



# Oregon

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**DATE:** February 3, 2023

**TO:** Interested Parties

**FROM:** John Coplantz, P.E.  
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**SUBJECT:** 2022 Pavement Condition Report

Attached is a copy of the Oregon Department of Transportation 2022 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 2022. 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 2024.

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>



# 2022 PAVEMENT CONDITION REPORT



**PAVEMENT SERVICES UNIT**

800 AIRPORT ROAD SE, SALEM, OR 97301



# 2022 PAVEMENT CONDITION REPORT

OREGON DEPARTMENT OF TRANSPORTATION

PAVEMENT SERVICES UNIT  
PAVEMENT MANAGEMENT TEAM



Prepared By



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February, 2023



# 2022 PAVEMENT CONDITION REPORT

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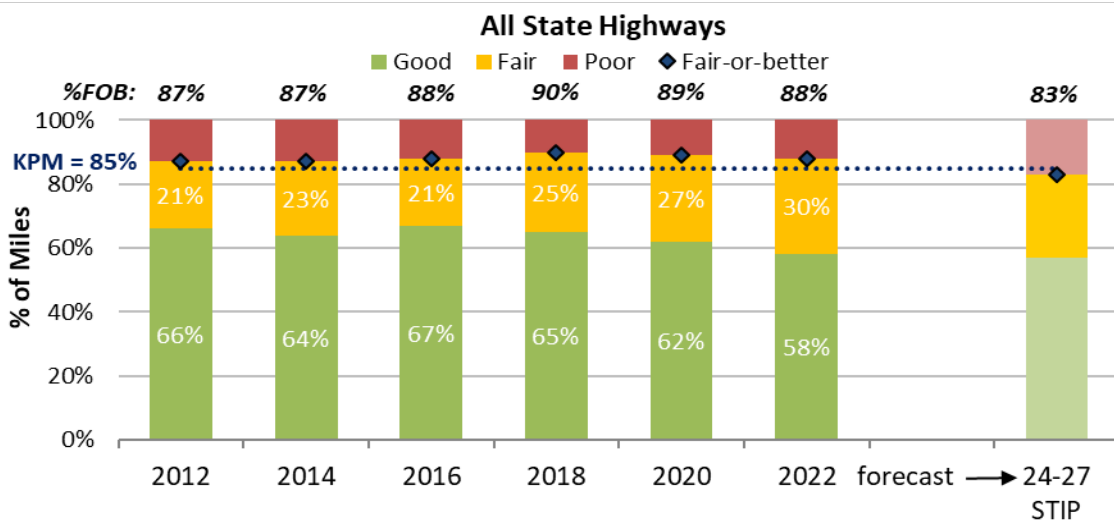




# EXECUTIVE SUMMARY

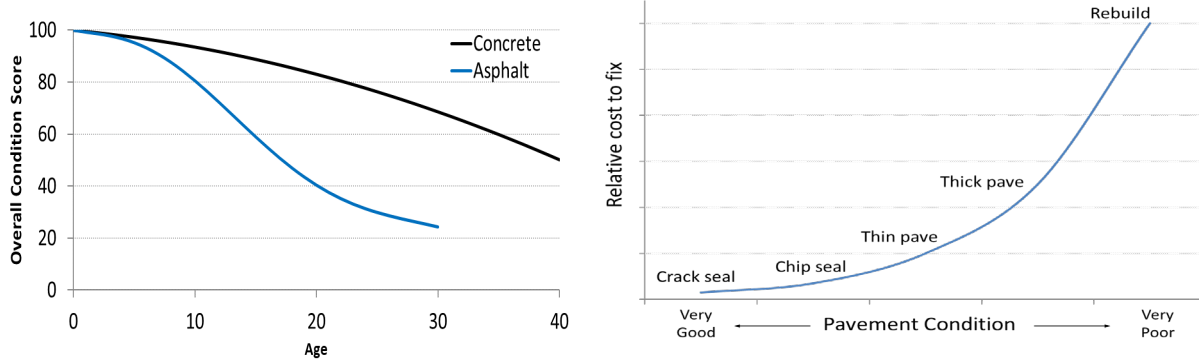
Pavement is one of the largest assets that the Oregon Department of Transportation (ODOT) manages. ODOT maintains roughly 7,350 centerline of state highways with over 18,000 lane miles of pavement and strives to be a good steward of the state’s transportation assets through efficient use of taxpayer 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 2022 state highway pavement measure is 88% fair-or-better, down one percent from 2020 and 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.



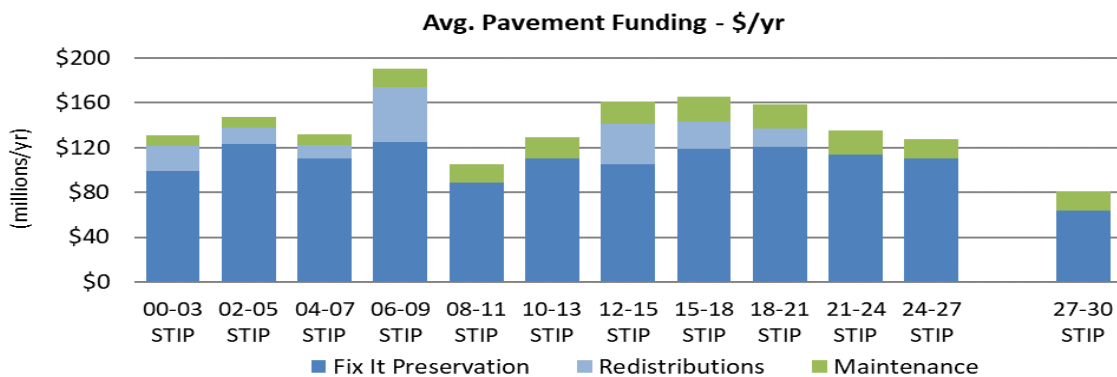
Pavements are load-carrying structures that degrade over time due to the cumulative effects of traffic, weather, and material aging. To keep them properly maintained and out of poor condition, they must be resurfaced or rehabilitated at periodic intervals. Typical ranges of service life are 10 to 30 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 at a much higher cost.

The typical cost to restore a severely damaged road is orders of magnitude higher 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.



At today's prices, an estimated \$280 million per year is required 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 provide the best return on investment over the long run.

Actual pavement budgets fall far short of the \$280 million need. Over the last few years, Pavement funding levels in the STIP Fix It Preservation Program averaged near \$140 million per year, which was sufficient to keep up with less costly pavement repair projects, but 21-24 and 24-27 STIP pavement funding was reduced to \$114 and 110 million per year, respectively, including Infrastructure Investment and Jobs Act (IIJA) funds. Preliminary indications are that pavement funding levels for the 27-30 STIP may be as low as \$65 million per year or even lower. Even before considering inflationary effects, this funding level is lower than it has been in decades and will likely mean that pavement repair projects can only be programmed on interstate routes only. At the same time, due to declining state funds the Maintenance program will make significant cuts to pavement repair budgets in the 23-25 biennium. Low Volume funding will be cut \$4 million per year (25% reduction) and Pavement Patching will be cut \$3 million per year (20% reduction).



The outlook for state highway pavement is bleak. 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 over the next decade. This will result 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

# 2022 PAVEMENT CONDITION REPORT

## INTRODUCTION

The Oregon Department of Transportation (ODOT) 2022 Pavement Condition Report presents the results of pavement condition surveys conducted on the state highway system in the summer/fall of 2022. 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 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.

Appendix C provides a list of highways where paving, grinding, or seal resurfacing treatments were completed in 2021 and 2022 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.



# 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 2022 Pavement Condition Report was created by taking a "snapshot" of the highway system inventory in April 2022, prior to commencing data collection. Reported highway mileages reflect this April 2022 snapshot.

## Mileage Reporting

The mileage data in the summary tables reflect a subset of the total state highway mileage. This subset is referred to as "reported miles" and has been used as a consistent basis for reporting fair-or-better summaries since 1993. Reported miles are expressed in terms of centerline miles and include/exclude the following categories:

### *Reported Miles Include:*

- Interstate (Both Add and Non-Add Direction).
- Non-Interstate (Add Direction Only).

### *Reported Miles Exclude:*

- Non-Interstate (Non-Add Direction).
- State Owned / Non-ODOT Maintained Roads.
- Connections (Ramps).
- Frontage Roads.
- Gravel Surfaced Roads.

The method used for tabulating and reporting mileage totals in the summary tables differs from other ODOT reports, such as the Oregon Mileage Report<sup>1</sup>. The main differences are:

- Interstate non-add miles (approximately 728 miles) are included in this report's "Interstate" and "All Highways" summary tables.
- Connectors and frontage roads (approximately 634 miles) are excluded from this report's summary tables.
- Gravel surfaced highways are excluded from this report's summary tables.

To remain consistent with the historical reporting of condition data, only the "add" centerline mileage is used to determine percent fair-or-better statistical summaries for the non-Interstate highways. For the Interstate highways, both the "add" and "non-add" centerline mileage is used.

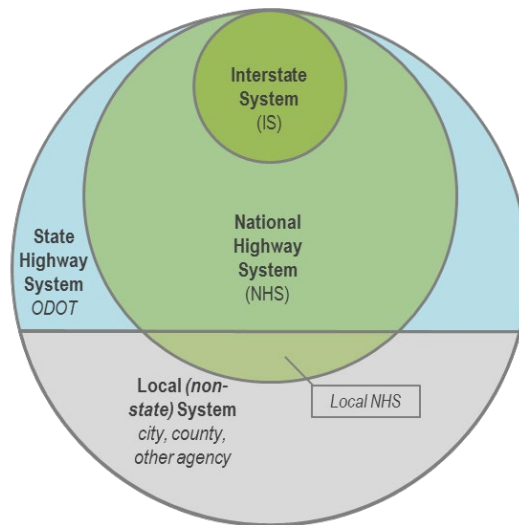
## National Highway System

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. These highways range from two-lane rural roads in eastern Oregon to six-lane limited-access freeways with metered ramp entrances in the Portland metropolitan area. Slightly more than one-half of state highway mileage is designated NHS.

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

While most of the NHS is owned and maintained by ODOT, approximately six percent of the NHS belongs to local agencies, which are not included within the scope of this report. The Federal Highway Administration (FHWA) requires all states to track and report NHS pavement conditions to FHWA's Highway Performance Monitoring System (HPMS) Program. The Federal pavement performance measures for the NHS system use a different universe of highways and a different set of rating metrics and thresholds, which are not as comprehensive as ODOT's pavement rating method. As a result, the Federal pavement performance measure numbers are not directly comparable to ODOT's performance measure numbers. ODOT's method has a long track record of success and is a better tool for managing the pavement asset. Therefore, it will continue to be the primary tool for pavement performance monitoring and reporting, and the Federal measures will play a secondary role. A graphic depicting the relationship between the State Highway System, Local System, and NHS is shown in Figure 1.



**Figure 1 – State and National Highway Systems (not to scale)**

### State Classification System

ODOT's highways are broken into distinct categories in accordance with a variety of classification schemes. Although all state highways are federal-aid highways, the Interstate and primary state highways are designated as NHS and secondary highways are designated as non-NHS. ODOT uses a similar, yet distinctly different classification system referred to as the State Classification System (SCS) to guide management and investment decisions on state highway facilities. The four SCS classifications are Interstate, State, Region, and District. Although the SCS highways are independent of the NHS classification, the Interstate classification highways are NHS and the majority of the State classification highways are NHS. The majority of the Region and District classification highways are part of the non-NHS. Descriptions of these classifications are included in the 1999 Oregon Highway Plan (OHP)<sup>2</sup>.

### Low Volume Highways

A designated 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 are referred to in the summary tables of this report as "Low Volume Highways." These highways are funded under the Low Volume Road (LVR) Preservation Program, which is separate from the STIP Preservation Program. This program was established with the OHP and started with just Region and District level highways with an

<sup>2</sup> Oregon Department of Transportation, 1999 Oregon Highway Plan, <https://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

ADT of less than 1,000 vehicles. The intent of this program was to maintain these highways at their 1999 conditions with thin "maintenance only" treatments such as chip seals or thin overlays. Because of treatment efficiencies, pavement conditions on Low Volume Highways increased beyond expectations and for the 2005-2007 biennium, the ADT threshold was increased to 2,500 vehicles. The threshold was raised yet again for the 2009-2011 biennium to 5,000 vehicles per day in order to keep pavement conditions balanced across traffic levels. Faced with declining conditions and reduced funding levels, another change was implemented for the 2011-2013 biennium to add statewide level highways that were previously excluded from the program. An additional filter of less than 3 million ESAL's projected over 20 years was added to ensure that routes with significant heavy truck volumes would remain in the STIP Preservation Program for thicker treatments where appropriate. The designated Low Volume Highways have remained consistent since 2012, and are shown in Figure 2.

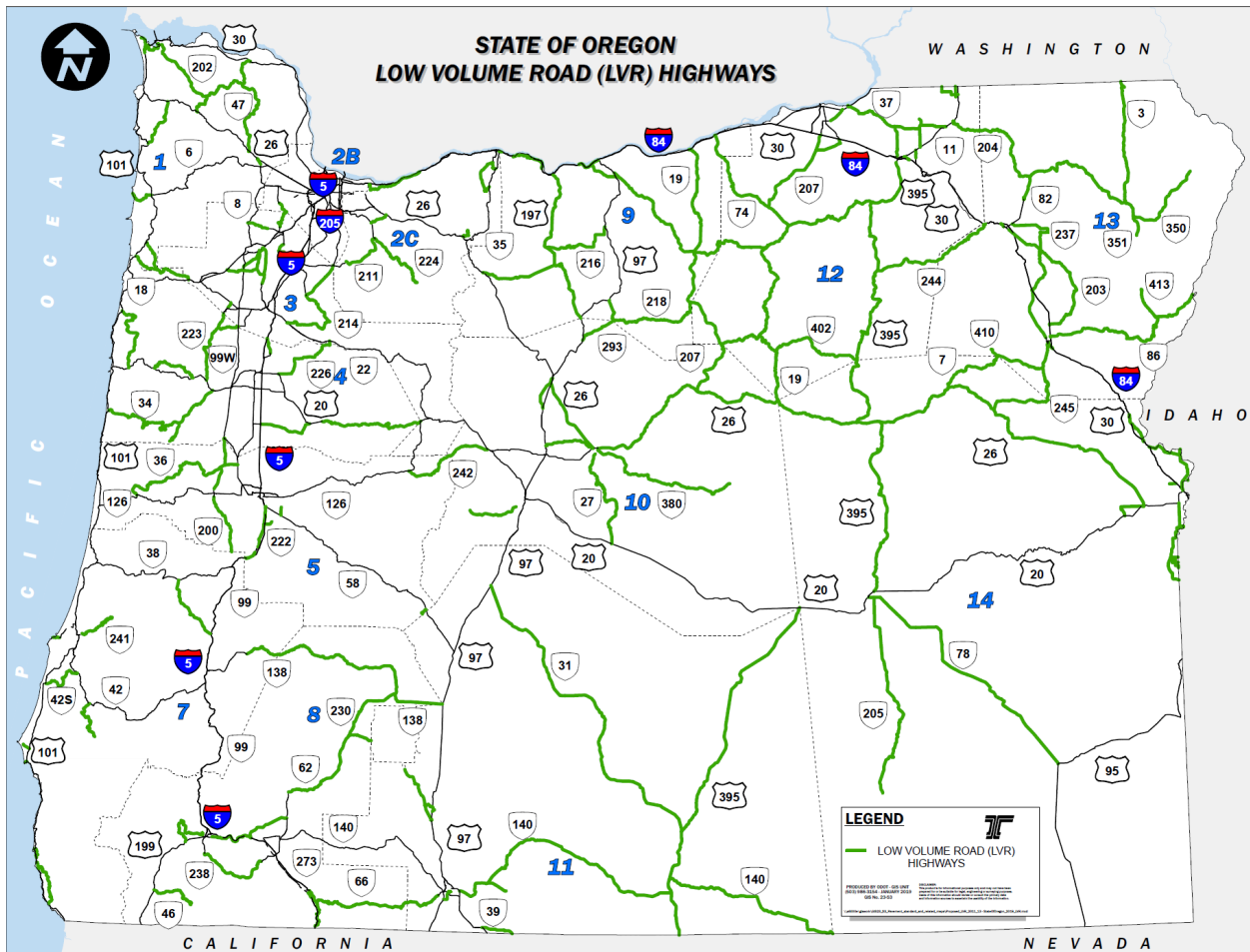


Figure 2 – Low Volume Highways

## SURVEY 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)
Fair-or-Better (FOB) Line	46 – 75	Fair (FR)
	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*<sup>3</sup> 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*<sup>4</sup> and the *Highway Performance Monitoring System Field Manual*<sup>5</sup>.

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 2022, ODOT’s contractor, Pathway Services Inc., utilized their Pathrunner 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 Pathrunner is shown in Figure 4.



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

The Pathrunner 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

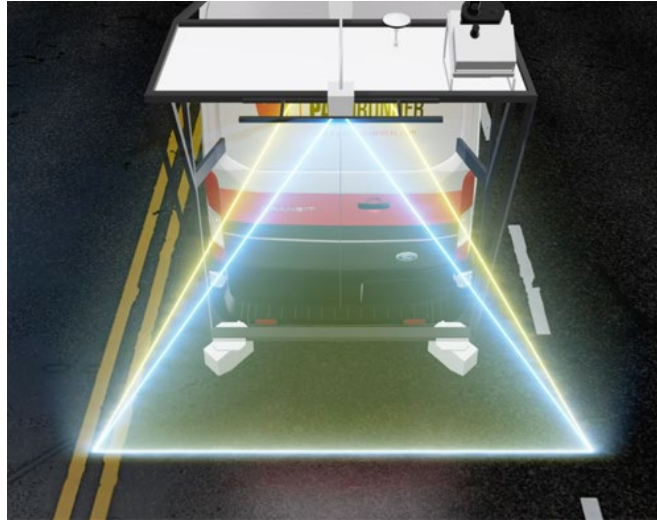
<sup>3</sup> Oregon Department of Transportation, *Pavement Data Collection Manual* (Revised March 2022), [https://www.oregon.gov/ODOT/Construction/Documents/pavement\\_data\\_collection\\_manual.pdf](https://www.oregon.gov/ODOT/Construction/Documents/pavement_data_collection_manual.pdf)

<sup>4</sup> 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/ltp/13092/13092.pdf>

<sup>5</sup> 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](https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf)



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*.<sup>6</sup> 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 (environmental) index, and an overall index. The overall index is used to categorize the condition of the

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<sup>6</sup> Oregon Department of Transportation, *Data Quality Management Plan for Pavement Condition*, [https://www.oregon.gov/ODOT/Construction/Documents/pavement\\_data\\_QM\\_plan.pdf](https://www.oregon.gov/ODOT/Construction/Documents/pavement_data_QM_plan.pdf)

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*<sup>7</sup>.

	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 ¼"	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**

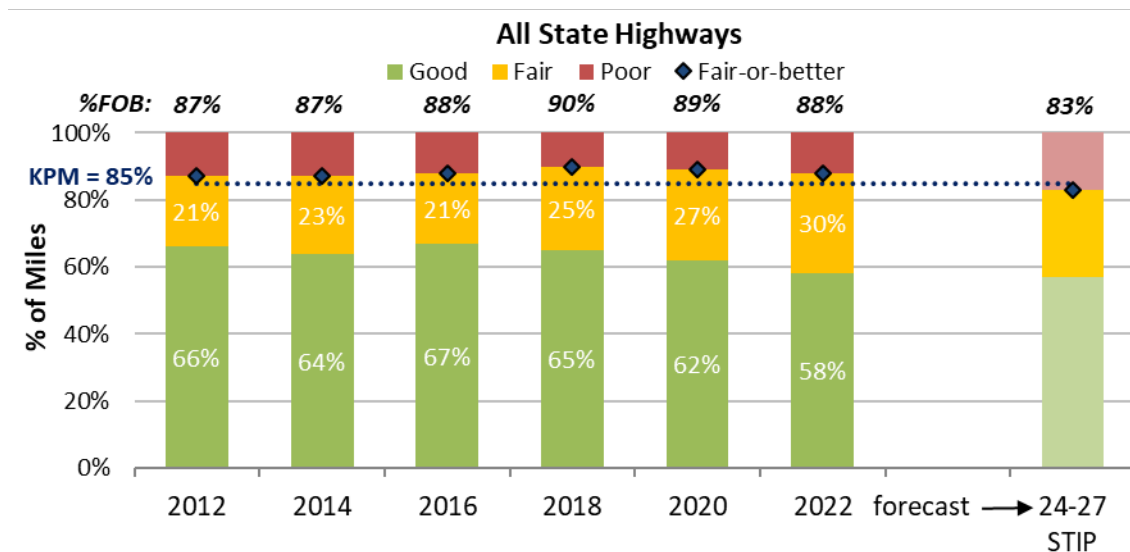
The advantage of this method is the low cost and speed at which the ratings can be completed relative to the Distress Survey procedure. A disadvantage of the GFP Rating procedure is that specific pavement distresses are roughly estimated, rather than accurately measured. This rating procedure is generally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

<sup>7</sup> Oregon Department of Transportation, *GFP Pavement Condition Rating Manual*, [https://www.oregon.gov/ODOT/Construction/Documents/gfp\\_manual.pdf](https://www.oregon.gov/ODOT/Construction/Documents/gfp_manual.pdf)

## 2022 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 2010 and comparison between the %FOB and the Key Performance Measure (KPM) of 85%.

The 2022 state highway pavement measure is 88% fair-or-better, down one percent from 2020 and 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 2010-2022**

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 SCS 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, region/district routes and low traffic routes. This is because interstate pavements experience more traffic loading in one year than most other state roads experience in 20 years, and poor pavement on the interstate would be a safety risk, increase user costs, and cause travel disruptions.

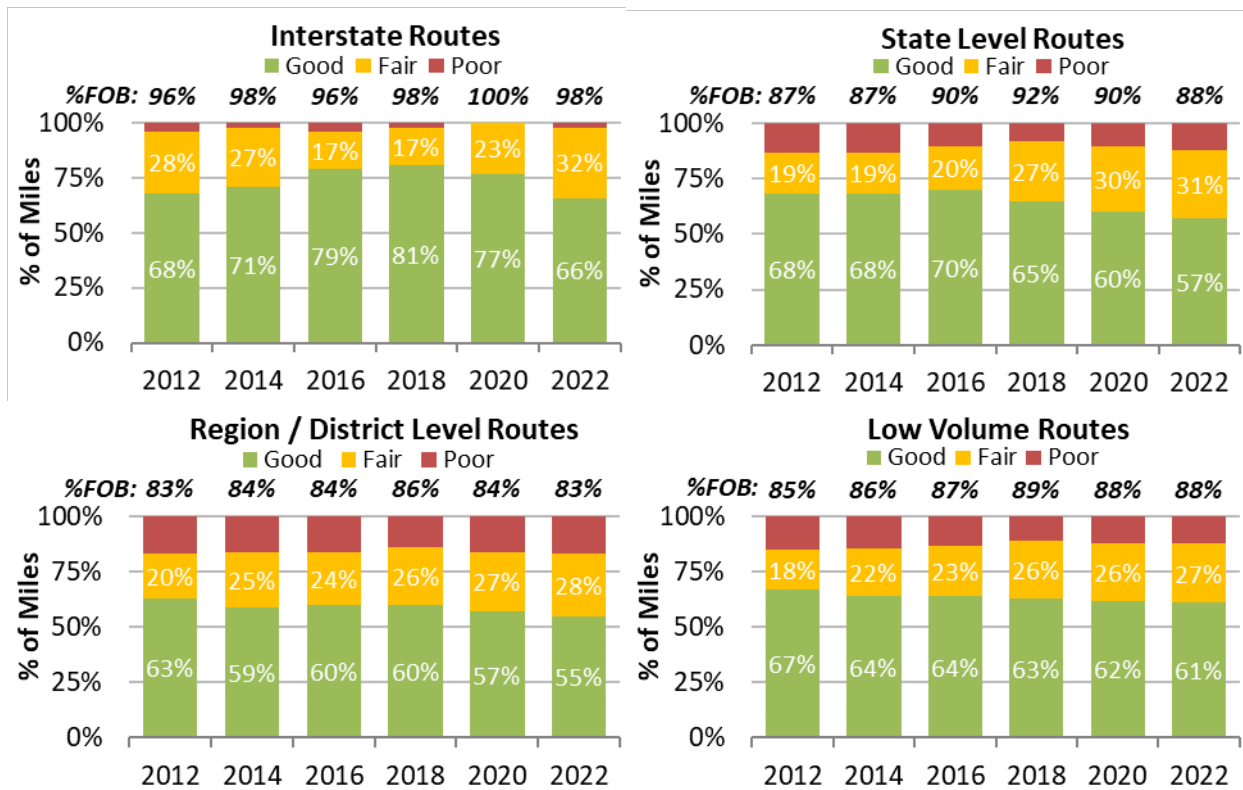


Figure 8 – Pavement Condition by Highway Classification and volume.

- 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 2022, however the percentage in good condition decreased significantly. Additional investments for interstate pavement projects will be required in the 2027-2030 STIP to keep the interstate above the minimum federal requirements.
- State Level Routes** – The fair-or-better percentage for State level high volume highways is 88%, which is about where it was a decade ago. However, the percentage in good condition has dropped to 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 in a few years.
- Region / District Level Routes** – Like the State level routes, the fair-or-better values for Region and District level highways is about the same as it was a decade ago and like the other highway classes, the percentage in good condition is decreasing to historic lows.
- Low Volume Routes** – The unchanged fair-or-better percentage for Low Volume highways reflects 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. Additionally, funding reductions in the Maintenance program will lead to significant declines on these routes in the future.

### Condition by Region

Figure 9 shows pavement conditions for each Region. All Regions saw a shift away from the Good category into the Fair or Poor category. The largest shifts occurred in Regions 1 through 4.

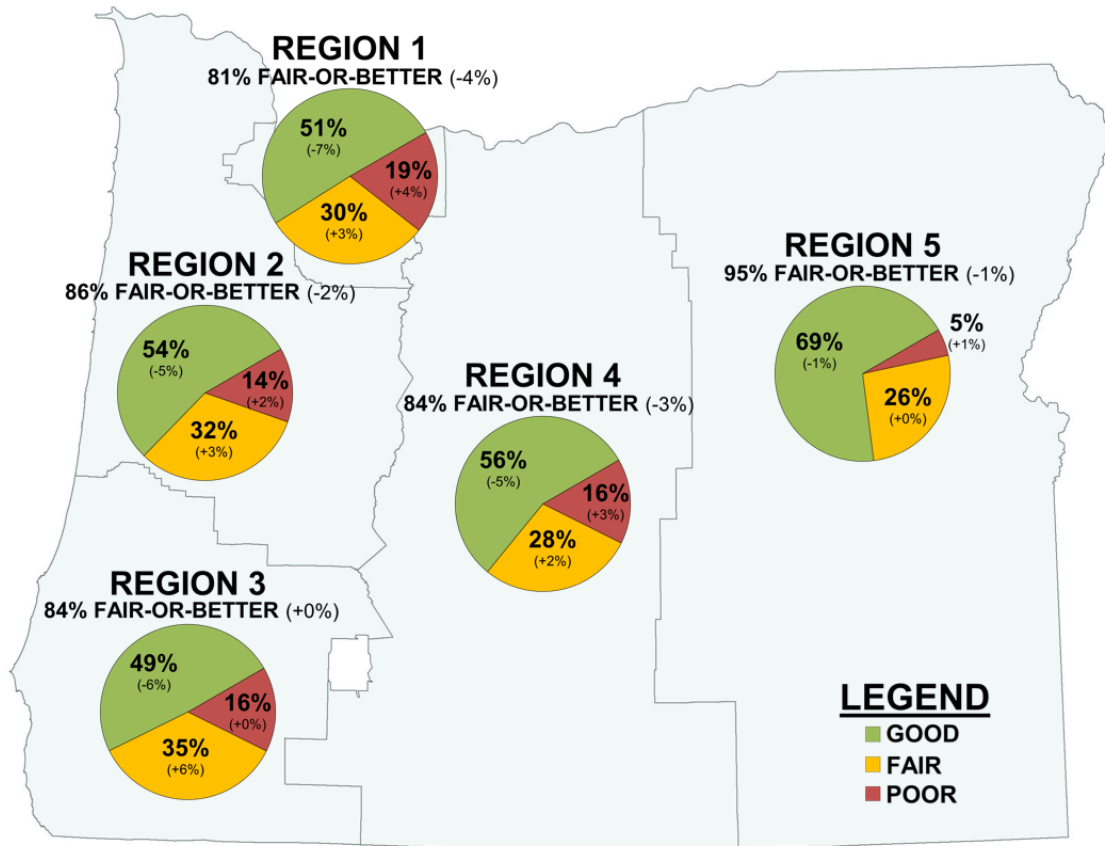


Figure 9 – Pavement Condition by Region

### 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 2020.

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

Class	Region 1	Region 2	Region 3	Region 4	Region 5	Total
Interstate	97%	100%	100%	100%	96%	98% (-2%)
Non-Interstate (High Volume)	67%	80%	91%	77%	95%	82% (-4%)
Non-Interstate (Low Volume)	88%	92%	64%	86%	95%	88% (+0%)
<b>Total</b>	<b>81%</b> (-4%)	<b>86%</b> (-2%)	<b>84%</b> (+0%)	<b>84%</b> (-3%)	<b>95%</b> (-1%)	<b>88%</b> (-1%)



# 2021/2022 PAVEMENT TREATMENTS AND MILEAGE SUMMARY

A list of highways where paving, diamond grinding, or chip seal resurfacing treatments were completed in 2021 and 2022 was compiled and is included in Appendix C. The lists are separated by year and Region. The list does not include blade patching or intermittent machine patching work. The 2022 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:

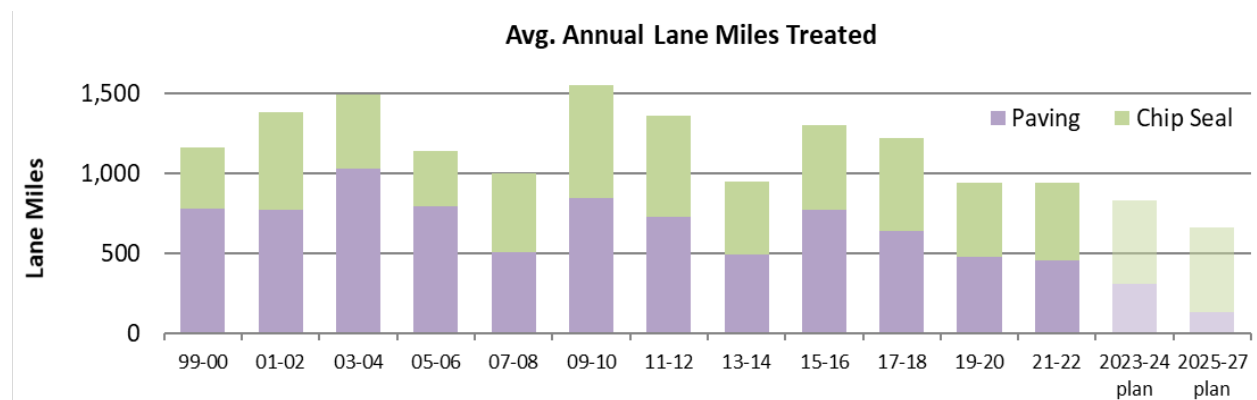
- Treatment is likely to provide 5 or more years of service in fair-or-better condition.
- Non-intermittent treatment over ½ mile in length (urban) or over 1 mile in length (rural).
- For shorter lengths, the majority of a pavement management section is treated resulting in an improvement in the condition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

Mileage totals for 2021 and 2022 are summarized in Table 3 below by program and by treatment.

**Table 3 – Total Lane Miles Treated for 2021 and 2022**

Year	By Program			By Treatment			Total
	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)	
2021	429	268	4	0	407	294	701
2022	513	600	69	5	525	652	1,182
<b>Total</b>	<b>942</b>	<b>868</b>	<b>73</b>	<b>5</b>	<b>932</b>	<b>946</b>	<b>1,883</b>
			<b>2-Year Avg.</b>	<b>3</b>	<b>466</b>	<b>473</b>	<b>942</b>

To help put the 2021-2022 lane mileage into context, Figure 10 shows the average annual paving and chip seal lane mileage since 2000, 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 706 and 528 lane miles per year, respectively. This pace is roughly equivalent to a 25-year re-paving cycle and this pace has kept pavement conditions at a sustainable level over the years. Going forward, reduced pavement funding levels, maintenance reductions, and rising costs will lead to significantly fewer projects and less miles treated. Planned projects in the 24-27 STIP and maintenance programs will accomplish less than one-half historic levels and are equivalent to a re-paving cycle in excess of 50 years, far longer than pavement lasts.



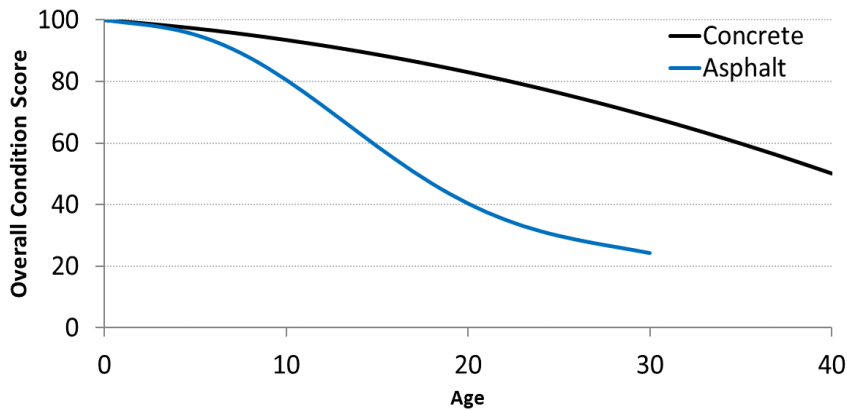
**Figure 10 – Average Annual Paving and Chip Seal Lane Miles (2000-2022, forecast through 2024)**

# PAVEMENT 101 – NEEDS AND FUNDING

## Pavement Life Cycle

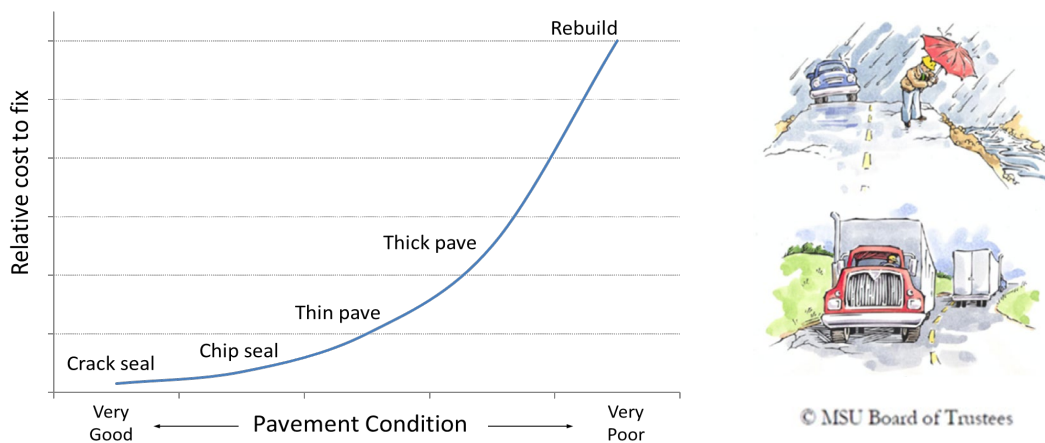
Pavements are load-carrying structures that degrade over time due to the cumulative effects of traffic, weather, and material aging. To keep them properly maintained and out of poor condition, they must be resurfaced or rehabilitated at periodic intervals. Typical ranges of service life are as follows,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

- Asphalt – 15 to 20 years (typical average – extremes vary from 10 or less to 30 or more)
- Concrete – 40 to 60 years



**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 is orders of magnitude higher 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

A simple tool<sup>8</sup> 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 more than 30 years 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.

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. At today’s prices, an estimated \$280 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 provide the best return on investment over the long run.

**Table 4 – “Idealized” Illustration of Sustainable Pavement Program**

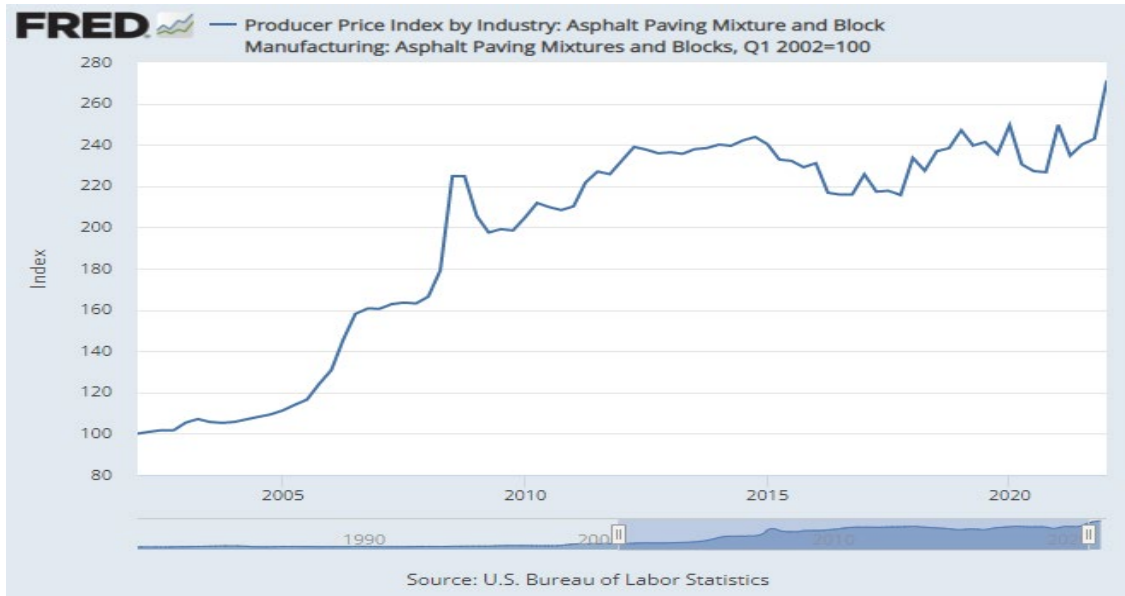
Pavement Condition	Activity	Annual Need (lane miles)	Service Life (years)	Lane Mile-Years	Annual Need
Failed	<u>Reconstruction</u>				
	Concrete	20	50	1,000	\$60 million
Asphalt	25	20	500		
Poor	Structural Paving (multi-layers)	250	15 to 25	5,000	\$100 million
Fair	Non-Structural (thin paving)	450	12 to 18	6,750	\$100 million
Good/Fair	Chip Seals	550	5 to 7	3,300	\$20 million
All	Routine & Stop Gap Maintenance	500	2 to 5	1,450	Included in Maint. Budget
<b>Totals</b>					
<b>Reconstruct</b>		<b>45</b>			
<b>Paving</b>		<b>700</b>		<b>18,000</b>	<b>\$280 million</b>
<b>Chip Seals</b>		<b>550</b>			

<sup>8</sup> Federal Highway Administration, *A Quick Check of Your Highway Network Health*, <https://www.fhwa.dot.gov/pavement/preservation/if07006.pdf>



The annual lane mile averages from Table 3 against the “ideal” amounts in Table 4 for long term pavement health, it is apparent that ODOT’s chip seal mileage is close to where it should be whereas paving mileages are about two-thirds of where they should be. Preservation resurfacing mileage programmed in the STIP through 2027 only provides an equivalent resurfacing cycle time in excess of 50 years, which is more than twice as long as pavement lasts.

Pavement construction costs are sensitive to the price of fuel, asphalt, and cement. Figure 13 shows pavement costs have more than doubled 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 – Asphalt Paving Mixture Price Index (source: US Bureau of Labor Statistics<sup>9</sup>)**

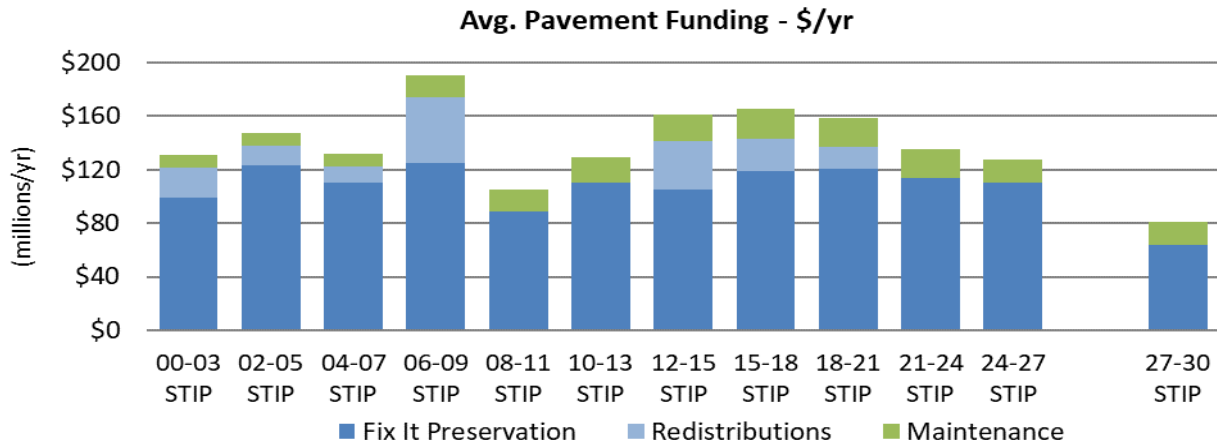
### Pavement Program Funding

Actual pavement budgets fall far short of the \$280 million need. Therefore, the pavement program follows asset management principles to reduce the slope of declining pavement conditions across the system. Rather than following a “worst-first” philosophy, the Program applies a “mix of fixes” including preventive maintenance seal coats, resurfacing preservation projects, pavement rehabilitation, and reconstruction. Priorities are 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 program further prioritizes by traffic volumes, with the bulk of funding going to higher traffic routes and while still providing limited funding for low traffic routes to keep them maintained as cost-effectively as possible.

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

<sup>9</sup> U.S. Bureau of Labor Statistics, Producer Price Index by Industry: Asphalt Paving Mixture and Block Manufacturing, retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/PCU3241213241210>, January 27, 2023.

preliminary pavement funding levels being considered for the 27-30 STIP at the time of this report. Pavement funding has been relatively flat except for occasional one-time supplemental funds benefiting the program. Historically, pavement funding has allowed for maintaining pavement on most of the system but rising costs are eroding the number of miles that can be preserved for the same dollar.



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

Between 2016 and 2021, Pavement funding levels in the STIP Fix It Preservation Program averaged near \$140 million per year, which was sufficient to keep up with less costly pavement repair projects, but 21-24 STIP pavement funding was reduced to \$107 million per year and 24-27 STIP pavement funding levels were further reduced to \$103 million per year. The Infrastructure Investment and Jobs Act (IIJA) restored some funding (approximately \$7 million per year) back to the pavement program for 2022 through 2027, but this extra funding will mostly be eroded by recent inflationary trends. Preliminary indications are that pavement funding levels for the 27-30 STIP may be as low as \$65 million per year or even lower. Even before considering inflationary effects, this funding level is lower than it has been in decades and will likely mean that pavement repair projects can only be programmed on interstate routes only.

Low Volume routes (described on page 3) are not normally eligible for STIP Fix-It Preservation projects and are instead preserved in the Maintenance Program. Low Volume routes are about 45% of State highway mileage but in central and eastern Oregon these routes are approximately 70% of non-interstate highway miles. Historically, all funding has resided in the Maintenance program but for the 21-23 biennium, preservation funds from the 21-24 STIP were added to provide approximately \$15.5 million per year combined funding. Despite continued funding support from the 24-27 STIP pavement budget, the program will be cut \$4 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 Program has been funded at \$6 million per year. Funding was temporarily increased to \$7.5 million per year for the 21-23 biennium, but has been cut back to \$6 million per year for the 23-25 biennium.

The outlook for state highway pavement is bleak. 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 over the next decade. This will result 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.

# **APPENDIX A**

## **2022 PAVEMENT CONDITION SUMMARIES**

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

### **CONTENTS**

- All State Highways by Statewide Classification System
- All State Highways by Region
- Interstate Highways by Region
- Non-Interstate Highways by Region and Statewide Classification
- Non-Interstate Highways by Region / District
- Low Volume Highways by District

**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add Direction Centerline Miles per April 2022 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	<b>2022 % FOB</b>	2020 % FOB
ALL STATE HWYS	INTERSTATE	184.84	775.57	472.64	24.73	0.00	1457.78	1433.05	<b>98%</b>	100%
	STATE	399.32	1324.40	920.57	352.59	13.07	3009.95	2644.29	<b>88%</b>	90%
	REGION	91.56	641.44	300.99	245.05	9.29	1288.33	1033.99	<b>80%</b>	83%
	DISTRICT	76.64	1157.25	711.81	322.98	26.97	2295.65	1945.70	<b>85%</b>	85%
	TOTAL	752.36	3898.66	2406.01	945.35	49.33	8051.71	7057.03	<b>88%</b>	89%

**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add Direction Centerline Miles per April 2022 System Definition (Excl. Connectors, Frontage and Gravel Rds.)  
 Interstate Mileage Includes Add and Non-Add Direction

**ALL STATE HIGHWAYS - BY REGION**

		VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR- BETTER	<b>2022</b> <b>% FOB</b>	2020 % FOB
ALL STATE HWYS	REGION 1	55.87	276.72	200.07	116.86	7.38	656.90	532.66	<b>81%</b>	85%
	REGION 2	268.36	838.20	648.50	255.43	23.55	2034.04	1755.06	<b>86%</b>	88%
	REGION 3	133.45	438.51	413.10	173.29	10.03	1168.38	985.06	<b>84%</b>	84%
	REGION 4	166.39	870.97	530.11	288.77	3.47	1859.71	1567.47	<b>84%</b>	87%
	REGION 5	128.29	1474.26	614.23	111.00	4.90	2332.68	2216.78	<b>95%</b>	96%
	TOTAL	752.36	3898.66	2406.01	945.35	49.33	8051.71	7057.03	<b>88%</b>	89%

**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add and Non-Add Centerline Miles per April 2022 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	<b>2022 % FOB</b>	2020 % FOB
INTERSTATE HWYS	REGION 1	24.69	156.91	48.09	7.18	0.00	236.87	229.69	<b>97%</b>	100%
	REGION 2	10.53	125.36	100.13	0.24	0.00	236.26	236.02	<b>100%</b>	100%
	REGION 3	83.77	133.39	118.85	0.00	0.00	336.01	336.01	<b>100%</b>	100%
	REGION 4	28.42	111.80	30.00	0.00	0.00	170.22	170.22	<b>100%</b>	100%
	REGION 5	37.43	248.11	175.57	17.31	0.00	478.42	461.11	<b>96%</b>	100%
	TOTAL	184.84	775.57	472.64	24.73	0.00	1457.78	1433.05	<b>98%</b>	100%

**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add Direction Centerline Miles per April 2022 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	2022 % FOB	2020 % FOB
NON-INTERSTATE HWYS	REGION 1	STATE		18.99	44.60	71.68	45.73	4.62	185.62	135.27	<b>73%</b>	81%
		REGION		0.00	2.81	5.25	3.64	1.24	12.94	8.06	<b>62%</b>	90%
		DISTRICT		12.19	72.40	75.05	60.31	1.52	221.47	159.64	<b>72%</b>	72%
		SUBTOTAL		31.18	119.81	151.98	109.68	7.38	420.03	302.97	<b>72%</b>	77%
	REGION 2	STATE		135.73	318.07	264.74	93.74	4.04	816.32	718.54	<b>88%</b>	94%
		REGION		72.44	95.12	88.96	100.89	6.38	363.79	256.52	<b>71%</b>	71%
		DISTRICT		49.66	299.65	194.67	60.56	13.13	617.67	543.98	<b>88%</b>	87%
		SUBTOTAL		257.83	712.84	548.37	255.19	23.55	1797.78	1519.04	<b>84%</b>	87%
	REGION 3	STATE		41.97	161.21	132.95	20.92	0.00	357.05	336.13	<b>94%</b>	91%
		REGION		5.12	74.64	54.39	65.08	0.00	199.23	134.15	<b>67%</b>	70%
		DISTRICT		2.59	69.27	106.91	87.29	10.03	276.09	178.77	<b>65%</b>	65%
		SUBTOTAL		49.68	305.12	294.25	173.29	10.03	832.37	649.05	<b>78%</b>	77%
	REGION 4	STATE		121.88	307.59	259.69	162.64	2.20	854.00	689.16	<b>81%</b>	84%
		REGION		11.20	184.01	104.22	74.79	1.27	375.49	299.43	<b>80%</b>	85%
		DISTRICT		4.89	267.57	136.20	51.34	0.00	460.00	408.66	<b>89%</b>	90%
		SUBTOTAL		137.97	759.17	500.11	288.77	3.47	1689.49	1397.25	<b>83%</b>	86%
	REGION 5	STATE		80.75	492.93	191.51	29.56	2.21	796.96	765.19	<b>96%</b>	94%
		REGION		2.80	284.86	48.17	0.65	0.40	336.88	335.83	<b>100%</b>	100%
		DISTRICT		7.31	448.36	198.98	63.48	2.29	720.42	654.65	<b>91%</b>	93%
		SUBTOTAL		90.86	1226.15	438.66	93.69	4.90	1854.26	1755.67	<b>95%</b>	95%
TOTAL NON-INTERSTATE	STATE		399.32	1324.40	920.57	352.59	13.07	3009.95	2644.29	<b>88%</b>	90%	
	REGION		91.56	641.44	300.99	245.05	9.29	1288.33	1033.99	<b>80%</b>	83%	
	DISTRICT		76.64	1157.25	711.81	322.98	26.97	2295.65	1945.70	<b>85%</b>	85%	
	TOTAL		567.52	3123.09	1933.37	920.62	49.33	6593.93	5623.98	<b>85%</b>	87%	

**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add Direction Centerline Miles per April 2022 System Definition (Excl. Connectors, Frontage and Gravel Rds.)

**NON-INTERSTATE HIGHWAYS - BY REGION / DISTRICT**

		VERY GOOD	GOOD	FAIR	POOR	VERY POOR	TOTAL MILES	FAIR-OR-BETTER	2022 % FOB	2020 % FOB	
NON-INTERSTATE HWYS	REGION 1	2B	14.62	58.37	55.66	69.32	7.38	205.35	128.65	<b>63%</b>	69%
		2C	16.56	61.44	96.32	40.36	0.00	214.68	174.32	<b>81%</b>	83%
		SUBTOTAL	31.18	119.81	151.98	109.68	7.38	420.03	302.97	<b>72%</b>	77%
	REGION 2	1	37.94	186.17	164.05	65.59	0.64	454.39	388.16	<b>85%</b>	84%
		3	92.78	118.50	127.90	107.66	14.22	461.06	339.18	<b>74%</b>	84%
		4	65.55	225.64	164.98	65.87	8.69	530.73	456.17	<b>86%</b>	85%
		5	61.56	182.53	91.44	16.07	0.00	351.60	335.53	<b>95%</b>	98%
		SUBTOTAL	257.83	712.84	548.37	255.19	23.55	1797.78	1519.04	<b>84%</b>	87%
	REGION 3	7	32.26	217.28	143.85	29.70	4.81	427.90	393.39	<b>92%</b>	89%
		8	17.42	87.84	150.40	143.59	5.22	404.47	255.66	<b>63%</b>	65%
		SUBTOTAL	49.68	305.12	294.25	173.29	10.03	832.37	649.05	<b>78%</b>	77%
	REGION 4	9	1.92	300.36	88.52	27.03	0.27	418.10	390.80	<b>93%</b>	98%
		10	65.22	226.18	140.33	110.05	2.20	543.98	431.73	<b>79%</b>	78%
		11	70.83	200.45	253.92	141.43	1.00	667.63	525.20	<b>79%</b>	84%
		12	0.00	32.18	17.34	10.26	0.00	59.78	49.52	<b>83%</b>	100%
		SUBTOTAL	137.97	759.17	500.11	288.77	3.47	1689.49	1397.25	<b>83%</b>	86%
	REGION 5	10	17.45	4.84	0.00	0.00	0.00	22.29	22.29	<b>100%</b>	100%
		11	0.60	17.16	7.55	10.04	0.00	35.35	25.31	<b>72%</b>	14%
		12	47.77	296.38	166.41	10.77	2.05	523.38	510.56	<b>98%</b>	98%
		13	11.10	295.67	107.25	27.45	0.00	441.47	414.02	<b>94%</b>	94%
14		13.94	612.10	157.45	45.43	2.85	831.77	783.49	<b>94%</b>	96%	
	SUBTOTAL	90.86	1226.15	438.66	93.69	4.90	1854.26	1755.67	<b>95%</b>	95%	
TOTAL NON-INTERSTATE		567.52	3123.09	1933.37	920.62	49.33	6593.93	5623.98	<b>85%</b>	87%	



**OREGON DEPARTMENT OF TRANSPORTATION**  
**2022 PAVEMENT CONDITION SUMMARY**

Add Direction Centerline Miles per April 2022 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	2022 % FOB	2020 % 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	42.33	32.91	11.55	0.00	92.94	81.39	88%	88%
		SUBTOTAL		6.15	46.58	32.91	11.55	0.00	97.19	85.64	88%	88%
	1, 3, 4, 5	1		4.60	83.67	53.51	16.73	0.00	158.51	141.78	89%	80%
		3		46.84	31.22	31.99	9.97	0.00	120.02	110.05	92%	94%
		4		32.30	111.35	89.35	12.57	7.78	253.35	233.00	92%	87%
		5		0.00	82.64	9.60	0.00	0.00	92.24	92.24	100%	100%
		SUBTOTAL		83.74	308.88	184.45	39.27	7.78	624.12	577.07	92%	89%
	7, 8	7		2.59	81.72	22.36	8.55	4.81	120.03	106.67	89%	82%
		8		4.20	47.11	98.92	124.56	5.22	280.01	150.23	54%	58%
		SUBTOTAL		6.79	128.83	121.28	133.11	10.03	400.04	256.90	64%	65%
	9, 10, 11	9		1.92	238.48	68.16	4.19	0.27	313.02	308.56	99%	100%
		10		4.89	154.48	79.52	45.05	0.00	283.94	238.89	84%	79%
		11		35.77	148.73	174.10	103.38	1.00	462.98	358.60	77%	75%
		SUBTOTAL		42.58	541.69	321.78	152.62	1.27	1059.94	906.05	85%	83%
	12, 13, 14	12		39.68	283.71	149.55	10.92	0.00	483.86	472.94	98%	100%
		13		11.10	293.77	91.06	27.45	0.00	423.38	395.93	94%	94%
		14		13.94	407.22	91.47	37.39	2.29	552.31	512.63	93%	95%
SUBTOTAL			64.72	984.70	332.08	75.76	2.29	1459.55	1381.50	95%	96%	
TOTAL LOW VOLUME			203.98	2010.68	992.50	412.31	21.37	3640.84	3207.16	88%	88%	



## APPENDIX B

### 2022 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.

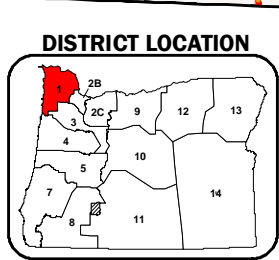
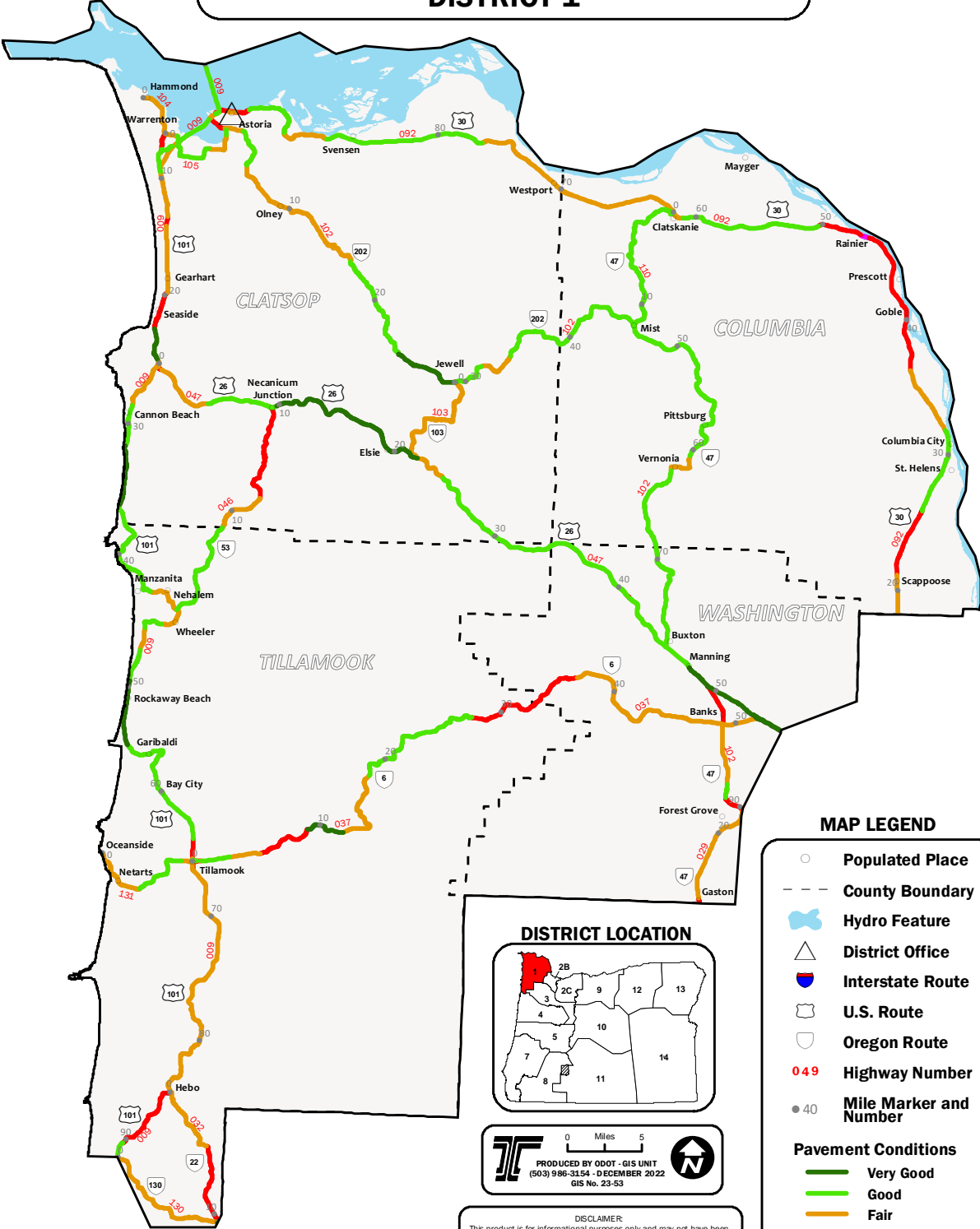
Condition Score	Pavement Condition
96 – 100	Very Good (VG)
76 – 95	Good (GD)
46 – 75	Fair (FR)
21 – 45	Poor (PR)
0 – 20	Very Poor (VP)


Fair-or-Better (FOB) Line

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 22 column. For reference, the 2020 pavement condition is also provided under the RATING 20 column. The COND SCORE column is blank for structure sections (bridge, tunnel, etc.), and sections under construction. If the RATING 22 column is NR, the section was not rated by either condition survey procedure.












# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 1









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

**DISCLAIMER**  
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

### MAP LEGEND

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

### Pavement Conditions

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

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 01

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
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	48	68	100	92	30	PR	PR	
2	01	US 101	009	1			ASTORIA BR - NEW YOUNGS BAY BR	3.80	4.51	0.71	AC	A	74	67	84	100	97	56	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	6.83	1.52	AC	A								UC	FR
2	01	US 101	009	1			NEPTUNE DR - CAMP RILEA	6.83	10.16	3.33	AC	A	87	65	97	100	97	59	FR	FR	
2	01	US 101	009	1			CAMP RILEA - ANDERSON RD	12.15	14.63	2.48	AC	A	84	71	100	100	99	68	FR	FR	
2	01	US 101	009	1			ANDERSON RD - DELLMOOR LOOP RD	14.63	15.23	0.60	AC	A	86	53	100	100	73	37	PR	FR	
2	01	US 101	009	1			DELLMOOR LOOP RD - NEAWANNA CREEK	15.23	19.72	4.49	AC	A	84	58	92	100	97	52	FR	FR	
2	01	US 101	009	1			NEAWANNA CREEK - DOOLEY BR	19.72	22.48	2.66	AC	A	64	56	69	99	97	32	PR	PR	
2	01	US 101	009	1			DOOLEY BR - CANNON BEACH JCT	22.48	24.75	2.27	AC	A	100	98	98	100	100	96	VG	VG	
2	01	US 101	009	1			CANNON BEACH JCT SECTION	24.75	26.00	1.25	AC	A	94	55	100	100	93	53	FR	FR	
2	01	US 101	009	1			CANNON BEACH JCT - ECOLA CREEK	26.00	28.70	2.62	AC	A	89	78	87	97	99	62	FR	FR	
2	01	US 101	009	1			ECOLA CREEK - S. CANNON BEACH	28.70	31.55	2.85	AC	A								UC	PR
2	01	US 101	009	1			S. CANNON BEACH - ARCH CAPE TUNNEL	31.55	35.68	4.13	AC	A	100	98	100	100	100	98	VG	VG	
2	01	US 101	009	1			ARCH CAPE TUNNEL	35.68	35.91	0.23	PC	A	88	98	65			64	FR	FR	
2	01	US 101	009	1			ARCH CAPE TUNNEL - NECARNEY CREEK BR	35.91	39.53	3.62	AC	A	99	92	96	100	100	88	GD	GD	
2	01	US 101	009	1			NECARNEY CREEK BR - S. MANZANITA	39.53	43.75	4.22	AC	A	99	93	97	100	99	90	GD	GD	
2	01	US 101	009	1			S. MANZANITA - WHEELER O-XING	43.75	46.68	2.93	AC	A	95	78	96	100	99	74	FR	GD	
2	01	US 101	009	1			WHEELER O-XING - S. WHEELER	46.68	48.40	1.72	AC	A	94	73	95	100	99	68	FR	GD	
2	01	US 101	009	1			S. WHEELER - FISHERY POINT	48.40	49.57	1.17	AC	A	98	93	100	100	100	92	GD	VG	
2	01	US 101	009	1	Z	2	FISHERY POINT - KENTON AVE	45.37	45.83	0.46	AC	A	100	85	100	100	100	85	GD	VG	
2	01	US 101	009	1	Z	2	KENTON AVE - JETTY CRK	45.83	47.36	1.53	AC	A	90	84	75	100	98	61	FR	FR	
2	01	US 101	009	1	Z	2	JETTY CRK - BARVIEW (Z)	47.36	49.57	2.21	AC	A	99	82	97	100	100	79	GD	GD	
2	01	US 101	009	1			JETTY CRK - BARVIEW	49.57	54.00	4.43	AC	A	97	100	100	100	100	97	VG	VG	
2	01	US 101	009	1			BARVIEW - MIAMI R.	54.00	57.21	3.21	AC	A	95	86	93	97	98	80	GD	GD	
2	01	US 101	009	1			MIAMI R. - WILSON R.	57.21	64.23	6.81	AC	A	96	94	92	100	100	87	GD	GD	
2	01	US 101	009	1			WILSON R. - TILLAMOOK COUPLET	64.23	65.57	1.34	AC	A	81	52	85	100	88	40	PR	PR	

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

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 01

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	01	US 101	009	1			TILLAMOOK COUPLET (SB)	65.57	66.43	0.86	AC	A	88	64	84	100	97	56	FR	FR
2	01	US 101	009	1			SCL TILLAMOOK - SOUTH PRAIRIE RD	66.43	71.57	5.14	AC	A	93	65	95	100	99	61	FR	GD
2	01	US 101	009	1			SOUTH PRAIRIE RD - PLEASANT VALLEY	71.57	72.98	1.41	AC	A	96	68	100	100	99	67	FR	GD
2	01	US 101	009	1			PLEASANT VALLEY - MP 75	72.98	75.00	2.02	AC	A	97	57	100	100	99	57	FR	GD
2	01	US 101	009	1			MP 75 - MP 76	75.00	76.00	1.00	AC	A	97	58	99	100	96	55	FR	FR
2	01	US 101	009	1			MP 76 - HEBO	76.00	85.01	9.01	AC	A	94	53	92	100	96	47	FR	FR
2	01	US 101	009	1			HEBO - BROOTEN RD	85.01	90.33	5.32	AC	A	96	43	91	100	94	36	PR	FR
2	01	US 101	009	1			BROOTEN RD - JCT HWY 130	90.33	91.37	1.04	AC	A	98	97	100	100	100	95	GD	GD
2	01	US 101	009	2			ASTORIA ROUNDABOUT NB	4.14	4.41	0.27	AC								NR	GD
2	01	US 101	009	2			TILLAMOOK COUPLET (NB)	65.57	66.43	0.86	AC	A	88	50	73	98	98	37	PR	PR
2	01	OR 47	029	1			QUINCE ST - B ST	17.88	19.96	2.08	AC	A	96	71	96	100	99	69	FR	GD
2	01	OR 47	029	1			B ST - GASTON	19.96	25.33	4.69	AC	A	96	75	100	100	99	75	FR	GD
2	01	OR 47	029	1			GASTON SECTION	25.33	25.73	0.40	AC	A	74	33	94	100	85	27	PR	PR
2	01	OR 22	032	1			JCT HWY 009 - CASTLE ROCK	0.00	4.90	4.90	AC	G						50	FR	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	0.52	0.52	AC	A	94	47	83	94	94	35	PR	PR
2	01	OR 6	037	1			RXR U-XING	0.52	0.62	0.10	PC	A	97	75	100			75	FR	GD
2	01	OR 6	037	1			RXR U-XING - OLSEN RD	0.62	2.50	1.88	AC	A	97	91	100	99	100	89	GD	VG
2	01	OR 6	037	1			OLSEN RD - FAIRVIEW RD	2.50	4.63	2.13	AC	A	90	79	97	98	99	74	FR	GD
2	01	OR 6	037	1			FAIRVIEW RD - SMITH CRK	5.00	9.00	4.00	AC	A	86	62	61	92	95	33	PR	PR
2	01	OR 6	037	1			SMITH CRK - WILSON R.	9.00	11.80	2.80	AC	A	99	99	99	100	100	98	VG	PR
2	01	OR 6	037	1			WILSON R. - JORDAN CREEK	11.80	18.03	6.23	AC	A	90	71	92	98	99	64	FR	FR
2	01	OR 6	037	1			JORDAN CREEK - MP 20.7	18.03	20.70	2.67	AC	A	89	87	96	100	99	79	GD	GD
2	01	OR 6	037	1			MP 20.7 - SOUTH FK. RD	20.70	27.80	7.10	AC	A	96	91	98	99	99	85	GD	GD
2	01	OR 6	037	1			SOUTH FK. RD - STORY BURN RD	27.80	33.00	5.20	AC	A	93	61	78	95	97	44	PR	FR
2	01	OR 6	037	1			STORY BURN RD - GALES CREEK RD	33.00	36.60	3.60	AC	A	93	53	58	99	95	31	PR	PR
2	01	OR 6	037	1			GALES CREEK RD - TIMBER RD	36.60	39.00	2.40	AC	A	78	59	87	99	99	49	FR	PR
2	01	OR 6	037	1			TIMBER RD - NW SCHMIDT HILL DR	39.00	41.70	2.70	AC	A	91	70	98	100	97	67	FR	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 01

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																	22	20
2	01	OR 6	037	1	TIMBER RD - HWY 102AD CONN.	41.70	48.79	7.09	AC	A	89	65	100	100	99	64	FR	GD
2	01	OR 6	037	1	NW SCHMIDT HILL DR - HWY 102AD CONN.	48.79	51.62	2.83	AC	A	85	58	95	100	99	54	FR	FR
2	01	OR 6	037	2	TILLAMOOK COUplet (WB)	-0.04	0.25	0.29	AC	A	93	84	96	100	100	80	GD	GD
2	01	OR 6	037	2	SUNSET HWY JCT (WB)	51.21	51.68	0.47	AC								NR	GD
2	01	OR 53	046	1	JCT HWY 047 - NEHALEM R.	0.04	7.74	7.62	AC	G						35	PR	PR
2	01	OR 53	046	1	NEHALEM R. - BRIDGE LN	7.74	11.38	3.64	AC	G						60	FR	PR
2	01	OR 53	046	1	BRIDGE LN - JCT HWY 009	11.38	19.03	7.65	AC	G							UC	PR
2	01	US 26	047	1	CANNON BEACH JCT (EB)	-0.10	0.55	0.65	AC	A	96	51	80	100	95	39	PR	FR
2	01	US 26	047	1	CANNON BEACH JCT - MP 5	0.55	5.00	4.45	AC	A	86	81	97	100	99	75	FR	FR
2	01	US 26	047	1	MP 5 - NECANICUM JCT	5.00	9.80	4.80	AC	A	88	98	98	100	100	86	GD	GD
2	01	US 26	047	1	NECANICUM JCT - COAST RANGE SUMMIT	9.80	13.80	4.00	AC	A	100	100	100	100	100	100	VG	FR
2	01	US 26	047	1	COAST RANGE SUMMIT - JEWELL JCT	13.80	21.86	8.06	AC	A	100	100	100	100	100	99	VG	FR
2	01	US 26	047	1	JEWELL JCT - QUARTZ CREEK	21.86	24.30	2.44	AC	A	91	77	73	100	95	54	FR	FR
2	01	US 26	047	1	QUARTZ CREEK - ROCK CREEK	24.30	27.76	3.46	AC	A	96	80	95	100	100	76	GD	FR
2	01	US 26	047	1	ROCK CREEK - MCGREGOR RD	27.76	29.40	1.64	AC	A	92	98	97	100	94	87	GD	GD
2	01	US 26	047	1	MCGREGOR RD - TIMBER JCT	29.40	37.40	8.00	AC	A	93	94	100	100	99	89	GD	GD
2	01	US 26	047	1	TIMBER JCT - DENNIS EDWARDS TUNNEL	37.40	40.84	3.44	AC	A	91	98	99	100	100	89	GD	GD
2	01	US 26	047	1	DENNIS EDWARDS TUNNEL	40.84	40.99	0.15	PC	A	96	41	89			38	PR	FR
2	01	US 26	047	1	DENNIS EDWARDS TUNNEL - MANNING	40.99	47.54	6.55	AC	A	94	90	100	100	100	85	GD	GD
2	01	US 26	047	1	MANNING - CHRYSLER DR	47.54	48.40	0.86	AC	A	99	100	100	100	100	99	VG	FR
2	01	US 26	047	1	CHRYSLER DR - TILLAMOOK JCT	48.40	53.00	4.60	AC	A	100	100	100	100	100	100	VG	PR
2	01	US 26	047	1	TILLAMOOK JCT - DERSHAM RD (EB)	53.00	55.19	2.19	AC	A	98	100	100	100	100	98	VG	VG
2	01	US 26	047	2	CANNON BEACH JCT (WB)	0.00	0.30	0.30	AC								NR	FR
2	01	US 26	047	2	TILLAMOOK JCT - DERSHAM RD (WB)	53.01	55.19	2.18	AC	A	98	100	100	100	100	98	VG	VG
2	01	US 30	092	1	MULTNOMAH CO. LINE - OLD PORTLAND RD	18.37	20.23	1.86	PC	A	91	74	98			73	FR	FR
2	01	US 30	092	1	OLD PORTLAND RD - LAUREL ST	20.23	21.05	0.82	PC	A	94	68	97			67	FR	FR
2	01	US 30	092	1	LAUREL ST - BENNETT RD	21.05	25.81	4.76	AC	A	76	45	93	100	84	36	PR	PR
2	01	US 30	092	1	BENNETT RD - PACIFIC ST	25.81	31.72	5.91	PC	A	95	93	99			89	GD	GD

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2	01	US 30	092	1			PACIFIC ST - DEER ISLAND	31.72	33.00	1.28	AC	A	96	59	99	100	98	57	FR	FR
2	01	US 30	092	1			DEER ISLAND - TIDE CREEK RD	33.00	36.47	3.47	AC	A	96	57	98	100	98	55	FR	FR
2	01	US 30	092	1			TIDE CREEK RD - ECL RAINIER	36.47	45.76	9.19	AC	A	87	66	89	74	99	43	PR	FR
2	01	US 30	092	1			ECL RAINIER - E 5TH ST	45.76	46.70	0.94	AC	A	89	73	62	76	89	30	PR	PR
2	01	US 30	092	1			E. 5TH ST - W. 6TH ST	46.70	47.34	0.64	AC	A	83	35	53	100	80	14	VP	VP
2	01	US 30	092	1			W. 6TH ST - WONDERLY RD	47.34	50.35	3.01	AC	A	90	59	77	72	83	28	PR	PR
2	01	US 30	092	1			WONDERLY RD - LEG TO BEAVER FALLS RD	50.35	53.42	3.07	AC	A	97	90	100	100	100	89	GD	VG
2	01	US 30	092	1			LEG TO BEAVER FALLS RD - SWEDETOWN RD CONN	54.50	60.93	6.43	AC	A	97	91	100	100	100	89	GD	VG
2	01	US 30	092	1			SWEDETOWN RD CONN - JCT HWY 110	60.93	61.72	0.79	AC	A	88	77	100	100	99	73	FR	GD
2	01	US 30	092	1			JCT HWY 110 - CLATSOP CO. LINE	61.72	69.95	8.23	AC	A	87	77	100	100	98	72	FR	GD
2	01	US 30	092	1			COLUMBIA CO. LINE - MP 76.8	69.95	76.81	6.86	AC	A	83	89	91	100	100	72	FR	GD
2	01	US 30	092	1			MP 76.8 - GNAT CREEK RD	76.81	79.48	2.67	AC	A	80	92	99	100	97	77	GD	GD
2	01	US 30	092	1			GNAT CREEK RD - ABBOTT RD	79.48	81.80	2.32	AC	A	98	95	100	100	100	94	GD	GD
2	01	US 30	092	1			ABBOTT RD - KOPPISCH RD	81.80	83.41	1.61	AC	A	98	96	100	100	100	94	GD	VG
2	01	US 30	092	1			KOPPISCH RD - BURNSIDE LP	83.41	87.70	4.29	AC	A	98	96	98	100	100	92	GD	VG
2	01	US 30	092	1			BURNSIDE LP - JOHN DAY R.	87.70	92.84	3.26	AC	A	74	78	77	100	94	54	FR	FR
2	01	US 30	092	1			JOHN DAY R. - BLUE RIDGE DR	92.87	95.38	2.51	AC	A	94	92	96	100	96	82	GD	GD
2	01	US 30	092	1			BLUE RIDGE DR - 33RD ST	95.38	97.00	1.62	AC	A	86	91	96	100	100	81	GD	GD
2	01	US 30	092	1			33RD ST - 16TH ST	97.00	97.96	0.96	AC	A	53	51	61	100	88	27	PR	PR
2	01	US 30	092	1			ASTORIA COUPLET (WB)	97.96	98.41	0.45	AC	A	60	58	54	100	81	26	PR	PR
2	01	US 30	092	1			8TH ST - JCT HWY 009	98.41	99.34	0.93	AC	A	74	67	62	100	89	37	PR	PR
2	01	US 30	092	2			LONGVIEW BRIDGE - WONDERLY RD (RW2-EB)	48.51	50.16	1.65	AC								NR	FR
2	01	US 30	092	2			ASTORIA COUPLET (EB)	97.96	98.45	0.49	AC	A	77	78	79	100	88	54	FR	FR
2	01	US 101B	102	1			JCT HWY 009 - SEVENTH ST	0.15	1.61	1.46	AC	A	90	53	69	100	80	29	PR	FR
2	01	OR 202	102	1			SEVENTH ST - WILLIAMSPORT RD	1.61	2.64	1.03	AC	A	97	64	94	100	98	59	FR	GD
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						70	FR	FR
2	01	OR 202	102	1			WALLUSKI LOOP RD - KLATSKANIE SUMMIT	7.20	16.69	9.38	AC	G						50	FR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 01

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING			
																			22	20		
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								98	VG	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								65	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								85	GD	GD
2	01	OR 47	102	1			PITTSBURG JCT - NCL VERNONIA	57.10	60.40	3.30	AC	G								85	GD	PR
2	01	OR 47	102	1			NCL VERNONIA - NEHALEM R.	60.40	61.26	0.86	AC	G								65	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								90	GD	FR
2	01	OR 47	102	1			COLUMBIA CO. LINE - TOPHILL	69.14	71.90	2.76	AC	G								90	GD	FR
2	01	OR 47	102	1			TOPHILL - W. FK. DAIRY CREEK	71.90	75.00	3.10	AC	G								90	GD	FR
2	01	OR 47	102	1			W. FK. DAIRY CREEK - STALEYS JCT	75.00	76.96	1.96	AC	G								95	GD	FR
2	01	OR 47	102	1			DAVIES JCT (TO EB HWY 047)	80.83	81.20	0.37	AC	A	88	46	31	100	91			23	PR	VP
2	01	OR 47	102	1			DAVIES JCT - NW BANKS RD	81.20	82.85	1.65	AC	G								35	PR	PR
2	01	OR 47	102	1			NW BANKS RD - WILKESBORO RD	82.85	83.84	0.99	AC	A	84	31	89	100	80			22	PR	PR
2	01	OR 47	102	1			WILKESBORO RD - VERBOORT/PURDIN	83.84	87.85	4.01	AC	A	98	64	98	100	99			63	FR	GD
2	01	OR 47	102	1			VERBOORT/PURDIN - BEAL RD	87.85	88.80	0.95	AC	A	98	85	100	100	99			85	GD	VG
2	01	OR 47	102	1			BEAL RD - RXR XING	88.80	90.40	1.60	AC	A	84	41	95	100	83			32	PR	PR
2	01	OR 47	102	1			RXR XING - JCT HWY 029	90.40	90.64	0.24	PC	A	97	85	88					75	FR	FR
2	01	US 101B	102	2			ASTORIA ROUNDABOUT WB	0.15	0.22	0.07	AC										NR	GD
2	01	OR 47	102	2			STALEYS JCT (RW2)	76.87	77.05	0.18	AC										NR	PR
2	01	OR 47	102	2			DAVIES JCT (TO WB HWY 047)	80.33	81.21	0.88	AC										NR	PR
2	01	OR 47	102	2			VERBOORT/PURDIN ROUNDABOUT NB	87.90	88.23	0.33	AC										NR	GD
2	01	OR 47	102	2			DAVID HILL ROUNDABOUT NB	88.53	88.83	0.30	AC										NR	VG
2	01	OR 103	103	1			JCT HWY 102 - JCT HWY 047	0.00	9.02	9.02	AC	G								55	FR	FR

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																			22	20	
2	01	OR 104	104	1			FT STEVENS ST PK - JCT HWY 105	0.00	3.32	3.32	AC	G							75	FR	GD
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							90	GD	GD
2	01	OR 104S	485	1			FORT STEVENS SPUR	4.43	5.33	0.90	AC	G							90	GD	GD
2	01	US 101B	105	1			JCT HWY 104 - HWY 105AA CONN	0.00	0.82	0.82	AC	G							60	FR	FR
2	01	US 101B	105	1			HWY 105AA CONN - HWY 105AC CONN.	0.82	1.55	0.73	AC	G							80	GD	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							85	GD	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	GD
2	01	OR 47	110	1			JCT HWY 092 - WEST CREEK	0.00	5.88	5.88	AC	G							95	GD	GD
2	01	OR 47	110	1			WEST CREEK - JCT HWY 102	5.88	11.89	6.01	AC	G							95	GD	GD
2	01	OR 130	130	1			JCT HWY 009 - JCT HWY 032	-0.10	9.30	9.40	AC	G							70	FR	FR
2	01	OR 131	131	1			OCEANSIDE - BREEZEE WY	0.00	1.11	1.11	AC	G							75	FR	FR
2	01	OR 131	131	1			BREEZEE WY - WHISKEY CREEK RD	1.11	4.15	3.04	AC	G							75	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							85	GD	GD
2	01	OR 131	131	1			TRASK R. - JCT HWY 009	8.30	9.08	0.78	AC	G							75	FR	FR

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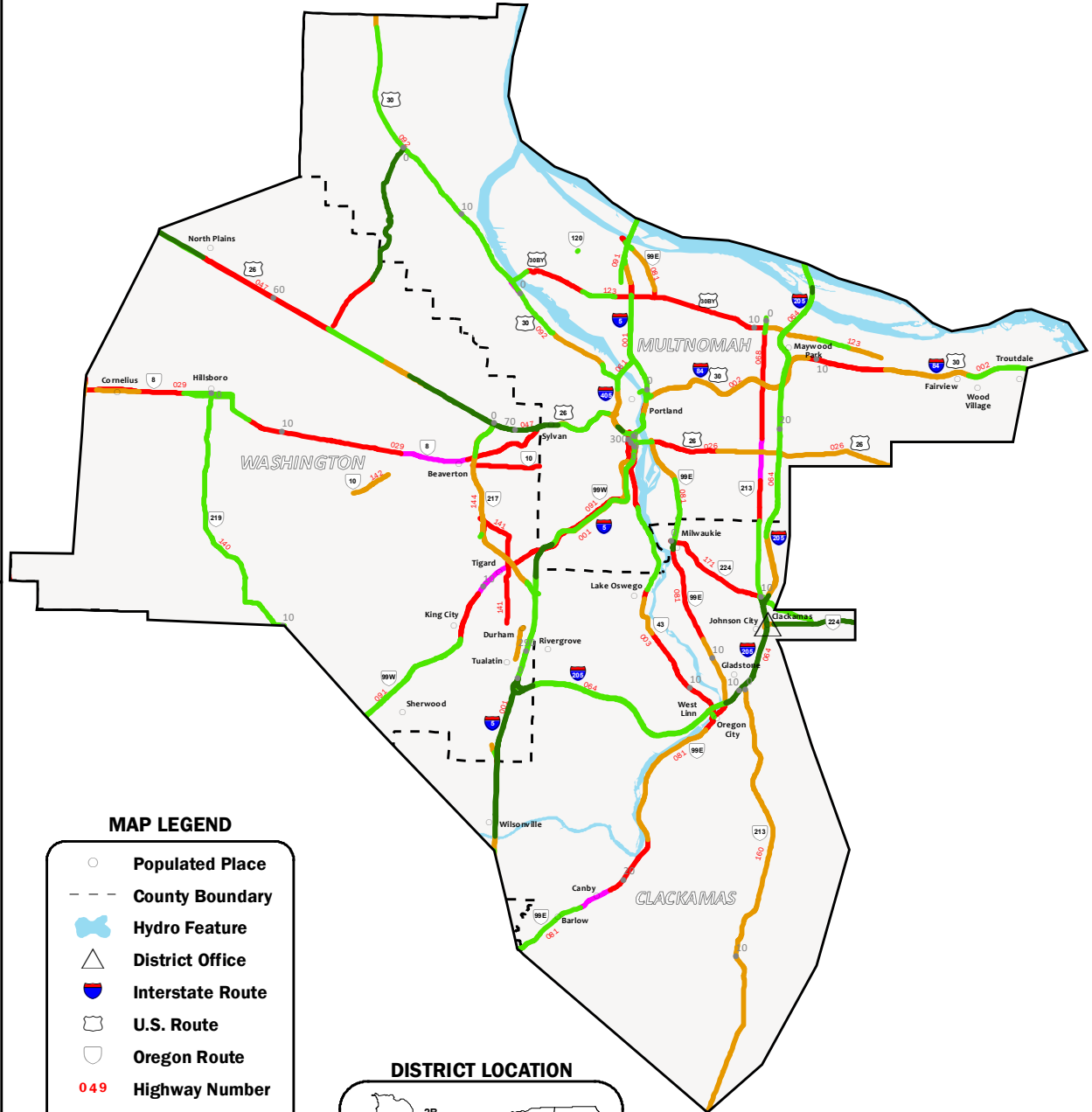
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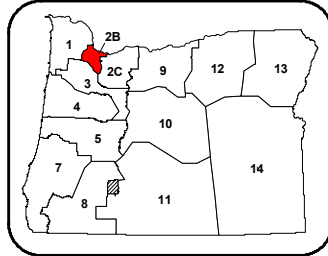
**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 2B**



**MAP LEGEND**

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

**DISTRICT LOCATION**



0 Miles 4

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

**DISCLAIMER:**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
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	99	100	100	100	100		99	VG	FR
1	02B	I-5	001	1			WILSONVILLE INTCH - I-205	283.90	288.50	4.60	AC	A	97	100	100	100	100		97	VG	FR
1	02B	I-5	001	1			I-205 - S. TIGARD INTCH	288.50	292.77	4.27	AC	A	94	99	99	100	100		92	GD	VG
1	02B	I-5	001	1			S. TIGARD INTCH - N. TIGARD INTCH	292.77	294.21	1.44	AC	A	97	100	100	100	100		97	VG	VG
1	02B	I-5	001	1			N. TIGARD INTCH - MARQUAM BRIDGE	294.21	299.92	5.71	AC	A	76	99	99	100	99		76	GD	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	54	82	90				45	PR	FR
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	95	100	78				78	GD	FR
1	02B	I-5	001	1			MULTNOMAH ST - FREMONT VIADUCT	302.05	302.80	0.75	AC	A	89	99	100	100	99		89	GD	VG
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	95	98	99	100	100		93	GD	VG
1	02B	I-5	001	1			N. LOMBARD ST - N. COLUMBIA BLVD	305.48	305.97	0.49	AC	A	55	70	100	100	95		45	PR	GD
1	02B	I-5	001	1			N. COLUMBIA BLVD - N. VICTORY BLVD	305.97	306.70	0.73	AC	A	64	91	100	100	96		63	FR	GD
1	02B	I-5	001	1			N. VICTORY BLVD - OREGON SLOUGH BR	306.70	307.45	0.75	PC	A	91	100	100				91	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	94	100	100	100	100		94	GD	VG
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	54	100	100				54	FR	FR
1	02B	I-5	001	2			WILLAMETTE R. - WILSONVILLE INTCH	283.21	283.90	0.69	AC	A	96	100	100	100	100		96	VG	FR
1	02B	I-5	001	2			WILSONVILLE INTCH - I-205	283.90	288.50	4.60	AC	A	99	100	100	100	100		99	VG	FR
1	02B	I-5	001	2			I-205 - S. TIGARD INTCH	288.50	292.77	4.27	AC	A	94	99	100	100	99		93	GD	GD
1	02B	I-5	001	2			S. TIGARD INTCH - N. TIGARD INTCH	292.77	294.21	1.44	AC	A	97	100	100	100	100		97	VG	VG
1	02B	I-5	001	2			N. TIGARD INTCH - MARQUAM BRIDGE	294.21	299.93	5.72	AC	A	68	98	99	100	98		67	FR	GD
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	82	70	79				56	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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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

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																			22	20
1	02B	I-5	001	2			OREGON ST - MULTNOMAH ST	301.91	302.05	0.14	PC	A	94	82	62			51	FR	FR
1	02B	I-5	001	2			MULTNOMAH ST - FREMONT VIADUCT	302.05	302.80	0.75	AC	A	94	100	100	100	98	94	GD	VG
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	93	100	100	100	100	93	GD	GD
1	02B	I-5	001	2			N. LOMBARD ST - N. COLUMBIA BLVD	305.48	305.97	0.49	AC	A	43	96	100	100	96	43	PR	GD
1	02B	I-5	001	2			N. COLUMBIA BLVD - N. VICTORY BLVD	305.97	306.70	0.73	AC	A	58	91	100	100	96	57	FR	FR
1	02B	I-5	001	2			N. VICTORY BLVD - OREGON SLOUGH BR	306.70	307.45	0.75	PC	A	94	97	96			90	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	84	100	100	100	100	84	GD	VG
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	66	100	100	100	100	66	FR	GD
1	02B	I-84	002	1			S. BANFIELD INTCH - N. BANFIELD INTCH	5.56	7.37	1.81	AC	A	65	77	94	100	97	58	FR	GD
1	02B	I-84	002	1			N. BANFIELD INTCH - 181ST AVE	9.70	12.52	2.82	AC	A	34	95	95	100	100	34	PR	FR
1	02B	I-84	002	1			NE 181ST AVE INTCH	12.52	13.83	1.31	PC	A	72	81	95			61	FR	FR
1	02B	I-84	002	1			181ST AVE - 223RD AVE	13.83	15.60	1.77	PC	A	63	100	99			63	FR	FR
1	02B	I-84	002	1			223RD AVE - MARINE DR	15.60	16.66	1.06	PC	A	77	100	100			77	GD	GD
1	02B	I-84	002	1			MARINE DR - JORDAN RD	16.66	17.82	1.16	AC	A	93	84	100	100	99	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	74	100	100	100	100	74	FR	GD
1	02B	I-84	002	2			S. BANFIELD INTCH - N. BANFIELD INTCH	5.56	7.40	1.84	AC	A	58	78	91	100	98	54	FR	FR
1	02B	I-84	002	2			N. BANFIELD INTCH - 181ST AVE	9.70	12.52	2.82	AC	A	43	90	93	100	100	43	PR	FR
1	02B	I-84	002	2			NE 181ST AVE INTCH	12.52	13.83	1.31	PC	A	70	100	98			69	FR	FR
1	02B	I-84	002	2			181ST AVE - 223RD AVE	13.83	15.60	1.77	PC	A	59	99	100			59	FR	FR
1	02B	I-84	002	2			223RD AVE - MARINE DR	15.60	16.67	1.07	PC	A	66	100	100			66	FR	FR
1	02B	I-84	002	2			MARINE DR - JORDAN RD	16.67	17.82	1.15	AC	A	91	98	100	100	100	91	GD	VG
1	02B	OR 43	003	1			HWY 26 - HOOD AVE (SB COUPLET)	0.00	0.24	0.24	AC	A	98	47	56	100	83	23	PR	PR
1	02B	OR 43	003	1			HOOD AVE	0.24	0.64	0.40	AC	A	93	47	56	100	89	26	PR	PR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
1	02B	OR 43	003	1			BANCROFT ST - SELLWOOD BR	0.64	2.53	1.83	AC	A	64	71	72	100	83	39	PR	PR
1	02B	OR 43	003	1			SELLWOOD BR - TERWILLIGER BLVD	2.53	5.79	3.26	AC	A	97	92	98	100	99	87	GD	GD
1	02B	OR 43	003	1			TERWILLIGER BLVD - A AVE	5.79	6.13	0.34	AC	A	71	46	90	100	87	37	PR	PR
1	02B	OR 43	003	1			A AVE - GLENMORRIE RD	6.13	7.60	1.47	AC	A	82	72	92	100	85	58	FR	FR
1	02B	OR 43	003	1			GLENMORRIE RD - JCT I-205	7.60	11.29	3.69	AC	A	85	55	74	100	85	39	PR	PR
1	02B	OR 43	003	1			JCT I-205 - WILLAMETTE R.	11.29	11.39	0.10	AC	A	93	46	68	100	85	26	PR	FR
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	91	58	61	100	81	36	PR	PR
1	02B	US 26	026	1			JCT HWY 091 - ROSS ISLAND BR (EB)	-0.10	0.30	0.40	PC	A	75	52	64			33	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	3.46	2.44	AC	A	90	60	89	100	80	44	PR	PR
1	02B	US 26	026	1			SE 50TH AVE - SE 98TH AVE	3.46	5.87	2.36	AC	A	89	79	99	100	85	67	FR	GD
1	02B	US 26	026	1			SE 98TH AVE - GRESHAM WCL	5.97	9.96	3.99	AC	A	89	82	95	100	98	74	FR	GD
1	02B	US 26	026	2			JCT HWY 091 - ROSS ISLAND BR (RW2-WB)	0.00	0.31	0.31	AC								NR	FR
1	02B	US 26	026	2			UPRR U-XING (RW2-WB)	1.47	1.76	0.29	AC								NR	FR
1	02B	OR 8	029	1			047DD CONN - RDWY 2 EB ON RAMP	0.05	0.23	0.18	AC	A	100	100	100	100	100	100	VG	FR
1	02B	OR 8	029	1			RDWY 2 EB ON RAMP - HWY 144 U'XING	0.23	2.90	2.67	AC	A	79	42	79	100	76	25	PR	VP
1	02B	OR 8	029	1			HWY 144 U'XING - SW 117TH	2.90	3.18	0.28	AC	A	56	69	68	96	89	40	PR	PR
1	02B	OR 8	029	1			SW 117TH - SW HOCKEN AVE	3.18	4.02	0.84	AC	A	73	43	86	100	51	19	VP	PR
1	02B	OR 8	029	1			SW HOCKEN AVE - ST MARYS BOYS HOME	4.02	5.60	1.58	AC	A	81	44	72	100	64	20	VP	VP
1	02B	OR 8	029	1			ST MARYS BOYS HOME - SW CORNELIUS PASS RD	5.60	8.32	2.72	AC	A	78	48	72	100	79	28	PR	PR
1	02B	OR 8	029	1			SW CORNELIUS PASS RD - MINTER BRIDGE RD	8.32	11.28	2.96	AC	A	78	48	87	99	73	29	PR	PR
1	02B	OR 8	029	1			MINTER BRIDGE RD - SE BASELINE ST	11.28	12.53	1.25	AC	A	95	97	100	100	100	94	GD	GD
1	02B	OR 8	029	1			SE 10TH AVE - SW DENNIS AVE (WB COUPLET)	12.53	13.58	1.05	AC	A	81	96	100	100	98	79	GD	GD
1	02B	OR 8	029	1			SW DENNIS AVE - DAIRY CREEK (WB COUPLET)	13.58	14.28	0.70	AC	A	85	88	100	100	100	83	GD	GD
1	02B	OR 8	029	1			DAIRY CREEK - QUINCE ST	14.28	17.88	3.60	AC	A	84	45	94	99	93	39	PR	FR
1	02B	OR 8	029	2			JCT HWY 047 (EB ON RAMP)	-0.22	0.22	0.44	AC								NR	FR
1	02B	OR 8	029	2			HWY 144 U'XING - SW 117TH (EB)	2.81	3.18	0.37	AC								NR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

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																			22	20	
1	02B	OR 8	029	2			SW 229TH AVE - SW 234TH AVE (EB)	8.81	9.06	0.25	AC									NR	PR
1	02B	OR 8	029	2			SE 10TH AVE - SW DENNIS AVE (EB COUPLET)	12.41	13.50	1.09	AC	A	90	94	100	100	98	86	GD	VG	
1	02B	OR 8	029	2			SW DENNIS AVE - 17TH AVE (EB COUPLET)	13.50	14.07	0.57	AC	A	97	87	100	100	100	85	GD	VG	
1	02B	OR 8	029	2			ECL CORNELIUS - SW 345TH AVE (EB)	15.22	15.36	0.14	AC									NR	GD
1	02B	OR 8	029	2			N. 29TH AVE - N. 26TH AVE (EB)	15.53	15.72	0.19	AC									NR	GD
1	02B	OR 8	029	2			SHOPPING CTR ENTR - MTN VIEW LN (EB)	15.90	17.46	1.56	AC	A	79	63	99	100	97	53	FR	FR	
1	02B	OR 10	040	1			HWY 144 - MULTNOMAH CO. LINE	0.97	3.41	2.44	AC	A	86	43	86	100	72	27	PR	PR	
1	02B	US 26	047	1			DERSHAM RD - GLENCOE RD (EB)	55.19	57.04	1.85	AC	A	95	100	100	100	99	95	GD	GD	
1	02B	US 26	047	1			GLENCOE RD - CORNELIUS PASS RD (EB)	57.04	62.35	5.31	AC	A	44	68	95	100	99	40	PR	FR	
1	02B	US 26	047	1			CORNELIUS PASS RD - 185TH AVE (EB)	62.35	64.41	2.06	AC	A	93	100	100	100	100	93	GD	VG	
1	02B	US 26	047	1			185TH AVE - CORNELL RD (EB)	64.41	66.35	1.94	AC	A	66	99	100	100	100	66	FR	GD	
1	02B	US 26	047	1			CORNELL RD - HWY 144 INTCH (EB)	66.35	69.13	2.78	AC	A	99	100	100	100	100	99	VG	FR	
1	02B	US 26	047	1			HWY 144 INTCH - SYLVAN INTCH (EB)	69.13	71.55	2.42	AC	A	99	100	100	100	100	99	VG	FR	
1	02B	US 26	047	1			SYLVAN INTCH - ZOO INTCH (EB)	71.55	72.42	0.87	AC	A	79	99	100	100	100	79	GD	VG	
1	02B	US 26	047	1			ZOO INTCH - VISTA RIDGE TUNNEL (EB)	72.42	73.31	0.89	AC	A	82	100	100	100	99	82	GD	VG	
1	02B	US 26	047	1			VISTA RIDGE TUNNEL (EB)	73.31	73.65	0.34	AC	A	73	99	100	100	97	73	FR	GD	
1	02B	US 26	047	1			VISTA RDG TUNNEL - HWY 061 O-XING (EB)	73.65	73.97	0.32	AC	A	90	68	100	100	92	62	FR	FR	
1	02B	US 26	047	2			DERSHAM RD - GLENCOE RD (WB)	55.19	57.04	1.85	AC	A	96	100	100	100	100	96	VG	VG	
1	02B	US 26	047	2			GLENCOE RD - CORNELIUS PASS RD (WB)	57.04	62.25	5.21	AC	A	46	58	93	90	94	37	PR	FR	
1	02B	US 26	047	2			CORNELIUS PASS RD - 185TH AVE (WB)	62.25	64.50	2.25	AC	A	91	99	100	100	100	91	GD	VG	
1	02B	US 26	047	2			185TH AVE - CORNELL RD (WB)	64.50	65.68	1.18	AC	A	57	100	100	100	99	57	FR	GD	
1	02B	US 26	047	2			CORNELL RD - HWY 144 INTCH (WB)	65.68	69.73	4.05	AC	A	99	100	100	100	100	99	VG	FR	
1	02B	US 26	047	2			HWY 144 INTCH - CAMELOT INT (WB)	69.73	70.68	0.95	AC	A	98	100	100	100	100	98	VG	PR	
1	02B	US 26	047	2			CAMELOT INT - SYLVAN INTCH (WB)	70.68	71.55	0.87	AC	A	98	100	99	100	100	98	VG	PR	
1	02B	US 26	047	2			SYLVAN INTCH - ZOO INTCH (WB)	71.55	72.42	0.87	AC	A	75	100	100	100	100	75	FR	GD	
1	02B	US 26	047	2			ZOO INTCH - VISTA RDG TUNNEL (WB)	72.42	73.43	1.01	AC	A	79	99	100	100	99	79	GD	GD	
1	02B	US 26	047	2			VISTA RIDGE TUNNEL (WB)	73.43	73.70	0.27	AC	A	80	98	100	100	96	79	GD	GD	
1	02B	US 26	047	2			VISTA RDG TUNNEL - HWY 061 O-XING (WB)	73.70	74.05	0.35	AC	A	92	74	92	97	89	59	FR	FR	

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
1	02B	I-405	061	1			MARQUAM INTCH (NB)	-0.04	0.38	0.42	AC	A	88	100	100	100	99	88	GD	VG	
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	88	56	100				55	FR	GD
1	02B	I-405	061	1			SW 1ST U-XING - EVERETT ST U-XING	0.70	2.40	1.70	AC	A	57	100	98	100	99		57	FR	GD
1	02B	I-405	061	1			EVERETT ST U-XING - FREMONT BRIDGE	2.40	2.59	0.19	PC	A	87	77	71				55	FR	PR
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	95	100	100	100	100		95	GD	VG
1	02B	I-405	061	2			MARQUAM INTCH (SB)	0.00	0.51	0.51	AC	A	90	99	94	100	98		82	GD	VG
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	92	54	100				54	FR	PR
1	02B	I-405	061	2			NAITO PKWY U-XING - 4TH AVE U-XING	0.68	0.95	0.27	AC	A	78	100	100	100	100		78	GD	VG
1	02B	I-405	061	2			4TH AVE O-XING - PARK AVE U-XING	0.95	1.20	0.25	PC	A	96	100	100				96	VG	VG
1	02B	I-405	061	2			PARK AVE U-XING - FREMONT BRIDGE	1.20	2.59	1.39	AC	A	51	98	97	100	98		50	FR	GD
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	89	100	100	100	99		89	GD	VG
1	02B	I-205	064	1			JCT HWT 001 (SB OFF RAMP)	0.00	1.24	1.24	AC	A	99	100	100	100	100		99	VG	VG
1	02B	I-205	064	1			HWY 001 CONN U-XING - STAFFORD RD	1.24	3.00	1.76	AC	A	84	100	100	100	100		84	GD	VG
1	02B	I-205	064	1			STAFFORD RD - BROADWAY ST U-XING	3.00	8.66	5.66	AC	A	95	100	100	100	99		94	GD	VG
1	02B	I-205	064	1			BROADWAY ST U-XING - ABERNATHY BR	8.66	8.80	0.14	PC	A	79	59	88				52	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 - UPRR O-XING	9.31	13.75	4.44	AC	A	98	100	100	100	100		98	VG	UC
1	02B	I-205	064	1			UPRR O-XING - JOHNSON CR. BLVD	13.75	16.20	2.45	AC	A	74	97	98	100	99		73	FR	GD
1	02B	I-205	064	1			JOHNSON CR. BLVD - SE FOSTER RD	16.20	17.59	1.39	AC	A	95	100	100	100	96		93	GD	VG
1	02B	I-205	064	1			SE FOSTER RD - SE POWELL BLVD	17.59	19.01	1.42	AC	A	94	100	100	100	97		93	GD	VG
1	02B	I-205	064	1			SE POWELL BLVD - COLUMBIA RVR BR	19.01	24.86	5.85	AC	A	94	100	100	100	100		94	GD	VG
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	GD
1	02B	I-205	064	1			GLENN JACKSON BRIDGE SECTION	25.66	26.56	0.90	ST	A								ST	ST

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																			22	20
1	02B	I-205	064	2			JCT HWY 001 (NB ON RAMP)	-0.10	0.85	0.95	AC	A	98	100	100	100	100	98	VG	VG
1	02B	I-205	064	2			CONN NO. 1 - STAFFORD RD	1.27	3.00	1.73	AC	A	91	100	100	100	100	91	GD	VG
1	02B	I-205	064	2			STAFFORD RD - A ST U-XING	3.00	8.60	5.60	AC	A	92	100	100	100	100	91	GD	VG
1	02B	I-205	064	2			A ST U-XING - ABERNATHY BR	8.60	8.80	0.20	PC	A	70	84	77			58	FR	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	13.45	4.14	AC	A	97	100	100	100	100	97	VG	UC
1	02B	I-205	064	2			SE 82ND DR - JOHNSON CR. BLVD	13.45	16.00	2.55	AC	A	74	99	99	100	98	74	FR	GD
1	02B	I-205	064	2			JOHNSON CR. BLVD - SE FOSTER RD	16.00	17.64	1.64	AC	A	94	100	100	100	99	94	GD	VG
1	02B	I-205	064	2			SE FOSTER RD - SE POWELL BLVD	17.64	19.01	1.37	AC	A	94	100	100	100	99	94	GD	VG
1	02B	I-205	064	2			SE POWELL BLVD - COLUMBIA RVR BR	19.01	24.88	5.87	AC	A	94	100	99	100	100	94	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	FR
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	100	86	100	100	99	86	GD	GD
1	02B	OR 213	068	1			NE WEBSTER ST - SE DIVISION	0.44	4.24	3.80	AC	A	86	46	56	100	85	24	PR	PR
1	02B	OR 213	068	1			SE DIVISION - FOSTER RD	4.24	5.76	1.52	AC	A	77	38	44	99	78	13	VP	VP
1	02B	OR 213	068	1			FOSTER RD - FLAVEL ST	5.76	6.73	0.97	AC	A	88	50	49	96	81	23	PR	VP
1	02B	OR 213	068	1			FLAVEL ST - SE CLATSOP ST	6.73	7.23	0.50	AC	A	93	48	78	100	92	36	PR	PR
1	02B	OR 213	068	1			SE CLATSOP ST - KING RD	7.23	8.30	1.07	AC	A	96	94	95	100	99	88	GD	VG
1	02B	OR 213	068	1			KING RD - MT SCOTT CREEK	8.30	9.67	1.37	AC	A	90	96	100	100	100	90	GD	VG
1	02B	OR 213	068	1			MT SCOTT CREEK - HWY 171 SB ON RAMP	9.67	10.18	0.51	AC	A	98	98	100	100	98	95	GD	VG
1	02B	OR 213	068	2			BEGIN STATE JURIS - NE WEBSTER ST (RW2-NB)	-0.14	0.33	0.47	AC								NR	VG
1	02B	OR 213	068	2			BEGIN DIVIDED HWY - HWY 171 NB OFF RAMP	9.94	10.02	0.08	AC								NR	GD
1	02B	OR 224	075	1			SUNRISE EXPRESSWAY	4.11	6.26	2.15	AC	A	94	100	99	100	100	94	GD	GD
1	02B	OR 99E	081	1			END HWY 120 - MARINE WAY	-6.09	-5.75	0.34	AC	A	98	100	100	100	95	95	GD	VG
1	02B	OR 99E	081	1			MARINE WAY - NE COLUMBIA BLVD	-5.75	-4.01	1.74	AC	A	93	73	87	99	87	61	FR	FR
1	02B	OR 99E	081	1			NE COLUMBIA BLVD - NE LOMBARD ST	-4.01	-3.75	0.26	AC	A	75	42	100	100	92	38	PR	PR
1	02B	OR 99E	081	1			WOODWARD ST - HAROLD ST (SB)	1.45	3.17	1.72	AC	A	78	63	93	100	94	56	FR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02B

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
1	02B	OR 99E	081	1			HAROLD ST - TACOMA ST (SB)	3.17	4.24	1.07	AC	A	95	84	100	100	100	81	GD	GD
1	02B	OR 99E	081	1			TACOMA ST - HWY 171 U-XING (SB)	4.24	5.46	1.22	AC	A	95	100	100	100	100	95	GD	VG
1	02B	OR 99E	081	1			HWY 171 U-XING - HARRISON ST (SB)	5.46	5.72	0.26	AC	A	97	99	100	100	100	96	VG	VG
1	02B	OR 99E	081	1			HARRISON ST - ROETHE RD	5.72	9.22	3.50	AC	A	79	46	87	100	91	37	PR	PR
1	02B	OR 99E	081	1			ROETHE RD - I-205 U-XING	9.22	11.73	2.51	AC	A	84	90	95	99	98	75	FR	GD
1	02B	OR 99E	081	1			I-205 U-XING - S. 2ND ST	11.73	13.00	1.27	AC	A	83	62	87	100	61	36	PR	FR
1	02B	OR 99E	081	1			S. 2ND ST - NEW ERA	13.00	15.01	2.01	AC	A	78	68	99	100	99	64	FR	GD
1	02B	OR 99E	081	1			NEW ERA - TERRITORIAL RD	15.01	18.25	3.24	AC	A	90	58	97	100	99	55	FR	FR
1	02B	OR 99E	081	1			TERRITORIAL RD - PINE ST	18.25	20.62	2.37	AC	A	86	48	95	99	94	41	PR	FR
1	02B	OR 99E	081	1			PINE ST - BERG PARKWAY	20.62	21.86	1.24	AC	A	88	35	67	100	85	20	VP	PR
1	02B	OR 99E	081	1			BERG PARKWAY - PUDDING R.	21.86	24.67	2.81	AC	A	96	96	98	100	100	91	GD	GD
1	02B	OR 99E	081	2			WOODWARD ST - HAROLD ST (NB)	1.45	3.17	1.72	AC	A	88	68	93	100	94	61	FR	FR
1	02B	OR 99E	081	2			HAROLD ST - TACOMA ST (NB)	3.17	4.24	1.07	AC	A	96	92	97	100	99	88	GD	GD
1	02B	OR 99E	081	2			TACOMA ST - HWY 171 U-XING (NB)	4.24	5.46	1.22	AC	A	98	96	100	100	100	94	GD	GD
1	02B	OR 99E	081	2			HWY 171 U-XING - HARRISON ST (NB)	5.46	5.72	0.26	AC	A	97	98	100	100	100	96	VG	VG
1	02B		091	1			JCT HWY 001 - VICTORY BLVD CONNECTION	-5.76	-5.43	0.33	AC	G						90	GD	GD
1	02B		091	1			VICTORY BLVD CONNECTION - ARGYLE ST	-5.43	-4.75	0.68	AC	G						95	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	92	64	74	100	65	31	PR	PR
1	02B	OR 99W	091	1			HWY 026 O-XING - SW HAMILTON	1.67	2.33	0.66	AC	A	84	54	74	100	56	23	PR	PR
1	02B	OR 99W	091	1			SW HAMILTON - SW 3RD AVE	2.33	3.85	1.52	AC	A	81	75	80	94	89	49	FR	FR
1	02B	OR 99W	091	1			SW 3RD AVE - CUSTER ST	3.85	4.35	0.50	AC	A	44	71	80	96	94	41	PR	PR
1	02B	OR 99W	091	1			CUSTER ST - I-5 O-XING	4.35	7.42	3.07	AC	A	66	48	92	100	82	36	PR	PR
1	02B	OR 99W	091	1			I-5 O-XING - OR217 O-XING	7.42	8.67	1.25	AC	A	88	44	79	100	80	29	PR	PR
1	02B	OR 99W	091	1			OR217 O-XING - SW MCDONALD ST	8.67	10.30	1.63	AC	A	70	37	71	100	74	19	VP	PR
1	02B	OR 99W	091	1			SW MCDONALD ST - TUALATIN R.	10.30	12.10	1.80	AC	A	70	52	82	100	83	37	PR	PR
1	02B	OR 99W	091	1			TUALATIN R. - N. SHERWOOD (SB)	12.10	14.67	2.57	AC	A	90	98	100	100	100	89	GD	GD
1	02B	OR 99W	091	1			N. SHERWOOD - SW 12TH ST (SB)	14.67	15.67	1.00	AC	A	82	88	96	100	100	76	GD	GD

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																			22	20
1	02B	OR 99W	091	1			SW 12TH ST - SUNSET BLVD (SB)	15.67	16.67	1.00	AC	A	79	96	100	100	100	79	GD	GD
1	02B		091	2			JCT HWY 001 - VICTORY BLVD (RW2-NB)	-5.98	-5.52	0.46	AC								NR	VG
1	02B	OR 99W	091	2			SHERIDAN ST - HWY 026 O-XING (NB)	1.24	1.67	0.43	AC								NR	FR
1	02B	OR 99W	091	2			HWY 026 O-XING - SW HAMILTON (NB)	1.67	2.26	0.59	AC								NR	FR
1	02B	OR 99W	091	2			BRIER PL - SW 13TH AVE (RW2-NB)	3.72	4.45	0.73	AC								NR	FR
1	02B	OR 99W	091	2			S.W. MCDONALD ST - TUALATIN R (RW2-NB)	10.30	12.10	1.80	AC	A	57	48	72	100	78	27	PR	PR
1	02B	OR 99W	091	2			TUALATIN R - N. SHERWOOD (NB)	12.10	14.67	2.57	AC	A	91	100	100	100	99	91	GD	VG
1	02B	OR 99W	091	2			N. SHERWOOD - SW 12TH ST (NB)	14.67	15.67	1.00	AC	A	83	100	100	100	100	83	GD	VG
1	02B	OR 99W	091	2			SW 12TH ST - SUNSET BLVD (NB)	15.67	16.67	1.00	AC	A	86	98	100	100	99	85	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	92	100	100			92	GD	VG
1	02B	US 30	092	1			NICOLAI ST - KITTRIDGE AV	1.96	4.13	2.17	AC	A	71	91	98	100	93	69	FR	GD
1	02B	US 30	092	1			KITTRIDGE AV - NW BRIDGE AVE	4.52	6.50	1.98	AC	A							UC	FR
1	02B	US 30	092	1			NW BRIDGE AVE - NW HARBORTON DR	6.50	9.65	3.15	AC	A	95	98	98	100	100	92	GD	GD
1	02B	US 30	092	1			NW HARBORTON DR - CORNELIUS PASS RD	9.65	13.12	3.47	AC	A	89	92	96	100	100	83	GD	GD
1	02B	US 30	092	1			CORNELIUS PASS RD - BEGIN JCP	13.12	17.90	4.78	AC	A	88	82	99	100	100	80	GD	GD
1	02B	US 30	092	1			BEGIN JCP - COLUMBIA CO. LINE	17.90	18.37	0.47	PC	A	83	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	ST
1	02B	US 30	092	2			END OF STRUCTURE - END MEDIAN BARRIER	1.45	1.87	0.42	PC								NR	GD
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	84	39	90	86	75	25	PR	PR
1	02B	US 30BY	123	1			SE RAMP TO ST JOHNS BRIDGE	0.00	0.57	0.57	AC	A	88	42	57	100	64	15	VP	PR
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	89	44	100	100	78	34	PR	PR
1	02B	US 30BY	123	1			IVANHOE ST - N OSWEGO AVE	1.31	1.73	0.42	AC	A	98	41	76	100	84	28	PR	PR
1	02B	US 30BY	123	1			N OSWEGO AVE - N NEWMAN AVE	1.73	3.50	1.77	AC	A	96	42	75	100	80	25	PR	PR
1	02B	US 30BY	123	1			N NEWMAN AVE - N BOSTON AVE	3.50	4.73	1.23	AC	A							UC	PR
1	02B	US 30BY	123	1			N BOSTON AVE - MLK JR BLVD	4.73	6.15	1.42	AC	A	92	54	83	100	84	38	PR	FR

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																	22	20
1	02B	US 30BY	123	1	MLK JR BLVD - NE 60TH AVE	6.15	9.20	3.05	AC	A	87	52	74	100	94	35	PR	PR
1	02B	US 30BY	123	1	NE 60TH AVE - NE 82ND AVE	9.20	10.40	1.20	AC	A	93	63	87	100	77	43	PR	GD
1	02B	US 30BY	123	1	NE 82ND AVE - I-205	10.40	11.25	0.85	AC	A	92	73	83	100	70	46	FR	FR
1	02B	US 30BY	123	1	I-205 - NE 122ND	11.25	12.43	1.18	AC	A	70	62	76	100	97	47	FR	FR
1	02B	US 30BY	123	1	NE 122ND - NE 141ST	12.43	13.54	1.11	AC	A	84	93	94	100	98	77	GD	GD
1	02B	US 30BY	123	1	NE 141ST - GRESHAM CITY LIMITS	13.54	14.76	1.22	AC	A	94	63	85	100	86	48	FR	FR
1	02B	US 30BY	123	2	NW RAMP TO ST JOHNS BRIDGE	0.00	0.42	0.42	AC								NR	PR
1	02B	OR 127	127	1	JCT HWY 092 - SKYLINE BLVD	0.00	3.50	3.50	AC	A	100	99	100	100	100	98	VG	
1	02B	OR 127	127	1	SKYLINE BLVD - OLD CORNELIUS PASS RD	3.50	5.60	2.10	AC	A	100	98	100	100	100	97	VG	
1	02B	OR 127	127	1	OLD CORNELIUS PASS RD - W. UNION RD	5.60	7.14	1.54	AC	A	66	54	80	98	99	41	PR	
1	02B	OR 127	127	1	W. UNION RD - HWY 047AW CONN.	7.14	7.85	0.71	AC	A	77	46	78	100	94	35	PR	
1	02B	OR 219	140	1	JCT HWY 029 - SW MAPLE ST	0.00	0.37	0.37	AC	A	92	85	100	100	97	82	GD	GD
1	02B	OR 219	140	1	SW MAPLE ST - BALD PEAK RD	0.37	5.80	5.43	AC	A	97	85	99	100	99	83	GD	GD
1	02B	OR 219	140	1	BALD PEAK RD - SCHOLLS JCT	5.80	10.05	4.25	AC	A	94	95	100	100	99	89	GD	GD
1	02B	OR 141	141	1	BEGIN STATE JURIS - GREENBURG RD	2.57	3.31	0.74	AC	A	85	43	68	100	76	24	PR	PR
1	02B	OR 141	141	1	GREENBURG RD - HWY 091	3.31	4.97	1.66	AC	A	87	44	56	100	88	25	PR	PR
1	02B	OR 141	141	1	HWY 091 - DURHAM RD	4.97	7.07	2.10	AC	A	86	38	65	100	83	22	PR	PR
1	02B	OR 141	141	1	DURHAM RD - TUALATIN R.	7.69	8.91	1.18	AC	A	94	52	93	100	95	47	FR	FR
1	02B	OR 141	141	1	DAY ST - JCT HWY 001	12.47	12.74	0.27	AC	A	82	57	100	100	82	49	FR	FR
1	02B	OR 141	141	1	JCT HWY 001 (SB ON RAMP-JCP)	12.74	12.95	0.21	PC	A	100	94	100			94	GD	VG
1	02B	OR 141	141	1	JCT HWY 001 (SB ON RAMP-AC)	12.95	13.14	0.19	AC	A	100	100	100	100	37	37	PR	FR
1	02B	OR 141	141	2	JCT HWY 001 (O-XING)	12.69	12.96	0.27	AC								NR	FR
1	02B	OR 141	141	2	JCT HWY 001 (NB OFF RAMP)	12.96	13.24	0.28	PC								NR	VG
1	02B	OR 10	142	1	SW 198TH AVE - END STATE JURIS	5.88	7.38	1.50	AC	A	77	52	93	100	99	48	FR	FR
1	02B	OR 210	143	1	P&W RRXING - OR217 SB RAMP	9.03	9.13	0.10	AC	A	88	94	100	100	100	88	GD	VG
1	02B	OR 210	143	1	OR217 SB RAMP - HALL BLVD.	9.13	9.60	0.47	AC	A	86	44	75	100	83	31	PR	PR
1	02B	OR 217	144	1	HWY 047 U-XING - HWY 029 O-XING	0.00	1.42	1.42	AC	A	67	98	97	100	99	66	FR	GD
1	02B	OR 217	144	1	HWY 029 O-XING - SW 72ND AVE	1.42	6.78	5.36	AC	A	75	96	99	100	100	73	FR	GD

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												METHOD	INDX	INDX	INDX	INDX	INDX	SCORE	22	20
1	02B	OR 217	144	1			SW 72ND AVE - JCT HWY 001	6.78	7.52	0.74	AC	A	93	100	100	100	99	93	GD	VG
1	02B	OR 217	144	2			HWY 047 U-XING - HWY 029 O-XING	0.00	1.42	1.42	AC	A	79	96	100	100	99	78	GD	GD
1	02B	OR 217	144	2			HWY 029 O-XING - SW 72ND AVE	1.42	6.73	5.31	AC	A	71	98	100	100	100	71	FR	GD
1	02B	OR 217	144	2			SW 72ND AVE - JCT HWY 001	6.73	7.34	0.61	AC	A	94	98	100	100	100	93	GD	VG
1	02B	OR 213	160	1			WASHINGTON ST O-XING - REDLAND RD	0.00	0.33	0.33	AC	A	84	56	100	100	89	49	FR	FR
1	02B	OR 213	160	1			REDLAND RD - CANYON RIDGE DR	0.33	4.00	3.67	AC	A	67	86	100	100	88	62	FR	GD
1	02B	OR 213	160	1	Z	1	REDLAND RD - CANYON RIDGE DR (Z)	3.69	4.00	0.31	AC	A	55	66	95	100	96	48	FR	FR
1	02B	OR 213	160	1			CANYON RIDGE DR - LELAND RD	4.00	5.73	1.73	AC	A	54	67	99	100	98	53	FR	FR
1	02B	OR 213	160	1			LELAND RD - SPANGLER HILL	5.73	7.70	1.97	AC	A	69	67	100	100	99	60	FR	GD
1	02B	OR 213	160	1			SPANGLER HILL - MULINO	7.70	10.61	2.91	AC	A	92	88	67	100	98	54	FR	FR
1	02B	OR 213	160	1			MULINO - JCT HWY 161	10.64	16.10	5.40	AC	A	87	79	98	100	97	73	FR	GD
1	02B	OR 213	160	2			HOLCOMB BLVD - BEAVER CREEK RD (RW2-NB)	0.58	2.78	2.20	AC								NR	FR
1	02B		171	1			17TH AVE - HWY 081 O-XING	-0.01	0.09	0.10	AC	A	95	43	100	100	73	31	PR	PR
1	02B	OR 224	171	1			HWY 081 O-XING - HARMONY RD INTCHG	0.09	2.09	2.00	AC	A	63	42	94	100	87	35	PR	PR
1	02B	OR 224	171	1			HARMONY RD INTCHG - OR213 SB ON RAMP	2.09	3.96	1.87	AC	A	60	44	95	100	81	35	PR	PR
1	02B		171	1	Z	1	OR213 SB ON RAMP (Z)	3.82	3.96	0.14	AC	A	100	94	100	100	100	93	GD	VG
1	02B	OR 213	171	1			END HWY 068 - I-205	3.96	4.36	0.40	AC	A	99	96	100	100	100	96	VG	GD
1	02B	OR 212	171	1			I-205 SB OFF RAMP - I-205 O-XING	4.91	5.18	0.27	AC	A	94	75	89	100	83	59	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	88	75	86	96	94	59	FR	FR
1	02B	OR 212	171	1			UPRR O-XING - SE 122ND AVE	5.18	6.56	1.38	AC	A	98	100	99	100	100	97	VG	UC
1	02B	OR 212	171	1			SE 122ND AVE - ROCK CREEK	6.56	8.16	1.60	AC	A	98	100	100	100	100	98	VG	UC
1	02B		171	2			17TH AVE - HWY 081 O-XING (WB)	-0.01	0.11	0.12	AC								NR	FR
1	02B	OR 224	171	2			HWY 081 O-XING - END DIV. HWY (WB)	0.11	0.50	0.39	AC								NR	PR
1	02B	OR 224	171	2			HARMONY RD INTCH - MT SCOTT CREEK (WB)	2.00	2.59	0.59	AC								NR	PR
1	02B	OR 224	171	2			I-205 NB OFF RAMP - OR224 (WB)	3.82	4.73	0.91	AC								NR	GD
1	02B	OR 212	171	2			I-205 NB ON RAMP	4.90	5.22	0.32	AC								NR	FR

