

# SYSTEM CONDITIONS

## Pavements, Bridges and Maintenance Organizational Performance Index (OPI) Summaries

The information in this section summarizes goals for statewide and district maintenance operations, and pavement and bridge conditions. ODOT uses its Organizational Performance Index to monitor progress in attaining the established goals in each of these areas. Each OPI measure highlighted in this section has a direct bearing on the department's ability to achieve its overall performance goals.

The state highway network is divided into three policy systems: priority (interstate and four-lane divided highways), urban (state highways within municipalities), and general (primarily two-lane highways across the state). These systems are evaluated annually using a 100-point Pavement Condition Rating (PCR). Priority system pavements are deficient when the PCR is below 65 points. Urban and general system pavements are deficient when the PCR is less than 55 points.

ODOT also conducts annual bridge inspections evaluating four categories:

- **General Appraisal** – a composite measure of the major structural items of a bridge, such as piers and abutments. Bridges are considered deficient when this rating drops to 4 or below on a scale of 0 to 9 (the higher the number the better).
- **Floor Conditions** – ratings measure the major horizontal structural element which carries the riding surface. Bridges are deemed deficient when the floor rating is 3 or 4 on a scale of 1 to 4 (the lower the number the better).
- **Wearing Surface** – ratings measure the driving surface of a bridge. Bridges are considered deficient when the wearing surface is evaluated at 3 or 4 on a scale of 1 to 4 (the lower the number the better).
- **Paint Conditions** – ratings measure the corrosion protection applied to the structural steel. Bridges are deemed deficient when they are evaluated at 3 or 4 on a scale of 1 to 4 (the lower the number the better).

Statewide and district performance involving maintenance operations is also monitored through several OPI categories. The charts included in this section for these basic roadside

conditions provide historical statewide and district condition levels and establish 2006-2007 goals for these activities.

- **Drainage Obstruction** – deficiencies are recorded for any ditch where 50 percent of the cross section is obstructed and includes damaged or obstructed pipes that cause water pooling on the pavement.
- **Guardrail** – deficiencies are recorded for damaged or deteriorated guardrail, anchor assembly, bridge anchor assembly or impact attenuator, which does not properly function as a safety barrier.
- **Litter** – deficiencies are recorded for any one-tenth of a mile segment where litter exceeds 10 items.
- **Pavement Marking** – deficiencies are recorded for missing or faded pavement striping, lane-dividing lines, no passing areas, pavement edge lines, crosswalks, turn lanes and school zones, deterioration (ruts and potholes), obstruction and bleeding of pavement and excessive crack sealing that is dangerous to motorists.
- **Pavement Deficiency** – deficiencies are recorded for the deterioration (ruts and potholes), obstruction bleeding of pavement and excessive crack sealing that is dangerous to motorists.
- **Pavement Drop-Off** – deficiencies are recorded for drop-offs between the pavement and shoulder exceeding two inches deep and six feet long.
- **Sign Deficiencies** – are recorded for deteriorated signs. This includes loss of message, damaged or twisted posts or supports, loss of reflectivity preventing clear visual comprehension, missing delineators and unnecessary or obsolete signs that confuse motorists.
- **Vegetation Obstruction** – deficiencies are recorded for vegetation obscuring signage, sight distance and guardrail.



# STATEWIDE PAVEMENT

## ODOT STATEWIDE PAVEMENT SUMMARY

The FY 2008 district and statewide goals for acceptable pavement conditions on the priority, general and urban systems are 90 percent. To achieve this ultimate goal, each district and policy system has interim goals in the 2004 – 2008 time frame, which are in essence “stepping stones” to advance toward the 90 percent, “steady state” goal.

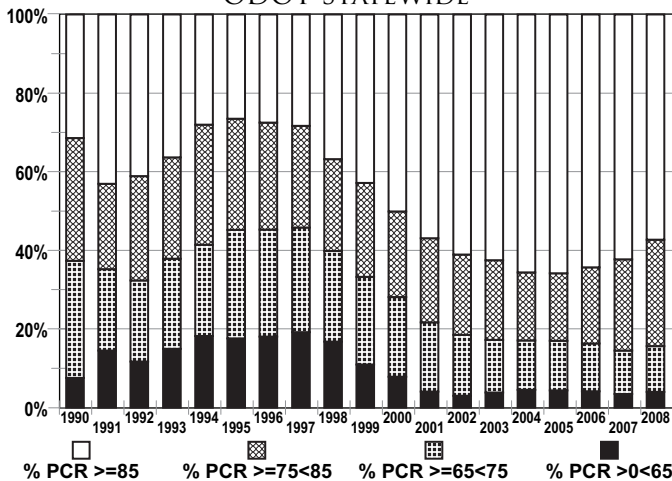
Historically, pavement conditions have fluctuated year to year, district to district, as funding levels and preservation activities varied. Goal 4, System Preservation, is to achieve a steady state for pavement and bridges, defined as a state of relatively low and stable level of deficiencies, small enough that a predictable rate of preventive maintenance and regular repairs can sustain that level of acceptable conditions.

The urban system has fluctuated between 94 percent and 97 percent acceptable from 1997 to the present day. The urban system currently stands at 96 percent acceptable, well above the FY 2006 goal of 92 percent acceptable.

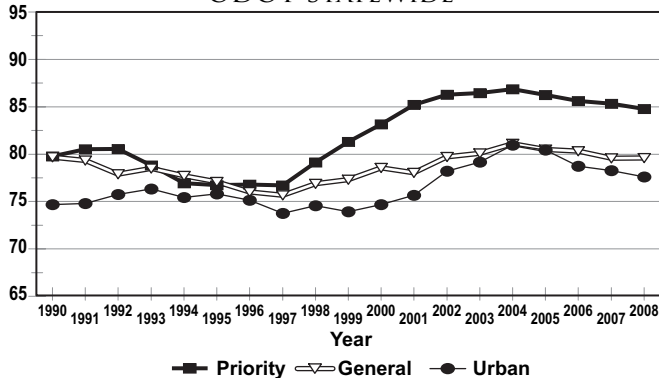
At 12,417 lane miles, the priority system accounts for 26 percent of the state’s lane mileage, handles 57 percent of the state’s total vehicle traffic and 75 percent of the total truck traffic. From 1990 to 1997, the percent of acceptable pavements dropped steadily from 92 percent to 81 percent acceptable. A number of measures were put in place to reverse this tide of deterioration, first through district pavement allocations, then through creation of the Major Rehabilitation program, which addresses full-depth reconstruction of freeway pavements. Major New Construction projects also address a portion of the deficient pavement inventory every year. Through these measures, from 1998 to 2002 the priority system conditions rose steadily, reaching a high of 97 percent acceptable in FY 2002. The priority system currently stands at 95 percent acceptable, well above the FY 2006 goal of 90.5 percent acceptable.

The general system conditions have been very stable from 1997 to the present day. Pavements have fluctuated between 96 percent and 99 percent acceptable over this time period. The general system currently stands at 98 percent acceptable, well above the FY 2006 goal of 91.5 percent acceptable.

### PRIORITY PAVEMENT CONDITIONS ODOT STATEWIDE



### WEIGHTED AVERAGE PCR ODOT STATEWIDE



It is noteworthy to mention that pavement goals have associated values for pavement condition rating (PCR) threshold,

### FY 2006 - 2009 SUMMARY

Average Annual Preservation Program	\$470 M
New Construction - Lane Miles	144.07
Major Rehabilitation - Lane Miles	877.57
Minor Rehabilitation - Lane Miles	9,647.21
Reactive Maintenance - Lane Miles	1,151.93
Preventive Maintenance - Lane Miles	2,908.22

### DISTRICT PAVEMENT GOALS

System	FY 2006	FY 2008
Priority ≥ 65 PCR	90.5%	90%
General ≥ 55 PCR	91.5%	90%
Urban ≥ 55 PCR	92.0%	90%

SYSTEM	LANE MILES
Priority System	12,417
General	30,256
Urban	5,964
Total	48,637
Truck VMT	25,465,258
Total VMT	189,344,799



which indicates the point at which a pavement is considered “poor” or otherwise unacceptable. For the priority, general and urban systems, those PCR thresholds are 65, 55, and 55, respectively.

The offices of Pavement Engineering and System Analysis Planning have jointly analyzed and recommended changes in the PCR threshold value for the general system. Its PCR

threshold of 55 is considered too low due to poor ride quality. To address this issue, the Program Funds Management Committee has proposed a change in general system PCR threshold value from 55 to 60 beginning in 2009, and funds have been calibrated accordingly. To prepare for this change, districts with generally low general system PCR values should develop work plans in this biennium which reflect the new general system PCR threshold in 2009.

## SYSTEM CONDITIONS

# STATEWIDE BRIDGES

## ODOT STATEWIDE BRIDGE SUMMARY

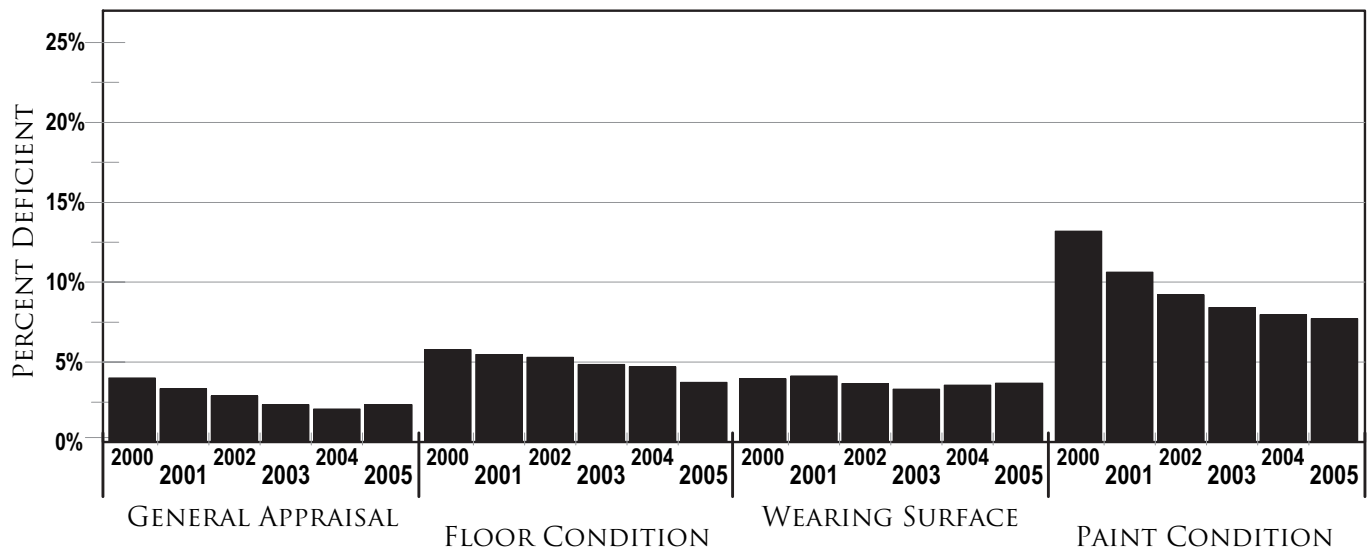
ODOT owns 15,098 bridges, slightly more than one-third of Ohio’s 43,898 bridges. Due to its responsibility for the Interstate Highway system, ODOT owns the larger and more expensive structures, accounting for more than 72 percent of the total bridge deck area in the state. They also bear the heaviest traffic volumes, carrying 86 percent of all traffic and 95 percent of the state’s total truck traffic.

As with pavements, bridge condition goals have been set for 2006 through 2008. These goals are also district-specific, providing progress markers toward the ultimate goal of a “steady state” of low and manageable system deficiencies. The

2008 goal is to keep general appraisal ratings at or above 96 percent acceptable, floor conditions at or above 95 percent, wearing surface at or above 96 percent and paint conditions at or above 89 percent acceptable.

Currently, the statewide bridge conditions are meeting three of the four 2006 goals: The year-to-date 2005 general appraisal ratings stand at 98 percent acceptable; bridge floor condition ratings are 96 percent acceptable; and paint condition ratings are 92 percent acceptable. Bridge wearing surface condition ratings are 96.33 percent acceptable, just below the 2006 goal of 96.5 percent.

### BRIDGE CONDITIONS – ODOT STATEWIDE



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	95.50%	96.00%
Floor Condition	94.50%	95.00%
Wearing Surface	96.50%	96.00%
Paint Condition	88.00%	89.00%

FY 2004 BRIDGE STATISTICS	
Number of Bridges	15,098
Total Bridge Deck Area (sq. ft.)	107,242,850
Number of Bridges Carrying Interstate	2,510
Interstate Bridge Deck Area (sq. ft.)	32,771,778
Longest Bridge (ft.)	6,580
Maximum Deck Area (sq. ft.)	590,739



# STATEWIDE MAINTENANCE OPI

## ODOT STATEWIDE ORGANIZATIONAL PERFORMANCE INDEX

## PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	226	245	377	45	645	42	461
Guardrail	4,372	1,797	1,250	614	2,226	250	1,605
Litter	55,245	26,131	20,149	19,432	50,870	9,259	36,666
Pavement Marking	4,238	995	863	607	2,623	435	1,890
Pavement Deficiency	14,800	4,306	3,682	1,562	7,110	163	5,125
Pavement Drop-Off	1,464	4,000	3,034	601	2,296	102	1,656
Sign Deficiency	1,429	983	760	505	1,090	304	785
Vegetation Obstruction	363	135	202	53	552	14	396

## GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	1,186	1,099	1,267	792	1,673	296	1,286
Guardrail	5,579	3,358	3,569	2,365	5,856	829	4,498
Litter	32,550	32,365	25,107	21,990	29,793	11,226	22,892
Pavement Marking	11,495	8,149	7,360	5,567	6,678	2,045	5,129
Pavement Deficiency	16,131	9,698	7,527	3,285	10,854	189	8,340
Pavement Drop-Off	3,878	10,416	7,507	1,196	5,856	506	4,498
Sign Deficiency	4,251	3,512	2,585	1,230	2,791	905	2,146
Vegetation Obstruction	522	1,068	959	285	1,393	168	1,071

<b>Statewide Totals</b>	<b>157,724</b>	<b>108,257</b>	<b>86,198</b>	<b>60,129</b>	<b>132,306</b>	<b>26,733</b>	<b>98,444</b>
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## DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 1 PAVEMENT

## ODOT DISTRICT 1 PAVEMENT SUMMARY

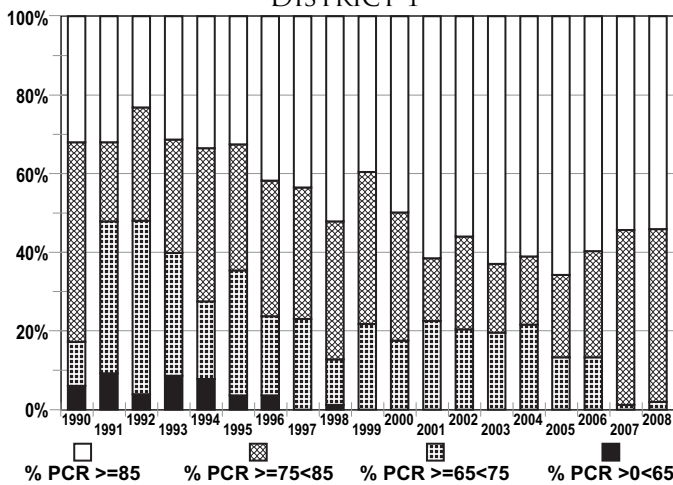
District 1 maintains nearly 3,400 lane miles of pavement. Priority system pavements account for 17 percent of these lane miles, but typically consume 50 percent of the district's pavement allocation. District 1's priority system will grow by approximately 260 lane miles (44 percent increase) by 2010 with the proposed completion of seven Tier 1 TRAC projects in the U.S. Route 24 and U.S. Route 30 corridors.

