	BW	A	93	99	98			92	GD	GD
5	13	I-84	006	1			N. LAGRANDE INTCHG - 2ND ST O-XING	259.32	260.30	0.98	AC	A							UC	PR
5	13	I-84	006	1			LA GRANDE SECTION	260.30	265.50	5.20	AC	A	86	94	96	100	98	81	GD	GD
5	13	I-84	006	1			LA GRANDE - LADD CANYON	265.50	270.38	4.88	AC	A	92	90	100	100	99	86	GD	GD
5	13	I-84	006	1			LADD CANYON GRADE	270.38	272.71	2.33	PC	A	100	100	100			100	VG	VG
5	13	I-84	006	1			UPPER LADD SECTION	272.71	276.70	3.99	AC	A	98	100	100	100	99	97	VG	UC
5	13	I-84	006	1			UPPER LADD - NORTH POWDER	276.70	285.32	8.62	AC	A	98	100	100	100	99	97	VG	UC
5	13	I-84	006	1			NORTH POWDER - BALDOCK SLOUGH	285.32	297.11	11.79	PC	A	72	93	80			66	FR	FR
5	13	I-84	006	1			BALDOCK SLOUGH - SOUTH BAKER	297.11	306.55	9.44	BW	A	97	100	99			96	VG	VG
5	13	I-84	006	1			SOUTH BAKER - ENCINA	306.55	313.65	7.10	BW	A	94	99	100			93	GD	GD
5	13	I-84	006	1			ENCINA - PLEASANT VALLEY	313.65	318.39	4.74	AC	A	96	93	100	100	96	89	GD	GD
5	13	I-84	006	1			PLEASANT VALLEY - OXMAN	318.39	323.17	4.78	BW	A	93	100	100			93	GD	GD
5	13	I-84	006	1			OXMAN - DURKEE	323.17	327.43	4.26	BW	A	92	98	97			89	GD	GD
5	13	I-84	006	1			DURKEE - NELSON POINT INTCHG	327.43	330.74	3.31	BW	A	96	100	100			96	VG	VG
5	13	I-84	006	1			NELSON POINT INTCHG - WEATHERBY	330.74	335.97	5.23	AC	A	93	88	85	100	98	71	FR	GD
5	13	I-84	006	2			HILGARD - N. LAGRANDE INTCHG	252.83	259.47	6.64	BW	A	94	98	100			93	GD	GD
5	13	I-84	006	2			N. LAGRANDE INTCHG - 2ND ST O-XING	259.47	260.40	0.93	AC	A							UC	FR
5	13	I-84	006	2			LA GRANDE SECTION	260.40	265.50	5.10	AC	A	95	93	97	100	100	87	GD	GD
5	13	I-84	006	2			LA GRANDE - LADD CANYON	265.50	270.40	4.90	AC	A	90	93	100	100	100	88	GD	GD
5	13	I-84	006	2			LADD CANYON GRADE	270.40	272.17	1.77	AC	A	96	99	95	100	98	90	GD	GD
5	13	I-84	006	2			UPPER LADD SECTION	272.17	276.70	4.53	AC	A	98	99	100	100	100	97	VG	UC
5	13	I-84	006	2			UPPER LADD - NORTH POWDER	276.70	285.28	8.58	AC	A	99	99	99	100	100	98	VG	UC
5	13	I-84	006	2			NORTH POWDER - BALDOCK SLOUGH	285.28	297.07	11.79	PC	A	84	95	74			67	FR	FR
5	13	I-84	006	2			BALDOCK SLOUGH - SOUTH BAKER	297.07	306.55	9.48	BW	A	96	99	99			95	GD	GD
5	13	I-84	006	2			SOUTH BAKER - ENCINA	306.55	313.60	7.05	BW	A	93	100	99			93	GD	GD
5	13	I-84	006	2			ENCINA - PLEASANT VALLEY	313.60	318.36	4.76	AC	A	93	86	94	100	96	78	GD	GD
5	13	I-84	006	2			PLEASANT VALLEY - DURKEE (1)	318.36	324.67	6.31	BW	A	96	100	99			95	GD	VG
5	13	I-84	006	2	Z	1	PLEASANT VALLEY - DURKEE (Z)	324.61	324.67	0.06	BW	A	95	100	100			95	GD	GD

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5	13	I-84	006	2			PLEASANT VALLEY - DURKEE (2)	324.67	327.45	2.78	BW	A	95	100	98			93	GD	GD
5	13	I-84	006	2			DURKEE - NELSON POINT INTCHG	327.45	330.73	3.28	BW	A	96	100	100			96	VG	VG
5	13	I-84	006	2			NELSON POINT INTCHG - WEATHERBY	330.73	335.97	5.24	AC	A	95	82	86	100	99	68	FR	GD
5	13	OR 82	010	1			JCT HWY 066 - HWY 006 CONNECTION	0.00	0.82	0.82	AC	A	81	86	100	100	96	74	FR	GD
5	13	OR 82	010	1			HWY 006 CONNECTION - RIDDLE RD	0.82	1.20	0.38	AC	A	75	92	90	100	100	72	FR	GD
5	13	OR 82	010	1			RIDDLE RD - ISLAND CITY	1.20	2.64	1.44	AC	A	61	79	97	100	96	59	FR	FR
5	13	OR 82	010	1			ISLAND CITY - BOOTH LN	2.64	5.10	2.46	AC	A	67	81	100	100	96	65	FR	FR
5	13	OR 82	010	1			BOOTH LN - IMBLER	5.10	11.98	6.88	AC	A	62	85	79	100	97	54	FR	FR
5	13	OR 82	010	1			IMBLER SECTION	11.98	12.50	0.52	AC	A	73	44	85	100	90	36	PR	PR
5	13	OR 82	010	1			IMBLER - RHINEHART	12.50	15.60	3.10	AC	A	85	98	67	100	94	58	FR	FR
5	13	OR 82	010	1			RHINEHART - GRANDE RONDE R.	15.60	19.20	3.60	AC	A	85	87	75	99	96	60	FR	FR
5	13	OR 82	010	1			GRANDE RONDE R. - ELGIN	19.20	19.73	0.53	AC	A	73	82	100	100	87	67	FR	FR
5	13	OR 82	010	1			ELGIN SECTION	19.96	20.62	0.66	AC	A	80	88	97	100	93	71	FR	FR
5	13	OR 82	010	1			ELGIN - MINAM RIVER RD	20.62	29.74	9.12	AC	A	90	92	98	100	92	80	GD	GD
5	13	OR 82	010	1			MINAM RIVER RD - WALLOWA R.	29.74	33.65	3.85	AC	A	96	80	93	99	92	69	FR	GD
5	13	OR 82	010	1			WALLOWA R. - ROCK CREEK	33.65	41.73	8.05	AC	A	94	100	100	100	93	92	GD	GD
5	13	OR 82	010	1			ROCK CREEK - RXR TRACKS	42.09	46.26	4.17	AC	A	91	98	99	100	93	88	GD	GD
5	13	OR 82	010	1			RXR TRACKS - WYNEMA ST	46.26	47.58	1.32	AC	A	89	66	85	98	89	52	FR	FR
5	13	OR 82	010	1			WYNEMA ST - SPRING CREEK	47.58	49.43	1.85	AC	A	82	96	64	99	92	57	FR	FR
5	13	OR 82	010	1			SPRING CREEK - LOSTINE	49.43	54.45	5.02	AC	A	96	100	98	100	100	94	GD	VG
5	13	OR 82	010	1			LOSTINE SECTION	54.45	55.25	0.80	AC	A	63	96	77	100	96	43	PR	PR
5	13	OR 82	010	1			LOSTINE - WALLOWA R.	55.25	59.92	4.67	AC	A	87	92	61	98	96	53	FR	FR
5	13	OR 82	010	1			WALLOWA R. - MP 62	59.92	62.05	2.13	AC	A	83	99	99	100	99	82	GD	GD
5	13	OR 82	010	1			MP 62 - ENTERPRISE	62.05	64.47	2.42	AC	A	77	73	74	100	94	50	FR	FR
5	13	OR 82	010	1			ENTERPRISE SECTION	64.47	65.85	1.32	AC	A	53	94	94	100	99	50	FR	FR
5	13	OR 82	010	1			ENTERPRISE - PRAIRIE CREEK	65.85	68.29	2.44	AC	A	98	100	100	100	100	98	VG	VG
5	13	OR 82	010	1			PRAIRIE CREEK - JOSEPH	68.29	71.14	2.85	AC	A	98	100	100	100	100	98	VG	VG
5	13	OR 82	010	1			JOSEPH SECTION (HWY 010)	71.14	71.42	0.28	AC	A	67	86	64	100	95	52	FR	FR

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5	13	OR 3	011	1			STATE LINE - BUFORD RIDGE	0.00	5.00	5.00	AC	G						50	FR	FR
5	13	OR 3	011	1			BUFORD RIDGE - FOREST BDRY	5.00	17.36	12.36	AC	G						85	GD	GD
5	13	OR 3	011	1			FOREST BDRY - FOREST BDRY	17.36	25.85	8.43	AC	G						95	GD	GD
5	13	OR 3	011	1			FOREST BDRY - FOREST BDRY	25.85	29.60	3.75	AC	G						90	GD	GD
5	13	OR 3	011	1			FOREST BDRY - MP 41.2	29.60	41.20	11.60	AC	G						80	GD	GD
5	13	OR 3	011	1			MP 41.2 - ENTERPRISE	41.20	42.80	1.60	AC	G						95	GD	GD
5	13	OR 3	011	1			ENTERPRISE SECTION	42.80	43.19	0.39	AC	G						70	FR	FR
5	13	OR 7	012	1			HWY 066 - CAMPBELL ST	0.00	0.24	0.24	PC	A	98	68	81			62	FR	FR
5	13	OR 7	012	1			MAIN ST - JCT HWY 006	0.24	1.26	1.02	AC	A	88	87	67	100	93	53	FR	FR
5	13	OR 7	012	1			BAKER INTCH (WB ON RAMP)	1.26	1.57	0.31	AC	A	97	48	100	100	81	40	PR	FR
5	13	OR 86	012	1			OR86 INTCH (I-84 WB OFF RAMP)	2.18	2.41	0.23	AC	G						80	GD	GD
5	13	OR 86	012	1			I-84 - KEATING CUTOFF	2.41	10.10	7.69	AC	G						70	FR	GD
5	13	OR 86	012	1			KEATING CUTOFF - RITTER CREEK	10.10	18.10	8.00	AC	G						85	GD	GD
5	13	OR 86	012	1			RITTER CREEK - POWDER R.	18.25	20.76	2.51	AC	G						85	GD	GD
5	13	OR 86	012	1			POWDER R. - MURRAY GULCH	20.76	29.55	8.79	AC	G						85	GD	GD
5	13	OR 86	012	1			MURRAY GULCH - POWDER R.	29.55	31.73	2.18	AC	G						80	GD	GD
5	13	OR 86	012	1			POWDER R. - RICHLAND	32.01	41.37	9.36	AC	G						85	GD	GD
5	13	OR 86	012	1			RICHLAND SECTION	42.00	42.40	0.40	AC	G						90	GD	GD
5	13	OR 86	012	1			RICHLAND - MP 50	42.40	50.00	7.60	AC	G						80	GD	GD
5	13	OR 86	012	1			MP 50 - SNAKE R.	50.00	70.80	20.80	AC	G						90	GD	GD
5	13	OR 7	012	2			BAKER INTCH (EB OFF RAMP)	1.13	1.42	0.29	AC								NR	NR
5	13	OR 86	012	2			OR86 INTCH (O-XING & I-84 EB ON RAMP)	2.32	2.75	0.43	AC								NR	NR
5	13	US 30	066	1			N. LA GRANDE INTCH (SB OFF RAMP)	-0.08	0.33	0.41	AC	A	100	75	78	100	96	58	FR	FR
5	13	US 30	066	1			N. LA GRANDE INTCH - WALNUT ST	0.33	1.28	0.95	AC	A	95	86	43	100	99	39	PR	PR
5	13	US 30	066	1			WALNUT ST - HALL ST	1.28	2.76	1.48	PC	A	77	84	79			66	FR	FR
5	13	US 30	066	1			HALL ST - END CURB	2.76	3.18	0.42	AC	A	89	82	90	100	88	67	FR	FR
5	13	US 30	066	1			END CURB - MCALISTER LN	3.18	4.90	1.72	AC	A	79	70	59	100	91	43	PR	PR
5	13	US 30	066	1			MCALISTER LN - I-84 WB RAMPS	4.90	5.62	0.72	AC	A	88	73	44	100	95	37	PR	PR