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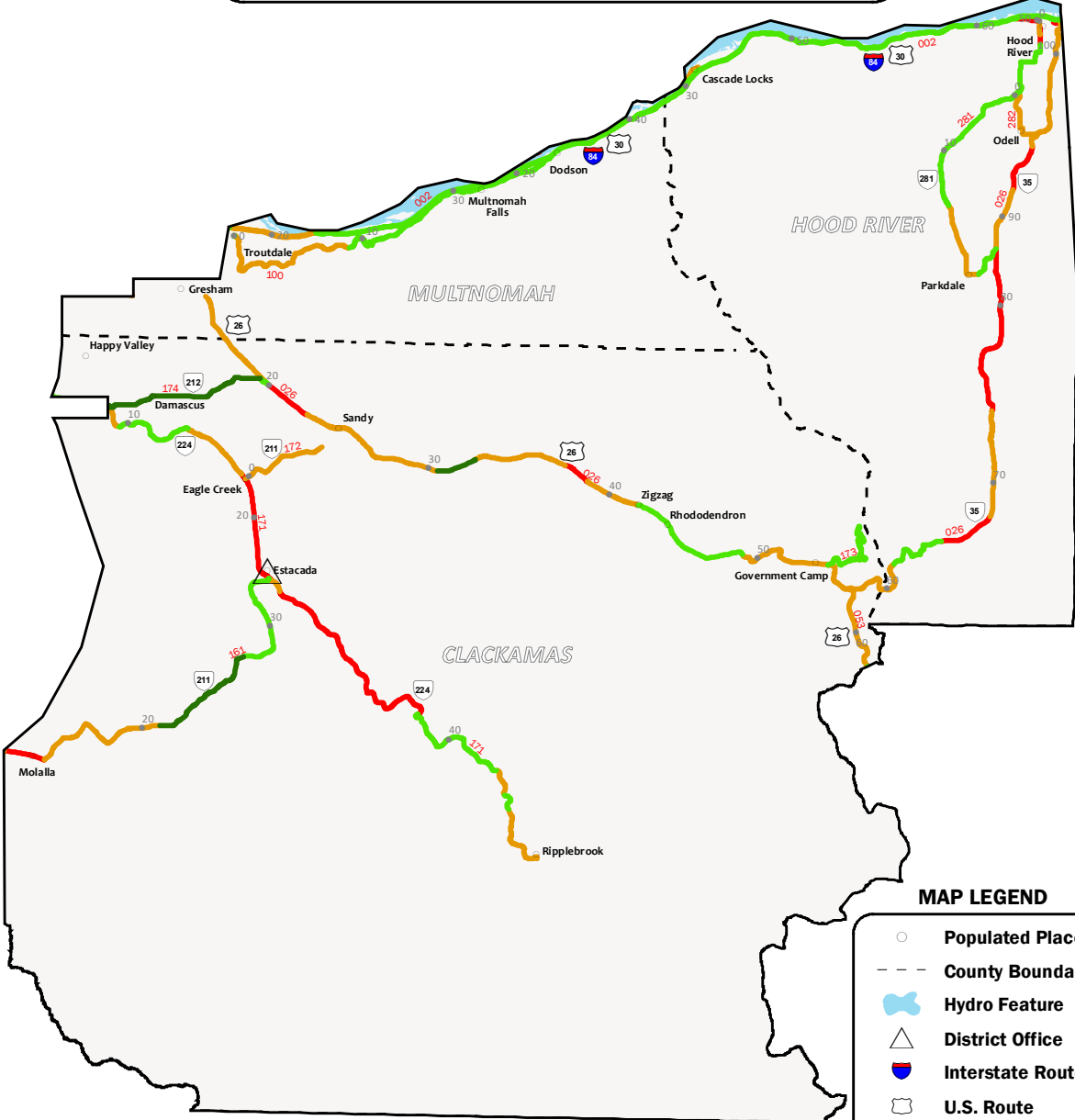
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**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 2C**



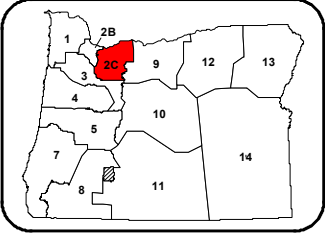
**MAP LEGEND**

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

**Pavement Conditions**

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

**DISTRICT LOCATION**



0 Miles 5  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - DECEMBER 2022  
 GIS No. 23-53

**DISCLAIMER:**  
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 02C

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
1	02C	I-84	002	1			JORDAN RD - CORBETT	17.82	22.40	4.58	AC	A	72	91	99	100	100	68	FR	GD
1	02C	I-84	002	1			CORBETT - MULTNOMAH FALLS	22.40	31.77	9.37	AC	A	78	97	100	100	100	76	GD	VG
1	02C	I-84	002	1			MULTNOMAH FALLS - DODSON	31.77	35.84	4.07	AC	A							UC	GD
1	02C	I-84	002	1			DODSON - TOOTH ROCK	35.84	41.16	5.32	AC	A							UC	FR
1	02C	I-84	002	1			TOOTH ROCK TUNNEL	41.16	41.34	0.18	PC	A							UC	PR
1	02C	I-84	002	1			TOOTH ROCK - CASCADE LOCKS	41.34	46.00	4.66	AC	A							UC	FR
1	02C	I-84	002	1			CASCADE LOCKS - MITCHELL POINT	46.00	59.02	13.02	AC	A	89	93	100	100	100	83	GD	GD
1	02C	I-84	002	1			MITCHELL POINT - HOOD RIVER	59.02	64.44	5.42	AC	A	85	90	100	100	100	81	GD	GD
1	02C	I-84	002	2			JORDAN RD - CORBETT	17.82	22.40	4.58	AC	A	78	94	97	100	100	74	FR	GD
1	02C	I-84	002	2			CORBETT - MULTNOMAH FALLS	22.40	31.77	9.37	AC	A	79	100	100	100	100	79	GD	VG
1	02C	I-84	002	2			MULTNOMAH FALLS - DODSON	31.77	35.84	4.07	AC	A							UC	FR
1	02C	I-84	002	2			DODSON - EAGLE CREEK VIADUCT	35.84	41.05	5.21	AC	A							UC	FR
1	02C	I-84	002	2			EAGLE CREEK VIADUCT	41.05	41.57	0.52	ST	A							ST	FR
1	02C	I-84	002	2			EAGLE CREEK VIADUCT - CASCADE LOCKS	41.57	46.00	4.43	AC	A							UC	FR
1	02C	I-84	002	2			CASCADE LOCKS - MITCHELL POINT	46.00	59.02	13.02	AC	A	89	97	100	100	100	88	GD	GD
1	02C	I-84	002	2			MITCHELL POINT - HOOD RIVER	59.02	64.44	5.42	AC	A	89	91	100	100	100	86	GD	GD
1	02C	US 26	026	1			E. BURNSIDE RD - JCT HWY 174	14.22	19.96	5.74	AC	A	57	84	99	100	97	54	FR	FR
1	02C	US 26	026	1			JCT HWY 174 - CHAMPION WY	19.96	22.50	2.54	AC	A	47	86	97	100	94	45	PR	FR
1	02C	US 26	026	1			CHAMPION WY - TEN EYCK RD	22.50	24.70	2.20	AC	A	68	69	82	100	98	52	FR	FR
1	02C	US 26	026	1			TEN EYCK RD - SE WEBBER RD	24.92	30.40	5.48	AC	A	65	83	90	100	97	59	FR	GD
1	02C	US 26	026	1			SE WEBBER RD - E CHERRYVILLE DR	30.40	32.47	2.07	AC	A	100	100	99	100	100	99	VG	PR
1	02C	US 26	026	1			E. CHERRYVILLE DR - SALMON R.	32.47	37.26	4.79	AC	A	60	97	99	100	100	59	FR	GD
1	02C	US 26	026	1			SALMON R. - BRIGHTWOOD LOOP RD	37.26	38.68	1.42	AC	A	24	62	82	100	99	24	PR	FR
1	02C	US 26	026	1			BRIGHTWOOD LOOP RD - ZIGZAG	38.68	41.60	2.92	AC	A	54	100	96	100	100	52	FR	FR
1	02C	US 26	026	1			ZIGZAG - RHODODENDRON	42.25	44.57	2.32	AC	A	94	91	96	100	98	87	GD	UC
1	02C	US 26	026	1			RHODODENDRON - MP 49.0	44.79	49.00	4.21	AC	A							UC	FR
1	02C	US 26	026	1			MP 49.0 - MIRROR LAKE TRAILHEAD	49.00	52.00	3.00	AC	A	77	92	62	100	99	52	FR	FR
1	02C	US 26	026	1			MIRROR LAKE TRAILHEAD - GOVERNMENT CAMP	52.00	53.70	1.70	AC	A	85	85	83	100	97	66	FR	GD

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																	22	20
1	02C	US 26	026	1	GOVERNMENT CAMP - JCT HWY 053	53.70	56.11	2.41	AC	A	90	72	92	100	99	65	FR	FR
1	02C	OR 35	026	1	JCT HWY 053 - WHITE R.	57.20	61.70	4.50	AC	A	97	67	91	100	96	59	FR	FR
1	02C	OR 35	026	1	WHITE R. - CLARK CREEK	61.70	65.30	3.60	AC	A	97	79	100	100	96	77	GD	FR
1	02C	OR 35	026	1	CLARK CREEK - ROBINHOOD BR	65.30	68.23	2.93	AC	A	84	53	84	100	94	41	PR	FR
1	02C	OR 35	026	1	ROBINHOOD BR - LITTLE JOHN SNO-PARK	68.23	70.52	2.29	AC	A	95	75	96	100	99	72	FR	GD
1	02C	OR 35	026	1	LITTLE JOHN SNO-PARK - POLALLIE CREEK	70.52	73.80	3.28	AC	A	94	61	90	100	96	54	FR	FR
1	02C	OR 35	026	1	POLALLIE CREEK - YELLOWJACKET CREEK	73.80	80.59	6.79	AC	A	92	47	99	100	79	39	PR	PR
1	02C	OR 35	026	1	YELLOWJACKET CREEK - JCT HWY 281	82.62	85.09	2.47	AC	A	90	39	83	100	74	25	PR	PR
1	02C	OR 35	026	1	JCT HWY 281 - NEAL CREEK RD	88.34	91.55	3.21	AC	A	82	59	100	100	99	58	FR	GD
1	02C	OR 35	026	1	NEAL CREEK RD - WILLOW FLAT RD	91.55	94.17	2.62	AC	A	71	32	70	100	96	23	PR	PR
1	02C	OR 35	026	1	WILLOW FLAT RD - NEAL CREEK	94.43	96.88	2.45	AC	A	89	74	100	100	99	73	FR	GD
1	02C	OR 35	026	1	NEAL CREEK - HOOD RIV/UPRR O-XING	97.09	101.82	4.73	AC	A	82	81	100	100	99	73	FR	GD
1	02C	US 26	026	2	E. BURNSIDE RD - JCT HWY 174 (WB-1)	15.45	16.09	0.64	AC								NR	FR
1	02C	US 26	026	2	E. BURNSIDE RD - JCT HWY 174 (WB-2)	16.35	16.68	0.33	AC								NR	GD
1	02C	US 26	026	2	E. BURNSIDE RD - JCT HWY 174 (WB-3)	16.88	18.25	1.37	AC								NR	GD
1	02C	US 26	026	2	E. BURNSIDE RD - JCT HWY 174 (WB-4)	18.45	19.96	1.51	AC								NR	GD
1	02C	US 26	026	2	BLUFF RD - TEN EYCK RD (WB)	23.87	24.63	0.76	AC	A	69	90	100	100	84	66	FR	GD
1	02C	OR 35	026	2	OR35 NB RAMP - BEG. HWY 053	57.20	57.45	0.25	AC	G						60	FR	FR
1	02C	OR 35	026	2	OR35 SB RAMP	57.45	57.80	0.35	AC								NR	GD
1	02C	US 26	053	1	JCT HWY 026 - WASCO CO. LINE	57.45	62.16	4.62	AC	A	86	82	93	99	99	72	FR	GD
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						55	FR	FR
1	02C		100	1	WOODWARD RD - LARCH MTN RD	3.95	8.76	4.81	AC	G						65	FR	FR
1	02C		100	1	LARCH MTN RD - LATOURELL CRK	8.76	12.00	3.24	AC	G						90	GD	GD
1	02C		100	1	LATOURELL CRK - DODSON INTCH	12.00	21.64	9.64	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	98	65	100	100	93	60	FR	FR
1	02C	US 30	100	1	CASCADE LOCKS SECTION	30.36	31.28	0.92	AC	A	100	80	89	100	95	71	FR	UC

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R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
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	63	43	67	100	92		27	PR	PR
1	02C	US 30	100	1			STATE ST - JCT HWY 026	50.88	51.26	0.38	AC	A	78	60	77	100	87		41	PR	PR
1	02C		100	1			JCT HWY 026 - GATE	51.26	52.48	1.22	AC	G							65	FR	FR
1	02C		100	2			DODSON INTCH (WB RAMPS)	21.64	22.18	0.54	AC									NR	GD
1	02C	US 30	100	2			CASCADE LOCKS INTCH (WB ON RAMP)	29.71	30.33	0.62	AC									NR	GD
1	02C	US 30	100	2			HOOD RIVER W. INTCH (WB O-XING & ON RAMP)	48.66	48.98	0.32	AC									NR	GD
1	02C	OR 211	161	1			JCT HWY 160 - SHAVER AVE	11.31	12.60	1.29	AC	A	73	54	55	93	91		31	PR	VP
1	02C	OR 211	161	1			SHAVER AVE - MATHIAS RD	12.60	13.43	0.83	AC	A	72	48	54	98	84		23	PR	PR
1	02C	OR 211	161	1			MATHIAS RD - FOUR CORNERS	13.43	16.43	3.00	AC	A	95	76	98	100	99		73	FR	GD
1	02C	OR 211	161	1			FOUR CORNERS - HULT RD	16.43	20.89	4.46	AC	A	97	57	96	100	90		50	FR	FR
1	02C	OR 211	161	1			HULT RD - SHIBLEY RD	20.89	26.41	5.52	AC	G							97	VG	GD
1	02C	OR 211	161	1			SHIBLEY RD - CLEAR CREEK	26.41	27.04	0.63	AC	G							97	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							90	GD	GD
1	02C	OR 211	161	2			FOUR CORNERS INTERSECTION	16.39	16.46	0.07	AC									NR	GD
1	02C	OR 224	171	1			ROCK CREEK - CARVER	8.16	9.50	1.34	AC	A	89	65	93	100	97		58	FR	FR
1	02C	OR 224	171	1			CARVER - DEEP CREEK	9.50	13.90	4.40	AC	A	97	83	96	100	100		79	GD	GD
1	02C	OR 224	171	1			DEEP CREEK - EAGLE CREEK	13.90	17.64	3.74	AC	A	79	62	95	100	99		57	FR	FR
1	02C	OR 224	171	1			EAGLE CREEK - JCT HWY 161	17.64	23.51	5.87	AC	A	84	63	74	100	86		37	PR	PR
1	02C	OR 224	171	1			JCT HWY 161 - FARADAY RD	23.84	24.61	0.77	AC	G							60	FR	FR
1	02C	OR 224	171	1			FARADAY RD - N. FK. CLACKAMAS R.	24.61	29.18	4.57	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							45	PR	PR
1	02C	OR 224	171	1			FOREST BDRY - MP 37	31.56	37.00	5.44	AC	G							45	PR	PR
1	02C	OR 224	171	1			MP 37 - ROARING RIVER	37.00	41.50	4.50	AC	G							95	GD	VG
1	02C	OR 224	171	1			ROARING RIVER - THE NARROWS	41.50	43.40	1.90	AC	G							90	GD	GD
1	02C	OR 224	171	1			THE NARROWS - WHITEWATER BR	43.40	44.90	1.50	AC	G							55	FR	FR
1	02C	OR 224	171	1			WHITEWATER BR - CRIPPLE CREEK BR	44.90	45.95	1.05	AC	G							90	GD	GD

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																			22	20	
1	02C	OR 224	171	1			CRIPPLE CREEK BR - ROAD #4630	45.95	47.26	1.31	AC	G							55	FR	FR
1	02C	OR 224	171	1			ROAD #4630 - RIPPLE BROOK	47.41	49.97	2.56	AC	G							65	FR	FR
1	02C	OR 224	171	2			ROCK CREEK JCT (RW2)	8.15	8.22	0.07	AC									NR	VG
1	02C	OR 211	172	1			JCT HWY 171 - END STATE JURIS	-0.23	4.40	4.63	AC	A	90	78	98	100	99		73	FR	FR
1	02C	OR 173	173	1			TIMBERLINE LODGE - MP 2.75	0.12	2.75	2.63	AC	G							95	GD	VG
1	02C	OR 173	173	1			MP 2.75 - JCT HWY 026	2.75	5.49	2.69	AC	G							90	GD	GD
1	02C	OR 173	173	2			TIMBERLINE LODGE - END DIV HWY (NB)	0.12	0.66	0.54	AC									NR	VG
1	02C	OR 212	174	1			ROCK CREEK - SUNNYSIDE RD	0.03	2.50	2.47	AC	A	99	100	100	100	100		99	VG	UC
1	02C	OR 212	174	1			SUNNYSIDE RD - SE 242ND DR	2.50	4.62	2.12	AC	A	100	100	100	100	100		99	VG	UC
1	02C	OR 212	174	1			SE 242ND DR - SE RITCHEY RD	4.62	6.84	2.22	AC	A	99	100	100	100	100		99	VG	UC
1	02C	OR 212	174	1			SE RITCHEY RD - JCT HWY 026	6.84	8.37	1.53	AC	A	100	99	98	100	100		96	VG	UC
1	02C	OR 212	174	1			JCT HWY 026 (EB RAMPS)	8.37	8.87	0.50	AC	A	95	87	100	100	96		84	GD	GD
1	02C	OR 212	174	2			JCT HWY 026 (O-XING)	8.37	8.53	0.16	AC									NR	UC
1	02C	OR 212	174	2			JCT HWY 026 (WB RAMPS)	8.53	8.78	0.25	AC									NR	GD
1	02C	OR 281	281	1			JCT HWY 100 - NIX DR	0.00	0.73	0.73	AC	A	92	65	88	100	96		56	FR	GD
1	02C	OR 281	281	1			NIX DR - BROOKSIDE DR	0.78	1.24	0.46	AC	A	84	46	68	100	68		24	PR	PR
1	02C	OR 281	281	1			BROOKSIDE DR - WINDMASTER CORNER	1.24	3.13	1.89	AC	G							80	GD	GD
1	02C	OR 281	281	1			WINDMASTER CORNER - JCT HWY 282	3.13	5.09	1.96	AC	G							85	GD	GD
1	02C	OR 281	281	1			JCT HWY 282 - MP 9	5.09	9.00	3.91	AC	G							90	GD	FR
1	02C	OR 281	281	1			MP 9 - RXR X-ING	9.00	12.96	3.96	AC	G							90	GD	GD
1	02C	OR 281	281	1			RXR X-ING - PARKDALE	12.96	16.78	3.82	AC	G							60	FR	FR
1	02C	OR 281	281	1			PARKDALE - COOPER SPUR RD	16.78	17.28	0.50	AC	G							75	FR	GD
1	02C	OR 281	281	1			BASELINE RD - JCT HWY 026	17.28	19.07	1.79	AC	G							85	GD	GD
1	02C	OR 281	281	2			MAY AVE - NIX DR (RW2-NB)	0.33	0.78	0.45	AC	A	78	52	52	100	76		22	PR	PR
1	02C	OR 282	282	1			JCT HWY 281 - JCT HWY 026	0.00	3.45	3.45	AC	G							55	FR	FR

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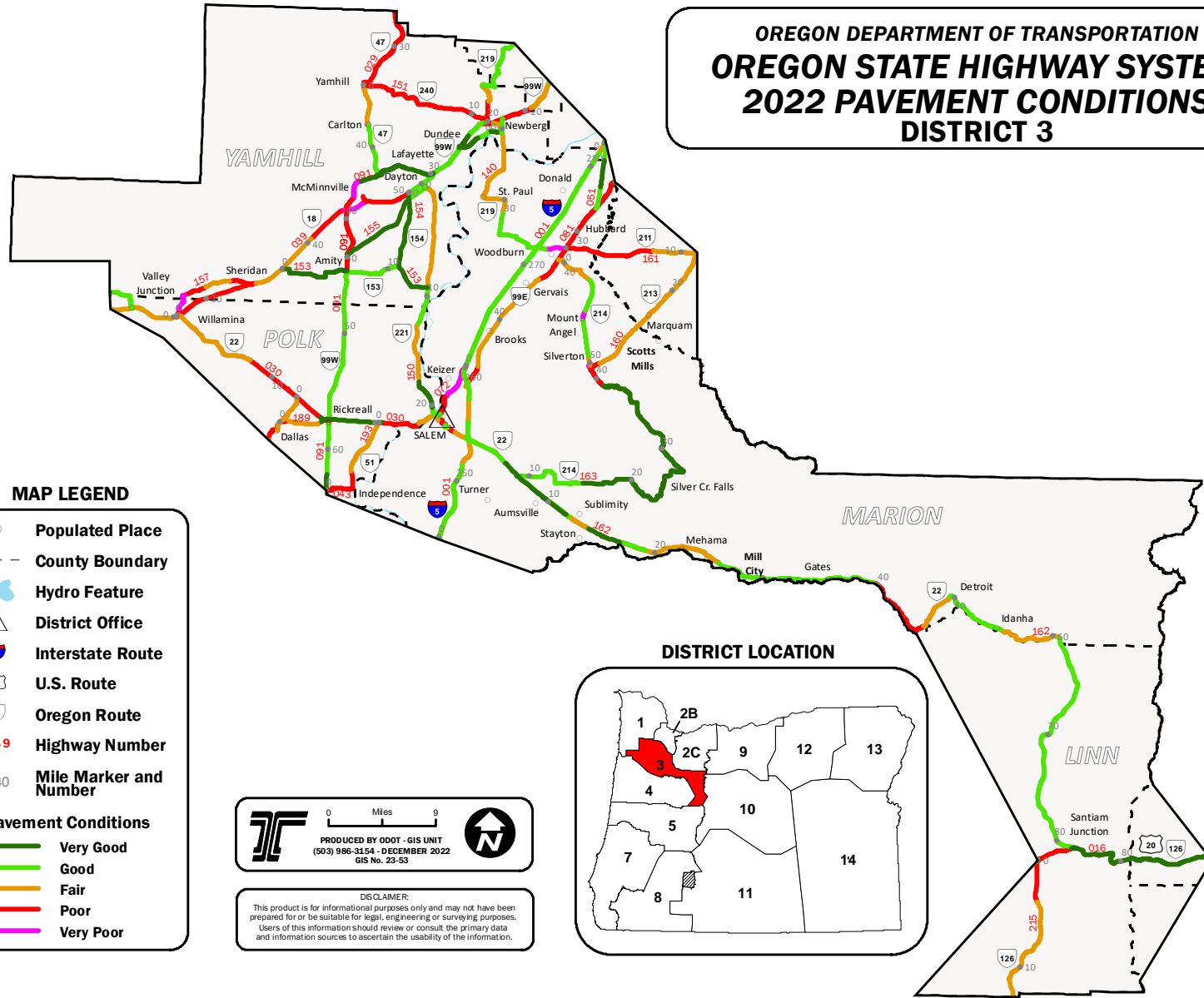
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**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 3**

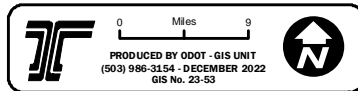


**MAP LEGEND**

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

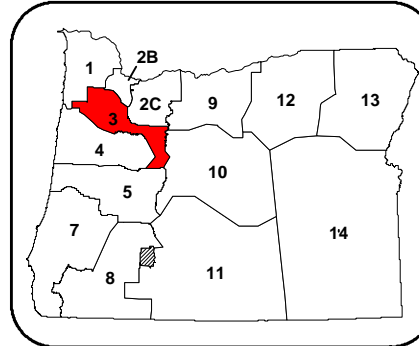
**Pavement Conditions**

- 🟢 Very Good
- 🟡 Good
- 🟠 Fair
- 🔴 Poor
- 🟡 Very Poor



**DISCLAIMER:**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

**DISTRICT LOCATION**



## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 03

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	03	I-5	001	1			N. JEFFERSON - BATTLE CREEK (DIST 3)	244.68	249.38	4.70	AC	A	84	84	100	100	99	78	GD	FR
2	03	I-5	001	1			BATTLE CREEK - KUEBLER	249.38	251.42	2.04	AC	A	89	95	100	93	100	85	GD	FR
2	03	I-5	001	1			KUEBLER - N. SANTIAM HWY	251.42	253.72	2.30	AC	A	65	100	100	98	100	65	FR	FR
2	03	I-5	001	1			N. SANTIAM HWY - STATE ST	253.72	255.32	1.60	PC	A	77	100	100			77	GD	GD
2	03	I-5	001	1			STATE ST - SILVERTON RD	255.32	257.28	1.96	PC	A	69	100	98			69	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	GD
2	03	I-5	001	1			HAYESVILLE INTCH - WOODBURN	259.10	271.45	12.35	AC	A	95	100	100	100	100	95	GD	VG
2	03	I-5	001	1			WOODBURN - BALDOCK SRA	271.45	281.33	9.88	AC	A	92	100	100	100	99	91	GD	VG
2	03	I-5	001	1			BALDOCK SRA - WILLAMETTE R. (REG 2)	281.33	282.65	1.32	PC	A	52	100	96			51	FR	FR
2	03	I-5	001	2			N. JEFFERSON - MILLER CRK (DIST 3)	244.68	245.84	1.16	AC	A	84	81	88	100	98	65	FR	GD
2	03	I-5	001	2			MILLER CRK - COMMERCIAL ST CONN.	245.84	248.67	2.83	AC	A	92	79	100	100	92	72	FR	GD
2	03	I-5	001	2			COMMERCIAL ST CONN. - BATTLE CREEK	248.67	249.90	1.23	AC	A	97	96	100	100	95	92	GD	FR
2	03	I-5	001	2			BATTLE CREEK - KUEBLER	249.90	251.42	1.52	AC	A	60	92	98	70	98	57	FR	FR
2	03	I-5	001	2			KUEBLER - N. SANTIAM HWY	251.42	253.73	2.31	AC	A	72	98	100	89	99	69	FR	FR
2	03	I-5	001	2			N. SANTIAM HWY - STATE ST	253.73	255.32	1.59	PC	A	86	98	100			85	GD	GD
2	03	I-5	001	2			STATE ST - SILVERTON RD	255.32	257.28	1.96	PC	A	69	100	100			69	FR	FR
2	03	I-5	001	2			SILVERTON RD - HAYESVILLE INTCH	257.28	259.10	1.82	PC	A	78	99	100			78	GD	GD
2	03	I-5	001	2			HAYESVLE INTCH - WOODBURN	259.10	271.45	12.35	AC	A	95	100	100	100	100	94	GD	VG
2	03	I-5	001	2			WOODBURN - BALDOCK SRA	271.45	281.33	9.88	AC	A	92	99	100	100	99	91	GD	VG
2	03	I-5	001	2			BALDOCK SRA - WILLAMETTE R. (REG 2)	281.33	282.65	1.32	PC	A	52	100	99			52	FR	FR
2	03	US 20	016	1			CLEAR LAKE JCT - SANTIAM JCT	71.52	74.50	2.98	AC	A	93	62	67	95	93	36	PR	PR
2	03	US 20	016	1			SANTIAM JCT - SANTIAM SUMMIT	74.50	80.77	6.27	AC	A	99	99	100	100	100	98	VG	GD
2	03	US 20	016	1			SANTIAM SUMMIT - JACK LAKE RD	80.77	88.20	7.43	AC	A	97	100	99	100	100	97	VG	VG
2	03	OR 47	029	1			GASTON - MP 30.8	26.52	30.80	4.28	AC	A	91	37	78	100	74	21	PR	PR
2	03	OR 47	029	1			MP 30.8 - AZALEA ST	30.80	34.40	3.60	AC	A	85	38	87	100	74	24	PR	PR
2	03	OR 47	029	1			AZALEA ST - YAMHILL CREEK	34.40	34.71	0.31	AC	A	93	26	47	100	70	8	VP	PR
2	03	OR 47	029	1			YAMHILL CREEK - CARLTON	34.71	37.70	2.99	AC	A	96	58	92	99	94	52	FR	FR
2	03	OR 47	029	1			CARLTON SECTION	37.70	38.00	0.30	AC	A	93	41	52	100	85	18	VP	VP

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 03

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	03	OR 47	029	1			CARLTON - JCT HWY 091	38.00	42.46	4.46	AC	A	98	90	97	100	98	87	GD	GD
2	03	OR 47	029	2			HWY 001W CENTER TURN LANE	42.41	42.46	0.05	AC								NR	FR
2	03	OR 22	030	1			JCT HWY 039 EB	0.00	0.28	0.28	AC	A	98	40	80	100	75	23	PR	PR
2	03	OR 22	030	1			HWY 039 - HART RD	0.28	7.76	7.48	AC	A	89	56	100	100	89	50	FR	FR
2	03	OR 22	030	1			HART RD - DOLPH CORNER	7.76	11.70	3.94	AC	A	82	49	94	100	83	39	PR	FR
2	03	OR 22	030	1			DOLPH CORNER - RICKREALL INTCH	11.70	15.34	3.64	AC	A	91	48	100	100	75	37	PR	FR
2	03	OR 22	030	1			RICKREALL INTERCHANGE	15.34	16.17	0.83	AC	A	100	100	100	100	100	100	VG	UC
2	03	OR 22	030	1			RICKREALL INTCH - JCT HWY 193	16.20	20.56	4.36	AC	A	98	98	100	100	100	97	VG	UC
2	03	OR 22	030	1			JCT HWY 193 - ROSEWOOD DR	20.75	24.06	3.31	AC	A	74	47	99	100	97	45	PR	FR
2	03	OR 22	030	1			ROSEWOOD DR - WILLAMETTE R. (EB)	24.06	25.66	1.60	AC	A	77	52	94	100	98	48	FR	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								NR	FR
2	03	OR 22	030	2			RICKREALL INTERCHANGE (RW2)	15.34	16.60	1.26	AC	G						99	VG	UC
2	03	OR 22	030	2			RICKREALL INTCH - JCT HWY 193 (WB-1)	16.60	18.38	1.78	AC								NR	UC
2	03	OR 22	030	2			RICKREALL INTCH - JCT HWY 193 (WB-2)	18.84	19.40	0.56	AC								NR	UC
2	03	OR 22	030	2			ROSEWOOD DR - WILLAMETTE R. (RW2-WB)	24.09	25.68	1.59	AC	A	79	48	100	100	96	46	FR	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						95	GD	VG
2	03	OR 18	039	1			GRAND RONDE RD - FORT HILL	21.18	23.82	2.64	AC	A	85	58	100	100	91	53	FR	FR
2	03	OR 18	039	1			FORT HILL - S. YAMHILL R.	23.82	27.22	3.40	AC	A	87	79	100	100	97	73	FR	GD
2	03	OR 18	039	1			S. YAMHILL R. - JCT HWY 157	27.22	34.32	7.10	AC	A	91	49	100	100	85	42	PR	FR
2	03	OR 18	039	1			JCT HWY 157 - CHRISTENSEN RD	34.32	35.47	1.15	AC	A	89	54	100	100	98	52	FR	FR
2	03	OR 18	039	1			CHRISTENSEN RD - OLDSVILLE RD	35.47	40.44	4.97	AC	A	93	59	100	100	88	52	FR	FR
2	03	OR 18	039	1			OLDSVILLE RD - S. MCMINNVILLE INTCH	40.44	43.79	3.35	AC	A	77	37	96	100	83	30	PR	PR
2	03	OR 18	039	1			S. MCMINNVILLE INTCH - E. MCMINNVILLE INTCH	43.79	46.23	2.44	AC	A	86	37	67	100	68	17	VP	PR
2	03	OR 18	039	1			E. MCMINNVILLE INTCH - CRUICKSHANK RD	46.23	48.84	2.61	AC	A	86	41	99	100	55	22	PR	PR
2	03	OR 18	039	1			CRUICKSHANK RD - ASH RD	48.84	50.10	1.26	AC	A	76	40	96	100	67	26	PR	PR
2	03	OR 18	039	1			ASH RD - JCT HWY 001W	50.10	52.71	2.61	AC	A	99	96	99	100	99	94	GD	GD

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																			22	20	
2	03	OR 18	039	1			JCT HWY 091 - FULQUARTZ U-XING	55.48	56.20	0.72	AC	A	100	100	100	100	100	100	100	VG	VG
2	03	OR 18	039	1			FULQUARTZ U-XING - CHEHALEM CRK	56.20	57.52	1.32	PC	A	100	100	100				100	VG	VG
2	03	OR 18	039	1			CHEHALEM CRK - COLLEGE ST BRIDGE	57.52	58.24	0.72	AC	A	99	100	100	100	96		95	GD	VG
2	03	OR 18	039	1			COLLEGE ST BRIDGE	58.24	58.71	0.47	ST	A								ST	VG
2	03	OR 18	039	1			COLLEGE ST BRIDGE - HESS CRK	58.71	59.29	0.58	PC	A	100	100	100				100	VG	VG
2	03	OR 18	039	1			HESS CRK - JCT HWY 140	59.29	59.66	0.37	AC	A	94	99	100	100	98		94	GD	VG
2	03	OR 18	039	1			JCT HWY 140 - JCT HWY 091 (SPRINGBROOK RD)	59.90	60.88	0.98	AC	A	97	95	100	100	96		90	GD	VG
2	03	OR 18	039	2			SAWTELL RD - END DIVIDED HWY (RW2-WB)	27.94	29.28	1.34	AC	G							45	PR	FR
2	03	OR 18	039	2			S. MCMINNVILLE INTCH - E. MCMINNVILLE INT (RW2-	43.79	44.26	0.47	AC									NR	PR
2	03	OR 18	039	2			JCT HWY 091 SOUTH DUNDEE	55.41	55.56	0.15	AC									NR	VG
2	03		483	1			MCMINNVILLE SPUR (NB)	46.26	46.85	0.59	AC	A	97	48	75	100	68		24	PR	PR
2	03		483	2			MCMINNVILLE SPUR (SB)	46.11	46.48	0.37	AC									NR	FR
2	03	OR 51	043	1			JCT HWY 091 - JCT HWY 193	0.00	2.35	2.35	AC	A	90	47	80	100	79		29	PR	PR
2	03	OR 551	051	1			JCT HWY 001 (SB)	-0.31	0.41	0.72	AC	A	98	92	93	100	91		78	GD	GD
2	03	OR 551	051	1			END DIVIDED RDWY - ARNDT RD	0.41	1.47	1.06	AC	A	98	100	92	100	100		90	GD	PR
2	03	OR 551	051	1			ARNDT RD - JULIA RD	1.47	3.75	2.28	AC	A	97	100	100	100	100		97	VG	FR
2	03	OR 551	051	1			JULIA RD - JCT HWY 001E	3.75	5.63	1.88	AC	A	99	94	96	100	99		90	GD	PR
2	03	OR 551	051	2			JCT HWY 001 (NB)	-0.31	0.41	0.72	AC									NR	GD
2	03	OR 551	051	2			JCT HWY 001E (NB)	5.44	5.55	0.11	AC									NR	PR
2	03	OR 99EB	072	1			JCT HWY 001 (SB OFF RAMP)	0.00	0.43	0.43	AC	A	98	43	100	95	69		28	PR	PR
2	03	OR 99EB	072	1			JCT HWY 001 - LIBERTY ST	0.43	3.34	2.91	AC	A	87	36	92	100	57		20	VP	PR
2	03	OR 99EB	072	1			LIBERTY ST - CENTER ST O-XING (SB)	3.34	5.01	1.67	AC	A	94	45	96	100	60		27	PR	PR
2	03	OR 22	072	1			CENTER ST O-XING - COMMERCIAL ST	5.01	5.43	0.42	AC	A	88	83	100	100	89		73	FR	GD
2	03	OR 22	072	1			COMMERCIAL ST - MISSION ST O-XING	5.43	6.39	0.96	AC	A	88	42	59	100	77		18	VP	VP
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	61	45	90	100	61		25	PR	PR
2	03	OR 22	072	1			HELM ST - BEGIN HWY 162	7.42	8.48	1.06	AC	A	78	54	97	100	93		50	FR	FR
2	03	OR 99EB	072	2			JCT HWY 001 (NB ON RAMP)	0.00	0.65	0.65	AC									NR	FR

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																			22	20
2	03	OR 99EB	072	2			SALEM PKWY - CENTER ST O-XING (NB)	3.34	5.01	1.67	AC	A	91	40	71	100	65	21	PR	PR
2	03	OR 22	072	2			CENTER ST O-XING - COMMERCIAL ST (WB)	5.01	5.39	0.38	AC	A	66	46	93	100	89	38	PR	FR
2	03	OR 22	072	2			COMMERCIAL ST - CHURCH ST (WB)	5.39	5.65	0.26	AC	A	70	37	39	100	88	13	VP	VP
2	03	OR 22	072	2			CHURCH ST - MISSION ST O-XING (WB)	5.65	6.34	0.69	AC	A	82	46	70	100	84	27	PR	PR
2	03	OR 22	072	2			MISSION ST O-XING (WB)	6.34	6.57	0.23	ST	A							ST	ST
2	03	OR 99E	081	1			PUDDING R. - JCT HWY 051	24.67	27.10	2.43	AC	A	94	52	99	100	78	41	PR	FR
2	03	OR 99E	081	1			JCT HWY 051 - DIMMICK LN	27.10	30.65	3.55	AC	A	93	68	64	88	92	34	PR	PR
2	03	OR 99E	081	1			DIMMICK LN - MT HOOD AVE	30.65	31.70	1.05	AC	A	87	51	100	100	84	42	PR	FR
2	03	OR 99E	081	1			MT HOOD AVE - YOUNG ST	31.70	32.87	1.17	AC	A	93	47	98	100	79	37	PR	FR
2	03	OR 99E	081	1			YOUNG ST - BOONES FERRY RD	32.87	35.27	2.40	AC	A	95	52	87	100	83	40	PR	FR
2	03	OR 99E	081	1			BOONES FERRY RD - QUAIL RD	35.27	42.05	6.78	AC	A	92	63	93	100	92	55	FR	FR
2	03	OR 99E	081	1			QUAIL RD - CHEMAWA RD	42.05	44.46	2.41	AC	A	95	63	93	100	92	54	FR	FR
2	03	OR 99E	081	1			CHEMAWA RD - WARD DR	44.46	45.95	1.49	AC	A	94	50	99	100	85	42	PR	FR
2	03	OR 99E	081	1			WARD DR - HYACINTH ST	45.95	46.49	0.54	AC	A	92	64	100	100	97	63	FR	GD
2	03	OR 99E	081	2			JCT HWY 051 (NB)	27.09	27.66	0.57	AC								NR	PR
2	03	OR 99W	091	1			SUNSET BLVD - REX HILL	16.67	19.44	2.77	AC	A	84	78	100	100	98	74	FR	GD
2	03	OR 99W	091	1			REX HILL - BRUTSCHER ST	19.44	21.80	2.36	AC	A	83	61	95	100	73	41	PR	FR
2	03	OR 99W	091	1			BRUTSCHER ST - JCT HWY 151	21.80	23.76	1.93	AC	A	78	50	95	100	85	41	PR	FR
2	03	OR 99W	091	1			JCT HWY 151 - DUNBERG LOOP	23.76	24.58	0.82	AC	A	96	83	93	100	98	77	GD	GD
2	03	OR 99W	091	1	Z	2	DUNBERG LOOP - DAYTON AVE (Z-SB)	24.49	24.58	0.09	AC	A	96	90	100	100	100	90	GD	VG
2	03	OR 99W	091	1			DUNBERG LOOP - DAYTON AVE (SB)	24.58	25.40	0.82	AC	A	91	87	100	100	99	85	GD	GD
2	03	OR 99W	091	1			DAYTON AVE - PARKS DR	25.40	26.50	1.10	AC	A	99	100	98	100	100	97	VG	VP
2	03	OR 99W	091	1			PARKS DR - ARCHERY SUMMIT RD (SB)	26.50	28.09	1.59	AC	A	94	100	100	100	100	94	GD	VG
2	03	OR 99W	091	1			ARCHERY SUMMIT RD - MCDOUGALL JCT	28.09	29.79	1.70	AC	A	95	100	100	100	100	95	GD	VG
2	03	OR 99W	091	1			MCDOUGALL JCT - LAFAYETTE	29.79	32.17	2.38	AC	A	99	100	100	100	100	99	VG	PR
2	03	OR 99W	091	1			LAFAYETTE SECTION	32.17	32.97	0.80	AC	A	100	99	100	100	100	99	VG	PR
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	PR
2	03	OR 99W	091	1			ST. JOSEPH RD - RIVERSIDE DR	33.74	35.14	1.40	AC	A	100	100	99	100	98	97	VG	VP

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 03

R E G S	D I S	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	03	OR 99W	091	1			RIVERSIDE DR - MCDONALD LN	35.14	36.32	1.18	AC	A	100	100	100	100	100	100	VG	VP
2	03	OR 99W	091	1			MCDONALD LN - 15TH ST	36.32	37.06	0.74	AC	A	87	39	52	100	78	17	VP	VP
2	03	OR 99W	091	1			15TH ST - EDMUNSTON ST (SB COUplet)	37.06	38.23	1.17	AC	A	67	44	49	100	71	14	VP	VP
2	03	OR 99W	091	1			EDMUNSTON ST - BOOTH BEND RD	38.23	39.05	0.82	AC	A	84	40	81	100	90	28	PR	PR
2	03	OR 99W	091	1	Z	7	EDMUNSTON ST - BOOTH BEND RD (Z)	39.01	39.05	0.04	AC	A	88	42	54	100	73	17	VP	PR
2	03	OR 99W	091	1			BOOTH BEND RD - HWY 039 EB CONN	39.05	39.28	0.23	AC	A	93	38	91	100	78	29	PR	FR
2	03	OR 99W	091	1			HWY 039 EB CONN - AMITY	39.28	44.15	4.83	AC	A	94	45	88	100	74	30	PR	FR
2	03	OR 99W	091	1			AMITY SECTION	44.15	44.89	0.74	AC	A	82	64	51	100	89	30	PR	PR
2	03	OR 99W	091	1			AMITY - PERRYDALE RD	44.89	46.50	1.61	AC	A	94	100	99	100	100	94	GD	VG
2	03	OR 99W	091	1			PERRYDALE RD - CROWLEY RD	46.50	54.80	8.30	AC	A	97	95	96	100	100	89	GD	VG
2	03	OR 99W	091	1			CROWLEY RD - RICKREALL INTCH	54.80	57.19	2.39	AC	A	96	96	100	100	100	94	GD	VG
2	03	OR 99W	091	1			RICKREALL INTCH - ASH CREEK	57.19	57.89	0.70	AC	A	92	37	83	100	64	21	PR	PR
2	03	OR 99W	091	1			ASH CREEK - HOFFMAN RD	57.89	62.10	4.17	AC	A	95	100	100	100	100	95	GD	VG
2	03	OR 99W	091	1			HOFFMAN RD - GWINN ST	62.10	63.79	1.69	AC	A	98	99	100	100	100	97	VG	VG
2	03	OR 99W	091	2			SUNSET BLVD - REX HILL (NB)	16.67	19.43	2.76	AC	A	81	70	99	100	79	54	FR	FR
2	03	OR 99W	091	2			JCT HWY 140 - RR X'ING (NB)	23.18	23.89	0.71	AC	A	57	70	67	100	86	43	PR	PR
2	03	OR 99W	091	2			BEGIN DIV HWY - NCL DUNDEE (NB)	24.49	25.40	0.91	AC	G						90	GD	GD
2	03	OR 99W	091	2			TRUNK RD - ARCHERY SUMMIT RD (NB)	27.09	28.05	0.96	AC	G						95	GD	VG
2	03	OR 99W	091	2			LAFAYETTE - ST. JOSEPH RD (NB)	32.97	33.74	0.77	AC	G						100	VG	PR
2	03	OR 99W	091	2			RR U-XING - JCT HWY 029 (NB)	34.22	34.72	0.50	AC	G						100	VG	PR
2	03	OR 99W	091	2			JCT HWY 029 - RIVERSIDE DR (NB)	34.72	35.19	0.47	AC	G						100	VG	PR
2	03	OR 99W	091	2			15TH ST - EDMUNSTON ST (NB COUplet)	37.06	38.22	1.16	AC	A	88	65	38	100	73	19	VP	PR
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						60	FR	FR
2	03	OR 219	140	1			N. TERRACE DR - JCT HWY 091	18.30	20.19	1.89	AC	A	86	37	79	100	76	22	PR	PR
2	03	OR 219	140	1			JCT HWY 091 - VILLA RD	20.65	20.73	0.08	AC	A	100	78	100	100	80	63	FR	FR
2	03	OR 219	140	1			VILLA RD - SPRINGBROOK RD	20.73	21.61	0.88	AC	A	86	53	100	100	93	50	FR	FR
2	03	OR 219	140	1			SPRINGBROOK RD - JCT HWY 039	21.61	21.85	0.24	AC	A	89	98	100	100	100	88	GD	VG

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2	03	OR 219	140	1			JCT HWY 039 - MCKAY RD	21.85	25.01	3.16	AC	A	88	61	93	100	96	55	FR	FR
2	03	OR 219	140	1			MCKAY RD - CHURCH ST	25.01	28.11	3.06	AC	G						70	FR	FR
2	03	OR 219	140	1			CHURCH ST - KIRSCH RD	28.11	31.30	3.19	AC	G						70	FR	GD
2	03	OR 219	140	1			KIRSCH RD - CHAMPOEG CRK	31.30	33.17	1.87	AC	G						80	GD	GD
2	03	OR 219	140	1			CHAMPOEG CRK - WOODLAND AVE	33.17	36.52	3.35	AC	G						95	GD	VG
2	03	OR 214	140	1			WOODLAND AVE - BROUGHTON WY	36.52	37.54	1.02	AC	A	90	100	100	100	100	90	GD	VG
2	03	OR 214	140	1			BROUGHTON WY - JCT HWY 081	37.54	39.29	1.75	AC	A	86	37	66	100	54	14	VP	PR
2	03	OR 214	140	1			JCT HWY 081 - WOODBURN-MONITOR RD	39.31	42.80	3.49	AC	A	92	75	100	100	96	72	FR	FR
2	03	OR 214	140	1			WOODBURN-MONITOR RD - MOUNT ANGEL	42.80	45.50	2.63	AC	A	89	86	98	100	100	82	GD	GD
2	03	OR 214	140	1			MOUNT ANGEL SECTION	45.50	46.45	0.95	AC	A	81	35	67	100	72	17	VP	PR
2	03	OR 214	140	1			MOUNT ANGEL - NE HOBART RD	46.45	49.37	2.92	AC	A	89	92	98	100	100	82	GD	GD
2	03	OR 214	140	1			NE HOBART RD - C ST	49.37	50.24	0.87	AC	A	81	63	80	100	87	48	FR	FR
2	03	OR 214	140	1			SILVERTON COUplet (EB)	50.24	50.72	0.48	AC	A	93	32	79	100	74	20	VP	PR
2	03	OR 214	140	2			SILVERTON COUplet (WB)	50.24	50.64	0.40	AC	A	92	24	100	100	73	17	VP	PR
2	03	OR 221	150	1			DAYTON INTCH (EB RAMPS)	0.00	0.19	0.19	AC	G						95	GD	VG
2	03	OR 221	150	1			DAYTON SECTION	0.19	0.73	0.54	AC	A	98	64	100	100	97	62	FR	GD
2	03	OR 221	150	1			PALMER CREEK - JCT HWY 153	0.73	9.26	8.53	AC	A	94	71	100	100	99	70	FR	GD
2	03	OR 221	150	1			JCT HWY 153 - SPRING VALLEY CREEK	9.26	12.50	3.24	AC	A	90	95	100	100	100	89	GD	GD
2	03	OR 221	150	1			SPRING VALLEY CREEK - MICHIGAN CITY AV	12.50	17.57	5.07	AC	A	92	67	100	100	99	65	FR	GD
2	03	OR 221	150	1			MICHIGAN CITY AV - ORCHARD HEIGHTS RD	17.57	20.15	2.58	AC	A	100	100	100	100	100	100	VG	PR
2	03	OR 221	150	1			ORCHARD HTS RD - EDGEWATER ST	20.19	20.78	0.59	AC	A	93	98	100	100	100	93	GD	PR
2	03	OR 221	150	2			DAYTON INTCH (WB RAMPS & U-XING)	0.00	0.31	0.31	AC								NR	VG
2	03	OR 221	150	2			BEGIN DIV HWY - ORCHARD HEIGHTS RD (NB)	18.01	20.13	2.12	AC								NR	PR
2	03	OR 240	151	1			JCT HWY 029 - YAMHILL CREEK	0.00	0.62	0.62	AC	G						45	PR	FR
2	03	OR 240	151	1			YAMHILL CREEK - DOPP RD	0.62	7.30	6.68	AC	G						40	PR	FR
2	03	OR 240	151	1			DOPP RD - CHEHALEM CREEK	7.30	10.94	3.64	AC	A	85	40	94	100	97	37	PR	FR
2	03	OR 240	151	1			CHEHALEM CREEK - JCT HWY 001W	10.94	11.50	0.56	AC	A	92	45	89	100	82	32	PR	PR
2	03	OR 153	153	1			JCT HWY 039 - AMITY	0.00	6.23	6.23	AC	G						98	VG	UC

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																		22	20	
2	03	OR 153	153	1		AMITY - JCT HWY 154	6.30	10.96	4.66	AC	G							90	GD	UC
2	03	OR 153	153	1		JCT HWY 154 - JCT HWY 150	10.96	14.36	3.40	AC	G							99	VG	FR
2	03	OR 233	154	1		JCT HWY 039 - JCT HWY 155	0.00	0.52	0.52	AC	G							99	VG	FR
2	03	OR 154	154	1		JCT HWY 155 - JCT HWY 153	0.52	6.26	5.74	AC	G							99	VG	GD
2	03	OR 233	155	1		JCT HWY 091 - JCT HWY 154	0.00	7.44	7.44	AC	G							98	VG	VP
2	03		155	1		JCT HWY 154 - JCT HWY 150	7.44	9.19	1.75	AC	G							80	GD	GD
2	03	OR 18B	157	1		WILLAMINA JCT - HWY 157AC CONN.	0.00	0.60	0.60	AC	A	99	46	93	100	68		30	PR	FR
2	03	OR 18B	157	1		HWY 157AC CONN. - WILLAMINA	0.60	2.00	1.40	AC	A	97	37	71	100	51		14	VP	PR
2	03	OR 18B	157	1		WILLAMINA SECTION	2.00	2.77	0.77	AC	A	96	41	49	100	49		9	VP	PR
2	03	OR 18B	157	1		WILLAMINA - PITTMAN RD	2.77	4.40	1.63	AC	A	96	45	93	100	90		38	PR	FR
2	03	OR 18B	157	1		PITTMAN RD - WESTERN ST	4.40	6.55	2.11	AC	A	97	69	96	100	99		66	FR	GD
2	03	OR 18B	157	1		WESTERN ST - BRIDGE ST	6.55	7.13	0.58	AC	A	94	41	89	100	69		25	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	33	90	100	69		21	PR	PR
2	03	OR 18B	157	2		WILLAMINA JCT (EB HWY 039 ON RAMP)	0.00	0.13	0.13	AC									NR	GD
2	03	OR 18B	157	2		SHERIDAN JCT (WB HWY 039 OFF RAMP)	8.16	8.58	0.42	AC									NR	FR
2	03	OR 213	160	1		JCT HWY 161 - GARRETT CREEK	16.10	20.80	4.70	AC	A	84	82	94	100	99		73	FR	UC
2	03	OR 213	160	1		GARRETT CREEK - LONE PINE CORNER	20.80	24.77	3.97	AC	A	96	68	100	100	97		66	FR	UC
2	03	OR 213	160	1		LONE PINE CORNER - MONITOR RD	24.77	28.78	4.01	AC	A	90	66	97	100	96		63	FR	FR
2	03	OR 213	160	1		MONITOR RD - 1ST ST	28.78	29.65	0.87	AC	A	90	44	94	100	74		31	PR	FR
2	03	OR 213	160	1		1ST ST - WATER ST	29.65	29.71	0.06	AC	A	94	44	62	100	86		23	PR	PR
2	03	OR 211	161	1		JCT HWY 001E - MP 0.7	0.00	0.70	0.70	AC	A	84	47	85	100	89		40	PR	FR
2	03	OR 211	161	1		MP 0.7 - CLACKAMAS CO. LN	0.70	2.51	1.81	AC	A	86	51	93	100	84		42	PR	PR
2	03	OR 211	161	1		MARION CO. LN - HAMRICKS CORNER	2.61	7.59	4.98	AC	A	86	40	96	100	89		35	PR	FR
2	03	OR 211	161	1		HAMRICKS CORNER - JCT HWY 160	7.59	11.31	3.72	AC	A	87	57	99	100	91		52	FR	FR
2	03	OR 22	162	1		END HWY 072 - I-5 NB RAMPS	1.17	1.68	0.51	AC	A	95	82	96	100	99		77	GD	GD
2	03	OR 22	162	1		I-5 NB RAMPS - JOSEPH ST	1.68	5.16	3.48	AC	A	89	96	100	100	100		88	GD	VG
2	03	OR 22	162	1		JOSEPH ST - GOLF CLUB RD	5.16	11.83	6.67	AC	A	100	100	100	100	100		99	VG	UC
2	03	OR 22	162	1		GOLF CLUB RD - FERN RIDGE RD	11.83	14.08	2.25	AC	A	73	65	100	100	97		60	FR	UC

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2	03	OR 22	162	1			FERN RIDGE RD - BEG DIV HWY	14.08	16.94	2.86	AC	A	97	99	100	100	100	97	VG	VG
2	03	OR 22	162	1			BEG DIV HWY - KINGDOM LN	16.94	19.70	2.76	AC	A	74	99	96	100	100	72	FR	UC
2	03	OR 22	162	1			KINGDOM LN - GOPHER LN	19.70	22.96	3.26	AC	A	57	86	100	100	99	56	FR	GD
2	03	OR 22	162	1			GOPHER LN - MP 25.9	22.96	25.90	2.94	AC	A	75	84	97	100	99	68	FR	UC
2	03	OR 22	162	1			MP 25.9 - MILL CITY	25.90	29.50	3.60	AC	A	95	87	100	100	99	86	GD	GD
2	03	OR 22	162	1			MILL CITY - THE MAPLES SRA	29.50	34.20	4.70	AC	A	95	88	98	100	100	85	GD	GD
2	03	OR 22	162	1			THE MAPLES SRA - LITTLE SWEDEN	34.20	38.50	4.30	AC	A	95	86	97	100	100	82	GD	GD
2	03	OR 22	162	1			LITTLE SWEDEN - BIG CLIFF DAM	38.50	39.59	1.09	AC	A	82	96	95	100	99	76	GD	GD
2	03	OR 22	162	1			BIG CLIFF DAM - MONGOLD SLIDE	39.59	46.00	6.41	AC	A	86	67	70	100	99	45	PR	FR
2	03	OR 22	162	1			MONGOLD SLIDE SECTION	46.00	46.50	0.50	AC	A	96	71	71	100	98	49	FR	FR
2	03	OR 22	162	1			MONGOLD SLIDE - DETROIT	46.50	49.55	3.05	AC	A	94	67	100	100	97	65	FR	GD
2	03	OR 22	162	1			DETROIT - IDANHA	49.55	55.00	5.45	AC	A	92	93	97	100	99	85	GD	GD
2	03	OR 22	162	1			IDANHA - WHITEWATER RD	55.00	60.57	5.57	AC	A	93	60	92	100	95	52	FR	FR
2	03	OR 22	162	1			WHITEWATER RD - MINTO CREEK	60.57	65.50	4.93	AC	A	95	96	97	100	100	89	GD	GD
2	03	OR 22	162	1			MINTO CREEK - BUGABOO RD	65.50	67.90	2.40	AC	A	93	98	100	100	100	93	GD	GD
2	03	OR 22	162	1			BUGABOO RD - TWIN MEADOWS RD	67.90	70.00	2.10	AC	A	95	100	100	100	100	95	GD	VG
2	03	OR 22	162	1			TWIN MEADOWS RD - LAVA LAKE MEADOWS	70.00	77.75	7.75	AC	A	93	93	99	100	99	88	GD	GD
2	03	OR 22	162	1			LAVA LAKE MEADOWS - LAVA FLAT RD	77.75	79.70	1.95	AC	A	93	99	100	100	100	92	GD	GD
2	03	OR 22	162	1			LAVA FLAT RD - JCT HWY 016	79.70	81.81	2.11	AC	A	94	90	100	100	100	88	GD	GD
2	03	OR 22	162	2			JOSEPH ST - SUBLIMITY INTCHG (RW2-WB)	6.04	12.11	6.07	PC	A	86	100	100			86	GD	GD
2	03	OR 22	162	2			SUBLIMITY INTCHG SECT (RW2-WB)	12.11	13.95	1.84	AC	A	81	83	100	100	98	75	FR	UC
2	03	OR 22	162	2			BEG DIV HWY - END DIV HWY (WB)	16.94	19.18	2.24	AC	A	93	99	100	100	100	93	GD	UC
2	03	OR 214	163	1			JCT HWY 162 (EB OFF RAMP & U-XING)	8.78	9.22	0.44	AC	G						95	GD	GD
2	03	OR 214	163	1			JCT HWY 162 - CASCADE HWY	9.22	15.59	6.37	AC	G						95	GD	GD
2	03	OR 214	163	1			CASCADE HWY - MP 21.2	15.59	21.20	5.61	AC	G						100	VG	VG
2	03	OR 214	163	1			MP 21.2 - SILVER FALLS ST PK	21.20	23.36	2.16	AC	G						100	VG	GD
2	03	OR 214	163	1			SILVER FALLS ST PK SECTION	23.36	27.36	4.00	AC	G						97	VG	VG
2	03	OR 214	163	1			SILVER FALLS ST PK - DRAKES XING	27.36	31.09	3.73	AC	G						99	VG	VG