Due to a legacy of effective maintenance and project development practices, District 1 is a leader in pavement conditions. Currently, 100 percent of the priority, general and urban systems are in acceptable condition. Projections

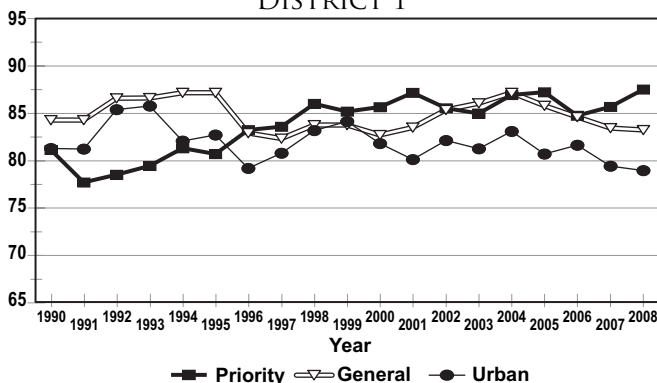
indicate District 1 will be able to maintain pavements at or near current levels well into the future. The district has been very successful in utilizing preventive maintenance practices to maintain good pavement conditions, especially on the general system.

In the 2006 – 2007 biennium, District 1 could witness a slight decline in overall pavement conditions, as statewide funds shift to normalize pavement conditions in other districts. Pavement conditions will still be well within statewide goals.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 1



**WEIGHTED AVERAGE PCR**  
DISTRICT 1



**FY 2006 - 2009 SUMMARY**

Average Annual Preservation Program	\$16.20 M
New Construction - Lane Miles	13.98
Major Rehabilitation - Lane Miles	22.04
Minor Rehabilitation - Lane Miles	221.82
Reactive Maintenance - Lane Miles	48.72
Preventive Maintenance - Lane Miles	791.48

**DISTRICT PAVEMENT GOALS**

System	FY 2006	FY 2008
Priority ≥ 65 PCR	93%	90%
General ≥ 55 PCR	93%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	586	12
General	2,619	6
Urban	187	9
Total	3,392	10
Truck VMT	1,753,581	7
Total VMT	7,220,027	11



# DISTRICT 1 BRIDGES

## ODOT DISTRICT 1 BRIDGE SUMMARY

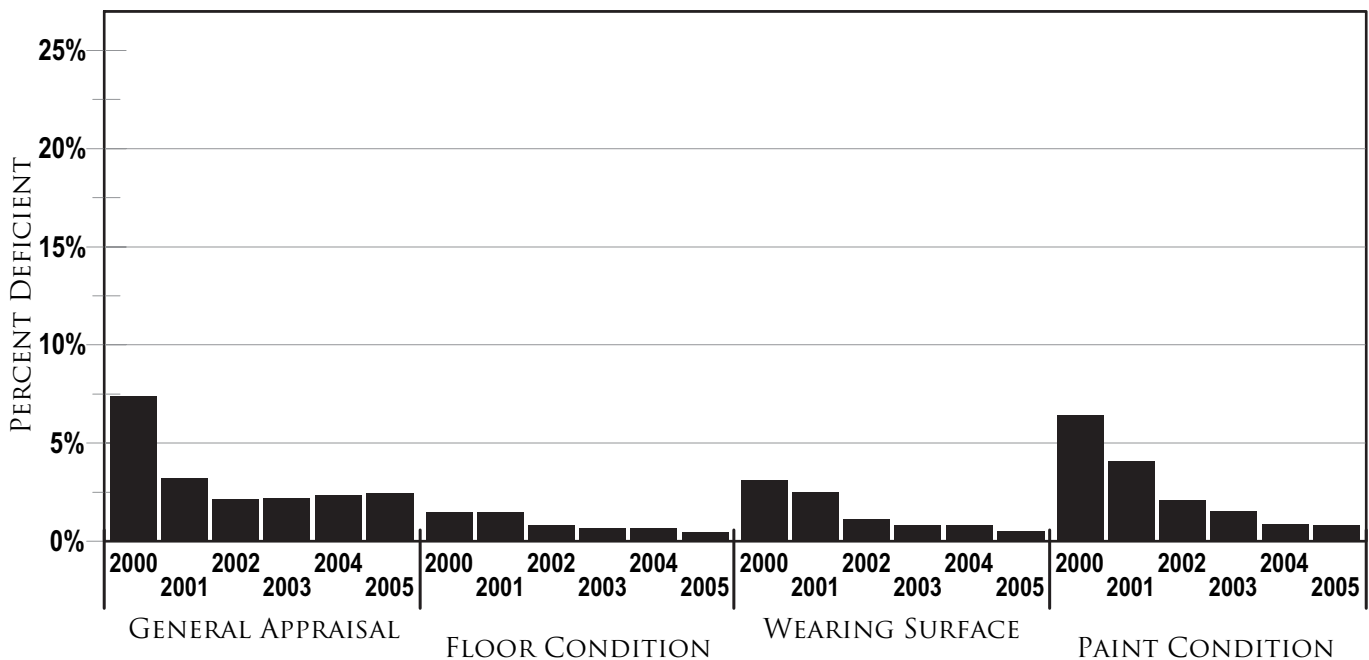
District 1 owns 803 bridges with a total surface area of more than 3.2 million square feet. One of these bridges is considered a major bridge (structures longer than 1,000 feet), the State Route 281 bridge over the Maumee River in Defiance, and 52 bridges are on interstate routes.

District 1 is currently on track to achieve all of its 2006 through 2008 bridge condition goals. The condition of District 1's bridges continues to be very good, with general appraisal ratings 97 percent acceptable, and wearing surface,

floor condition and paint condition ratings each 99 percent acceptable.

Nearly all structures that are considered deficient in these categories are scheduled for work between now and the end of 2009. District 1 has projects programmed to correct 100 percent of existing floor condition and wearing surface deficiencies. Projects are also programmed to correct 87 percent of the district's general appraisal deficiencies and 76 percent of existing paint deficiencies.

BRIDGE CONDITIONS – DISTRICT 1



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	95.50%	96.00%
Floor Condition	97.00%	97.00%
Wearing Surface	97.00%	97.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	803	12
Total Bridge Deck Area (sq. ft.)	3,257,622	12
Number of Bridges Carrying Interstate	52	10
Interstate Bridge Deck Area (sq. ft.)	316,935	11
Longest Bridge (ft.)	1,007	11
Maximum Deck Area (sq. ft.)	37,459	12



# DISTRICT 1 MAINTENANCE OPI

## ODOT DISTRICT 1 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	1	1	11	0	33	0	25
Guardrail	53	7	17	19	122	5	95
Litter	1,947	1,030	663	1,619	2,707	732	2,095
Pavement Marking	185	19	22	19	138	13	108
Pavement Deficiency	88	84	45	45	380	6	294
Pavement Drop-Off	35	43	85	25	122	7	95
Sign Deficiency	59	33	10	27	57	14	44
Vegetation Obstruction	0	1	11	0	31	0	24

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	122	77	165	118	144	48	109
Guardrail	80	29	24	86	504	14	382
Litter	1,225	1,282	1,402	1,607	2,566	499	1,947
Pavement Marking	862	809	286	253	576	96	438
Pavement Deficiency	236	185	106	78	932	5	709
Pavement Drop-Off	170	341	266	52	504	29	382
Sign Deficiency	197	112	98	64	244	51	186
Vegetation Obstruction	9	23	21	15	120	9	91

<b>Statewide Totals</b>	<b>5,266</b>	<b>4,076</b>	<b>3,232</b>	<b>4,027</b>	<b>9,180</b>	<b>1,528</b>	<b>7,024</b>
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#### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 2 PAVEMENT

## ODOT DISTRICT 2 PAVEMENT SUMMARY

District 2 is responsible for maintaining slightly more than 3,785 lane miles of pavement. Heavily traveled priority system routes account for 17 percent of these lane miles but carry 45 percent of the total travel. The general system accounts for 69 percent of these lane miles and 39 percent of the travel in the district.

District 2's pavement program has significantly improved priority system pavement deficiencies in recent years. As recently as 1997, the district had more than 200 lane miles of deficient priority system pavements. Today, there are only six lane miles of deficient priority system pavements. The district is on target to achieve its 2006 through 2008 priority system pavement goals.

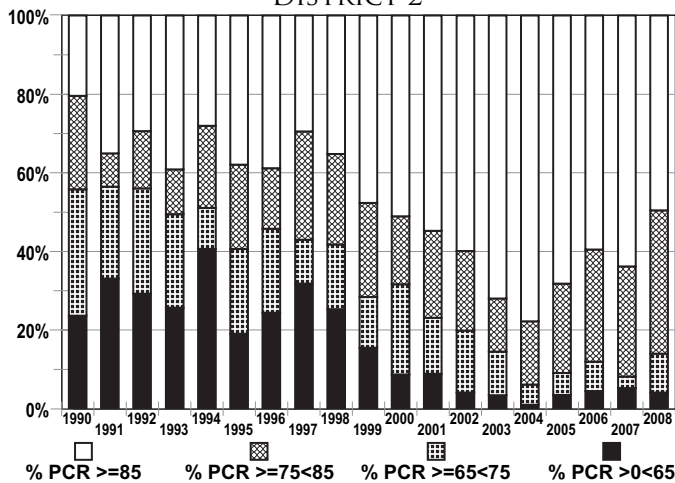
The district's general system currently stands at 98.72 percent acceptable. Based on system condition forecasts, the district should maintain conditions at or above this level

for the next five years and achieve its 2006 through 2008 general system pavement goals.

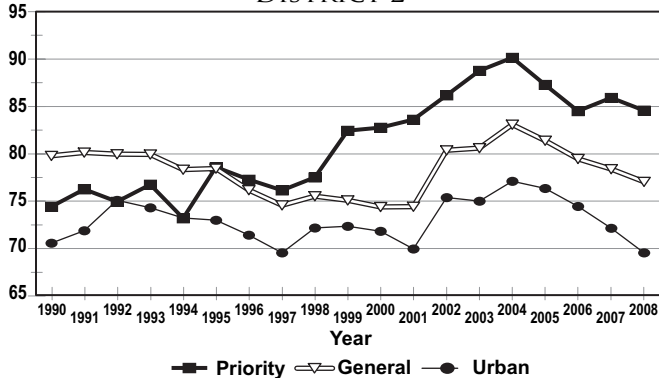
Forecasted conditions for the urban system are a concern. Currently, 91 percent of the district's urban system pavements are in acceptable condition. This number is forecasted to drop to roughly 84 percent in 2008, with the highest concentration of these deficiencies in the Toledo area. District 2 is working with the city of Toledo and Toledo Metropolitan Area Council of Governments to prioritize projects that will correct this trend.

District 2's pavement funding levels were reduced for FY 2005 through FY 2008, as part of the overall goal of normalizing statewide system conditions. While District 2 is forecast to meet pavement condition goals, the weighted average Pavement Condition Rating (PCR) on each system is forecast to decline over this period as conditions statewide reach a steady state.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 2



**WEIGHTED AVERAGE PCR**  
DISTRICT 2



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$27.39 M
New Construction - Lane Miles	3.72
Major Rehabilitation - Lane Miles	57.72
Minor Rehabilitation - Lane Miles	406.39
Reactive Maintenance - Lane Miles	38.02
Preventive Maintenance - Lane Miles	27.72

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	93%	90%
General ≥ 55 PCR	93%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	654	10
General	2,596	7
Urban	535	7
Total	3,785	7
Truck VMT	2,461,085	6
Total VMT	13,532,684	7



# DISTRICT 2 BRIDGES

## ODOT DISTRICT 2 BRIDGE SUMMARY

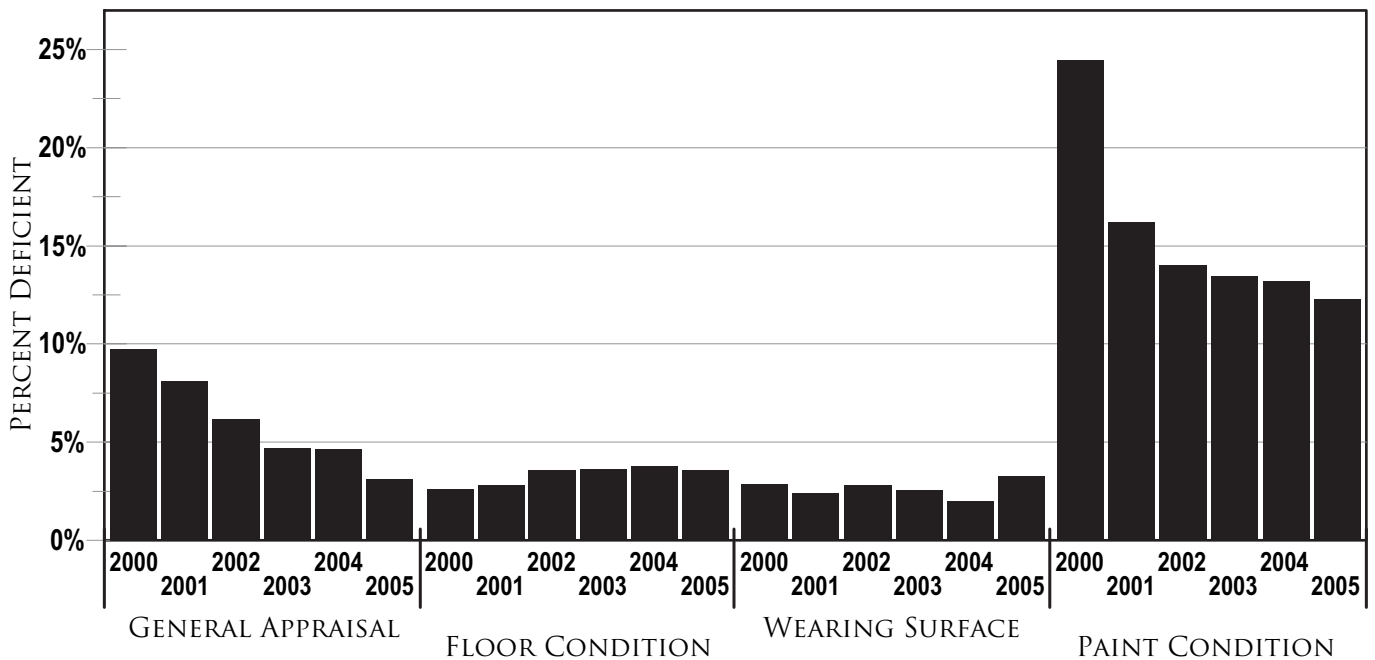
District 2 owns 1,238 bridges covering more than 8.9 million square feet of deck area. The district has 10 structures categorized as major bridges and is in the process of constructing the dramatic Maumee River Crossing cable-stayed bridge. Slightly more than 300 of the district's bridges carry interstate highway traffic.

The present acceptable conditions for the four bridge categories are: general appraisal (97 percent), floor condition (96 percent), wearing surface (97 percent) and paint condition (88 percent). Paint deficiencies for bridges in the district

are higher than the statewide average of 7.69 percent and represent 10 percent of the total statewide bridge paint deficiencies in terms of square feet of bridge deck area.

With the exception of paint deficiencies, most of the structures that are considered deficient are scheduled for work between now and the end of FY 2008. Only 24 percent of structures with deficient paint are programmed, so paint deficiencies will have to be closely managed in the biennium.