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5	13	OR 203	066	1			I-84 WB RAMPS - HOT LAKE	5.62	11.25	5.63	AC	G						85	GD	GD
5	13	OR 203	066	1			HOT LAKE - NCL UNION	11.29	15.87	4.58	AC	G						90	GD	GD
5	13	OR 203	066	1			HWY 342 - HWY 340 (UNION)	15.87	16.51	0.64	AC	G							UC	GD
5	13	OR 237	066	1			HWY 340 - SCL UNION	16.51	17.44	0.93	AC	G							UC	GD
5	13	OR 237	066	1			SCL UNION - PYLES CANYON	17.44	20.50	3.06	AC	G							UC	GD
5	13	OR 237	066	1			PYLES CANYON - MP 22.75	20.50	22.75	2.25	AC	G							UC	GD
5	13	OR 237	066	1			MP 22.75 - NORTH POWDER	22.75	31.40	8.65	AC	G							UC	GD
5	13	OR 237	066	1			NORTH POWDER SECTION	31.40	32.17	0.77	AC	G							UC	GD
5	13	US 30	066	1			NORTH POWDER - BIDWELL SPUR LN	32.17	33.20	1.03	AC	G						90	GD	GD
5	13	US 30	066	1			BIDWELL SPUR LN - HAINES	33.20	40.40	7.20	AC	G						95	GD	GD
5	13	US 30	066	1			HAINES - POCAHONTAS RD	40.40	49.85	9.45	AC	G						90	GD	GD
5	13	US 30	066	1			POCAHONTAS RD - JCT HWY 012	49.85	51.79	1.94	AC	A	86	86	84	100	85	67	FR	FR
5	13	US 30	066	1			JCT HWY 012 - JCT HWY 071	51.79	52.04	0.25	PC	A	94	94	99			89	GD	GD
5	13	US 30	066	1			HWY 071 - SCL BAKER CITY	52.04	53.90	1.86	AC	G						70	FR	GD
5	13	US 30	066	1			SCL BAKER CITY - HWY 006	53.90	54.46	0.56	AC	G						75	FR	GD
5	13	US 30	066	2			N. LA GRANDE INTCH (NB ON RAMP)	0.00	0.43	0.43	AC								NR	NR
5	13	US 30	066	2			SCL BAKER CITY - HWY 006 (RW2-NB)	54.11	54.64	0.53	AC								NR	NR
5	13	OR 7	071	1			SUMPTER VALLEY RR - HUDSPETH LN	24.96	29.07	4.11	AC	G						85	GD	GD
5	13	OR 7	071	1			HUDSPETH LN - POWDER R. REC AREA	29.07	35.42	6.35	AC	G						85	GD	GD
5	13	OR 7	071	1			POWDER R. REC AREA - SALISBURY JCT	35.42	41.82	6.40	AC	G						80	GD	GD
5	13	OR 7	071	1			SALISBURY JCT - UPRR UNDERPASS	41.82	50.50	8.68	AC	G						80	GD	GD
5	13	OR 7	071	1			UPRR UNDERPASS (JCP)	50.50	50.62	0.12	PC	G						95	GD	GD
5	13	OR 7	071	1			UPRR UNDERPASS - JCT HWY 066	50.62	50.96	0.34	AC	G						80	GD	GD
5	13	OR 204	330	1			BASKET MTN RD - MCDOUGALL CAMP RD	10.50	14.39	3.89	AC	G							UC	GD
5	13	OR 204	330	1			MCDOUGALL CAMP RD - LANGDON LAKE	14.39	20.80	6.31	AC	G							UC	GD
5	13	OR 204	330	1			LANGDON LAKE - BLUE MTN SUMMIT	20.80	23.70	2.90	AC	G						95	GD	GD
5	13	OR 204	330	1			BLUE MTN SUMMIT - MP 30	23.70	30.00	6.30	AC	G						90	GD	GD
5	13	OR 204	330	1			MP 30 - ELGIN	30.00	40.27	10.27	AC	G						95	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 13

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
5	13	OR 204	330	1			ELGIN SECTION	40.27	40.84	0.57	AC	G						80	GD	GD
5	13	OR 203	340	1			JCT HWY 066 - UNION SHOP	0.00	0.70	0.65	AC	G						99	VG	PR
5	13	OR 203	340	1			UNION - MP 10	0.70	10.00	9.21	AC	G						90	GD	PR
5	13	OR 203	340	1			MP 10 - BAKER CO. LINE	10.00	22.90	12.85	AC	G						45	PR	PR
5	13	OR 203	340	1			UNION CO. LINE - POWDER R.	22.90	28.82	5.82	AC	G						60	FR	FR
5	13	OR 203	340	1			POWDER R. - MP 35.7	28.82	35.70	6.88	AC	G						50	FR	FR
5	13	OR 203	340	1			MP 35.7 - JCT HWY 006	35.70	38.51	2.81	AC	G						50	FR	FR
5	13	OR 203	340	1			JCT HWY 006 (EB ON RAMP)	38.51	38.94	0.43	AC	G						75	FR	GD
5	13	OR 203	340	2			JCT HWY 006 (WB OFF RAMP)	38.51	38.75	0.24	AC								NR	NR
5	13	OR 244	341	1			UMATILLA CO. LINE - RED BRIDGE	23.54	39.75	16.21	AC	G						90	GD	GD
5	13	OR 244	341	1			RED BRIDGE - JCT HWY 006	39.75	46.92	7.17	AC	G						80	GD	GD
5	13	OR 244	341	1			JCT HWY 006 (EB ON RAMP)	46.92	47.22	0.30	AC	G						90	GD	GD
5	13	OR 244	341	2			JCT HWY 006 (WB RAMPS)	46.92	47.52	0.60	AC								NR	NR
5	13	OR 237	342	1			JCT HWY 010 - MP 4.6	0.00	4.60	4.60	AC	G						85	GD	FR
5	13	OR 237	342	1			MP 4.6 - CATHERINE CREEK	4.60	9.44	4.84	AC	G						95	GD	GD
5	13	OR 237	342	1			CATHERINE CREEK - COVE	9.44	12.83	3.39	AC	G						85	GD	GD
5	13	OR 237	342	1			COVE SECTION	12.83	13.80	0.97	AC	G						80	GD	GD
5	13	OR 237	342	1			COVE - JCT HWY 066	13.80	22.07	8.27	AC	G						75	FR	FR
5	13	OR 350	350	1			JCT HWY 010 - WALLOWA MTN RD	0.00	8.10	8.10	AC	G						75	FR	GD
5	13	OR 350	350	1			WALLOWA MTN RD - MP 20.7	8.10	20.66	12.56	AC	G						65	FR	FR
5	13	OR 350	350	1			MP 20.7 - UPPER IMNAHA RD	20.66	29.36	8.70	AC	G						75	FR	FR
5	13	OR 351	351	1			JOSEPH SECTION (HWY 351)	0.00	0.35	0.35	AC	A	65	93	83	100	92	60	FR	FR
5	13	OR 351	351	1			JOSEPH - WALLOWA LAKE POWER HOUSE	0.35	6.94	6.59	AC	A	94	99	96	100	99	90	GD	GD
5	13	OR 410	410	1			GRANITE HILL RD - JCT HWY 071	0.00	3.71	3.71	AC	G						80	GD	GD
5	13	OR 413	413	1			CORNUCOPIA - BEG. PVMT. (GRAVEL)	0.00	5.45	5.45	G								NR	NR
5	13	OR 413	413	1			BEGIN PVMT - NCL HALFWAY	5.62	11.00	5.38	AC	G						75	FR	GD
5	13	OR 413	413	1			NCL HALFWAY - JCT HWY 414	11.00	11.45	0.45	AC	G						95	GD	GD
5	13	OR 414	414	1			JCT HWY 413 - JCT HWY 012	0.00	0.91	0.91	AC	G						90	GD	VG

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5	**13**	**OR 245**	415	1			BRIDGEPORT RD - DOOLEY MTN SUMMIT	**21.13**	**28.96**	7.83	AC	G						**50**	**FR**	FR
5	**13**	**OR 245**	415	1			DOOLEY MTN SUMMIT - SALISBURY	**28.96**	**36.62**	7.66	AC	G						**50**	**FR**	FR
5	**13**	**OR 86S**	481	1			JCT HWY 012 - DAWSON ST	**53.55**	**54.47**	0.92	AC	G						**95**	**GD**	GD
5	**13**	**OR 86S**	481	1			DAWSON ST - JCT HWY 414	**54.47**	**54.70**	0.23	AC	G						**95**	**GD**	GD

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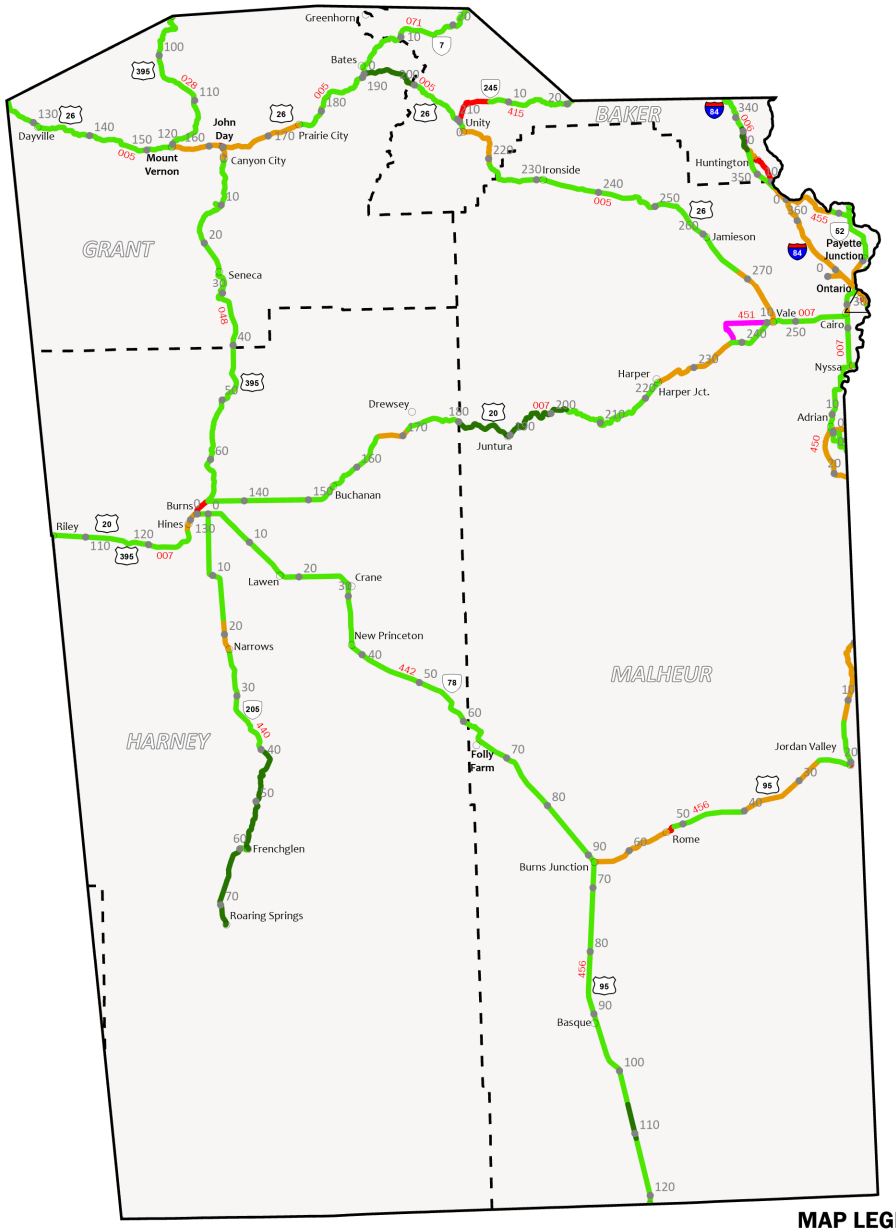
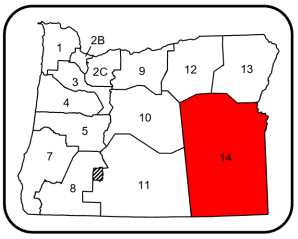
OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY SYSTEM 2024 PAVEMENT CONDITIONS