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 03

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE	RUT	FAT	PAT	RAV	ENV	COND SCORE	RATING	
												METHOD	INDX	INDX	INDX	INDX	INDX		INDX	INDX
2	03	OR 214	163	1			DRAKES XING - SILVER SPRINGS LN	31.09	33.70	2.61	AC	G						100	VG	VG
2	03	OR 214	163	1			SILVER SPRINGS LN - MOUNTAIN VIEW RD	33.70	39.10	5.40	AC	G						96	VG	GD
2	03	OR 214	163	1			MOUNTAIN VIEW RD - JCT HWY 140	39.10	40.84	1.74	AC	G						45	PR	FR
2	03	OR 214	163	2			JCT HWY 162 (WB ON RAMP)	8.81	9.09	0.28	AC								NR	VG
2	03	OR 223	189	1			JCT HWY 191 - ECL DALLAS	0.00	0.72	0.72	AC	A	76	50	80	100	77	32	PR	PR
2	03	OR 223	189	1			ECL DALLAS - RICKREALL INTCH	0.72	3.60	2.88	AC	A	76	58	98	100	98	56	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	UC
2	03	OR 223	191	1			JCT HWY 030 - POLK STATION RD	0.00	2.13	2.13	AC	A	97	59	97	100	94	54	FR	FR
2	03	OR 223	191	1			POLK STATION RD - JEFFERSON ST	2.13	2.94	0.81	AC	A	95	54	98	100	85	46	FR	FR
2	03	OR 223	191	1			DALLAS COUPLET (SB)	2.94	3.40	0.46	AC	A	95	56	100	100	75	41	PR	FR
2	03	OR 223	191	1			MAIN ST - DISTRICT BDRY	3.40	4.73	1.33	AC	A	92	46	78	100	80	30	PR	PR
2	03	OR 223	191	2			DALLAS COUPLET (NB)	2.94	3.45	0.51	AC	A	98	78	100	100	77	60	FR	GD
2	03	OR 51	193	1			JCT HWY 030 - STRYKER ST	0.00	4.88	4.88	AC	A	90	52	99	100	92	48	FR	FR
2	03	OR 51	193	1			STRYKER ST - POLK ST	4.88	5.70	0.82	AC	A	87	44	73	100	80	25	PR	PR
2	03	OR 51	193	1			POLK ST - JCT HWY 043	5.70	6.34	0.64	AC	A	94	46	97	100	75	33	PR	PR
2	03	OR 126	215	1			JCT HWY 016 - CLEAR LAKE LODGE	0.00	3.60	3.60	AC	A	87	42	85	100	93	33	PR	FR
2	03	OR 126	215	1			CLEAR LAKE LODGE - LANE CO. LINE	3.60	13.02	9.42	AC	A	85	58	89	100	96	50	FR	FR
2	03	OR 126	215	2			JCT HWY 016 (RW2-NB)	0.00	0.19	0.19	AC								NR	FR

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RATE A = Automated Survey  
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 PAT INDX = Patch Index  
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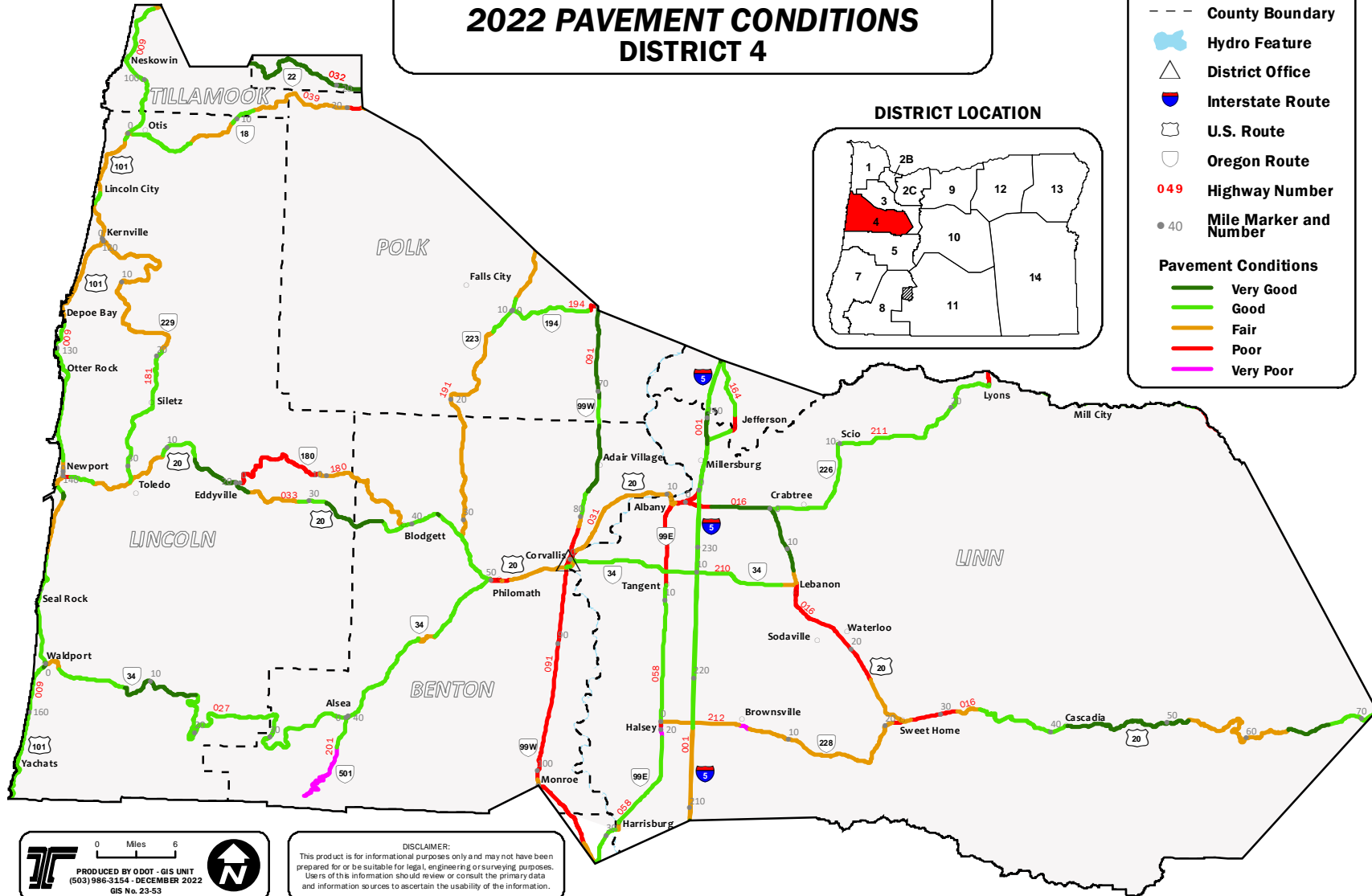
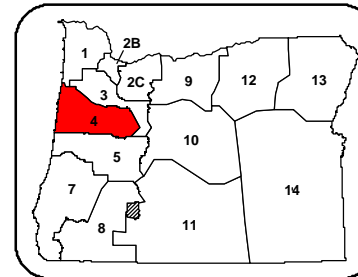


**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 4**

**MAP LEGEND**

-  Populated Place
  -  County Boundary
  -  Hydro Feature
  -  District Office
  -  Interstate Route
  -  U.S. Route
  -  Oregon Route
  -  Highway Number
  -  Mile Marker and Number
- Pavement Conditions**
-  Very Good
  -  Good
  -  Fair
  -  Poor
  -  Very Poor

**DISTRICT LOCATION**



0 Miles 6

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

**DISCLAIMER:**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 04

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	04	I-5	001	1			DIAMOND HILL INTERCH - HALSEY	209.06	216.12	7.06	AC	A	72	64	95	100	97	58	FR	FR
2	04	I-5	001	1			HALSEY - CORVALLIS/LEBANON INTCH	216.12	227.68	11.56	PC	A	94	99	97			92	GD	GD
2	04	I-5	001	1			CORVALLIS/LEBANON INTCH - N. ALBANY	227.68	234.62	6.94	PC	A	97	99	98			94	GD	GD
2	04	I-5	001	1			N. ALBANY - S. JEFFERSON	234.62	238.00	3.38	AC	A	95	100	100	100	98	94	GD	VG
2	04	I-5	001	1			S. JEFFERSON - SANTIAM R.	238.00	240.40	2.40	AC	A	96	100	100	100	100	96	VG	VG
2	04	I-5	001	1			SANTIAM R. BRIDGES SECTION	240.40	241.33	0.93	AC	A	96	100	100	100	98	95	GD	VG
2	04	I-5	001	1			SANTIAM R. - N. JEFFERSON	241.33	244.44	3.11	AC	A	92	100	100	100	100	92	GD	VG
2	04	I-5	001	1			N. JEFFERSON - BATTLE CREEK (DIST 4)	244.44	244.68	0.24	AC	A	96	100	100	100	100	96	VG	GD
2	04	I-5	001	2			DIAMOND HILL INTCH - HALSEY	209.06	216.14	7.08	AC	A	67	59	95	100	99	53	FR	FR
2	04	I-5	001	2			HALSEY - CORVALLIS/LEBANON INTCH	216.14	227.68	11.54	PC	A	96	99	98			94	GD	GD
2	04	I-5	001	2			CORVALLIS/LEBANON INTCH - N. ALBANY	227.68	234.71	7.03	PC	A	95	98	96			90	GD	GD
2	04	I-5	001	2			N. ALBANY - S. JEFFERSON	234.71	238.76	4.05	AC	A	96	99	100	100	100	95	GD	VG
2	04	I-5	001	2			S. JEFFERSON - SANTIAM R.	238.76	240.44	1.68	PC	A	94	98	98			92	GD	GD
2	04	I-5	001	2			SANTIAM R. BRIDGES SECTION	240.44	241.32	0.88	AC	A	91	100	100	100	99	91	GD	VG
2	04	I-5	001	2			SANTIAM R. - N. JEFFERSON	241.32	244.44	3.12	PC	A	92	100	100			92	GD	GD
2	04	I-5	001	2			N. JEFFERSON - MILLER CRK (DIST 4)	244.44	244.68	0.24	AC	A	66	56	68	100	100	38	PR	FR
2	04	US 101	009	1			JCT HWY 130 - MEDA LOOP RD	91.37	92.02	0.65	AC	A	96	76	97	100	99	75	FR	FR
2	04	US 101	009	1			MEDA LOOP RD - NESKOWIN CREST RD	92.21	96.15	3.94	AC	A	100	96	100	100	100	95	GD	VG
2	04	US 101	009	1			NESKOWIN CREST RD - OTIS JCT	96.76	105.64	8.84	AC	A	99	88	98	100	100	86	GD	GD
2	04	US 101	009	1			OTIS JCT - 25TH ST	110.75	113.66	2.91	AC	A	90	71	83	100	99	58	FR	FR
2	04	US 101	009	1			25TH ST - SE 23RD ST	113.66	116.00	2.34	AC	A	94	64	87	100	96	53	FR	FR
2	04	US 101	009	1			SE 23RD ST - 35TH ST	116.00	116.90	0.90	AC	A	90	98	100	100	100	88	GD	GD
2	04	US 101	009	1			35TH ST - DRIFT CREEK	116.90	119.67	2.77	AC	A	95	67	82	100	96	54	FR	FR
2	04	US 101	009	1			DRIFT CREEK - CORONADO SHORES	119.67	123.37	3.58	AC	A	94	79	98	100	99	75	FR	GD
2	04	US 101	009	1			CORONADO SHORES - FOGARTY CREEK	123.37	125.20	1.83	AC	A	96	68	100	100	100	68	FR	GD
2	04	US 101	009	1			FOGARTY CREEK - DEPOE BAY BRIDGE	125.20	127.64	2.44	AC	A	91	76	99	100	99	74	FR	GD
2	04	US 101	009	1			DEPOE BAY BRIDGE - SPENCER CREEK	127.64	133.86	6.22	AC	A	95	90	95	100	99	83	GD	GD
2	04	US 101	009	1			SPENCER CREEK - 54TH ST	133.86	137.53	3.67	AC	A	96	99	96	100	100	92	GD	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 04

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	04	US 101	009	1			54TH ST - 25TH ST	137.53	139.11	1.58	AC	A	96	100	98	100	100	94	GD	GD
2	04	US 101	009	1			25TH ST - YAQUINA BAY BR	139.11	141.37	2.26	AC	A	85	83	88	100	99	68	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	142.40	0.42	AC	A	100	100	100	100	100	100	VG	PR
2	04	US 101	009	1			FERRY SLIP RD - SE 123RD	142.40	146.95	4.55	AC	A	94	57	96	100	92	50	FR	FR
2	04	US 101	009	1			SE 123RD - ALSEA BAY BR	146.95	155.25	8.30	AC	A	98	93	100	100	100	91	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	156.20	0.40	AC	A	96	100	100	100	100	96	VG	VG
2	04	US 101	009	1			WM. KEADY WAYSIDE - BIG CREEK	156.20	160.15	3.95	AC	A	96	83	98	99	99	81	GD	GD
2	04	US 101	009	1			BIG CREEK - LANE CO.LINE	160.15	167.61	7.46	AC	A	98	86	97	100	100	82	GD	GD
2	04	US 101	009	2			CORONADO SHORES - END DIVIDED HWY (NB)	123.42	124.90	1.48	AC								NR	GD
2	04	US 20	016	1			PACIFIC BLVD - COX CREEK	-0.03	2.00	2.03	AC	A	84	50	86	99	76	33	PR	PR
2	04	US 20	016	1			COX CREEK - SCRAVEL HILL RD	2.00	2.64	0.64	AC	A	99	99	100	100	100	99	VG	PR
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	UC
2	04	US 20	016	1			GORE DR - RXR X-ING	11.71	12.70	0.99	AC	A	96	76	100	100	98	74	FR	FR
2	04	US 20	016	1			RXR X-ING - ELMORE ST (EB)	12.70	13.60	0.90	AC	A	98	45	94	100	68	29	PR	PR
2	04	US 20	016	1			ELMORE ST - SANTIAM CANAL	13.60	14.05	0.45	AC	A	97	54	100	100	70	38	PR	FR
2	04	US 20	016	1			SANTIAM CANAL - ECL LEBANON	14.05	15.64	1.59	AC	A	94	63	59	100	92	32	PR	VP
2	04	US 20	016	1			ECL LEBANON - VAIL CREEK	15.64	18.10	2.46	AC	A	92	52	99	100	84	43	PR	FR
2	04	US 20	016	1			VAIL CREEK - LIBERTY RD	18.10	22.74	4.64	AC	A	86	48	100	100	84	40	PR	FR
2	04	US 20	016	1			LIBERTY RD - W. SWEETHOME	22.74	26.64	3.90	AC	A	70	97	100	100	78	67	FR	GD
2	04	US 20	016	1			W. SWEET HOME -18TH AVE	26.64	27.72	1.08	AC	A	82	80	81	100	93	56	FR	FR
2	04	US 20	016	1			18TH AVE - ECL SWEET HOME	27.72	31.32	3.60	AC	A	87	46	99	100	78	37	PR	FR
2	04	US 20	016	1			ECL SWEET HOME - QUARTZVILLE RD	31.32	33.20	1.88	AC	A	96	56	100	100	95	53	FR	FR
2	04	US 20	016	1			QUARTZVILLE RD - SHOT POUCH RD	33.20	38.50	5.30	AC	A	99	84	99	99	97	81	GD	GD
2	04	US 20	016	1			SHOT POUCH RD - CASCADIA BR	38.50	41.41	2.91	AC	A	99	94	100	100	100	93	GD	VG
2	04	US 20	016	1			CASCADIA BR - GARLAND BRIDGE	41.41	46.12	4.71	AC	A	99	99	100	100	100	99	VG	VG
2	04	US 20	016	1			GARLAND BRIDGE - UPPER SODA	46.12	51.80	5.68	AC	A	100	100	100	100	100	100	VG	PR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 04

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																		22	20
2	04	US 20	016	1		UPPER SODA - SLIDE SECTION	51.80	55.40	3.60	AC	A	97	69	95	99	96	63	FR	FR
2	04	US 20	016	1		SLIDE SECTION	55.40	56.90	1.50	AC	A	97	62	81	98	95	47	FR	FR
2	04	US 20	016	1		SHEEP CREEK RD - BURNSIDE RD	56.90	60.88	3.98	AC	A	97	63	92	100	97	57	FR	FR
2	04	US 20	016	1		BURNSIDE RD - TOMBSTONE PASS	60.88	63.85	2.97	AC	A	98	56	93	100	96	50	FR	FR
2	04	US 20	016	1		TOMBSTONE PASS - LOST PRAIRIE	63.85	67.25	3.40	AC	A	99	97	100	100	100	97	VG	VG
2	04	US 20	016	1		LOST PRAIRIE - CLEAR LAKE JCT	67.25	71.52	4.27	AC	A	99	89	100	100	99	88	GD	GD
2	04	US 20	016	2		PACIFIC BLVD - END RDWY 2 (WB)	-0.04	0.12	0.16	AC								NR	PR
2	04	US 20	016	2		MAIN ST - E VINE ST (WB)	12.93	13.21	0.28	AC	A	91	37	100	100	63	24	PR	PR
2	04	US 20	016	2		E VINE ST - E GRANT ST (WB)	13.21	13.39	0.18	PC	A	98	21	91			18	VP	VP
2	04	US 20	016	2		MAIN ST - ELMORE ST (WB)	13.39	13.73	0.34	AC	A	97	53	100	100	63	33	PR	FR
2	04	US 20	016	2		E GRANT ST - 18TH AVE	27.25	27.72	0.47	AC								NR	FR
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						97	VG	FR
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	35.61	7.26	AC	G						90	GD	GD
2	04	OR 34	027	1		MALTBY CREEK - ALSEA MTN	35.61	45.77	10.16	AC	G						90	GD	GD
2	04	OR 34	027	1		ALSEA MTN SECTION	45.77	48.65	2.88	AC	G						95	GD	GD
2	04	OR 34	027	1		ALSEA MTN - HIDE CREEK	50.43	52.33	1.90	AC	G						70	FR	GD
2	04	OR 34	027	1		HIDE CREEK - JCT HWY 033	52.33	58.56	6.23	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	63	94	100	69	40	PR	FR
2	04	US 20	031	1		NE WATER WORKS ST - HP CAMPUS	0.80	1.43	0.63	AC	A	98	60	100	100	95	57	FR	FR
2	04	US 20	031	1		HP CAMPUS - NE PILKINGTON AV	1.43	3.10	1.67	AC	A	94	61	94	100	95	55	FR	FR
2	04	US 20	031	1		NE PILKINGTON AV - SCENIC DR	3.10	8.30	5.20	AC	A	96	73	100	100	98	71	FR	GD
2	04	US 20	031	1		SCENIC DR - WILLAMETTE R.	8.30	10.33	2.03	AC	A	96	71	100	100	96	69	FR	GD

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2	04	US 20	031	1			ALBANY COUPLET (EB)	10.33	11.28	0.95	AC	A	97	74	90	100	85	64	FR	FR
2	04	US 20	031	2			ALBANY COUPLET (WB)	10.29	11.19	0.90	AC	A	96	77	95	100	87	67	FR	GD
2	04	OR 22	032	1			DOLPH - SOURGRASS RIDGE RD	10.66	13.80	3.14	AC	G						96	VG	FR
2	04	OR 22	032	1			SOURGRASS RIDGE RD - MP 16.4	13.80	16.40	2.60	AC	G						99	VG	VG
2	04	OR 22	032	1			MP 16.4 - GRAND RONDE RD	16.40	22.01	5.61	AC	G						98	VG	FR
2	04	US 20	033	1			JCT HWY 009 - SE MOORE DR	0.00	0.60	0.60	AC	A	92	71	61	100	92	37	PR	PR
2	04	US 20	033	1			SE MOORE DR - SE JOHN NYE RD	0.60	2.50	1.90	AC	A	89	89	95	100	98	78	GD	GD
2	04	US 20	033	1			SE JOHN NYE RD - TOLEDO	2.50	5.57	3.07	AC	A	82	67	100	100	98	63	FR	FR
2	04	US 20	033	1			TOLEDO - NEAL LOOP	5.57	9.28	3.71	AC	A	92	63	95	100	96	58	FR	FR
2	04	US 20	033	1			NEAL LOOP - PIONEER MTN LOOP RD	9.28	11.92	2.64	AC	A	95	85	99	100	99	82	GD	GD
2	04	US 20	033	1			PIONEER MTN LOOP RD - ELK CITY RD	14.50	15.87	1.37	AC	A	95	95	100	100	100	91	GD	VG
2	04	US 20	033	1			ELK CITY RD - EDDYVILLE	15.87	21.20	5.33	AC	A	98	100	100	100	100	98	VG	VG
2	04	US 20	033	1			EDDYVILLE - CLINE HILL	24.25	29.11	4.40	AC	A	93	89	94	74	98	61	FR	FR
2	04	US 20	033	1			CLINE HILL SECTION	29.15	31.40	2.25	AC	A	97	100	100	97	100	94	GD	GD
2	04	US 20	033	1			CLINE HILL - CLEM RD	31.40	33.34	1.94	AC	A	98	100	100	100	100	98	VG	VG
2	04	US 20	033	1			CLEM RD - OLD BLODGETT RD	33.34	36.63	3.29	AC	A	99	100	100	100	100	98	VG	VG
2	04	US 20	033	1			OLD BLODGETT RD - MARYS R.	37.20	39.37	2.17	AC	A	99	99	97	100	100	95	GD	GD
2	04	US 20	033	1			MARYS R. - WREN (1)	39.37	42.18	2.81	AC	A	97	95	100	100	100	94	GD	VG
2	04	US 20	033	1	Z	1	MARYS R. - WREN (Z)	42.07	42.18	0.11	AC	A	98	100	100	100	100	98	VG	VG
2	04	US 20	033	1			MARYS R. - WREN (2)	42.18	44.68	2.50	AC	A	98	96	99	100	100	93	GD	VG
2	04	US 20	033	1			WREN - WREN HILL	45.66	46.70	1.04	AC	A	99	91	100	100	100	91	GD	GD
2	04	US 20	033	1			WREN HILL CURVE SECTION	46.70	47.43	0.73	AC	A	99	92	99	100	98	90	GD	VG
2	04	US 20	033	1			MOUSE MTN RD - PHILOMATH	47.43	49.87	2.44	AC	A	97	78	99	100	100	77	GD	GD
2	04	US 20	033	1			PHILOMATH COUPLET (EB)	49.87	50.79	0.92	AC	A	98	67	64	100	90	38	PR	PR
2	04	US 20	033	1	Z	2	PHILOMATH COUPLET (EB-Z)	50.72	50.79	0.07	AC	A	98	73	100	100	91	66	FR	GD
2	04	US 20	033	1			PHILOMATH COUPLET - NEWTON CREEK	50.79	51.40	0.61	AC	A	92	59	86	100	86	43	PR	FR
2	04	US 20	033	1			NEWTON CREEK - 53RD ST	51.40	53.49	2.09	AC	A	78	72	97	100	98	63	FR	GD
2	04	US 20	033	1			53RD ST - RODEA DR	53.49	54.38	0.89	AC	A	90	70	84	100	85	58	FR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 04

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	04	US 20	033	1			RODEA DR - JCT HWY 001W	54.38	55.85	1.47	AC	A	76	64	96	100	97	55	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	97	57	87	100	98	50	FR	GD
2	04	US 20	033	2			PHILOMATH COUPLET (WB)	49.87	50.79	0.92	AC	A	95	57	62	100	92	33	PR	PR
2	04	US 20	033	2			BEGIN DIVIDED HWY - RODEA DR (RW2-WB)	54.07	54.39	0.32	AC								NR	GD
2	04	OR 18	039	1			OTIS JCT (US101SB TO OR18)	-0.22	0.41	0.63	AC	A	99	62	100	100	81	52	FR	FR
2	04	OR 18	039	1			OTIS JCT - SLICK ROCK RD	0.41	5.60	5.19	AC	A	94	92	99	100	100	88	GD	GD
2	04	OR 18	039	1			SLICK ROCK RD - SULPHUR CREEK	5.60	9.58	3.98	AC	A	92	63	94	100	99	60	FR	FR
2	04	OR 18	039	1			SULPHUR CREEK - LONG FIBER RD	9.58	11.43	1.85	AC	A	89	100	100	100	100	89	GD	GD
2	04	OR 18	039	1			LONGFIBER RD - MURPHY HILL	11.43	17.77	6.34	AC	A	86	61	89	100	97	52	FR	FR
2	04	OR 18	039	1			MURPHY HILL - A R FORD RD	17.92	20.10	2.18	AC	A	85	63	93	100	94	55	FR	GD
2	04	OR 18	039	1			A R FORD RD - GRAND RONDE RD	20.10	21.18	1.08	AC	A	75	42	100	100	92	39	PR	FR
2	04	OR 18	039	2			OTIS JCT (OR18 WB TO US101 SB)	-0.41	-0.11	0.30	AC								NR	GD
2	04	OR 99E	058	1			N. ALBANY INTCH (SB OFF RAMP)	0.00	0.42	0.42	AC	A	93	53	87	100	78	34	PR	FR
2	04	OR 99E	058	1			ALBANY AVE - CALAPOOIA ST	0.42	2.93	2.51	AC	A	76	62	78	100	87	41	PR	PR
2	04	OR 99E	058	1			CALAPOOIA ST - SCL ALBANY	2.93	5.98	3.05	AC	A	71	58	94	100	80	42	PR	PR
2	04	OR 99E	058	1			SCL ALBANY - JCT HWY 210	5.98	7.90	1.92	AC	A	70	40	95	100	91	35	PR	PR
2	04	OR 99E	058	1			JCT HWY 210 - BIRDFOOT DR	7.90	8.80	0.90	AC	A	92	48	94	100	92	42	PR	PR
2	04	OR 99E	058	1			BIRDFOOT DR - JCT HWY 212	8.80	19.36	10.56	AC	A	91	98	100	100	99	90	GD	UC
2	04	OR 99E	058	1			JCT HWY 212 - WEST F ST	19.36	19.64	0.28	AC	A	78	46	52	100	99	24	PR	PR
2	04	OR 99E	058	1			WEST F ST - SEEFELD DR	19.64	20.55	0.91	PC	A	92	29	72			20	VP	VP
2	04	OR 99E	058	1			SEEFELD DR - PEORIA RD	20.55	28.39	7.84	AC	A	94	95	99	100	93	86	GD	UC
2	04	OR 99E	058	1			HARRISBURG SECTION	28.39	29.17	0.78	AC	A	98	72	70	100	91	50	FR	FR
2	04	OR 99E	058	2			N. ALBANY INTCH (NB ON RAMP)	0.00	0.78	0.78	AC								NR	GD
2	04	OR 99E	058	2			BURKHART ST - RXR O-XING (RW2-NB)	1.30	2.14	0.84	AC	A	83	44	83	100	81	29	PR	PR
2	04	OR 99W	091	1			GWINN ST - SUVER	63.79	70.51	6.72	AC	A	100	99	100	100	100	98	VG	VG
2	04	OR 99W	091	1			SUVER - ROBISON RD	70.51	72.65	2.14	AC	A	100	95	99	100	100	94	GD	VG
2	04	OR 99W	091	1			ROBISON RD - ADAIR VILLAGE	72.65	75.70	3.05	AC	A	100	98	100	100	100	98	VG	VG

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R E G I O N	D I S T R I C T	R O U T E	R D I D	R M O V	S E C T I O N N A M E	B E G M P	E N D M P	L E N G T H	S U R F	R A T E M E T H O D	R U T I N D X	F A T I N D X	P A T I N D X	R A V I N D X	E N V I N D X	C O N D S C O R E	R A T I N G	
																	22	20
2	04	OR 99W	091	1	ADAIR VILLAGE - MISTLETOE CIR	75.70	77.94	2.24	AC	A	100	100	100	100	100	100	VG	VG
2	04	OR 99W	091	1 Z 3	MISTLETOE CIR - LEWISBURG RD (Z)	77.90	77.94	0.04	AC	A	100	100	100	100	100	100	VG	VG
2	04	OR 99W	091	1	MISTLETOE CIR - LEWISBURG RD	77.94	78.92	0.98	AC	A	94	90	100	100	98	87	GD	GD
2	04	OR 99W	091	1	LEWISBURG RD - NE ELLIOT RD	78.92	79.77	0.85	AC	A	99	99	93	96	100	89	GD	PR
2	04	OR 99W	091	1	NE ELLIOT RD - ELKS DR	79.77	80.78	1.01	AC	A	83	52	99	100	99	51	FR	FR
2	04	OR 99W	091	1	ELKS DR - RXR OXING	80.78	82.63	1.85	AC	A	87	43	93	100	87	35	PR	PR
2	04	OR 99W	091	1	RXR OXING - HARRISON BL	82.63	83.35	0.72	AC	A	92	43	76	100	90	28	PR	PR
2	04	OR 99W	091	1	CORVALLIS COUPLET (SB)	83.35	84.31	0.96	AC	A	84	57	70	100	81	32	PR	PR
2	04	OR 99W	091	1	MARYS R - KIGER ISLAND DR	84.31	86.50	2.19	AC	A	81	43	92	99	54	22	PR	PR
2	04	OR 99W	091	1	KIGER ISLAND DR - CORVALLIS AIRPORT	86.50	87.53	1.03	AC	A	91	39	100	100	85	33	PR	PR
2	04	OR 99W	091	1	CORVALLIS AIRPORT - BRUCE RD	87.53	95.60	8.07	AC	A	92	41	97	100	85	34	PR	PR
2	04	OR 99W	091	1	BRUCE RD - MONROE	95.60	100.58	4.98	AC	A	89	51	100	100	88	45	PR	PR
2	04	OR 99W	091	1	MONROE SECTION	100.58	101.18	0.60	AC	A	90	61	100	100	92	56	FR	PR
2	04	OR 99W	091	1	MONROE - DISTRICT BOUNDARY	101.18	104.36	3.18	AC	A	91	52	99	100	88	45	PR	PR
2	04	OR 99W	091	2	BEGIN DIV HWY - HARRISON BL	82.64	83.35	0.71	AC	A	94	42	78	100	98	32	PR	PR
2	04	OR 99W	091	2	CORVALLIS COUPLET (NB)	83.35	84.28	0.93	AC	A	88	68	73	100	92	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						85	GD	VG
2	04	OR 164	164	1	N. JEFFERSON INTCH - TALBOT RD	0.35	4.92	4.57	AC	G						85	GD	GD
2	04	OR 164	164	1	JEFFERSON SECTION	4.92	6.34	1.42	AC	G						25	PR	PR
2	04	OR 164	164	1	SANTIAM R. - S. JEFFERSON INTCH	6.34	8.13	1.79	AC	G						80	GD	UC
2	04	OR 164	164	1	S. JEFFERSON INTCH (NB ON RAMP)	8.13	8.54	0.41	AC	G						80	GD	VG
2	04	OR 164	164	2	N. JEFFERSON INTCH (NB ON RAMP)	0.00	0.23	0.23	AC								NR	VG
2	04	OR 164	164	2	S. JEFFERSON INTCH (SB RAMPS)	8.13	8.90	0.77	AC								NR	GD
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						40	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						75	FR	FR

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																			22	20	
2	04	OR 229	181	1			MP 6 - MP 15	6.00	15.00	8.90	AC	G							60	FR	FR
2	04	OR 229	181	1			MP 15 - EUCHRE CREEK	15.00	19.42	4.34	AC	G							70	FR	PR
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	VG
2	04	OR 229	181	1			HUDSON LOOP - JCT HWY 033	27.24	31.24	4.00	AC	G							95	GD	VG
2	04	OR 223	191	1			DISTRICT BDRY - FALLS CITY RD	4.73	8.98	4.25	AC	G							65	FR	GD
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							55	FR	FR
2	04	OR 223	191	1			MCTIMMONDS RD - HANNUM RD	12.50	15.75	3.25	AC	G							75	FR	GD
2	04	OR 223	191	1			HANNUM RD - KINGS VALLEY	15.75	23.59	7.84	AC	G							65	FR	GD
2	04	OR 223	191	1			KINGS VALLEY - ALEXANDER RD	23.59	27.20	3.61	AC	G							70	FR	GD
2	04	OR 223	191	1			ALEXANDER RD - JCT HWY 033	27.20	31.40	4.20	AC	G							65	FR	GD
2	04	OR 194	194	1			JCT HWY 191 - SCL MONMOUTH	0.00	6.44	6.44	AC	G							85	GD	GD
2	04	OR 194	194	1			SCL MONMOUTH - JCT HWY 001W	6.44	7.56	1.12	AC	A	94	49	69	100	74		28	PR	PR
2	04	OR 200	200	1			MONROE SECTION	-0.03	0.23	0.26	AC	G							55	FR	FR
2	04	OR 200	200	1			MONROE - LANE CO LINE	0.23	2.03	1.80	AC	G							75	FR	GD
2	04	OR 501	201	1			JCT HWY 027 - FUDGE RD	0.00	2.53	2.53	AC	G							95	GD	VG
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 - JCT HWY 033 (EB COUPLET)	-0.10	0.34	0.44	AC	A	78	67	94	100	90		59	FR	FR
2	04	OR 34	210	1			JCT HWY 033 - PEORIA RD	0.34	1.00	0.66	AC	A	95	88	100	100	100		87	GD	VG
2	04	OR 34	210	1			PEORIA RD - ORLEANS RD	1.00	3.69	2.69	AC	A	81	92	99	100	99		76	GD	GD
2	04	OR 34	210	1			ORLEANS RD - LAKE CREEK	3.69	6.40	2.71	AC	A	80	86	100	100	99		76	GD	GD
2	04	OR 34	210	1			LAKE CREEK - PACIFIC HWY INTCH	6.40	10.06	3.66	PC	A	92	98	99				90	GD	GD
2	04	OR 34	210	1			PACIFIC HWY INTCH - WCL LEBANON	10.06	16.89	6.72	AC	A	95	93	100	99	99		90	GD	GD
2	04	OR 34	210	1			WCL LEBANON - RXR X-ING	16.92	17.89	0.97	AC	A	83	53	97	100	97		50	FR	FR
2	04	OR 34	210	1			RXR X-ING - HWY 016	17.89	18.13	0.24	AC	A	91	42	71	100	79		24	PR	PR
2	04	US 20	210	2			4TH ST - END DIV. HWY (WB COUPLET)	-0.10	0.32	0.42	AC	A	94	62	77	100	92		44	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

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																			22	20	
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							95	GD	VG
2	04	OR 226	211	1			THOMAS CREEK - MAIN ST	13.88	24.40	10.52	AC	G							90	GD	VG
2	04	OR 226	211	1			MAIN ST - JCT HWY 162	24.40	25.71	1.27	AC	G							45	PR	FR
2	04	OR 228	212	1			JCT HWY 058 - COURTNEY CREEK	0.00	2.64	2.64	AC	A	85	64	94	100	98		58	FR	FR
2	04	OR 228	212	1			COURTNEY CREEK - BROWNSVILLE	2.64	5.98	3.34	AC	A	88	64	99	100	99		62	FR	FR
2	04	OR 228	212	1			BROWNSVILLE SECTION	5.98	6.80	0.82	AC	A	92	34	54	100	88		17	VP	VP
2	04	OR 228	212	1			BROWNSVILLE - WCL SWEET HOME	6.80	20.58	13.78	AC	G							60	FR	FR
2	04	OR 228	212	1			WCL SWEET HOME - JCT HWY 016	20.58	21.40	0.82	AC	G							40	PR	PR

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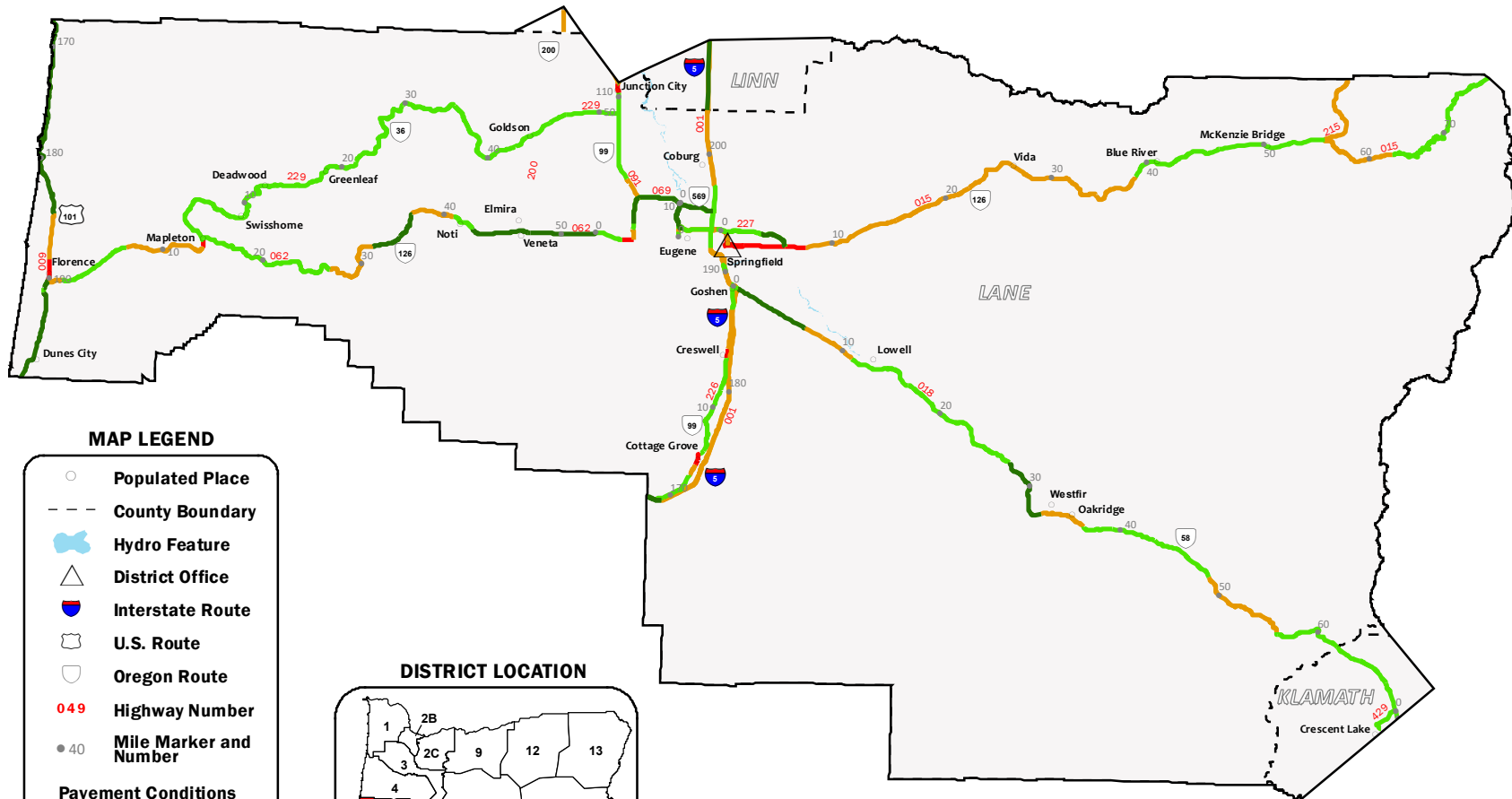
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RATE A = Automated Survey  
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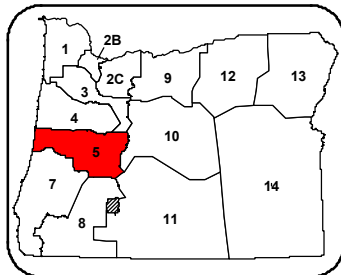
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 5



### MAP LEGEND

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

### DISTRICT LOCATION



0 Miles 7

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

**DISCLAIMER:**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 05

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
2	05	I-5	001	1			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	PC	A	100	98	100				98	VG	VG
2	05	I-5	001	1			MARTIN CREEK - COTTAGE GROVE	169.20	174.84	5.64	AC	A	90	64	99	100	97		61	FR	GD
2	05	I-5	001	1			COTTAGE GROVE - GOSHEN	174.84	187.89	13.05	BW	A	72	99	95				71	FR	GD
2	05	I-5	001	1			GOSHEN - WILLAMETTE R.	187.89	192.52	4.63	AC	A	70	74	99	100	98		64	FR	GD
2	05	I-5	001	1			WILLAMETTE R. BRIDGE	192.52	192.86	0.34	ST	A								ST	ST
2	05	I-5	001	1			WILLAMETTE R. - MCKENZIE R.	192.86	197.45	4.59	PC	A	81	98	94				76	GD	GD
2	05	I-5	001	1			MCKENZIE R. - LINN CO. LINE	197.45	203.55	6.10	AC	A	86	77	96	100	81		60	FR	GD
2	05	I-5	001	1			LANE CO. LINE - DIAMOND HILL INTERCH	203.55	209.06	5.51	AC	A	100	98	99	100	100		97	VG	FR
2	05	I-5	001	2			ANLAUF - MARTIN CREEK - REG 2	168.01	169.20	1.19	PC	A	100	100	97				97	VG	VG
2	05	I-5	001	2			MARTIN CREEK - COTTAGE GROVE	169.20	174.74	5.54	AC	A	87	56	95	100	97		52	FR	FR
2	05	I-5	001	2			COTTAGE GROVE - GOSHEN	174.74	187.93	13.19	PC	A	77	86	94				69	FR	GD
2	05	I-5	001	2			GOSHEN - WILLAMETTE R.	187.93	192.52	4.59	AC	A	80	76	94	100	99		67	FR	FR
2	05	I-5	001	2			WILLAMETTE R. BRIDGE	192.52	192.86	0.34	ST	A								ST	ST
2	05	I-5	001	2			WILLAMETTE R. - MCKENZIE R.	192.86	197.45	4.59	PC	A	83	99	99				83	GD	GD
2	05	I-5	001	2			MCKENZIE R. - LINN CO. LINE	197.45	203.55	6.10	AC	A	84	71	98	100	84		59	FR	GD
2	05	I-5	001	2			LANE CO. LINE - DIAMOND HILL INTERCH	203.55	209.06	5.51	AC	A	68	51	98	100	99		49	FR	FR
2	05	US 101	009	1			LINCOLN CO. LINE - CAPE CREEK TUNNEL	167.61	178.42	10.76	AC	A	98	99	99	100	100		97	VG	VG
2	05	US 101	009	1			CAPE CREEK TUNNEL	178.42	178.55	0.13	PC	A	99	100	100				99	VG	VG
2	05	US 101	009	1			CAPE CREEK TUNNEL - SUTTON CREEK	178.55	184.72	6.17	AC	A	98	98	100	100	100		97	VG	VG
2	05	US 101	009	1			SUTTON CREEK - 37TH ST	184.72	188.45	3.73	AC	A	94	70	97	75	90		46	FR	FR
2	05	US 101	009	1			37TH ST - JCT HWY 062	188.45	190.16	1.71	AC	A	97	54	96	100	85		44	PR	FR
2	05	US 101	009	1			JCT HWY 062 - SIUSLAW R	190.16	190.84	0.68	AC	A	99	98	100	100	99		97	VG	GD
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	98	100	100	100		98	VG	GD
2	05	OR 126B	015	1			MCVAY HWY JCT - 20TH ST (EB)	1.23	2.96	1.73	AC	A	95	40	92	100	82		30	PR	PR
2	05	OR 126B	015	1			20TH ST - JCT HWY 227	2.96	6.23	3.27	AC	A	91	48	96	100	89		41	PR	FR
2	05	OR 126	015	1			JCT HWY 227 - S. 72ND ST	6.23	7.88	1.65	AC	A	88	41	97	100	86		34	PR	FR
2	05	OR 126	015	1			S. 72ND ST - GRAY CREEK	7.88	10.44	2.56	AC	A	87	68	88	100	97		58	FR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 05

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
2	05	OR 126	015	1			GRAY CREEK - DEERHORN	10.44	15.61	5.17	AC	A	77	49	99	100	96	46	FR	FR
2	05	OR 126	015	1			DEERHORN - GREER DR	15.61	22.00	6.39	AC	A	92	63	94	100	97	58	FR	GD
2	05	OR 126	015	1			GREER DR - VIDA BR	22.00	26.52	4.52	AC	A	79	87	95	96	99	67	FR	GD
2	05	OR 126	015	1			VIDA BR - MAPLE CREEK	26.52	34.23	7.71	AC	A	84	75	98	100	98	70	FR	GD
2	05	OR 126	015	1			MAPLE CREEK - FINN ROCK	34.23	38.52	4.29	AC	A	91	53	88	98	98	46	FR	FR
2	05	OR 126	015	1			FINN ROCK - MCKENZIE RIVER DR	38.52	46.39	7.69	AC	A	85	96	95	100	100	80	GD	GD
2	05	OR 126	015	1			MCKENZIE RIVER DR - CLEAR LAKE JCT	46.39	54.97	8.58	AC	A	78	99	96	100	100	77	GD	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)	1.22	2.95	1.73	AC	A	81	48	75	100	81	29	PR	PR
2	05	OR 58	018	1			GOSHEN INTCH	-0.30	0.30	0.60	AC	A	97	90	100	100	100	87	GD	GD
2	05	OR 58	018	1			GOSHEN - PHEASANT LN	0.30	6.50	6.20	AC	A	99	100	100	100	100	98	VG	UC
2	05	OR 58	018	1			PHEASANT LN - SPRR XING	6.50	8.08	1.58	AC	A	95	73	100	100	99	72	FR	GD
2	05	OR 58	018	1			SPRR XING - DEXTER	8.08	11.00	2.92	AC	A	93	69	100	100	99	68	FR	GD
2	05	OR 58	018	1			DEXTER - MINNOW CREEK	11.00	16.50	5.50	AC	A	98	96	100	100	100	95	GD	VG
2	05	OR 58	018	1			MINNOW CREEK - BLACK CANYON	16.50	27.36	10.86	AC	A	97	95	100	100	100	93	GD	VG
2	05	OR 58	018	1			BLACK CANYON - M. FK. WILLAMETTE R.	27.36	33.24	5.88	AC	A	97	100	100	100	100	97	VG	VG
2	05	OR 58	018	1			M. FK. WILLAMETTE R. - FISH HATCHERY RD	33.24	36.90	3.66	AC	A	83	67	80	100	93	46	FR	FR
2	05	OR 58	018	1			FISH HATCHERY RD - KITSON RIDGE RD	36.90	39.30	2.40	AC	A	95	85	99	100	98	81	GD	GD
2	05	OR 58	018	1			KITSON RIDGE RD - SALT CREEK	39.30	42.93	3.63	AC	A	96	83	100	100	99	81	GD	GD
2	05	OR 58	018	1			SALT CREEK - EAGLE CREEK	42.93	48.30	5.37	AC	A	94	80	97	100	99	76	GD	GD
2	05	OR 58	018	1			EAGLE CREEK - SALT CREEK TUNNEL	48.30	56.01	7.71	AC	A	89	56	91	100	97	49	FR	FR
2	05	OR 58	018	1			SALT CREEK TUNNEL	56.01	56.18	0.17	PC	A	91	100	100			91	GD	VG
2	05	OR 58	018	1			SALT CREEK TUNNEL - KLAMATH CO LINE	56.18	62.07	5.89	AC	A							UC	FR
2	05	OR 58	018	1			LANE CO. LINE - ODELL MAINT STA	62.07	64.24	2.17	AC	A							UC	GD
2	05	OR 58	018	1			ODELL MAINT STA - MP 67	64.24	67.00	2.76	AC	A							UC	GD
2	05	OR 58	018	1			MP 67 - DISTRICT BDRY	67.00	70.00	3.00	AC	A							UC	FR
2	05	OR 58	018	2			GOSHEN INTCH (NB ON RAMP)	0.00	0.46	0.46	AC								NR	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 05

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																			22	20	
2	05	OR 99E	058	1			WILLAMETTE R - JCT HWY 001W	29.17	32.37	3.20	AC	A	100	98	94	100	100	93	GD	PR	
2	05	OR 126	062	1			FLORENCE - N. FK. SIUSLAW	0.02	1.22	1.20	AC	A	97	62	92	100	93	56	FR	FR	
2	05	OR 126	062	1			N. FK. SIUSLAW - HORSESHOE CREEK	1.22	7.10	5.88	AC	A	96	92	100	100	99	89	GD	GD	
2	05	OR 126	062	1			HORSESHOE CREEK - MAPLETON	7.10	13.77	6.67	AC	A	96	72	100	100	98	71	FR	GD	
2	05	OR 126	062	1			MAPLETON - JCT HWY 229	13.77	14.37	0.60	AC	A	96	45	100	100	98	44	PR	FR	
2	05	OR 126	062	1			JCT HWY 229 - SIUSLAW R.	14.37	26.48	12.11	AC	A	97	84	99	100	100	83	GD	GD	
2	05	OR 126	062	1			SIUSLAW R. - WALTON	26.48	32.55	6.07	AC	A	96	56	100	100	94	54	FR	FR	
2	05	OR 126	062	1			WALTON - POTERF CREEK	32.55	37.22	4.62	AC	A	99	99	100	100	100	98	VG	VG	
2	05	OR 126	062	1			POTERF CREEK - TORRENCE RD	37.22	40.73	3.51	AC	A	95	57	100	100	97	55	FR	FR	
2	05	OR 126	062	1			TORRENCE RD - NOTI	40.73	42.72	1.99	AC	A	100	90	100	100	100	89	GD	GD	
2	05	OR 126	062	1			NOTI - CORNERSTONE DR	42.88	47.46	4.58	AC	A	100	99	100	100	100	99	VG	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	100	100	100	VG	VG
2	05	OR 126	062	1			CORNERSTONE DR - BEG HWY 069	47.46	52.69	5.23	AC	A	99	99	100	100	100	98	VG	VG	
2	05	OR 126	062	2			HWY 229 JCT (RW2-WB)	14.37	14.44	0.07	AC								NR	GD	
2	05	OR 126	069	1			END HWY 062 - TERRY ST	0.00	2.22	2.22	AC	A	97	83	97	100	96	80	GD	GD	
2	05	OR 126	069	1			TERRY ST - BELTLINE RD	2.22	3.10	0.88	AC	A	91	46	83	100	86	31	PR	PR	
2	05	OR 569	069	1			W. 11TH AVE - UPRR O'XING	3.10	3.92	0.82	AC	A	94	76	79	100	94	62	FR	FR	
2	05	OR 569	069	1			UPRR O'XING - HWY 091 (EB)	3.92	6.56	2.64	AC	A	97	98	98	95	100	91	GD	GD	
2	05	OR 569	069	1			HWY 091 - WILLAMETTE R. (EB)	6.56	9.59	3.03	AC	A	96	100	100	100	100	96	VG	VG	
2	05	OR 569	069	1			WILLAMETTE R. - COBURG RD (EB)	9.59	11.68	2.09	AC	A	97	100	100	100	100	97	VG	GD	
2	05	OR 569	069	1			COBURG RD - I-5 INTCH (EB)	11.68	12.76	1.08	AC	A	99	91	100	100	97	88	GD	GD	
2	05	OR 569	069	1			I-5 INTERCHANGE (EB)	12.76	13.00	0.24	AC	A	98	97	100	100	97	94	GD	GD	
2	05	OR 569	069	2			BEG DIV HWY - HWY 091 (WB)	4.37	6.56	2.19	AC	A	99	98	100	100	100	96	VG	VG	
2	05	OR 569	069	2			HWY 091 - WILLAMETTE R. (WB)	6.56	9.59	3.03	AC	A	97	98	100	100	100	95	GD	VG	
2	05	OR 569	069	2			WILLAMETTE R. - COBURG RD (WB)	9.59	11.68	2.09	AC	A	95	100	100	100	100	95	GD	VG	
2	05	OR 569	069	2			COBURG RD - I-5 INTCH (WB)	11.68	12.76	1.08	AC	A	96	100	100	100	99	96	VG	VG	
2	05	OR 569	069	2			I-5 INTERCHANGE (WB)	12.76	13.00	0.24	AC	A	96	67	100	100	97	64	FR	GD	
2	05	OR 99W	091	1			DISTRICT BOUNDARY - OAKLEA DR	104.36	106.98	2.62	AC	A	91	45	99	100	71	32	PR	PR	

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																			22	20
2	05	OR 99W	091	1			OAKLEA DR - JCT HWY 058	106.98	108.76	1.78	AC	A	94	60	99	100	89	53	FR	FR
2	05	OR 99W	091	1			JCT HWY 058 - FLAT CREEK	108.76	108.92	0.16	AC	A	75	89	100	100	100	75	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	82	41	86	100	79	28	PR	PR
2	05	OR 99	091	1			W. 3RD AVE - ENID RD	109.65	116.70	7.05	AC	A							UC	FR
2	05	OR 99	091	1			ENID RD - AIRPORT RD	116.70	117.04	0.34	AC	A	74	94	100	100	92	72	FR	GD
2	05	OR 99	091	1			AIRPORT RD - BELTLINE HWY	117.04	118.57	1.53	AC	A	78	90	99	100	93	74	FR	GD
2	05	OR 132	132	1			BELTLINE INTCHG SECTION	0.00	0.26	0.26	AC	A	93	89	100	100	100	87	GD	FR
2	05	OR 132	132	1			BELTLINE - I-105 (SB)	0.26	1.90	1.64	AC	A	98	100	100	100	99	98	VG	FR
2	05	OR 132	132	1			I-105 EB ON RAMP	1.90	2.39	0.49	AC	A	100	100	100	96	100	96	VG	FR
2	05	OR 132	132	2			BELTLINE - I-105 (NB)	0.26	1.90	1.64	AC	A	100	100	100	100	100	100	VG	FR
2	05	OR 132	132	2			I-105 WB OFF RAMP	1.90	2.28	0.38	AC	A	99	98	100	87	100	86	GD	FR
2	05	OR 126	215	1			LINN CO. LINE - JCT HWY 015	13.02	19.81	6.79	AC	A	75	66	85	100	99	54	FR	FR
2	05	OR 225	225	1			BEGIN STATE JURIS - I-5 O-XING	0.89	1.51	0.62	AC	G						55	FR	FR
2	05	OR 225	225	1			I-5 O-XING - 30TH AVE	1.51	2.19	0.68	AC	G						85	GD	GD
2	05	OR 225	225	1			JCT HWY 001 (SB ON RAMP)	2.19	2.53	0.34	AC	G						70	FR	GD
2	05	OR 225	225	2			JCT HWY 001 (NB OFF RAMP & O-XING)	2.19	2.52	0.33	AC								NR	GD
2	05	OR 99	226	1			JCT HWY 018 - DILLARD RD CONN.	0.02	2.00	1.98	AC	G						95	GD	VG
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						70	FR	GD
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						80	GD	GD
2	05	OR 99	226	1			TATE RD - WILLAMETTE R.	8.50	13.75	5.25	AC	G						80	GD	GD
2	05	OR 99	226	1			WILLAMETTE R. - I-5 CONN.	13.75	14.10	0.35	AC	G						95	GD	VG
2	05	OR 99	226	1			I-5 CONN. - MAIN ST	14.10	14.80	0.67	AC	A	97	52	90	100	88	42	PR	PR
2	05	OR 99	226	1			MAIN ST - S. 5TH ST	14.80	15.22	0.42	PC	A	99	54	80			43	PR	PR
2	05	OR 99	226	1			S. 5TH ST - EMERSON LN	15.22	16.17	0.95	AC	A	97	54	97	100	88	48	FR	FR
2	05	OR 99	226	1			EMERSON LN - MARTIN CREEK RD	16.17	19.01	2.84	AC	G						80	GD	GD

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 ENV INDX = No Load Index

COND SCORE: Condition Score (0-100)  
 RATING: Condition Rating  
 VG = Very Good ST = Structure  
 GD = Good UC = Under  
 FR = Fair Construction  
 PR = Poor NR = Not Rated  
 VP = Very Poor

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 05

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING			
																			22	20		
2	05	OR 99	226	1			MARTIN CREEK RD - PACIFIC HWY	19.01	19.92	0.91	AC	G							90	GD	GD	
2	05	OR 99	226	2			HWY 018 EB ON RAMP	0.00	0.14	0.14	AC										NR	GD
2	05	OR 99	226	2			MAIN ST - HARRISON AVE (RW2-NB)	14.79	15.22	0.43	PC										NR	PR
2	05	OR 99	226	2			JCT HWY 001 (OFF RAMP & O-XING)	19.55	20.05	0.50	AC										NR	VG
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	73	85	95					72	FR	UC
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	85	92	99	88	99			78	GD	FR
2	05	OR 126	227	1			HWY 001 O-XING - FLOODWAY DITCH	3.49	3.95	0.46	AC	A	66	59	97	100	94			52	FR	FR
2	05	OR 126	227	1			FLOODWAY DITCH - 42ND ST (EB)	3.95	7.53	3.58	AC	A	82	97	100	100	100			81	GD	GD
2	05	OR 126	227	1			42ND ST - JCT HWY 015 (EB)	7.53	9.97	2.44	AC	A	96	100	100	100	100			96	VG	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	90	51	100					51	FR	UC
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	68	89	98	75	100			61	FR	FR
2	05	OR 126	227	2			HWY 001 O-XING - FLOODWAY DITCH	3.49	3.95	0.46	AC	A	78	48	100	100	87			42	PR	FR
2	05	OR 126	227	2			FLOODWAY DITCH - 42ND ST (WB)	3.95	7.53	3.58	AC	A	83	100	100	100	100			83	GD	VG
2	05	OR 126	227	2			42ND ST - JCT HWY 015 (WB)	7.53	9.98	2.45	AC	A	96	99	100	100	99			95	GD	VG
2	05	OR 528	228	1			HWY 227 EB OFF RAMP	0.00	0.36	0.36	AC	G								60	FR	GD
2	05	OR 528	228	1			HWY 227 - HWY 015 (SB COUplet)	0.36	1.40	1.04	AC	G								30	PR	PR
2	05	OR 528	228	2			HWY 227 EB OFF RAMP	0.13	0.35	0.22	AC										NR	GD
2	05	OR 528	228	2			HWY 227 - HWY 015 (NB COUplet)	0.35	1.40	1.05	AC	G								70	FR	FR
2	05	OR 36	229	1			JCT HWY 062 - SWISSHOME	0.01	8.50	8.49	AC	G								80	GD	GD
2	05	OR 36	229	1			SWISSHOME - MP 11.5	8.50	11.50	3.00	AC	G								85	GD	GD
2	05	OR 36	229	1			MP 11.5 - GREENLEAF CREEK	11.50	21.38	9.88	AC	G								85	GD	GD
2	05	OR 36	229	1			GREENLEAF CREEK - POST RD	21.38	29.65	8.27	AC	G								95	GD	VG
2	05	OR 36	229	1			POST RD - LOW PASS	29.65	34.40	4.75	AC	G								95	GD	VG
2	05	OR 36	229	1			LOW PASS - LAWRENCE RD	34.40	42.50	8.10	AC	G								90	GD	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 05

REG	DIST	ROUTE	RD ID	RMTV	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																	22	20
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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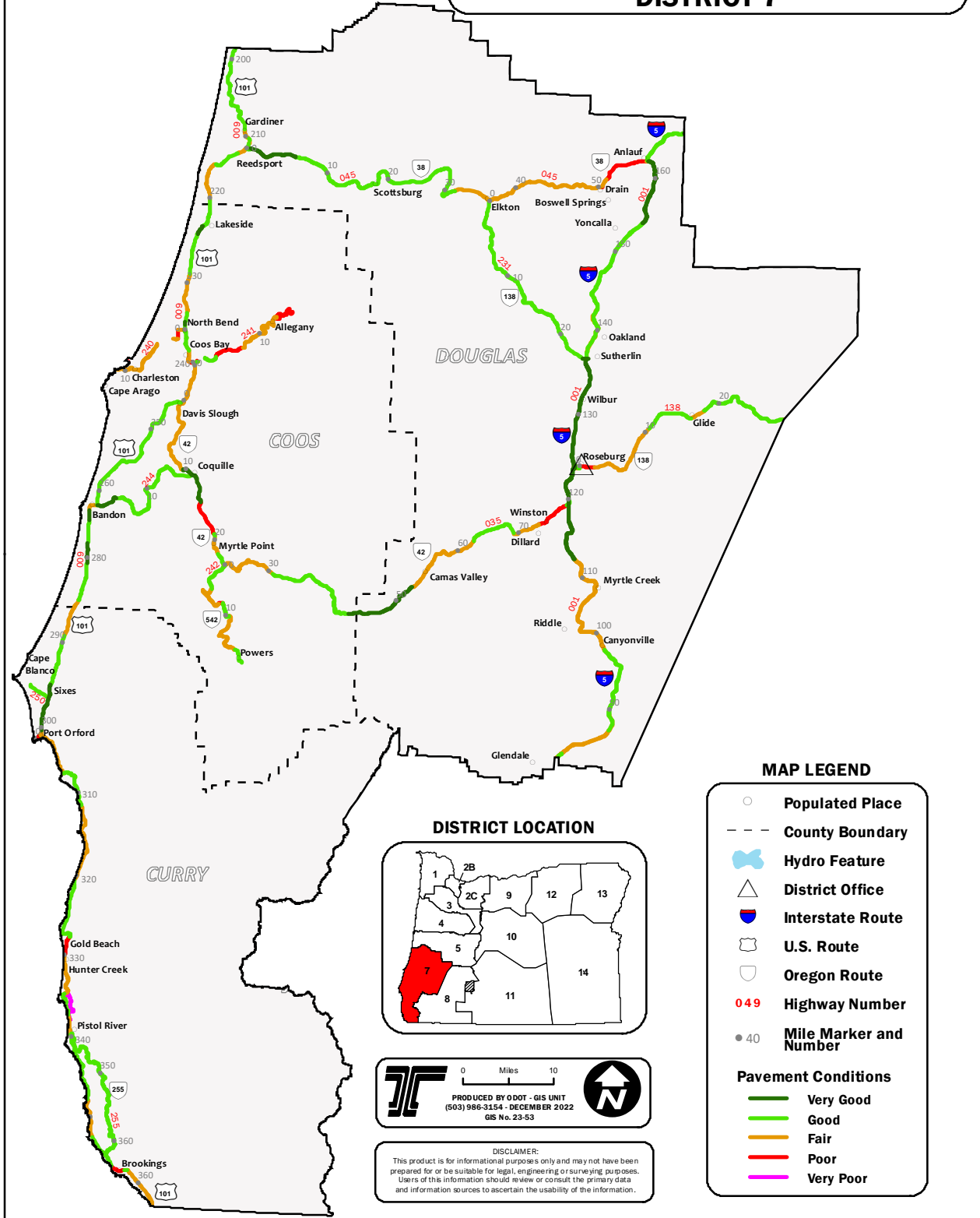
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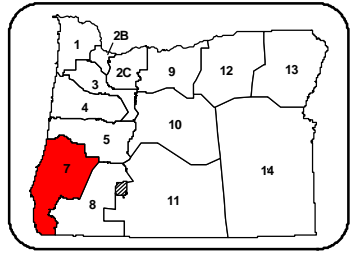
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 7