BRIDGE CONDITIONS – DISTRICT 2



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	94.00%	96.00%
Floor Condition	96.50%	96.00%
Wearing Surface	96.50%	96.00%
Paint Condition	86.00%	87.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,238	7
Total Bridge Deck Area (sq. ft.)	8,961,652	6
Number of Bridges Carrying Interstate	304	5
Interstate Bridge Deck Area (sq. ft.)	3,380,521	5
Longest Bridge (ft.)	3,401	5
Maximum Deck Area (sq. ft.)	342,661	2



# DISTRICT 2 MAINTENANCE OPI

## DISTRICT 2 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	4	10	56	8	37	2	26
Guardrail	227	97	71	43	131	20	90
Litter	3,901	1,461	1,412	771	2,904	309	2,012
Pavement Marking	103	67	54	78	149	9	103
Pavement Deficiency	774	169	111	23	404	4	280
Pavement Drop-Off	75	141	365	29	131	6	90
Sign Deficiency	176	75	64	37	61	31	42
Vegetation Obstruction	5	2	2	4	32	0	22

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	77	67	106	64	139	16	107
Guardrail	236	239	156	92	502	67	383
Litter	1,285	2,158	1,646	1,298	2,534	290	1,933
Pavement Marking	652	640	490	266	569	109	434
Pavement Deficiency	1,204	766	486	253	926	18	706
Pavement Drop-Off	272	968	874	89	502	21	383
Sign Deficiency	620	505	241	127	236	87	181
Vegetation Obstruction	20	47	19	29	120	9	91

<b>Statewide Totals</b>	<b>9,625</b>	<b>7,412</b>	<b>6,153</b>	<b>3,211</b>	<b>9,377</b>	<b>998</b>	<b>6,883</b>
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### DEFICIENCY TABLE LEGEND

10	<b>Goal</b>
10	<b>Does Not Meet Goal</b>
10	<b>Meets Goal</b>



# DISTRICT 3 PAVEMENT

## ODOT DISTRICT 3 PAVEMENT SUMMARY

District 3 is responsible for maintaining 4,616 miles of pavement. The priority system routes account for 24 percent of the total lane miles and 46 percent of the traffic. The general system routes account for 63 percent of the total lane miles and 39 percent of the traffic. The urban system accounts for 13 percent of the total lane miles and 15 percent of the traffic.

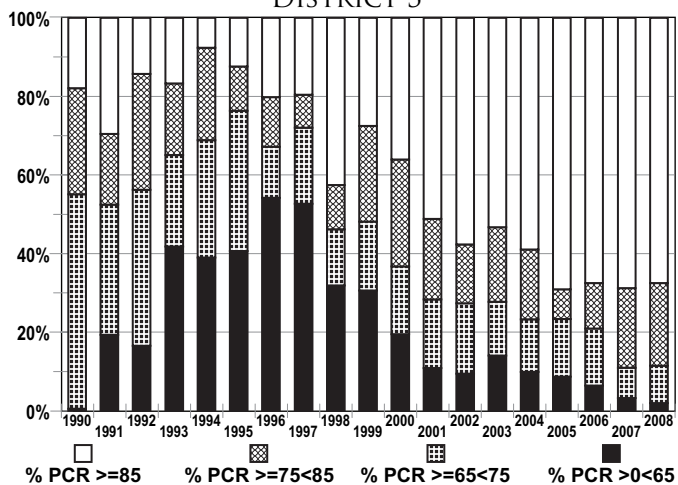
Currently, 90 percent of the priority system pavements, 93 percent of the general system pavements and 95 percent of the urban system pavements are in acceptable condition. Projections indicate the district is on track to achieve its 2006 through 2008 pavement condition goals. Changing PCR thresholds for general system deficiency from 55 to 60, as mentioned at the beginning of this section, will adversely impact District 3 goals; however, FY 2009 – 2010 pavement allocations do calibrate for the higher threshold.

District 3 entered 1997 with the largest amount of deficient lane miles in the priority and general pavement systems. This inventory has been reduced through both programmatic and district management actions, as detailed below.

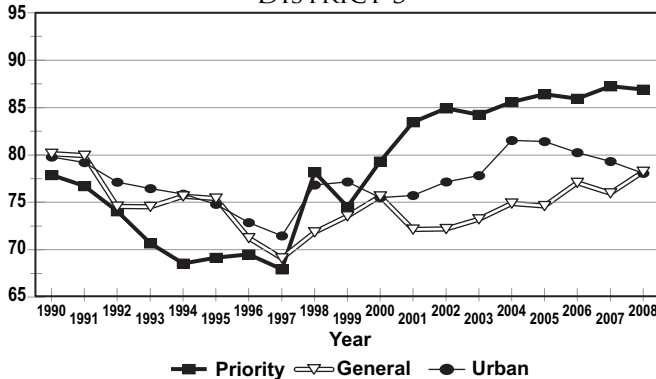
To address priority pavement deficiencies, District 3 is in a 10-year program to reconstruct and widen Interstate 71. Currently, 48.34 centerline miles of I-71 have been reconstructed or are under construction with 22.63 centerline miles programmed for reconstruction in FYs 2005 through 2007. In Crawford, Richland and Wayne counties, 23.98 centerline miles of U.S. Route 30 are being constructed on new alignment.

A District 3 Pavement Selection Committee evaluates each pavement project and selects treatments that best fit each section of roadway. More significant treatments are being used to extend the life cycle of District 3's pavements. Asphalt mixes and pavement build ups on priority, and especially, general system projects, are more substantial than were previously used.

### PRIORITY PAVEMENT CONDITIONS DISTRICT 3



### WEIGHTED AVERAGE PCR DISTRICT 3



### FY 2006 - 2009 SUMMARY

Average Annual Preservation Program	\$43.38 M
New Construction - Lane Miles	0.00
Major Rehabilitation - Lane Miles	39.64
Minor Rehabilitation - Lane Miles	1,421.51
Reactive Maintenance - Lane Miles	53.66
Preventive Maintenance - Lane Miles	265.35

### DISTRICT PAVEMENT GOALS

System	FY 2006	FY 2008
Priority ≥ 65 PCR	89%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	1,114	5
General	2,923	3
Urban	578	6
Total	4,616	4
Truck VMT	2,495,638	5
Total VMT	15,541,511	6



# DISTRICT 3 BRIDGES

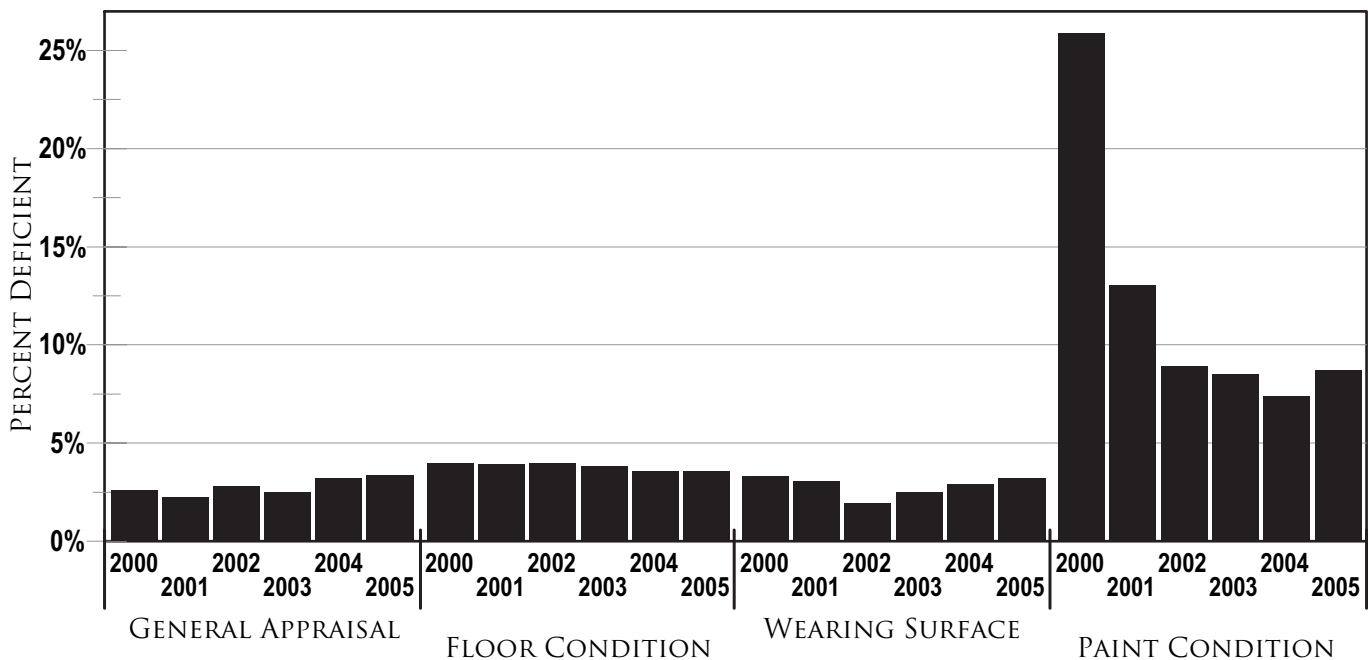
## ODOT DISTRICT 3 BRIDGE SUMMARY

District 3 is currently within the FY 2006 goals for general appraisal, floor condition, wearing surfaces and paint condition. The district owns 1,513 structures with 8.7 million square feet. The district has 236 bridges that carry traffic for the interstate highway system and nine major bridges. Recently, this northern district has concentrated on reducing the number of bridge paint deficiencies and has made considerable progress reducing these deficiencies from 36 percent in 1997 to the current level of 8 percent. Currently, general appraisal ratings are 97 percent acceptable, floor condition ratings are 96 percent acceptable, wearing surface condition ratings are 97 percent acceptable and paint condition ratings are 91 percent acceptable.

The district continues to do reactive maintenance, as well as preventive maintenance on its bridges as part of pavement rehabilitation projects.

District 3 currently has a lower than average percentage of deficient bridges programmed with projects through FY 2009. Presently, 48 percent of the bridges with general appraisal deficiencies are programmed for repairs, as well as 58 percent of the deck deficiencies, 52 percent of the wearing surface and only 31 percent of the bridges with deficient paint.

BRIDGE CONDITIONS – DISTRICT 3



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	96.00%	96.00%
Wearing Surface	97.00%	97.00%
Paint Condition	86.00%	88.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,513	3
Total Bridge Deck Area (sq. ft.)	8,718,175	7
Number of Bridges Carrying Interstate	236	7
Interstate Bridge Deck Area (sq. ft.)	1,940,440	7
Longest Bridge (ft.)	2,650	7
Maximum Deck Area (sq. ft.)	106,768	9



# DISTRICT 3 MAINTENANCE OPI

## ODOT DISTRICT 3 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	22	23	24	4	58	2	45
Guardrail	304	89	68	42	199	43	155
Litter	3,073	2,103	1,590	1,642	4,414	804	3,437
Pavement Marking	590	219	47	29	228	20	178
Pavement Deficiency	1,588	905	412	219	618	17	482
Pavement Drop-Off	124	480	182	137	199	19	155
Sign Deficiency	129	83	60	44	95	38	74
Vegetation Obstruction	49	8	24	8	46	3	36

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	59	102	96	81	161	37	124
Guardrail	103	43	27	48	566	48	433
Litter	566	2,804	1,919	1,773	2,875	744	2,204
Pavement Marking	1,192	788	645	184	646	155	494
Pavement Deficiency	2,830	2,054	1,568	444	1,047	43	803
Pavement Drop-Off	429	1,070	680	206	566	65	433
Sign Deficiency	288	272	183	89	269	108	205
Vegetation Obstruction	61	76	46	12	133	17	103

<b>Statewide Totals</b>	<b>11,404</b>	<b>11,119</b>	<b>7,571</b>	<b>4,962</b>	<b>12,120</b>	<b>2,163</b>	<b>9,361</b>
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#### DEFICIENCY TABLE LEGEND

10	<b>Goal</b>
10	<b>Does Not Meet Goal</b>
10	<b>Meets Goal</b>



# DISTRICT 4 PAVEMENT

## ODOT DISTRICT 4 PAVEMENT SUMMARY

District 4 is responsible for maintaining more than 4,900 lane miles of pavement, with heavily traveled priority system routes accounting for more than 33 percent of the lane miles.

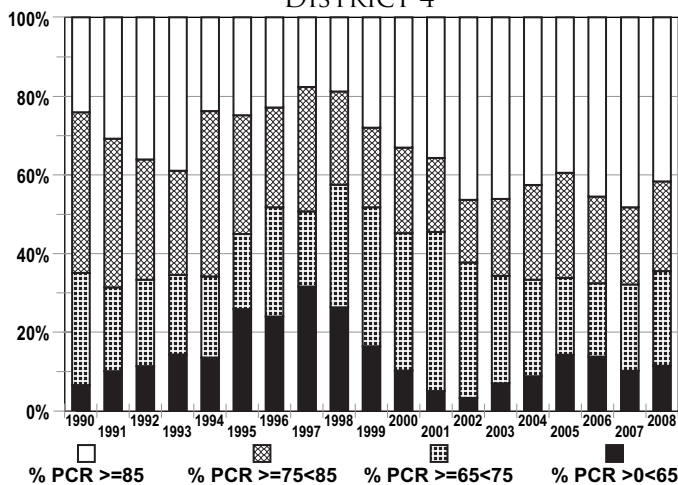
The district will soon complete the major reconstruction of 14.8 lane miles of Interstate 90 in Ashtabula County, the second of six major rehabilitation projects on I-90, and will completely replace more than 115 lane miles in the county. Three of seven widening projects on the Stark/Summit Interstate 77 corridor linking Canton and Akron have been completed. Three major reconstruction projects in the corridor are ongoing, and one more project will sell by the end of 2012.

In spite of the extensive work on the priority system, deficiencies will rise to more than 10 percent between 2005 and 2008. However, priority system deficiencies should drop to roughly 5 percent in 2009.

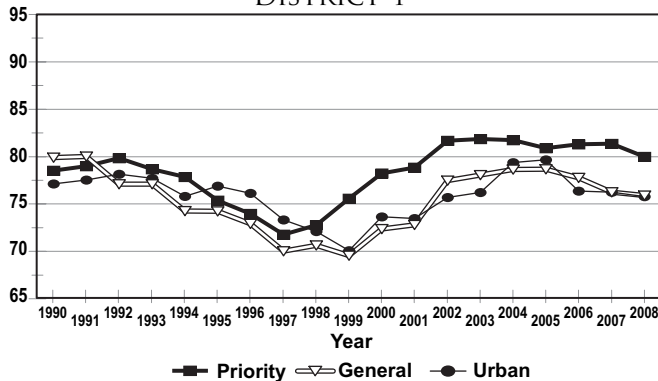
The general system is currently 5.5 percent (138 lane miles) deficient. The district is projected to hold deficiencies at roughly 4 percent to 6 percent through FY 2010. However, one item that will need to be closely monitored is the inventory of pavement sections with PCR between 55 and 75, just above deficient as currently defined. In FYs 2007-2010, the percentage of general system lane miles in this category increases dramatically (2007 = 39.03 percent; 2010 = 50.75 percent).