DISTRICT 14



DISTRICT LOCATION



MAP LEGEND

- Populated Place
- County Boundary
- Hydro Feature
- District Office
- Interstate Route
- U.S. Route
- Oregon Route
- 049 Highway Number
- 40 Mile Marker and Number

Pavement Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

0 Miles 15

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2022
GIS No. 23-53

DISCLAIMER:
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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 14

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
5	14	US 26	005	1			JCT HWY 041 - RATTLESNAKE CREEK	124.17	125.45	1.28	AC	A	98	99	97	100	99	94	GD	VG
5	14	US 26	005	1			RATTLESNAKE CREEK - DAYVILLE	125.45	131.25	5.80	AC	A	93	92	98	100	89	79	GD	GD
5	14	US 26	005	1			DAYVILLE - FLAT CREEK	131.25	138.05	6.80	AC	A	97	97	100	100	92	88	GD	GD
5	14	US 26	005	1			FLAT CREEK - FIELDS CREEK RD	138.05	143.91	5.86	AC	A	97	99	100	100	90	89	GD	GD
5	14	US 26	005	1			FIELDS CREEK RD - MT VERNON	143.98	153.90	9.92	AC	A	97	98	100	100	94	91	GD	GD
5	14	US 26	005	1			MT VERNON - JOHN DAY	153.90	161.50	7.60	AC	A	71	94	98	100	93	70	FR	FR
5	14	US 26	005	1			JOHN DAY SECTION	161.50	162.55	1.05	AC	A	50	80	63	100	94	41	PR	PR
5	14	US 26	005	1			JOHN DAY - PRAIRIE CITY	162.55	174.80	12.25	AC	A	94	68	99	100	99	67	FR	FR
5	14	US 26	005	1			PRAIRIE CITY SECTION	174.80	175.65	0.85	AC	A	95	79	100	100	95	75	FR	GD
5	14	US 26	005	1			PRAIRIE CITY - DIXIE SUMMIT	175.65	183.21	7.56	AC	A	96	99	100	100	95	93	GD	GD
5	14	US 26	005	1			DIXIE SUMMIT - AUSTIN JCT	183.25	190.53	7.28	AC	A	97	95	97	100	97	89	GD	GD
5	14	US 26	005	1			AUSTIN JCT - BLUE MTN SUMMIT	190.53	199.40	8.87	AC	A	98	97	100	100	100	96	VG	VG
5	14	US 26	005	1			BLUE MTN SUMMIT - M. FK. BURNT R. RD	199.40	203.19	3.79	AC	A	100	100	95	100	100	95	GD	VG
5	14	US 26	005	1			M. FK. BURNT R. RD - CEMETERY RD	203.82	208.70	4.88	AC	A	100	96	99	100	96	91	GD	GD
5	14	US 26	005	1			CEMETERY RD - UNITY	208.70	211.47	2.77	AC	A	98	93	100	100	87	81	GD	GD
5	14	US 26	005	1			UNITY - MP 221	211.57	221.00	9.43	AC	A	99	93	86	100	90	74	FR	FR
5	14	US 26	005	1			MP 221 - IRONSIDE	221.00	231.20	10.20	AC	A	97	99	100	100	87	86	GD	FR
5	14	US 26	005	1			IRONSIDE - BROGAN HILL	231.20	246.30	15.10	AC	A	95	87	100	100	94	82	GD	GD
5	14	US 26	005	1			BROGAN HILL- BROGAN	246.30	254.17	7.87	AC	A	96	99	100	100	91	90	GD	GD
5	14	US 26	005	1			BROGAN - JAMIESON	254.60	261.70	7.10	AC	A	97	99	100	100	96	94	GD	GD
5	14	US 26	005	1			JAMIESON - ROAD "F"	261.70	267.80	6.10	AC	A	92	85	95	99	98	79	GD	GD
5	14	US 26	005	1			ROAD "F" - VALE	267.80	277.90	10.10	AC	A	88	85	97	100	91	74	FR	FR
5	14	US 26	005	1			VALE SECTION	277.90	278.21	0.31	AC	A	90	74	48	100	90	37	PR	PR
5	14	I-84	006	1			WEATHERBY - LIME	335.97	342.14	6.17	AC	A	97	95	97	100	100	89	GD	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (PCC-1)	342.14	343.66	1.52	BW	A	98	100	100			98	VG	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (AC-1)	343.66	344.15	0.49	AC	A	89	94	100	100	99	87	GD	FR
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (PCC-2)	344.15	345.84	1.69	BW	A	99	95	100			94	GD	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (AC-2)	345.84	346.24	0.40	AC	A	93	95	95	100	99	87	GD	FR

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5	14	I-84	006	1			HUNTINGTON O'XING - FAREWELL BEND	346.24	353.19	6.95	PC	A	93	86	80			69	FR	GD
5	14	I-84	006	1			FAREWELL BEND - OLDS FERRY INTCHG	353.19	355.70	2.51	AC	A	77	93	90	100	99	70	FR	FR
5	14	I-84	006	1			OLDS FERRY INTCHG - N. FK. JACOBSEN GULCH	355.70	368.16	12.46	AC	A	80	75	96	100	92	64	FR	FR
5	14	I-84	006	1			N. FK. JACOBSEN GULCH - MALHEUR R.	368.16	374.07	5.91	AC	A	85	68	89	100	91	56	FR	PR
5	14	I-84	006	1			MALHEUR R. - SNAKE R.	374.07	377.92	3.85	AC	A	91	83	92	100	96	75	FR	FR
5	14	I-84	006	1			SNAKE RIVER BRIDGE	377.92	378.01	0.09	ST	A							ST	ST
5	14	I-84	006	2			WEATHERBY - LIME	335.97	342.10	6.13	AC	A	98	95	96	100	100	90	GD	VG
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (PCC-1)	342.10	343.64	1.54	BW	A	99	99	100			98	VG	VG
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (AC)	343.64	344.12	0.48	AC	A	93	76	92	100	98	69	FR	FR
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (PCC-2)	344.12	345.82	1.70	BW	A	99	100	100			99	VG	VG
5	14	I-84	006	2			HUNTINGTON O'XING - FAREWELL BEND	345.82	353.16	7.34	PC	A	93	90	87			78	GD	GD
5	14	I-84	006	2			FAREWELL BEND - OLDS FERRY INTCHG	353.16	355.70	2.54	AC	A	72	94	94	100	100	65	FR	FR
5	14	I-84	006	2			OLDS FERRY INTCHG - N. FK. JACOBSEN GULCH	355.70	368.16	12.46	AC	A	78	60	96	100	88	51	FR	FR
5	14	I-84	006	2			N. FK. JACOBSEN GULCH - MALHEUR R.	368.16	374.08	5.92	PC	A	93	73	71			57	FR	FR
5	14	I-84	006	2			MALHEUR R. - SNAKE R.	374.08	377.92	3.84	AC	A	91	74	91	100	94	66	FR	FR
5	14	I-84	006	2			SNAKE RIVER BRIDGE	377.92	378.01	0.09	ST	A							ST	ST
5	14	US 20	007	1			RILEY JCT - SAGE HEN HILL	104.62	115.20	10.58	AC	A	94	99	99	100	95	91	GD	GD
5	14	US 20	007	1			SAGE HEN HILL - WILLOW CREEK	115.20	121.50	6.30	AC	A	97	94	100	100	92	86	GD	GD
5	14	US 20	007	1			WILLOW CREEK - HINES LOGGING RD	121.50	127.90	6.40	AC	A	95	88	100	100	89	78	GD	GD
5	14	US 20	007	1			HINES LOGGING RD - HINES NCL	127.90	130.10	2.20	AC	A	84	79	67	100	93	46	FR	FR
5	14	US 20	007	1			BURNS SCL - JCT HWY 442	130.10	131.50	1.40	AC	A	86	94	67	100	97	62	FR	FR
5	14	US 20	007	1			JCT HWY 442 - FOLEY DR	131.50	132.00	0.50	AC	A	80	50	77	100	75	35	PR	PR
5	14	US 20	007	1			FOLEY DR - JCT HWY 048	132.00	134.50	2.50	AC	A	92	47	95	100	91	42	PR	FR
5	14	US 20	007	1			JCT HWY 048 - PENNY LN	134.50	152.30	17.80	AC	A	95	100	100	100	99	95	GD	GD
5	14	US 20	007	1			PENNY LN - PINE CREEK RD	152.30	158.40	6.07	AC	A	92	98	98	100	92	88	GD	GD
5	14	US 20	007	1			PINE CREEK RD - BEEDE RES.	158.40	165.96	7.56	AC	A	96	95	85	100	98	78	GD	GD
5	14	US 20	007	1			BEEDE RES - WARM SPRINGS RD.	166.00	171.15	5.15	AC	A	91	97	82	100	94	72	FR	GD
5	14	US 20	007	1			WARM SPRINGS RD - DRINKWATER PASS	171.15	177.65	6.50	AC	A	97	93	100	100	88	82	GD	UC

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5	14	US 20	007	1			DRINKWATER PASS - MALHEUR CO LINE	177.65	180.15	2.50	AC	A	94	87	98	100	90	78	GD	UC
5	14	US 20	007	1			HARNEY CO LINE - CHIMNEY CREEK	180.15	183.10	2.95	AC	A	98	100	100	100	100	98	VG	UC
5	14	US 20	007	1			CHIMNEY CREEK - JUNTURA	183.10	189.85	6.75	AC	A	98	100	100	100	100	98	VG	UC
5	14	US 20	007	1			JUNTURA- BLACK CANYON	189.85	203.00	12.94	AC	A	98	100	100	100	100	98	VG	UC
5	14	US 20	007	1			BLACK CANYON - MALHEUR R.	203.00	214.46	11.46	AC	A	98	98	100	100	95	93	GD	UC
5	14	US 20	007	1			MALHEUR R. - HARPER	214.46	223.15	8.69	AC	A	99	99	100	100	93	91	GD	UC
5	14	US 20	007	1			HARPER - GROVE SCHOOL LN	223.15	237.23	14.08	AC	A	93	87	99	100	85	73	FR	FR
5	14	US 20	007	1			GROVE SCHOOL LN - VALE	238.28	245.71	7.43	AC	A	95	89	98	100	87	76	GD	GD
5	14	US 20	007	1			VALE COUPLET (EB)	245.71	246.82	1.11	AC	A	97	87	71	100	93	60	FR	FR
5	14	US 20	007	1			VALE - CAIRO JCT	246.82	258.20	11.38	AC	A	89	84	99	100	100	80	GD	GD
5	14	US 20	007	1			CAIRO JCT - 11TH ST	258.20	265.38	7.18	AC	G						85	GD	GD
5	14	US 20	007	1			11TH ST - UPRR	265.38	266.31	0.93	AC	G						55	FR	FR
5	14	US 20	007	1			UPRR UNDERCROSSING	266.31	266.47	0.16	PC	G						95	GD	GD
5	14	US 20	007	1			UPRR - SNAKE R.	266.47	266.75	0.28	AC	G						65	FR	GD
5	14	US 20	007	1			SNAKE RIVER BRIDGE	266.75	266.82	0.07	ST	G							ST	ST
5	14	US 20	007	2			VALE COUPLET (WB)	245.71	246.82	1.11	AC	A	92	91	62	100	99	53	FR	FR
5	14	US 395	028	1			JCT HWY 402 - OLD DISTRICT BDRY	90.26	90.77	0.51	AC	A	97	99	100	100	96	92	GD	UC
5	14	US 395	028	1			OLD DISTRICT BDRY - FOX	90.77	97.18	6.41	AC	A	98	98	100	100	88	85	GD	UC
5	14	US 395	028	1			FOX - BEECH CREEK	98.30	102.64	4.34	AC	A	99	99	100	100	88	87	GD	UC
5	14	US 395	028	1			BEECH CREEK - BEECH CREEK LN	102.64	110.60	7.96	AC	A	99	100	100	100	94	93	GD	GD
5	14	US 395	028	1			BEECH CREEK LN - GIBSON GULCH	110.60	114.90	4.30	AC	A	95	99	99	100	100	94	GD	GD
5	14	US 395	028	1			GIBSON GULCH - JCT HWY 005	115.32	120.51	5.19	AC	A	90	100	100	100	100	90	GD	GD
5	14	US 395	048	1			JCT HWY 005 - SCL CANYON CITY	0.00	2.35	2.35	AC	A	74	92	86	100	95	67	FR	FR
5	14	US 395	048	1			SCL CANYON CITY - CANYON CREEK RD	2.35	10.21	7.86	AC	A	96	93	98	100	88	81	GD	UC
5	14	US 395	048	1			CANYON CREEK RD - MP 13.35	10.30	13.35	3.05	AC	A	99	100	88	100	97	86	GD	UC
5	14	US 395	048	1			MP 13.35 - STARR RIDGE	13.35	15.52	2.17	AC	A	99	100	94	100	100	94	GD	UC
5	14	US 395	048	1			STARR RIDGE - SILVIES R.	15.52	30.10	14.42	AC	A	98	91	98	100	92	82	GD	GD
5	14	US 395	048	1			SILVIES R. - MP 32.3	30.10	32.30	2.20	AC	A	98	95	96	100	91	83	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 14

