

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, at the lowest cost, by taking a preventive approach to maintenance. The most cost-effective strategy is to resurface highways while they are still in “fair” or better 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.

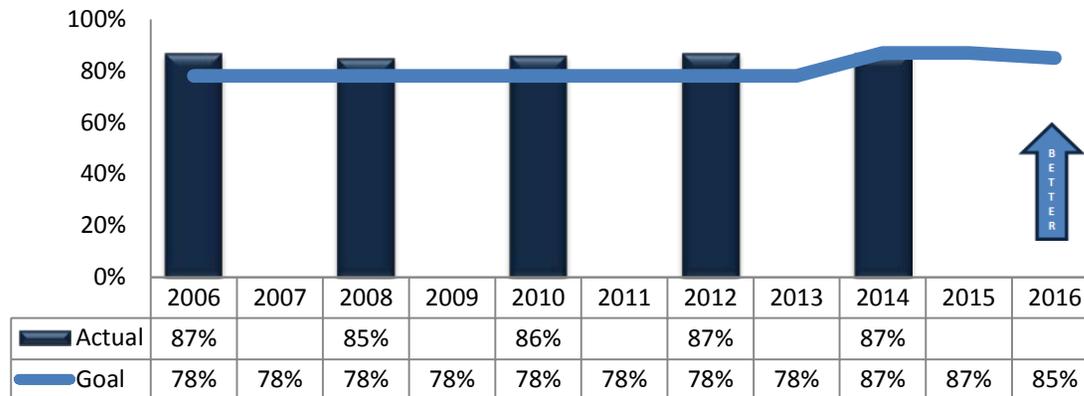
Prior to 2014, the long term target was set at 78 percent “fair” or better. The legislature increased the target to 87 percent for 2014 and 2015 and subsequently reduced the target to 85 percent for 2016 and 2017. As of 2014, pavement conditions are above target but are forecast to begin declining in the future. Pavement conditions are measured every two years and the 2016 numbers will be available in early 2017.

How we are doing and how we compare

The last few years, pavement condition has ranged between 85 and 87 percent “fair” or

better. Given uncertain federal funding over the last few years, pavement program allocations were reduced which would have caused pavement conditions to drop below target, however as federal revenues have become more certain, recent additions have been made to the pavement program which will hold pavement conditions relatively flat over the next two to four years. Still, long term, our pavement programs resurface less than one-half the need, and higher cost projects can’t be completed with available funds. Even with the recent funding additions, pavement program funding levels

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Fact

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Pavement Condition, cont.

are lower than they were a decade ago, while costs have increased due to inflation. Pavement resurfacing treatments typically last 10 to 20 years but pavement funding in the next few years provides for an average resurfacing interval in excess of 30 years. Over time, pavement conditions will drop below the target, impacting safety and mobility. As road conditions deteriorate, thicker paving and/or complete replacement (eg. reconstruction) will become necessary at a higher cost than what would be required to simply maintain them in fair or better condition.

No standardized system exists for classifying the pavement condition of all highways nationwide. Each state uses a unique procedure for classifying pavement defects and assessing structural and functional pavement conditions. However, pavement smoothness, which is one indicator of pavement condition, is collected by all states using standardized procedures. A smoothness comparison between Oregon and our neighboring states of California, Idaho, Washington, and Nevada based on 2013 Highway Statistics data <http://www.fhwa.dot.gov/policyinformation/statistics/2013/> shows that Oregon's interstate pavements are in better condition than the surrounding states, while Oregon's remaining arterial and primary highways are mid-pack compared with the neighboring

states but better than the nationwide average.

Factors affecting results and what needs to be done

Lower than anticipated federal revenues resulted in major funding reductions to the Preservation program, which is the primary program for resurfacing work. With the passage of the FAST Act, Preservation program funding was increased through 2018 which will stabilize pavement conditions over the short term. After 2018, Preservation funding drops about 30 percent from current levels. Additional pavement funding is needed to keep pavement conditions stable over the long run. Other factors impacting the program are standards, mobility, and access management requirements. Often, paving work is conducted in conjunction with other enhancements which can impact project costs and timelines. The funding shortfall is most acute in urban areas. Where possible, we have implemented more low-cost chip seal treatments, and a 1R paving (pave only) program which focuses preservation investments in the pavement surface when only minor deterioration exists to help offset declining pavement conditions.

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/HWY/CONSTRUCTION/pages/pms_reports.aspx

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Data source

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