### MAP LEGEND

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

### DISTRICT LOCATION



0 Miles 10

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

**DISCLAIMER:**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 07

R E G I O N	D I S T R I C T	R O U T E	R D I D	R M O V	S E C T I O N N A M E	B E G M P	E N D M P	L E N G T H	S U R F	R A T E M E T H O D	R U T I N D X	F A T I N D X	P A T I N D X	R A V I N D X	E N V I N D X	C O N D S C O R E	R A T I N G	
																	22	20
3	07	I-5	001	1	SUNNY VALLEY - GLENDALE JCT (DIST 7)	80.80	81.45	0.65	AC	A	65	91	100	98	100	61	FR	GD
3	07	I-5	001	1	GLENDALE JCT - AZALEA	81.45	87.36	5.91	AC	A	79	98	97	70	99	66	FR	FR
3	07	I-5	001	1	AZALEA - CANYONVILLE	87.36	97.90	10.54	AC	A	90	94	99	100	100	87	GD	GD
3	07	I-5	001	1	CANYONVILLE - MYRTLE CREEK	97.90	109.00	11.10	AC	A	73	96	89	100	98	67	FR	GD
3	07	I-5	001	1	MYRTLE CREEK - S. UMPQUA R.	109.00	112.57	3.57	AC	A	74	98	97	100	99	72	FR	GD
3	07	I-5	001	1	S. UMPQUA R. - ROBERTS MTN	112.57	115.22	2.65	AC	A	98	100	99	100	100	97	VG	UC
3	07	I-5	001	1	ROBERTS MTN - ROBERTS CREEK	115.22	117.74	2.52	AC	A	99	100	100	100	100	99	VG	UC
3	07	I-5	001	1	ROBERTS CREEK - FAIRGROUNDS INTCH	117.74	122.32	4.58	AC	A	100	100	99	100	100	99	VG	FR
3	07	I-5	001	1	FAIRGROUNDS INTCH - GARDEN VALLEY INTCH	122.32	125.38	3.06	AC	A	99	100	100	100	100	99	VG	FR
3	07	I-5	001	1	GARDEN VALLEY INTCH - WINCHESTER	125.38	128.77	3.39	AC	A	99	100	100	100	100	99	VG	UC
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	98	99	98	100	100	97	VG	UC
3	07	I-5	001	1	SUTHERLIN - N. OAKLAND	136.52	140.60	4.08	AC	A	92	96	98	100	100	89	GD	GD
3	07	I-5	001	1	N. OAKLAND - METZ HILL	140.60	142.58	1.98	AC	A	77	87	99	100	100	72	FR	GD
3	07	I-5	001	1	METZ HILL - RICE HILL	142.58	147.78	5.20	AC	A	82	93	95	100	98	77	GD	GD
3	07	I-5	001	1	RICE HILL - ELKHEAD RD	147.78	154.88	7.10	PC	A	92	95	97			86	GD	GD
3	07	I-5	001	1	ELKHEAD RD - ANLAUF	154.88	162.25	7.37	PC	A	98	99	100			97	VG	GD
3	07	I-5	001	1	ANLAUF - MARTIN CREEK - REG 3	162.25	168.01	5.76	AC	A	94	100	100	100	99	94	GD	VG
3	07	I-5	001	2	SUNNY VALLEY - GLENDALE JCT (DIST 7)	80.80	81.45	0.61	AC	A	82	100	100	100	100	82	GD	VG
3	07	I-5	001	2	GLENDALE JCT - AZALEA	81.45	89.54	8.09	AC	A	71	85	87	100	94	60	FR	GD
3	07	I-5	001	2	AZALEA - CANYONVILLE	89.54	97.90	8.36	AC	A	86	94	98	100	99	83	GD	GD
3	07	I-5	001	2	CANYONVILLE - MYRTLE CREEK	97.90	109.00	11.10	AC	A	69	89	93	100	96	62	FR	GD
3	07	I-5	001	2	MYRTLE CREEK - S. UMPQUA R.	109.00	112.57	3.57	AC	A	75	96	97	100	98	72	FR	GD
3	07	I-5	001	2	S. UMPQUA R. - ROBERTS MTN	112.57	115.22	2.65	AC	A	99	100	100	100	100	99	VG	UC
3	07	I-5	001	2	ROBERTS MTN - ROBERTS CREEK	115.22	117.74	2.52	AC	A	100	100	97	100	100	97	VG	UC
3	07	I-5	001	2	ROBERTS CREEK - FAIRGROUNDS INTCH	117.74	122.32	4.58	AC	A	99	100	100	100	100	99	VG	FR
3	07	I-5	001	2	FAIRGROUNDS INTCH - GARDEN VALLEY INT	122.32	125.38	3.06	AC	A	97	100	100	100	100	97	VG	FR
3	07	I-5	001	2	GARDEN VALLEY INTCH - WINCHESTER	125.38	128.77	3.39	AC	A	99	100	99	100	100	99	VG	UC

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 07

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
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	97	99	100	100	100	96		VG	UC
3	07	I-5	001	2			SUTHERLIN - N. OAKLAND	136.52	140.60	4.08	AC	A	81	75	90	100	100	63		FR	FR
3	07	I-5	001	2			N. OAKLAND - METZ HILL	140.60	142.58	1.98	AC	A	88	85	97	100	100	82		GD	FR
3	07	I-5	001	2			METZ HILL - RICE HILL	142.58	147.78	5.20	AC	A	85	87	100	100	100	78		GD	GD
3	07	I-5	001	2			RICE HILL - ELKHEAD RD	147.78	154.52	6.74	AC	A	84	97	97	100	100	83		GD	GD
3	07	I-5	001	2			ELKHEAD RD - ANLAUF	154.52	162.20	7.68	PC	A	98	98	99			96		VG	GD
3	07	I-5	001	2			ANLAUF - MARTIN CREEK - REG 3	162.20	168.01	5.81	AC	A	93	100	99	100	99	92		GD	GD
3	07	US 101	009	1			LANE CO. LINE - ELBOW LAKE	198.58	203.80	5.22	AC	A	99	90	95	100	99	85		GD	GD
3	07	US 101	009	1			ELBOW LAKE - GARDINER	203.80	209.27	5.47	AC	A	97	83	96	100	99	79		GD	GD
3	07	US 101	009	1			GARDINER - SMITH R.	209.27	210.31	1.04	AC	A	98	62	95	100	99	58		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	99	57		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	91	60	98	100	95	56		FR	FR
3	07	US 101	009	1			LONGWOOD DR - WINCHESTER BAY	212.80	215.68	2.88	AC	A	97	83	95	100	99	78		GD	GD
3	07	US 101	009	1			WINCHESTER BAY - CLEAR LAKE	215.68	216.92	1.24	AC	A	94	61	98	100	98	58		FR	FR
3	07	US 101	009	1			CLEAR LAKE - EEL LAKE	216.92	220.12	3.20	AC	A	89	80	76	100	99	58		FR	FR
3	07	US 101	009	1			EEL LAKE - TENMILE CREEK	220.12	223.36	3.24	AC	A	99	100	95	100	100	95		GD	GD
3	07	US 101	009	1			TENMILE CREEK - SPINREEL RD	223.36	224.40	1.04	AC	A	100	100	98	100	100	98		VG	VG
3	07	US 101	009	1			SPINREEL RD - HAUSER	224.40	229.00	4.60	AC	A	91	97	99	80	100	76		GD	FR
3	07	US 101	009	1			HAUSER - MCCULLOUGH BR	229.00	233.48	4.48	AC	A	94	92	95	86	100	75		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 - BAY ST	234.48	234.82	0.34	AC	A	100	98	100	100	100	98		VG	GD
3	07	US 101	009	1			BAY ST - WASHINGTON AVE	234.82	235.51	0.69	AC	A	99	96	96	100	95	87		GD	GD
3	07	US 101	009	1			WASHINGTON AVE - FIR AVE	235.51	237.78	2.27	AC	A	100	88	96	100	95	81		GD	GD
3	07	US 101	009	1			FIR - JOHNSON AVE (SB COUPLET)	237.78	238.95	1.17	AC	A	93	80	83	100	83	55		FR	FR
3	07	US 101	009	1			JOHNSON AVE - EDWARDS	238.95	239.60	0.65	AC	A	99	70	78	97	76	42		PR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 07

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																			22	20
3	07	US 101	009	1			EDWARDS - LORAIN AVE	239.60	240.38	0.78	AC	A	94	66	91	100	94	58	FR	FR
3	07	US 101	009	1			LORAIN AVE - DAVIS SLOUGH	240.38	244.78	4.40	AC	A	97	93	70	93	100	59	FR	GD
3	07	US 101	009	1			DAVIS SLOUGH - BULLARDS BR	244.78	259.58	14.80	AC	A	98	88	99	100	99	86	GD	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	89	99	100	99	88	GD	GD
3	07	US 101	009	1			JCT HWY 244 - 13TH SW ST	273.36	274.60	1.24	AC	A	96	70	87	100	96	60	FR	GD
3	07	US 101	009	1			13TH SW ST - JOHNSON CREEK	274.60	275.72	1.12	AC	A	98	98	100	100	100	96	VG	VG
3	07	US 101	009	1			JOHNSON CREEK - TWOMILE RD	275.72	278.30	2.58	AC	A	99	89	99	100	99	88	GD	GD
3	07	US 101	009	1			TWOMILE RD - MCTIMMONS LN	278.30	280.50	2.20	AC	A	100	100	98	100	100	98	VG	GD
3	07	US 101	009	1			MCTIMMONS LN - BETHEL CREEK	280.50	284.80	4.30	AC	A	99	83	99	100	100	83	GD	GD
3	07	US 101	009	1			BETHEL CREEK - BUTTE CREEK	284.80	285.50	0.70	AC	A	99	73	100	100	92	67	FR	GD
3	07	US 101	009	1			BUTTE CREEK - FLORAS LAKE LOOP RD	285.50	289.13	3.63	AC	A	97	75	98	100	99	73	FR	GD
3	07	US 101	009	1			FLORAS LAKE LOOP RD - WILLOW CREEK RD	289.18	289.95	0.77	AC	A	95	100	100	100	100	95	GD	GD
3	07	US 101	009	1			WILLOW CREEK RD - STONECYPHER RD	289.95	292.16	2.21	AC	A	99	80	94	100	99	76	GD	GD
3	07	US 101	009	1			STONECYPHER RD - SIXES	292.16	294.95	2.79	AC	A	99	78	98	100	100	76	GD	GD
3	07	US 101	009	1			SIXES - ELK HILL RD	294.95	298.26	3.31	AC	A	100	100	100	100	100	99	VG	VG
3	07	US 101	009	1			ELK HILL RD - PORT ORFORD	298.26	300.24	1.98	AC	A	100	100	100	100	100	100	VG	VG
3	07	US 101	009	1			PORT ORFORD SECTION	300.41	301.45	1.04	AC	A	98	64	86	99	100	56	FR	FR
3	07	US 101	009	1			PORT ORFORD - ROCKY POINT	301.45	303.70	2.25	AC	A	96	63	79	99	97	49	FR	FR
3	07	US 101	009	1			ROCKY POINT - BRUSH CREEK	303.70	306.35	2.65	AC	A	95	71	66	100	96	46	FR	PR
3	07	US 101	009	1			BRUSH CREEK - REINHART CREEK	306.35	311.40	5.05	AC	A	98	90	85	99	99	76	GD	GD
3	07	US 101	009	1			REINHART CREEK - PIGEON POINT RD	311.40	313.90	2.50	AC	A	96	67	74	100	99	47	FR	FR
3	07	US 101	009	1			PIGEON POINT RD - FRANKPORT VIADUCT	313.90	315.53	1.63	AC	A	89	87	55	100	98	47	FR	PR
3	07	US 101	009	1			FRANKPORT VIADUCT - NESIKA BCH	315.53	320.50	4.97	AC	A	97	56	95	100	98	53	FR	FR
3	07	US 101	009	1			NESIKA BCH - ROGUE R.	320.50	327.51	7.01	AC	A	96	91	94	100	100	84	GD	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	54	83	100	91	40	PR	FR
3	07	US 101	009	1			MOORE ST - SCL GOLD BCH	328.47	330.00	1.53	AC	A	98	50	88	100	88	42	PR	PR

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																			22	20
3	07	US 101	009	1			SCL GOLD BCH - CARPENTERVILLE HWY	330.00	334.87	4.87	AC	A	99	85	88	100	99	74	FR	GD
3	07	US 101	009	1			CARPENTERVILLE HWY - PISTOL RIVER S.P.	334.87	337.55	2.68	AC	A	99	87	100	100	99	86	GD	GD
3	07	US 101	009	1			PISTOL RIVER S.P. - CARPENTERVILLE HWY	337.55	339.99	2.44	AC	A	96	86	94	93	100	74	FR	FR
3	07	US 101	009	1			CARPENTERVILLE HWY - THOMAS CR BR	339.99	347.69	7.70	AC	A	99	92	93	100	100	86	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	96	90	83	99	72	FR	FR
3	07	US 101	009	1			LONE RANCH CREEK - HEATHER LN	352.30	356.18	3.88	AC	A	96	97	96	95	100	88	GD	GD
3	07	US 101	009	1			HEATHER LN - CHETCO R.	356.18	357.87	1.69	AC	A	96	49	82	100	98	39	PR	FR
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	89	100	99	64	FR	FR
3	07	US 101	009	1			RAYMOND LN - CALIF STATE LINE	360.00	363.11	3.11	AC	A	95	83	76	83	98	51	FR	FR
3	07	US 101	009	2			FLORIDA AVE - WASHINGTON AVE (NB COUplet)	235.09	235.59	0.50	AC	A	100	80	100	100	100	80	GD	GD
3	07	US 101	009	2			WASHINGTON AVE - HIGHWAY ST (NB-DIV. HWY)	235.59	236.06	0.47	AC								NR	GD
3	07	US 101	009	2			HEMLOCK AVE - FIR AVE (NB DIV. HWY)	237.60	237.78	0.18	AC	A	100	93	74	100	85	54	FR	GD
3	07	US 101	009	2			FIR AVE - CURTIS AVE (NB COUplet)	237.78	238.43	0.65	AC	A	94	81	77	100	92	57	FR	FR
3	07	US 101	009	2			CURTIS AVE - KRUSE AVE (NB COUplet)	238.43	239.09	0.66	AC	A	97	90	88	100	76	60	FR	FR
3	07	US 101	009	2			FLANAGAN RD - EDWARDS (NB)	239.38	239.60	0.22	AC								NR	FR
3	07	US 101	009	2			LORAIN AVE - END DIVIDED HWY (NB)	240.38	240.71	0.33	AC								NR	FR
3	07	US 101	009	2			BEG. DIVIDED HWY - SLAUGHTERHOUSE LN (NB)	241.49	241.96	0.47	AC								NR	FR
3	07	US 101	009	2			OAKWAY RD - DAVIS SLOUGH (NB)	243.20	244.56	1.36	AC								NR	FR
3	07	OR 42	035	1			DAVIS SLOUGH - DELMAR LN (EB)	0.00	2.70	2.70	AC	A	97	79	83	99	99	64	FR	FR
3	07	OR 42	035	1			DELMAR LN - OVERLAND LN	2.70	3.98	1.28	AC	A	94	78	79	85	99	51	FR	FR
3	07	OR 42	035	1			OVERLAND LN - GARDEN VALLEY RD	3.98	7.70	3.72	AC	A	96	80	77	85	97	49	FR	FR
3	07	OR 42	035	1			GARDEN VALLEY RD - COQUILLE	7.70	9.68	1.98	AC	A	94	59	91	100	96	51	FR	FR
3	07	OR 42	035	1			COQUILLE REROUTE SECTION	9.68	11.42	1.74	AC	A	100	100	98	100	100	98	VG	PR
3	07	OR 42	035	1			MAIN ST - GLEN AIKEN CREEK	12.13	15.20	3.07	AC	A	100	100	100	100	100	99	VG	PR
3	07	OR 42	035	1			GLEN AIKEN CREEK - N. FK. COQUILLE R.	15.20	19.32	4.12	AC	A	95	47	93	100	82	36	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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																			22	20
3	07	OR 42	035	1			N. FK. COQUILLE R. - CARLISLE LN	19.61	21.84	2.17	AC	A	96	79	94	100	96	72	FR	GD
3	07	OR 42	035	1			CARLISLE LN - GUERIN LN	21.84	23.07	1.23	AC	A	98	95	91	100	99	85	GD	GD
3	07	OR 42	035	1			GUERIN LN - BRIDGE	23.11	30.59	7.48	AC	A	95	88	81	100	99	69	FR	FR
3	07	OR 42	035	1			BRIDGE - FRENCHIE	30.59	36.35	5.76	AC	A	95	98	96	100	100	90	GD	GD
3	07	OR 42	035	1			FRENCHIE - REMOTE	36.35	38.20	1.85	AC	A	96	99	97	100	100	93	GD	GD
3	07	OR 42	035	1			REMOTE - MP 44	38.20	44.06	4.37	AC	A	99	95	100	100	99	94	GD	VG
3	07	OR 42	035	1			MP 44 - SLATER CREEK	44.06	45.90	1.84	AC	A	99	99	100	100	100	97	VG	GD
3	07	OR 42	035	1			SLATER CREEK - HARD CASH LN	45.90	52.66	6.76	AC	A	99	98	99	100	99	96	VG	FR
3	07	OR 42	035	1			HARD CASH LN - QUIET MOUNTAIN RD	52.66	56.65	3.99	AC	A	98	74	98	100	84	61	FR	FR
3	07	OR 42	035	1			QUIET MOUNTAIN RD - SUICIDE CREEK RD	56.65	60.14	3.49	AC	A	96	87	94	100	90	74	FR	FR
3	07	OR 42	035	1			SUICIDE CREEK RD - BENEDICT RD	61.72	63.81	2.09	AC	A	88	72	93	100	97	64	FR	GD
3	07	OR 42	035	1			BENEDICT RD - OLALLA CREEK	63.81	67.55	3.74	AC	A	95	80	100	100	100	78	GD	VG
3	07	OR 42	035	1			OLALLA CREEK - HOOVER HILL RD	67.55	69.37	1.82	AC	A	98	92	97	100	99	89	GD	VG
3	07	OR 42	035	1			HOOVER HILL RD - BROCKWAY RD	69.37	71.79	2.42	AC	A	87	72	99	100	99	70	FR	GD
3	07	OR 42	035	1			BROCKWAY RD - LOOKING GLASS CREEK	71.79	72.52	0.73	AC	A	92	66	100	100	99	65	FR	GD
3	07	OR 42	035	1			LOOKING GLASS CREEK - GLENHART AVE	72.52	73.18	0.66	AC	A	86	52	93	100	64	31	PR	FR
3	07	OR 42	035	1			GLENHART AVE - HWY 001 O-XING	73.18	76.40	3.22	AC	A	90	52	97	100	47	25	PR	PR
3	07	OR 42	035	1			WINSTON INTCH (NB ON RAMP)	76.40	77.20	0.80	AC	A	100	93	100	100	100	93	GD	VG
3	07	OR 42	035	2			DAVIS SLOUGH - DELMAR LN (WB)	0.00	2.47	2.47	AC								NR	GD
3	07	OR 42	035	2			SOUTH UMPQUA RIVER (RW2-EB)	74.39	74.61	0.22	AC								NR	PR
3	07	OR 42	035	2			WINSTON INTCH (SB OFF RAMP)	76.53	76.87	0.34	AC								NR	FR
3	07	OR 38	045	1			JCT HWY 009 - 6TH ST	0.00	0.33	0.33	AC	A	99	83	100	100	97	81	GD	GD
3	07	OR 38	045	1			6TH ST - 3RD ST	0.33	0.55	0.22	AC	A	100	100	86	100	100	86	GD	VG
3	07	OR 38	045	1			3RD ST - DEAN CREEK	0.55	5.90	5.35	AC	A	99	100	100	100	100	99	VG	VG
3	07	OR 38	045	1			DEAN CREEK - MILL CREEK	5.90	13.24	7.34	AC	A	99	96	93	100	100	89	GD	GD
3	07	OR 38	045	1			MILL CREEK - UMPQUA R.	13.24	16.35	3.04	AC	A	100	99	95	100	100	94	GD	GD
3	07	OR 38	045	1			UMPQUA RIVER BRIDGE	16.35	16.52	0.17	ST	A							ST	ST
3	07	OR 38	045	1			UMPQUA R. - WEATHERLY CREEK	16.52	22.84	6.32	AC	A	98	88	98	100	97	83	GD	FR

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																			22	20
3	07	OR 38	045	1			WEATHERLY CREEK - MP 26.6	22.84	26.60	3.76	AC	A	97	87	98	100	99	84	GD	FR
3	07	OR 38	045	1			MP 26.6 - ELKTON SLIDE	26.60	32.20	5.60	AC	A	95	84	96	100	100	81	GD	GD
3	07	OR 38	045	1			ELKTON SLIDE - ELKTON	32.20	36.10	3.90	AC	A	92	72	83	100	99	56	FR	FR
3	07	OR 38	045	1			ELKTON - HANCOCK CREEK	36.10	38.07	1.97	AC	A	96	64	88	100	97	55	FR	FR
3	07	OR 38	045	1			HANCOCK CREEK - ELK CREEK TUNNEL	38.14	39.73	1.59	AC	A	90	67	93	92	98	58	FR	FR
3	07	OR 38	045	1			ELK CREEK TUNNEL	39.73	39.93	0.20	PC	A	99	73	100			73	FR	FR
3	07	OR 38	045	1			ELK CREEK TUNNEL - JACK CREEK	39.93	45.78	5.85	AC	A	87	66	96	88	98	55	FR	FR
3	07	OR 38	045	1			JACK CREEK - DRAIN	45.78	50.20	4.42	AC	A	88	61	95	100	98	56	FR	FR
3	07	OR 99	045	1			DRAIN SECTION	50.20	50.55	0.35	AC	A	90	64	74	100	98	44	PR	PR
3	07	OR 99	045	1			DRAIN - KREWSON CREEK	50.55	51.35	0.80	AC	A	79	49	94	100	99	46	FR	FR
3	07	OR 99	045	1			KREWSON CREEK - ROCK CREEK	51.35	53.96	2.61	AC	A	95	43	98	100	82	34	PR	PR
3	07	OR 99	045	1			ROCK CREEK - CURTIN RD	53.96	56.17	2.21	AC	A	98	43	97	100	88	37	PR	PR
3	07	OR 99	045	1			CURTIN RD - JCT HWY 001	56.27	56.87	0.60	AC	A	95	48	100	100	82	39	PR	FR
3	07	OR 99	045	1			AUNLAUF INTCH (SB ON RAMP)	56.87	57.13	0.26	AC	A	99	57	100	100	88	51	FR	FR
3	07	OR 99	045	2			AUNLAUF INTCH (NB OFF RAMP & O-XING)	56.87	57.33	0.46	AC								NR	FR
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 - STEPHENS ST	-0.94	-0.31	0.63	AC	A	98	66	98	100	98	64	FR	GD
3	07	OR 99	138	1			STEPHENS ST	-0.31	0.00	0.31	AC	A	96	95	95	100	100	90	GD	VG
3	07	OR 138	138	1			STEPHENS ST - ECL ROSEBURG	0.00	1.61	1.61	AC	A	97	55	82	100	93	42	PR	FR
3	07	OR 138	138	1			ECL ROSEBURG - BUCKHORN RD	1.61	3.70	2.09	AC	A	80	89	97	100	100	73	FR	GD
3	07	OR 138	138	1			BUCKHORN RD - OAK CREEK	3.70	10.66	6.96	AC	A	91	81	91	100	97	70	FR	GD
3	07	OR 138	138	1			OAK CREEK - LITTLE RIVER	10.66	16.31	5.65	AC	A	90	93	94	100	99	81	GD	GD
3	07	OR 138	138	1			LITTLE RIVER - LONE ROCK BRIDGE	16.31	17.91	1.60	AC	A	87	80	89	100	98	69	FR	FR
3	07	OR 138	138	1			LONE ROCK BRIDGE - ROCK CREEK	17.91	22.30	4.39	AC	G						85	GD	GD
3	07	OR 138	138	1			ROCK CREEK - BOUNDARY RD	22.30	28.80	6.50	AC	G						80	GD	GD
3	07	OR 138	138	2			JCT HWY 001 (NB ON RAMP)	-1.18	-0.84	0.34	AC								NR	GD
3	07	OR 138	138	2			MADRONE ST - STEPHENS ST (WB)	-0.57	-0.20	0.37	AC	A	99	93	95	100	98	87	GD	GD
3	07	OR 138	231	1			JCT HWY 045 - SMITHS BRIDGE	0.00	3.82	3.82	AC	G						95	GD	VG

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																			22	20	
3	07	OR 138	231	1			SMITHS BRIDGE - KELLOGG BRIDGE	3.82	6.32	2.50	AC	G							95	GD	GD
3	07	OR 138	231	1			KELLOGG BRIDGE - KELLOGG CAMP LN	6.32	9.00	2.68	AC	G							95	GD	GD
3	07	OR 138	231	1			KELLOGG CAMP LN - SCOTT RD	9.00	11.20	2.20	AC	G							85	GD	GD
3	07	OR 138	231	1			SCOTT RD - MP 17.4	11.20	17.40	6.20	AC	G							80	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							97	VG	VG
3	07	OR 540	240	1			JCT HWY 009 NB - BROADWAY ST	-0.05	0.77	0.82	AC	A	98	67	73	100	95		47	FR	FR
3	07	OR 540	240	1			BROADWAY ST - NEWMARK ST	0.77	1.70	0.93	AC	A	99	84	53	100	100		43	PR	PR
3	07	OR 540	240	1			NEWMARK ST - END STATE JURIS	1.70	2.24	0.54	AC	A	98	78	96	100	96		72	FR	FR
3	07	OR 540	240	1			BEGIN STATE JURIS - SOUTH SLOUGH	4.49	8.45	3.96	AC	G							75	FR	GD
3	07	OR 540	240	1			SOUTH SLOUGH - SUNSET BAY S.P.	8.45	10.94	2.49	AC	G							75	FR	FR
3	07	OR 540	240	2			BEG. DIV. HWY - STATE ST (EB)	1.70	1.93	0.23	AC									NR	FR
3	07	OR 241	241	1			JCT HWY 009 - EDWARDS RD	0.00	0.12	0.12	AC	A	97	50	61	100	85		26	PR	PR
3	07	OR 241	241	1			EDWARDS RD - EASTSIDE BR	0.12	0.25	0.13	AC	A	95	62	69	100	93		39	PR	FR
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	94	73	42	100	99		31	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							85	GD	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							35	PR	FR
3	07	OR 241	241	1			BOAT RAMP RD - KRUSE RD	7.23	15.05	7.65	AC	G							50	FR	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
3	07	OR 241	241	2			JCT HWY 009 - EDWARDS RD (RW2-WB)	0.00	0.07	0.07	AC									NR	GD
3	07	OR 542	242	1			JCT HWY 035 - ROBBINS CREEK	0.00	3.65	3.65	AC	G							90	GD	GD
3	07	OR 542	242	1			ROBBINS CREEK - SLIDE	3.78	8.00	4.22	AC	G							55	FR	FR
3	07	OR 542	242	1			MP 8 SLIDE SECTION	8.00	8.50	0.50	AC	G							30	PR	PR

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

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 07

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
3	07	OR 542	242	1			SLIDE - YELLOW CRK LN	8.50	10.60	2.10	AC	G							95	GD	VG
3	07	OR 542	242	1			YELLOW CRK LN - S. FK. COQ R.	10.60	17.00	6.40	AC	G							55	FR	FR
3	07	OR 542	242	1			POWERS BR - END OF HWY	17.10	18.91	1.81	AC	G							90	GD	GD
3	07	OR 542	242	2			JCT HWY 035 - END RDWY 2 (NB)	0.00	0.33	0.33	AC									NR	GD
3	07	OR 42S	244	1			JCT HWY 009 - MP 2.6	0.01	2.60	2.59	AC	G							97	VG	FR
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							90	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							90	GD	GD
3	07	OR 251	251	1			COAST GUARD RD-JCT HWY 009	0.00	0.76	0.76	AC	G							45	PR	FR
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							80	GD	PR
3	07	OR 255	255	1			WHISKEY CREEK - SUMMIT	345.10	353.60	8.50	AC	G							80	GD	PR
3	07	OR 255	255	1			SUMMIT - JCT HWY 009	353.60	362.27	8.67	AC	G							85	GD	UC

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







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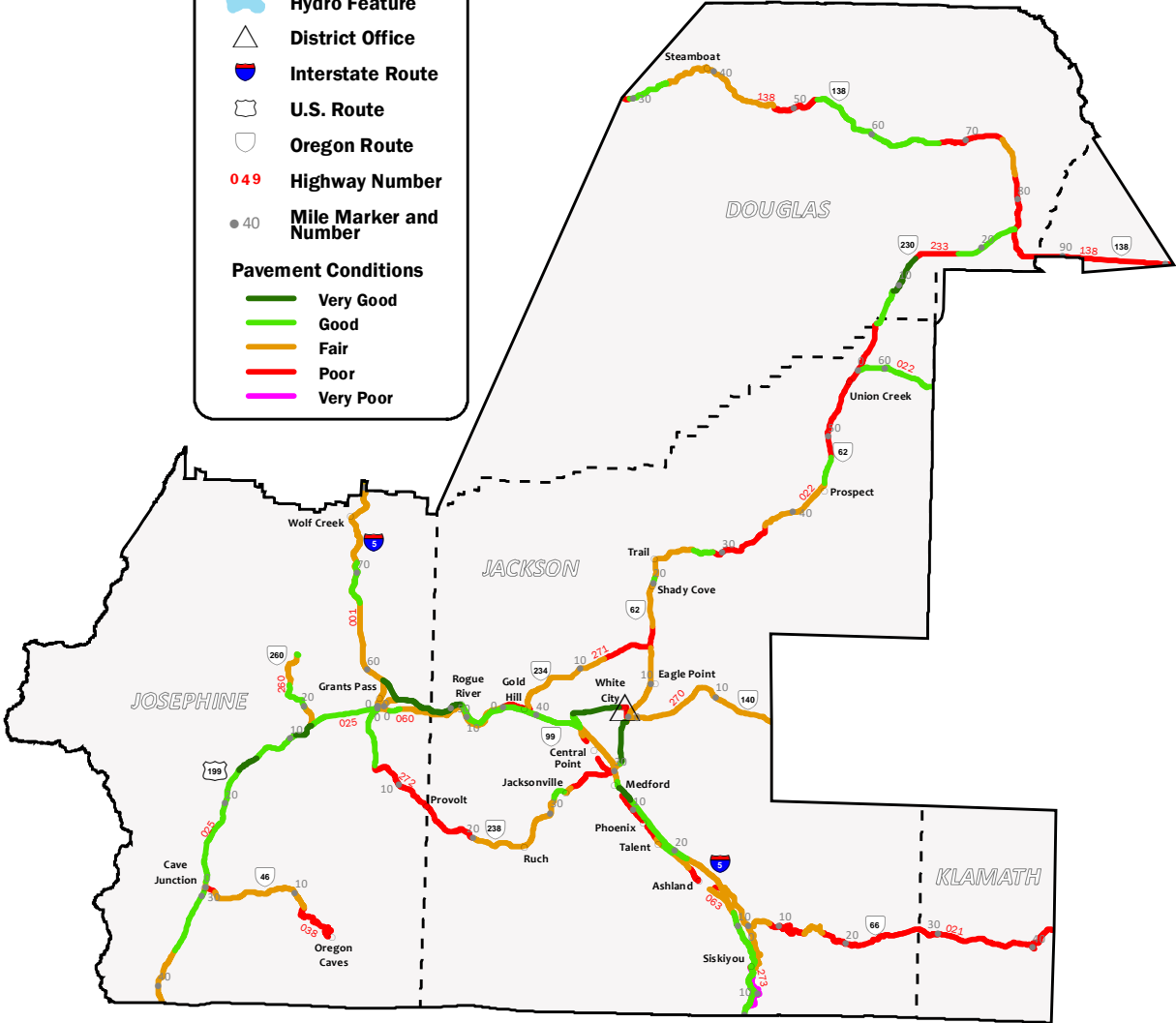
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 8

## MAP LEGEND

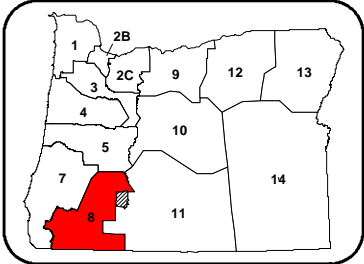
-  Populated Place
-  County Boundary
-  Hydro Feature
-  District Office
-  Interstate Route
-  U.S. Route
-  Oregon Route
-  Highway Number
-  Mile Marker and Number


**Pavement Conditions**

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




## DISTRICT LOCATION





0 Miles 10

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



DISCLAIMER:  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 08

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
3	08	I-5	001	1			CALIF STATE LINE - ASHLAND	0.00	11.40	11.40	PC	A	95	98	97			92	GD	GD
3	08	I-5	001	1			S. ASHLAND - N. ASHLAND	11.40	18.70	7.30	AC	A	73	85	97	100	94	63	FR	FR
3	08	I-5	001	1			N. ASHLAND - S. MEDFORD INTCH	18.70	26.73	8.03	AC	A	88	99	100	100	99	87	GD	GD
3	08	I-5	001	1			S. MEDFORD INTCH - MEDFORD VIADUCT	26.73	28.33	1.60	AC	A	98	99	100	100	100	97	VG	FR
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	35.75	6.81	AC	A	79	99	96	100	93	74	FR	GD
3	08	I-5	001	1			SEVEN OAKS - ROCK POINT	35.75	43.09	7.34	AC	A	87	92	99	100	100	85	GD	GD
3	08	I-5	001	1			ROCK POINT - EVANS CREEK	43.09	49.07	5.98	AC	A	92	98	99	100	91	86	GD	GD
3	08	I-5	001	1			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	1			N. GRANTS PASS - JUMPOFF JOE CREEK	58.18	67.20	9.02	AC	A	66	80	80	100	94	52	FR	FR
3	08	I-5	001	1			JUMPOFF JOE CREEK - SUNNY VALLEY	67.20	71.32	4.12	AC	A	82	92	79	100	99	66	FR	FR
3	08	I-5	001	1			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.32	80.80	9.48	AC	A	79	90	93	100	100	71	FR	GD
3	08	I-5	001	2			CALIF STATE LINE - ASHLAND	0.00	11.47	11.47	PC	A	94	97	96			90	GD	FR
3	08	I-5	001	2	Z	1	S. ASHLAND - N. ASHLAND (Z)	11.44	11.47	0.03	AC	A	65	57	100	100	100	57	FR	FR
3	08	I-5	001	2			S. ASHLAND - N. ASHLAND	11.47	18.70	7.23	AC	A	63	72	94	100	96	54	FR	FR
3	08	I-5	001	2			N. ASHLAND - S. MEDFORD INTCH	18.70	26.73	8.03	AC	A	88	96	99	100	99	87	GD	VG
3	08	I-5	001	2			S. MEDFORD INTCH - MEDFORD VIADUCT	26.73	28.33	1.60	AC	A	99	99	100	100	99	98	VG	FR
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	35.75	6.81	AC	A	79	98	96	100	94	75	FR	GD
3	08	I-5	001	2			SEVEN OAKS - ROCK POINT	35.75	43.09	7.34	AC	A	90	87	97	100	100	80	GD	GD
3	08	I-5	001	2			ROCK POINT - EVANS CREEK	43.09	49.07	5.98	AC	A	91	97	98	100	93	86	GD	GD
3	08	I-5	001	2			EVANS CREEK - N. GRANTS PASS	49.07	58.18	9.11	AC	A	100	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	63	71	95	100	95	58	FR	FR
3	08	I-5	001	2			JUMPOFF JOE CREEK - SUNNY VALLEY	66.70	71.32	4.62	AC	A	93	91	98	100	99	85	GD	GD
3	08	I-5	001	2			SUNNY VALLEY - GLENDALE JCT (DIST 8)	71.32	80.80	9.48	AC	A	81	87	89	100	99	69	FR	GD
3	08	OR 66	021	1			BEG STATE JURIS - I-5 NB RAMPS	0.73	1.38	0.65	AC	A	78	47	93	100	84	38	PR	FR
3	08	OR 66	021	1			I-5 NB RAMPS - DEAD INDIAN MEM. RD	1.38	2.00	0.62	AC	A	94	72	76	100	99	55	FR	FR
3	08	OR 66	021	1			DEAD INDIAN MEM. RD - EMIGRANT LAKE RD	2.00	4.74	2.74	AC	G						75	FR	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 08

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
3	08	OR 66	021	1			EMIGRANT LAKE RD - MP 6.9	4.74	6.90	2.16	AC	G							65	FR	GD
3	08	OR 66	021	1			MP 6.9 - BUCKHORN RD	6.90	9.00	2.10	AC	G							70	FR	FR
3	08	OR 66	021	1			BUCKHORN RD - ROCKFALL	9.00	13.66	4.66	AC	G							45	PR	PR
3	08	OR 66	021	1	Z	1	BUCKHORN RD - ROCKFALL (Z)	13.00	13.66	0.66	AC	G							45	PR	PR
3	08	OR 66	021	1			ROCKFALL - MP 17	13.66	17.00	3.34	AC	G							65	FR	FR
3	08	OR 66	021	1			MP 17 - JENNY CREEK	17.00	23.42	6.42	AC	G							35	PR	PR
3	08	OR 66	021	1			JENNY CREEK - KLAMATH CO. LINE	23.42	27.87	4.45	AC	G							35	PR	PR
3	08	OR 66	021	1			JACKSON CO. LINE - WARD RD	27.87	38.75	10.88	AC	G							35	PR	PR
3	08	OR 66	021	1			WARD RD - REGION BDRY	38.75	43.86	5.11	AC	G							40	PR	PR
3	08	OR 62	022	1			JCT HWY 063 - HWY 001	0.05	0.41	0.36	AC	A	67	64	80	100	81		40	PR	PR
3	08	OR 62	022	1			HWY 001 - JCT OR62 BYPASS	0.41	1.22	0.81	AC	A	84	73	100	100	87		62	FR	FR
3	08	OR 62	022	1			OR62 BYPASS SECTION (AC)	1.22	1.55	0.33	AC	A	97	94	100	100	99		92	GD	VG
3	08	OR 62	022	1			OR62 BYPASS SECTION	1.55	5.49	3.94	PC	A	98	100	99				97	VG	VG
3	08	OR 62	022	1	Z	1	OR62 BYPASS SECTION (Z)	5.37	5.49	0.12	PC	A	100	100	100				100	VG	VG
3	08	OR 62	022	1			JCT OR62 BYPASS - JCT HWY 270	5.49	6.03	0.54	AC	A	65	91	100	100	97		65	FR	GD
3	08	OR 62	022	1			JCT HWY 270 - AVENUE "H"	6.03	7.34	1.31	AC	A	73	74	100	100	94		65	FR	GD
3	08	OR 62	022	1			AVENUE "H" - LINN RD	7.34	10.09	2.75	AC	A	84	59	100	100	91		55	FR	FR
3	08	OR 62	022	1			LINN RD - JCT HWY 271	10.09	13.50	3.41	AC	A	93	58	100	100	88		51	FR	FR
3	08	OR 62	022	1			JCT HWY 271 - MP 15.6	13.50	15.62	2.12	AC	A	91	50	94	100	83		40	PR	PR
3	08	OR 62	022	1			MP 15.6 - BROPHY WY	15.62	18.56	2.94	AC	A	91	59	100	100	91		53	FR	FR
3	08	OR 62	022	1			BROPHY WY - ROGUE RIVER	18.56	20.00	1.44	AC	A	94	64	86	100	95		55	FR	GD
3	08	OR 62	022	1			ROGUE RIVER - MALLORY LN	20.00	20.52	0.52	AC	A	98	95	93	100	100		89	GD	VG
3	08	OR 62	022	1			MALLORY LN - TRAIL	20.52	22.48	1.96	AC	A	92	66	100	100	91		60	FR	FR
3	08	OR 62	022	1			TRAIL - MP 26.65	22.48	26.65	4.17	AC	G							75	FR	GD
3	08	OR 62	022	1			MP 26.91 - CASEY ST PARK	26.91	28.98	2.07	AC	G							80	GD	GD
3	08	OR 62	022	1			CASEY ST PARK - PEYTON BR	28.98	35.70	6.72	AC	G							35	PR	PR
3	08	OR 62	022	1			PEYTON BRIDGE - MILL CREEK DR	36.64	44.29	7.65	AC	G							50	FR	FR
3	08	OR 62	022	1			MILL CREEK DR - MP 48	45.31	48.00	2.69	AC	G							80	GD	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 08

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
3	08	OR 62	022	1			MP 48 - JCT HWY 233	48.00	57.31	9.31	AC	G							45	PR	PR
3	08	OR 62	022	1			JCT HWY 233 - SNOW PARK	57.31	62.96	5.65	AC	G							95	GD	VG
3	08	OR 62	022	1			SNOW PARK - CRATER LK NAT PK	62.96	65.45	2.49	AC	G							95	GD	GD
3	08	OR 62	022	2			JCT HWY 063 - HWY 001 (RW2-WB)	0.05	0.36	0.31	AC									NR	PR
3	08	OR 62	022	2			BULLOCK RD - JCT OR62 BYPASS (RW2-WB)	0.89	1.48	0.59	AC									NR	VG
3	08	OR 62	022	2			OR62 BYPASS SECTION (RW2-WB)	1.48	5.20	3.72	PC									NR	VG
3	08	OR 62	022	2			JCT OR62 BYPASS (RW2-WB)	5.20	5.65	0.45	AC									NR	VG
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -1	7.49	7.64	0.15	AC									NR	GD
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -2	7.83	8.45	0.62	AC									NR	GD
3	08	OR 62	022	2			AVENUE "H" - LINN RD (RW2-WB) -3	8.69	10.04	1.35	AC									NR	FR
3	08	OR 99	025	1			N. GRANTS PASS INTCH (SB OFF RAMP)	-2.74	-2.45	0.29	AC	A	99	73	100	100	99	73	FR	GD	
3	08	OR 99	025	1			MORGAN LN - JCT HWY 272 (SB)	-2.45	0.20	2.65	AC	A	82	52	93	100	95	46	FR	FR	
3	08	US 199	025	1			JCT HWY 272 - APPELEGATE R.	0.20	6.97	6.77	AC	A	97	90	100	100	99	89	GD	FR	
3	08	US 199	025	1			APPELEGATE R. - L CHEYEANE TR	6.97	9.03	2.06	AC	A	100	99	100	100	100	99	99	VG	GD
3	08	US 199	025	1			L CHEYEANE TR - SLATE CREEK	9.33	14.20	4.87	AC	A	98	95	100	100	100	94	GD	GD	
3	08	US 199	025	1			SLATE CREEK - HAYES HILL	14.20	16.41	2.21	AC	A	97	99	100	100	100	96	VG	GD	
3	08	US 199	025	1			HAYES HILL - HOGUE DR	16.41	21.46	5.05	AC	A	97	92	100	100	99	90	GD	GD	
3	08	US 199	025	1			HOGUE DR - REEVES CREEK	21.59	24.55	2.96	AC	A	97	95	100	100	100	94	GD	VG	
3	08	US 199	025	1			REEVES CREEK - CHANDLER CREEK	24.55	25.66	1.11	AC	A	98	96	100	100	99	95	GD	GD	
3	08	US 199	025	1			CHANDLER CREEK - WALDAMAR RD	25.66	27.50	1.84	AC	A	98	89	100	100	99	88	GD	GD	
3	08	US 199	025	1			WALDAMAR RD - RIVER ST	27.50	28.43	0.93	AC	A	91	80	100	100	99	79	GD	GD	
3	08	US 199	025	1			RIVER ST - ILLINOIS R.	28.43	29.44	1.01	AC	A	95	68	100	100	96	66	FR	GD	
3	08	US 199	025	1			ILLINOIS R. - O'BRIEN	29.44	36.00	6.44	AC	A	89	85	100	100	99	82	GD	GD	
3	08	US 199	025	1			O'BRIEN - CALIF STATE LINE	36.00	41.69	5.69	AC	A	96	80	94	100	97	73	FR	GD	
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	77	100	100	89	70	FR	GD	
3	08	OR 99	025	2			MORGAN LN - RAMP & U-XING TO OR99 (NB)	-2.55	0.35	2.90	AC	A	87	51	99	100	91	46	FR	FR	
3	08	US 199	025	2			HENDERSON LN - REDWOOD AVE (RW2-EB)	0.48	1.04	0.56	AC								NR	GD	
3	08	US 199	482	1			GRANTS PASS SPUR (EB)	-0.69	1.68	2.37	AC	A	86	73	100	100	85	62	FR	FR	

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 08

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
3	08	US 199	482	1			US199 INTCH (SB ON RAMP)	1.68	1.99	0.31	AC	A	100	100	100	100	100	100	VG	GD	
3	08	US 199	482	2			GRANTS PASS SPUR (WB)	0.72	1.68	0.96	AC								NR	FR	
3	08	US 199	482	2			US199 INTCH (SB RAMPS TO NB ON RAMP)	1.68	1.89	0.21	AC								NR	VG	
3	08	OR 46	038	1			JCT HWY 025 - MILL CREEK	0.00	1.05	1.05	AC	G							35	PR	PR
3	08	OR 46	038	1			MILL CREEK - GRAYBACK CRK	1.05	11.80	10.75	AC	G							75	FR	GD
3	08	OR 46	038	1			GRAYBACK CRK - OR CAVES NAT MON	11.80	19.33	7.53	AC	G							35	PR	PR
3	08	OR 99	060	1			JCT HWY 025 - FRUITDALE CREEK	0.00	1.39	1.39	AC	A	97	74	100	100	95		71	FR	GD
3	08	OR 99	060	1			FRUITDALE CREEK - FRUITDALE DR	1.39	2.39	1.00	AC	A	96	98	92	100	94		84	GD	GD
3	08	OR 99	060	1			FRUITDALE DR - JACKSON CO. LN	2.39	5.51	3.12	AC	G							60	FR	FR
3	08	OR 99	060	1			JACKSON CO. LN - DEPOT ST	5.51	8.80	3.29	AC	G							70	FR	FR
3	08	OR 99	060	1			DEPOT ST - FURHMAN AVE	8.80	12.94	4.14	AC	G							65	FR	FR
3	08	OR 99	060	1			FURHMAN AVE - JCT HWY 271	12.94	14.50	1.56	AC	G							60	FR	FR
3	08	OR 99	060	1			ROCK PT. INTCH (O-XING & SB ON RAMP)	14.50	14.95	0.45	AC	G							75	FR	FR
3	08	OR 99	060	2			HWY 025 JCT (RW2-NB)	0.00	0.35	0.35	AC									NR	GD
3	08	OR 99	060	2			ROCK PT. INTCH (NB OFF RAMP)	14.57	14.76	0.19	AC									NR	GD
3	08	OR 99	063	1			I-5 NB RAMPS - I-5 SB RAMPS	0.05	0.34	0.29	AC	A	91	50	96	100	88		43	PR	FR
3	08	OR 99	063	1			I-5 SB RAMPS - MP 1.0	0.34	1.00	0.66	AC	A	86	56	100	100	85		48	FR	FR
3	08	OR 99	063	1			MP 1.0 - BEGIN CITY JURIS	1.00	1.64	0.64	AC	A	78	56	71	100	78		42	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - JCT HWY 272	3.60	5.48	1.88	AC	A	90	58	85	100	55		33	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - CHARLOTTE ANN DR	8.13	8.81	0.68	AC	A	89	52	88	100	70		32	PR	PR
3	08	OR 99	063	1			CHARLOTTE ANN DR - 6TH ST	8.81	11.37	2.56	AC	A	93	64	74	100	66		32	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - COLVER RD	12.00	13.63	1.63	AC	A	87	54	58	100	97		30	PR	PR
3	08	OR 99	063	1			COLVER RD - RAPP RD.	13.63	14.62	0.99	AC	A	93	53	100	100	97		51	FR	FR
3	08	OR 99	063	1			RAPP RD - MP 15.7	14.62	15.70	1.08	AC	A	100	97	99	100	99		94	GD	GD
3	08	OR 99	063	1			MP 15.7 - N MAIN ST	15.70	17.88	2.18	AC	A	95	78	98	100	94		72	FR	GD
3	08	OR 99	063	1			N MAIN ST - BEGIN CITY JURIS	17.88	19.46	1.58	AC	A	79	53	64	100	88		30	PR	PR
3	08	OR 99	063	1			BEGIN STATE JURIS - CROWSON RD	20.84	22.40	1.56	AC	A	92	80	99	100	82		65	FR	FR
3	08	OR 99	063	1			CROWSON RD - JCT HWY 001	22.40	24.12	1.72	AC	A	98	71	95	100	91		64	FR	FR

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																			22	20	
3	08	OR 99	063	2			HELMAN ST - BEGIN CITY JURIS (NB)	19.00	19.46	0.46	AC	A	67	41	86	100	76	26	PR	PR	
3	08	OR 99	063	2			S. ASHLAND INTCH (O-XING & NB OFF RAMP)	23.65	24.11	0.46	AC									NR	GD
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							50	FR	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							35	PR	PR
3	08	OR 138	138	1			WINDIGO PASS RD - MP 77.5	73.70	77.54	3.84	AC	G							65	FR	FR
3	08	OR 138	138	1			MP 77.5 - JCT HWY 233	77.54	83.49	5.95	AC	G							45	PR	FR
3	08	OR 138	138	1			JCT HWY 233 - CRATER LK NATL PK	83.49	86.01	2.52	AC	G							45	PR	FR
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							30	PR	PR
3	08	OR 230	233	1			ROGUE R. - LOST CREEK	5.20	9.00	3.80	AC	G							90	GD	PR
3	08	OR 230	233	1			LOST CREEK - MUIR CREEK	9.00	10.30	1.30	AC	G							100	VG	PR
3	08	OR 230	233	1			MUIR CREEK - MP 13.2	10.30	13.20	2.90	AC	G							97	VG	VG
3	08	OR 230	233	1			MP 13.2 - CASCADE CREEK	13.20	17.50	4.30	AC	G							30	PR	PR
3	08	OR 230	233	1			CASCADE CREEK - USFS 3703	17.50	20.75	3.25	AC	G							95	GD	VG
3	08	OR 230	233	1			USFS 3703 - JCT HWY 138	20.75	23.80	3.05	AC	G							85	GD	VG
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							70	FR	FR
3	08	OR 260	260	1			SHAN CREEK - MARCY LOOP RD	16.64	20.10	3.36	AC	G							80	GD	GD
3	08	OR 260	260	1			MARCY LOOP RD - HWY 025	20.10	22.24	2.14	AC	G							75	FR	FR
3	08		270	1			I-5 NB RAMPS - BEAR CREEK	-8.15	-6.50	1.65	AC	A								UC	PR
3	08		270	1			BEAR CREEK - TABLE ROCK RD	-6.50	-2.90	3.60	AC	A	100	100	100	100	100	100	100	VG	PR
3	08		270	1			TABLE ROCK RD - FIFTH ST	-2.90	-1.92	0.98	AC	A	100	100	100	100	100	100	100	VG	PR

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																	22	20
3	08		270	1	FIFTH ST - AGATE ST (AVE G)	-1.92	-1.16	0.76	AC	A	87	51	89	100	69	32	PR	PR
3	08		270	1	AVE G - HWY 022	-1.16	0.00	1.16	AC	A	84	62	67	97	61	28	PR	PR
3	08	OR 140	270	1	JCT HWY 022 - BROWNSBORO	0.00	8.20	8.20	AC	A	85	58	99	100	91	53	FR	FR
3	08	OR 140	270	1	BROWNSBORO - N. FK. LITTLE BUTTE	8.20	16.04	7.84	AC	A	76	87	98	100	99	72	FR	GD
3	08	OR 140	270	2	ATLANTIC AVE ROUNDABOUT WB	1.52	1.87	0.35	AC								NR	
3	08	OR 99	271	1	JCT HWY 060 - WCL GOLD HILL	-0.30	1.26	1.56	AC	G						45	PR	FR
3	08	OR 99	271	1	WCL GOLD HILL - JCT HWY 486	1.26	2.36	1.10	AC	G						40	PR	PR
3	08	OR 234	271	1	JCT HWY 486 - BEEMAN ST	2.36	2.58	0.22	AC	G						30	PR	PR
3	08	OR 234	271	1	BEEMAN ST - TRESHAM LN	2.58	8.75	6.17	AC	G						75	FR	GD
3	08	OR 234	271	1	TRESHAM LN - ANTIOCH RD	8.75	12.61	3.86	AC	G						50	FR	FR
3	08	OR 234	271	1	ANTIOCH RD - JCT HWY 022	12.61	17.48	4.87	AC	G						45	PR	FR
3	08	OR 99	486	1	GOLD HILL SPUR	2.36	3.32	0.96	AC	G						30	PR	PR
3	08	OR 238	272	1	JCT HWY 025 - S. HIGHLINE CANAL	0.00	1.68	1.68	AC	A	86	95	99	100	99	84	GD	GD
3	08	OR 238	272	1	S. HIGHLINE CANAL - JAYNES DR	1.68	4.17	2.49	AC	A	93	81	99	100	100	80	GD	GD
3	08	OR 238	272	1	JAYNES DR - MURPHY BR	4.17	6.18	2.01	AC	A	94	83	99	100	99	79	GD	GD
3	08	OR 238	272	1	MURPHY BR - PROVOLT	6.18	13.62	7.44	AC	A	95	67	84	84	95	45	PR	FR
3	08	OR 238	272	1	PROVOLT - MP 16	13.70	16.00	2.30	AC	A	96	55	86	98	78	34	PR	PR
3	08	OR 238	272	1	MP 16 - MP 20	16.00	20.00	4.00	AC	A	95	51	93	100	90	42	PR	PR
3	08	OR 238	272	1	MP 20 - RUCH	20.00	25.37	5.37	AC	A	95	68	97	100	95	62	FR	PR
3	08	OR 238	272	1	RUCH - WAGON TRAIL DR	25.37	31.63	6.26	AC	A	95	57	97	100	96	53	FR	UC
3	08	OR 238	272	1	WAGON TRAIL DR - MAIN ST	31.63	33.16	1.53	AC	A	99	95	100	100	100	94	GD	GD
3	08	OR 238	272	1	MAIN ST - 5TH ST	33.16	33.38	0.22	AC	A	73	76	91	100	77	52	FR	FR
3	08	OR 238	272	1	CALIFORNIA ST - NCL JACKSONVILLE	33.38	34.03	0.65	AC	A	86	77	98	100	94	70	FR	FR
3	08	OR 238	272	1	NCL JACKSONVILLE - MAIN ST	34.03	35.07	1.04	AC	A	92	56	100	100	80	44	PR	PR
3	08	OR 238	272	1	MAIN ST - KINGWOOD DR	35.07	37.63	2.56	AC	A	89	65	81	100	81	43	PR	PR
3	08	OR 238	272	1	KINGWOOD DR - JCT HWY 063	37.63	38.75	1.12	AC	A	83	61	82	100	72	37	PR	PR
3	08	OR 238	272	2	HWY 025 JCT (RW2-NB)	0.00	0.26	0.26	AC								NR	GD
3	08	OR 238	272	2	BEG. DIV HWY - JCT HWY 063	38.09	38.75	0.66	AC								NR	PR

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																			22	20	
3	08	OR 273	273	1			JCT HWY 021 - MP 3.1	0.00	3.10	3.10	AC	G							70	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								UC	VP
3	08	OR 273	273	2			JCY HWY 001 (NB OFF RAMP)	12.02	12.36	0.34	AC									NR	VP

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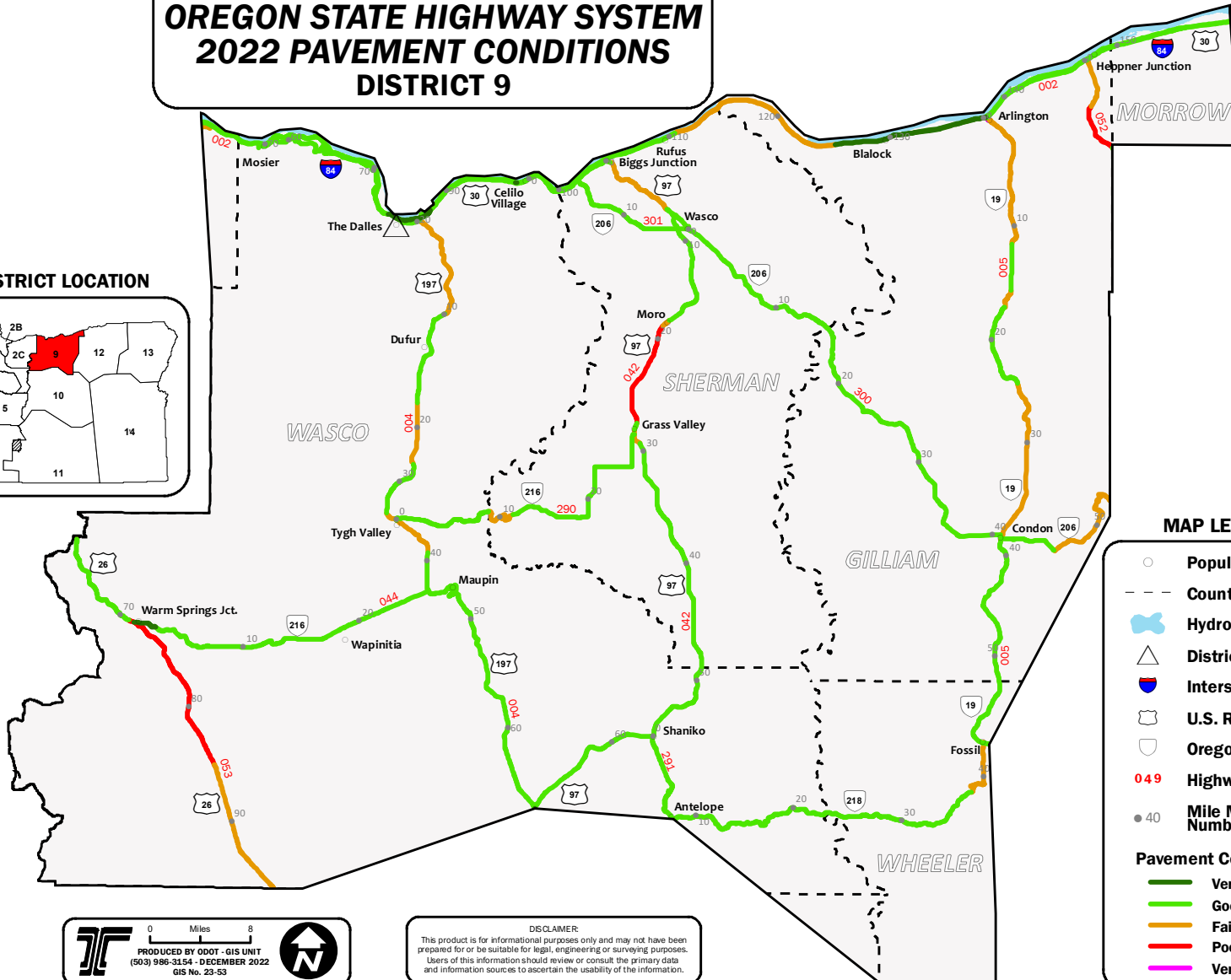
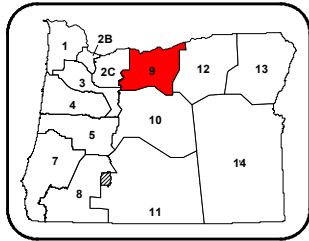
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**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 9**