REG	DIS	ROUTE	RD ID	RW	MT	OV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING 24	RATING 22
5	14	US 395	048	1			MP 32.3 - HARNEY CO. LINE	32.30	40.38	8.05	AC	A	96	100	99	100	93	90	GD	GD
5	14	US 395	048	1			GRANT CO. LINE - DEVINE SUMMIT	40.38	52.90	12.52	AC	A	99	96	99	100	89	85	GD	FR
5	14	US 395	048	1			DEVINE SUMMIT - MP 58.9	52.90	58.90	6.00	AC	A	98	99	99	100	95	93	GD	GD
5	14	US 395	048	1			MP 58.9 - JCT HWY 007	58.90	67.61	8.71	AC	A	99	98	99	100	92	89	GD	GD
5	14	OR 7	071	1			AUSTIN JCT - AUSTIN SPUR RD	0.00	1.89	1.89	AC	G						95	GD	GD
5	14	OR 7	071	1			AUSTIN SPUR RD - TIPTON	1.89	9.50	7.61	AC	G						90	GD	GD
5	14	OR 7	071	1			TIPTON - SUMPTER VALLEY RR	9.50	24.96	15.46	AC	G						80	GD	GD
5	14	OR 245	415	1			JCT HWY 005 - HEREFORD LOOP RD	0.00	6.90	6.90	AC	G						40	PR	PR
5	14	OR 245	415	1			HEREFORD LOOP RD - HEREFORD	6.90	10.80	3.90	AC	G						85	GD	GD
5	14	OR 245	415	1			HEREFORD - BRIDGEPORT RD	10.80	21.13	10.33	AC	G						85	GD	GD
5	14	OR 205	440	1			JCT HWY 442 - MP 17.6	0.00	17.62	17.62	AC	G						85	GD	GD
5	14	OR 205	440	1			MP 17.6 - MP 23.1	17.62	23.14	5.52	AC	G						70	FR	FR
5	14	OR 205	440	1			MP 23.1 - MP 32	23.14	32.00	8.86	AC	G						95	GD	GD
5	14	OR 205	440	1			MP 32 - MP 36	32.00	36.00	4.00	AC	G						85	GD	GD
5	14	OR 205	440	1			MP 36 - DIAMOND JCT	36.00	40.69	4.69	AC	G						85	GD	GD
5	14	OR 205	440	1			DIAMOND JCT - GRAIN CAMP	40.69	42.40	1.71	AC	G						100	VG	FR
5	14	OR 205	440	1			GRAIN CAMP - KRUMBO RESERVOIR	42.40	46.70	4.30	AC	G						100	VG	FR
5	14	OR 205	440	1			KRUMBO RESERVOIR - FRENCHGLEN	46.70	58.30	11.60	AC	G						100	VG	GD
5	14	OR 205	440	1			FRENCHGLEN - "P" HILL SUMMIT	58.30	60.23	1.93	AC	G						85	GD	GD
5	14	OR 205	440	1			"P" HILL SUMMIT - ROARING SPRINGS	60.23	73.35	12.72	AC	G						100	VG	PR
5	14	OR 78	442	1			JCT HWY 007 - KOA AVE	0.00	0.70	0.70	AC	G						60	FR	GD
5	14	OR 78	442	1			KOA AVE - AIRPORT RD	0.70	3.66	2.96	AC	G						85	GD	GD
5	14	OR 78	442	1			AIRPORT RD - MP 11.2	3.66	11.15	7.49	AC	G						85	GD	GD
5	14	OR 78	442	1			MP 11.2 - MP 19.5	11.15	19.50	8.35	AC	G						80	GD	GD
5	14	OR 78	442	1			MP 19.5 - CRANE	19.50	28.40	8.85	AC	G						85	GD	GD
5	14	OR 78	442	1			CRANE - MP 32.7	28.40	32.70	4.30	AC	G						85	GD	GD
5	14	OR 78	442	1			MP 32.7 - NEW PRINCETON	32.70	37.65	4.95	AC	G						85	GD	GD
5	14	OR 78	442	1			NEW PRINCETON - VIRGINIA VALLEY RD	37.65	47.23	9.58	AC	G						80	GD	GD

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 14

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5	14	OR 78	442	1			VIRGINIA VALLEY RD - MP 52.2	47.23	52.20	4.97	AC	G						85	GD	GD
5	14	OR 78	442	1			MP 52.2 - MALHEUR CO. LINE	52.20	60.88	8.68	AC	G						85	GD	GD
5	14	OR 78	442	1			HARNEY CO. LINE - CROWLEY/RIVERSIDE RD	60.88	65.68	4.80	AC	G						85	GD	GD
5	14	OR 78	442	1			CROWLEY/RIVERSIDE RD - JCT HWY 456	65.68	91.60	25.92	AC	G						95	GD	GD
5	14	US 30	449	1			LIME INTCH (EB OFF RAMP & U-XING)	0.00	0.46	0.46	AC	G						20	VP	PR
5	14	US 30	449	1			LIME INTCH - BURNT RIVER	0.46	2.75	2.29	AC	G						15	VP	VP
5	14	US 30	449	1			BURNT RIVER - NCL HUNTINGTON	2.75	4.96	2.21	AC	G						65	FR	FR
5	14	US 30	449	1			NCL HUNTINGTON - BENSON CREEK INTCH	4.96	10.52	5.56	AC	G						40	PR	PR
5	14	US 30	449	1			BENSON CREEK INTCH (U-XING & EB ON RAMP)	10.52	11.09	0.57	AC	G						75	FR	GD
5	14	US 30	449	2			LIME INTCH (WB ON RAMP)	0.00	0.38	0.38	AC								NR	NR
5	14	US 30	449	2			BENSON CREEK INTCH (WB OFF RAMP)	10.70	11.04	0.34	AC								NR	NR
5	14	OR 201	450	1			NYSSA SECTION	0.02	0.67	0.65	AC	G						50	FR	FR
5	14	OR 201	450	1			NYSSA - NCL ADRIAN	0.67	11.72	11.05	AC	G						80	GD	GD
5	14	OR 201	450	1			NCL ADRIAN - PARMA SPUR	11.72	12.51	0.79	AC	G						80	GD	GD
5	14	OR 201	450	1			PARMA SPUR - HOMEDALE SPUR	12.51	20.11	7.60	AC	G						75	FR	GD
5	14	OR 451	451	1			HWY 007 - VALE	0.03	10.39	10.36	AC	G						20	VP	PR
5	14	OR 453	453	1			JCT HWY 454 - IDAHO ST LINE	0.00	3.19	3.19	AC	G						90	GD	GD
5	14	OR 454	454	1			JCT PARMA SPUR - IDAHO ST LINE	0.00	5.09	5.09	AC	G						90	GD	GD
5	14	OR 201	455	1			OLDS FERRY INTCH (EB OFF RAMP & U-XING)	-0.29	0.25	0.54	AC	G						70	FR	FR
5	14	OR 201	455	1			OLDS FERRY INTCH - SLIDES SECTION	0.25	7.55	7.30	AC	G						60	FR	FR
5	14	OR 201	455	1			SLIDES SECTION	7.55	8.85	1.30	AC	G						50	FR	FR
5	14	OR 201	455	1			ANNEX RD - WEISER SPUR	8.85	11.65	2.80	AC	G						80	GD	GD
5	14	OR 201	455	1			WEISER SPUR - W. PIONEER RD	11.65	19.92	8.27	AC	G						80	GD	GD
5	14	OR 201	455	1			W. PIONEER RD - I-84 WB CONNECTION	19.92	24.99	5.07	AC	G						75	FR	GD
5	14	OR 201	455	1			I-84 WB CONNECTION - WASHINGTON AVE	24.99	25.50	0.51	AC	A	94	43	79	100	93	33	PR	PR
5	14	OR 201	455	1			WASHINGTON AVE - SW 6TH AVE	25.75	27.90	2.15	AC	A	97	87	98	100	94	77	GD	FR
5	14	OR 201	455	1			SW 6TH AVE - CAIRO JCT	29.44	31.81	2.37	AC	A	79	72	99	100	95	66	FR	FR
5	14	OR 201	455	2			OLDS FERRY INTCH (WB ON RAMP)	0.00	0.25	0.25	AC								NR	NR

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2024 PAVEMENT CONDITION BY SECTION - DISTRICT 14

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5	14	US 95	456	1			IDAHO STATE LINE - MP 13.5	0.00	13.50	13.50	AC	A	98	91	97	100	83	74	FR	GD
5	14	US 95	456	1			MP 13.5 - JORDAN VALLEY	13.50	20.15	6.65	AC	A	98	100	98	100	89	87	GD	GD
5	14	US 95	456	1			JORDAN VALLEY SECTION	20.15	20.71	0.56	AC	A	96	97	45	100	98	44	PR	VP
5	14	US 95	456	1			JORDAN VALLEY - JORDAN CREEK	20.71	25.62	4.91	AC	A	91	89	98	100	96	82	GD	GD
5	14	US 95	456	1			JORDAN CREEK - MP 40	25.62	40.00	14.38	AC	A	97	75	100	100	70	53	FR	FR
5	14	US 95	456	1			MP 40 - ROME HILL	40.00	51.50	11.50	AC	A	98	97	100	100	80	78	GD	GD
5	14	US 95	456	1			ROME HILL SECTION	51.50	53.00	1.50	AC	A	95	69	98	100	63	43	PR	FR
5	14	US 95	456	1			OWYHEE R. - JCT HWY 442	53.00	66.20	13.20	AC	A	95	83	99	100	75	62	FR	FR
5	14	US 95	456	1			JCT HWY 442 - MP 75.7	66.20	75.70	9.50	AC	A	96	99	99	100	83	81	GD	GD
5	14	US 95	456	1			MP 75.7 - MP 88.5	75.70	88.50	12.80	AC	A	96	99	100	100	86	85	GD	GD
5	14	US 95	456	1			MP 88.5 - BLUE MTN SUMMIT	88.50	98.65	10.15	AC	A	97	98	100	100	86	83	GD	GD
5	14	US 95	456	1			BLUE MTN SUMMIT - MP 105.4	98.65	105.36	6.71	AC	A	93	100	100	100	100	93	GD	PR
5	14	US 95	456	1			MP 105.4 - MP 110.8	105.36	110.80	5.44	AC	A	97	100	100	100	100	97	VG	GD
5	14	US 95	456	1			MP 110.8 - MCDERMITT	110.80	121.36	10.50	AC	A	93	100	100	100	100	93	GD	FR
5	14		457	1			SNAKE R. PRISON - I-84	0.00	2.09	2.09	AC	G						70	FR	GD
5	14	OR 452	489	1			PARMA SPUR	12.51	15.26	2.75	AC	G						70	FR	GD
5	14	OR 201	490	1			HOMEDALE SPUR	20.11	22.24	2.13	AC	G						70	FR	FR
5	14	US 95	491	1			WEISER SPUR	11.65	13.66	2.01	AC	G						90	GD	GD
5	14	OR 52	492	1			SNAKE RIVER PAYETTE BRIDGE	21.23	21.30	0.07	ST	G							ST	ST
5	14	US 30B	493	1			ONTARIO SPUR (STATEWIDE SCS)	27.37	27.73	0.36	AC	A	91	53	93	100	81	41	PR	PR
5	14	US 30	493	1			ONTARIO SPUR (DISTRICT SCS)	27.73	28.39	0.66	AC	A	94	68	90	100	87	57	FR	FR

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APPENDIX C

2023/2024 PRESERVATION MILEAGE SUMMARY AND PROJECT LISTING

This appendix lists paving and chip seal resurfacing projects completed in 2023 and 2024 under the construction program or through maintenance activities and summarizes mileage by treatment. These projects include new construction, overlay, and chip seal work. This list does not include crack seals, blade patching or intermittent machine patching. The general criteria for including on the list were:

- Treatment is likely to provide 5 or more years of service in fair-or-better condition.
- Non-intermittent treatment over ½ mile in length (urban) or over 1 mile in length (rural).
- Pavement condition rating for pavement management section is improved due to the treatment.

