

Pavement condition: Percent of pavement centerline miles rated “fair” or better out of total centerline miles in the state highway system

Our strategy

The goal of the ODOT pavement preservation program is to keep highways in the best condition possible with available funding, by taking a life-cycle cost approach to preservation and maintenance. The most cost-effective strategy is to apply preservation treatments to keep highways out of “poor” condition, which extends pavement life at a reduced resurfacing cost.

About the target

A higher percentage of miles in good condition translates to smoother roads and lower pavement and vehicle repair costs. Prior to 2014, the long term target was set at 78 percent “fair” or better. The legislature increased the target to 87 percent for 2014

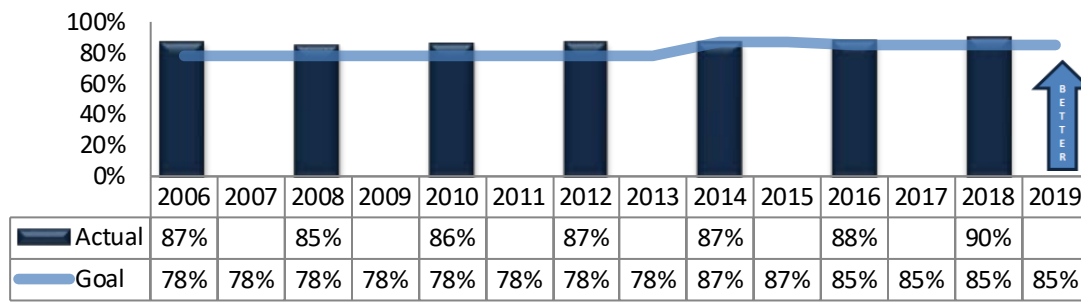
and 2015 and subsequently reduced the target to 85 percent starting in 2016. Pavement conditions are measured every two years and the 2020 data will be available in February 2021.

How we are doing and how we compare

Thanks to ODOT’s asset management and investment strategies, pavement condition over the last few years has ranged between 85 and 90 percent “fair” or better. Pavement conditions are currently above target. ODOT’s pavement strategy is focused on preserving the interstate first, and a full 98% of Oregon’s interstate highway miles are in fair or better condition.

Each state uses their own procedures for classifying pavement defects and assessing structural and functional pavement conditions. Currently, the only national standard available for comparing highway pavement conditions nationwide is pavement smoothness, which is one indicator of pavement condition. A smoothness comparison between Oregon and our neighboring states of California, Idaho, Washington, and Nevada based on 2017 Highway Statistics data, which is the most recent comparison, <https://www.fhwa.dot.gov/policyinformation/statistics/2018/hm64.cfm>

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Fact

Pavement funding levels provide about one-half of the actual need for pavement preservation and major repairs.

Pavement Condition, cont.

shows that Oregon's pavement is on par with Idaho and Nevada and better than California and Washington and also better than the nationwide average. Recent federal legislation implemented new pavement performance measures for interstate and national highway system (NHS) highways using cracking, rutting, and faulting in addition to smoothness. States are just beginning to report using these measures and comparative data are not yet available.

Factors affecting results and what needs to be done

Overall pavement conditions have improved due to additional pavement projects programed from higher than anticipated Fixing America's Surface Transportation (FAST) Act funding and from early delivery of Keep Oregon Moving (HB 2017) funded pavement projects. These investments will keep pace with pavement deterioration and sustain the pavement condition measure over the next two to four years.

Over the long term, our pavement programs are underfunded, which will lead to a decline in conditions. An estimated \$200 million per year is needed to repair the backlog of high cost poor and very poor highways, while keeping the remaining state highways in

"fair or better" condition. This funding level would support 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.



Pavement funding levels over the last few years have averaged over \$140 million per

year, but after 2020 are at about \$107 million per year. This pavement funding level provides about one-half of the actual need for pavement preservation and major repairs.

Pavement resurfacing treatments typically last 10 to 20 years, but pavement funding will only be able to pave each section of road on average only once every 35 years or longer—far beyond the optimal timeframe. ODOT estimates that by 2035, the proportion of pavement in poor or worse condition will reach 35%. This will result in diminished safety, as well as higher vehicle repair costs as Oregonians travel on rutted and deteriorated roads. As road conditions deteriorate, thicker paving and/or complete

replacement will become necessary at a higher cost than what would be required to simply maintain them in fair or better condition. In the long run, Oregonians will pay more to rehabilitate this failed pavement than it would have cost to keep it in good condition.

About the data

Pavement conditions are measured via a combination of automated equipment and visual assessment. Rigorous checks are made on the data to ensure integrity. Conditions are measured and reported every two years on even numbered years. Our Pavement Condition Report provides detailed pavement condition data and statistical summaries across various parts of the highway system and is available online at <http://www.oregon.gov/ODOT/Construction/Pages/Pavement-Condition-Reports.aspx>

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Data source

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