The district has greatly increased the amount spent on preventive maintenance projects. Historically, the district has spent approximately \$1 million each year on micro surfacing and crack sealing projects. In FY 2005, this amount will be more than \$2 million. Through the combination of preventive maintenance projects and crack sealing performed by county forces, the district should be able to extend pavement life cycles.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 4



**WEIGHTED AVERAGE PCR**  
DISTRICT 4



**FY 2006 - 2009 SUMMARY**

Average Annual Preservation Program	\$70.55 M
New Construction - Lane Miles	5.84
Major Rehabilitation - Lane Miles	163.18
Minor Rehabilitation - Lane Miles	1,243.30
Reactive Maintenance - Lane Miles	56.14
Preventive Maintenance - Lane Miles	5.48

**DISTRICT PAVEMENT GOALS**

System	FY 2006	FY 2008
Priority ≥ 65 PCR	87%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	91%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	1,610	2
General	2,513	8
Urban	820	2
Total	4,943	1
Truck VMT	2,804,647	4
Total VMT	23,607,237	3



# DISTRICT 4 BRIDGES

## ODOT DISTRICT 4 BRIDGE SUMMARY

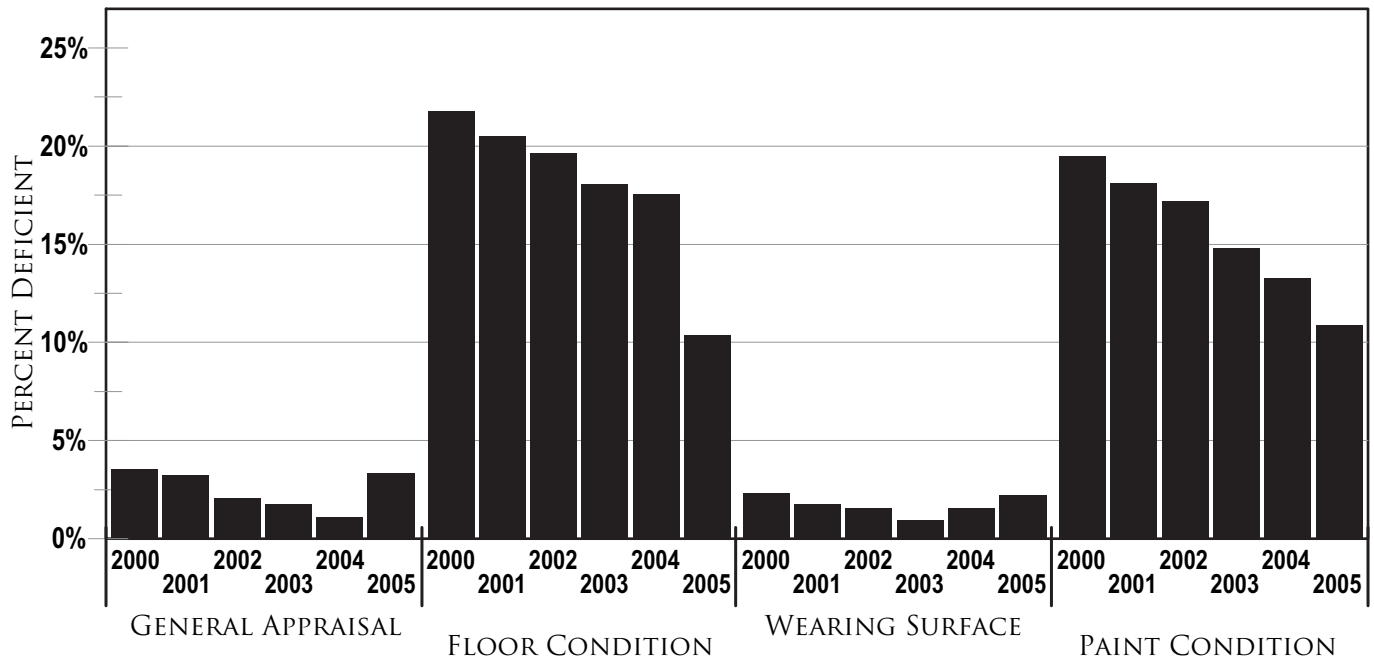
District 4 owns 1,598 bridges with a total deck area of more than 14.9 million square feet. This includes 20 major bridges with a deck area of 1.8 million square feet.

More than 96 percent of the district's bridges have an acceptable general appraisal and wearing surface rating. The district has made steady progress since 2000 in reducing floor and wearing surface deficiencies. Floor conditions went from 78 percent acceptable in 2000 to 90 percent acceptable today. Paint condition ratings improved from 81 percent acceptable in 2000 to 89 percent acceptable today.

County forces will increase the amount of time they commit to bridge work. This additional time will be primarily focused on preventive maintenance activities. This effort should pay off in the future by slowing the deterioration rate of the District 4 bridges.

District 4 expects to meet all four of its system condition goals for bridges in FY 2006. General appraisal and wearing surface conditions are expected to maintain current acceptable levels. Floor condition and paint condition ratings are expected to steadily improve.

BRIDGE CONDITIONS – DISTRICT 4



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	95.50%	96.00%
Floor Condition	85.00%	90.00%
Wearing Surface	96.50%	97.00%
Paint Condition	86.00%	90.00%

FY 2004 BRIDGE STATISTICS		
District Ranking <sup>1</sup>		
Number of Bridges	1,598	1
Total Bridge Deck Area (sq. ft.)	14,911,295	2
Number of Bridges Carrying Interstate	410	1
Interstate Bridge Deck Area (sq. ft.)	5,044,882	3
Longest Bridge (ft.)	3,410	4
Maximum Deck Area (sq. ft.)	168,274	5



# DISTRICT 4 MAINTENANCE OPI

## DISTRICT 4 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	22	16	52	9	74	5	53
Guardrail	216	67	171	80	264	37	190
Litter	6,141	2,774	1,961	2,013	5,855	539	4,214
Pavement Marking	230	95	45	64	304	7	218
Pavement Deficiency	2,466	1,117	1,532	403	819	33	589
Pavement Drop-Off	284	584	479	73	264	34	190
Sign Deficiency	134	140	106	80	125	45	90
Vegetation Obstruction	31	25	31	14	64	4	46

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	70	41	63	38	135	15	102
Guardrail	137	63	73	82	470	34	355
Litter	1,681	1,486	1,339	1,202	2,390	545	1,803
Pavement Marking	567	555	583	368	535	33	404
Pavement Deficiency	2,036	1,310	1,107	373	868	15	655
Pavement Drop-Off	353	1,097	765	94	470	13	355
Sign Deficiency	496	410	297	78	223	96	168
Vegetation Obstruction	85	190	58	16	114	8	86

<b>Statewide Totals</b>	<b>14,945</b>	<b>9,970</b>	<b>8,662</b>	<b>4,987</b>	<b>12,974</b>	<b>1,463</b>	<b>9,518</b>
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### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 5 PAVEMENT

## ODOT DISTRICT 5 PAVEMENT SUMMARY

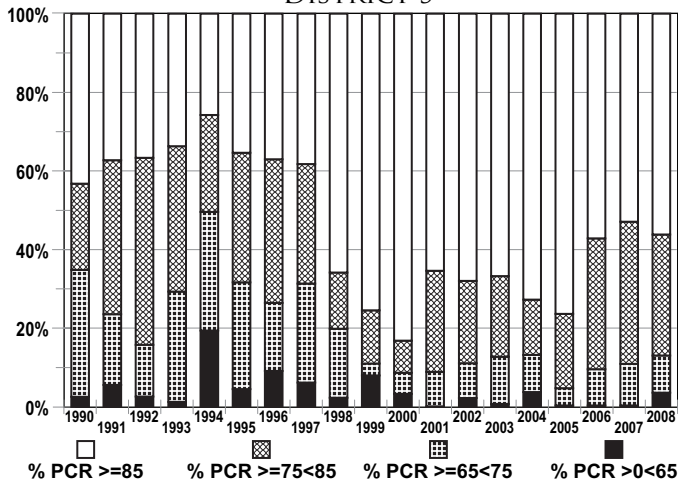
District 5 is responsible for maintaining 3,699 lane miles of pavement. Currently, the condition of the district's pavement system appears quite good with more than 96 percent of the lane miles on the priority, general and urban systems in acceptable condition.

The district's priority system consists of four main corridors. Running north to south are the Interstate 77 corridor in Guernsey County and the U.S. Route 33 corridor in Fairfield County. Running east to west are the Interstate 70 corridor crossing Guernsey, Muskingum, Licking and Fairfield counties and the State Routes 161/16 and U.S. Route 36 corridor (still being converted from two lanes to four lanes), which crosses Coshocton, Muskingum and Licking counties. These four corridors primarily account for 19.5 percent of

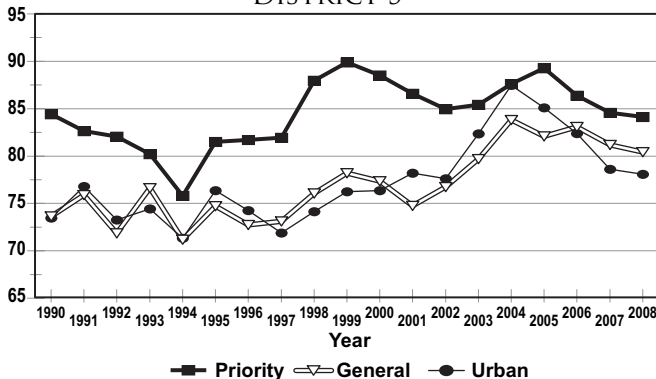
the total lane miles, but support 43.4 percent of the total vehicle miles traveled within District 5.

Prior to 2004, District 5 was targeting its general system pavements in order to avert a decline in that system's overall condition. Since then, attention has shifted to the priority system pavements with positive results. In spite of the high percentage of acceptable pavements, however, the priority system will need to be closely monitored. The band of pavement sections with PCR between 65 and 75, just above deficient, increases from a current figure of 9 percent to more than 20 percent in 2010. This is a fairly significant inventory that will require attention to maintain the district's pavement goals.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 5



**WEIGHTED AVERAGE PCR**  
DISTRICT 5



**FY 2006 - 2009 SUMMARY**

Average Annual Preservation Program	\$22.82 M
New Construction - Lane Miles	0.04
Major Rehabilitation - Lane Miles	0.00
Minor Rehabilitation - Lane Miles	955.83
Reactive Maintenance - Lane Miles	14.26
Preventive Maintenance - Lane Miles	28.10

**DISTRICT PAVEMENT GOALS**

System	FY 2006	FY 2008
Priority ≥ 65 PCR	92%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	86%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	759	9
General	2,708	5
Urban	232	8
Total	3,699	9
Truck VMT	1,727,284	8
Total VMT	10,927,489	8



# DISTRICT 5 BRIDGES

## ODOT DISTRICT 5 BRIDGE SUMMARY

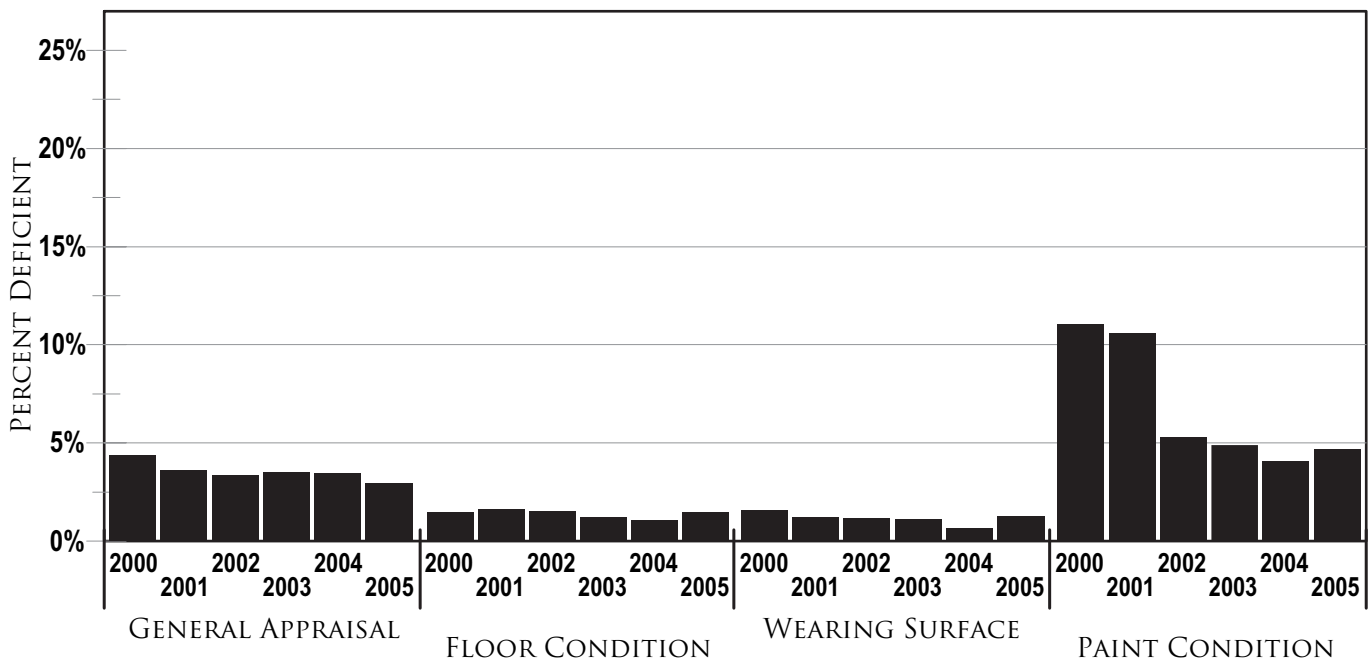
District 5 has 1,094 bridges with a total square footage near 4.9 million square feet. Interstate highway traffic travels on 130 of these structures.

District 5 is currently on track to achieve all 2006 bridge goals with 97 percent acceptable general appraisal ratings, 99 percent acceptable floor ratings, 99 percent acceptable wearing surface ratings and 95 percent acceptable paint ratings. Paint condition ratings have improved significantly since 1999 when only 85 percent of the district's structures were

considered to be in acceptable condition. Through 2009, however, the district has programmed projects which will address only 30 percent of structures with deficient paint conditions.

Overall, District 5 has good bridge conditions and has included innovative contracting methods to reduce closure times, public inconvenience and improve public safety. County workforces assist in maintaining and improving bridge conditions.

BRIDGE CONDITIONS – DISTRICT 5



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	97.00%	97.00%
Wearing Surface	96.00%	97.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,094	9
Total Bridge Deck Area (sq. ft.)	4,869,437	10
Number of Bridges Carrying Interstate	130	8
Interstate Bridge Deck Area (sq. ft.)	992,904	8
Longest Bridge (ft.)	953	12
Maximum Deck Area (sq. ft.)	97,070	10



# DISTRICT 5 MAINTENANCE OPI

## ODOT DISTRICT 5 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	29	50	20	3	41	2	29
Guardrail	247	118	46	10	138	6	95
Litter	3,192	2,217	1,775	1,141	3,251	420	2,240
Pavement Marking	125	119	86	20	167	21	115
Pavement Deficiency	606	156	57	29	454	0	313
Pavement Drop-Off	62	330	110	6	146	1	101
Sign Deficiency	72	69	40	8	70	5	48
Vegetation Obstruction	1	4	28	0	35	0	23

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	111	97	191	37	152	14	119
Guardrail	520	466	601	45	540	59	426
Litter	4,339	2,607	3,074	1,370	2,740	759	2,165
Pavement Marking	1,050	487	629	171	614	104	484
Pavement Deficiency	2,599	1,456	725	107	999	0	790
Pavement Drop-Off	509	1,208	542	28	540	12	426
Sign Deficiency	311	340	180	44	256	34	204
Vegetation Obstruction	26	147	131	4	126	7	100

<b>Statewide Totals</b>	<b>13,796</b>	<b>9,871</b>	<b>8,235</b>	<b>3,023</b>	<b>10,269</b>	<b>1,444</b>	<b>7,678</b>
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#### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 6 PAVEMENT

## ODOT DISTRICT 6 PAVEMENT SUMMARY

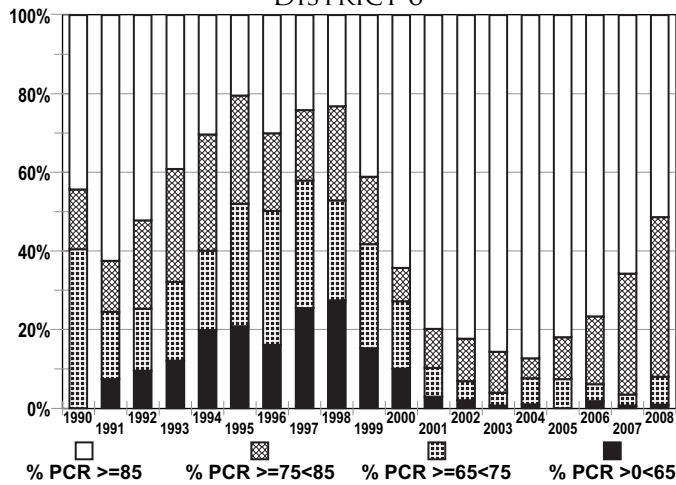
District 6 is responsible for maintaining 4,832 lane miles of pavement. The priority system highways account for 36 percent of the miles and 71 percent of the vehicle miles of travel. The general system accounts for 51 percent of the miles and 18 percent of the travel. While the urban system accounts for 13 percent of the mileage and 11 percent of the travel.

Currently, 99 percent of the pavements on the priority system are rated as acceptable, 96 percent of the general system pavements are rated as acceptable and 97 percent of the urban system is considered acceptable. The district is projecting to maintain these conditions and meet the department's 2006 through 2008 pavement condition goals.

