



Oregon DOT Report

for:

**Rocky Mountain West Pavement Preservation Partnership
(RMWPPP)**

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Oregon by the Numbers

- 18,200 lane-miles (excludes frontage & connections)
 - 17,150 LM asphalt (1075 composite)
 - 750 LM concrete (650 CRCP, 100 JCP)
 - 1,250 LM Oil Mat (BST)
 - 50 gravel
- 4,600 employees
- \$1.2 billion/year Total Highway Budget
- \$119 million/year Pavement Budget (2010-2013 avg)
 - \$12 million/yr Chip Seals
 - \$44 million/yr Single lift Paving
 - \$32 million/yr Rehabilitation
 - \$23 million/yr Reconstruction
 - \$8 million/yr set aside for stand alone safety features and signs



Strengths

- Established “mature” program
 - Pavement funding
- PMS, Design, & Materials on same crew
- State Pavement Committee
- Collaborate with Maintenance



Weaknesses

- Too successful?
- Competing needs – including other modes
- Diminished funding – further eroded by inflation
- Must select projects 5-6 years ahead of construction
- Design standards may require significant extra expense
- “Temperamental” pavements



Opportunities

- Expand thin paving and seal programs
- Technology - Better data, better tracking of treatments, performance, and cost
- Separate funding pots for “fix-it” and “enhance”



Threats

- Resistance to raising transportation revenues to match needs
- Competing priorities
- Mandatory non-pavement elements
- Treatment failures
- Pavements which negatively respond to treatment



Thanks!

