



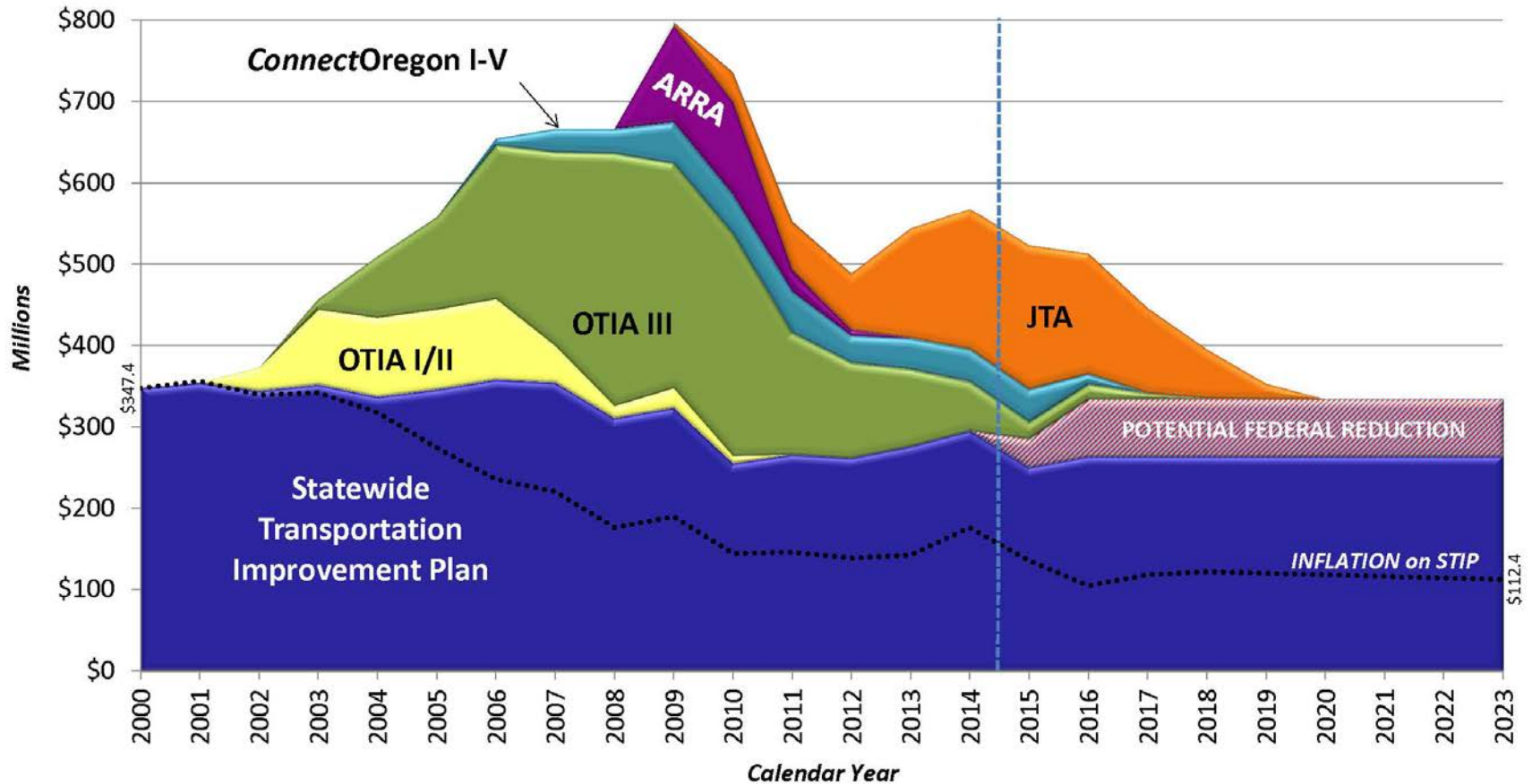
Condition of the System

Presented by:

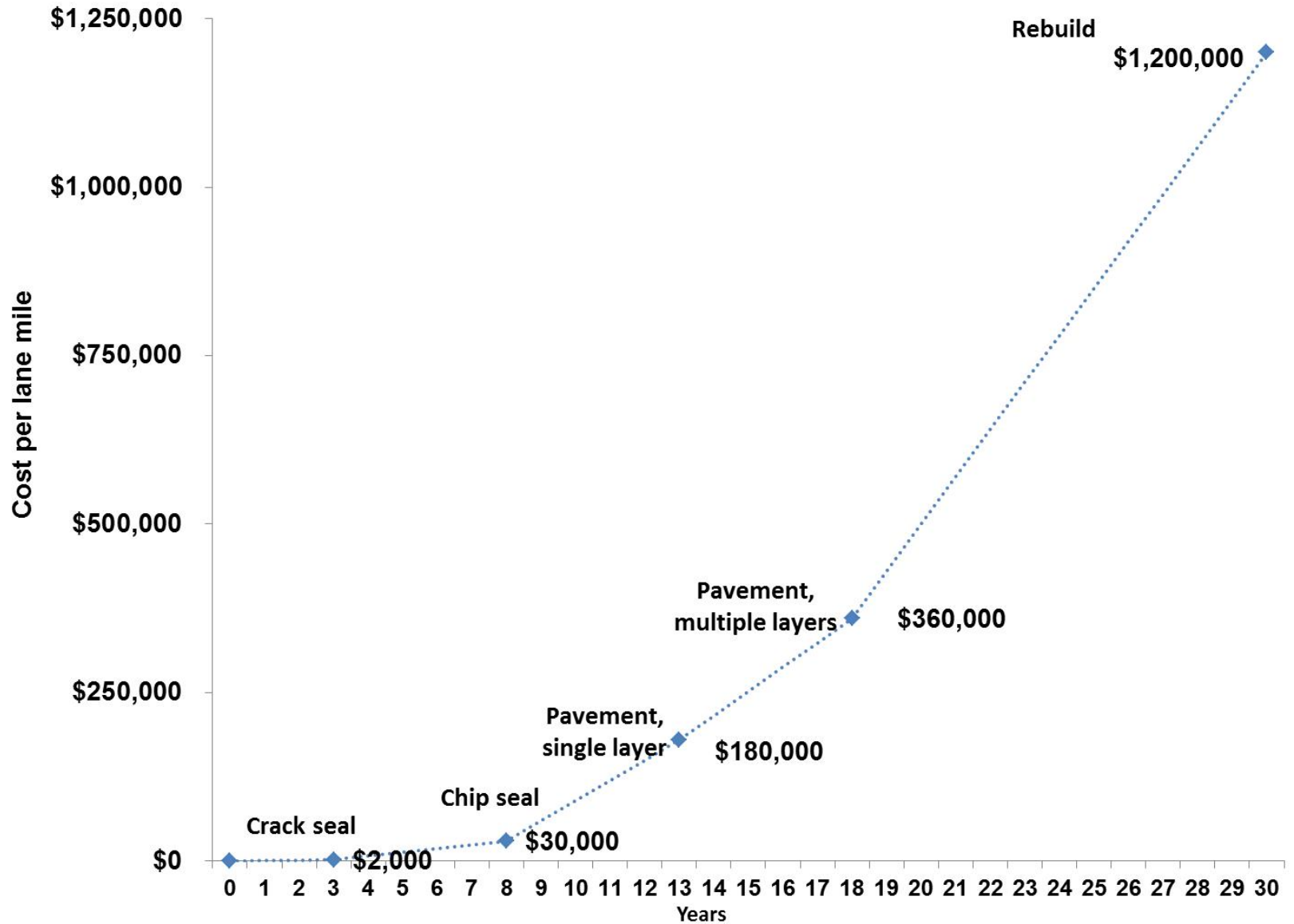
Paul Mather, ODOT Highway Division Administrator