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 MILEAGE TREATED SUMMARY

Mileage per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)

Interstate Mileage Includes Add and Non-Add Direction

CENTERLINE MILES

	BY PROGRAM			BY TREATMENT			TOTAL
REGION	PRESERVATION (Incl. MIM & STIP Chip)	MAINTENANCE (Incl. Fed. Maint.)	OTHER (Mod.,Safety,Bridge, (FLAP,Local,etc.)	RECONSTRUCT (Full Depth)	RESURFACING (Paving, Dia. Grind)	SEAL COAT (Chip Seal)	MILES
1	18.3	0.0	0.0	0.0	18.3	0.0	**18.3**
2	38.8	16.4	4.0	0.4	48.4	10.4	**59.2**
3	32.5	0.0	4.9	0.0	37.4	0.0	**37.4**
4	14.7	54.1	2.0	0.0	8.4	62.4	**70.8**
5	103.4	119.6	41.6	0.0	42.4	222.2	**264.6**
STATEWIDE	**207.7**	**190.1**	**52.5**	**0.4**	**154.9**	**295.0**	**450.3**

LANE MILES

	BY PROGRAM			BY TREATMENT			TOTAL
REGION	PRESERVATION (Incl. MIM & STIP Chip)	MAINTENANCE (Incl. Fed. Maint.)	OTHER (Mod.,Safety,Bridge, (Forest,Local,etc.)	RECONSTRUCT (Full Depth)	RESURFACING (Paving, Dia. Grind)	SEAL COAT (Chip Seal)	LANE MILES
1	57.9	0.0	0.0	0.0	57.9	0.0	**57.9**
2	77.0	33.0	9.2	0.8	97.5	20.9	**119.2**
3	62.5	0.0	11.6	0.0	74.1	0.0	**74.1**
4	30.6	108.8	8.0	0.0	22.1	125.3	**147.4**
5	147.9	241.7	83.2	0.0	72.4	400.4	**472.8**
STATEWIDE	**375.9**	**383.5**	**112.0**	**0.8**	**324.0**	**546.6**	**871.4**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 MILEAGE TREATED SUMMARY

Mileage per April 2024 System Definition (Excl. Connectors, Frontage and Gravel Rds.)

Interstate Mileage Includes Add and Non-Add Direction

CENTERLINE MILES

	BY PROGRAM			BY TREATMENT			TOTAL
REGION	PRESERVATION (Incl. MIM & STIP Chip)	MAINTENANCE (Incl. Fed. Maint.)	OTHER (Mod.,Safety,Bridge, (FLAP,Local,etc.)	RECONSTRUCT (Full Depth)	RESURFACING (Paving, Dia. Grind)	SEAL COAT (Chip Seal)	MILES
1	15.1	1.1	0.0	1.5	11.7	3.0	**16.2**
2	43.0	7.3	0.9	2.9	48.3	0.0	**51.2**
3	33.1	0.0	0.0	0.0	19.6	13.5	**33.1**
4	73.2	35.1	18.3	2.0	42.5	82.1	**126.6**
5	24.5	93.4	0.0	0.0	24.5	93.4	**117.9**
STATEWIDE	**188.9**	**136.9**	**19.2**	**6.4**	**146.6**	**192.0**	**345.0**

LANE MILES

	BY PROGRAM			BY TREATMENT			TOTAL
REGION	PRESERVATION (Incl. MIM & STIP Chip)	MAINTENANCE (Incl. Fed. Maint.)	OTHER (Mod.,Safety,Bridge, (Forest,Local,etc.)	RECONSTRUCT (Full Depth)	RESURFACING (Paving, Dia. Grind)	SEAL COAT (Chip Seal)	LANE MILES
1	33.6	2.2	0.0	6.0	23.7	6.1	**35.8**
2	86.8	14.0	1.9	5.5	97.2	0.0	**102.7**
3	71.1	0.0	0.0	0.0	41.9	29.2	**71.1**
4	149.3	70.2	40.8	8.3	84.2	167.8	**260.3**
5	47.1	186.9	0.0	0.0	47.1	186.9	**234.0**
STATEWIDE	**387.9**	**273.3**	**42.7**	**19.8**	**294.1**	**390.0**	**703.9**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 PROJECT LIST - REGION 1

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
002	1			6.53	12.52	I-84: I-205 - Marine Drive	C15419	STIP	PRESRV	PAVE	3.66	11.03
002	1			13.83	16.67	I-84: I-205 - Marine Drive	C15419	STIP	PRESRV	D. GRIND	2.84	8.50
002	2			5.65	12.52	I-84: I-205 - Marine Drive	C15419	STIP	PRESRV	PAVE	4.57	12.32
002	2			13.83	16.67	I-84: I-205 - Marine Drive	C15419	STIP	PRESRV	D. GRIND	2.84	8.52
026	1			37.19	41.58	US26: Salmon River - Zigzag	C15448	STIP	PRESRV	PAVE	4.39	17.56
										TOTAL MILES TREATED	**18.3**	**57.9**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 PROJECT LIST - REGION 1

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
047	1			57.05	62.34	US26: Glencoe Rd - Cornelius Pass Rd	C15489	STIP	PRESRV	PAVE	5.29	10.58
047	2			57.05	62.34	US26: Glencoe Rd - Cornelius Pass Rd	C15489	STIP	PRESRV	PAVE	5.29	11.00
081	1			20.35	21.86	OR99E: MP 20.35 - SW Berg Pkwy (Canby)	C15395	STIP	PRESRV	RECONSTRUCT	1.51	6.04
140	1			2.38	5.40	OR219 Hillsboro - Farmington Rd Chip Seal	C4371406-300	STIP	PRESRV	CHIP	3.02	6.04
172	1			-0.20	0.38	US211 Eagle Creek/Sandy Hwy	PO-73000-00033493	MAINT	LVR	PAVE	0.58	1.16
172	1			3.90	4.40	US211 Eagle Creek/Sandy Hwy	PO-73000-00033493	MAINT	LVR	PAVE	0.50	1.00
										TOTAL MILES TREATED	**16.2**	**35.8**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 PROJECT LIST - REGION 2

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
001	1			174.84	187.89	I-5: Goshen - Cottage Grove	C15422	STIP	PRESRV	PAVE	13.05	13.05
001	1			250.43	253.72	I-5: N. Santiam - Kuebler	C15436	STIP	PRESRV	PAVE	3.29	8.77
001	2			250.92	253.73	I-5: N. Santiam - Kuebler	C15436	STIP	PRESRV	PAVE	2.81	7.93
009	1			21.12	21.53	US101: Ave A - Ave K (Seaside)	C15397	STIP	MODERN	RECONSTRUCT	0.41	0.82
015	1			21.38	26.58	OR126: Greenwood Dr - Vida	C15431	STIP	PRESRV	PAVE	5.20	11.07
031	1			3.00	4.12	US20: Conifer Blvd to Merloy Ave	C15429	STIP	SAFETY	PAVE	1.12	2.24
031	1			4.81	7.00	US20: Safety upgrades (Albany to Corvallis)	C15309	STIP	SAFETY	PAVE	2.19	5.31
039	1			40.38	43.81	OR18: Oldsville Rd - Ash Rd.	C15442	STIP	PRESRV	PAVE	3.43	7.00
039	1			45.73	50.11	OR18: Oldsville Rd - Ash Rd.	C15442	STIP	PRESRV	PAVE	4.38	13.34
058	1			0.00	0.40	I5 MP 234 Grind and Pave Ramps	B39794W4	MAINT	PPP	PAVE	0.40	0.50
058	2			0.00	0.68	I5 MP 234 Grind and Pave Ramps	B39794W4	MAINT	PPP	PAVE	0.68	0.72
140	1			25.15	27.82	Maintenance Chip Seal	CON04467-103	MAINT	LVR	CHIP	2.63	5.26
140	1			28.29	36.08	Maintenance Chip Seal	CON04467-103	MAINT	LVR	CHIP	7.79	15.57
160	1			16.95	20.47	OR213 MP17.15-MP20.47 Paving (Molalla)	B39790W2	MAINT	DIST	PAVE	3.52	7.04
191	1			5.04	5.93	OR223 Overlay Paving	B39794W1	MAINT	DIST	PAVE	0.89	1.78
210	1			10.07	10.70	NB I5 228 Off-Ramp and OR34 Paving	B39792W1	MAINT	DIST	PAVE	0.52	2.08
226	1			14.10	14.34	OR99: Urban Upgrade (Cottage Grove)	C15355	STIP	SAFETY	PAVE	0.24	0.84
227	1			0.91	3.98	I-105: Willamette R - Pacific Hwy.	C15428	STIP	PRESRV	PAVE	3.07	7.57
227	2			0.91	3.92	I-105: Willamette R - Pacific Hwy.	C15428	STIP	PRESRV	PAVE	3.01	7.45
483	1			46.26	46.48	OR18: Oldsville Rd - Ash Rd.	C15442	STIP	PRESRV	PAVE	0.22	0.44
483	2			46.11	46.48	OR18: Oldsville Rd - Ash Rd.	C15442	STIP	PRESRV	PAVE	0.37	0.37
										TOTAL MILES TREATED	**59.2**	**119.2**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 PROJECT LIST - REGION 2

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
001	1			191.00	191.74	I-5 MP 189.5-192.2 NB & SB Pave Patching	PO-73000-17901W1	STIP	MIM	PAVE	0.74	0.74
001	1			201.00	203.00	R2 Paving - SB I5 B Lane Paving MP 203-201	PO-73000-17901W2	STIP	MIM	PAVE	2.00	2.00
001	2			189.48	189.97	I-5 MP 189.5-192.2 NB & SB Pave Patching	PO-73000-17901W1	STIP	MIM	PAVE	0.49	0.49
001	2			190.60	190.98	I-5 MP 189.5-192.2 NB & SB Pave Patching	PO-73000-17901W1	STIP	MIM	PAVE	0.38	0.38
001	2			191.60	192.18	I-5 MP 189.5-192.2 NB & SB Pave Patching	PO-73000-17901W1	STIP	MIM	PAVE	0.58	0.58
016	1			58.68	63.75	US20 016 Santiam Hwy MP58.75-MP63.75 Paving	B39794W7	MAINT	LVR	PAVE	5.07	10.14
018	1			48.40	56.01	OR58: Eagle Creek to Salt Creek Tunnel	C15510	STIP	PRESRV	PAVE	7.61	17.29
033	1			24.40	29.33	US20: Eddyville - Cline Hill Sec.	C15503	STIP	PRESRV	PAVE	4.43	8.86
033	1			49.87	50.81	US20: Philomath Couplet	C15402	STIP	PRESRV	RECONSTRUCT	0.94	1.65
033	1	Z	2	50.72	50.79	US20: Philomath Couplet	C15402	STIP	PRESRV	RECONSTRUCT	0.07	0.14
033	2			49.87	50.79	US20: Philomath Couplet	C15402	STIP	PRESRV	RECONSTRUCT	0.92	1.69
058	1			19.31	20.24	OR99E: American Drive to south city limit (Halsey) phase 1	C15367	STIP	MODERN	RECONSTRUCT	0.93	1.96
069	1			2.22	4.38	OR569: Green Hill Rd. - Coburg Rd. (Eugene)	C15364	STIP	PRESRV	PAVE	2.16	6.48
092	1			37.25	46.65	US30: MP37.25-MP46.65 Paving	PO-73000-00034339	STIP	PRESRV	PAVE	9.30	18.84
102	1			80.92	82.54	OR47 MP 80.4 - MP 82.6 Paving	PO-73000-17903W4	MAINT	LVR	PAVE	1.62	3.20
102	2			80.60	81.21	OR47 MP 80.4 - MP 82.6 Paving	PO-73000-17903W4	MAINT	LVR	PAVE	0.61	0.61
162	1			39.55	46.00	OR22: Big Cliff Dam - Mongold Slide	C15495	STIP	PRESRV	PAVE	6.45	13.80
215	1			12.90	19.81	OR126: Linn County Line - Old McKenzie Highway	C15519	STIP	PRESRV	PAVE	6.91	13.82