**DISTRICT LOCATION**



**MAP LEGEND**

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - 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 2022  
 GIS No. 23-53

**DISCLAIMER:**  
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 09

R E G I O N	D I S T R I C T	R O U T E	R D I D	R M O W T V	S E C T I O N N A M E	B E G M P	E N D M P	L E N G T H	S U R F	R A T E M E T H O D	R U T I N D X	F A T I N D X	P A T I N D X	R A V I N D X	E N V I N D X	C O N D S C O R E	R A T I N G	
																	22	20
4	09	I-84	002	1	HOOD RIVER - MOSIER	64.44	70.11	5.67	AC	A	92	100	100	100	100	92	GD	VG
4	09	I-84	002	1	MOSIER - ROWENA	70.11	76.45	6.34	AC	A	93	100	100	100	100	93	GD	VG
4	09	I-84	002	1	ROWENA - THE DALLES	76.45	84.25	7.80	AC	A	91	99	100	100	100	90	GD	VG
4	09	I-84	002	1	THE DALLES - FIFTEEN MILE CREEK	84.25	88.00	3.75	PC	A	95	99	100			93	GD	VG
4	09	I-84	002	1	FIFTEEN MILE CREEK - CELILO	88.00	96.71	8.71	AC	A	85	100	100	100	100	85	GD	VG
4	09	I-84	002	1	CELILO - RUFUS	96.71	110.50	13.79	AC	A	85	92	100	100	99	81	GD	GD
4	09	I-84	002	1	RUFUS - SWANSON CANYON	110.50	125.50	15.00	AC	A	76	94	100	100	100	74	FR	GD
4	09	I-84	002	1	SWANSON CANYON - WOELPERN	125.50	132.00	6.50	AC	A	100	100	100	100	100	100	VG	VG
4	09	I-84	002	1	WOELPERN - ARLINGTON	132.00	137.79	5.79	AC	A	100	100	100	100	100	99	VG	VG
4	09	I-84	002	1	ARLINGTON - MORROW CO. LINE	137.79	149.50	11.71	AC	A	89	99	100	100	99	88	GD	VG
5	09	I-84	002	1	GILLIAM CO. LINE - TOWER RD	149.50	159.30	9.80	AC	A	87	99	100	100	100	87	GD	VG
4	09	I-84	002	2	HOOD RIVER - MOSIER	64.44	70.11	5.67	AC	A	94	100	100	100	100	94	GD	VG
4	09	I-84	002	2	MOSIER - ROWENA	70.11	76.45	6.34	AC	A	95	100	100	100	100	95	GD	VG
4	09	I-84	002	2	ROWENA - THE DALLES	76.45	84.25	7.80	AC	A	95	100	100	100	100	95	GD	VG
4	09	I-84	002	2	THE DALLES - FIFTEEN MILE CREEK	84.25	88.00	3.75	PC	A	97	100	100			97	VG	VG
4	09	I-84	002	2	FIFTEEN MILE CREEK - CELILO (1)	88.00	95.91	7.91	AC	A	87	98	100	100	100	86	GD	VG
4	09	I-84	002	2 Z 2	FIFTEEN MILE CREEK - CELILO (Z)	95.81	95.91	0.10	AC	A	96	100	100	100	100	96	VG	VG
4	09	I-84	002	2	FIFTEEN MILE CREEK - CELILO (2)	95.91	96.71	0.80	AC	A	87	100	100	100	100	87	GD	GD
4	09	I-84	002	2	CELILO - RUFUS	96.71	110.50	13.79	AC	A	88	96	100	100	99	85	GD	GD
4	09	I-84	002	2	RUFUS - SWANSON CANYON	110.50	125.50	15.00	AC	A	78	92	98	100	100	72	FR	GD
4	09	I-84	002	2	SWANSON CANYON - WOELPERN	125.50	132.00	6.50	AC	A	98	100	100	100	100	98	VG	VG
4	09	I-84	002	2	WOELPERN - ARLINGTON	132.00	137.78	5.78	AC	A	100	100	100	100	100	100	VG	VG
4	09	I-84	002	2	ARLINGTON - MORROW CO. LINE	137.78	149.50	11.72	AC	A	84	100	100	100	100	83	GD	VG
5	09	I-84	002	2	GILLIAM CO. LINE - TOWER RD	149.50	159.30	9.80	AC	A	84	97	100	100	99	84	GD	VG
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						70	FR	GD
4	09	US 197	004	1	JCT HWY 292 - BOYD LOOP RD	0.93	9.88	8.95	AC	G						70	FR	GD
4	09	US 197	004	1	BOYD LOOP RD - DUFUR N. ENTR.	9.88	12.60	2.72	AC	G						85	GD	GD

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																			22	20	
4	09	US 197	004	1			DUFUR N. ENTR. - DUFUR S. ENTR.	12.60	14.46	1.86	AC	G							90	GD	GD
4	09	US 197	004	1			DUFUR S. ENTR. - MP 15.4	14.46	15.40	0.94	AC	G							90	GD	GD
4	09	US 197	004	1			MP 15.4 - POLE RD	15.40	18.00	2.60	AC	G							85	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	32.86	4.98	AC	G							90	GD	GD
4	09	US 197	004	1			BUTLER CREEK - OAK SPRINGS RD	32.86	37.77	4.91	AC	G							75	FR	GD
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 - DESCHUTES R.	42.93	45.95	3.02	AC	G							90	GD	GD
4	09	US 197	004	1			DESCHUTES R. - MP 51	45.95	51.00	5.05	AC	G							90	GD	FR
4	09	US 197	004	1			MP 51 - MP 54.5	51.00	54.50	3.50	AC	G							90	GD	GD
4	09	US 197	004	1			MP 54.5 - MP 60	54.50	60.00	5.50	AC	G							90	GD	GD
4	09	US 197	004	1			MP 60 - JCT HWY 042	60.00	67.17	7.17	AC	G							90	GD	GD
4	09	US 197	004	2			JCT US30 (NB RT TURN)	0.84	0.96	0.12	AC									NR	GD
4	09	OR 19	005	1			ARLINGTON INTCH (EB OFF RAMP)	0.00	0.31	0.31	AC	G							90	GD	GD
4	09	OR 19	005	1			ARLINGTON SECTION	0.31	0.58	0.27	AC	A	91	32	86	100	55	15	VP	PR	
4	09	OR 19	005	1			ARLINGTON - CEDAR SPRING (1)	0.58	1.13	0.55	AC	A	90	52	100	98	94	48	FR	FR	
4	09	OR 19	005	1	Z	1	ARLINGTON - CEDAR SPRING (Z)	0.97	1.13	0.16	AC	A	94	52	100	98	91	47	FR	FR	
4	09	OR 19	005	1			ARLINGTON - CEDAR SPRING (2)	1.13	7.20	6.07	AC	A	92	53	100	98	90	47	FR	FR	
4	09	OR 19	005	1			CEDAR SPRINGS - CAMERON	7.20	11.60	4.40	AC	G						70	FR	GD	
4	09	OR 19	005	1			CAMERON RD - BASELINE RD.	11.60	15.30	3.70	AC	G						95	GD	GD	
4	09	OR 19	005	1			BASELINE RD - MIDDLE ROCK CRK LN	15.30	16.89	1.59	AC	G						75	FR	GD	
4	09	OR 19	005	1			MIDDLE ROCK CRK LN - CLEM RD	17.09	22.40	5.31	AC	G						90	GD	GD	
4	09	OR 19	005	1			CLEM RD - SPEECE	22.40	24.60	2.20	AC	G						85	GD	GD	
4	09	OR 19	005	1			SPEECE - JCT HWY 300 (CONDON)	24.60	38.07	13.47	AC	G						75	FR	GD	
4	09	OR 19	005	1			CONDON SECTION	38.07	38.57	0.50	AC	G						70	FR	FR	
4	09	OR 19	005	1			CONDON - THIRTY MILE CREEK	38.57	44.51	5.94	AC	G						80	GD	GD	
4	09	OR 19	005	1			THIRTY MILE CREEK - GREINER RD	44.99	49.14	4.15	AC	G							UC	FR	
4	09	OR 19	005	1			GREINER RD - FOSSIL	49.29	59.64	9.38	AC	G							UC	GD	

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																	22	20	
4	09	OR 19	005	2	ARLINGTON INTCH (U-XING & WB ON RAMP)	0.00	0.76	0.76	AC									NR	GD
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	0.35	0.53	AC	A	95	99	100	100	98	93	93	GD	GD
4	09	US 97	042	1	BIGGS - WASCO	0.35	6.98	6.50	AC	A	86	71	99	100	97	69	69	FR	FR
4	09	US 97	042	1	WASCO - MP 13.01	6.98	13.01	6.03	AC	A	83	90	99	100	100	79	79	GD	GD
4	09	US 97	042	1	MP 13.27 - MORO	13.27	18.04	4.77	AC	A	82	99	99	100	100	81	81	GD	GD
4	09	US 97	042	1	MORO SECTION	18.04	18.91	0.73	AC	A	67	78	95	97	95	62	62	FR	GD
4	09	US 97	042	1	MORO - GRASS VALLEY	18.91	27.40	8.49	AC	A	71	49	84	100	93	34	34	PR	PR
4	09	US 97	042	1	GRASS VALLEY SECTION	27.40	27.93	0.53	AC	A	96	78	100	100	99	77	77	GD	GD
4	09	US 97	042	1	GRASS VALLEY - RUTLEDGE RD	27.93	29.30	1.37	AC	A	91	80	100	100	96	75	75	FR	GD
4	09	US 97	042	1	RUTLEDGE RD - KENT	29.30	40.55	11.25	AC	A	97	88	100	100	99	87	87	GD	VG
4	09	US 97	042	1	KENT - MP 47	40.72	47.00	6.28	AC	A	91	93	100	100	100	88	88	GD	VG
4	09	US 97	042	1	MP 47 - SHANIKO	47.00	56.70	9.70	AC	A	96	94	99	100	100	91	91	GD	VG
4	09	US 97	042	1	SHANIKO - MP 58.7	56.70	58.70	2.00	AC	A	94	100	100	100	100	94	94	GD	VG
4	09	US 97	042	1	MP 58.7 - JCT HWY 004	58.70	68.66	9.96	AC	A	94	100	100	100	100	94	94	GD	VG
4	09	OR 216	044	1	WARM SPRINGS JCT - FROG CREEK RD	0.18	2.10	1.92	AC	G						98	98	VG	VG
4	09	OR 216	044	1	FROG CREEK RD - PINE GROVE	2.10	12.65	10.55	AC	G						90	90	GD	GD
4	09	OR 216	044	1	PINE GROVE - ENDERSBY RD	12.65	13.69	1.04	AC	G						80	80	GD	GD
4	09	OR 216	044	1	ENDERSBY RD - WAPINITIA CREEK	13.69	17.00	3.31	AC	G						85	85	GD	GD
4	09	OR 216	044	1	WAPINITIA CREEK - JCT HWY 004	17.00	26.03	9.03	AC	G						85	85	GD	GD
4	09	OR 216	044	2	WARM SPRINGS JCT (WB)	0.17	0.28	0.11	AC									NR	GD
4	09	OR 74	052	1	HEPPNER JCT (EB OFF RAMP)	0.00	0.23	0.23	AC	G						95	95	GD	VG
4	09	OR 74	052	1	JCY HWY 002 - WILLOW CREEK	0.23	4.25	4.02	AC	G						70	70	FR	FR
4	09	OR 74	052	1	WILLOW CREEK - MORROW COUNTY LINE	4.25	8.44	4.19	AC	G						45	45	PR	FR
4	09	OR 74	052	2	HEPPNER JCT (WB ON RAMP & O-XING)	0.00	0.37	0.37	AC									NR	GD
4	09	US 26	053	1	CLACKAMAS CO. LINE - SKYLINE RD	62.16	66.80	4.64	AC	A	96	82	99	100	98	79	79	GD	GD
4	09	US 26	053	1	SKYLINE RD - WARM SPRINGS JCT	66.80	70.84	4.04	AC	A	93	88	97	100	99	83	83	GD	GD
4	09	US 26	053	1	WARM SPRINGS JCT - MP 76	70.84	76.00	5.10	AC	A	76	86	52	96	99	42	42	PR	GD

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																			22	20
4	09	US 26	053	1			MP 76 - WARM SPRINGS R.	76.00	85.25	9.25	AC	A	77	59	71	98	98	40	PR	FR
4	09	US 26	053	1			WARM SPRINGS R. - JEFFERSON CO. LINE	85.25	96.48	11.23	AC	A	65	76	95	100	96	54	FR	FR
4	09	US 26	053	2			WARM SPRINGS JCT (RW2-WB)	71.13	71.58	0.45	AC								NR	GD
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	UC
4	09	US 30	100	1			ROWENA FERRY RD - THE DALLES	66.16	72.37	6.21	AC	G						85	GD	UC
4	09	OR 216	290	1			TYGH VALLEY - BNSF UXING	-0.05	7.03	7.08	AC	G						80	GD	GD
4	09	OR 216	290	1			BNSF UXING - BUCK HOLLOW CREEK	7.03	8.30	1.27	AC	G						80	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						80	GD	GD
4	09	OR 218	291	1			MP 25.30 - MP 34.9	25.30	34.90	9.60	AC	G						80	GD	GD
4	09	OR 218	291	1			MP 34.9 - PRINDLE HILL SUMMIT	34.90	37.40	2.50	AC	G						80	GD	GD
4	09	OR 218	291	1			PRINDLE HILL SUMMIT - FOSSIL	37.40	42.98	5.22	AC	G						70	FR	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	GD
4	09		300	1			JCT HWY 042 - WASCO	-1.97	0.00	1.97	AC	G						90	GD	GD
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						95	GD	VG
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						95	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

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																			22	20	
4	09	OR 206	300	1			LONE ROCK RD - ROCK CREEK	45.60	51.66	6.06	AC	G							70	FR	GD
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							85	GD	GD
4	09	OR 206	301	1			HWY 487 - UPPER FULTON CANYON	4.80	7.20	2.40	AC	G							90	GD	GD
4	09	OR 206	301	1			UPPER FULTON CANYON - MP 10.7	7.20	10.70	3.50	AC	G							90	GD	GD
4	09	OR 206	301	1			MP 10.7 - WASCO	10.70	15.57	4.87	AC	G							90	GD	GD
4	09	OR 206	301	2			CELILO INTCH (WB ON RAMP)	0.00	0.28	0.28	AC									NR	FR
4	09		487	1			CELILO - WASCO HWY SPUR	4.80	7.62	2.82	AC	G							80	GD	GD

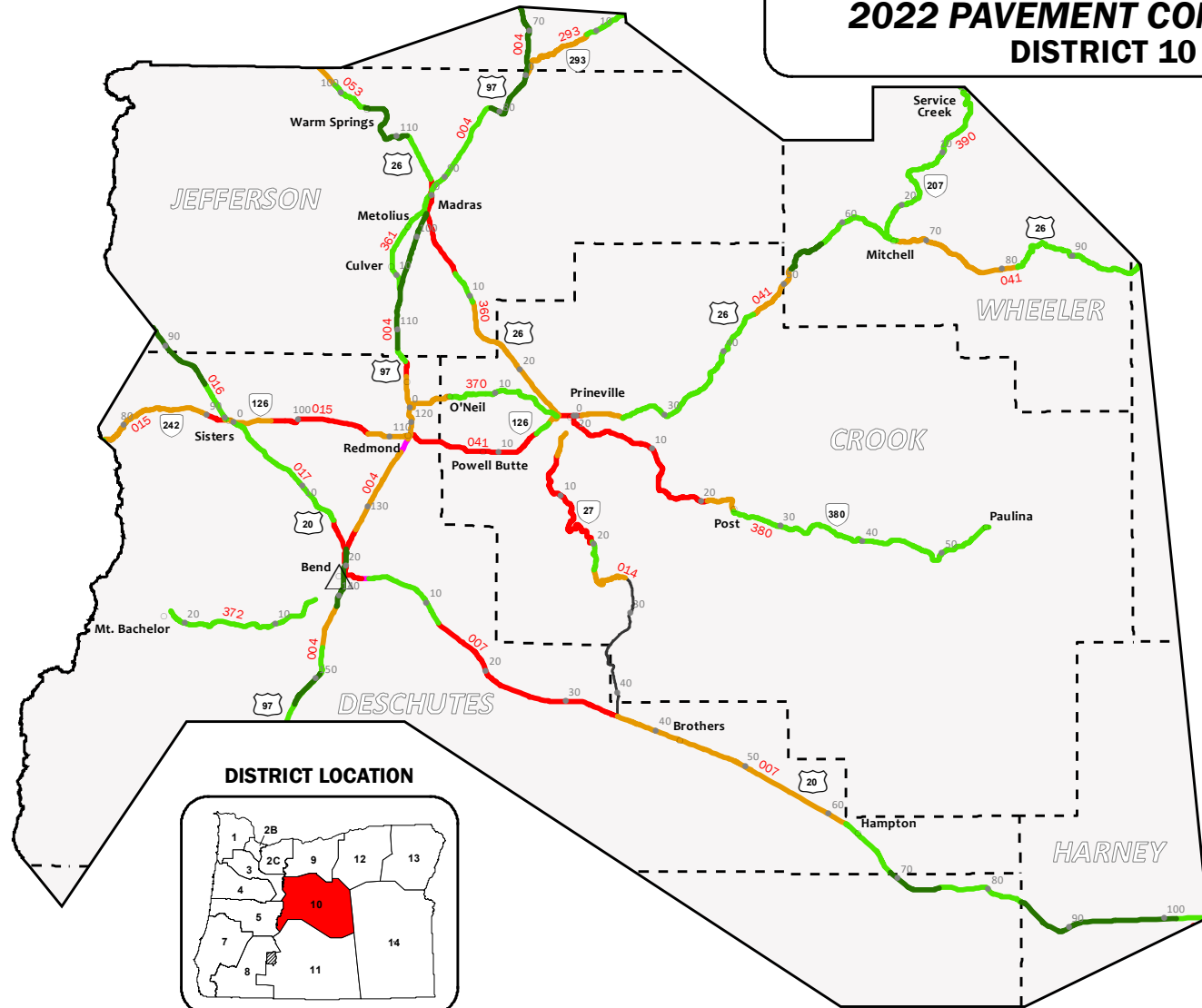
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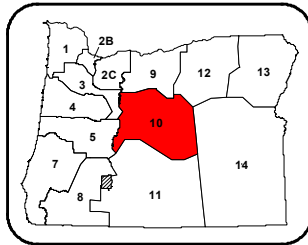
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 10



### MAP LEGEND

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor
  - No Pavement

### DISTRICT LOCATION



0 Miles 10

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GIS No. 23-53

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 10

REG	DIST	ROUTE	RD ID	RW	MT	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																		22	20
4	10	US 97	004	1		JCT HWY 042 - COW CANYON	67.17	69.74	2.57	AC	A	98	99	98	100	100	96	VG	VG
4	10	US 97	004	1		COW CANYON - WILLOWDALE	69.74	74.95	5.21	AC	A	99	100	100	100	100	99	VG	VG
4	10	US 97	004	1		WILLOWDALE - LYLE GAP	74.95	81.00	6.05	AC	A	96	100	99	100	100	96	VG	UC
4	10	US 97	004	1		LYLE GAP - MADRAS	81.00	92.08	11.08	AC	A	97	99	98	100	100	95	GD	UC
4	10	US 97	004	1		MADRAS COUplet (SB)	92.08	93.12	1.04	AC	A	83	50	54	100	79	21	PR	VP
4	10	US 97	004	1		MADRAS COUplet - JCT HWY 360	96.04	97.30	1.26	AC	A	63	84	60	100	89	43	PR	FR
4	10	US 97	004	1		JCT HWY 360 - FORD LN	97.30	101.20	3.90	AC	A	97	100	100	100	100	97	VG	VG
4	10	US 97	004	1		FORD LN - CULVER HWY	101.20	105.70	4.50	AC	A	98	100	100	100	100	98	VG	VG
4	10	US 97	004	1		CULVER HWY - WEIGH STATION	105.70	108.05	2.35	AC	A	98	100	100	100	100	98	VG	VG
4	10	US 97	004	1		WEIGH STATION - PSO SCENIC WAYSIDE	108.05	111.91	3.86	AC	A	97	100	100	100	100	97	VG	VG
4	10	US 97	004	1		PSO SCENIC WAYSIDE - NW 10TH ST	111.91	113.60	1.69	AC	A	96	100	98	100	100	95	GD	VG
4	10	US 97	004	1		NW 10TH ST - TERREBONNE	113.60	115.20	1.60	AC	A	43	67	96	100	97	42	PR	FR
4	10	US 97	004	1		TERREBONNE - REDMOND REROUTE	115.20	119.14	3.94	AC	A	80	96	73	100	100	57	FR	FR
4	10	US 97	004	1 Z 2		REDMOND REROUTE SECTION (Z)	118.96	119.14	0.18	AC	A	98	100	46	100	100	46	FR	PR
4	10	US 97	004	1		REDMOND REROUTE SECTION	119.14	121.79	2.65	AC	A	84	99	50	100	99	46	FR	FR
4	10	US 97	004	1		VETERANS WAY - YEW AVE	121.79	123.28	1.49	AC	A	81	43	47	100	73	14	VP	VP
4	10	US 97	004	1		YEW AVE - BOWERY LN	123.28	132.67	9.39	AC	A	52	88	100	100	98	52	FR	GD
4	10	US 97	004	1		BOWERY LN - US97B CONNECTION	132.67	134.93	2.26	AC	A	55	85	48	100	98	39	PR	PR
4	10	US 97	004	1		US97B CONNECTION - WILSON AVE U'XING	134.93	138.63	3.70	AC	A	97	100	100	100	100	97	VG	PR
4	10	US 97	004	1		WILSON AVE U'XING - ROMAINE VILLAGE WY	138.63	141.12	2.49	AC	A	99	100	100	100	100	99	VG	PR
4	10	US 97	004	1		ROMAINE VILLAGE WY - WEIGH STATION	141.86	146.48	4.62	AC	A	72	75	74	100	95	46	FR	GD
4	10	US 97	004	1		WEIGH STATION - COTTONWOOD RD	146.48	149.30	2.82	AC	A	85	85	100	100	100	83	GD	FR
4	10	US 97	004	1		COTTONWOOD RD - SOUTH CENTURY DR	149.30	153.50	4.20	AC	A	96	100	100	100	100	96	VG	FR
4	10	US 97	004	1		SOUTH CENTURY DR - VANDEVERT RD	153.50	155.50	2.00	AC	A	98	100	96	100	100	93	GD	VG
4	10	US 97	004	2		MADRAS COUplet (NB)	92.08	93.25	1.17	AC	A	55	60	83	100	91	39	PR	FR
4	10	US 97	004	2		CHINA HAT RD - END DIVIDED HWY (RW2-NB)	142.56	144.01	1.45	AC								NR	GD
4	10	US 97	004	2		COTTONWOOD RD - S. CENTURY DR (RW2-NB)	149.30	153.67	4.37	AC	A	94	100	100	100	100	94	GD	FR
4	10	US 20	007	1		3RD ST - NE 11TH ST	0.51	1.11	0.60	AC	A	79	57	48	100	87	24	PR	PR

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																	22	20
4	10	US 20	007	1	NE 11TH ST - PURCELL BLVD	1.11	2.29	1.18	AC	A	85	87	47	100	98	41	PR	PR
4	10	US 20	007	1	PURCELL BLVD - ECL BEND	2.29	3.00	0.71	AC	A	97	56	44	100	73	19	VP	PR
4	10	US 20	007	1	ECL BEND - POWELL BUTTE HWY	3.00	5.00	2.00	AC	A	98	97	98	100	99	95	GD	PR
4	10	US 20	007	1	POWELL BUTTE HWY - ARNOLD ICE CAVE RD	5.00	12.44	7.44	AC	A	100	87	100	100	99	86	GD	VG
4	10	US 20	007	1	ARNOLD ICE CAVE RD - HORSE RIDGE	12.44	17.60	5.16	AC	A	69	52	77	100	97	34	PR	FR
4	10	US 20	007	1	HORSE RIDGE SECTION	18.01	20.97	2.96	AC	A	90	47	100	100	87	41	PR	FR
4	10	US 20	007	1	HORSE RIDGE - JCT CROOKED R. HW	21.69	35.65	13.96	AC	A	92	51	99	100	81	42	PR	FR
4	10	US 20	007	1	JCT CROOKED R. HWY - BROTHERS	35.65	42.51	6.86	AC	A	87	60	100	100	83	50	FR	FR
4	10	US 20	007	1	BROTHERS - MP 48	42.51	48.00	5.49	AC	A	88	68	100	100	80	54	FR	FR
4	10	US 20	007	1	MP 48 - HAMPTON	48.00	62.10	14.10	AC	A	99	99	99	100	60	59	FR	FR
4	10	US 20	007	1	HAMPTON - MP 69	62.10	69.00	6.90	AC	A	90	100	100	100	93	86	GD	GD
4	10	US 20	007	1	MP 69 - GLASS BUTTE	69.00	74.70	5.70	AC	A	97	100	100	100	100	96	VG	GD
4	10	US 20	007	1	GLASS BUTTE - HARNEY COUNTY LINE	74.70	83.80	9.10	AC	A	96	87	100	100	98	84	GD	GD
5	10	US 20	007	1	LAKE COUNTY LINE - GAP RANCH	83.80	90.90	7.10	AC	A	99	100	100	100	100	98	VG	GD
5	10	US 20	007	1	GAP RANCH - BEST LN	90.90	94.95	4.05	AC	A	98	100	99	100	100	96	VG	VG
5	10	US 20	007	1	BEST LN - CHICKAHOMINY CREEK	94.95	101.25	6.30	AC	A	99	100	100	100	100	99	VG	VG
5	10	US 20	007	1	CHICKAHOMINY CREEK - RILEY JCT	101.25	104.62	3.37	AC	A	96	98	98	100	100	94	GD	GD
4	10	OR 27	014	1	BEGIN STATE JURIS - MP 4.6	1.90	4.60	2.70	AC	G						50	FR	FR
4	10	OR 27	014	1	MP 4.6 - DRY CREEK	4.60	6.15	1.55	AC	G						30	PR	PR
4	10	OR 27	014	1	DRY CREEK - L. PALISADES REC SITE	6.15	15.19	9.04	AC	G						45	PR	FR
4	10	OR 27	014	1	L. PALISADES REC SITE - BOWMAN DAM	15.19	19.65	4.46	AC	G						45	PR	FR
4	10	OR 27	014	1	BOWMAN DAM - MP 20.4	19.72	20.39	0.67	AC	G						85	GD	GD
4	10	OR 27	014	1	MP 20.4 - SE RESERVOIR RD	20.39	23.00	2.61	AC	G						85	GD	GD
4	10	OR 27	014	1	SE RESERVOIR RD - MP 26.4	23.00	26.40	3.40	AC	G						60	FR	FR
4	10	OR 27	014	1	MP 26.4 - END OF PVMT	26.40	27.39	0.99	AC	G						50	FR	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

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																			22	20	
4	10	OR 242	015	1			LANE COUNTY LINE - SNOW GATE	76.65	83.71	7.06	AC	G							50	FR	FR
4	10	OR 242	015	1			SNOW GATE - CROSSROADS RD	83.71	89.84	5.95	AC	G							75	FR	GD
4	10	OR 242	015	1			CROSSROADS RD - EDGINGTON RD	89.84	91.27	1.43	AC	G							45	PR	PR
4	10	OR 242	015	1			EDGINGTON RD - SENTRY DR	91.27	92.05	0.78	AC	G							45	PR	PR
4	10	OR 242	015	1	Z	2	SENTRY DR - JCT HWY 016	91.85	92.03	0.18	AC	G							50	FR	FR
4	10	US 20	015	1	Z	2	JCT HWY 016 - JCT HWY 017 (Z)	92.03	92.05	0.02	AC	A	94	83	100	100	97		81	GD	VG
4	10	US 20	015	1			JCT HWY 016 - JCT HWY 017	92.05	93.07	1.02	AC	A	76	59	97	100	96		56	FR	FR
4	10	OR 126	015	1			JCT HWY 017 - SQUAW CREEK	93.07	97.01	3.94	AC	A	70	79	99	100	87		61	FR	FR
4	10	OR 126	015	1			SQUAW CREEK - FRYREAR RD	97.01	98.50	1.49	AC	A	75	43	100	100	69		29	PR	PR
4	10	OR 126	015	1			FRYREAR RD - DESCHUTES R.	98.50	107.65	9.15	AC	A	81	42	99	100	78		33	PR	PR
4	10	OR 126	015	1			DESCHUTES R. - RIMROCK WAY	107.65	111.07	3.42	AC	A	92	99	47	100	98		46	FR	FR
4	10	OR 126	015	1			RIMROCK WAY - US-97	111.07	112.03	0.96	AC	A	74	81	87	100	96		61	FR	FR
4	10	OR 126	015	2			GLACIER AVE (WB)	111.45	112.07	0.62	AC	A	80	86	98	100	92		72	FR	GD
4	10	US 20	016	1			JACK LAKE RD - COLD SPRGS PASSING LNS	88.20	95.90	7.70	AC	A	98	100	100	100	100		98	VG	VG
4	10	US 20	016	1			COLD SPRGS PASSING LNS	95.90	97.50	1.60	AC	A	83	99	100	100	100		83	GD	VG
4	10	US 20	016	1			COLD SPRGS PASSING LNS - SISTERS ROUNDABOUT	97.50	99.86	2.36	AC	A	96	95	100	100	100		92	GD	VG
4	10	US 20	016	1			SISTERS ROUNDABOUT EB	99.86	100.02	0.16	PC	A	99	80	100				80	GD	GD
4	10	US 20	016	1			ROUNDABOUT - END OF HWY 016	100.02	100.12	0.10	AC	A	92	69	100	100	98		67	FR	VG
4	10	US 20	016	2			SISTERS ROUNDABOUT WB	99.86	100.02	0.16	PC									NR	GD
4	10	US 20	017	1			SISTERS - MP 8.5	0.00	8.50	8.50	AC	A	96	100	100	100	100		95	GD	VG
4	10	US 20	017	1			MP 8.5 - MP 10.2	8.50	10.20	1.70	AC	A	94	100	100	100	100		94	GD	VG
4	10	US 20	017	1			MP 10.2 - MP 12.5	10.20	12.50	2.30	AC	A	94	99	100	100	100		94	GD	VG
4	10	US 20	017	1			MP 12.5 - TUMALO	12.50	15.00	2.50	AC	A	91	97	98	100	100		89	GD	GD
4	10	US 20	017	1			TUMALO - EMPIRE AV	15.00	18.72	3.72	AC	A	71	82	47	100	93		35	PR	PR
4	10	US 20	017	1			EMPIRE AV - JCT HWY 007	18.72	20.99	2.27	AC	A	65	75	48	100	94		34	PR	PR
4	10	US 20	017	2			HARDY RD - EMPIRE AV (RW2-WB)	18.18	18.76	0.58	AC									NR	FR
4	10	OR 126	041	1			REDMOND - SW CAVALRY WY	0.22	4.35	4.13	AC	A	83	65	46	100	81		26	PR	PR
4	10	OR 126	041	1			SW CAVALRY WY - POWELL BUTTE	4.35	6.80	2.45	AC	A	87	70	46	100	88		31	PR	PR

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4	10	OR 126	041	1			POWELL BUTTE - WILEY RD	6.80	13.47	6.67	AC	A	85	91	43	100	99	39	PR	PR	
4	10	OR 126	041	1			WILEY RD - MP 14.7	13.47	14.68	1.21	AC	A	85	63	48	100	93	28	PR	PR	
4	10	OR 126	041	1			MP 14.7 - HOUSTON LAKE RD	14.68	16.38	1.70	AC	A	80	96	100	100	100	80	GD	GD	
4	10	OR 126	041	1			HOUSTON LAKE RD - CROOKED R.	16.38	18.00	1.62	AC	A	80	78	100	100	99	74	FR	GD	
4	10	US 26	041	1			CROOKED R. - LAUGHLIN RD	18.00	20.58	2.58	AC	A	80	74	76	100	86	44	PR	PR	
4	10	US 26	041	1			LAUGHLIN RD - OCHOCO DAM	20.58	24.90	4.32	AC	A	88	74	100	100	99	73	FR	GD	
4	10	US 26	041	1			OCHOCO DAM - MARKS CREEK	24.90	34.03	9.13	AC	A	96	84	100	100	99	82	GD	GD	
4	10	US 26	041	1			MARKS CREEK - RUSH CREEK RD	34.03	45.37	11.34	AC	A	95	95	99	100	99	90	GD	PR	
4	10	US 26	041	1			RUSH CREEK RD - MP 52	45.37	52.00	6.63	AC	A	99	88	100	100	85	75	FR	FR	
4	10	US 26	041	1			MP 52 - WEST BRANCH RD	52.00	56.89	4.89	AC	A	99	99	100	100	100	98	VG	PR	
4	10	US 26	041	1			WEST BRANCH RD - MP 60.3	56.89	60.30	3.41	AC	A	96	99	100	100	97	93	GD	FR	
4	10	US 26	041	1			MP 60.3 - MITCHELL	60.30	66.59	6.29	AC	A	98	94	98	100	89	81	GD	GD	
4	10	US 26	041	1			MITCHELL - KEYES CREEK SUMMIT	66.59	72.52	5.93	AC	A	98	80	100	100	88	71	FR	GD	
4	10	US 26	041	1			KEYES CREEK SUMMIT - ANTONE RD	72.52	81.60	8.08	AC	A	99	83	100	100	82	68	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	UC	
4	10	US 26	041	1			MP 90.5 - GRANT CO. LINE	90.50	96.89	6.39	AC	A	92	100	100	100	100	91	GD	UC	
5	10	US 26	041	1			WHEELER CO. LINE - JCT HWY 005	96.89	98.36	1.47	AC	A	94	100	100	100	100	94	GD	UC	
4	10	US 26	041	2			TOM MCCALL ROUNDABOUT (WB)	15.70	15.93	0.23	AC									NR	GD
4	10	US 26	041	2			JCT HWY 360 (RW2-WB)	18.04	18.27	0.23	AC									NR	FR
4	10	US 26	053	1			WASCO CO. LINE - MP 99	96.48	99.00	2.52	AC	A	68	76	93	100	100	62	FR	FR	
4	10	US 26	053	1			MP 99 - KAHNEETA JCT	99.00	103.10	4.10	AC	A	96	99	98	100	100	94	GD	GD	
4	10	US 26	053	1			KAHNEETA JCT - DESCHUTES R.	103.10	105.26	2.16	AC	A	100	100	100	100	100	100	100	VG	PR
4	10	US 26	053	1			DESCHUTES R. - GUMWOOD LN	105.26	111.20	5.94	AC	A	100	100	100	100	100	100	100	VG	PR
4	10	US 26	053	1			GUMWOOD LN - NW EARL ST	111.20	116.40	5.20	AC	A	93	100	100	100	100	93	GD	VG	
4	10	US 26	053	1			NW EARL ST - JCT HWY 004	116.40	117.71	1.31	AC	A	78	98	60	100	99	44	PR	PR	
4	10	OR 293	293	1			WILLOWDALE - INDIAN CREEK	0.00	8.95	8.92	AC	G						75	FR	GD	
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						80	GD	GD	

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4	10	US 26	360	1			JCT HWY 004 - MP 7.2	0.09	7.20	7.11	AC	A	93	71	73	100	89	42	PR	FR
4	10	US 26	360	1			MP 7.2 - MP 10.7	7.20	10.70	3.50	AC	A	93	98	100	100	98	90	GD	VG
4	10	US 26	360	1			MP 10.7 - CROOK CO. LINE	10.70	16.30	5.60	AC	A	90	78	99	100	82	63	FR	GD
4	10	US 26	360	1			JEFFERSON CO. LINE - NW ELLIOTT LN	16.30	21.97	5.67	AC	A	89	69	99	100	83	57	FR	FR
4	10	US 26	360	1			NW ELLIOTT LN - NW CASCADE LP	21.97	25.50	3.53	AC	A	84	61	100	100	91	53	FR	FR
4	10	US 26	360	1			NW CASCADE LP - JCT HWY 041	25.50	26.28	0.78	AC	A	89	76	75	100	94	50	FR	GD
4	10	US 26	360	2			JCT HWY 041 (NB)	26.07	26.24	0.17	AC								NR	FR
4	10	OR 361	361	1			MADRAS - BEAR DR	0.00	2.91	2.91	AC	G						80	GD	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	GD
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						95	GD	VG
4	10		372	1			KIWA BUTTE RD - SUNRIVER RD	11.60	18.40	6.80	AC	G						95	GD	GD
4	10		372	1			SUNRIVER RD - MT BACHELOR	18.40	21.98	3.58	AC	G						80	GD	GD
4	10		372	2			SUNRIVER RD JCT (RW2-EB)	18.42	19.20	0.78	AC								NR	GD
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						30	PR	PR
4	10	OR 380	380	1			CONANT BASIN RD - POST	20.68	24.73	4.05	AC	G						70	FR	FR
4	10	OR 380	380	1			POST - PINE CREEK RD	24.73	29.79	5.06	AC	G						90	GD	FR
4	10	OR 380	380	1			PINE CREEK RD - MP 35.7	29.79	35.70	5.91	AC	G						90	GD	FR
4	10	OR 380	380	1			MP 35.7 - MP 47.19	35.70	47.19	11.49	AC	G						85	GD	PR
4	10	OR 380	380	1			MP 47.61 - BEAVER CREEK	47.61	52.10	4.49	AC	G						85	GD	PR
4	10	OR 380	380	1			BEAVER CREEK - PAULINA	52.10	55.91	3.81	AC	G						80	GD	PR
4	10	OR 207	390	1			JOHN DAY HWY - RICHMOND RD	0.00	5.60	5.60	AC	G						90	GD	GD
4	10	OR 207	390	1			RICHMOND RD - BLACK ROCK CREEK	5.60	8.95	3.35	AC	G						85	GD	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 10

REG	DIST	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
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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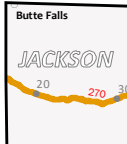
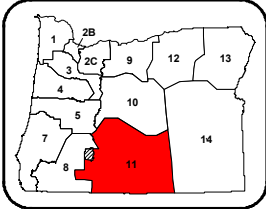




OREGON DEPARTMENT OF TRANSPORTATION  
**OREGON STATE HIGHWAY SYSTEM**  
**2022 PAVEMENT CONDITIONS**  
**DISTRICT 11**

**MAP LEGEND**

-  Populated Place
  -  County Boundary
  -  Hydro Feature
  -  District Office
  -  Interstate Route
  -  U.S. Route
  -  Oregon Route
  -  Highway Number
  -  Mile Marker and Number
- Pavement Conditions**
-  Very Good
  -  Good
  -  Fair
  -  Poor
  -  Very Poor

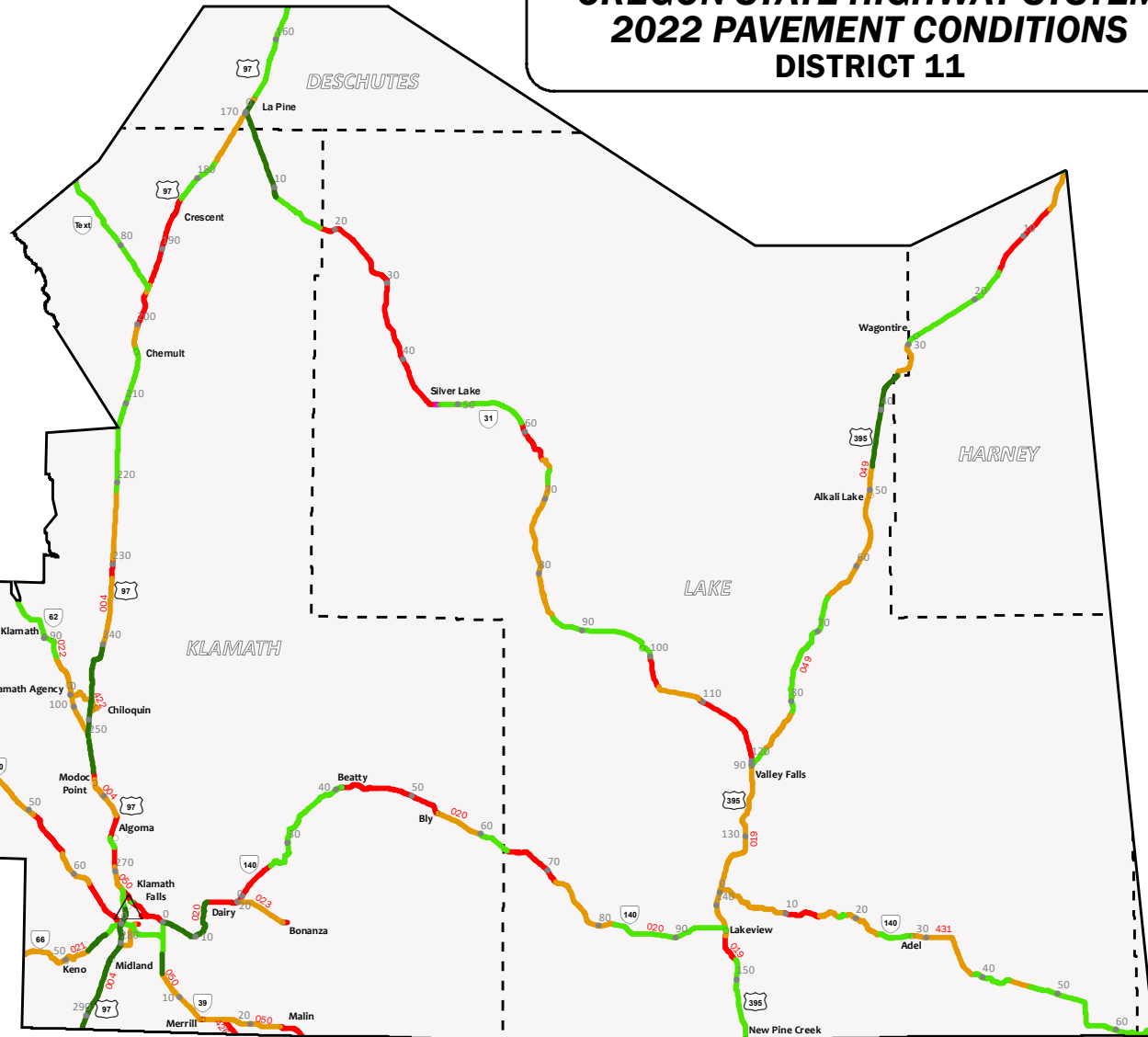
**DISTRICT LOCATION**



 0 Miles 10 

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

**DISCLAIMER:**  
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 11

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
4	11	US 97	004	1			VANDEVERT RD - MP 161	155.50	161.00	5.50	AC	A	89	100	100	100	100	89	GD	VG
4	11	US 97	004	1			MP 161 - 1ST ST	161.00	167.35	6.35	AC	A	93	100	100	100	100	93	GD	VG
4	11	US 97	004	1			1ST ST - 6TH ST	167.35	168.35	1.00	AC	A	81	87	91	100	95	70	FR	GD
4	11	US 97	004	1			6TH ST - JCT HWY 019	168.35	169.83	1.48	AC	A	96	100	100	100	100	96	VG	VG
4	11	US 97	004	1			JCT HWY 019 - HACKETT DR	169.83	177.21	7.38	AC	A	73	91	99	100	85	69	FR	GD
4	11	US 97	004	1			HACKETT DR - CRESCENT O'XING	177.21	183.16	5.95	AC	A	78	93	100	100	96	77	GD	GD
4	11	US 97	004	1			CRESCENT O'XING - SCL CRESCENT	183.16	185.66	2.50	AC	A	79	52	92	100	94	45	PR	FR
4	11	US 97	004	1			SCL CRESCENT - WILLAMETTE HWY JCT	185.66	194.65	8.99	AC	A	79	48	96	100	96	45	PR	FR
4	11	US 97	004	1			WILLAMETTE HWY JCT SEC. (SB)	194.65	195.60	0.95	AC	A	99	64	98	100	94	59	FR	FR
4	11	US 97	004	1			WILLAMETTE HWY JCT - CHEMULT PASSING LANES	195.60	200.30	4.70	AC	A	90	47	99	100	94	44	PR	FR
4	11	US 97	004	1			CHEMULT PASSING LANES	200.30	201.75	1.45	AC	A	90	60	94	100	96	54	FR	FR
4	11	US 97	004	1			CHEMULT PASSING LANES - CHEMULT	201.75	203.00	1.25	AC	A	98	73	99	100	98	71	FR	GD
4	11	US 97	004	1			CHEMULT SECTION	203.00	203.74	0.74	AC	A	84	99	100	100	100	84	GD	VG
4	11	US 97	004	1			CHEMULT - DIAMOND LAKE JCT	203.74	213.36	9.62	AC	A	98	97	100	100	99	95	GD	GD
4	11	US 97	004	1			DIAMOND LAKE JCT - MP 221	213.36	221.00	7.64	AC	A	98	83	100	100	98	81	GD	GD
4	11	US 97	004	1			MP 221 - SILVER LAKE RD	221.00	227.77	6.77	AC	A	92	66	100	100	91	60	FR	GD
4	11	US 97	004	1			SILVER LAKE RD - SAND CRK PSG LNS	227.77	229.39	1.62	AC	A	88	68	99	100	94	63	FR	GD
4	11	US 97	004	1			SAND CREEK PASSING LANES	229.39	231.74	2.35	AC	A	90	44	95	100	84	35	PR	PR
4	11	US 97	004	1			SAND CRK PSG LNS - SPRING CREEK HILL	231.74	240.55	8.81	AC	A	86	77	100	100	98	73	FR	GD
4	11	US 97	004	1			SPRING CREEK HILL - COLLIER MEM ST PK	240.55	245.62	5.07	AC	A	97	98	100	100	100	96	VG	VG
4	11	US 97	004	1			COLLIER MEM ST PK - N. CHILOQUIN INTCH.	245.62	247.80	2.18	AC	A	99	100	100	100	100	99	VG	VG
4	11	US 97	004	1			N. CHILOQUIN INTCH. - WILLIAMSON DR	247.80	252.04	4.24	AC	A	97	99	100	100	100	96	VG	VG
4	11	US 97	004	1			WILLIAMSON DR - WILLIAMSON R.	252.04	252.55	0.51	BW	A	96	91	100			88	GD	GD
4	11	US 97	004	1			WILLIAMSON R. - BEGIN JCP	252.55	256.50	3.95	AC	A	98	99	100	100	100	97	VG	VG
4	11	US 97	004	1			BEGIN JCP - MODOC POINT	256.50	257.50	1.00	BW	A	93	44	100			44	PR	FR
4	11	US 97	004	1			MODOC POINT - FOREST BOUNDARY	257.50	262.80	5.30	AC	A	70	71	90	100	98	59	FR	FR
4	11	US 97	004	1			FOREST BOUNDARY - ALGOMA	262.80	265.65	2.85	AC	A	80	37	90	100	96	32	PR	PR
4	11	US 97	004	1			ALGOMA - SHADY PINE RD	265.65	267.08	1.43	AC	A	95	100	98	98	100	93	GD	GD

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																			22	20
4	11	US 97	004	1			SHADY PINE RD - WOCUS RD.	267.08	269.43	2.35	AC	A	46	84	81	79	100	38	PR	FR
4	11	US 97	004	1			WOCUS RD - N. K FALLS INTCH	269.43	272.58	3.15	AC	A	58	58	91	100	97	46	FR	PR
4	11	US 97	004	1			N. K FALLS INTCH - S. K FALLS INTCH	272.58	275.14	2.56	AC	A	97	94	99	100	100	91	GD	GD
4	11	US 97	004	1			S. K FALLS INTCH - GREEN SPRINGS INTCH.	275.14	277.61	2.47	AC	A	97	100	100	100	100	97	VG	VG
4	11	US 97	004	1			GREEN SPRINGS INTCH - MIDLAND	278.03	280.50	2.47	AC	A	97	99	100	100	100	97	VG	VG
4	11	US 97	004	1			MIDLAND - STATE LINE	280.50	291.73	11.23	AC	A	99	100	100	100	100	99	VG	UC
4	11	US 97	004	2			WILLAMETTE HWY JCT SEC. (NB)	194.80	195.52	0.72	AC								NR	GD
4	11	US 97	004	2			N. K FALLS INTCH (RW2-NB)	272.35	272.99	0.64	AC								NR	GD
4	11	US 97	004	2			S. K FALLS INTCH - GREEN SPRINGS INTCH. (RW2-NB)	275.41	277.37	1.96	AC								NR	VG
4	11	OR 58	018	1			DISTRICT BDRY - MP 75	70.00	75.00	5.00	AC	A	98	89	100	100	100	88	GD	VG
4	11	OR 58	018	1			MP 75 - CAMP MAKULLA	75.00	77.00	2.00	AC	A	98	90	100	100	100	89	GD	VG
4	11	OR 58	018	1			CAMP MAKULLA - JCT HWY 004	77.00	86.45	9.45	AC	A	98	96	100	100	99	94	GD	VG
4	11	OR 58	018	2			WILLAMETTE HWY JCT (NB FLYOVER)	86.04	86.57	0.53	AC								NR	GD
4	11	OR 31	019	1			JCT HWY 004 - BNSF CROSSING	0.00	3.00	3.00	AC	G						97	VG	VG
4	11	OR 31	019	1			BNSF CROSSING - MP 11.2	3.00	11.20	8.20	AC	G						97	VG	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						25	PR	VP
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			MP 39.8 - 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	UC
4	11	OR 31	019	1			ARROW GAP RD - MP 58.9	54.30	58.90	4.60	AC	G						90	GD	UC
4	11	OR 31	019	1			MP 58.9 - WEAVER LN	58.90	60.70	1.80	AC	G						40	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
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

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																			22	20	
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							65	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							30	PR	PR
4	11	OR 31	019	1			CLOVER FLAT RD - THE NARROWS BRIDGE	104.00	109.27	5.27	AC	G							75	FR	GD
4	11	OR 31	019	1			THE NARROWS BRIDGE - CHEWAUCAN R.	109.27	116.50	7.23	AC	G							25	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	86	80	100	100	94		74	FR	FR
4	11	US 395	019	1			MP 122.8 - MP 128.6	122.80	128.60	5.80	AC	A	93	82	100	100	66		55	FR	FR
4	11	US 395	019	1			MP 128.6 - GEYSER VIEW LN	128.60	140.70	12.10	AC	A	94	71	97	100	76		52	FR	FR
4	11	US 395	019	1			GEYSER VIEW LN - NCL LAKEVIEW	140.70	142.50	1.80	AC	A	84	75	100	100	85		63	FR	FR
4	11	US 395	019	1			NCL LAKEVIEW - JCT OR-140	142.50	143.03	0.53	AC	A	98	83	92	100	97		75	FR	GD
4	11	US 395	019	1			JCT OR140 - SOUTH 1ST ST	143.03	143.40	0.37	PC	A	98	83	100				82	GD	GD
4	11	US 395	019	1			SOUTH 1ST ST - SCL LAKEVIEW	143.40	144.05	0.65	AC	A	88	87	81	100	92		65	FR	FR
4	11	US 395	019	1			SCL LAKEVIEW - MP 147.5	144.05	147.50	3.45	AC	A	94	58	93	100	59		31	PR	FR
4	11	US 395	019	1			MP 147.5 - COGSWELL CREEK	147.50	152.00	4.50	AC	A	96	86	100	100	99		85	GD	GD
4	11	US 395	019	1			COGSWELL CREEK - CALIF ST LINE	152.00	157.73	5.73	AC	A	87	99	90	100	99		79	GD	GD
4	11	OR 39	020	1			BEGIN STATE JURIS - JCT HWY 050	2.50	3.28	0.78	AC	A	74	44	99	100	95		41	PR	FR
4	11	OR 39	020	1			JCT HWY 050 - PATTERSON ST	3.28	4.58	1.30	AC	A	73	36	94	100	92		31	PR	FR
4	11	OR 39	020	1			PATTERSON ST - JCT HWY 050	4.58	5.54	0.96	AC	A	84	42	96	100	97		40	PR	FR
4	11	OR 140	020	1			JCT HWY 050 - OLENE	5.54	9.30	3.76	AC	A	98	99	100	100	99		96	VG	VG
4	11	OR 140	020	1			OLENE - MP 15.3	9.30	15.30	6.00	AC	A	99	100	100	100	100		99	VG	UC
4	11	OR 140	020	1			MP 15.3 - RITTER RD	15.30	25.17	9.87	AC	A	87	45	98	100	77		34	PR	PR
4	11	OR 140	020	1			RITTER RD - DEER RUN RD	25.17	34.23	9.06	AC	A	97	96	100	100	100		94	GD	VG
4	11	OR 140	020	1			DEER RUN RD - BEATTY	34.42	40.78	6.36	AC	A								UC	FR
4	11	OR 140	020	1			BEATTY - MP 45.4	40.78	45.42	4.64	AC	A	95	57	98	100	66		38	PR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 11

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING		
																			22	20	
4	11	OR 140	020	1			MP 45.4 - BLY	45.42	54.11	8.69	AC	A	88	51	100	100	69	35	PR	FR	
4	11	OR 140	020	1			BLY - MP 59.8	54.11	59.82	5.71	AC	A	82	92	99	100	80	69	FR	GD	
4	11	OR 140	020	1			MP 59.8 - MP 64	59.82	64.00	4.14	AC	A	77	100	100	100	85	76	GD	GD	
4	11	OR 140	020	1			MP 64 - QUARTZ MTN	64.00	67.07	3.07	AC	A	95	94	51	100	90	43	PR	PR	
4	11	OR 140	020	1			QUARTZ MTN - DREWS CREEK	67.07	71.73	4.66	AC	A	76	48	72	100	71	26	PR	PR	
4	11	OR 140	020	1			DREWS CREEK - DREWS GAP	71.73	82.02	10.29	AC	A	90	91	99	100	79	71	FR	GD	
4	11	OR 140	020	1			DREWS GAP - ODEGAARD RD	82.05	84.85	2.80	AC	A	99	93	100	100	92	86	GD	GD	
4	11	OR 140	020	1			ODEGAARD RD - MADDOCK CORNER	84.85	91.73	6.88	AC	A							UC	FR	
4	11	OR 140	020	1			MADDOCK CORNER - JCT HWY 019	91.73	96.37	4.64	AC	A							UC	GD	
4	11	OR 140	020	2			JCT HWY 050 (RW2-WB)	5.48	5.60	0.12	AC									NR	GD
4	11	OR 66	021	1			REGION BDRY - KENO	43.86	49.96	5.94	AC	G						75	FR	FR	
4	11	OR 66	021	1			KENO - KERN SWAMP RD	49.96	53.65	3.69	AC	G						65	FR	FR	
4	11	OR 66	021	1			KERN SWAMP RD - WEYERHAEUSER RD	53.65	56.62	2.97	AC	G						97	VG	FR	
4	11	OR 66	021	1			WEYERHAEUSER RD - JCT HWY 270	56.62	58.86	2.24	AC	A	99	95	99	100	99	94	GD	PR	
4	11	OR 140	021	1			JCT HWY 270 - BEG. HWY 424	58.86	59.05	0.19	AC	A	100	100	100	100	100	100	VG	VG	
4	11	OR 140	021	2			GREEN SPRINGS INTCH (SB OFF RAMP)	58.99	59.29	0.30	AC									NR	FR
4	11	OR 62	022	1			CRATER LK NAT PK - FOURTH ST	83.63	90.01	6.38	AC	G						85	GD	FR	
4	11	OR 62	022	1			WEED RD - LOOSLEY RD.	90.05	93.25	3.20	AC	G						85	GD	FR	
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	GD	
4	11	OR 62	022	2			JCT HWY 004 (WB)	103.72	103.79	0.07	AC									NR	VG
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 - MP 5.27	0.01	5.27	5.26	AC	A	77	72	90	100	81	52	FR	PR	
5	11	US 395	049	1			MP 5.36 - BIG STICK CREEK	5.36	15.40	10.04	AC	A	62	73	91	100	75	45	PR	PR	
5	11	US 395	049	1			BIG STICK CREEK - LAKE CO. LINE	15.40	30.00	14.60	AC	A							UC	PR	
4	11	US 395	049	1			HARNEY CO. LINE - MP 30.95 (REG. 4)	30.00	30.95	0.95	AC	A	98	56	100	100	99	56	FR	FR	
5	11	US 395	049	1			MP 30.95 - MP 33.24 (REG. 5)	30.95	33.24	2.29	AC	A	96	63	100	100	99	62	FR	GD	

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																	22	20
4	11	US 395	049	1	MP 33.24 - MP 35.16 (REG. 4)	33.24	35.16	1.82	AC	A	98	60	89	100	97	49	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	VP
4	11	US 395	049	1	HARNEY CO. LINE - MP 47	35.76	47.00	11.24	AC	A	100	100	100	100	100	100	VG	PR
4	11	US 395	049	1	MP 47 - HOGBACK	47.00	65.63	18.63	AC	A	100	73	99	100	92	66	FR	FR
4	11	US 395	049	1	HOGBACK - LAKE ABERT	65.63	73.23	7.60	AC	A	98	80	100	100	99	79	GD	GD
4	11	US 395	049	1	LAKE ABERT SECTION	73.23	81.23	8.00	AC	A	97	100	100	100	99	94	GD	GD
4	11	US 395	049	1	LAKE ABERT - LAKE ABERT RD	81.39	87.60	6.21	AC	A	99	82	99	100	73	61	FR	PR
4	11	US 395	049	1	LAKE ABERT RD - VALLEY FALLS	87.60	90.02	2.42	AC	A	92	99	100	100	95	88	GD	GD
4	11	OR 39	050	1	JCT HWY 004 - JCT HWY 484	-6.87	-4.97	1.90	AC	A	86	84	59	100	91	41	PR	PR
4	11	OR 39	050	1	JCT HWY 484 - JCT HWY 020	-4.97	-2.24	2.73	AC	A	62	66	90	100	86	44	PR	PR
4	11	OR 39	050	1	JCT HWY 020 - LOST R. DIVERSION	0.00	3.90	3.90	AC	A	96	97	99	100	99	92	GD	GD
4	11	OR 39	050	1	LOST R. DIVERSION - MATNEY	3.90	6.28	2.38	AC	A	97	98	100	100	100	96	VG	VG
4	11	OR 39	050	1	MATNEY - MERRILL PIT RD	6.28	11.76	5.48	AC	A	84	50	100	100	98	49	FR	FR
4	11	OR 39	050	1	MERRILL PIT RD - N. POLK ST	11.76	13.59	1.83	AC	A	88	53	98	100	99	51	FR	FR
4	11	OR 39	050	1	MERRILL SECTION	13.59	14.24	0.65	AC	A	96	50	98	100	91	44	PR	FR
4	11	OR 39	050	1	N. LINCOLN ST - JCT HWY 426	14.24	16.51	2.27	AC	A	96	51	100	100	92	47	FR	FR
4	11		050	1	JCT HWY 426 - MALIN	16.51	23.78	7.27	AC	G						55	FR	FR
4	11		050	1	MALIN SECTION	23.78	24.31	0.53	AC	G						45	PR	FR
4	11		050	1	MALIN - CAL STATE LINE	24.31	27.10	2.79	AC	G						45	PR	FR
4	11	OR 39	050	2	JCT HWY 004-JCT HWY 020 (RW2-WB)	-6.81	-5.40	1.41	AC								NR	PR
4	11	OR 39	050	2	KFALLS MALIN HWY INTERSECTION NB	-0.04	0.07	0.11	AC								NR	
4	11	US 97B	484	1	ESPLANADE ST SPUR (PCC)	4.97	5.05	0.08	PC	G						90	GD	GD
4	11	OR 140	270	1	N. FK. LITTLE BUTTE - MP 26	16.04	25.97	9.93	AC	A	85	71	90	100	96	60	FR	GD
4	11	OR 140	270	1	MP 26 - FISH LAKE	25.97	30.92	4.95	AC	A	89	56	90	99	96	47	FR	FR
4	11	OR 140	270	1	FISH LAKE - GREAT MEADOWS SNOW PARK	30.92	37.49	6.57	AC	A	93	65	95	99	96	60	FR	FR
4	11	OR 140	270	1	GREAT MEADOWS SNOW PARK - GREYLOCK WY	37.49	41.68	4.19	AC	A	83	74	85	100	95	58	FR	FR
4	11	OR 140	270	1	GREYLOCK WY - ASPEN LAKE RD	41.68	50.80	9.12	AC	A	74	86	92	100	92	61	FR	FR
4	11	OR 140	270	1	ASPEN LAKE RD - BOAT LANDING	50.80	57.05	6.25	AC	A	93	50	91	100	85	37	PR	PR