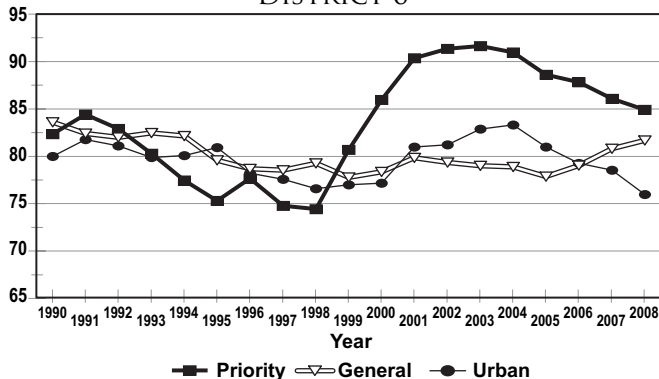
The district's priority pavement system will benefit from several projects. Major pavement rehabilitation projects currently underway include Interstate 70 in Clark and Madison counties; Interstate 71 in Fayette County; and Franklin County's Interstate 270. The completion of these projects will rebuild several dozen lane miles of the existing interstate pavement system.

As with District 5, District 6 forecasts a large inventory of priority pavement lane miles with PCR between 65 and 75, rising from 7 percent today to 28 percent in 2011 and beyond. Judicious management will be required to implement preventive maintenance treatments and program projects that will curb significant degradation of this inventory.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 6



**WEIGHTED AVERAGE PCR**  
DISTRICT 6



**FY 2006 - 2009 SUMMARY**

Average Annual Preservation Program	\$64.40 M
New Construction - Lane Miles	6.42
Major Rehabilitation - Lane Miles	69.66
Minor Rehabilitation - Lane Miles	391.49
Reactive Maintenance - Lane Miles	845.65
Preventive Maintenance - Lane Miles	298.53

**DISTRICT PAVEMENT GOALS**

System	FY 2006	FY 2008
Priority ≥ 65 PCR	92%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	1,732	1
General	2,473	10
Urban	627	4
Total	4,832	2
Truck VMT	3,897,666	1
Total VMT	29,185,901	1



# DISTRICT 6 BRIDGES

## ODOT DISTRICT 6 BRIDGE SUMMARY

District 6 currently owns and inspects 1,539 bridges with a deck area of 12.8 million square feet. Included in these figures are 350 interstate bridges and nine major bridges.

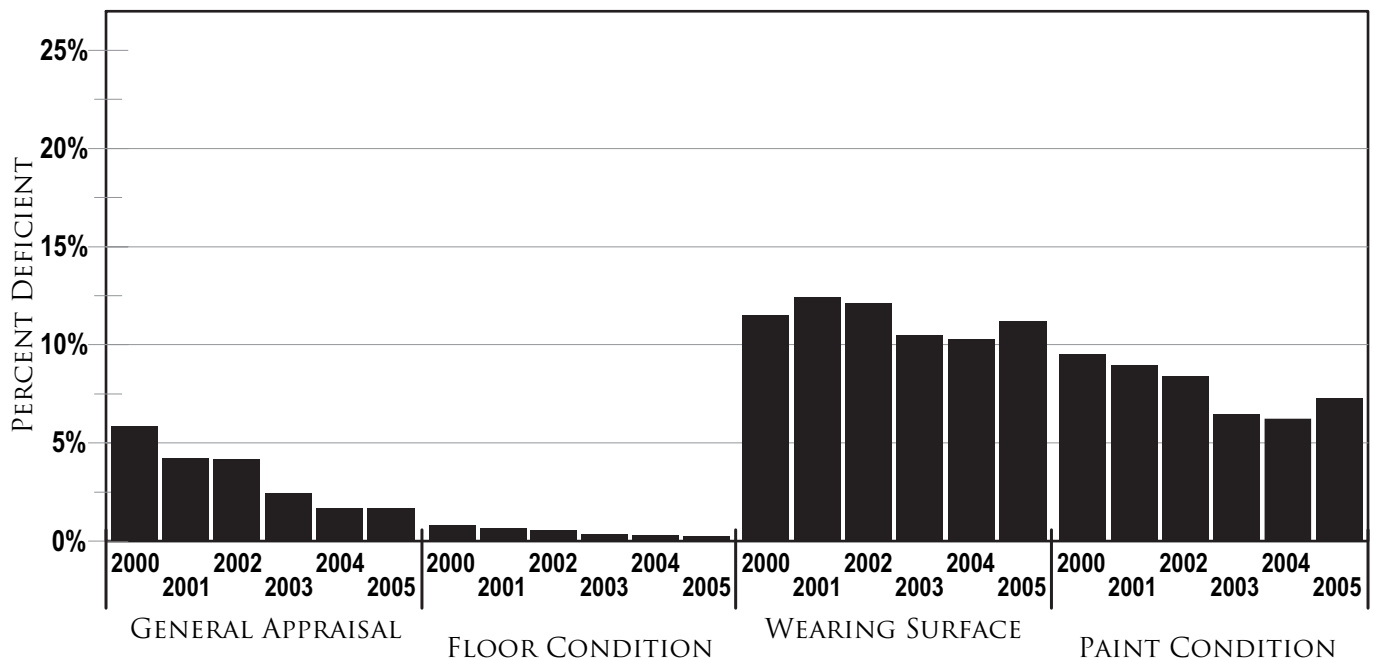
Currently, 98 percent of the district's bridges have an acceptable general appraisal rating. Similarly, 99 percent of the floor conditions, 93 percent of the paint conditions, and 89 percent of the wearing surface conditions are all considered acceptable. During the last few years, bridge wearing surface conditions have been deteriorating and presently make up 42 percent of the total bridge wearing surface deficiencies in the state.

District 6 has recently been aggressively programming bridge projects to improve its wearing surface conditions while

maintaining the acceptable conditions of the remaining categories. The district has identified projects to eliminate 79 percent of the current wearing surface deficiencies through 2009. The district bridge crews perform routine repairs to help maintain current conditions and decrease bridge deterioration rates.

District 6 has a good grasp on its current bridge needs and is proactively pursuing repair and replacement projects. District 6 anticipates achieving its goals for general appraisal, floor conditions and paint conditions by 2006. It is questionable whether or not the district will achieve its 2006 wearing surface goal, but forecasts which include programmed projects show that bridge wearing surface deficiencies will meet the district goal of 4 percent by 2008.

BRIDGE CONDITIONS – DISTRICT 6



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.50%	96.00%
Floor Condition	97.00%	97.00%
Wearing Surface	95.50%	96.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
District Ranking <sup>1</sup>		
Number of Bridges	1,539	2
Total Bridge Deck Area (sq. ft.)	12,795,610	4
Number of Bridges Carrying Interstate	350	2
Interstate Bridge Deck Area (sq. ft.)	4,593,778	4
Longest Bridge (ft.)	1,959	8
Maximum Deck Area (sq. ft.)	203,741	3



# DISTRICT 6 MAINTENANCE OPI

## DISTRICT 6 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	8	5	51	1	86	1	57
Guardrail	598	432	190	55	290	32	195
Litter	8,570	4,060	3,310	4,486	6,726	1,510	4,514
Pavement Marking	258	47	55	91	347	125	232
Pavement Deficiency	2,202	248	199	100	939	16	630
Pavement Drop-Off	222	496	357	70	304	17	203
Sign Deficiency	220	106	96	90	144	77	96
Vegetation Obstruction	146	11	16	8	74	1	50

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	109	95	82	82	142	17	111
Guardrail	471	208	272	195	487	109	383
Litter	3,322	3,462	2,512	2,961	2,477	1,117	1,946
Pavement Marking	734	727	563	277	554	123	435
Pavement Deficiency	911	432	561	267	903	14	710
Pavement Drop-Off	290	711	559	181	487	97	383
Sign Deficiency	705	383	335	169	234	157	184
Vegetation Obstruction	56	73	70	67	115	27	91

<b>Statewide Totals</b>	<b>18,818</b>	<b>11,496</b>	<b>9,228</b>	<b>9,100</b>	<b>14,309</b>	<b>3,440</b>	<b>10,220</b>
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### DEFICIENCY TABLE LEGEND

10	<b>Goal</b>
10	<b>Does Not Meet Goal</b>
10	<b>Meets Goal</b>



# DISTRICT 7 PAVEMENT

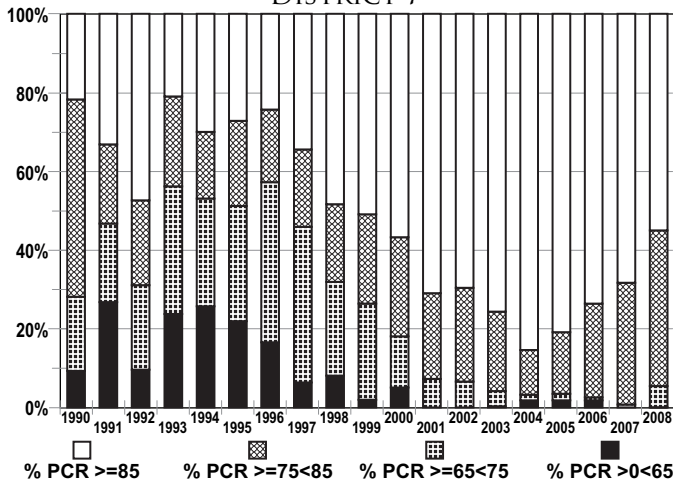
## ODOT DISTRICT 7 PAVEMENT SUMMARY

District 7 maintains 4,626 lane miles of pavement. Priority system highways account for 20 percent of the lane miles and 55 percent of the travel in the district. The general system accounts for 68 percent of the lane miles but only 30 percent of the travel in the district.

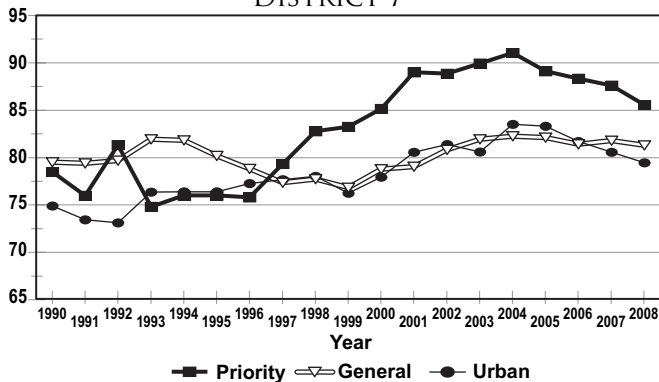
The pavements in District 7 are in good and stable condition. More than 98 percent of the priority system and more than 99 percent of the general and urban systems are in acceptable condition. The district should be able to maintain these conditions well into the future and achieve its pavement condition goals for 2006 through 2008.

District 7 continues an aggressive preventive maintenance program through force account crack sealing and strip sealing, along with contract preventive maintenance treatments of crack sealing, micro surfacing, ultra-thin bonded asphalt concrete, fine-graded polymer asphalt concrete and thin overlays with asphalt concrete. District 7 will also be administering four add-lane projects on Interstate 70 and U.S. Route 35 over the next two years. These projects, covering 26.39 centerline miles, will provide new pavements and ease congestion in four of the district's most congested areas.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 7



**WEIGHTED AVERAGE PCR**  
DISTRICT 7



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$50.58 M
New Construction - Lane Miles	81.14
Major Rehabilitation - Lane Miles	75.37
Minor Rehabilitation - Lane Miles	1,131.23
Reactive Maintenance - Lane Miles	39.44
Preventive Maintenance - Lane Miles	127.77

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	93%	90%
General ≥ 55 PCR	93%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	911	7
General	3,127	2
Urban	587	5
Total	4,626	3
Truck VMT	3,082,081	3
Total VMT	17,295,237	5



# DISTRICT 7 BRIDGES

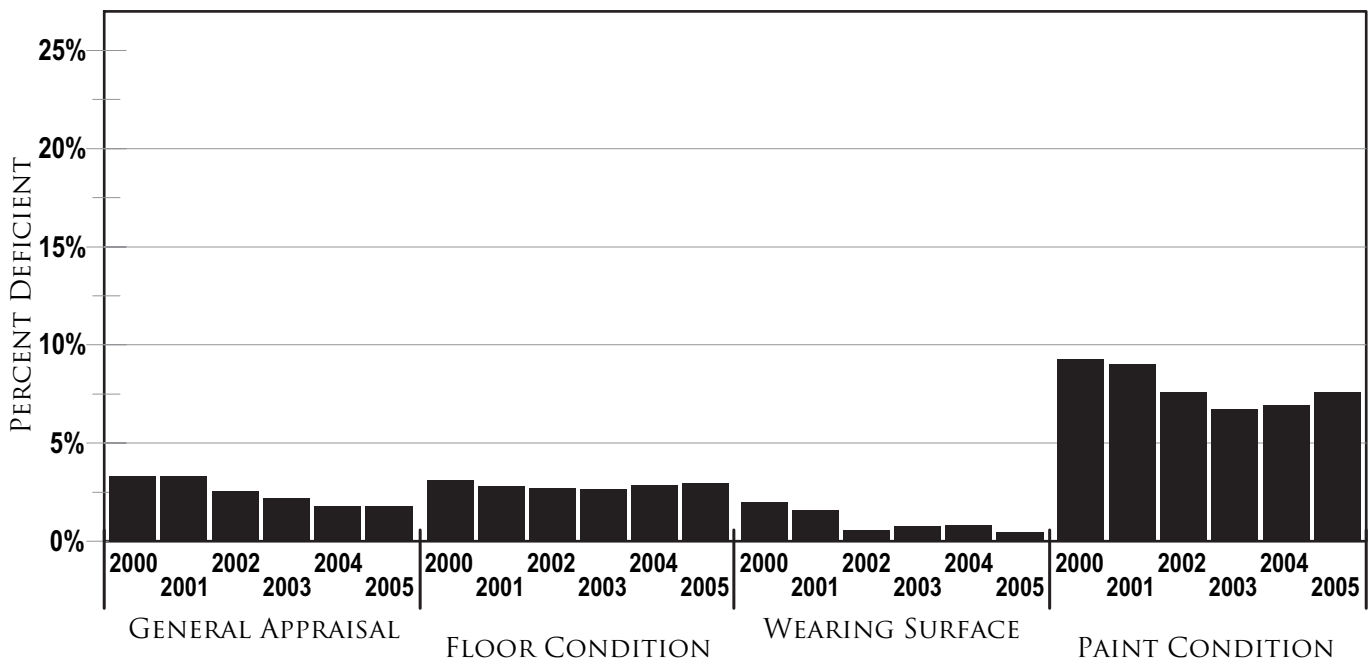
## ODOT DISTRICT 7 BRIDGE SUMMARY

District 7 owns 1,406 bridges with 9.2 million square feet of deck area. There are 238 of these bridges on the interstate system and 16 are classified as major bridges.

The bridge conditions are excellent and have been steady for several years. District 7 is currently on track to achieve all 2006 bridge goals with 98 percent of the general appraisal ratings in acceptable condition, 97 percent of the

floor conditions rated acceptable, 99 percent of the wearing surfaces in acceptable condition and 92 percent of the paint conditions rated acceptable. The wearing surface conditions are the second best in the state, and the general appraisal, floor and paint conditions are at or above the state average. Currently, roughly half of the deficient bridges have corrective rehabilitation projects programmed.