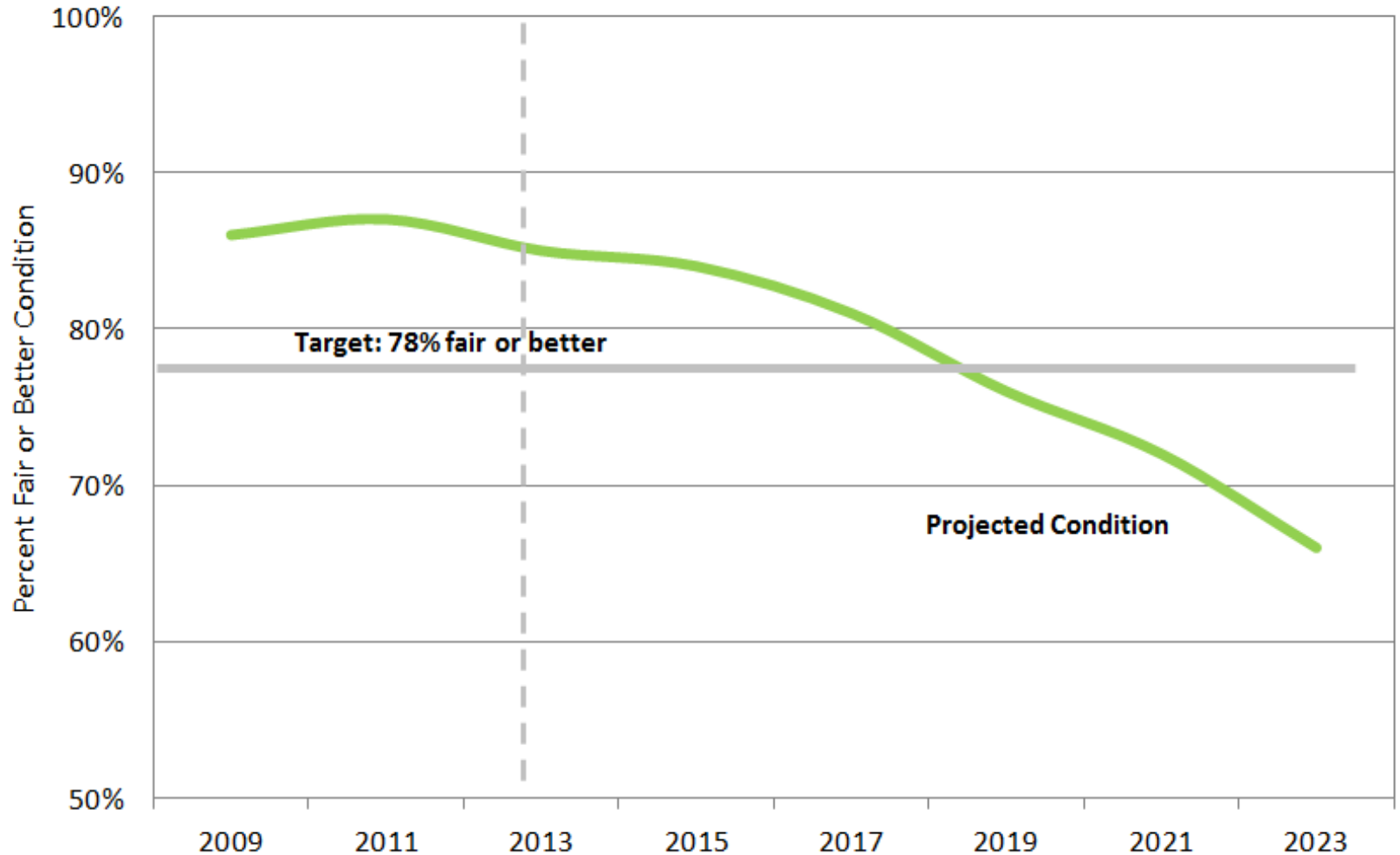
ODOT Construction Programs



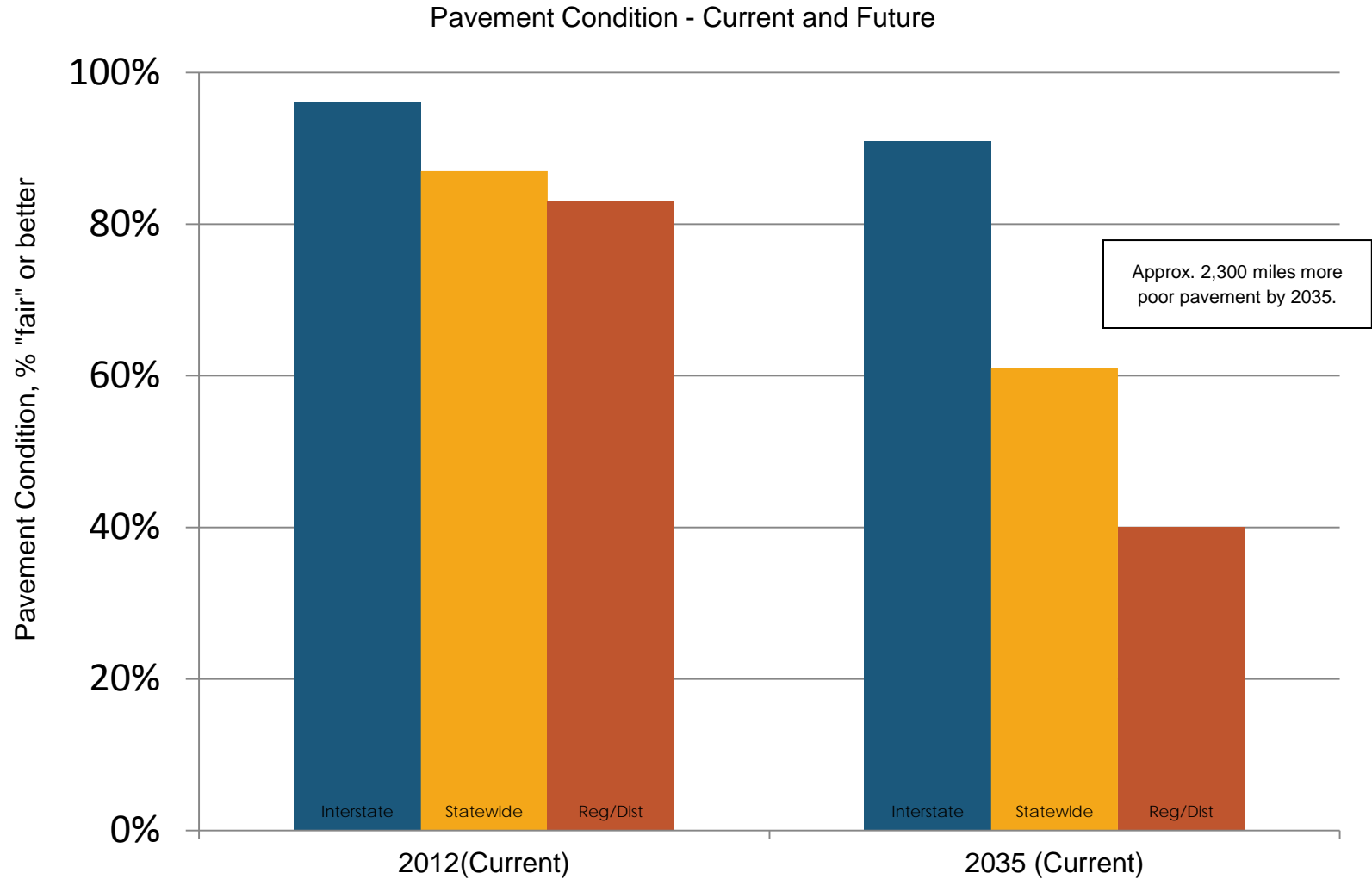
Pay a little now, or much more later



Pavement conditions fail as funding declines

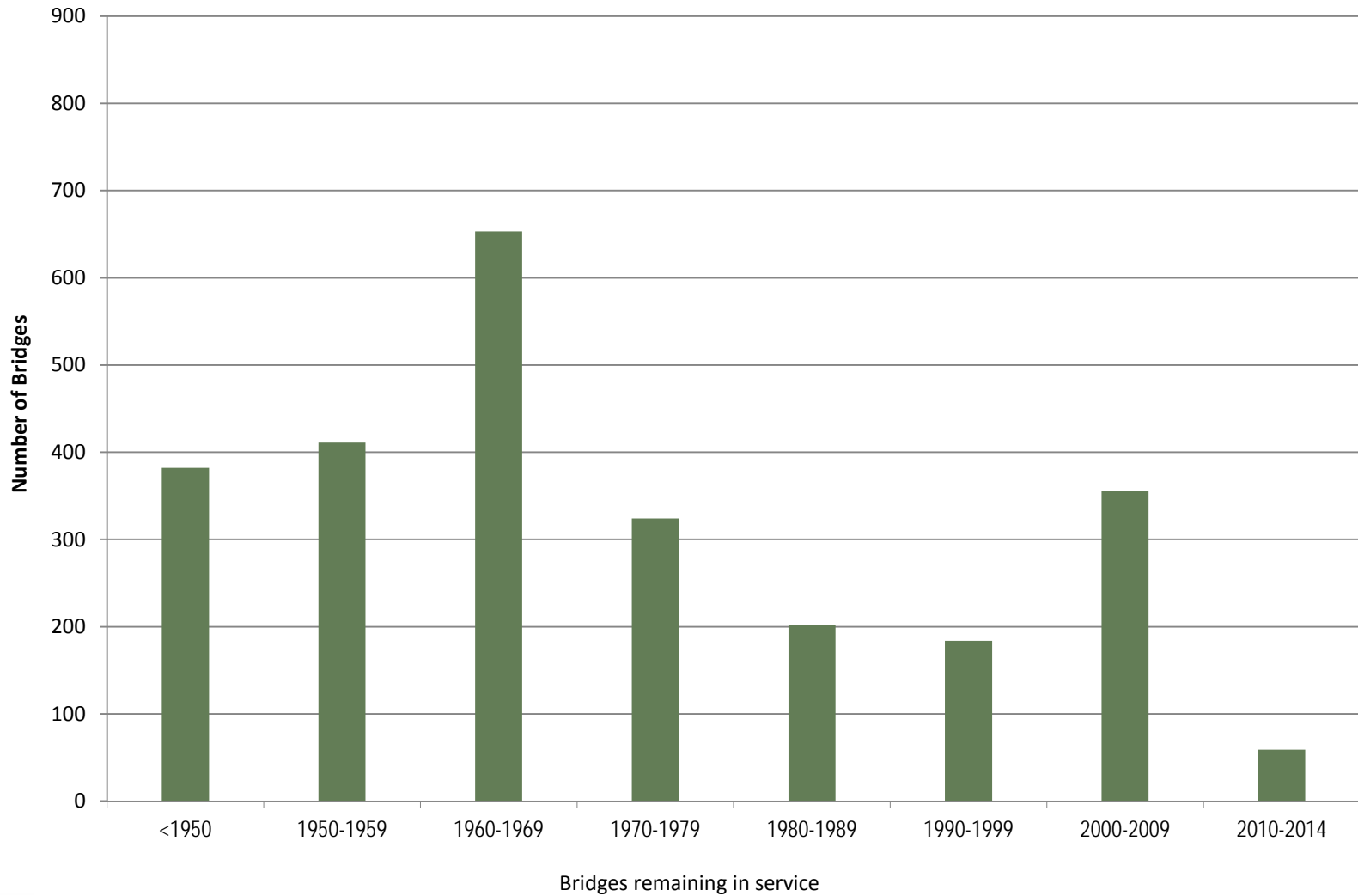