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																		22	20
4	11	OR 140	270	1		BOAT LANDING - RUNNING Y RANCH	57.05	62.40	5.35	AC	A	86	71	98	100	94	65	FR	FR
4	11	OR 140	270	1		RUNNING Y RANCH - JCT HWY 021	62.40	68.76	6.36	AC	A	85	57	90	100	80	40	PR	FR
4	11		420	1		WASHBURN WAY - BNSF TRACKS	1.33	1.78	0.45	AC	G						45	PR	FR
4	11		420	1		BNSF TRACKS - JCT HWY 424	1.80	2.14	0.34	AC	G						70	FR	FR
4	11		420	1		JCT HWY 424 - JCT HWY 004	2.14	5.65	3.51	AC	G						75	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						60	FR	FR
4	11	OR 422	422	1		N. CHILOQUIN INTCH - JCT HWY 004	3.46	5.29	1.83	AC	G						55	FR	FR
4	11	OR 422S	488	1		CHILOQUIN SPUR	4.39	4.58	0.19	AC	G						55	FR	FR
4	11	OR 140	424	1		END HWY 021 - WASHBURN WAY INTCHG	0.00	2.45	2.45	AC	A	89	97	98	100	100	87	GD	VG
4	11	OR 140	424	1		WASHBURN WAY INTCHG - ALTAMONT DR	2.45	3.31	0.86	AC	A	96	89	100	100	100	88	GD	VG
4	11	OR 140	424	1		ALTAMONT DR - JCT HWY 050	3.37	5.97	2.60	AC	A	95	95	100	100	100	93	GD	VG
4	11	OR 39	426	1		JCT HWY 050 - CALIF ST LINE	16.51	18.93	2.42	AC	A	98	48	100	100	84	41	PR	FR
4	11	OR 140	431	1		JCT HWY 019 - WARNER MTN SUMMIT	0.00	4.80	4.76	AC	G						55	FR	FR
4	11	OR 140	431	1		WARNER MTN SUMMIT - BOWERS BRIDGES CREEK	4.80	9.33	4.53	AC	G						55	FR	FR
4	11	OR 140	431	1		BOWERS BRIDGES CREEK - MP 14.5	9.55	14.50	4.95	AC	G						45	PR	FR
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						85	GD	GD
4	11	OR 140	431	1		PARSNIP CREEK - DRAKE CREEK	18.54	20.47	1.93	AC	G						55	FR	FR
4	11	OR 140	431	1		DRAKE CREEK - MP 24	20.47	24.00	3.53	AC	G						75	FR	GD
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						60	FR	FR
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	GD
4	11	OR 140	431	1		MP 46.5 - MP 50.2	46.50	50.20	3.70	AC	G						80	GD	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						85	GD	GD
5	11	OR 140	431	1		LAKE CO. LINE - NEVADA STATE LINE	62.72	65.28	2.56	AC	G						85	GD	GD

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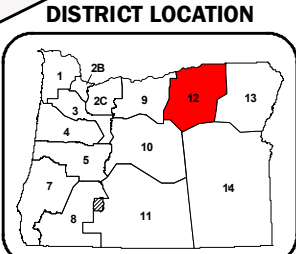
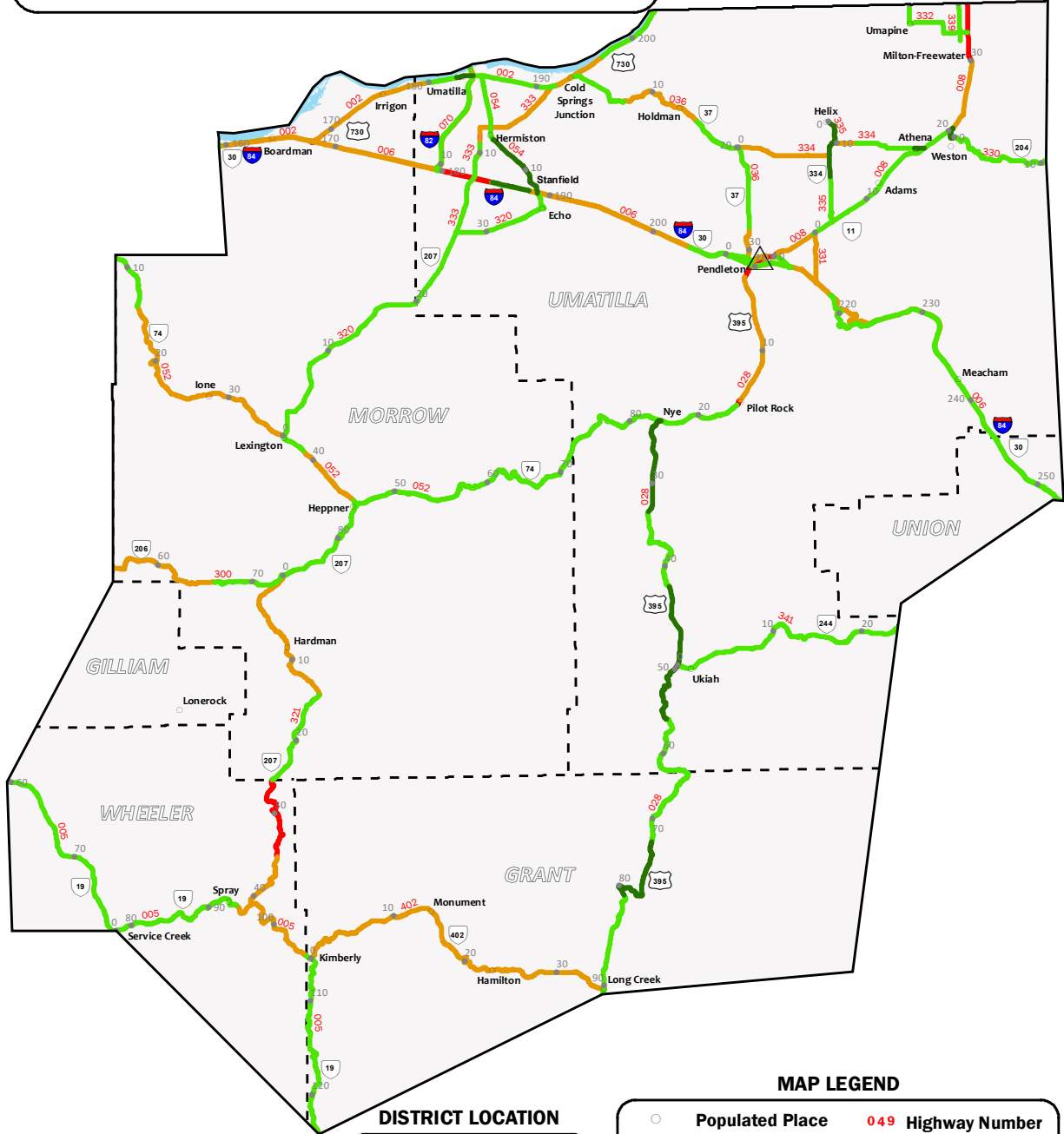
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**OREGON DEPARTMENT OF TRANSPORTATION  
OREGON STATE HIGHWAY SYSTEM  
2022 PAVEMENT CONDITIONS  
DISTRICT 12**



**MAP LEGEND**

- Populated Place
  - County Boundary
  - △ District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - 0.49 Highway Number
  - 40 Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

0 Miles 7

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

**DISCLAIMER**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 12

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																	22	20
5	12	I-84	002	1	TOWER RD-BOARDMAN	159.30	163.50	4.20	AC	A	89	67	73	100	95	46	FR	FR
5	12	I-84	002	1	BOARDMAN - IRRIGON JCT	163.50	167.58	4.08	AC	A	93	76	81	100	94	57	FR	GD
5	12	US 730	002	1	IRRIGON JCT (EB)	167.58	168.23	0.65	AC	A	98	59	81	100	76	40	PR	FR
5	12	US 730	002	1	IRRIGON JCT - CANAL RD	168.23	174.30	6.07	AC	A	87	85	100	100	90	69	FR	GD
5	12	US 730	002	1	CANAL RD - FOX LN	174.30	179.90	5.60	AC	A	81	60	99	100	91	54	FR	FR
5	12	US 730	002	1	FOX LN - UMATILLA BRIDGE	179.90	182.60	2.70	AC	A	95	98	100	100	99	93	GD	VG
5	12	US 730	002	1	UMATILLA BRIDGE - JCT HWY 070	182.60	184.08	1.48	AC	A	97	99	100	100	100	96	VG	UC
5	12	US 730	002	1	JCT HWY 070 - JCT HWY 054	184.08	184.87	0.79	AC	A	88	100	100	100	100	88	GD	VG
5	12	US 730	002	1	JCT HWY 054 - MCNARY DAM	184.87	186.00	1.13	AC	A	94	99	100	100	100	94	GD	VG
5	12	US 730	002	1	MCNARY DAM - JCT HWY 333	186.00	191.63	5.63	AC	A	97	91	100	100	100	89	GD	VG
5	12	US 730	002	1	JCT HWY 333 - SAND STATION	191.63	196.73	5.10	AC	A	82	68	99	100	82	55	FR	FR
5	12	US 730	002	1	SAND STATION - WASHINGTON ST LINE	196.73	203.28	6.55	AC	A	91	93	98	100	92	81	GD	GD
5	12	I-84	002	2	TOWER RD-BOARDMAN	159.30	163.50	4.20	AC	A	89	63	100	100	99	62	FR	GD
5	12	I-84	002	2	BOARDMAN - IRRIGON JCT	163.50	167.73	4.23	AC	A	91	74	94	100	96	66	FR	GD
5	12	US 730	002	2	IRRIGON JCT (WB ON RAMP)	167.73	168.15	0.42	AC								NR	GD
4	12	OR 19	005	1	FOSSIL - MP 74	59.64	74.00	14.36	AC	G						80	GD	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	GD
5	12	OR 19	005	1	WHEELER CO. LINE - J.D. FOSSIL BEDS N.M.	104.73	106.80	2.03	AC	G						90	GD	VG
5	12	OR 19	005	1	J.D. FOSSIL BEDS N.M. - HOLMES CREEK	106.80	108.02	1.22	AC	G						90	GD	VG
5	12	OR 19	005	1	HOLMES CREEK - JOHN DAY R.	108.14	119.46	11.32	AC	G						95	GD	VG
5	12	OR 19	005	1	JOHN DAY R. - JCT HWY 041	119.46	124.17	4.42	AC	G						90	GD	VG
5	12	I-84	006	1	IRRIGON JCT - JCT I-82	167.58	179.45	11.87	AC	A	86	64	98	100	93	57	FR	GD
5	12	I-84	006	1	JCT I-82 - MP 184.6	179.45	184.60	5.15	AC	A	93	58	64	100	87	33	PR	FR
5	12	I-84	006	1	184.6 - STANFIELD INTCH	184.60	188.04	3.44	AC	A	96	100	99	100	100	95	GD	UC
5	12	I-84	006	1	STANFIELD INTCH - PENDLETON	188.04	203.65	15.61	PC	A	62	81	93			58	FR	FR

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																			22	20
5	12	I-84	006	1			PENDLETON SECTION	203.65	213.04	9.39	AC	A	84	99	96	100	100	80	GD	VG
5	12	I-84	006	1			E. PENDLETON INTCH - CABBAGE HILL	213.04	217.76	4.72	AC	A	71	95	96	100	83	67	FR	GD
5	12	I-84	006	1			CABBAGE HILL - POVERTY FLATS	217.76	225.93	8.17	PC	A	81	98	100			80	GD	GD
5	12	I-84	006	1			POVERTY FLATS - MEACHAM	225.93	238.00	12.07	PC	A	86	90	99			80	GD	GD
5	12	I-84	006	1			MEACHAM - GLOVER	238.00	248.52	10.52	BW	A							UC	FR
5	12	I-84	006	1			GLOVER - HILGARD	248.52	252.83	4.31	BW	A	86	100	100			86	GD	VG
5	12	I-84	006	2			IRRIGON JCT - JCT I-82	167.73	179.40	11.67	AC	A	97	93	63	100	98	55	FR	GD
5	12	I-84	006	2			JCT I-82 - MP 184.6	179.40	184.60	5.20	AC	A	91	58	65	100	83	32	PR	FR
5	12	I-84	006	2			184.6 - STANFIELD INTCH	184.60	188.04	3.44	AC	A	98	99	99	100	100	96	VG	UC
5	12	I-84	006	2			STANFIELD INTCH - PENDLETON	188.04	203.65	15.61	PC	A	59	72	92			54	FR	FR
5	12	I-84	006	2			PENDLETON SECTION	203.65	213.05	9.40	AC	A	80	98	96	100	100	77	GD	VG
5	12	I-84	006	2			E. PENDLETON INTCH - CABBAGE HILL	213.05	217.79	4.74	AC	A	65	99	100	100	95	65	FR	GD
5	12	I-84	006	2			CABBAGE HILL - POVERTY FLATS	217.79	225.86	7.42	BW	A	75	100	100			75	FR	GD
5	12	I-84	006	2			POVERTY FLATS - O'XING RD	225.86	232.90	7.04	PC	A	67	96	98			65	FR	GD
5	12	I-84	006	2			O'XING RD - MEACHAM	232.90	238.00	5.10	BW	A	83	99	99			83	GD	GD
5	12	I-84	006	2			MEACHAM - MP 246	238.00	246.04	8.04	BW	A							UC	FR
5	12	I-84	006	2			MP 246 - HILGARD	246.04	252.83	6.79	BW	A	89	99	100			89	GD	GD
5	12	OR 11	008	1			OR/WA HWY INTCH (EB OFF RAMP)	-1.77	-1.54	0.23	AC	A	99	72	100	100	92	66	FR	GD
5	12	OR 11	008	1			OR/WA HWY INTCH - SE COURT AVE	-1.54	-0.70	0.84	AC	A	93	72	84	100	86	53	FR	FR
5	12	US 30	008	1			ORE-WASH HWY - US-30 / OR-11 JCT	-0.70	0.00	0.70	AC	A	65	76	74	100	91	44	PR	PR
5	12	OR 11	008	1			US-30 / OR-11 JCT - ECL PENDLETON	0.00	0.50	0.50	AC	A	95	46	98	100	81	37	PR	FR
5	12	OR 11	008	1			ECL PENDLETON - MP 2.0	0.50	2.00	1.50	AC	A	82	68	96	100	83	56	FR	FR
5	12	OR 11	008	1			MP 2.0 - JCT HWY 331	2.00	4.20	2.20	AC	A	99	93	61	100	95	50	FR	FR
5	12	OR 11	008	1			JCT HWY 331 - ADAMS	4.20	11.00	6.80	AC	A	91	100	100	100	100	91	GD	VG
5	12	OR 11	008	1			ADAMS - ATHENA	11.00	16.34	5.34	AC	A	95	100	100	100	99	95	GD	VG
5	12	OR 11	008	1			ATHENA - HWY 330 OXING	16.38	20.38	4.00	AC	A	97	97	100	100	99	95	GD	VG
5	12	OR 11	008	1			HWY 330 OXING - MILTON FREEWATER	20.38	26.93	6.55	AC	A	95	76	100	100	99	75	FR	GD
5	12	OR 11	008	1			MILTON FREEWATER - WASH STATE LINE	29.92	35.32	5.40	AC	A	65	86	67	100	94	40	PR	FR

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																			22	20	
5	12	OR 11	008	2			S. PENDLETON INTCH (WB ON RAMP)	-1.75	-1.46	0.29	AC									NR	VG
5	12	OR 11	008	2			2ND AVE CONNECTION	30.63	30.68	0.05	AC									NR	FR
5	12		028	1			JCT HWY 008 - 4TH ST (SB COUplet - EMIGRANT)	0.05	0.73	0.68	AC	A	82	49	48	97	61	16		VP	PR
5	12		028	1			4TH ST - I-84 EB RAMPS (SB COUplet - EMIGRANT)	0.73	1.70	0.97	AC	A	75	43	32	100	72	12		VP	PR
5	12	US 395	028	1			HWY 006 EB CONN - SW 37TH ST	1.70	3.00	1.22	AC	A	73	91	70	100	81	45		PR	FR
5	12	US 395	028	1			SW 37TH ST - MCKAY DAM	3.00	7.00	4.00	AC	A	77	89	75	100	85	54		FR	FR
5	12	US 395	028	1			MCKAY DAM - WHITE EAGLE GRANGE	7.00	11.17	4.17	AC	A	93	100	52	100	100	50		FR	FR
5	12	US 395	028	1			WHITE EAGLE GRANGE - PILOT ROCK	11.17	15.02	3.85	AC	A	92	100	48	100	100	48		FR	FR
5	12	US 395	028	1			PILOT ROCK SECTION	15.02	15.68	0.66	AC	A	93	75	47	100	95	34		PR	PR
5	12	US 395	028	1			PILOT ROCK - NYE JCT	16.00	23.64	7.64	AC	A	93	98	98	99	98	89		GD	GD
5	12	US 395	028	1			NYE JCT - GURDANE RD	23.64	32.70	9.06	AC	A	98	100	100	100	100	97		VG	VG
5	12	US 395	028	1			GURDANE RD - CAPE HORN SUMMIT	32.70	36.00	3.30	AC	A	97	100	98	100	96	92		GD	GD
5	12	US 395	028	1			CAPE HORN SUMMIT - ALBEE RD	36.00	42.06	6.06	AC	A	100	95	100	100	98	92		GD	GD
5	12	US 395	028	1			ALBEE RD - DEERLICK CREEK	42.06	49.97	7.91	AC	A	100	100	100	100	96	96		VG	GD
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	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	99	99	99	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	97	100	100	97	93		GD	GD
5	12	US 395	028	1			MEADOW BROOK SUMMIT - M. FK. JOHN DAY R	72.20	77.38	5.18	AC	A	100	99	100	100	100	98		VG	VG
5	12	US 395	028	1			M. FK. JOHN DAY - OLD RITTER LN	77.38	81.00	3.62	AC	A	100	99	100	100	99	98		VG	VG
5	12	US 395	028	1			OLD RITTER LN - JCT HWY 402	81.00	90.26	9.26	AC	A	95	100	99	100	98	94		GD	GD
5	12		028	2			JCT HWY 008 - 4TH ST (NB COUplet - FRAZER)	0.03	0.72	0.69	AC	A	90	59	75	87	64	27		PR	FR
5	12		028	2			4TH ST - END COUplet (NB COUplet - FRAZER)	0.72	1.69	0.97	AC	A	84	67	85	100	65	38		PR	FR
5	12	OR 37	036	1			U-XING HWY 002 - KOSMOS RD	0.88	6.59	5.71	AC	G						80		GD	GD
5	12	OR 37	036	1			KOSMOS RD - MP 9	6.90	9.00	2.10	AC	G						70		FR	FR
5	12	OR 37	036	1			MP 9 - MP 12	9.00	12.00	3.00	AC	G						70		FR	FR
5	12	OR 37	036	1			MP 12 - MP 15.4	12.00	15.40	3.40	AC	G						75		FR	GD
5	12	OR 37	036	1			MP 15.4 - MP 16.3	15.40	16.30	0.90	AC	G						85		GD	GD

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																			22	20	
5	12	OR 37	036	1			MP 16.3 - JCT HWY 334	16.30	20.26	3.96	AC	G							85	GD	GD
5	12	OR 37	036	1			JCT HWY 334 - SNYDER RD	20.26	27.78	7.52	AC	G							90	GD	GD
5	12	OR 37	036	1			SNYDER RD - JCT HWY 067	27.78	30.75	2.97	AC	G							65	FR	FR
5	12	OR 74	052	1			GILLIAM COUNTY LINE - CECIL	8.44	14.03	5.59	AC	G							80	GD	GD
5	12	OR 74	052	1			CECIL - IONE	14.03	29.34	15.31	AC	G							65	FR	FR
5	12	OR 74	052	1			IONE - LEXINGTON	29.34	36.42	7.08	AC	G							70	FR	GD
5	12	OR 74	052	1			LEXINGTON - PIEPER CANYON	36.45	38.82	2.37	AC	G							80	GD	GD
5	12	OR 74	052	1			PIEPER CANYON - HINTON ST	38.82	45.38	6.56	AC	G							75	FR	GD
5	12	OR 74	052	1			HINTON ST - JCT HWY 300	45.38	45.89	0.51	AC	G							80	GD	GD
5	12	OR 74	052	1			JCT HWY 300 - FAIRVIEW WAY	45.89	46.48	0.59	PC	G							90	GD	GD
5	12	OR 74	052	1			FAIRVIEW WAY - KILKENNY CREEK	46.48	55.81	9.33	AC	G							95	GD	GD
5	12	OR 74	052	1			KILKENNY CREEK - LITTLE BUTTER CREEK	55.81	62.04	6.23	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	FR
5	12	US 395	054	1			JCT HWY 002 - HWY 333 (ELM AVE)	0.04	4.83	4.79	AC	A	94	92	100	100	99		87	GD	VG
5	12	US 395	054	1			HWY 333 (ELM AVE) - SE 4TH ST	4.83	6.03	1.20	AC	A	91	83	99	100	99		79	GD	VG
5	12	US 395	054	1			SE 4TH ST - LOCUST ST	6.03	10.50	4.47	AC	A	100	100	96	100	100		96	VG	PR
5	12	US 395	054	1			LOCUST ST - JCT HWY 320	10.50	12.64	2.14	AC	A	100	99	100	100	100		98	VG	PR
5	12	US 395	054	1			STANFIELD INTCH (EB ON RAMP)	12.64	12.90	0.26	AC	A	99	39	100	100	60		23	PR	PR
5	12	US 395	054	2			STANFIELD INTCH (WB OFF RAMP)	12.44	12.79	0.35	AC									NR	FR
5	12	US 30	067	1			W. PENDLETON INTCH (EB RAMPS)	-0.03	0.67	0.70	AC	A	98	89	100	100	99		88	GD	GD
5	12	US 30	067	1			AIRPORT ROAD - NW CARDEN AV	0.67	1.96	1.29	AC	A	94	100	100	100	100		93	GD	VG
5	12	US 30	067	1			NW CARDEN AV - COURT AVE	1.96	2.54	0.58	AC	A	89	94	100	100	96		85	GD	GD
5	12	US 30	067	1			COURT AVE - JCT HWY 008 (DORIAN EB)	2.54	3.92	1.38	AC	A	90	51	85	98	77		33	PR	FR
5	12	US 30	067	1			JCT HWY 008 - THEATER RD	4.62	6.01	1.39	AC	G							80	GD	GD
5	12	US 30	067	1			THEATER RD - JCT HWY 006 (EB)	6.01	6.60	0.59	AC	G							90	GD	GD
5	12	US 30	067	2			W. PENDLETON INTCH (WB ON RAMP)	0.00	0.47	0.47	AC									NR	VG
5	12	US 30	067	2			COURT AVE - JCT HWY 008 (COURT WB)	2.57	3.80	1.23	AC	A	93	69	94	100	81		52	FR	FR

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																			22	20	
5	12	US 30	067	2			THEATER RD - JCT HWY 006 (WB)	6.03	6.49	0.46	AC									NR	GD
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	0.50	0.10	PC	A	92	63	71			45		PR	PR
5	12	I-82	070	1			BEGIN CRCP - HWY 002 O-XING	0.50	1.02	0.52	PC	A	93	81	57			46		FR	PR
5	12	I-82	070	1			HWY 002 O-XING - JCT HWY 006	1.02	11.21	10.19	PC	A	93	86	97			80		GD	GD
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	70	87			61		FR	FR
5	12	I-82	070	2			HWY 002 O-XING - JCT HWY 006	1.03	10.78	9.75	PC	A	91	75	99			73		FR	GD
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						95		GD	GD
5	12	OR 207	320	1			KILKENNEY RD - BUTTER CREEK	10.15	19.53	9.38	AC	G						95		GD	GD
5	12	OR 207	320	1			BUTTER CREEK - JCT HWY 333	19.63	27.24	7.61	AC	G						90		GD	FR
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						75		FR	GD
5	12	OR 207	321	1			HARDMAN - SUNFLOWER FLAT RD	8.60	14.78	6.18	AC	G						55		FR	FR
5	12	OR 207	321	1			SUNFLOWER FLAT RD - DEADMAN HILL RD	14.78	19.00	4.22	AC	G						80		GD	GD
5	12	OR 207	321	1			DEADMAN HILL RD - WHEELER CO. LINE	19.00	24.65	5.65	AC	G						90		GD	GD
4	12	OR 207	321	1			MORROW CO. LINE - MP 35	24.65	35.00	10.26	AC	G						45		PR	FR
4	12	OR 207	321	1			MP 35 - JCT HWY 005	35.00	40.96	5.96	AC	G						75		FR	GD
5	12	OR 204	330	1			HWY 008 RAMP (SE BRANCH)	-1.32	-1.05	0.27	AC	G						100		VG	VG
5	12	OR 204	330	1			HWY 008 RAMPS - WINN RD	-1.05	0.00	1.05	AC	G						100		VG	VG
5	12	OR 204	330	1			WINN RD - KIRK RD	0.00	2.50	2.50	AC	G						95		GD	GD

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 12

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE	RUT	FAT	PAT	RAV	ENV	COND	RATING	
												METHOD	INDX	INDX	INDX	INDX	INDX	SCORE	22	20
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	VG
5	12	OR 331	331	1			JCT HWY 008 - MISSION RD	0.00	2.52	2.52	AC	A	95	70	98	100	77	53	FR	FR
5	12	OR 331	331	1			MISSION RD - WILDHORSE BLVD	2.52	3.72	1.20	AC	A	88	77	100	100	83	63	FR	FR
5	12	OR 331	331	1			WILDHORSE BLVD - JCT HWY 006	3.72	4.34	0.62	AC	A	85	79	100	100	76	60	FR	FR
5	12	OR 331	331	1			JCT HWY 006 (O-XING & EB ON RAMP)	4.34	4.84	0.50	AC	A	94	70	92	100	85	58	FR	FR
5	12	OR 331	331	2			JCT HWY 006 (WB OFF RAMP)	4.44	4.75	0.31	AC								NR	GD
5	12	OR 332	332	1			WASH STATE LINE - UMAPINE	0.00	1.70	1.70	AC	G						90	GD	GD
5	12	OR 332	332	1			UMAPINE - JCT HWY 008	1.70	7.93	6.23	AC	G						90	GD	GD
5	12	OR 207	333	1			JCT HWY 002 - ELM AV	0.02	5.38	5.36	AC	A	93	63	98	100	78	49	FR	FR
5	12	OR 207	333	1			ELM AV - W HERMISTON AVE	5.38	8.68	3.30	AC	A	63	88	97	100	95	56	FR	FR
5	12	OR 207	333	1	Z	1	W HERMISTON AVE - HIGHLAND AVE	8.28	8.68	0.40	AC	A	80	40	53	100	63	13	VP	PR
5	12	OR 207	333	1			HIGHLAND AVE - MAUGHAN LN	8.68	9.17	0.49	AC	A	90	79	94	100	82	65	FR	FR
5	12	OR 207	333	1			MAUGHAN LN - I-84 EB RAMPS	9.17	12.59	3.35	AC	A	90	90	99	100	89	77	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	FR
5	12	OR 334	334	1			JCT HWY 036 - JCT HWY 335	0.00	8.44	8.44	AC	G						60	FR	FR
5	12	OR 334	334	1			JCT HWY 335 - MP 11.8	9.57	11.80	2.23	AC	G						65	FR	FR
5	12	OR 334	334	1			MP 11.8 - GERKING FLAT RD	11.80	14.40	2.60	AC	G						95	GD	VG
5	12	OR 334	334	1			GERKING FLAT RD - ATHENA	14.40	17.22	2.82	AC	G						90	GD	VG
5	12	OR 334	334	1			ATHENA SECTION	17.22	17.51	0.29	PC	G						98	VG	VG
5	12	OR 334	334	1			ATHENA - JCT HWY 008	17.51	18.12	0.61	AC	G						98	VG	VG
5	12	OR 335	335	1			HELIX - HWY 334 (E. BRANCH)	0.00	2.40	2.40	AC	G						99	VG	VG
5	12	OR 335	335	1			HWY 334 (E. BRANCH) - HWY 334 (W. BRANCH)	2.40	3.53	1.13	AC	G						99	VG	VG
5	12	OR 335	335	1			HWY 334 (W. BRANCH) - MIDWAY RD	3.53	5.50	1.97	AC	G						99	VG	VG
5	12	OR 335	335	1			MIDWAY RD - JCT HWY 008	5.50	9.79	4.23	AC	G						95	GD	GD
5	12	OR 339	339	1			WASHINGTON ST LN - NCL MILTON FREEWATER	0.00	3.43	3.43	AC	G						90	GD	GD
5	12	OR 244	341	1			JCT HWY 028 - UKIAH	0.00	2.45	2.45	AC	G						90	GD	GD

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REG	DIST	ROUTE	RD ID	R W	M T V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																		22	20
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						65	FR	FR
5	12	OR 402	402	1		MONUMENT - HAMILTON	13.93	23.60	9.67	AC	G						75	FR	GD
5	12	OR 402	402	1		HAMILTON - JCT HWY 028	23.60	34.88	11.28	AC	G						75	FR	FR

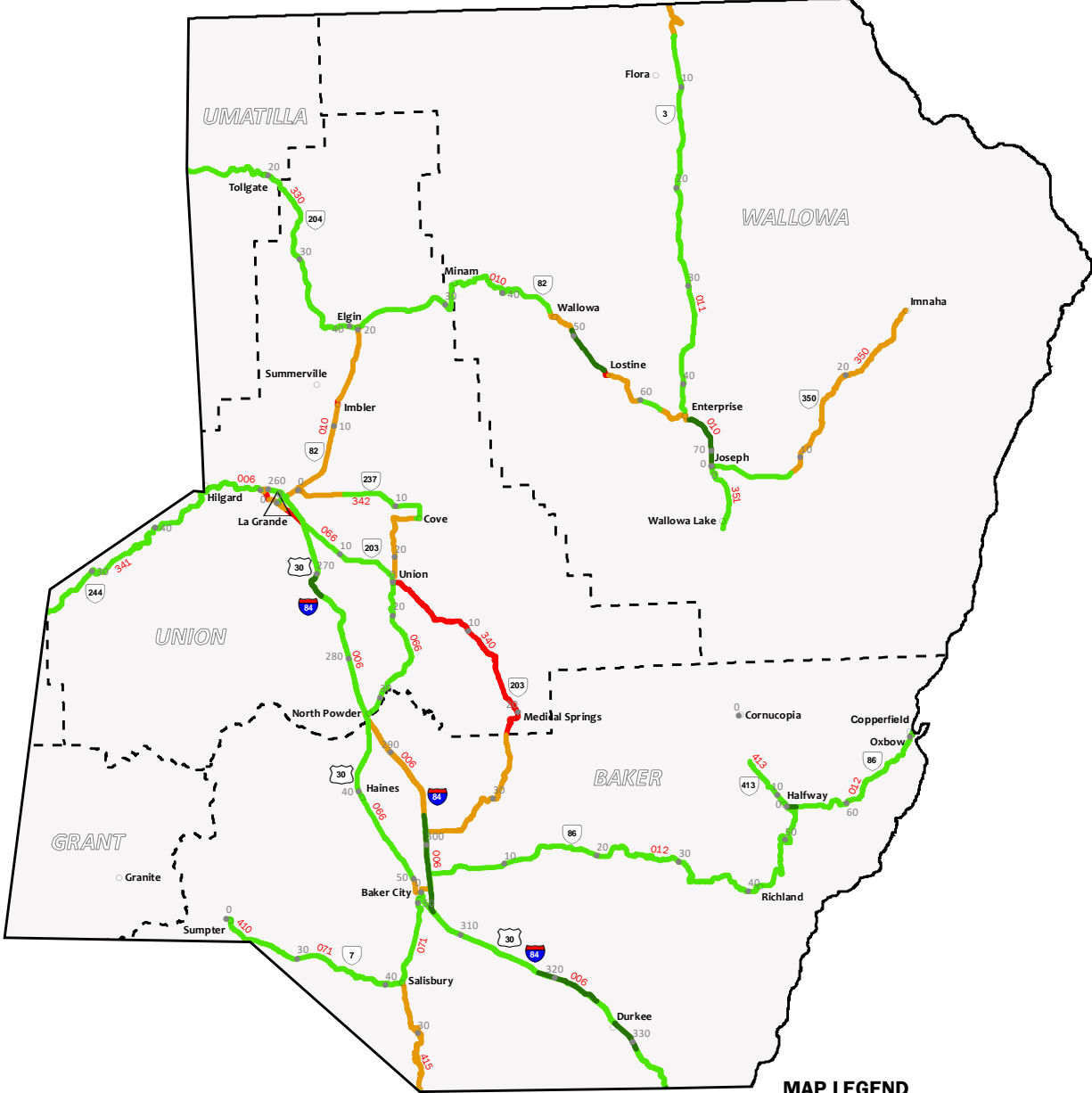
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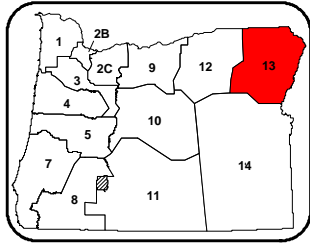
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 13



### MAP LEGEND

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

### DISTRICT LOCATION



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

**DISCLAIMER**  
 This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 13

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
5	13	I-84	006	1			HILGARD - N. LAGRANDE INTCHG	252.83	259.32	6.49	BW	A	93	100	99			93	GD	VG
5	13	I-84	006	1			N. LAGRANDE INTCHG - 2ND ST O-XING	259.32	260.26	0.94	AC	A	75	73	47	100	96	33	PR	FR
5	13	I-84	006	1			LA GRANDE SECTION	260.26	265.51	5.25	AC	A	90	97	98	100	100	87	GD	GD
5	13	I-84	006	1			LA GRANDE - LADD CANYON	265.51	270.38	4.87	AC	A	94	96	100	100	100	91	GD	GD
5	13	I-84	006	1			LADD CANYON GRADE	270.38	272.70	2.32	PC	A	100	100	100			100	VG	UC
5	13	I-84	006	1			UPPER LADD SECTION	272.70	276.07	3.37	AC	A							UC	FR
5	13	I-84	006	1			UPPER LADD - NORTH POWDER	276.07	285.33	9.26	AC	A							UC	FR
5	13	I-84	006	1			NORTH POWDER - BALDOCK SLOUGH	285.33	297.10	11.77	PC	A	67	91	90			65	FR	GD
5	13	I-84	006	1			BALDOCK SLOUGH - SOUTH BAKER	297.10	306.53	9.43	BW	A	97	100	100			97	VG	VG
5	13	I-84	006	1			SOUTH BAKER - ENCINA	306.53	313.65	7.12	BW	A	93	99	100			93	GD	GD
5	13	I-84	006	1			ENCINA - PLEASANT VALLEY	313.65	318.40	4.75	AC	A	97	99	100	100	96	94	GD	VG
5	13	I-84	006	1			PLEASANT VALLEY - OXMAN	318.40	323.19	4.79	BW	A	94	100	100			94	GD	VG
5	13	I-84	006	1			OXMAN - DURKEE	323.19	327.45	4.26	BW	A	93	100	99			93	GD	GD
5	13	I-84	006	1			DURKEE - NELSON POINT INTCHG	327.45	330.74	3.29	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	89	88	100	100	98	83	GD	GD
5	13	I-84	006	2			HILGARD - N. LAGRANDE INTCHG	252.83	259.47	6.64	BW	A	93	99	100			93	GD	VG
5	13	I-84	006	2			N. LAGRANDE INTCHG - 2ND ST O-XING	259.47	260.26	0.79	AC	A	65	67	93	94	92	53	FR	FR
5	13	I-84	006	2			LA GRANDE SECTION	260.26	265.51	5.25	AC	A	95	97	100	100	100	93	GD	VG
5	13	I-84	006	2			LA GRANDE - LADD CANYON	265.51	270.40	4.89	AC	A	91	99	100	100	100	91	GD	VG
5	13	I-84	006	2			LADD CANYON GRADE	270.40	272.10	1.70	AC	A	96	100	100	100	99	95	GD	VG
5	13	I-84	006	2			UPPER LADD SECTION	272.10	276.07	3.97	AC	A							UC	FR
5	13	I-84	006	2			UPPER LADD - NORTH POWDER	276.07	285.28	9.21	AC	A							UC	FR
5	13	I-84	006	2			NORTH POWDER - BALDOCK SLOUGH	285.28	297.08	11.80	PC	A	81	89	90			74	FR	FR
5	13	I-84	006	2			BALDOCK SLOUGH - SOUTH BAKER	297.08	306.53	9.45	BW	A	96	97	100			93	GD	GD
5	13	I-84	006	2			SOUTH BAKER - ENCINA	306.53	313.62	7.09	BW	A	90	99	99			90	GD	GD
5	13	I-84	006	2			ENCINA - PLEASANT VALLEY	313.62	318.36	4.74	AC	A	95	93	100	100	93	84	GD	VG
5	13	I-84	006	2			PLEASANT VALLEY - DURKEE (1)	318.36	324.67	6.31	BW	A	96	100	100			96	VG	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	VG

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																			22	20	
5	13	I-84	006	2			PLEASANT VALLEY - DURKEE (2)	324.67	327.45	2.78	BW	A	94	98	98				91	GD	GD
5	13	I-84	006	2			DURKEE - NELSON POINT INTCHG	327.45	330.74	3.29	BW	A	97	100	100				97	VG	VG
5	13	I-84	006	2			NELSON POINT INTCHG - WEATHERBY	330.74	335.97	5.23	AC	A	94	83	96	100	100		78	GD	GD
5	13	OR 82	010	1			JCT HWY 066 - HWY 006 CONNECTION	0.00	0.82	0.82	AC	A	88	95	100	100	96		85	GD	GD
5	13	OR 82	010	1			HWY 006 CONNECTION - RIDDLE RD	0.82	1.20	0.38	AC	A	80	99	100	100	100		80	GD	VG
5	13	OR 82	010	1			RIDDLE RD - ISLAND CITY	1.20	2.66	1.46	AC	A	62	84	100	100	93		60	FR	FR
5	13	OR 82	010	1			ISLAND CITY - CONLEY	2.66	5.80	3.14	AC	A	68	88	100	100	96		68	FR	GD
5	13	OR 82	010	1			CONLEY - IMBLER	5.80	11.98	6.18	AC	A	65	89	68	100	98		51	FR	FR
5	13	OR 82	010	1			IMBLER SECTION	11.98	12.50	0.52	AC	A	77	48	89	100	85		37	PR	PR
5	13	OR 82	010	1			IMBLER - RHINEHART	12.50	15.60	3.10	AC	A	87	100	50	100	96		47	FR	FR
5	13	OR 82	010	1			RHINEHART - GRANDE RONDE R.	15.60	19.20	3.60	AC	A	81	91	83	100	97		65	FR	FR
5	13	OR 82	010	1			GRANDE RONDE R. - ELGIN	19.20	19.73	0.53	AC	A	75	92	100	100	83		73	FR	GD
5	13	OR 82	010	1			ELGIN SECTION	19.96	20.62	0.66	AC	A	78	92	100	98	90		68	FR	FR
5	13	OR 82	010	1			ELGIN - MINAM RIVER RD	20.62	29.70	9.08	AC	A	88	98	100	100	95		86	GD	GD
5	13	OR 82	010	1			MINAM RIVER RD - WALLOWA R.	29.70	33.69	3.93	AC	A	95	89	99	100	87		76	GD	GD
5	13	OR 82	010	1			WALLOWA R. - ROCK CREEK	33.69	41.73	8.01	AC	A	89	99	100	100	91		87	GD	UC
5	13	OR 82	010	1			ROCK CREEK - RXR TRACKS	42.09	46.26	4.17	AC	A	87	98	99	100	91		83	GD	UC
5	13	OR 82	010	1			RXR TRACKS - WINEMA ST	46.26	47.58	1.32	AC	A	90	68	96	100	86		56	FR	FR
5	13	OR 82	010	1			WINEMA ST - SPRING CREEK	47.58	49.43	1.85	AC	A	76	95	81	96	84		61	FR	FR
5	13	OR 82	010	1			SPRING CREEK - LOSTINE	49.43	54.45	5.02	AC	A	97	100	99	100	99		96	VG	GD
5	13	OR 82	010	1			LOSTINE SECTION	54.45	55.28	0.83	AC	A	57	97	77	100	91		38	PR	FR
5	13	OR 82	010	1			LOSTINE - WALLOWA R.	55.28	59.92	4.64	AC	A	83	95	67	100	93		55	FR	FR
5	13	OR 82	010	1			WALLOWA R. - MP 62.1	59.92	62.10	2.18	AC	A	81	100	98	100	97		79	GD	GD
5	13	OR 82	010	1			MP 62.1 - ENTERPRISE	62.10	64.45	2.35	AC	A	73	88	91	100	90		65	FR	FR
5	13	OR 82	010	1			ENTERPRISE SECTION	64.45	65.81	1.30	AC	A	58	97	99	100	99		58	FR	GD
5	13	OR 82	010	1			ENTERPRISE - PRAIRIE CREEK	65.81	68.29	2.48	AC	A	99	100	100	100	100		99	VG	GD
5	13	OR 82	010	1			PRAIRIE CREEK - JOSEPH	68.29	70.98	2.69	AC	A	99	100	100	100	100		99	VG	VG
5	13	OR 82	010	1			JOSEPH SECTION (HWY 010)	70.98	71.42	0.44	AC	A	77	91	88	100	94		69	FR	GD

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																		22	20	
5	13	OR 3	011	1		STATE LINE - BUFORD RIDGE	0.00	5.00	5.00	AC	G							55	FR	FR
5	13	OR 3	011	1		BUFORD RIDGE - FOREST BDRY	5.00	17.36	12.36	AC	G							95	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							95	GD	GD
5	13	OR 3	011	1		FOREST BDRY - MP 41.2	29.60	41.20	11.60	AC	G							95	GD	GD
5	13	OR 3	011	1		MP 41.2 - ENTERPRISE	41.20	42.81	1.61	AC	G							95	GD	GD
5	13	OR 3	011	1		ENTERPRISE SECTION	42.81	43.19	0.38	AC	G							75	FR	GD
5	13	OR 7	012	1		HWY 066 - CAMPBELL ST	0.00	0.24	0.24	PC	A	97	68	85				59	FR	FR
5	13	OR 7	012	1		MAIN ST - JCT HWY 006	0.24	1.26	1.02	AC	A	54	71	95	100	89		48	FR	FR
5	13	OR 7	012	1		BAKER INTCH (WB ON RAMP)	1.26	1.57	0.31	AC	A	98	69	100	100	83		58	FR	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							80	GD	FR
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							90	GD	GD
5	13	OR 86	012	1		MURRAY GULCH - POWDER R.	29.55	31.37	1.82	AC	G							80	GD	FR
5	13	OR 86	012	1		POWDER R. - RICHLAND	31.37	41.37	9.72	AC	G							80	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							85	GD	FR
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	FR
5	13	OR 86	012	2		OR86 INTCH (O-XING & I-84 EB ON RAMP)	2.32	2.75	0.43	AC									NR	GD
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
5	13	US 30	066	1		N. LA GRANDE INTCH (SB OFF RAMP)	-0.08	0.33	0.41	AC	A	99	80	81	100	94		61	FR	FR
5	13	US 30	066	1		GRAND RONDE R. - WALNUT ST	0.33	1.28	0.95	AC	A	93	74	45	100	94		32	PR	PR
5	13	US 30	066	1		WALNUT ST - HALL ST	1.28	2.76	1.48	PC	A	74	82	91				69	FR	FR
5	13	US 30	066	1		HALL ST - END CURB	2.76	3.18	0.42	AC	A	91	82	91	100	86		65	FR	FR

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 13

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
5	13	US 30	066	1			END CURB - MCALISTER LN	3.18	4.93	1.75	AC	A	78	73	60	100	88	37	PR	PR
5	13	US 30	066	1			MCALISTER LN - I-84 WB RAMPS	4.93	5.62	0.69	AC	A	90	86	46	100	94	37	PR	FR
5	13	OR 203	066	1			I-84 WB RAMPS - HOT LAKE	5.62	11.25	5.63	AC	G						90	GD	GD
5	13	OR 203	066	1			HOT LAKE - JCT HWY 342	11.25	15.93	4.64	AC	G						90	GD	GD
5	13	OR 203	066	1			JCT HWY 342 - JCT HWY 340 (UNION)	15.93	16.51	0.58	AC	G						95	GD	GD
5	13	OR 237	066	1			JCT HWY 340 - SCL UNION	16.51	17.44	0.93	AC	G						90	GD	GD
5	13	OR 237	066	1			SCL UNION - PYLES CANYON	17.44	20.50	3.06	AC	G						90	GD	GD
5	13	OR 237	066	1			PYLES CANYON - MP 22.8	20.50	22.80	2.30	AC	G						95	GD	FR
5	13	OR 237	066	1			MP 22.8 - NORTH POWDER	22.80	31.40	8.60	AC	G						90	GD	GD
5	13	OR 237	066	1			NORTH POWDER SECTION	31.40	32.37	0.97	AC	G						90	GD	GD
5	13	US 30	066	1			NORTH POWDER - BIDWELL SPUR LN	32.37	33.20	0.83	AC	G						95	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						95	GD	GD
5	13	US 30	066	1			POCAHONTAS RD - JCT HWY 012	49.85	51.79	1.94	AC	A	83	89	88	100	82	63	FR	FR
5	13	US 30	066	1			JCT HWY 012 - JCT HWY 071	51.79	52.04	0.25	PC	A	94	93	100			89	GD	GD
5	13	US 30	066	1			HWY 071 - SCL BAKER CITY	52.04	53.91	1.87	AC	G						85	GD	GD
5	13	US 30	066	1			SCL BAKER CITY - HWY 006	53.91	54.46	0.55	AC	G						90	GD	GD
5	13	US 30	066	2			N. LA GRANDE INTCH (NB ON RAMP)	0.00	0.43	0.43	AC								NR	GD
5	13	US 30	066	2			SCL BAKER CITY - HWY 006 (RW2-NB)	54.11	54.64	0.53	AC								NR	GD
5	13	OR 7	071	1			SUMPTER VALLEY RR - HUDSPETH LN	24.96	29.07	4.11	AC	G						90	GD	UC
5	13	OR 7	071	1			HUDSPETH LN - POWDER R. REC AREA	29.07	35.42	6.35	AC	G						90	GD	UC
5	13	OR 7	071	1			POWDER R. REC AREA - SALISBURY JCT	35.42	42.00	6.58	AC	G						80	GD	GD
5	13	OR 7	071	1			SALISBURY JCT - UPRR UNDERPASS	42.00	50.51	8.51	AC	G						80	GD	GD
5	13	OR 7	071	1			UPRR UNDERPASS (JCP)	50.51	50.63	0.12	PC	G						95	GD	GD
5	13	OR 7	071	1			UPRR UNDERPASS - JCT HWY 066	50.63	50.96	0.33	AC	G						80	GD	GD
5	13	OR 204	330	1			BASKET MTN RD - MCDUGALL CAMP RD	10.50	14.39	3.89	AC	G						90	GD	GD
5	13	OR 204	330	1			MCDUGALL CAMP RD - LANGDON LAKE	14.39	20.80	6.31	AC	G						85	GD	GD
5	13	OR 204	330	1			LANGDON LAKE - BLUE MTN SUMMIT	20.80	23.70	2.90	AC	G						95	GD	UC

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## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 13

R E G I O N	D I S T R I C T	R O U T E	R O A D I D	M I L E A G E	O V E R L A P	S E C T I O N N A M E	B E G M P	E N D M P	L E N G T H	S U R F	R A T E M E T H O D	R U T I N D X	F A T I N D X	P A T I N D X	R A V I N D X	E N V I N D X	C O N D S C O R E	R A T I N G		
																		22	20	
5	13	OR 204	330	1		BLUE MTN SUMMIT - MP 30	23.70	30.00	6.30	AC	G							95	GD	UC
5	13	OR 204	330	1		MP 30 - ELGIN	30.00	40.27	10.27	AC	G							95	GD	UC
5	13	OR 204	330	1		ELGIN SECTION	40.27	40.84	0.57	AC	G							90	GD	GD
5	13	OR 203	340	1		UNION - MP 10	0.00	10.00	9.86	AC	G							35	PR	PR
5	13	OR 203	340	1		MP 10 - BAKER CO. LINE	10.00	22.90	12.85	AC	G							35	PR	PR
5	13	OR 203	340	1		UNION CO. LINE - POWDER R.	22.90	28.82	5.82	AC	G							70	FR	FR
5	13	OR 203	340	1		POWDER R. - MP 35.7	28.82	35.70	6.88	AC	G							55	FR	FR
5	13	OR 203	340	1		MP 35.7 - JCT HWY 006	35.70	38.51	2.81	AC	G							60	FR	FR
5	13	OR 203	340	1		JCT HWY 006 (EB ON RAMP)	38.51	38.94	0.43	AC	G							80	GD	GD
5	13	OR 203	340	2		JCT HWY 006 (WB OFF RAMP)	38.51	38.75	0.24	AC									NR	GD
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							85	GD	GD
5	13	OR 244	341	1		JCT HWY 006 (EB ON RAMP)	46.92	47.22	0.30	AC	G							80	GD	GD
5	13	OR 244	341	2		JCT HWY 006 (WB RAMPS)	46.92	47.52	0.60	AC									NR	GD
5	13	OR 237	342	1		JCT HWY 010 - MP 4.6	0.00	4.60	4.60	AC	G							70	FR	FR
5	13	OR 237	342	1		MP 4.6 - CATHERINE CREEK	4.60	9.44	4.84	AC	G							80	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	FR
5	13	OR 237	342	1		COVE - JCT HWY 066	13.80	22.07	8.27	AC	G							75	FR	GD
5	13	OR 350	350	1		JCT HWY 010 - WALLOWA MTN RD	0.00	8.10	8.10	AC	G							80	GD	GD
5	13	OR 350	350	1		WALLOWA MTN RD - MP 20.7	8.10	20.66	12.56	AC	G							70	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	66	94	98	100	86		64	FR	GD
5	13	OR 351	351	1		JOSEPH - WALLOWA LAKE POWER HOUSE	0.35	6.94	6.59	AC	A	89	100	99	100	99		88	GD	GD
5	13	OR 410	410	1		GRANITE HILL RD - JCT HWY 071	0.00	3.71	3.71	AC	G							90	GD	UC
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							80	GD	GD
5	13	OR 413	413	1		NCL HALFWAY - JCT HWY 414	11.00	11.45	0.45	AC	G							95	GD	GD

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																	22	20
5	13	OR 414	414	1	JCT HWY 413 - JCT HWY 012	0.00	0.91	0.91	AC	G						99	VG	GD
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

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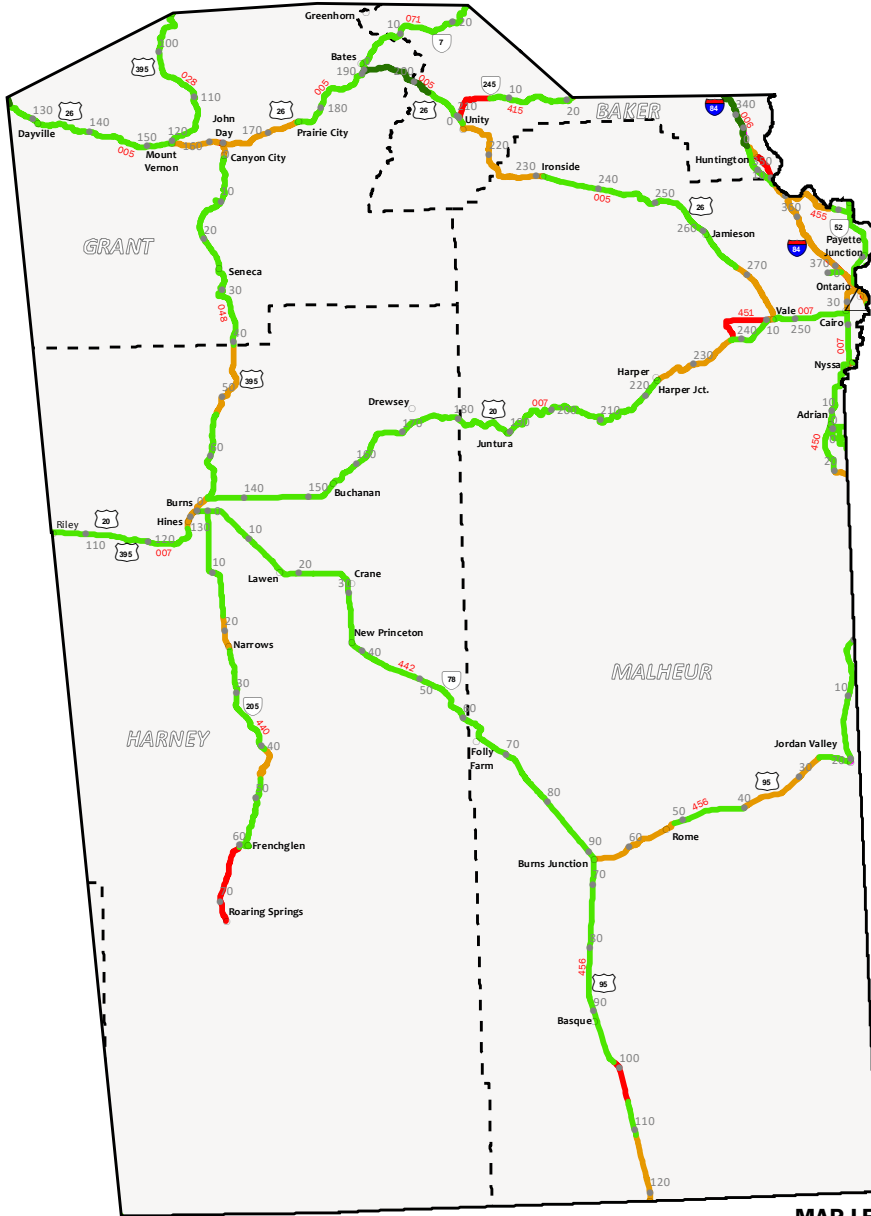
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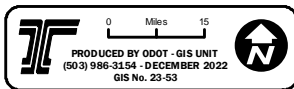
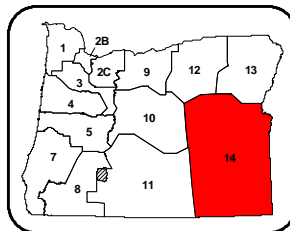
# OREGON DEPARTMENT OF TRANSPORTATION OREGON STATE HIGHWAY SYSTEM 2022 PAVEMENT CONDITIONS DISTRICT 14



## MAP LEGEND

- Populated Place
  - County Boundary
  - Hydro Feature
  - District Office
  - Interstate Route
  - U.S. Route
  - Oregon Route
  - Highway Number
  - Mile Marker and Number
- Pavement Conditions**
- Very Good
  - Good
  - Fair
  - Poor
  - Very Poor

## DISTRICT LOCATION



**DISCLAIMER**  
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

## 2022 PAVEMENT CONDITION BY SECTION - DISTRICT 14

R E G S	D I S T	ROUTE	RD ID	R W	M T	O V	SECTION NAME	BEG MP	END MP	LENGTH	SURF	RATE METHOD	RUT INDX	FAT INDX	PAT INDX	RAV INDX	ENV INDX	COND SCORE	RATING	
																			22	20
5	14	US 26	005	1			JCT HWY 041 - RATTLESNAKE CREEK	124.17	125.45	1.28	AC	A	97	100	100	100	100	97	VG	GD
5	14	US 26	005	1			RATTLESNAKE CREEK - DAYVILLE	125.45	131.28	5.83	AC	A	89	97	100	100	97	85	GD	FR
5	14	US 26	005	1			DAYVILLE - FLAT CREEK	131.28	138.03	6.75	AC	A	97	91	100	100	90	82	GD	GD
5	14	US 26	005	1			FLAT CREEK - FIELDS CREEK RD	138.03	143.91	5.88	AC	A	97	97	100	100	87	84	GD	GD
5	14	US 26	005	1			FIELDS CREEK RD - MT VERNON	143.98	154.03	10.05	AC	A	96	96	99	100	91	86	GD	GD
5	14	US 26	005	1			MT VERNON - JOHN DAY	154.03	161.51	7.48	AC	A	74	97	100	100	96	74	FR	FR
5	14	US 26	005	1			JOHN DAY SECTION	161.51	162.57	1.06	AC	A	52	77	81	100	93	44	PR	FR
5	14	US 26	005	1			JOHN DAY - PRAIRIE CITY	162.57	174.89	12.32	AC	A	94	76	98	100	99	74	FR	UC
5	14	US 26	005	1			PRAIRIE CITY SECTION	174.89	175.65	0.76	AC	A	94	87	100	100	96	82	GD	UC
5	14	US 26	005	1			PRAIRIE CITY - DIXIE SUMMIT	175.65	183.21	7.56	AC	A	96	99	95	100	92	85	GD	GD
5	14	US 26	005	1			DIXIE SUMMIT - AUSTIN JCT	183.25	190.53	7.28	AC	A	97	94	86	100	98	78	GD	GD
5	14	US 26	005	1			AUSTIN JCT - BLUE MTN SUMMIT	190.53	199.40	8.87	AC	A	97	100	100	100	100	97	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	96	100	100	96	VG	VG
5	14	US 26	005	1			M. FK. BURNT R. RD - UNITY	203.82	211.47	7.65	AC	A	99	98	100	100	85	84	GD	GD
5	14	US 26	005	1			UNITY - MP 221	211.57	221.00	9.43	AC	A	100	97	86	100	80	67	FR	FR
5	14	US 26	005	1			MP 221 - IRONSIDE	221.00	231.20	10.20	AC	A	95	99	100	100	74	74	FR	GD
5	14	US 26	005	1			IRONSIDE - BROGAN HILL	231.20	246.00	14.80	AC	A	95	96	100	100	92	87	GD	GD
5	14	US 26	005	1			BROGAN HILL - BROGAN	246.00	254.17	8.17	AC	A	96	100	98	100	87	85	GD	VG
5	14	US 26	005	1			BROGAN - JAMIESON	254.60	261.60	7.00	AC	A	95	99	100	100	95	93	GD	VG
5	14	US 26	005	1			JAMIESON - ROAD "F"	261.60	267.80	6.20	AC	A	91	87	100	100	97	83	GD	GD
5	14	US 26	005	1			ROAD "F" - VALE	267.80	277.88	10.08	AC	A	86	85	100	100	88	74	FR	FR
5	14	US 26	005	1			VALE SECTION	277.88	278.21	0.33	AC	A	84	59	57	100	82	27	PR	PR
5	14	I-84	006	1			WEATHERBY - LIME	335.97	342.12	6.15	AC	A	97	99	99	100	100	95	GD	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (PCC-1)	342.12	343.66	1.54	BW	A	97	97	99			94	GD	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (AC-1)	343.66	344.15	0.49	AC	A	90	76	100	100	94	71	FR	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (PCC-2)	344.15	345.85	1.70	BW	A	98	94	100			93	GD	GD
5	14	I-84	006	1			LIME - HUNTINGTON O'XING (AC-2)	345.85	346.24	0.39	AC	A	93	80	97	100	79	61	FR	GD
5	14	I-84	006	1			HUNTINGTON O'XING - FAREWELL BEND	346.24	353.20	6.96	PC	A	92	94	87			79	GD	GD

