



# CITY AND COUNTY

Guide for bridge and pavement condition reporting





# *You've got to report on your bridge and pavement conditions —* **Now what?**

Here at ODOT, we're pros at evaluating pavement conditions. So are some of you in cities and counties! Others of you have never done this before and do not have the resources to become experts. To help us all meet the expectations in HB 2017, Section 11, we've developed this brief guide and a helpful video.

## **What's required?**

Section 11 of [House Bill 2017](#), Keep Oregon Moving, requires the Oregon Transportation Commission, in coordination with counties and cities, to develop a set of uniform standards for describing and reporting on the condition of the transportation infrastructure owned by the state, counties and cities. It requires the following:

- The infrastructure must include pavement and bridges.
- Every city and county must submit the report to ODOT by February 1 of each odd-numbered year, starting in 2019.
- The reports are to be posted on an ODOT transparency and accountability website.
- Any city or county that doesn't file a report may not receive any payments from the State Highway Fund until the report is filed.

The Oregon Transportation Commission adopted standards supported by cities and counties in 2018. To make this mandate easier to meet and focus on the most important routes, the standards require cities and counties to report only on the conditions of paved federal-aid roadways within their jurisdictional responsibility. Local agencies without any paved federal-aid roads will check a box on the report documenting they have no federal-aid roadways in their jurisdictions and report on their Certified Road Mileage.

## **Pavement Reporting:**

### **It's as easy as 1, 2, 3!**

In order to make reporting easy, we've boiled it down to three easy steps.

1. **Check the map:** Use the maps linked below to find your federal-aid roads that you have to report on. If you don't have any federal-aid roads, skip to step 3.
2. **Go survey:** Use the tools and examples in this document to rate pavement conditions as good, fair, or poor. We've also [produced a video](#) to help you visualize the process. For bridges, ODOT will post your bridge condition data online.
3. **Report:** Enter your summary pavement and bridge condition data in an online form ODOT is creating. If your city or county doesn't have any federal-aid roads, click the box showing that you have sent us your Certified Road Mileage.

## **How do I find my federal-aid roadways?**

Visit the [road condition resource page](#) to find out which roads to report on using the interactive map and Excel file.

**Paved roadways** are defined as hard surfaced roadways consisting of jointed Portland cement concrete, asphalt concrete or bituminous surfacing (oil mat surfacing).

Unimproved, gravel, brick or stone roadways are excluded from reporting requirements.

## **How will I survey my pavement conditions?**

Don't put it off! Pavement needs to be dry in order to get good results. Be sure to collect your pavement data this summer or fall, before rain or snow arrives. You can use whatever collection process works best for you as long as you are able to report pavement condition as good, fair and poor. Attachment A shows photos and descriptions of the three condition categories. You can also [view a video](#) describing these categories.

## **How will I report pavement conditions?**

We will provide a website with a secure and easy-to-use report form. The form will ask for total centerline mileage of paved federal-aid roadway within your agency's jurisdiction, as well as a breakdown of pavement graded as good, fair and poor. If [your city](#) or county isn't responsible for any federal-aid roadways, you must report that you have zero miles and check the box to tell us you have submitted your agency's [Certified Mileage total to the ODOT Road Inventory and Classification Unit](#).

## **Bridge Reporting: How will I get bridge data?**

Local governments must also report information on the condition of their eligible bridges, whether they are on federal-aid highways or not. ODOT maintains bridge condition data; the [data is available online](#). The report includes the conditions of local bridges and lists individual bridges by jurisdiction with the condition of each bridge.

## **How will I report bridge conditions?**

Using the [local bridge condition report](#) as a resource, you'll fill in the number of bridges in your jurisdiction and the total number of bridges each category: good, fair, poor. You'll also have a space to provide additional information if needed.

The website and report form will be available toward the end of 2024. We will notify cities and counties when the form is ready.

If you have questions, email us at [Transparency@odot.oregon.gov](mailto:Transparency@odot.oregon.gov).