Only the Interstate will survive

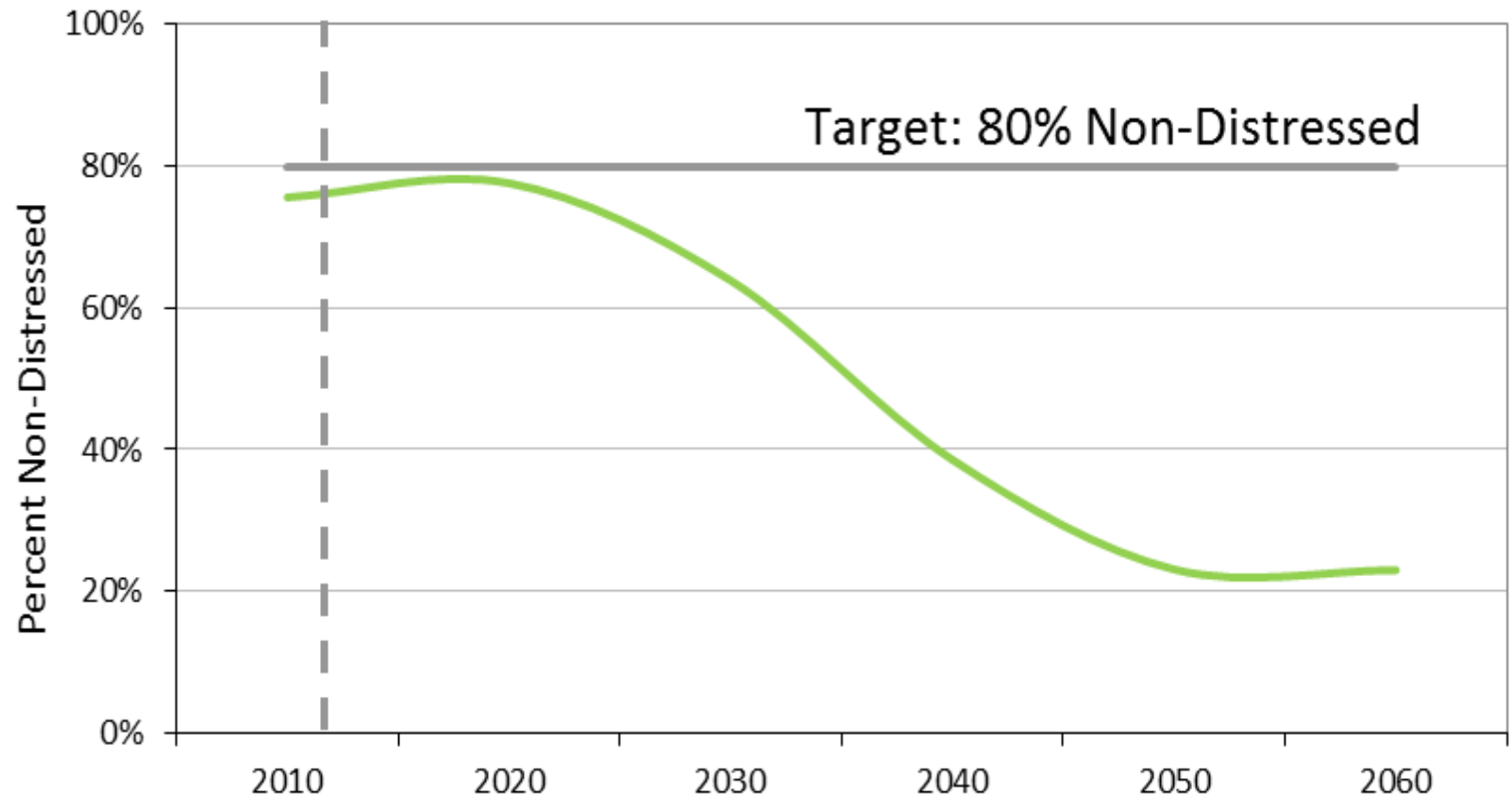




Most bridges beyond design life

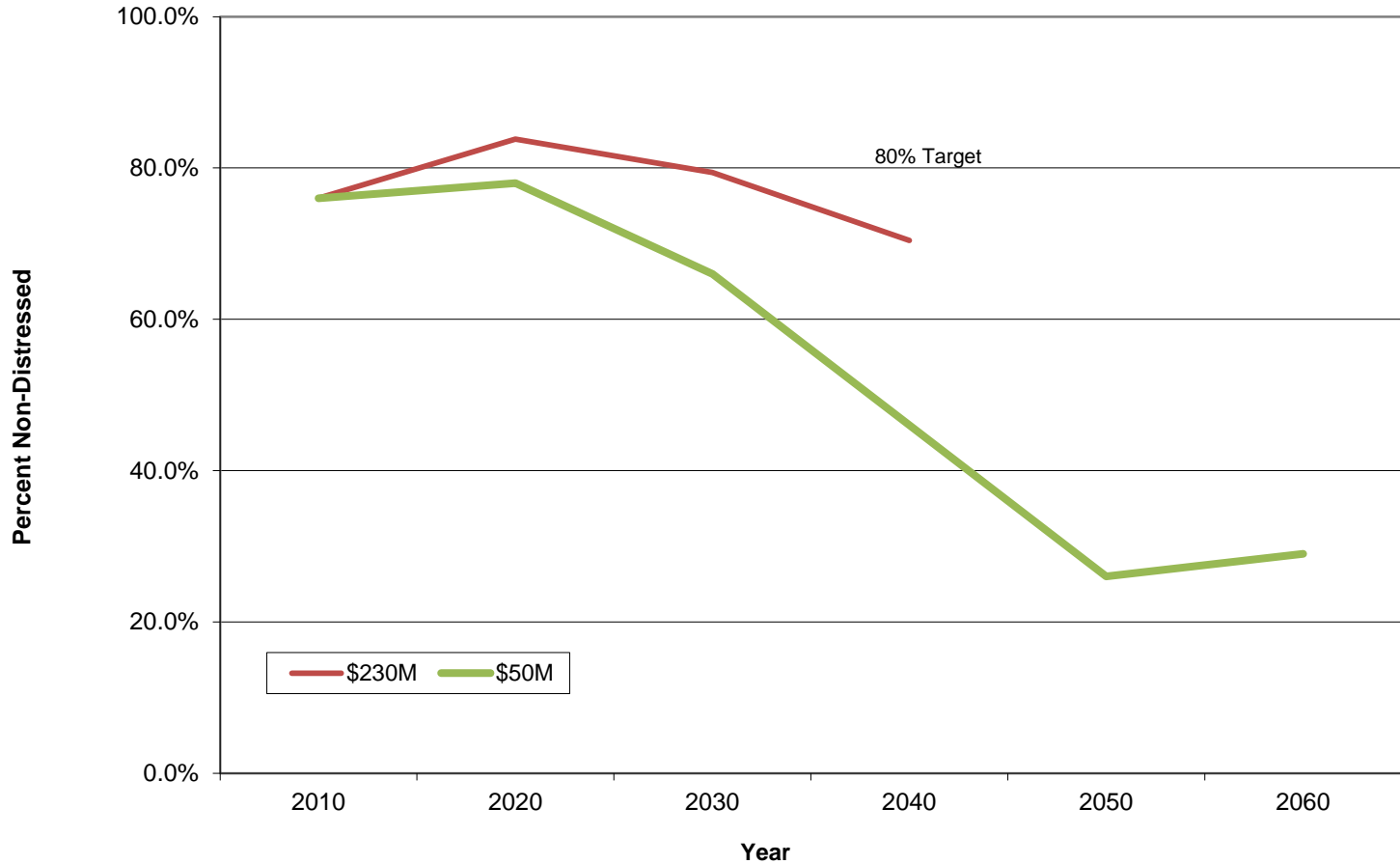


OTIA bridge investment needs to continue