TOTAL MILES TREATED 51.2 102.7

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 PROJECT LIST - REGION 3

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
001	1			11.44	19.05	I-5: North Ashland - South Ashland	C15433	STIP	PRESRV	PAVE	7.61	15.63
001	1			36.13	36.58	Pacific Hwy Interstate 5 Mp 36-36.4 Grinding and Paving	B40011	STIP	MIM	PAVE	0.45	0.45
001	1			81.44	87.36	I-5: Azalea - Glendale	C15425	STIP	PRESRV	PAVE	5.92	11.84
001	1			141.30	143.00	2023 District 7 North Douglas MIM Paving	B39743	STIP	MIM	PAVE	1.70	1.70
001	2	Z	1	11.44	11.47	I-5: North Ashland - South Ashland	C15433	STIP	PRESRV	PAVE	0.03	0.06
001	2			11.47	19.05	I-5: North Ashland - South Ashland	C15433	STIP	PRESRV	PAVE	7.58	15.42
001	2			36.13	36.58	Pacific Hwy Interstate 5 Mp 36-36.4 Grinding and Paving	B40011	STIP	MIM	PAVE	0.45	0.45
001	2			81.44	89.54	I-5: Azalea - Glendale	C15425	STIP	PRESRV	PAVE	8.10	16.20
038	1			15.55	19.20	Oregon Caves Highway (OR 46) Restoration		WFL	FLAP	PAVE	3.65	7.30
063	1			0.41	1.63	OR99: I-5 to Scenic Ave	C15409	STIP	SAFETY	PAVE	1.22	4.33
063	1			23.66	24.12	I-5: North Ashland - South Ashland	C15433	STIP	PRESRV	PAVE	0.46	0.46
063	2			23.84	24.11	I-5: North Ashland - South Ashland	C15433	STIP	PRESRV	PAVE	0.27	0.27
										TOTAL MILES TREATED	**37.4**	**74.1**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 PROJECT LIST - REGION 3

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
009	1			300.03	301.45	US101: Garrison Slough - Cemetery Lp Rd (Port Orford)	C15322	STIP	PRESRV	PAVE	1.25	2.59
025	1			29.44	36.03	OR42: Lookingglass-Benedict/US199: Applegate - CA Project	B39775	STIP	PRESRV	PAVE	6.47	14.06
025	1			36.03	41.69	OR42: Lookingglass-Benedict/US199: Applegate - CA Project	B39775	STIP	PRESRV	CHIP	5.66	12.09
035	1			63.82	71.66	OR42: Lookingglass-Benedict/US199: Applegate - CA Project	B39775	STIP	PRESRV	CHIP	7.84	17.06
045	1			38.19	39.73	OR38: Hancock Mountain - Hardscrabble Creek Section	PO-73000-00036198	STIP	PRESRV	PAVE	1.54	3.52
045	1			39.93	50.25	OR38: Hancock Mountain - Hardscrabble Creek Section	PO-73000-00036198	STIP	PRESRV	PAVE	10.32	21.75
										TOTAL MILES TREATED	**33.1**	**71.1**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 PROJECT LIST - REGION 4

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
005	1			0.32	0.61	OR 19 Arlington Paving	B39856	MAINT	PPP	PAVE	0.29	0.58
005	1			23.03	37.79	Maintenance Chip Seal	M0111202-028	MAINT	LVR	CHIP	14.76	29.52
005	1			57.74	59.31	Maintenance Chip Seal	M1351265-011	MAINT	LVR	CHIP	0.60	1.20
017	1			14.30	17.40	US20: Tumalo - Cooley Rd. (Bend)	C15407	STIP	PRESRV	PAVE	3.10	7.53
017	1			18.99	20.99	US20: Mervin Samples - Greenwood (3rd St, Bend)	C15293	STIP	OPSSI	PAVE	2.00	8.00
021	1			44.17	50.06	Maintenance Chip Seal	M0181220-008	MAINT	LVR	CHIP	5.89	11.78
021	1			52.17	53.65	Maintenance Chip Seal	M0181220-008	MAINT	LVR	CHIP	1.48	2.96
044	1			0.30	14.20	Maintenance Chip Seal	M0331221-007	MAINT	LVR	CHIP	13.90	28.41
049	1			12.40	15.40	US395 MP 13.0 - 15.0 Lakeview Burns Hwy Paving	B39870	MAINT	LVR	PAVE	3.00	6.00
050	1			6.24	13.55	OR 39 Chip Seal Matney - CA State Line	B39336	STIP	PRESRV	CHIP	7.31	14.62
050	1			14.55	16.51	OR 39 Chip Seal Matney - CA State Line	B39336	STIP	PRESRV	CHIP	1.96	3.92
290	1			0.00	8.28	Maintenance Chip Seal	M0111203-010	MAINT	LVR	CHIP	8.28	16.56
291	1			36.70	42.95	Maintenance Chip Seal	M1351265-011	MAINT	LVR	CHIP	5.89	11.78
426	1			16.51	18.80	OR 39 Chip Seal Matney - CA State Line	B39336	STIP	PRESRV	CHIP	2.29	4.58
										TOTAL MILES TREATED	**70.8**	**147.4**

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 PROJECT LIST - REGION 4

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
002	2			109.05	111.10	I-84 Inlay Paving MP 109 – MP 112	PO-73000-00038090	STIP	MIM	PAVE	2.05	2.05
004	1			133.60	135.62	US97 and US20 Bend North Corridor	C15292	STIP	MODERN	NEW ALIGNMENT	2.02	8.28
004	1			185.66	194.65	US97 SCL Crescent - Willamette Hwy Junction Sec.	B40355	STIP	PRESRV	PAVE	8.99	20.12
005	1			7.21	11.98	Maintenance Chip Seal	CON04467-171	MAINT	LVR	CHIP	4.77	9.54
005	1			38.65	44.50	Maintenance Chip Seal	CON04467-168	MAINT	LVR	CHIP	5.85	11.70
007	1			5.05	12.45	US20: Powell Butte - Hampton Chip Seal	C4371407-300	STIP	PRESRV	CHIP	7.40	14.80
007	1			22.20	33.00	US20: Powell Butte - Hampton Chip Seal	C4371407-300	STIP	PRESRV	CHIP	10.80	21.60
015	1			77.30	92.22	OR242: McKenzie Pass Pavement Preservation	C15459	WFL	FLAP	PAVE	14.74	29.48
017	1			17.40	18.20	US97 and US20 Bend North Corridor	C15292	STIP	MODERN	PAVE	0.80	1.50
017	2			17.43	18.20	US97 and US20 Bend North Corridor	C15292	STIP	MODERN	PAVE	0.77	1.53
042	1			27.38	56.38	US97: Grass Valley - Shaniko Chip Seal	C4371408-100	STIP	PRESRV	CHIP	28.83	61.23
044	1			0.18	0.30	US26: Wapinitia Junction - Warm Springs River	C15486	STIP	PRESRV	PAVE	0.12	0.18
044	2			0.17	0.28	US26: Wapinitia Junction - Warm Springs River	C15486	STIP	PRESRV	PAVE	0.11	0.11
053	1			70.70	85.22	US26: Wapinitia Junction - Warm Springs River	C15486	STIP	PRESRV	PAVE	14.46	28.51
053	2			71.13	71.58	US26: Wapinitia Junction - Warm Springs River	C15486	STIP	PRESRV	PAVE	0.45	0.74
291	1			23.11	37.50	Maintenance Chip Seal	CON04467-170	MAINT	LVR	CHIP	14.02	28.04
360	1			0.09	10.55	Maintenance Chip Seal	M1161267-019	MAINT	LVR	CHIP	10.46	20.92

TOTAL MILES TREATED 126.6 260.3

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2023 PROJECT LIST - REGION 5

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
002	1			167.90	174.35	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	6.45	12.90
002	1			179.87	182.56	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	2.69	5.38
002	1			186.00	203.28	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	17.28	35.02
005	1			131.26	153.92	Maintenance Chip Seal	CON04467-067	MAINT	LVR	CHIP	22.59	45.18
005	1			175.65	191.19	Maintenance Chip Seal	ON04467-042 & 06	MAINT	LVR	CHIP	15.50	33.57
006	1			297.08	313.62	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	16.54	16.54
006	1			327.45	330.60	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	3.15	3.15
006	1			342.17	342.84	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.67	0.67
006	1			343.03	343.63	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.60	0.60
006	1			343.66	344.15	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.49	0.98
006	1			344.18	345.77	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	1.59	1.59
006	1			345.85	346.24	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.39	0.78
006	2			217.77	225.84	I-84: Emigrant Hill - Meacham (west-bound)	C15437	STIP	PRESRV	PAVE	7.42	7.42
006	2			232.90	237.92	I-84: Emigrant Hill - Meacham (west-bound)	C15437	STIP	PRESRV	PAVE	5.02	5.02
006	2			297.08	313.56	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	16.48	16.48
006	2			318.36	324.67	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	6.31	6.31
006	2	Z	1	324.61	324.67	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.06	0.06
006	2			324.67	330.61	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	5.94	5.94
006	2			342.13	342.80	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.67	0.67
006	2			343.00	343.61	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.61	0.61
006	2			343.64	344.12	I-84: Baldock Slough - Huntington Pavement Seal	C15421	STIP	PRESRV	CHIP	0.48	0.96
008	1			0.50	4.07	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	3.57	8.64
008	1			20.38	26.93	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	6.55	17.28
028	1			99.74	120.22	Maintenance Chip Seal	CON04467-066	MAINT	LVR	CHIP	20.06	40.12
071	1			0.00	9.55	Maintenance Chip Seal	CON04467-069	MAINT	LVR	CHIP	9.55	19.10
321	1			0.00	40.96	Maintenance Chip Seal	CON04467-060	MAINT	LVR	CHIP	40.87	81.74
330	1			-1.31	-1.03	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	0.28	0.51
330	2			-1.31	-1.12	US730/OR11 Chip Seals	B39642	STIP	PRESRV	CHIP	0.19	0.38
340	1			0.00	9.90	OR203: Union to Catherine Creek	C15424	WFL	FLAP	PAVE	9.76	19.52
340	1			11.40	12.90	OR203: Union to Catherine Creek	C15424	WFL	FLAP	PAVE	1.50	3.00
342	1			0.00	11.00	Maintenance Chip Seal	CON04467-052	MAINT	LVR	CHIP	11.00	22.00
440	1			40.69	46.70	OR205: Junction of Steens Hwy - Roaring Springs	C15423	WFL	FLAP	PAVE	6.01	12.02
440	1			46.70	58.30	OR205: Junction of Steens Hwy - Roaring Springs	C15423	WFL	FLAP	CHIP	11.60	23.20
440	1			60.23	73.35	OR205: Junction of Steens Hwy - Roaring Springs	C15423	WFL	FLAP	PAVE	12.72	25.44

TOTAL MILES TREATED 264.6 472.8

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT PRESERVATION AND REHABILITATION

2024 PROJECT LIST - REGION 5

RD ID	RW	MT	OV	BMP	EMP	PROJECT NAME	CONTRACT	FUND	PROGRAM	TREATMENT	LEN	LM
005	1			105.20	105.58	Maintenance Chip Seal	CON04467-141	MAINT	LVR	CHIP	0.34	0.68
006	1			259.32	260.24	I-84: Oro Dell Intchge. - 2nd St. (La Grande) Section	PO-73000-00031693	STIP	MIM	PAVE	0.92	0.92
006	2			259.47	260.36	I-84: Oro Dell Intchge. - 2nd St. (La Grande) Section	PO-73000-00031693	STIP	MIM	PAVE	0.89	0.89
028	1			16.00	23.64	Maintenance Chip Seal	CON04467-138	MAINT	LVR	CHIP	7.64	15.28
028	1			23.64	36.00	Maintenance Chip Seal	CON04467-139	MAINT	LVR	CHIP	12.36	24.72
036	1			20.26	30.70	Maintenance Chip Seal	CON04467-137	MAINT	LVR	CHIP	10.44	20.88
066	1			15.00	32.34	Maintenance Chip Seal	CON04467-114	MAINT	LVR	CHIP	17.34	34.68
330	1			10.50	21.05	Maintenance Chip Seal	CON04467-112	MAINT	LVR	CHIP	10.45	20.90
402	1			0.00	23.29	Maintenance Chip Seal	CON04467-141	MAINT	LVR	CHIP	23.29	46.58
402	1			23.29	34.88	Maintenance Chip Seal	CON04467-140	MAINT	LVR	CHIP	11.59	23.18
456	1			98.65	121.36	US95: Idaho State Line - McDermitt	C15469	STIP	PRESRV	PAVE	22.65	45.30
										TOTAL MILES TREATED	**117.9**	**234.0**

APPENDIX D

COMPUTATION OF CONDITION INDICES

This appendix describes the process used to compute the Condition Index values that define the pavement condition rating for the section. The general equation format, coefficient and exponent for each distress, and example calculations are included.