BRIDGE CONDITIONS – DISTRICT 7



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	96.00%	95.00%
Wearing Surface	97.00%	97.00%
Paint Condition	88.00%	87.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,406	5
Total Bridge Deck Area (sq. ft.)	9,165,740	5
Number of Bridges Carrying Interstate	238	6
Interstate Bridge Deck Area (sq. ft.)	2,976,181	6
Longest Bridge (ft.)	1,605	10
Maximum Deck Area (sq. ft.)	186,346	4



# DISTRICT 7 MAINTENANCE OPI

## ODOT DISTRICT 7 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	3	8	9	0	52	1	32
Guardrail	175	79	102	30	174	16	110
Litter	5,291	2,025	1,560	1,539	4,046	1,103	2,563
Pavement Marking	179	61	49	14	208	40	133
Pavement Deficiency	509	87	65	91	566	3	359
Pavement Drop-Off	130	166	125	38	183	4	117
Sign Deficiency	49	69	53	12	87	13	55
Vegetation Obstruction	8	2	3	2	43	0	27

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	110	112	86	97	170	30	129
Guardrail	208	179	117	148	597	19	448
Litter	2,537	3,146	1,893	2,386	3,043	1,353	2,287
Pavement Marking	1,735	783	746	621	683	158	513
Pavement Deficiency	1,370	215	94	82	1,108	3	831
Pavement Drop-Off	223	483	352	56	597	28	448
Sign Deficiency	131	144	138	46	284	20	214
Vegetation Obstruction	19	49	21	19	143	13	107

<b>Statewide Totals</b>	<b>12,673</b>	<b>7,608</b>	<b>5,413</b>	<b>5,181</b>	<b>11,984</b>	<b>2,804</b>	<b>8,373</b>
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#### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 8 PAVEMENT

## ODOT DISTRICT 8 PAVEMENT SUMMARY

District 8 maintains 1,497 priority system lane miles, 2,234 general system lane miles, and 808 urban system lane miles. The priority system accounts for 65 percent of the miles traveled within the district, while the general and urban systems carry 21 percent and 14 percent respectively.

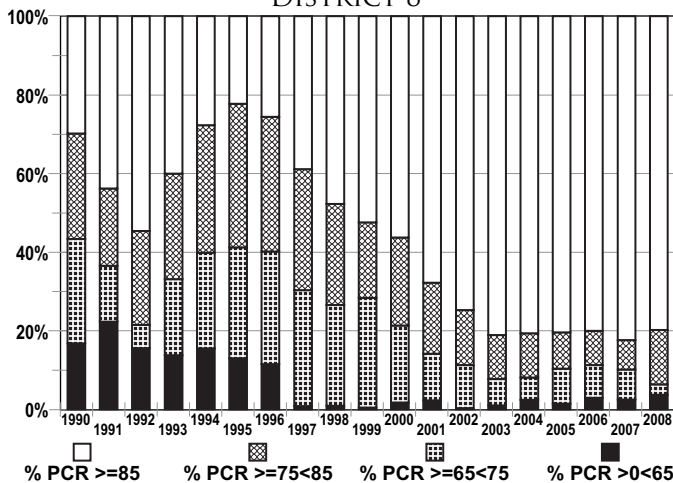
Currently, 97.6 percent of the priority system pavements, 97.5 percent of the general system pavements, and 97.7 percent of the urban system pavements are in acceptable condition. Projections indicate District 8 will be able to maintain levels of acceptability in excess of 90 percent well into the future. District 8 is on track to achieve its 2006 through 2008 pavement condition goals.

In FY 2007, District 8 will undertake an Interstate 275 project that will improve more than 41 lane miles of pavement and 29 bridges.

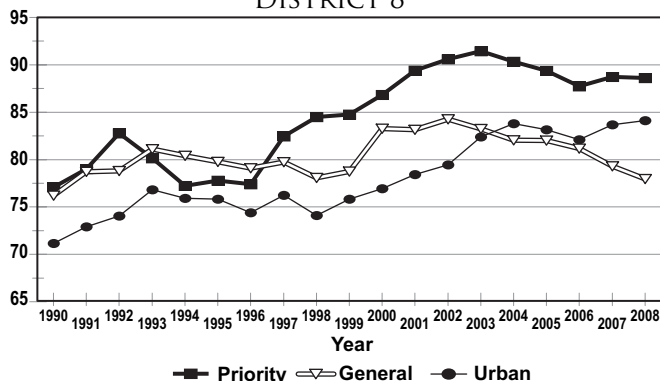
In order to maintain the priority and general system conditions, the district is continually analyzing the Ellis projects list, consulting with the county managers and field reviewing various routes in order to verify needed projects and to verify PCR (both actual and projected). Planned projects are swapped from fiscal year to fiscal year to meet special needs of the counties and to rectify actual conditions that were not projected accurately.

The preventive maintenance program has also begun to affect the system conditions during this time, and the district will be analyzing the efficiency of this approach. All preventive maintenance work in District 8 is performed by contract. The county forces focus work on reactive maintenance.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 8



**WEIGHTED AVERAGE PCR**  
DISTRICT 8



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$44.32 M
New Construction - Lane Miles	4.90
Major Rehabilitation - Lane Miles	145.42
Minor Rehabilitation - Lane Miles	651.70
Reactive Maintenance - Lane Miles	6.36
Preventive Maintenance - Lane Miles	480.36

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	93%	90%
General ≥ 55 PCR	93%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	1,497	3
General	2,234	11
Urban	809	3
Total	4,539	5
Truck VMT	3,261,385	2
Total VMT	28,161,795	2



# DISTRICT 8 BRIDGES

## ODOT DISTRICT 8 BRIDGE SUMMARY

District 8 has 1,507 bridges with 13.9 million square feet of deck area. Interstate bridges include 341 structures, and 25 of the District 8 bridges are in the major bridge category.

The district currently lists 98 percent of its bridges as acceptable for general appraisal, 98 percent acceptable for wearing surface condition and 94 percent acceptable for paint condition. The district has made significant improvements in its paint conditions since 1999, when only 82 percent of its inventory was acceptable.

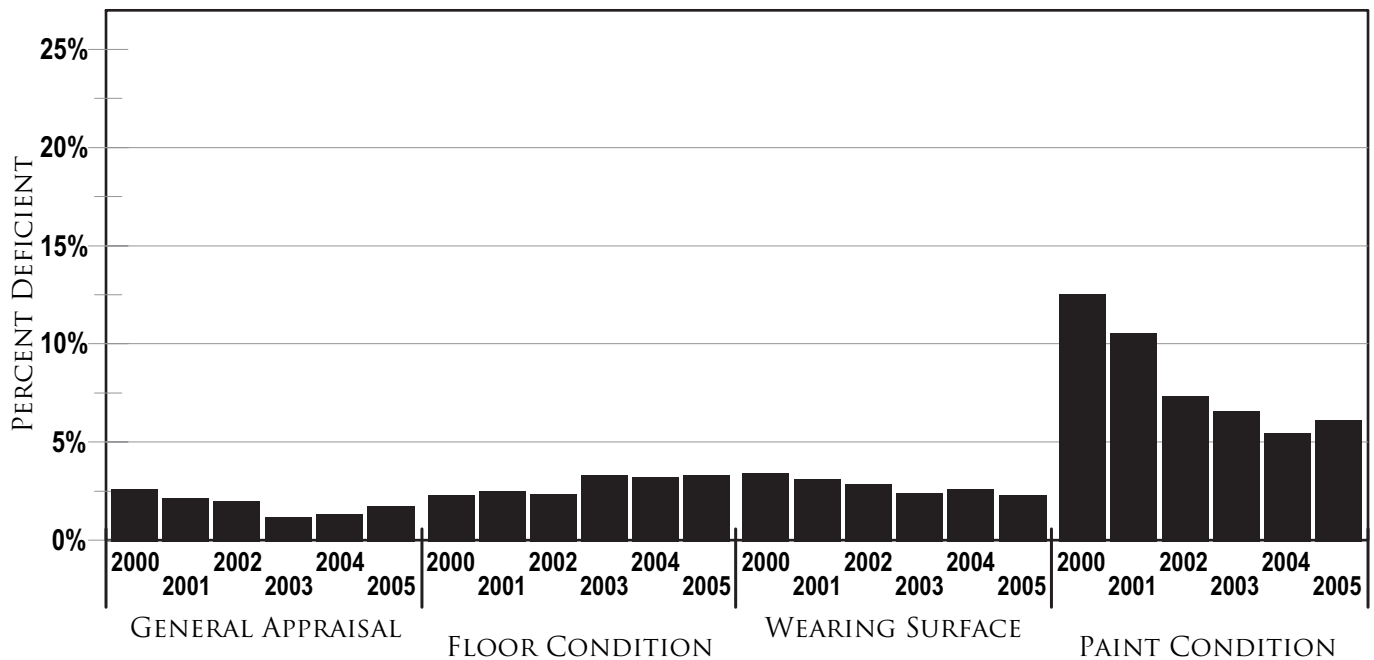
Year-to-date 2005 floor condition numbers have fallen just

below the FY 2006 goal of 96.7 percent acceptable.

The district has identified projects to correct 75 percent of the current deficiencies through the end of FY 2008 and anticipates no problems in achieving its goals.

District 8 has consistently coordinated bridge work on the priority system with pavement work. This has minimized disruptions to the public. The district has been consistent with bridge maintenance and the current levels of acceptable bridges are predicted to remain stable.

BRIDGE CONDITIONS – DISTRICT 8



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	96.70%	96.50%
Wearing Surface	97.00%	97.00%
Paint Condition	88.00%	88.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,507	4
Total Bridge Deck Area (sq. ft.)	13,885,802	3
Number of Bridges Carrying Interstate	341	3
Interstate Bridge Deck Area (sq. ft.)	5,078,819	2
Longest Bridge (ft.)	3,822	2
Maximum Deck Area (sq. ft.)	145,551	6



# DISTRICT 8 MAINTENANCE OPI

## DISTRICT 8 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	16	33	48	4	79	2	57
Guardrail	998	178	86	79	273	12	199
Litter	7,779	3,527	2,374	2,023	6,268	1,182	4,586
Pavement Marking	164	101	75	38	323	16	236
Pavement Deficiency	2,146	424	388	228	877	7	641
Pavement Drop-Off	178	773	607	121	284	6	208
Sign Deficiency	205	174	72	66	135	27	98
Vegetation Obstruction	55	23	23	4	68	2	50

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	152	110	93	70	125	12	99
Guardrail	542	255	158	117	434	47	345
Litter	3,765	3,711	2,069	2,403	2,206	1,528	1,753
Pavement Marking	432	484	571	294	493	82	392
Pavement Deficiency	794	643	476	320	804	18	639
Pavement Drop-Off	311	643	791	229	434	53	345
Sign Deficiency	568	546	347	136	207	57	165
Vegetation Obstruction	55	101	103	51	101	4	80

<b>Statewide Totals</b>	<b>18,156</b>	<b>11,726</b>	<b>8,286</b>	<b>6,183</b>	<b>13,111</b>	<b>3,055</b>	<b>9,893</b>
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### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 9 PAVEMENT

## ODOT DISTRICT 9 PAVEMENT SUMMARY

District 9 is responsible for maintaining 3,784 lane miles in eight counties. The lane miles include 2,708 general system lane miles, 952 priority system lane miles and 125 urban system lane miles. The majority of the district's general system lane miles consist of two-lane, rural routes that have significant grade changes, poor alignments and are without paved shoulders. The general system carries 53 percent of the traffic within the district.

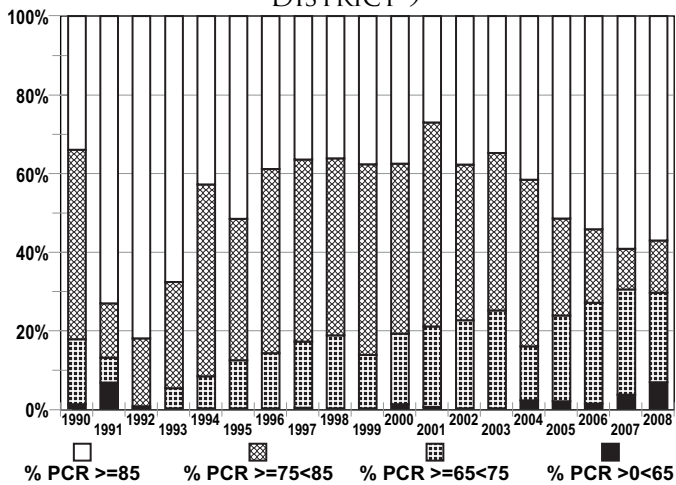
Currently, 98 percent of the priority system pavements, 99.9 percent of the general system pavements, and 100 percent of the urban system pavements are acceptable. Projections indicate District 9 will be able to maintain levels of acceptability in excess of 90 percent on the general and urban systems well into the future. Deficiencies are projected to exceed 10 percent on the priority system during FY 2009 and FY 2010

before dropping below 10 percent in FY 2011.

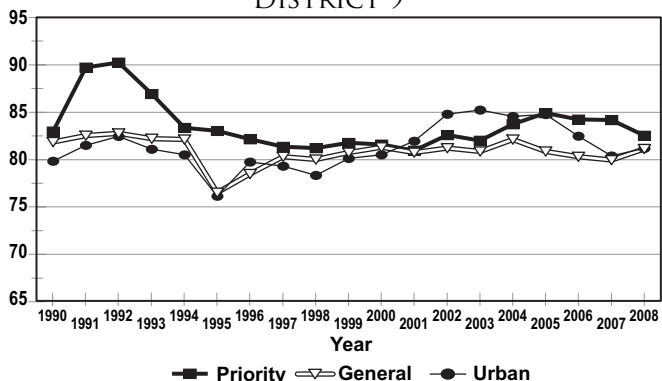
District 9 has implemented a preventive maintenance plan in accordance with the recommendations from Central Office. The district currently completes all crack sealing with county workforces. Non-crack sealing activities are contracted out.

In Ross County, U.S. Route 35 is scheduled to be completed in spring 2005, and will complete the widening of U.S. 35 into a four-lane facility across the state. The Portsmouth Bypass is in early design stages and is projected to bid in FY 2009. The Ross County State Route 207 project, connecting State Route 104 to U.S. Route 23, was bid earlier this fiscal year. The widening of SR 104 from U.S. 35 to SR 207 is in the early planning stages.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 9



**WEIGHTED AVERAGE PCR**  
DISTRICT 9



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$21.14 M
New Construction - Lane Miles	3.58
Major Rehabilitation - Lane Miles	0.00
Minor Rehabilitation - Lane Miles	767.84
Reactive Maintenance - Lane Miles	2.00
Preventive Maintenance - Lane Miles	207.16

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	93%	90%
General ≥ 55 PCR	93%	90%
Urban ≥ 55 PCR	93%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	952	6
General	2,708	4
Urban	125	10
Total	3,784	5
Truck VMT	728,031	11
Total VMT	7,276,512	10



# DISTRICT 9 BRIDGES

## ODOT DISTRICT 9 BRIDGE SUMMARY

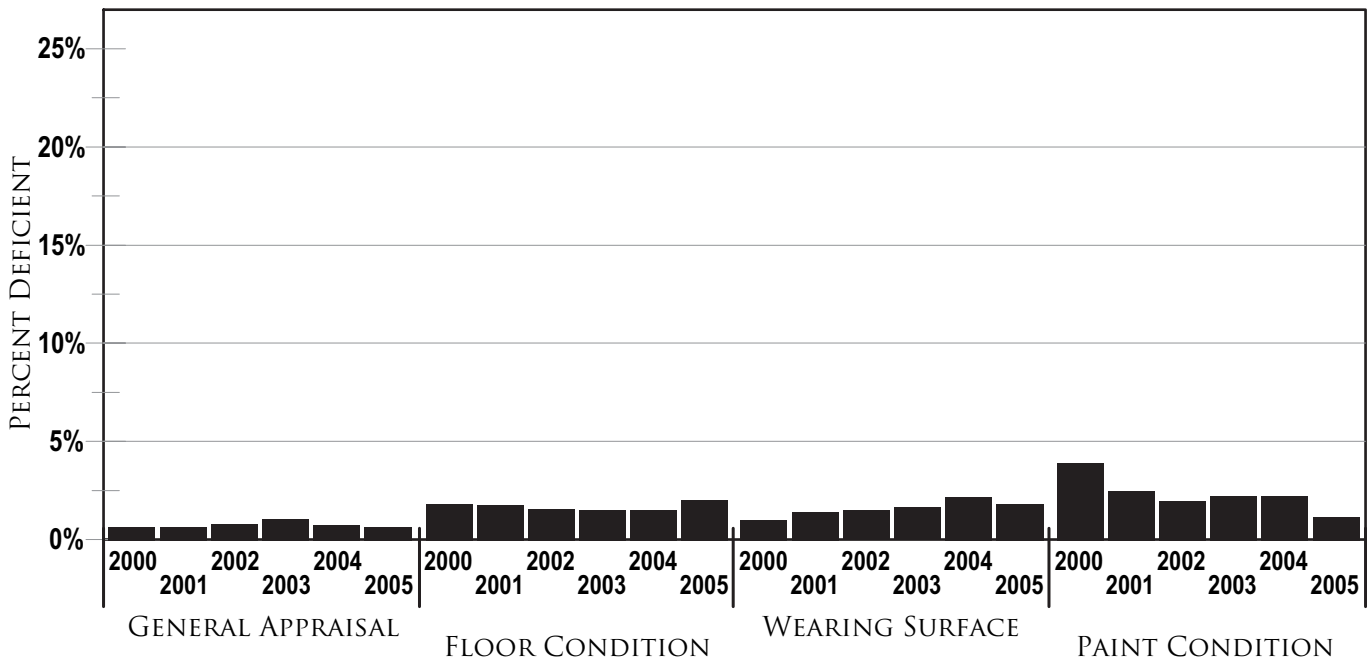
District 9 has an inventory of 1,249 bridges, with 5.5 million square feet of deck area and no routes on the interstate system. There are 12 district bridges classified as major bridges.