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																			22	20
5	14	I-84	006	1			FAREWELL BEND - OLDS FERRY INTCHG	353.20	355.70	2.50	AC	A	76	88	95	100	96	68	FR	GD
5	14	I-84	006	1			OLDS FERRY INTCHG - N. FK. JACOBSEN GULCH	355.70	368.16	12.46	AC	A	82	75	99	100	90	65	FR	FR
5	14	I-84	006	1			N. FK. JACOBSEN GULCH - MALHEUR R.	368.16	374.08	5.92	AC	A	90	54	96	100	76	39	PR	FR
5	14	I-84	006	1			MALHEUR R. - SNAKE R.	374.08	377.92	3.84	AC	A	92	84	97	100	92	75	FR	GD
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	99	98	100	100	96	VG	VG
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (PCC-1)	342.10	343.64	1.54	BW	A	97	99	100			97	VG	VG
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (AC)	343.64	344.12	0.48	AC	A	88	68	97	100	97	66	FR	FR
5	14	I-84	006	2			LIME - HUNTINGTON O'XING (PCC-2)	344.12	345.80	1.68	BW	A	97	99	100			96	VG	VG
5	14	I-84	006	2			HUNTINGTON O'XING - FAREWELL BEND	345.80	353.16	7.36	PC	A	92	93	92			81	GD	GD
5	14	I-84	006	2			FAREWELL BEND - OLDS FERRY INTCHG	353.16	355.70	2.54	AC	A	70	96	96	100	98	66	FR	GD
5	14	I-84	006	2			OLDS FERRY INTCHG - N. FK. JACOBSEN GULCH	355.70	368.16	12.46	AC	A	82	68	99	100	86	56	FR	FR
5	14	I-84	006	2			N. FK. JACOBSEN GULCH - MALHEUR RIVER	368.16	374.13	5.97	PC	A	91	66	79			53	FR	FR
5	14	I-84	006	2			MALHEUR RIVER - SNAKE R.	374.13	377.92	3.79	AC	A	91	58	99	100	91	52	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	95	100	100	100	99	94	GD	GD
5	14	US 20	007	1			SAGE HEN HILL - WILLOW CREEK	115.20	121.50	6.30	AC	A	97	97	100	100	94	91	GD	GD
5	14	US 20	007	1			WILLOW CREEK - BURNS-IZEE RD	121.50	128.06	6.56	AC	A	95	95	100	100	92	86	GD	GD
5	14	US 20	007	1			BURNS-IZEE RD - HINES NCL	128.06	130.10	2.04	AC	A	83	90	65	100	94	50	FR	FR
5	14	US 20	007	1			BURNS SCL - JCT HWY 442	130.10	131.50	1.40	AC	A	87	91	78	100	93	61	FR	FR
5	14	US 20	007	1			JCT HWY 442 - ALDER AVE	131.50	132.10	0.60	AC	A	87	58	88	100	79	43	PR	FR
5	14	US 20	007	1			ALDER AVE - JCT HWY 048	132.10	134.48	2.38	AC	A	90	52	100	100	93	48	FR	FR
5	14	US 20	007	1			JCT HWY 048 - PENNY LN	134.48	152.30	17.82	AC	A	87	100	100	100	99	87	GD	VG
5	14	US 20	007	1			PENNY LN - PINE CREEK RD	152.30	158.40	6.07	AC	A	88	100	100	100	94	88	GD	GD
5	14	US 20	007	1			PINE CREEK RD - BEEDE RES.	158.40	165.70	7.30	AC	A	94	96	99	100	98	90	GD	GD
5	14	US 20	007	1			BEEDE RES - WARM SPRINGS RD.	165.70	171.10	5.36	AC	A	86	91	97	100	96	77	GD	GD
5	14	US 20	007	1			WARM SPRINGS RD - DRINKWATER PASS	171.10	177.65	6.55	AC	A							UC	GD
5	14	US 20	007	1			DRINKWATER PASS - MALHEUR CO LINE	177.65	180.15	2.50	AC	A							UC	FR

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																			22	20	
5	14	US 20	007	1			HARNEY CO LINE - CHIMNEY CREEK	180.15	183.15	3.00	AC	A								UC	FR
5	14	US 20	007	1			CHIMNEY CREEK - JUNTURA	183.15	189.85	6.70	AC	A								UC	FR
5	14	US 20	007	1			JUNTURA- BLACK CANYON	189.85	203.00	12.94	AC	A								UC	FR
5	14	US 20	007	1			BLACK CANYON - MALHEUR R.	203.00	214.46	11.46	AC	A								UC	GD
5	14	US 20	007	1			MALHEUR R. - HARPER	214.46	223.16	8.70	AC	A								UC	GD
5	14	US 20	007	1			HARPER - GROVE SCHOOL LN	223.16	237.23	14.07	AC	A	92	87	100	100	83	72	FR	FR	
5	14	US 20	007	1			GROVE SCHOOL LN - VALE	238.28	245.49	7.21	AC	A	95	90	100	100	85	77	GD	GD	
5	14	US 20	007	1			VALE COUPLET (EB)	245.49	246.82	1.33	AC	A	96	79	94	100	86	64	FR	FR	
5	14	US 20	007	1			VALE - CAIRO JCT	246.82	258.20	11.38	AC	A	89	96	100	100	100	87	GD	GD	
5	14	US 20	007	1			CAIRO JCT - 11TH ST	258.20	265.40	7.20	AC	G							85	GD	GD
5	14	US 20	007	1			11TH ST - UPRR	265.40	266.31	0.91	AC	G							75	FR	GD
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							80	GD	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	91	77	79	100	87	53	FR	FR	
5	14	US 395	028	1			JCT HWY 402 - OLD DISTRICT BDY	90.26	90.77	0.51	AC	A								UC	GD
5	14	US 395	028	1			OLD DISTRICT BDY - FOX	90.77	97.18	6.41	AC	A								UC	FR
5	14	US 395	028	1			FOX - BEECH CREEK	98.30	102.64	4.34	AC	A								UC	GD
5	14	US 395	028	1			BEECH CREEK - BEECH CREEK LN	102.64	110.60	7.96	AC	A	99	99	96	100	94	89	GD	GD	
5	14	US 395	028	1			BEECH CREEK LN - GIBSON GULCH	110.60	114.90	4.30	AC	A	95	89	94	100	98	81	GD	GD	
5	14	US 395	028	1			GIBSON GULCH - JCT HWY 005	115.32	120.51	5.19	AC	A	89	94	89	100	98	77	GD	GD	
5	14	US 395	048	1			JCT HWY 005 - SCL CANYON CITY	0.00	2.35	2.35	AC	A	74	95	99	100	93	73	FR	UC	
5	14	US 395	048	1			SCL CANYON CITY - CANYON CREEK RD	2.35	10.21	7.86	AC	A								UC	FR
5	14	US 395	048	1			CANYON CREEK RD - MP 13.35	10.30	13.35	3.05	AC	A								UC	GD
5	14	US 395	048	1			MP 13.35 - STARR RIDGE	13.35	15.52	2.17	AC	A								UC	GD
5	14	US 395	048	1			STARR RIDGE - SILVIES R.	15.52	30.10	14.42	AC	A	98	95	100	100	93	88	GD	UC	
5	14	US 395	048	1			SILVIES R. - MP 32.3	30.10	32.30	2.20	AC	A	97	97	99	100	89	85	GD	UC	
5	14	US 395	048	1			MP 32.3 - HARNEY CO. LINE	32.30	40.38	8.05	AC	A	92	100	100	100	91	88	GD	UC	

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																	22	20
5	14	US 395	048	1	GRANT CO. LINE - DEVINE SUMMIT	40.38	52.90	12.52	AC	A	98	99	99	100	75	74	FR	GD
5	14	US 395	048	1	DEVINE SUMMIT - MP 58.9	52.90	58.90	6.00	AC	A	97	100	100	100	94	92	GD	GD
5	14	US 395	048	1	MP 58.9 - JCT HWY 007	58.90	67.61	8.71	AC	A	99	99	99	100	84	82	GD	GD
5	14	OR 7	071	1	AUSTIN JCT - AUSTIN SPUR RD	0.00	1.89	1.89	AC	G						80	GD	GD
5	14	OR 7	071	1	AUSTIN SPUR RD - MP 9.5	1.89	9.50	7.61	AC	G						80	GD	GD
5	14	OR 7	071	1	MP 9.5 - SUMPTER VALLEY RR	9.50	24.96	15.46	AC	G						80	GD	UC
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						90	GD	VG
5	14	OR 245	415	1	HEREFORD - BRIDGEPORT RD	10.80	21.13	10.33	AC	G						90	GD	VG
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						75	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						70	FR	FR
5	14	OR 205	440	1	GRAIN CAMP - KRUMBO RESERVOIR	42.40	46.70	4.30	AC	G						75	FR	FR
5	14	OR 205	440	1	KRUMBO RESERVOIR - FRENCHGLEN	46.70	58.30	11.60	AC	G						85	GD	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						45	PR	FR
5	14	OR 78	442	1	JCT HWY 007 - AIRPORT RD	0.00	3.66	3.66	AC	G						90	GD	GD
5	14	OR 78	442	1	AIRPORT RD - MP 11.2	3.66	11.15	7.49	AC	G						90	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						90	GD	GD
5	14	OR 78	442	1	CRANE - MP 32.7	28.40	32.70	4.30	AC	G						90	GD	GD
5	14	OR 78	442	1	MP 32.7 - NEW PRINCETON	32.70	37.65	4.95	AC	G						95	GD	GD
5	14	OR 78	442	1	NEW PRINCETON - VIRGINIA VALLEY RD	37.65	47.23	9.58	AC	G						90	GD	FR
5	14	OR 78	442	1	VIRGINIA VALLEY RD - MP 52.2	47.23	52.20	4.97	AC	G						95	GD	GD
5	14	OR 78	442	1	MP 52.2 - MALHEUR CO. LINE	52.20	60.88	8.68	AC	G						95	GD	GD

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																	22	20
5	14	OR 78	442	1	HARNEY CO. LINE - CROWLEY/RIVERSIDE RD	60.88	65.68	4.80	AC	G						90	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						25	PR	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						70	FR	FR
5	14	US 30	449	1	NCL HUNTINGTON - BENSON CREEK INTCH	4.96	10.52	5.56	AC	G						45	PR	PR
5	14	US 30	449	1	BENSON CREEK INTCH (U-XING & EB ON RAMP)	10.52	11.09	0.57	AC	G						80	GD	GD
5	14	US 30	449	2	LIME INTCH (WB ON RAMP)	0.00	0.38	0.38	AC								NR	GD
5	14	US 30	449	2	BENSON CREEK INTCH (WB OFF RAMP)	10.70	11.04	0.34	AC								NR	GD
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						85	GD	GD
5	14	OR 201	450	1	NCL ADRIAN - PARMA SPUR	11.72	12.51	0.79	AC	G						85	GD	GD
5	14	OR 201	450	1	PARMA SPUR - HOMEDALE SPUR	12.51	20.11	7.60	AC	G						80	GD	GD
5	14	OR 452	489	1	PARMA SPUR	12.51	15.26	2.75	AC	G						80	GD	GD
5	14	OR 201	490	1	HOMEDALE SPUR	20.11	22.24	2.13	AC	G						75	FR	FR
5	14	OR 451	451	1	HWY 007 - VALE	0.03	10.39	10.36	AC	G						25	PR	PR
5	14	OR 453	453	1	JCT HWY 454 - IDAHO ST LINE	0.00	3.19	3.19	AC	G						95	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						75	FR	FR
5	14	OR 201	455	1	OLDS FERRY INTCH - SLIDES SECTION	0.25	7.55	7.30	AC	G						70	FR	GD
5	14	OR 201	455	1	SLIDES SECTION	7.55	8.85	1.30	AC	G						60	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						90	GD	GD
5	14	OR 201	455	1	W. PIONEER RD - MALHEUR R.	19.92	24.61	4.69	AC	G						85	GD	FR
5	14	OR 201	455	1	MALHEUR R. - I-84 WB CONNECTION	24.61	25.13	0.52	AC	G						60	FR	GD
5	14	OR 201	455	1	I-84 WB CONNECTION - WASHINGTON AVE	25.13	25.50	0.37	AC	A	95	41	78	100	92	30	PR	PR
5	14	OR 201	455	1	WASHINGTON AVE - SW 6TH AVE	25.75	27.90	2.15	AC	A	97	71	100	100	83	56	FR	FR
5	14	OR 201	455	1	SW 6TH AVE - CAIRO JCT	29.44	31.81	2.37	AC	A	82	72	99	100	95	65	FR	FR

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																			22	20	
5	14	OR 201	455	2			OLDS FERRY INTCH (WB ON RAMP)	0.00	0.25	0.25	AC									NR	GD
5	14	US 95	491	1			WEISER SPUR	11.65	13.66	2.01	AC	G							95	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	90	59	83	100	78		40	PR	FR
5	14	US 30	493	1			ONTARIO SPUR (DISTRICT SCS)	27.73	28.39	0.66	AC	A	95	71	100	100	85		61	FR	GD
5	14	US 95	456	1			IDAHO STATE LINE - MP 13.5	0.00	13.50	13.50	AC	A	97	96	98	100	86		81	GD	GD
5	14	US 95	456	1			MP 13.5 - JORDAN VALLEY	13.50	20.15	6.65	AC	A	98	98	100	100	91		89	GD	GD
5	14	US 95	456	1			JORDAN VALLEY SECTION	20.15	20.71	0.56	AC	A	96	35	92	100	63		20	VP	PR
5	14	US 95	456	1			JORDAN VALLEY - JORDAN CREEK	20.71	25.62	4.91	AC	A	94	96	99	100	95		86	GD	GD
5	14	US 95	456	1			JORDAN CREEK - MP 40	25.62	40.00	14.38	AC	A	95	81	100	100	69		57	FR	FR
5	14	US 95	456	1			MP 40 - ROME HILL	40.00	51.50	11.50	AC	A	97	100	100	100	80		79	GD	GD
5	14	US 95	456	1			ROME HILL SECTION	51.50	53.00	1.50	AC	A	95	84	99	100	69		57	FR	FR
5	14	US 95	456	1			OWYHEE R. - JCT HWY 442	53.00	66.20	13.20	AC	A	94	86	100	100	73		63	FR	FR
5	14	US 95	456	1			JCT HWY 442 - MP 75.7	66.20	75.70	9.50	AC	A	91	99	100	100	82		81	GD	UC
5	14	US 95	456	1			MP 75.7 - MP 88.5	75.70	88.50	12.80	AC	A	94	99	100	100	87		86	GD	UC
5	14	US 95	456	1			MP 88.5 - BLUE MTN SUMMIT	88.50	98.65	10.15	AC	A	95	99	100	100	86		82	GD	UC
5	14	US 95	456	1			BLUE MTN SUMMIT - MP 105.4	98.65	105.36	6.71	AC	A	82	67	100	100	55		38	PR	PR
5	14	US 95	456	1			MP 105.4 - MP 110.8	105.36	110.80	5.44	AC	A	97	97	100	100	80		77	GD	GD
5	14	US 95	456	1			MP 110.8 - MCDERMITT	110.80	121.36	10.50	AC	A	92	78	100	100	64		51	FR	FR
5	14		457	1			SNAKE R. PRISON - I-84	0.00	2.09	2.09	AC	G							80	GD	GD

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MT: Mileage Type  
 Z = Overlap; Y = Spur; T = Temporary; C = Connector  
 OV: Overlap Mileage Code (Used only for Z-segments)  
 SURF: Surface Type  
 AC = Asphalt Concrete; PC = Portland Cement Concrete;  
 BW = Black and White; ST = Structure; G = Gravel

RATE A = Automated Survey  
 METHOD: G = GFP Survey  
 RUT INDX = Rut Index  
 FAT INDX = Fatigue Index  
 PAT INDX = Patch Index  
 RAV INDX = Ravel Index  
 ENV INDX = No Load Index

COND SCORE: Condition Score (0-100)  
 RATING: Condition Rating  
 VG = Very Good ST = Structure  
 GD = Good UC = Under  
 FR = Fair Construction  
 PR = Poor NR = Not Rated  
 VP = Very Poor



## **APPENDIX C**

### **2021/2022 MILEAGE TREATED SUMMARY AND PROJECT LISTING**

This appendix lists paving and chip seal resurfacing projects completed in 2021 and 2022 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 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**  
**2021 MILEAGE TREATED SUMMARY**

Mileage per April 2022 System Definition (Excl. Connectors, Frontage and Gravel Rds.)  
 Interstate Mileage Includes Add and Non-Add Direction

**CENTERLINE MILES**

REGION	BY PROGRAM			BY TREATMENT			TOTAL MILES
	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)	
1	32.7	15.7	0.0	0.0	43.9	4.5	48.4
2	19.8	75.1	0.5	1.1	39.6	54.7	95.4
3	30.9	8.0	0.0	0.0	30.8	8.1	38.9
4	14.4	95.0	0.0	0.0	28.0	81.4	109.4
5	6.5	78.8	0.8	0.0	14.2	71.9	86.1
STATEWIDE	104.3	272.6	1.3	1.1	156.5	220.6	378.2

**LANE MILES**

REGION	BY PROGRAM			BY TREATMENT			TOTAL LANE MILES
	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)	
1	98.5	30.5	0.0	0.0	120.1	8.9	129.0
2	42.0	151.2	1.0	2.3	81.6	110.3	194.2
3	66.0	16.1	0.0	0.0	66.0	16.1	82.1
4	46.2	191.3	0.0	0.0	73.3	164.2	237.5
5	25.8	157.6	1.6	0.0	41.2	143.8	185.0
STATEWIDE	278.5	546.7	2.6	2.3	382.2	443.3	827.8

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 MILEAGE TREATED SUMMARY**

Mileage per April 2022 System Definition (Excl. Connectors, Frontage and Gravel Rds.)  
 Interstate Mileage Includes Add and Non-Add Direction

**CENTERLINE MILES**

REGION	BY PROGRAM			BY TREATMENT			TOTAL MILES
	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)	
1	30.3	6.4	0.0	0.0	36.7	0.0	36.7
2	51.8	42.4	0.0	1.7	65.4	27.1	94.2
3	52.0	6.1	1.2	4.4	54.9	0.0	59.3
4	26.2	49.0	3.2	26.9	3.9	47.6	78.4
5	94.9	155.2	0.0	18.5	47.2	184.4	250.1
STATEWIDE	255.2	259.1	4.4	51.5	208.1	259.1	518.7

**LANE MILES**

REGION	BY PROGRAM			BY TREATMENT			TOTAL LANE MILES
	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)	
1	67.4	16.6	0.0	0.0	84.0	0.0	84.0
2	123.5	79.8	0.0	5.7	143.4	54.2	203.3
3	112.1	12.2	2.4	5.3	121.4	0.0	126.7
4	52.3	98.1	5.7	53.8	7.2	95.1	156.1
5	171.3	312.1	0.0	37.1	73.3	373.0	483.4
STATEWIDE	526.6	518.8	8.1	101.9	429.3	522.3	1053.5

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2021 PROJECT LIST - REGION 1**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
001	1			283.23	288.56	I-5: I-205 Interchange - Boone (Willamette River) Bridge	C15260	STIP	PRESRV	PAVE	5.33	17.76
001	2			283.26	288.58	I-5: I-205 Interchange - Boone (Willamette River) Bridge	C15260	STIP	PRESRV	PAVE	5.32	18.41
026	1			30.40	32.50	US26: Weber - E Cherryville	C15271	STIP	PRESRV	PAVE	2.10	8.40
026	1			44.80	45.70	US26 - Belle Lake Rd to Silent Rock Inlay Paving	B38340	MAINT	DIST	PAVE	0.90	1.96
026	1			45.70	46.25	US26 - Belle Lake Rd to Silent Rock Inlay Paving	B38340	MAINT	DIST	PAVE	0.55	0.55
026	1			48.50	49.00	US26 - Belle Lake Rd to Silent Rock Inlay Paving	B38340	MAINT	DIST	PAVE	0.50	0.50
026	1			73.80	75.00	OR35 - Cooper Spur North Inlay Paving	B38328	MAINT	DIST	PAVE	1.20	2.40
029	1			0.05	0.23	US26: Cornell Rd - Sylvan	C15230	STIP	PRESRV	PAVE	0.18	0.33
029	2			-0.22	0.22	US26: Cornell Rd - Sylvan	C15230	STIP	PRESRV	PAVE	0.44	0.71
047	1			66.35	71.53	US26: Cornell Rd - Sylvan	C15230	STIP	PRESRV	PAVE	5.18	16.41
047	2			65.68	71.53	US26: Cornell Rd - Sylvan	C15230	STIP	PRESRV	PAVE	5.85	19.10
127	1			0.10	3.55	Cornelius Pass MP 0-3.5 Pavement Repair	B38180	MAINT	PPP	PAVE	3.45	6.90
140	1			5.60	10.05	Maintenance Chip Seal	CON04467-000	MAINT	LVR	CHIP	4.45	8.90
161	1			24.00	26.40	OR211 - Unger Road Section Inlay Paving	B38335	MAINT	DIST	PAVE	2.40	4.80
172	1			2.05	3.48	OR211 - Deep Creek to 362nd Inlay Paving	B38337	MAINT	DIST	PAVE	1.43	2.86
174	1			0.03	8.37	OR212: UPRR - US26	C15164	STIP	PRESRV	PAVE	8.34	17.41
281	1			6.50	7.30	OR281 - Wheeler Road Section Inlay Paving	B38338	MAINT	DIST	PAVE	0.80	1.60

**TOTAL MILES TREATED    48.4    129.0**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 PROJECT LIST - REGION 1**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
002	1			31.77	37.30	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	C15348	STIP	PRESRV	PAVE	5.53	11.06
002	1			38.20	41.16	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	C15348	STIP	PRESRV	PAVE	2.96	6.01
002	1			41.34	46.00	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	C15348	STIP	PRESRV	PAVE	4.66	9.32
002	2			31.77	41.05	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	C15348	STIP	PRESRV	PAVE	9.28	18.68
002	2			41.57	46.00	I-84: Multnomah Falls - Toothrock Tunnel - Cascade Locks	C15348	STIP	PRESRV	PAVE	4.43	8.86
026	1			46.25	48.00	US 26 Various Locations Pavement Repair	B39157	MAINT	PPP	PAVE	1.75	5.98
026	1			75.00	76.00	OR 35 Various Locations Pavement Repair	B39234	MAINT	LVR	PAVE	1.00	2.00
026	1			91.50	93.00	OR 35 Various Locations Pavement Repair	B39234	MAINT	LVR	PAVE	1.50	4.50
092	1			3.94	6.51	US30: NW Kittridge Ave to NW Bridge Ave	C15350	STIP	PRESRV	PAVE	2.18	8.68
123	1			3.33	4.73	US30BY (Lombard): N Fiske Ave - N Boston Ave	C15216	STIP	PRESRV	PAVE	1.29	4.74
127	1			3.53	5.60	Cornelius Pass MP 3.53-5.6 Pavement Repair	B39037	MAINT	DIST	PAVE	2.07	4.14

**TOTAL MILES TREATED    36.7    84.0**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2021 PROJECT LIST - REGION 2**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
001	1			203.55	209.05	I-5 Paving MP209-MP204 2021 under PA series	B34968W12	STIP	MIM	PAVE	5.50	5.50
001	1			244.44	246.00	Region 2 Paving Price Agreements	B34972W12	STIP	MIM	PAVE	1.56	1.56
009	1			141.98	142.46	US101: SE 32nd Street - SE 35th Street (Newport)	C15217	STIP	MODERN	PAVE	0.48	0.96
016	1			46.14	51.80	US20 Paving MP46.1 - MP51.8	B34968W13	MAINT	LVR	PAVE	5.66	11.32
027	1			7.10	15.35	OR34 Paving MP7 - MP11 (Waldport)	B34971W9	MAINT	DIST	PAVE	8.25	16.50
032	1			10.70	24.95	Maintenance Chip Seal	M0361213-010	MAINT	LVR	CHIP	14.25	28.50
047	1			9.80	16.16	US-26: Necanicum Jct - Nehalem River bridge	C15257	STIP	PRESRV	PAVE	6.36	22.06
047	1			16.39	21.67	US-26: Necanicum Jct - Nehalem River bridge	C15257	STIP	PRESRV	PAVE	5.28	10.56
051	1			0.35	0.55	OR 551 Paving MP 0.3	B35844W17	MAINT	DIST	PAVE	0.20	0.34
051	1			0.55	2.80	OR551 Paving MP 0.3 - MP 1.9 Aurora	B35843W1	MAINT	DIST	PAVE	2.25	4.70
051	1			3.76	5.30	OR551 Paving MP 0.3 - MP 1.9 Aurora	B35843W1	MAINT	DIST	PAVE	1.54	3.08
058	1			29.47	32.00	OR99E Paving MP 29.5-32.2 Junction City	B34972W11	MAINT	DIST	PAVE	2.53	5.06
091	1			25.40	26.54	OR99W: 1st Street to Parks Drive (Dundee)	C15239	STIP	PRESRV	RECONSTRUCT	1.14	2.28
102	1			53.00	60.65	Maintenance Chip Seal	M1051263-008	MAINT	LVR	CHIP	7.65	15.30
102	1			62.77	76.87	Maintenance Chip Seal	M1051263-008	MAINT	LVR	CHIP	14.06	28.12
153	1			10.96	14.30	Maintenance Chip Seal	M1361267-009	MAINT	LVR	CHIP	3.34	6.68
154	1			0.00	6.26	Maintenance Chip Seal	M1361269-003	MAINT	LVR	CHIP	6.26	12.52
229	1			42.50	51.59	Maintenance Chip Seal	M1201276-028	MAINT	LVR	CHIP	9.09	19.13

**TOTAL MILES TREATED    95.4    194.2**



**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 PROJECT LIST - REGION 2**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
001	1			197.45	198.44	I-5 SB Paving MP 201.2 - MP 197.32 2022	B34968W15	MAINT	DIST	PAVE	0.99	0.99
001	1			199.70	201.10	I-5 SB Paving MP 201.2 - MP 197.32 2022	B34968W15	MAINT	DIST	PAVE	1.40	1.40
001	1			210.40	216.12	I-5 Paving MP 216- MP 213 2022	B34968W14	STIP	MIM	PAVE	5.72	5.72
001	2			209.85	211.10	I-5 Paving MP 216- MP 213 2022	B34968W14	MAINT	DIST	PAVE	1.25	1.25
001	2			211.85	212.30	I-5 Paving MP 216- MP 213 2022	B34968W14	MAINT	DIST	PAVE	0.45	0.45
001	2			212.70	213.00	I-5 Paving MP 216- MP 213 2022	B34968W14	MAINT	DIST	PAVE	0.30	0.30
001	2			213.80	214.10	I-5 Paving MP 216- MP 213 2022	B34968W14	MAINT	DIST	PAVE	0.30	0.30
001	2			215.75	216.14	I-5 Paving MP 216- MP 213 2022	B34968W14	MAINT	DIST	PAVE	0.39	0.39
001	2			244.50	245.85	I-5 Paving MP 244.5 2022	B35844W19	STIP	MIM	PAVE	1.35	1.35
009	1			5.32	6.85	US101: Youngs Bay Bridge-Neptune Dr	C15324	STIP	PRESRV	PAVE	1.53	3.06
009	1			28.72	32.40	US101: Ecola Creek - Arcadia Beach	C15327	STIP	PRESRV	PAVE	3.68	7.36
018	1			34.20	34.82	OR58 (018) MP 35 Paving (Oakridge)	B34973W25	MAINT	PPP	PAVE	0.62	1.24
018	1			56.19	70.00	OR58: Salt Creek Tunnel to MP 70	C15363	STIP	PRESRV	PAVE	13.81	36.95
046	1			11.38	19.03	OR53: Tillamook County Line - US101 Paving	B34973W26	MAINT	PPP	PAVE	7.65	15.30
047	1			47.55	53.00	US26: Hayward Rd. - NW Mountindale Rd.	C15280	STIP	HB2017	PAVE	5.45	10.90
091	1			30.07	32.17	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	PAVE	2.10	4.20
091	1			32.17	32.62	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	RECONSTRUCT	0.45	0.90
091	1			32.62	35.10	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	PAVE	2.48	5.86
091	1			35.10	36.32	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	RECONSTRUCT	1.22	4.80
091	2			32.97	33.74	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	PAVE	0.77	1.54
091	2			34.22	35.19	OR99W: McDougall Jct - McDonald Way	C15218	STIP	PRESRV	PAVE	0.97	1.94
091	1			109.77	116.70	OR99W: 1st Ave - Enid Rd	C15321	STIP	PRESRV	PAVE	6.93	27.72
150	1			17.29	20.32	OR221: Michigan City Lane - Edgewater St (W. Salem)	C15245	STIP	PRESRV	PAVE	2.99	6.28
150	1			20.51	20.84	OR221: Michigan City Lane - Edgewater St (W. Salem)	C15245	STIP	PRESRV	PAVE	0.27	1.08
150	2			18.01	20.13	OR221: Michigan City Lane - Edgewater St (W. Salem)	C15245	STIP	PRESRV	PAVE	2.12	3.87
163	1			15.59	23.36	Maintenance Chip Seal	M1241271-013	MAINT	LVR	CHIP	7.77	15.54
163	1			28.00	36.15	Maintenance Chip Seal	M1241271-013	MAINT	LVR	CHIP	8.15	16.30
200	1			0.00	2.03	Maintenance Chip Seal	M1021262-000	MAINT	LVR	CHIP	2.03	4.05
211	1			0.00	9.50	Maintenance Chip Seal	M1221263-013	MAINT	LVR	CHIP	9.11	18.30
229	1			0.01	2.00	OR36 Paving 2022	B34968W16	MAINT	LVR	PAVE	1.99	3.98

**TOTAL MILES TREATED    94.2    203.3**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2021 PROJECT LIST - REGION 3**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
001	1			87.35	88.70	2021 District 7 Azalea MIM Paving	B38169	STIP	MIM	PAVE	1.35	1.35
001	1			88.70	90.15	2021 District 7 SB Canyon Mountain MIM Paving	B38452	STIP	MIM	PAVE	1.45	1.45
001	1			117.78	125.50	I-5: Garden Valley Blvd - Roberts Creek	C15269	STIP	HB2017	PAVE	7.72	15.54
001	2			117.75	125.50	I-5: Garden Valley Blvd - Roberts Creek	C15269	STIP	HB2017	PAVE	7.75	16.74
001	1			136.86	138.25	2021 District 7 Sutherlin MIM Paving	B38146	STIP	MIM	PAVE	1.39	1.39
001	2			140.45	141.95	2021 District 7 North Douglas MIM Paving	B38455	STIP	MIM	PAVE	1.50	1.50
025	1			0.20	0.51	US199: Rogue River Hwy to Applegate River	C15265	STIP	PRESRV	PAVE	0.31	0.69
025	1			1.02	1.89	US199: Rogue River Hwy to Applegate River	C15265	STIP	PRESRV	PAVE	0.87	3.44
025	1			3.25	6.92	US199: Rogue River Hwy to Applegate River	C15265	STIP	PRESRV	PAVE	3.67	13.87
063	1			20.87	22.40	Maintenance Chip Seal		MAINT	DIST	CHIP	1.53	3.06
063	1			22.40	23.67	Maintenance Chip Seal		MAINT	DIST	CHIP	1.27	2.52
270	1			-6.60	-1.92	OR140: Bear Creek - 5th Street	C15274	STIP	PRESRV	PAVE	4.68	9.36
272	1			22.55	27.80	Maintenance Chip Seal	M1151267-036	MAINT	PPP	CHIP	5.25	10.50
482	1			-0.69	-0.53	US199: Rogue River Hwy to Applegate River	C15265	STIP	PRESRV	PAVE	0.16	0.64

**TOTAL MILES TREATED    38.9    82.1**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 PROJECT LIST - REGION 3**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
001	1			0.00	8.00	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	DIAMOND GRIND	8.00	16.00
001	1			8.00	9.00	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	RECONSTRUCT	1.00	1.00
001	1			9.00	11.44	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	RECONSTRUCT	2.44	2.44
001	2			0.00	11.44	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	DIAMOND GRIND	11.44	22.88
273	1			12.06	12.42	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	PAVE	0.36	0.36
273	2			12.07	12.36	I-5: California State Line - Ashland Project	C15134	STIP	PRESRV	PAVE	0.29	0.29
001	1			27.13	28.33	Interstate 5 (1) MP 28-27 Paving REBID	B39078	STIP	MIM	PAVE	1.20	2.40
001	2			27.13	28.33	Interstate 5 (1) MP 28-27 Paving REBID	B39078	STIP	MIM	PAVE	1.20	2.40
001	1			35.35	36.05	Interstate 5 MP 36.5-35 Paving	B38928	STIP	MIM	PAVE	0.70	1.40
001	2			35.35	35.45	Interstate 5 MP 36.5-35 Paving	B38928	STIP	MIM	PAVE	0.10	0.20
001	1			112.65	115.23	I-5: Roberts Creek Rd - South Umpqua River Section	C15108	STIP	PRESRV	PAVE	2.58	6.97
001	1			115.23	117.74	I-5: Roberts Creek Rd - South Umpqua River Section	C15108	STIP	PRESRV	PAVE	2.51	5.72
001	2			112.69	115.23	I-5: Roberts Creek Rd - South Umpqua River Section	C15108	STIP	PRESRV	PAVE	2.54	5.08
001	2			115.23	117.70	I-5: Roberts Creek Rd - South Umpqua River Section	C15108	STIP	PRESRV	PAVE	2.47	6.61
001	2			138.60	140.50	2022 District 7 Sutherlin MIM Paving	B38946	STIP	MIM	PAVE	1.90	1.90
001	2			148.80	150.50	2022 District 7 Sutherlin MIM Paving	B38946	STIP	MIM	PAVE	1.70	1.70
035	1			9.68	10.80	OR42: Cedar Point Rd - Finley LP (Coquille)	C15225	STIP	PRESRV	PAVE	1.12	4.01
035	1			10.80	15.20	OR42: Cedar Point Rd - Finley LP (Coquille)	C15225	STIP	PRESRV	PAVE	3.69	14.76
035	1			45.85	52.66	OR42: Slater Crk - Hard Cash Ln and Slide Repair	C15337	STIP	PRESRV	PAVE	6.81	15.95
233	1			6.60	10.30	Diamond Lake Hwy 230 MP 7 - 10 Paving	B38954	MAINT	PPP	PAVE	3.70	7.40
244	1			0.02	2.40	HWY42S: MP0.02 – MP2.63 Grind Inlay Project	B39159	MAINT	LVR	PAVE	2.38	4.80
270	1			-8.12	-7.98	OR140: Exit 35 Blackwell Road	C15282	STIP	MODERN	PAVE	0.14	0.28
270	1			-7.98	-7.04	OR140: Exit 35 Blackwell Road	C15282	STIP	MODERN	NEW ALIGNMENT	0.94	1.88
270	1			-7.04	-6.92	OR140: Exit 35 Blackwell Road	C15282	STIP	MODERN	PAVE	0.12	0.24

**TOTAL MILES TREATED    59.3    126.7**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2021 PROJECT LIST - REGION 4**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
004	1			134.84	141.12	US97: Nels Anderson Place - Romaine Village Way	C15236	STIP	PRESRV	PAVE	6.28	25.55
004	1			147.55	149.30	US97 MP 147.5 - 152.2 Paving Project	B38266	MAINT	DIST	PAVE	1.75	3.50
004	1			149.30	152.50	US97 MP 147.5 - 152.2 Paving Project	B38266	MAINT	DIST	PAVE	3.20	6.23
004	2			149.30	152.50	US97 MP 147.5 - 152.2 Paving Project	B38266	MAINT	DIST	PAVE	3.20	6.40
005	1			37.50	38.05	OR19: MP 37.5 - MP 38.1 Condon Paving Project	B38292	MAINT	DIST	PAVE	0.55	1.10
019	1			120.57	128.70	Maintenance Chip Seal	M0191211-025	MAINT	LVR	CHIP	8.13	16.26
021	1			53.67	56.62	OR66: MP 53.68 - MP 58.67 Paving Project	B38341	MAINT	LVR	PAVE	2.95	5.90
021	1			56.62	58.65	OR66: MP 53.68 - MP 58.67 Paving Project	B38341	MAINT	PPP	PAVE	2.03	4.06
022	1			83.63	93.25	Maintenance Chip Seal	M0181227-006	MAINT	LVR	CHIP	9.58	19.16
041	1			34.10	60.30	Maintenance Chip Seal	M0071209-012	MAINT	LVR	CHIP	26.20	53.82
049	1			82.05	90.02	Maintenance Chip Seal	M0191203-022	MAINT	LVR	CHIP	7.97	15.94
053	1			103.09	111.16	US26: Warm Springs Safety Corridor	C15253	STIP	PRESRV	PAVE	8.07	20.60
380	1			26.00	55.91	Maintenance Chip Seal	M1071261-025	MAINT	LVR	CHIP	29.49	58.98

**TOTAL MILES TREATED 109.4 237.5**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 PROJECT LIST - REGION 4**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
004	1			46.00	51.00	Maintenance Chip Seal	M0331203-037	MAINT	LVR	CHIP	5.00	10.00
004	1			153.12	153.53	US 97: S Century Dr to USFS Boundary	C15212	WFL	FLAP	PAVE	0.41	0.41
004	1			153.53	154.63	US 97: S Century Dr to USFS Boundary	C15212	WFL	FLAP	PAVE	1.10	2.90
004	1			154.63	155.52	US 97: S Century Dr to USFS Boundary	C15212	WFL	FLAP	PAVE	0.89	0.89
004	2			153.38	156.00	US 97: S Century Dr to USFS Boundary	C15212	WFL	FLAP	NEW ALIGNMENT	0.29	0.58
005	1			45.00	49.50	Maintenance Chip Seal	M0111202-029	MAINT	LVR	CHIP	4.35	8.70
005	1			49.50	58.50	Maintenance Chip Seal	M0351202-004	MAINT	LVR	CHIP	8.71	17.42
007	1			3.10	3.30	US20: Ward/Hamby Rd. Intersection Project	C15305	MAINT	PPP	PAVE	0.20	0.40
007	1			3.30	3.76	US20: Ward/Hamby Rd. Intersection Project	C15305	STIP	SAFETY	NEW ALIGNMENT	0.46	0.92
007	1			3.76	5.05	US20: Ward/Hamby Rd. Intersection Project	C15305	MAINT	PPP	PAVE	1.29	2.58
019	1			47.90	59.00	Maintenance Chip Seal	M0191209-044	MAINT	LVR	CHIP	11.10	22.20
020	1			34.52	42.45	Maintenance Chip Seal	M0181216-035	MAINT	LVR	CHIP	7.93	15.86
020	1			84.90	95.37	Maintenance Chip Seal	M0191203-022	MAINT	LVR	CHIP	10.47	20.94
049	1			15.43	29.70	US395: Big Stick Creek - Alkali Lake	C15206	STIP	PRESRV	RECONSTRUCT	14.27	28.54
049	1			35.06	46.95	US395: Big Stick Creek - Alkali Lake	C15206	STIP	PRESRV	RECONSTRUCT	11.89	23.78

**TOTAL MILES TREATED    78.4    156.1**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2021 PROJECT LIST - REGION 5**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
002	1			182.65	183.44	6th St: Yerxa Ave - Umatilla Bridge (Umatilla)	C15154	STIP	OPERAT	PAVE	0.79	1.58
005	1			261.55	277.92	District 14 Chip Seal 2020 Project	B37339	MAINT	LVR	CHIP	16.37	32.74
007	1			258.34	265.38	District 14 Chip Seal 2020 Project	B37339	MAINT	LVR	CHIP	7.04	14.08
010	1			49.44	54.10	Paving - HWY 10/OR 82: MP 49.44 - 54.10 1" Overlay	B38151	MAINT	PPP	PAVE	4.66	9.32
054	1			6.03	12.52	US395: SE 4th - I-84 (Hermiston)	C15263	STIP	PRESRV	PAVE	6.49	25.79
066	1			20.50	22.75	Paving Project û OR 237: MP 20.5-22.7 2ö Overlay	B38285	MAINT	LVR	PAVE	2.25	4.50
320	1			19.63	27.24	Maintenance Chip Seal	M1251261-007	MAINT	LVR	CHIP	7.61	15.22
333	1			12.59	17.81	Maintenance Chip Seal	M1301269-014	MAINT	LVR	CHIP	5.22	10.44
442	1			0.00	11.15	Maintenance Chip Seal	CON04467-028	MAINT	LVR	CHIP	11.15	22.30
442	1			37.65	47.23	Maintenance Chip Seal	CON04467-027	MAINT	LVR	CHIP	9.58	19.16
455	1			11.55	24.54	District 14 Chip Seal 2020 Project	B37339	MAINT	LVR	CHIP	12.99	25.98
491	1			11.65	13.58	Maintenance Chip Seal	CON04467-006	MAINT	LVR	CHIP	1.93	3.86

**TOTAL MILES TREATED    86.1    185.0**

**OREGON DEPARTMENT OF TRANSPORTATION**  
**PAVEMENT PRESERVATION AND REHABILITATION**  
**2022 PROJECT LIST - REGION 5**

<b>RD ID</b>	<b>RW</b>	<b>MT</b>	<b>OV</b>	<b>BMP</b>	<b>EMP</b>	<b>PROJECT NAME</b>	<b>CONTRACT</b>	<b>FUND</b>	<b>PROGRAM</b>	<b>TREATMENT</b>	<b>LEN</b>	<b>LM</b>
005	1			124.20	131.20	Maintenance Chip Seal	CON04467-039	MAINT	LVR	CHIP	7.00	14.00
005	1			153.90	161.50	Maintenance Chip Seal	CON04467-038	MAINT	LVR	CHIP	7.60	15.20
006	1			238.00	248.50	I-84: Meacham - Kamela Paving & Umatilla County Signals Project	C15246	STIP	PRESRV	RECONSTRUCT	10.50	21.00
006	1			272.74	275.50	I-84: Ladd Canyon - North Powder	C15365	STIP	PRESRV	PAVE	2.76	2.76
006	1			276.71	285.33	I-84: Ladd Canyon - North Powder	C15365	STIP	PRESRV	PAVE	8.62	8.62
006	2			238.00	246.04	I-84: Meacham - Kamela Paving & Umatilla County Signals Project	C15246	STIP	PRESRV	RECONSTRUCT	8.04	16.08
006	2			272.17	285.33	I-84: Ladd Canyon - North Powder	C15365	STIP	PRESRV	PAVE	13.16	16.26
007	1			171.10	180.15	US20: Warm Springs Road - Harper Junction	C15314	STIP	PRESRV	CHIP	9.05	20.57
007	1			180.15	203.00	US20: Warm Springs Road - Harper Junction	C15314	STIP	PRESRV	PAVE	22.64	45.68
007	1			203.00	223.16	US20: Warm Springs Road - Harper Junction	C15314	STIP	PRESRV	CHIP	20.16	40.32
012	1			10.10	70.80	Maintenance Chip Seal	CON04467-010	MAINT	LVR	CHIP	59.64	119.77
028	1			90.26	100.00	US395B: Long Creek – Mt. Vernon Chip Seal Project	B38766	MAINT	LVR	CHIP	8.62	18.51
028	1			120.18	120.51	Maintenance Chip Seal	CON04467-038	MAINT	LVR	CHIP	0.33	0.66
048	1			2.35	15.52	Maintenance Chip Seal	CON04467-040	MAINT	LVR	CHIP	13.08	26.16
052	1			46.48	83.15	Maintenance Chip Seal	CON04467-048/049	MAINT	LVR	CHIP	36.64	73.28
320	1			0.00	19.53	Maintenance Chip Seal	CON04467-047	MAINT	LVR	CHIP	19.53	39.06
413	1			10.80	11.45	Maintenance Chip Seal	CON04467-009	MAINT	LVR	CHIP	0.65	1.30
414	1			0.00	0.91	Maintenance Chip Seal	CON04467-013	MAINT	LVR	CHIP	0.91	1.82
481	1			53.55	54.70	Maintenance Chip Seal	CON04467-012	MAINT	LVR	CHIP	1.15	2.30

**TOTAL MILES TREATED 250.1 483.4**





# 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.

### **New for 2022**

The change in data collection vendors for 2022 and the slight differences in equipment, technology, and the way they collect and rate distresses provided an opportunity for a comprehensive review and evaluation of the index calculation procedures and coefficients/exponents. A number of changes were made to the index calculation coefficients/exponents as highlighted in the tables in this appendix to improve index calculations and reduce negative impacts from rating errors. The Rut Index formula was modified to make the Rut Index more linear with increasing rut depth. A 4th severity level was also added in 2022 for sealed fatigue cracks, transverse cracks, and longitudinal cracks on asphalt pavements. Formerly, sealed cracks were rated at the low severity level. Finally, two changes to the index calculation process for asphalt-surfaced pavements were also implemented for 2022. First, the 25-foot minimum threshold for fatigue cracking was removed. The threshold was a legacy of the manual rating process that is no longer needed for automated cracking data. The second change was for transverse cracking. For index calculations at each severity level, the transverse crack quantity now applies the cumulative quantity of all severities equal to or greater than the severity being calculated. This change fixes inconsistencies

with the index calculations that were occurring when more than one severity level is present. This issue only affects transverse cracks, not other distress types. Overall, the impact of all of these changes is minor and makes improvements to the 0 to 100 index calculations while having a negligible impact to the overall pavement condition measure.

## Determination of 0.1 mile Indices

### Rut Index

In 2020, a new rutting index was implemented to take advantage of today's automated rut measuring equipment that provides a more graduated scale for rut index. For 2022, the formula was modified to make the Rut Index more linear with increasing rut depth. The rut value in the formula is based on the wheel path with the higher average rut depth for each 0.1-mile segment. The formula is the same for all pavement types (AC, JCP and CRCP). The "int" in the formula means the value inside the parentheses is truncated to an integer value.

$$Rut_{SEGi} = \max\{Rut_{LWP,AVG}, Rut_{RWP,AVG}\}$$

Where:

- $Rut_{LWP,AVG}$  is the average rut depth of the left wheel path in inches
- $Rut_{RWP,AVG}$  is the average rut depth of the right wheel path in inches
- $Rut_{SEGi}$  is rut depth reported for the segment 'i' in inches

$$\text{If: } Rut_{SEGi} < 0.125", \quad Rut \text{ Index} = 100$$

$$\text{If: } 0.125 \leq Rut_{SEGi} < 0.25, \quad Rut \text{ Index} = \text{Int}(100 - 40 * (Rut_{SEGi} - 0.125))$$

$$\text{If: } 0.25 \leq Rut_{SEGi} < 1, \quad Rut \text{ Index} = \text{Int}(95 - 100 * (Rut_{SEGi} - 0.25))$$

$$\text{If: } Rut_{SEGi} \geq 1", \quad Rut \text{ Index} = 20$$

*Rut Index Equations*

### Non-Rut Indices

Pavement distresses collected for each 0.1-mile segment are categorized by distress type (fatigue cracking, transverse cracking, longitudinal cracking, etc.), severity (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. A 4th severity level was added in 2022 for sealed fatigue cracks, transverse cracks, and longitudinal cracks on asphalt pavements. The total measured quantity of all three severity levels for a particular distress type cannot exceed the maximum value listed in Tables D-1, D-2, and D-3 (e.g., Fatigue (low) + Fatigue (mod) + Fatigue (high)  $\leq 1,056$  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.

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

The index factors from Equations (1) and (2) are multiplied by 100 to determine the 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. 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.

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

DISTRESS	COEFFICIENT (A)	EXPONENT (B)	MAXIMUM
RUT (rut < 0.125") = 100 RUT (0.125" <= rut < 0.25") = Int(100-40*(rut-0.125)) RUT (0.25" <= rut < 1") = Int(95-100*(rut-0.25)) RUT (rut >= 1") = 20	N/A	N/A	N/A
<b>FATIGUE CRACKING (SEALED)</b>	<b>0.550</b>	<b>0.50*</b>	1,056 LF
FATIGUE CRACKING (LOW)	0.600	0.50*	
FATIGUE CRACKING (MOD)	0.800	0.10	
FATIGUE CRACKING (HIGH)	1.000	0.10	
PATCHES (LOW)	0.550	<b>0.25</b>	6,336 SF
PATCHES (MOD)	0.800	<b>0.25</b>	
PATCHES (HIGH)	1.000	<b>0.25</b>	
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	
<b>TRANSVERSE CRACKS (SEALED)</b>	<b>0.250</b>	<b>0.50</b>	44 EA
TRANSVERSE CRACKS (LOW)	0.333	0.50	
TRANSVERSE CRACKS (MOD)	0.667	0.50	
TRANSVERSE CRACKS (HIGH)	1.000	0.50	
LONGITUDINAL CRACKING <b>(SEALED)</b> + (LOW)	0.167	1.00	1,584 LF
LONGITUDINAL CRACKING (MOD)	0.333	1.00	
LONGITUDINAL CRACKING (HIGH)	0.500	1.00	
BLEEDING (NO)	0.000	1.00	N/A
BLEEDING (YES)	0.050	1.00	

\* Use 0.10 when more than one severity is present.

Highlighted values indicate change from previous report. In 2020, a new rutting index was implemented to take advantage of today's automated rut measuring equipment that provides a more graduated scale for rut index. For 2022, the formula was modified to make the Rut Index more linear with increasing rut depth. The rut value in the formula is based on the wheel path with the higher average rut depth for each 0.1-mile segment. The formula is the same for all pavement types (AC, JCP and CRCP). The "int" in the formula means the value inside the parentheses is truncated to an integer value.

Starting in 2022, an additional severity level for sealed fatigue cracks, transverse cracks, and longitudinal cracks was implemented for AC pavements. Formerly, sealed cracks were rated at the low severity level. Breaking sealed cracks out as a separate level provides an opportunity for using different A and B coefficients for sealed cracks. For Patching, the B exponent was adjusted from 0.10 to 0.25 to reduce the sensitivity of the index calculations to low patch quantities. This change reduces negative impacts of rating errors and provides more reasonable index scores without adversely affecting overall condition.

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

DISTRESS	COEFFICIENT (A)	EXPONENT (B)	MAXIMUM
RUT (rut < 0.125") = 100 RUT (0.125" <= rut < 0.25") = Int(100-40*(rut-0.125)) RUT (0.25" <= rut < 1") = Int(95-100*(rut-0.25)) RUT (rut >= 1") = 20	N/A	N/A	N/A
CORNER BREAKS (LOW)	0.500	0.50	# SLABS
CORNER BREAKS (MOD)	0.750	0.50	
CORNER BREAKS (HIGH)	1.000	0.50	
TRANSVERSE CRACKED SLABS (LOW)	0.500	0.50	# SLABS
TRANSVERSE CRACKED SLABS (MOD)	0.750	0.50	
TRANSVERSE CRACKED SLABS (HIGH)	1.000	0.50	
WHEEL PATH LONGITUDINAL CRACKING (LOW)	0.500	0.25	1,056 LF
WHEEL PATH LONGITUDINAL CRACKING (MOD)	0.750	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)	0.750	0.25	
NON-WHEEL PATH LONGITUDINAL CRACKING (HIGH)	1.000	0.25	
SHATTERED SLABS (LOW)	0.600	0.10	# SLABS
SHATTERED SLABS (MOD)	0.800	0.10	
SHATTERED SLABS (HIGH)	1.000	0.10	
PATCHES (LOW)	0.500	0.25	6,336 SF
PATCHES (MOD)	0.750	0.25	
PATCHES (HIGH)	1.000	0.25	
TRANSVERSE JOINT (LOW)	No Longer Collected		
TRANSVERSE JOINT (MOD)			
TRANSVERSE JOINT (HIGH)			
LANE JOINT (LOW)	No Longer Collected		
LANE JOINT (MOD)			
LANE JOINT (HIGH)			
SHOULDER JOINT (LOW)	No Longer Collected		
SHOULDER JOINT (MOD)			
SHOULDER JOINT (HIGH)			

Highlighted values indicate change from previous report. The changes in the A coefficients for Corner Break, Transverse Cracked Slabs, and Longitudinal Cracking were also made to reduce negative impacts of rating errors. The B exponent for Longitudinal Cracking and Patching was adjusted from 0.10 to 0.25 to reduce the sensitivity of the index calculations to low quantities. The end result of these changes improves index calculations and reduces negative impacts of rating errors while ensuring that overall indices are consistent with historic levels.

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

DISTRESS	COEFFICIENT (A)	EXPONENT (B)	MAXIMUM
RUT (rut < 0.125") = 100 RUT (0.125" <= rut < 0.25") = Int(100-40*(rut-0.125)) RUT (0.25" <= rut < 1") = Int(95-100*(rut-0.25)) RUT (rut >= 1") = 20	N/A	N/A	N/A
WHEEL PATH LONGITUDINAL CRACKING (LOW)	0.500	0.25	1,056 LF
WHEEL PATH LONGITUDINAL CRACKING (MOD)	0.750	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)	0.750	0.25	
NON-WHEEL PATH LONGITUDINAL CRACKING (HIGH)	1.000	0.25	
PUNCHOUTS (LOW)	0.600	0.50	36 EA
PUNCHOUTS (MOD)	0.800	0.10	
PUNCHOUTS (HIGH)	1.000	0.10	
PATCHES (LOW)	0.500	0.25	6,336 SF
PATCHES (MOD)	0.750	0.25	
PATCHES (HIGH)	1.000	0.25	
LANE JOINT (LOW)	No Longer Collected		
LANE JOINT (MOD)			
LANE JOINT (HIGH)			
SHOULDER JOINT (LOW)	No Longer Collected		
SHOULDER JOINT (MOD)			
SHOULDER JOINT (HIGH)			

Highlighted values indicate change from previous report. As with JCP pavement, the changes to the A coefficient for Longitudinal Cracking was made to reduce negative impacts of rating errors and the B exponent for Longitudinal Cracking and Patching was adjusted from 0.10 to 0.25 to reduce the sensitivity of the index calculations to low quantities. Similarly, the change to the B exponent for low punchouts was made to reduce sensitivity to rating errors. The end result of these changes improves index calculations and reduces negative impacts of rating errors while ensuring that overall indices are consistent with historic levels.

**Table D-4. Condition Index Calculations from Index Factors**

PVMT. TYPE	INDEX NAME	EQUATION
A	RUT	RUTTING * 100
A	FATIGUE	FATIGUE CRACKING * 100
A	PATCHING	<u>MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• PATCHES * 100</li> <li>• POTHOLES * 100</li> </ul>
A	RAVELING	RAVELING * 100
A	NO LOAD	TRANSVERSE CRACKS * LONGITUDINAL CRACKING * 100
A	OVERALL	<u>MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• RUT = RUTTING * 100</li> <li>• NON-RUT = FATIGUE * PATCHING * RAVELING * NO LOAD * BLEEDING * (1/10<sup>6</sup>)</li> </ul>
J	RUT	RUTTING * 100
J	FATIGUE	LONGITUDINAL CRACKING * SHATTERED SLABS * CORNER BREAKS * TRANSVERSE CRACKS * 100 <u>WHERE LONGITUDINAL CRACKING = MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• WHEEL PATH LONGITUDINAL CRACKING</li> <li>• NON-WHEEL PATH LONGITUDINAL CRACKING</li> </ul>
J	PATCHING	PATCHES * 100
J	OVERALL	<u>MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• RUT = RUTTING * 100</li> <li>• NON-RUT = FATIGUE * PATCHING * (1/10<sup>2</sup>)</li> </ul>
C	RUT	RUTTING * 100
C	FATIGUE	LONGITUDINAL CRACKING * PUNCHOUTS * 100 <u>WHERE LONGITUDINAL CRACKING = MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• WHEEL PATH LONGITUDINAL CRACKING</li> <li>• NON-WHEEL PATH LONGITUDINAL CRACKING</li> </ul>
C	PATCHING	PATCHES * 100
C	OVERALL	<u>MINIMUM OF:</u> <ul style="list-style-type: none"> <li>• RUT = RUTTING * 100</li> <li>• NON-RUT = FATIGUE * PATCHING *(1/10<sup>2</sup>)</li> </ul>

### 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, 500 linear feet of moderate severity fatigue cracking, and eight (8) low severity transverse cracks. The rut is 1/4". 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:

$$\begin{aligned} \text{Factor}(\text{fatigue cracking})_{(\text{low})} &= 1.00 - 0.600 * (300 / 1,056)^{0.10} &&= 0.471 \\ \text{Factor}(\text{fatigue cracking})_{(\text{moderate})} &= 1.00 - 0.800 * (500 / 1,056)^{0.10} &&= 0.258 \\ \text{Factor}(\text{transverse cracks})_{(\text{low})} &= 1.00 - 0.333 * (8 / 44)^{0.50} &&= 0.858 \\ \text{Factor}(\text{rutting})_{(0.25")} &= \text{Int} (95 - 100 * (0.25 - 0.25)) / 100 &&= 0.950 \end{aligned}$$

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

$$\text{Factor}(\text{patches})_{(\text{low})} = 1.00 - 0.550 * (0 / 6,336)^{0.10} = 1.00 - 0.550 * 0.00 = 1.00$$

Second, with two severity levels measured for fatigue cracking, calculate the composite fatigue factor using Equation (2):

$$\text{Factor}(\text{fatigue cracking}) = [(0.471 * 300) + (0.258 * 500)] / (300 + 500) = 0.338$$

Third, using the equations in Table D-4, determine the six condition indices. For the overall index, multiply each index factor together, excluding the rut index, to determine the non-rut index for the 0.1-mile segment. This non-rut index is compared to rut index and the lower of the two values, is the overall condition index for the 0.1-mile segment.

$$\begin{aligned} \text{Rut index} &= 0.950 * 100 &&= 95.0 \\ \text{Fatigue index} &= 0.338 * 100 &&= 33.8 \\ \text{Patching index} &= 1.00 * 100 &&= 100 \\ \text{Raveling index} &= 1.00 * 100 &&= 100 \\ \text{No Load index} &= 0.858 * 1.00 * 100 &&= 85.8 \end{aligned}$$

$$\begin{aligned} \text{Non-Rut index} &= \text{Fatigue index} * \text{Patching index} * \text{Raveling index} * \text{No Load index} \\ &\quad * \text{Factor}(\text{bleeding}) * (1/10^6) \\ &= 33.8 * 100 * 100 * 85.8 * 1.00 * (1/10^6) = 29.0 \end{aligned}$$

The non-rut index is lower than the rut index, therefore:

$$\text{Overall Index} = 29.0$$



**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, 50 linear feet of moderate severity fatigue cracking, and six (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:

$$\begin{aligned}
 \text{Factor}(\text{fatigue cracking})_{(\text{low})} &= 1.00 - 0.600 * (100 / 1,056)^{0.10} &&= 0.526 \\
 \text{Factor}(\text{fatigue cracking})_{(\text{moderate})} &= 1.00 - 0.800 * (50 / 1,056)^{0.10} &&= 0.410 \\
 \text{Factor}(\text{transverse cracks})_{(\text{low})} &= 1.00 - 0.333 * (6 / 44)^{0.50} &&= 0.877 \\
 \text{Factor}(\text{rutting})_{(0.8")} &= \text{Int} (95 - 100 * (0.85 - 0.25)) / 100 &&= 0.350
 \end{aligned}$$

Second, with two severity levels measured for fatigue cracking, calculate the composite fatigue factor using Equation (2):

$$\text{Factor}(\text{fatigue cracking}) = [(0.526 * 100) + (0.410 * 50)] / (100 + 50) = 0.487$$

Third, using the equations in Table D-4, determine the six condition indices.

$$\begin{aligned}
 \text{Rut index} &= 0.350 * 100 &&= 35.0 \\
 \text{Fatigue index} &= 0.487 * 100 &&= 48.7 \\
 \text{Patching index} &= 1.00 * 100 &&= 100 \\
 \text{Raveling index} &= 1.00 * 100 &&= 100 \\
 \text{No Load index} &= 0.877 * 100 &&= 87.7
 \end{aligned}$$

$$\begin{aligned}
 \text{Non-Rut index} &= \text{Fatigue index} * \text{Patching index} * \text{Raveling index} * \text{No Load index} \\
 &\quad * \text{Factor}(\text{bleeding}) * (1/10^6) \\
 &= 48.7 * 100 * 100 * 87.7 * 1.00 * (1/10^6) = 42.7
 \end{aligned}$$

The rut index is lower than the non-rut index, therefore:

$$\text{Overall Index} = 35.0$$

### Aggregating 0.1-mile Indices to Pavement Management Section

The condition indices for the 0.1 mile segments are combined together to calculate the condition indices for each Pavement Management Section. All 0.1-mile segments falling within the beginning and ending boundaries of a Pavement Management Section are averaged together to determine the index values to be reported for the section, using Equation (3). The following example demonstrates the calculation of the overall index for a given Pavement Management Section.

*Overall Index for Pavement Management Section with n Segments*

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

*Equation (3)*

**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 = 29.0 (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:*

$$(100 * 0.1 + 100 * 0.1 + 100 * 0.1 + 29.0 * 0.1 + 35.0 * 0.1) / (0.5) = 72.8$$

*(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.