## ATTACHMENT A

### Good

#### Asphalt

##### How does it look?

- Pavement is stable, with a new or lightly worn appearance.
- Minor cracking may be present, but cracks are generally less than  $\frac{1}{4}$ " wide or are well sealed.
- May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no areas that are breaking up into smaller pieces.
- No noticeable material from underneath the road surface has moved.
- There may be minor patching.

##### How is the ride?

- Good riding qualities.
- Rutting may be present but is generally less than  $\frac{1}{2}$ ".

#### Concrete

##### How does it look?

- Original surface texture may be worn in wheel tracks exposing some coarse gravel.
- An occasional crack, but cracks are tight.
- There is no concrete break up.
- There are no sections that are higher/lower than others at the joint. There may be places where sections are higher or lower but they are less than  $\frac{1}{8}$ ".

##### How is the ride?

- Ride qualities are good.
- Rutting may be present but is generally less than  $\frac{1}{2}$ ".



## ATTACHMENT A

### Fair

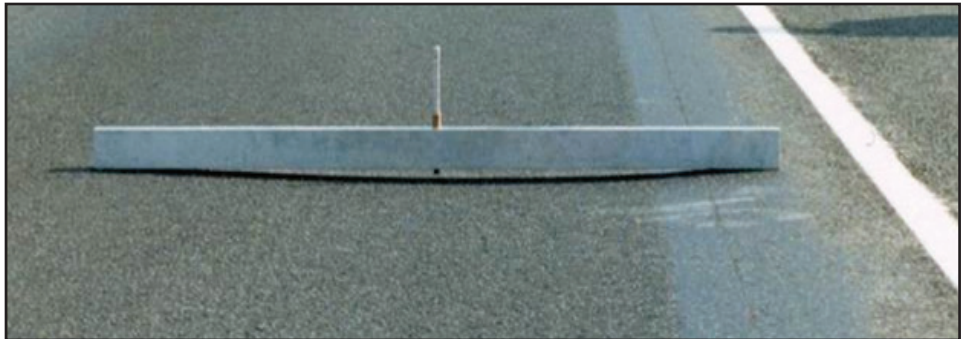
#### Asphalt

##### How does it look?

- Pavement structure is generally stable with only minor areas of structural weakness or deterioration evident.
- Cracks, if present, have widths generally less than  $\frac{3}{4}$ ".
- Wheel paths may have wide-spread, but not continuous, cracking with no or only a few interconnecting cracks and no break up or places where the surface underneath has moved.
- Interconnected cracks forming complete patterns, or with break up or movement, are very small localized areas and not representative of the rest of the section.
- The pavement may be patched but not excessively.

##### How is the ride?

- Although riding qualities are good, deformation is more pronounced and easily noticed.
- Rutting may be present but is less than  $\frac{3}{4}$ ".



#### Concrete

##### How does it look?

- A few concrete panels may have cracks, corner breaks, or divided slabs with no more than minor break up or areas above or below the surface at the cracks.
- Patches made of concrete material may be present and are in good condition.

##### How is the ride?

- There may be sections that are higher/lower than others at the joints, but the ride is still good.
- Rutting may be present but is less than  $\frac{3}{4}$ ".



## ATTACHMENT A

### Poor

#### Asphalt

##### How does it look?

- Areas of instability, structural deficiency, or advanced pavement deterioration are frequent.
- Large crack patterns, heavy and numerous patches, potholes, or deformation is very noticeable.

##### How is the ride?

- Riding qualities range from acceptable to poor.
- Rutting, if present, is generally greater than  $\frac{3}{4}$ ".



#### Concrete

##### How does it look?

- Many concrete panels exhibit large cracks, corner breaks, or divided slabs.
- Some joints and cracks show loss of support from underneath.
- Patches may be present and are deteriorated or made of non-concrete material.
- Places where parts of the road rise above or below the road surface have a major effect on ride quality.

##### How is the ride?

- Ride qualities range from acceptable to poor.
- Rutting, if present, is generally greater than  $\frac{3}{4}$ ".