The district is expected to meet its FY 2006 bridge goals in all four rating categories. General appraisal ratings are 99

percent acceptable, floor conditions are 98 percent acceptable, wearing surface conditions are 98 percent acceptable and paint conditions are 99 percent acceptable.

District 9 has forecasted bridge deficiencies to grow slightly over the next eight years but to remain within goal limits.

BRIDGE CONDITIONS – DISTRICT 9



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	96.50%	96.00%
Wearing Surface	97.00%	97.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
	District Ranking <sup>1</sup>	
Number of Bridges	1,249	6
Total Bridge Deck Area (sq. ft.)	5,467,947	9
Number of Bridges Carrying Interstate	0	12
Interstate Bridge Deck Area (sq. ft.)	0	12
Longest Bridge (ft.)	3,432	3
Maximum Deck Area (sq. ft.)	132,203	7



# DISTRICT 9 MAINTENANCE OPI

## ODOT DISTRICT 9 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	18	11	14	5	53	3	37
Guardrail	540	67	70	85	179	51	126
Litter	6,125	2,418	1,323	1,213	4,191	1,043	2,976
Pavement Marking	724	42	117	8	217	37	154
Pavement Deficiency	314	68	100	61	587	3	416
Pavement Drop-Off	51	85	57	19	187	2	133
Sign Deficiency	136	30	23	26	90	16	64
Vegetation Obstruction	7	2	26	1	46	0	32

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	113	89	102	83	154	13	118
Guardrail	769	371	192	180	537	123	415
Litter	7,084	5,231	3,210	2,757	2,739	1,223	2,119
Pavement Marking	345	307	502	188	613	51	475
Pavement Deficiency	455	246	472	106	997	7	771
Pavement Drop-Off	178	374	286	50	537	21	415
Sign Deficiency	350	173	167	79	256	56	197
Vegetation Obstruction	127	54	102	12	131	1	101

<b>Statewide Totals</b>	<b>17,332</b>	<b>9,568</b>	<b>6,763</b>	<b>4,873</b>	<b>11,514</b>	<b>2,650</b>	<b>8,549</b>
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#### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



# DISTRICT 10 PAVEMENT

## ODOT DISTRICT 10 PAVEMENT SUMMARY

District 10 is responsible for maintaining 4,005 lane miles of pavement in hilly and often wooded terrain. The priority system accounts for 16 percent of the lane miles and 36 percent of the travel in the district. The general system accounts for 82 percent of the lane miles and 57 percent of the travel in the district.

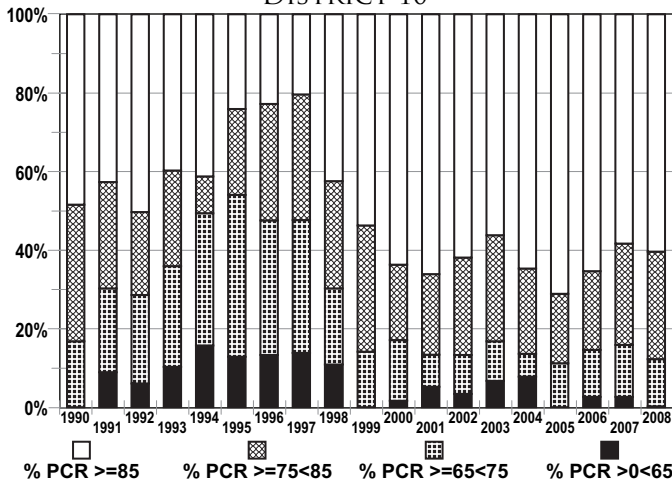
Currently, 92 percent of the priority system pavements, 99 percent of the general system pavements and 98 percent of the urban system pavements are acceptable. Projections indicate District 10 will be able to maintain high levels of acceptable pavements well into the future.

The hilly terrain in District 10 leads to frequent slides/slips.

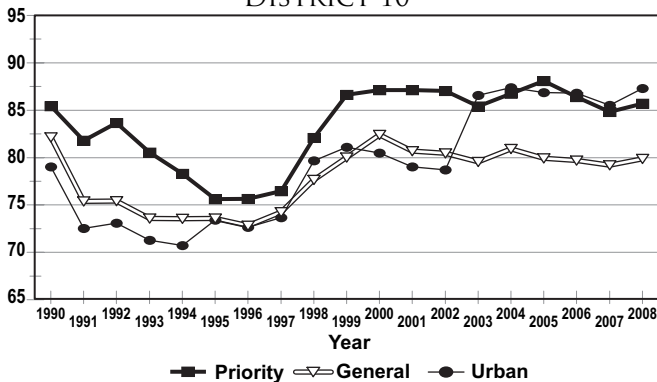
In the past, the district used its own preservation allocation to repair the slides and protect against further damage to pavements. Beginning in FY 2005, a centrally funded pool of money was set aside to address slides. The slide allocation should result in proactive slide management and allow the district to spend its preservation allocation on improving pavement condition ratings.

The final two segments of the U.S. Route 33 corridor were recently completed in Athens and Meigs counties. District 10's portion of the U.S. 33 corridor will add 56 lane miles to the system. The district's overall PCR average will increase as this new segment of U.S. 33 is added to the inventory.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 10



**WEIGHTED AVERAGE PCR**  
DISTRICT 10



**FY 2006 - 2009 SUMMARY**

Average Annual Preservation Program	\$24.92 M
New Construction - Lane Miles	5.93
Major Rehabilitation - Lane Miles	3.25
Minor Rehabilitation - Lane Miles	889.82
Reactive Maintenance - Lane Miles	1.80
Preventive Maintenance - Lane Miles	270.78

**DISTRICT PAVEMENT GOALS**

System	FY 2006	FY 2008
Priority ≥ 65 PCR	90%	90%
General ≥ 55 PCR	91%	90%
Urban ≥ 55 PCR	89%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	643	11
General	3,280	1
Urban	82	12
Total	4,005	6
Truck VMT	559,998	12
Total VMT	5,437,294	12



# DISTRICT 10 BRIDGES

## ODOT DISTRICT 10 BRIDGE SUMMARY

District 10 has an inventory of 1,202 bridges with a total of 4.3 million square feet of deck area. The interstate system includes 44 bridges that carry interstate traffic. The district also has three bridges in the major bridge category.

Currently 96 percent of the district's bridges have acceptable general appraisal ratings, 97 percent have acceptable floor condition ratings, 92 percent have acceptable wearing surfaces and 93 percent have acceptable paint condition ratings. At 92 percent acceptable, wearing surface ratings are below the 2006 goal of 97 percent acceptable.

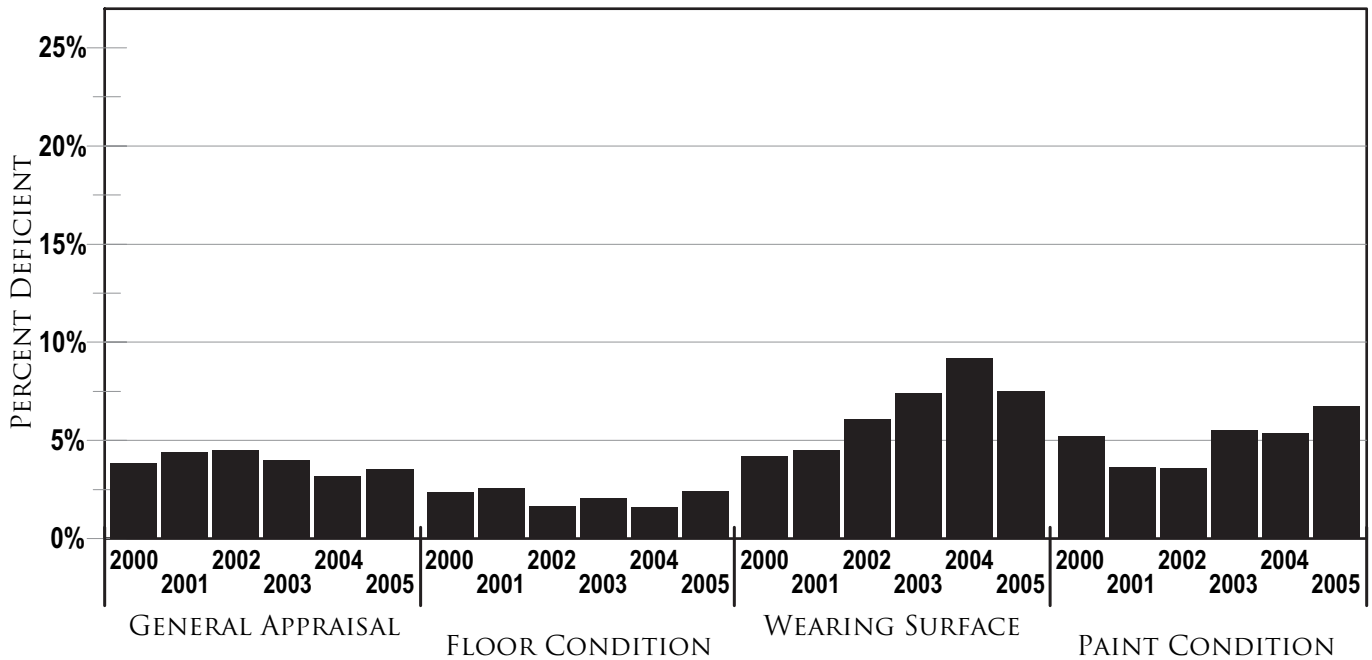
Over the next four years, the district has programmed projects to address 64 percent of current general appraisal deficiencies, 68 percent of floor condition deficiencies, 81

percent of wearing surface deficiencies and 80 percent of paint deficiencies.

The district anticipates achieving all of its 2006 goals for general appraisal, floor condition and paint condition. The district is on track to achieve all of its bridge goals by FY 2008.

In an effort to increase the life of the structures, District 10's bridge crew and county forces perform multiple tasks for the maintenance of its bridges, which include removing debris caught on piers, crack-sealing asphalt wearing surfaces, sweeping and washing decks, cutting brush and cleaning out channels.

BRIDGE CONDITIONS – DISTRICT 10



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	97.00%	97.00%
Wearing Surface	97.00%	97.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
	District Ranking <sup>1</sup>	
Number of Bridges	1,202	8
Total Bridge Deck Area (sq. ft.)	4,330,044	11
Number of Bridges Carrying Interstate	44	11
Interstate Bridge Deck Area (sq. ft.)	339,129	10
Longest Bridge (ft.)	3,000	6
Maximum Deck Area (sq. ft.)	47,275	11



# DISTRICT 10 MAINTENANCE OPI

## DISTRICT 10 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	47	48	41	6	35	12	26
Guardrail	147	96	38	39	125	2	93
Litter	1,878	1,294	1,126	740	2,910	558	2,163
Pavement Marking	264	66	141	131	150	94	111
Pavement Deficiency	150	142	97	106	405	10	301
Pavement Drop-Off	49	189	214	8	131	1	98
Sign Deficiency	51	80	79	46	63	11	47
Vegetation Obstruction	1	10	26	0	31	0	23

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	180	176	162	77	186	49	141
Guardrail	1,183	602	738	544	648	236	490
Litter	4,258	3,583	3,122	2,686	3,310	1,721	2,500
Pavement Marking	1,543	1,296	1,386	1,730	742	703	559
Pavement Deficiency	1,621	839	518	523	1,208	37	911
Pavement Drop-Off	570	1,891	1,314	122	648	92	490
Sign Deficiency	316	313	339	214	310	141	233
Vegetation Obstruction	12	151	290	34	153	50	116

<b>Statewide Totals</b>	<b>12,265</b>	<b>10,776</b>	<b>9,631</b>	<b>7,006</b>	<b>11,055</b>	<b>3,717</b>	<b>8,302</b>
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### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



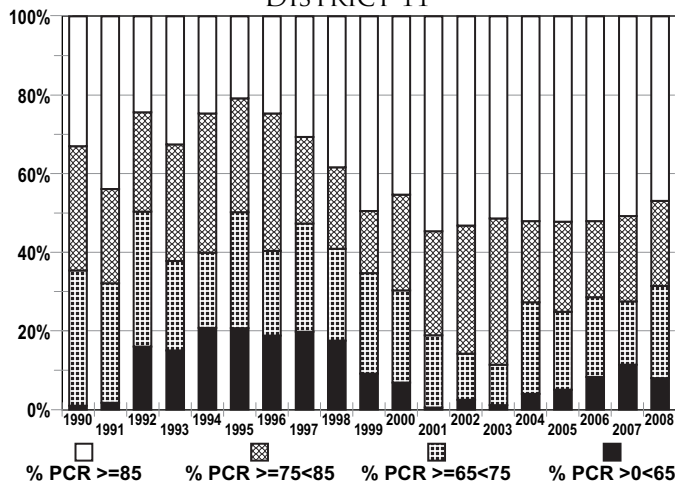
# DISTRICT 11 PAVEMENT

## ODOT DISTRICT 11 PAVEMENT SUMMARY

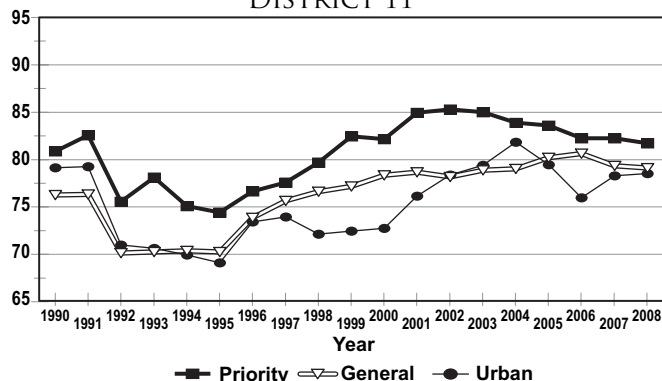
District 11 is responsible for 3,379 lane miles of pavement. The most heavily traveled route is Interstate 70 in Belmont County, accounting for about 15 percent of the district's priority system. Currently, 96 percent of the priority system pavements, 98 percent of the general system pavements and 99 percent of the urban system pavements are acceptable. Projections indicate the district will be able to maintain high levels of acceptable pavements on the general and urban systems well into the future. The priority system drops below 90 percent acceptable in 2007 but recovers in 2008 and beyond.

The district relies heavily on county forces to achieve acceptable pavement conditions, especially in key maintenance areas. Crack sealing candidates are included in county work plans. Tree removal, drainage ditch clearing and underdrain cleaning all contribute to better drainage, which should help slow pavement deterioration. In addition, the district purchased equipment and assembled a crew to provide reactive maintenance in the form of spot paving and repairs district wide.