Bridges need major new funding

Predicted Percent of Non-Distressed Bridges with Variable Funding Levels (2010 - 2060)



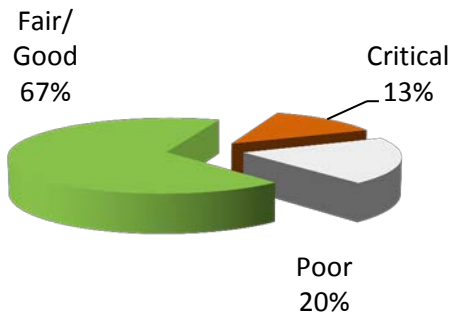
Out of 2681 State Owned NBI Bridges



Oregon's highway assets

The hidden problem of culverts

Condition
of Oregon's
34,000 culverts
statewide



\$95 Million a
year to maintain
conditions to
today's level

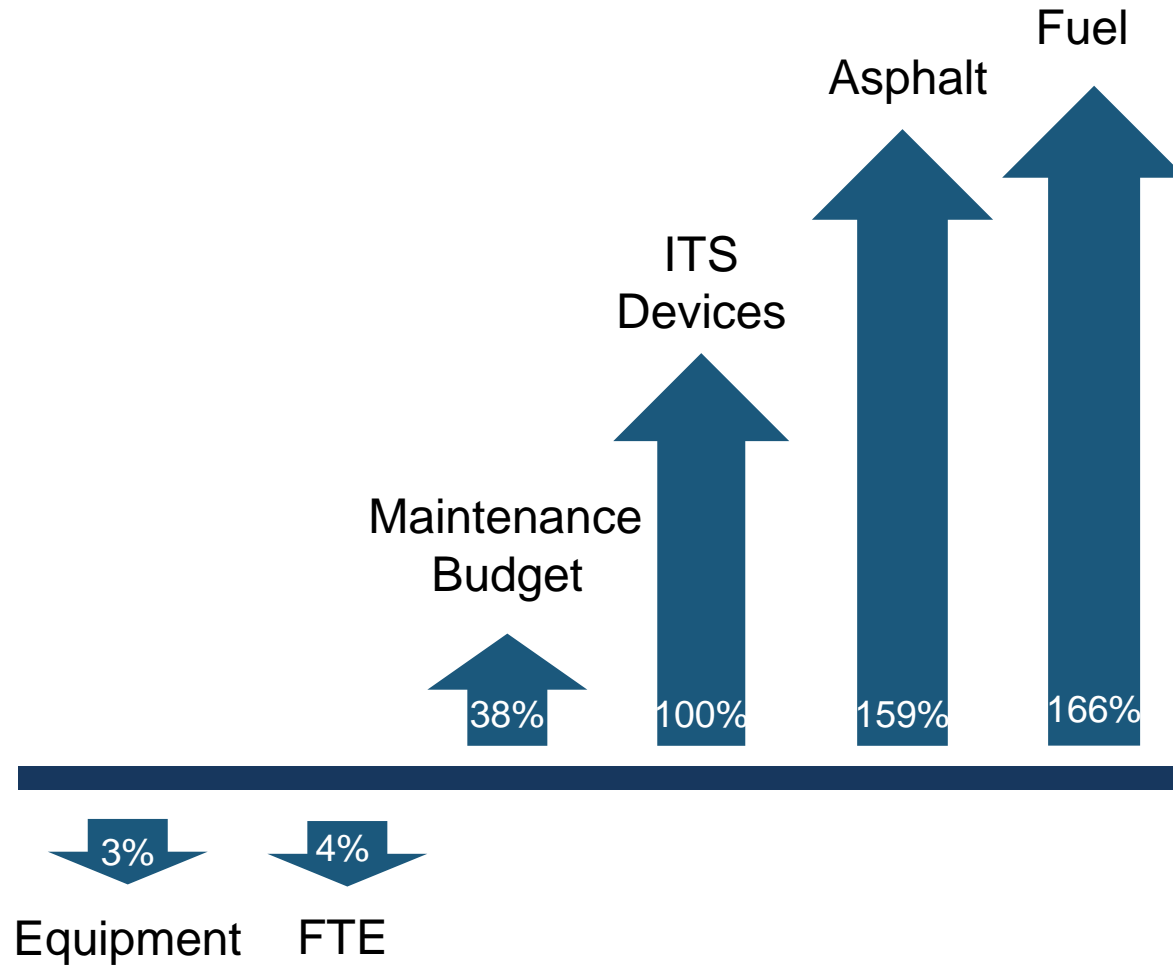
ODOT spends
\$12.5 million per
year on culverts
today