This procedure, which determines an overall condition index and a corresponding pavement condition rating for each pavement management section, was first utilized in the 1993 survey and is still in use today. Highways rated in accordance with the Distress Survey procedure are broken into small sampling segments (standard length of 0.1 mile) for collection of the distress data. A 100% sampling rate is collected, except where the 0.1-mile segments cannot be rated, typically on bridges or due to construction or safety issues. Index values are determined for each 0.1 mile segment, then all 0.1 mile segments falling within the beginning and ending boundaries of a pavement management section are aggregated together to determine the index values and corresponding condition rating for the section. The following six indexes are calculated:

1. Rut Index (RUT INDX)
2. Fatigue Index (FAT INDX)
3. Patch Index (PAT INDX)
4. Ravel Index (RAV INDX)
5. No Load/Environmental Index (ENV INDX)
6. Overall Index (OVL INDX)

The index values are a function of distress type, severity, and quantity present in the pavement surface. Larger index values indicate better pavement conditions. For example, a new pavement with no distress is assigned an index value of 100. The first five index values (Rut, Fatigue, Patch, Ravel, and No Load) are combined into Overall Index values, based on the pavement type. The Overall Index values for the pavement management section defines the pavement condition category as discussed under Survey Procedures in this report.

Data collection equipment and technology continues to evolve. A number of changes were made to the index calculation coefficients/exponents in 2022 to improve index calculations and reduce negative impacts from rating errors. Further refinements have been made in 2024, which are described below and highlighted in the tables in this appendix.

Determination of 0.1 mile Indices

Rut Index

The rutting index is calculated from a linear formula based on average rut depth for the 0.1-mile segment. The formula is the same for all pavement types (AC, JCP and CRCP). In 2022 and prior years, the greater of these left or right wheel path rut values was used as the overall rut value for the 0.10-mile segment. This was because older rut depth measurement technologies tended to underestimate the rut depth. For 2024 and beyond, the average of left and right wheel path rut is now used to be consistent with the way HPMS reports rut depth and is also appropriate with the deeper rut measurements resulting from current

data collection equipment and technology. The "int" in the formula means the value inside the parentheses is truncated to an integer value.

$$Rut_{SEGi} = \frac{Rut\_L_{SEGi} + Rut\_R_{SEGi}}{2}$$

Where:

- Rut_{SEGi} is rut depth reported for the segment 'i' in inches
- Rut_L_{SEGi} is the average rut depth of the left wheel path in inches
- Rut_R_{SEGi} is the average rut depth of the right wheel path in inches

$$\begin{aligned}
&If:\ Rut_{SEGi} < 0.125", && Rut\ Index = 100\\
&If:\ 0.125 \leq \mathrm{Rut_{SEGi}} \leq 0.25, && Rut\ Index = \mathrm{Int}(100 - 40 * (Rut_{SEGi} - 0.125))\\
&If:\ 0.25 < \mathrm{Rut_{SEGi}} \leq 1, && Rut\ Index = \mathrm{Int}(95 - 100 * (Rut_{SEGi} - 0.25))\\
&If:\ Rut_{SEGi} > 1", && Rut\ Index = 20
\end{aligned}$$

Rut Index Equations

Non-Rut Indices

Pavement distresses collected for each 0.10-mile segment are categorized by distress type (fatigue cracking, transverse cracking, longitudinal cracking, etc.), severity (sealed, low, moderate, or high), and quantity. An index factor that ranges from 0.0 to 1.0 is computed for each distress type at each severity level present using Equation (1) as follows:

$$Factor(typeX)_{(severityY)} = 1.00 - A \times \left(\frac{Measured\ Distress}{Maximum\ Distress}\right)^{B}$$

Equation (1)

The coefficient *A* and exponent *B* represent the relative impact of the type and severity of each distress. These values control the sensitivity of the index factor to the 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 can occur in a standard 0.1-mile section have been established for each of the distress type (e.g., 1,056 LF max. per tenth-mile section for fatigue cracking).

The coefficient *A* can range in value from 0.0 to 1.0 and establishes the maximum percentage deduction from 1.0 for 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 0.0 to 1.0 and sets the curvature or slope of the equation, which controls the relative effect of quantity changes for a particular distress type. When *B* = 1.0, the equation generates a straight line with slope *A*, and the index factor 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. For bleeding distress on asphalt pavement, there are no severity levels and the B coefficient is always equal to 1.

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; however a 4th severity level was added in 2022 for sealed fatigue, transverse, and longitudinal cracks on asphalt pavements. Formerly, sealed cracks were rated at the low severity level. 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 (sealed) + Fatigue (low) + Fatigue (mod) + Fatigue (high) ≤1,056 LF).

After computing index factors for each distress severity and distress type using Equation (1), a composite index factor is calculated for each distress type by using Equation (2). This equation calculates the weighted average of the index factors for each severity within a given distress type based on measured quantities for severity.

$$Factor(typeX) = \frac{[(factor(typeX) \times quantity)_{sev.1} + (factor(typeX) \times quantity)_{sev.2} + (factor(typeX) \times quantity)_{sev.3}]}{quantity_{sev.1} + quantity_{sev.2} + quantity_{sev.3}}$$

Equation (2)

The index factors from Equations (1) and (2) are used in the calculations for fatigue index, patching index, and overall index for all pavement types. For asphalt pavements, the raveling index and no load (environmental) index are also calculated.

When the *B* exponent is 0.5 or higher and more than one severity level of distress is present, the weighted average composite index factor may be higher than it would have been if the same distress quantity had been rated at one severity level, which is counterintuitive. For example, asphalt transverse cracking uses a *B* exponent of 0.5 and the weighted composite factor for 6 low and 3 medium transverse cracks is 0.86 whereas it would have been 0.85 for 9 low transverse cracks. Because of these inconsistencies, a slight modification to Equation (1) is used for transverse cracking in asphalt pavement, and corner breaks and transverse cracked slabs in jointed concrete pavement, which all have a *B* exponent of 0.5. The modification uses the cumulative quantity of all severities equal to or greater than the severity being calculated in the formula. For the transverse crack example above, the weighted composite factor is 0.84.

$$Factor(typeX)_{(low\ sev.)} = 1.00 - A \times \left(\frac{Meas.Distress_{(low\ sev.)} + Meas.Distress_{(mod.\ sev.)} + Meas.Distress_{(high\ sev.)}}{Maximum\ Distress}\right)^{B}$$

$$Factor(typeX)_{(mod.\ sev.)} = 1.00 - A \times \left(\frac{Meas.Distress_{(mod.\ sev.)} + Meas.Distress_{(high\ sev.)}}{Maximum\ Distress}\right)^{B}$$

$$Factor(typeX)_{(high\ sev.)} = 1.00 - A \times \left(\frac{Meas.Distress_{(high\ sev.)}}{Maximum\ Distress}\right)^{B}$$

Equation (1m) – use for AC T-Crk, JCP CBrk & Cracked Slabs

A modification to Equation (2) was implemented in 2024 for asphalt concrete fatigue cracking. Prior to 2024, asphalt concrete fatigue cracking had a variable *B* exponent for sealed or low severity that was 0.5 when no moderate or high severity fatigue was present and 0.1 if either moderate or high severity fatigue was present. Now, a fixed *B* exponent is used for sealed and low severity and the composite index factor is now the overall weighted index factor is the lowest of the individual index factors for each fatigue severity. This modification increases the point deduction when significant quantities of moderate or higher fatigue cracking, indicating structural deficient pavement, is present.

$$Composite\ Factor_{(AC\ Fatigue)} = minimum\ of: [Factor_{(low\ sev.)}; Factor_{(mod.\ sev.)}; Factor_{(high\ sev.)}]$$

Equation (2m) – use for AC Fatigue Index

Table D-4 shows how the index factors for each distress are combined together to calculate the condition indices. These calculations are for each 0.1-mile segment. Note that the overall index is unique. First, a non-rut index is determined which multiplies all index factors other than rut together and then this value is compared to the rut index. Whichever is lower becomes the overall condition index for the 0.1-mile segment.

In 2024, the calculation for non-rut index was changed. Formerly, the non-rut index was a straight multiplication of all non-rut index factors together. However, comparison testing with other distress rating procedures such as the ASTM D6433 PCI or Streetsaver™ procedure revealed that a straight multiplication was too severe of a deduction. As a result of extensive simulation testing and comparisons with these other procedures, the index coefficients for AC transverse cracking were reduced slightly and the non-rut index for all pavement types was modified to use an exponent of 0.5 for the patching subindex factor to bring results more in line with these other commonly used rating procedures. Details of how this is done are shown in Table D-4.

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

Distress	Coefficient (*A*)	Exponent (*B*)	Maximum
Fatigue Cracking (Sealed)	0.550	0.50	1,056 LF
Fatigue Cracking (Low)	0.600	0.50	
Fatigue Cracking (Mod)	0.800	0.10	
Fatigue Cracking (High)	1.000	0.10	
Longitudinal Cracking (Sealed)	0.083	1.00	1,584 LF
Longitudinal Cracking (Low)	0.167	1.00	
Longitudinal Cracking (Mod)	0.333	1.00	
Longitudinal Cracking (High)	0.500	1.00	
Transverse Cracks (Sealed)	0.200	0.50	44 EA
Transverse Cracks (Low)	0.300	0.50	
Transverse Cracks (Mod)	0.600	0.50	
Transverse Cracks (High)	0.800	0.50	
Patches (Low)	0.600	0.25	6,336 SF
Patches (Mod)	0.700	0.25	
Patches (High)	0.800	0.10	
Potholes (Low)	0.600	0.10	44 EA
Potholes (Mod)	0.800	0.10	
Potholes (High)	1.000	0.10	
Raveling (Low)	0.200	0.50	1,584 LF
Raveling (Mod)	0.400	0.25	
Raveling (High)	0.600	0.10	
Bleeding (No)	0.000	1.00	N/A
Bleeding (Yes)	0.050	1.00	

Highlighted values indicate changes made for 2024, and as follows:

- The variable *B* exponent for sealed and low severity fatigue cracking was eliminated and changed to a fixed *B* exponent and the overall weighted index factor is now the lowest of the individual index factors for each fatigue severity (Equation 2m). This modification reduces the overall condition score when higher quantities of moderate and high fatigue cracking are present and does a better job of capturing structurally deficient pavements.
- Sealed longitudinal cracking was given its own *A* and *B* coefficient rather than being lumped into low severity. This change slightly reduces the point deduction for sealed longitudinal cracks.
- The *A* coefficients for transverse cracking were reduced slightly. This change, in combination with modifications to how the patching subindex is applied to calculation of the overall index brings the overall condition scores more in line with other PCI-type rating procedures.
- The *B* exponents for patching were changed in 2022 to reduce sensitivity to relatively low patch quantities. This worked well, however some sections with higher patch quantities changed condition from poor to fair. For 2024 the *A* coefficients and the *B* exponent for high patching were adjusted to bring the overall deduction for high quantities of patching back where they historically were, and to increase the sensitivity to patched potholes.

Table D-2. Jointed Concrete Pavement Deduct Coefficients and Exponents

Distress	Coefficient (*A*)	Exponent (*B*)	Maximum
Wheel Path Longitudinal Cracking (Low)	0.500	0.25	1,056 LF
Wheel Path Longitudinal Cracking (Mod)	0.667	0.25	
Wheel Path Longitudinal Cracking (High)	1.000	0.25	
Non-Wheel Path Longitudinal Cracking (Low)	0.500	0.25	1,584 LF
Non-Wheel Path Longitudinal Cracking (Mod)	0.667	0.25	
Non-Wheel Path Longitudinal Cracking (High)	1.000	0.25	
Patches (Low)	0.600	0.25	6,336 SF
Patches (Mod)	0.700	0.25	
Patches (High)	0.800	0.10	
Transverse Cracked Slabs (Low)	0.333	0.50	# Slabs
Transverse Cracked Slabs (Mod)	0.667	0.50	
Transverse Cracked Slabs (High)	1.000	0.50	
Corner Breaks (Low)	0.333	0.50	# Slabs
Corner Breaks (Mod)	0.667	0.50	
Corner Breaks (High)	1.000	0.50	
Shattered Slabs (Low)	0.600	0.10	# Slabs
Shattered Slabs (Mod)	0.800	0.10	
Shattered Slabs (High)	1.000	0.10	

Highlighted values indicate changes made for 2024, and as follows:

- The *A* coefficient for wheel and non-wheel path moderate severity longitudinal cracking on JCP and CRCP pavement was changed from 0.75 to 0.667. This change was done to reduce the deduction because moderate longitudinal cracking (as opposed to high) generally does not lead to a serious pavement performance issue. Also, crack severity is often established subjectively by human raters and is subject to year to year or rater to rater variability from the subjective nature of crack severity assessment.
- The *A* coefficients and *B* exponents for JCP and CRCP patching were changed to match those used for AC pavement. This change was done to increase consistency between pavement types and the effect is a very slight increased deduction for patching on JCP and CRCP pavement.
- The *A* coefficient for low and moderate severity Transverse Cracked Slabs and Corner Breaks on JCP was reduced from 0.50/0.75 to 0.333/0.667. The 0.333/0.667 coefficients are the historic values used for many years and were changed in 2022 in an attempt to increase sensitivity to these distresses. However, these two distresses use *B* exponents of 0.5 and with the modified Equation (1m) which uses the cumulative quantity of severities, the historic *A* coefficient is more appropriate and was returned.