**PRIORITY PAVEMENT CONDITIONS**  
DISTRICT 11



**WEIGHTED AVERAGE PCR**  
DISTRICT 11



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$30.40 M
New Construction - Lane Miles	8.46
Major Rehabilitation - Lane Miles	29.64
Minor Rehabilitation - Lane Miles	1,028.73
Reactive Maintenance - Lane Miles	0.00
Preventive Maintenance - Lane Miles	175.32

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	90%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	83%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	777	8
General	2,498	9
Urban	104	11
Total	3,379	11
Truck VMT	1,044,803	10
Total VMT	8,022,821	9



# DISTRICT 11 BRIDGES

## ODOT DISTRICT 11 BRIDGE SUMMARY

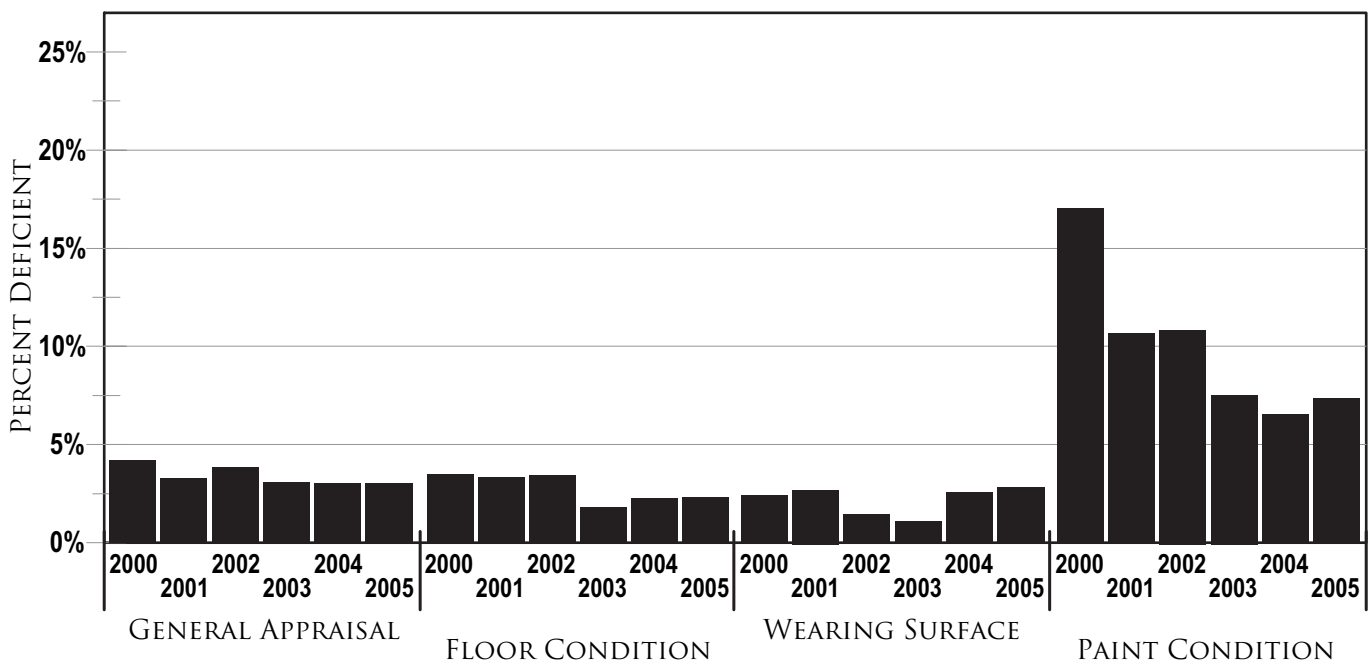
District 11 has 1,005 bridges with 5.8 million square feet of deck area. Interstate highway traffic travels on 82 of these structures and 16 bridges are categorized as major bridges.

Currently, 97 percent of the district bridges have an acceptable general appraisal rating, 98 percent of the bridges have an acceptable floor condition rating, 97 percent have an acceptable wearing surface rating and 93 percent have an acceptable paint rating. The district is on track to achieve

its 2006 goals in all categories.

Over the next four years, the district has programmed projects to address 62 percent of the bridges with general appraisal deficiencies, 63 percent of the bridges with deficient floor conditions, 34 percent of the bridges with wearing surface deficiencies and 55 percent of the bridges with paint deficiencies. An additional 25 percent of the paint deficiencies are programmed to be addressed in 2010.

BRIDGE CONDITIONS – DISTRICT 11



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	96.50%	96.00%
Wearing Surface	97.00%	97.00%
Paint Condition	90.00%	90.00%

FY 2004 BRIDGE STATISTICS		
		District Ranking <sup>1</sup>
Number of Bridges	1,005	10
Total Bridge Deck Area (sq. ft.)	5,844,751	8
Number of Bridges Carrying Interstate	82	9
Interstate Bridge Deck Area (sq. ft.)	760,454	9
Longest Bridge (ft.)	1,657	9
Maximum Deck Area (sq. ft.)	115,261	8



# DISTRICT 11 MAINTENANCE OPI

## ODOT DISTRICT 11 ORGANIZATIONAL PERFORMANCE INDEX

## PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	30	24	42	3	38	11	29
Guardrail	283	194	73	48	129	11	103
Litter	2,863	1,402	1,100	710	3,021	752	2,371
Pavement Marking	366	60	57	91	157	50	123
Pavement Deficiency	989	198	275	140	421	19	331
Pavement Drop-Off	75	388	162	29	138	4	108
Sign Deficiency	69	39	33	30	65	15	52
Vegetation Obstruction	22	37	3	5	30	4	26

## GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	71	116	112	34	137	45	107
Guardrail	1,204	839	1,177	808	476	71	370
Litter	2,273	2,536	2,791	1,277	2,425	1,387	1,887
Pavement Marking	1,875	933	824	1,173	544	413	423
Pavement Deficiency	1,585	1,342	1,254	670	885	28	688
Pavement Drop-Off	443	1,365	961	59	476	70	370
Sign Deficiency	198	223	205	171	226	91	176
Vegetation Obstruction	11	154	84	18	115	22	89

<b>Statewide Totals</b>	<b>12,354</b>	<b>9,850</b>	<b>9,153</b>	<b>5,266</b>	<b>9,289</b>	<b>2,993</b>	<b>7,253</b>
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## DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal



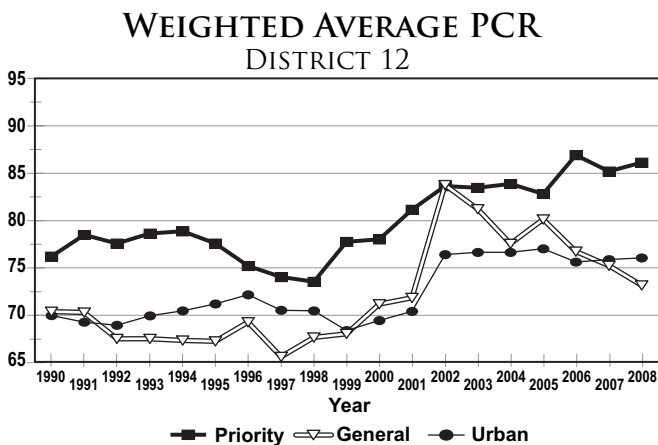
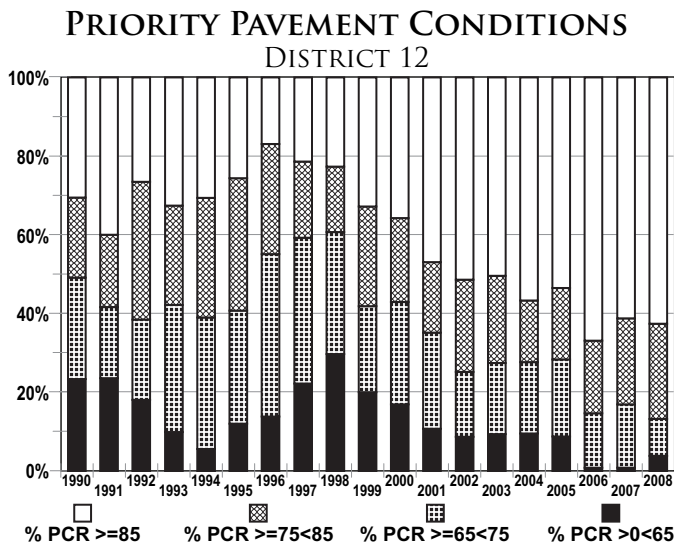
# DISTRICT 12 PAVEMENT

## ODOT DISTRICT 12 PAVEMENT SUMMARY

Currently, 91 percent of the priority system pavements, 98 percent of the general system pavements and 92 percent of the urban system pavements are acceptable. Projections indicate District 12 will be able to achieve its pavement condition goals for 2006 through 2008 and maintain high levels of acceptable pavements well into the future.

In addition to its preservation program, District 12 pavements will benefit from the Major Rehabilitation Program and future Major New projects (especially on the Interstate 90 Innerbelt).

In FY 2006, two major rehabilitation projects will sell impacting Cuyahoga Interstate 480 and Lake I-90, resulting in improved conditions on both routes.



FY 2006 - 2009 SUMMARY	
Average Annual Preservation Program	\$53.85 M
New Construction - Lane Miles	10.06
Major Rehabilitation - Lane Miles	271.65
Minor Rehabilitation - Lane Miles	537.55
Reactive Maintenance - Lane Miles	45.88
Preventive Maintenance - Lane Miles	230.17

DISTRICT PAVEMENT GOALS		
System	FY 2006	FY 2008
Priority ≥ 65 PCR	89%	90%
General ≥ 55 PCR	90%	90%
Urban ≥ 55 PCR	91%	90%

SYSTEM	LANE MILES	DISTRICT RANK
Priority System	1,184	4
General	576	12
Urban	1,278	1
Total	3,037	12
Truck VMT	1,649,059	9
Total VMT	23,136,291	4



# DISTRICT 12 BRIDGES

## ODOT DISTRICT 12 BRIDGE SUMMARY

District 12 has the largest inventory of bridges in the state in terms of deck area, at 15 million square feet, but the second lowest number of bridges at 944. These large structures include 323 bridges that carry interstate traffic. District 12 owns 26 of the 151 major bridges in the state.

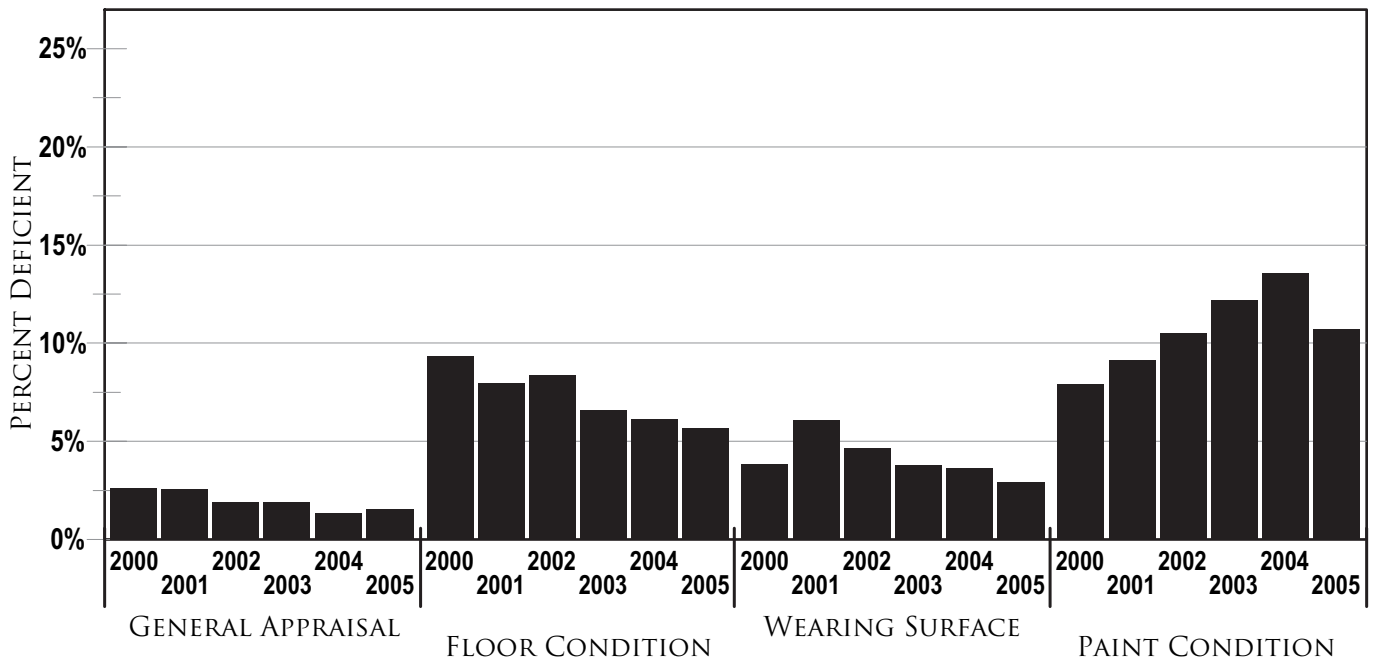
The district has continued to identify corridors for bridge projects where a series of structures along a stretch of highway are reconstructed rather than doing bridges individually. This works especially well for mainline deck overlays and overhead bridge painting. Where necessary, the district has used “rapid overlays” on individual mainline bridges to minimize the disruption of traffic. Using this technique, one half of a bridge can be overlaid in one weekend and have all lanes open to traffic on Monday morning. Most other

priority system bridge work is done in conjunction with a pavement project, which allows the sharing of maintenance of traffic.

Currently, 98 percent of the district’s bridges have an acceptable general appraisal rating. Floor condition ratings stand at 94 percent acceptable, wearing surfaces 97 percent acceptable and paint conditions at 89 percent acceptable. The district has a number of projects programmed to address current deficiencies and is currently on track to achieve all its 2006 goals for acceptable bridge conditions.

Although paint condition goals are being met, paint deficiencies have risen in the past five years and will receive attention in the four-year work plan.

BRIDGE CONDITIONS – DISTRICT 12



DISTRICT BRIDGE GOALS		
System	FY 2006	FY 2008
General Appraisal	96.00%	96.00%
Floor Condition	93.50%	95.00%
Wearing Surface	95.50%	94.00%
Paint Condition	87.00%	85.00%

FY 2004 BRIDGE STATISTICS		
	District Ranking <sup>1</sup>	
Number of Bridges	944	11
Total Bridge Deck Area (sq. ft.)	15,034,775	1
Number of Bridges Carrying Interstate	323	4
Interstate Bridge Deck Area (sq. ft.)	7,347,735	1
Longest Bridge (ft.)	6,580	1
Maximum Deck Area (sq. ft.)	590,739	1



# DISTRICT 12 MAINTENANCE OPI

## DISTRICT 12 ORGANIZATIONAL PERFORMANCE INDEX

### PRIORITY SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	29	16	9	2	59	1	45
Guardrail	587	373	318	84	202	15	154
Litter	4,489	1,820	1,955	1,535	4,577	307	3,495
Pavement Marking	1,052	99	115	24	235	3	179
Pavement Deficiency	2,969	708	401	117	640	45	489
Pavement Drop-Off	179	325	291	46	207	1	158
Sign Deficiency	133	85	124	39	98	12	75
Vegetation Obstruction	42	10	9	7	49	0	37

### GENERAL SYSTEM DEFICIENCIES

OPI Measures	FY '01	FY '02	FY '03	FY '04	FY '06-'07 Goal	FY '05 to Date (thru 3 <sup>rd</sup> Qtr.)	FY '05 Goal to Date (thru 3 <sup>rd</sup> Qtr.)
Drainage Obstruction	15	17	9	11	28	0	20
Guardrail	129	64	34	20	95	2	68
Litter	218	359	130	270	485	60	348
Pavement Marking	510	340	135	42	109	18	78
Pavement Deficiency	492	210	160	62	177	1	127
Pavement Drop-Off	133	265	117	30	95	5	68
Sign Deficiency	75	91	55	13	46	7	33
Vegetation Obstruction	45	3	9	8	22	1	16

<b>Statewide Totals</b>	<b>11,093</b>	<b>4,785</b>	<b>3,871</b>	<b>2,310</b>	<b>7,124</b>	<b>478</b>	<b>5,390</b>
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### DEFICIENCY TABLE LEGEND

10	Goal
10	Does Not Meet Goal
10	Meets Goal