Maintenance Budget Trends

Total percentage change since 2005





Shifting maintenance priorities

More reactive maintenance

More load postings of bridges

Roads posted as rough-roads with speed reductions

As money is diverted to maintenance, less money is available for projects

The system will deteriorate faster, and require more funds in the future





Economic impacts of deterioration

Fewer future jobs
(more than
100,000 jobs
forfeited)

Reduced Oregon
Gross Domestic
Product (GDP)

Higher truck
freight and auto
vehicle operating
costs



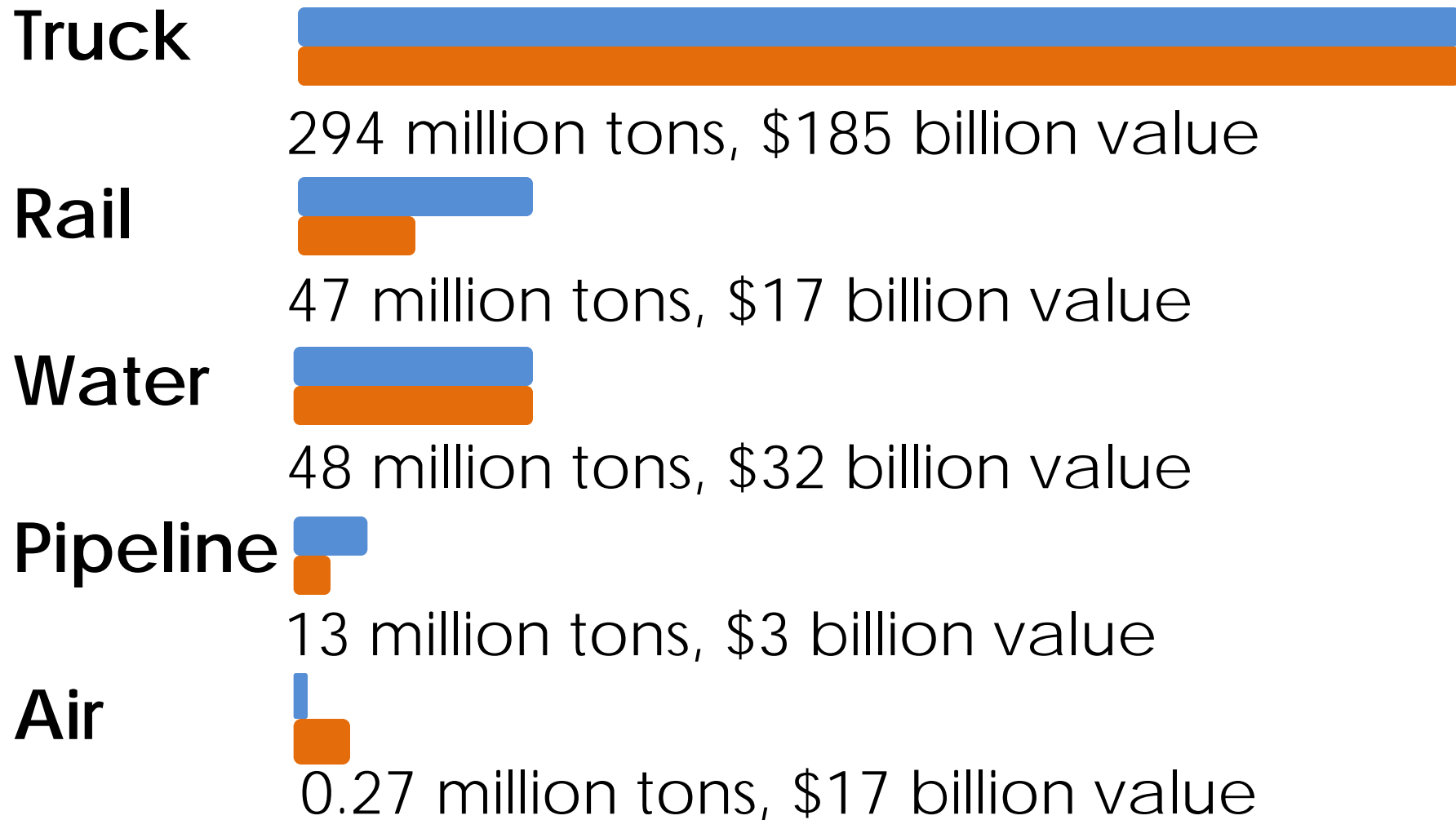


Transportation moves the Oregon economy

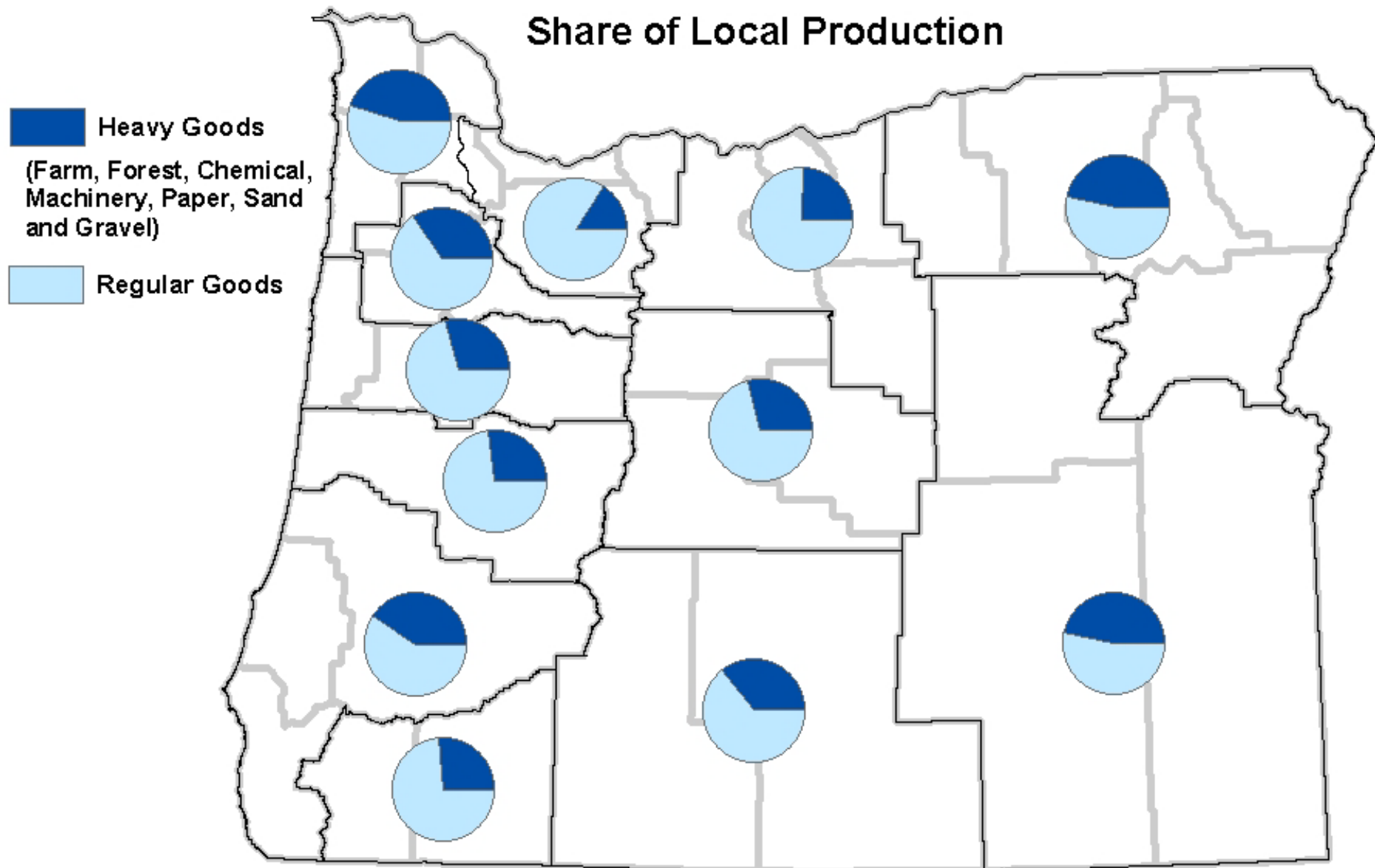


Trucks carry over 70% of freight moving in Oregon

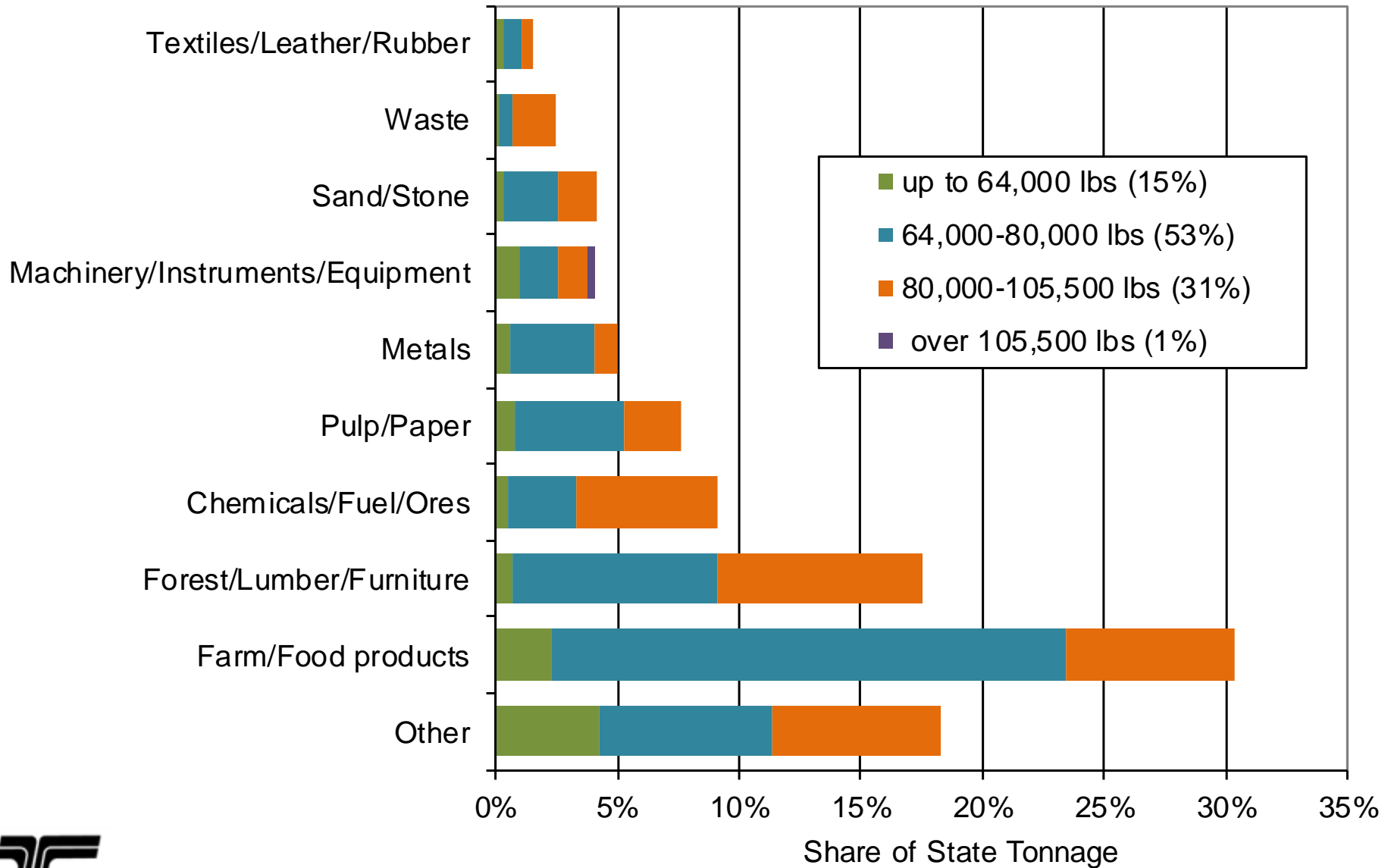
Nearly one-third of all trucked goods are shipped in loads between 80,000-105,000 pounds