Table D-3. Continuously Reinforced Concrete Pavement Deduct Coefficients and Exponents

Distress	Coefficient (*A*)	Coefficient (*B*)	Maximum
Wheel Path Longitudinal Cracking (Low)	0.500	0.25	1,056 LF
Wheel Path Longitudinal Cracking (Mod)	0.667	0.25	
Wheel Path Longitudinal Cracking (High)	1.000	0.25	
Non-Wheel Path Longitudinal Cracking (Low)	0.500	0.25	1,584 LF
Non-Wheel Path Longitudinal Cracking (Mod)	0.667	0.25	
Non-Wheel Path Longitudinal Cracking (High)	1.000	0.25	
Patches (Low)	0.600	0.25	6,336 SF
Patches (Mod)	0.700	0.25	
Patches (High)	0.800	0.10	
Punchouts (Low)	0.600	0.10	36 EA
Punchouts (Mod)	0.800	0.10	
Punchouts (High)	1.000	0.10	

Highlighted values indicate changes made for 2024, and as follows:

- The *A* coefficient for wheel and non-wheel path moderate severity longitudinal cracking on JCP and CRCP pavement was changed from 0.75 to 0.667. This change was done to reduce the deduction because moderate longitudinal cracking (as opposed to high) generally does not lead to a serious pavement performance issue. Also, crack severity is often established subjectively by human raters and is subject to year to year or rater to rater variability from the subjective nature of crack severity assessment.
- The *A* coefficients and *B* exponents for JCP and CRCP patching were changed to match those used for AC pavement. This change was done to increase consistency between pavement types and the effect is a very slight increased deduction for patching on JCP and CRCP pavement.
- The *B* exponent for low severity punchout was changed in 2022 from 0.10 to 0.50 in an attempt to reduce sensitivity to rating errors. However, two additional rating cycles with the current data collection vendor and previous experience with the former data collection vendor revealed that the previous *B* exponent of 0.10 did a better job at capturing early signs of impending failures in the overall score and pavement rating.

Table D-4. Condition Index Calculations from Index Factors

Pavement Type	Index Name	Index Description	Condition Index Equation
A	RUT	Rut	Rutting * 100
A	FAT	Fatigue	Fatigue Cracking * 100
A	PAT	Patch	Minimum of: • Patching * 100 • Potholes * 100
A	RAV	Ravel	Raveling * 100
A	ENV	No Load	Transverse Cracks * Non-Wheel Path Longitudinal Cracking * 100
A	OVL	Overall	Minimum of: • RUT = Rutting * 100 • NON-RUT, where NON-RUT is the Minimum of: ○ FAT*ENV*RAV*Bld*10^{-6}*(PAT/100)^0.5 ○ PAT*[FAT*ENV*RAV*Bld*10^{-8}]^0.5
J	RUT	Rut	Rutting * 100
J	FAT	Fatigue	Longitudinal Cracking * T-Cracking * Corner Breaks * 100 Where Longitudinal Cracking = Minimum of: • Wheel Path Longitudinal Cracking • Non-Wheel Path Longitudinal Cracking And Where T-Cracking = Minimum of: • Transverse Cracked Slabs • Shattered Slabs
J	PAT	Patch	Patches * 100
J	OVL	Overall	Minimum of: • RUT = Rutting * 100 • NON-RUT, where NON-RUT is the Minimum of: ○ FAT*(PAT/100)^0.5 ○ PAT*(FAT/100)^0.5
C	RUT	Rut	Rutting * 100
C	FAT	Fatigue	Longitudinal Cracking * Punchouts * 100 Where Longitudinal Cracking = Minimum of: • Wheel Path Longitudinal Cracking • Non-Wheel Path Longitudinal Cracking
C	PAT	Patch	Patches * 100
C	OVL	Overall	Minimum of: • RUT = Rutting * 100 • NON-RUT, where NON-RUT is the Minimum of: ○ FAT*(PAT/100)^0.5 ○ PAT*(FAT/100)^0.5

Changes made for 2024 are as follows:

- For the JCP Fatigue Index, the Shattered Slab subindex is no longer combined directly with the other subindices. Instead, it is compared with the subindex for Transverse Cracked Slabs and whatever is lower is used to calculate the Fatigue Index. This change gives more reasonable results for pavements with both transverse cracks and shattered slabs.
- For all pavement types, the calculation for non-rut index was modified to use an exponent of 0.5 for the patching subindex factor to bring overall index results more in line with other PCI-type rating procedures.

Examples

The following examples demonstrate the calculation of the overall condition index for a given 0.1-mile segment. Example 1 shows where distress other than rut controls the overall index. Example 2 shows where rut controls the overall index.

Example 1 (non-rut determines overall index): The field data for an asphalt concrete section from MP 37.8 to MP 37.9 indicates the following distress: 300 linear feet of low severity fatigue cracking, 30 linear feet of moderate severity fatigue cracking, 1000 square feet of low patching and 50 square feet of moderate patching. The rut is ¼". Using Equations (1) and (2) and the appropriate coefficients and exponents from Table D-1, the overall index is computed for the given tenth-mile section as follows:

First, using Equation (1), calculate the index factor for each severity level for each distress type reported in the 0.1-mile segment:

$Factor(fatigue\ cracking)_{(low)}$	$= 1.00 - 0.600 * (300 / 1{,}056)^{0.50}$	$= 0.680$
$Factor(fatigue\ cracking)_{(moderate)}$	$= 1.00 - 0.800 * (30 / 1{,}056)^{0.10}$	$= 0.300$
$Factor(transverse\ cracks)_{(low)}$	$= 1.00 - 0.300 * (8 / 44)^{0.50}$	$= 0.872$
$Factor(patching)_{(low)}$	$= 1.00 - 0.600 * (1000 / 6{,}336)^{0.25}$	$= 0.622$
$Factor(patching)_{(moderate)}$	$= 1.00 - 0.700 * (50 / 6{,}336)^{0.25}$	$= 0.791$
$Factor(rutting)_{(0.25")}$	$= Int\ (95 - 100 * (0.25 - 0.25)) / 100$	$= 0.950$

Since no other detrimental conditions exist, the value for all other indices will be equal to 1.000 as shown in the following example:

$Factor(raveling)_{(low)} = 1.00 - 0.200 * (0 / 1{,}584)^{0.50} = 1.000 - 0.200 * 0.000 = 1.000$

Second, determine the composite fatigue factor as the lowest of the individual fatigue factors:

$Factor(fatigue\ cracking)$	$= Lowest\ of\ [0.680, 0.300]$	$= 0.300$

Third, with two severity levels measured for patching, calculate the composite patching factor using Equation (2):

$Factor(patching)$	$= [(0.622 * 1000) + (0.791 * 50)] / (1000 + 50)$	$= 0.630$

Fourth, using the equations in Table D-4, determine the six condition indices. For the overall index, determine the non-rut index and compare to the rut index. The lower of the two values is the overall condition index for the 0.10 mile segment.

Rut Index	$= 0.950 * 100$	$= 95.0$
Fat Index	$= 0.300 * 100$	$= 30.0$
Pat Index	$= 1.000 * 100$	$= 100.0$
Rav Index	$= 0.872 * 100$	$= 87.2$

Non-Rut Index *= Minimum of:*

- $FAT*ENV*RAV*Bld*10^{-6}*(PAT/100)\text{^}0.5 = 30.0*87.2*100*100*10^{-6}*0.630\text{^}0.5 = 20.8$
- $PAT*[FAT*ENV*RAV*Bld*10^{-8}]\text{^}0.5 = 63.0*[30.0*87.2*100*100*10^{-8}]\text{^}0.5 = \underline{32.2}$

Lowest = 20.8

The Non-Rut Index is 20.8, which is lower than the Rut Index of 95.0, therefore:

Overall Index *= 20.8*

Example 2 (rut determines overall index): The field data for an asphalt concrete section from MP 37.9 to MP 38.0 indicates the following distress: 100 linear feet of low severity fatigue cracking and 6 low severity transverse cracks. The rut is 0.80". Using Equations (1) and (2) and the appropriate coefficients and exponents from Table D-1, the overall index is computed for the given tenth-mile section as follows:

First, using Equation (1), calculate the index factor for each severity level for each distress type reported in the 0.1-mile segment:

Factor(fatigue cracking)$_{(low)}$	*= 1.00 – 0.600 * (100 / 1,056)$^{0.50}$*	*= 0.815*
Factor(transverse cracks)$_{(low)}$	*= 1.00 – 0.300 * (6 / 44)$^{0.50}$*	*= 0.889*
Factor(rutting)$_{(0.8")}$	*= Int (95 -100 * (0.85 - 0.25)) / 100*	*= 0.350*

Since there is only one severity for each distress, there is no need to calculate composite factors using Equation (2). Using the equations in Table D-4, determine the six condition indices.

Rut Index	*= (0.350) * 100*	*= 35.0*
Fatigue Index	*= 0.815 * 100*	*= 81.5*
Patch Index	*= 1.000 * 100*	*= 100*
Ravel Index	*= 1.000 * 100*	*= 100*
No Load Index	*= 0.889 * 100*	*= 88.9*

Non-Rut Index *= Minimum of:*

- *FAT*ENV*RAV*Bld*10^{-6}*(PAT/100)^$^{0.5}$ = 81.5*88.9*100*100*10^{-6}*1.00^$^{0.5}$ = 72.5*
- *PAT*[FAT*ENV*RAV*Bld*10^{-8}]^$^{0.5}$ = 100*[81.5*88.9*100*100*10^{-8}]^$^{0.5}$ = <u>85.1</u>*

Lowest = 72.5

The Non-Rut Index is 72.5, which is higher than the Rut Index of 35.0, therefore:

Overall Index *= 35.0*

Aggregating 0.1-mile Indices to Pavement Management Section

The condition indices for the 0.10-mile segments are combined together to compute and report condition indices for each Pavement Management Section and determine overall pavement condition category (good, fair, poor, etc.). All 0.10-mile segments falling within the beginning and ending boundaries of a Pavement Management Section are averaged together to determine the reported index values for the section, using Equation (3).

Overall Index for Pavement Management Section with n Segments

$$= \frac{\sum_{i=1}^{n}[(Overall\ Index\ for\ segment\ i) \times (length\ of\ segment\ i)]}{\sum_{i=1}^{n}[length\ of\ segment\ i]}$$

Equation (3)

Segments marked for exclusion due to collection issues (e.g. detour, out of lane or lane shift, or compromised data due to speed limitations or other factors) are not included in the section average calculations.

The following example demonstrates the calculation of the overall index for a given Pavement Management Section.

Example 3 (overall index of pavement management section): Assume the two 0.1 mile segments from the above examples are 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:

MP37.5 – MP 37.6 Overall Index = 100 (No distress)
MP37.6 – MP 37.7 Overall Index = 100 (No distress)
MP37.7 – MP 37.8 Overall Index = 100 (No distress)
MP37.8 – MP 37.9 Overall Index = 20.8 (Example 1 – non-rut index determines overall index)
MP37.9 – MP 38.0 Overall Index = 35.0 (Example 2 – rut index determines overall index)

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

*(100 * 0.1 + 100 * 0.1 + 100 * 0.1 + 20.8 * 0.1 + 35.0 * 0.1) / (0.5) = 71.2*

This Pavement Management Section would be rated as fair

Note that this example was designed to illustrate how the overall index is determined. Typically it is unusual to find a Pavement Management Section with such a severe difference between 0.1-mile sections.