Goods moved by heavy trucks are important for Oregon's economy

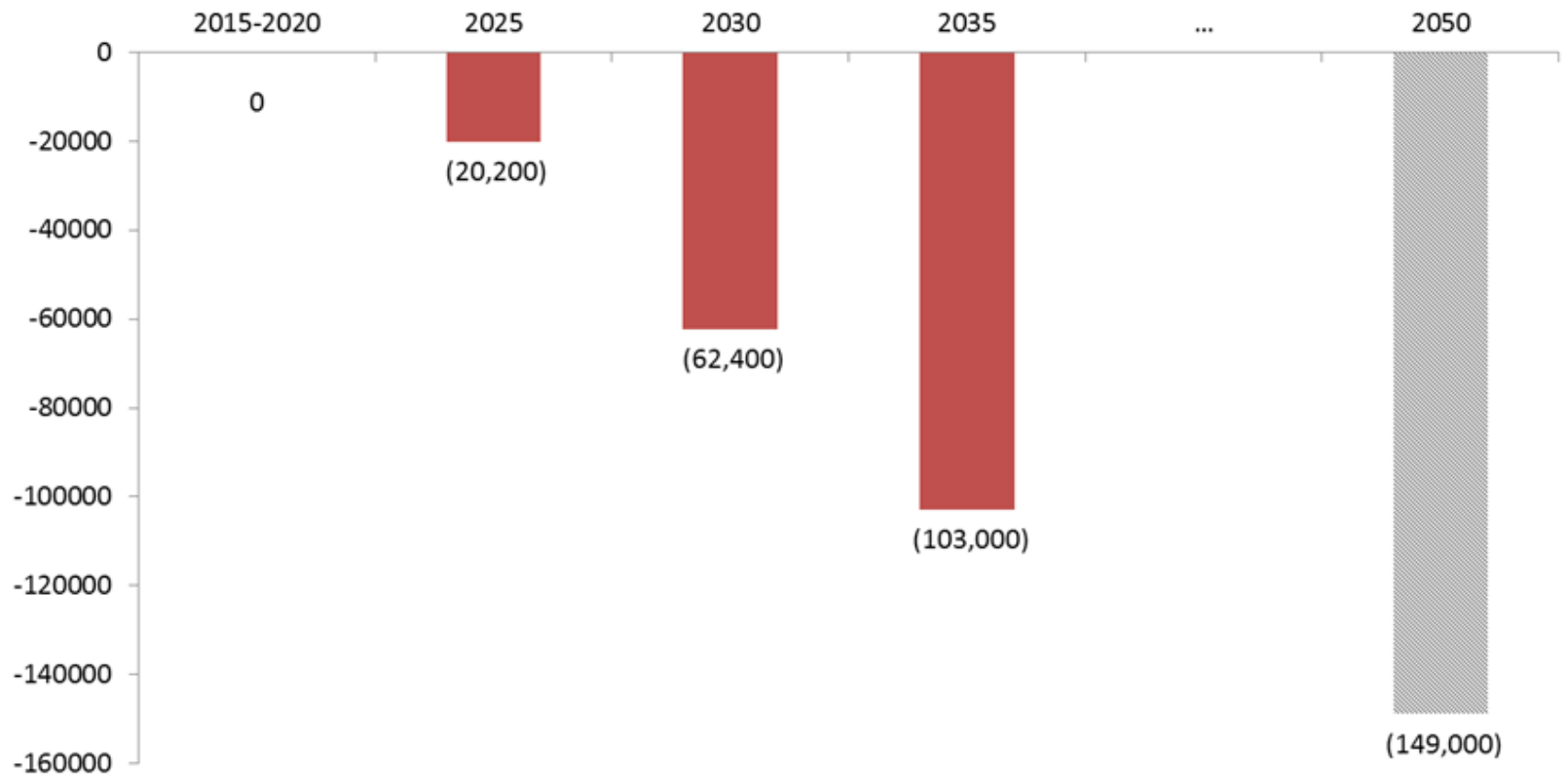


Heavy trucks carry many commodities



Source: ODOT Special Weighings Truck data; 1997 Oregon Commodity Flow Survey.

Estimated jobs forfeited due to rising transportation costs associated with declining highway and bridge conditions





Highway conditions impact industry production

Deteriorating conditions lead to:

By 2035
\$94 billion
lost GDP

2035 – 2050 – an
additional \$240
billion lost GDP





Poor bridge and pavement conditions mean higher transportation costs

Increased vehicle operating costs due to rough pavement

Lighter loads and more trucks to move the same weight and amount of goods

Additional travel time due to detours and more congestion





Rough roads increase users costs

Approximately \$400 additional cost per year for a medium sedan

Bankrate.com Estimated Costs	Cost Driving on Smooth Pavement	Cost Driving on Very Rough Pavement
Vehicle Repairs	\$380	\$646
Gasoline	\$942	\$1055
Annual Total	\$1322	\$1701





Conclusions

Investing in the highway system to maintain current conditions will support Oregon's economy

- Preserve more than 100,000 jobs
- Preserve industry production
- Avoid higher vehicle operating costs

